

Dupont Road Added Travel Lanes

Responses to Comments from Public Meetings – September 10, 2012

Comment #1

Grade separated crossing of the Pufferbelly Trail should be included as part of the roadway design for the safety of pedestrians and bicyclists.

Response #1

The grade separation will be constructed as part of this project and will also include the tie in with the trail on the south side as well as the tie in from Woodmont. The trail on the north side will be constructed as part of a separate project.

Comment #2

During construction, verify the smoothness of the trail/sidewalk. Some areas on the new trail along Lima Road are very rough and make it hard to ride bikes or push strollers on.

Response #2

This will be verified by city inspectors during construction of the project.

Comment #3

Post the plans and images of the grade separated crossing on the City's website.

Response #3

This has been done. They are available at the following link:

<http://www.cityoffortwayne.org/publicworks/transportation-projects/244-dupont-road-widening-lima-to-coldwater.html>

Comment #4

The Blvd style design of Dupont Road with the trail and pedestrian facilities is very impressive. This design provides insight for a lasting project. The design takes a major east west artery and converts it to a beautiful boulevard. Project will provide pedestrian/bike connectivity between residential and commercial areas and cut down on vehicular traffic.

Response #4

The project is being designed to be context sensitive due to the types of land uses that it serves. Although it is a major thoroughfare, it also services adjacent residential, commercial, institutional (i.e. school, church) and office land uses. The objective is to provide a safe passage for all road users including motorists, pedestrians and bicyclists and create an aesthetic corridor that will enhance property values for all land uses. While movement of vehicular traffic is important, the accommodation of pedestrians and non- motorized vehicles is also important. Other considerations include reclamation of green spaces

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to off set additional impermeable surfaces so that we minimize the impacts of storm drainage and flooding of adjacent rivers and streams. Also being considered is the treatment of the first 1-inch of rainfall before it reaches the outfalls so that all solid particles and oils are trapped before they flow into the Beckett's Run Stream.

Comment #5

The group behind the trail project never approached the residents of Woodmont with the plan to have the trail connection between the Pufferbelly Trail and the Dupont Road sidewalks go through the common area of Woodmont. This will incur losses of the Woodmont monument signage, loss of trees at the entrance and loss of property.

Response #5

The plan to use the common area of Woodmont that is undeveloped in order to provide a connector to the proposed Pufferbelly Trail was considered because of the need to provide ADA (Americans with Disabilities Act) accessibility to the trail from the proposed sidewalk on the north side of Dupont Road, which will be part of the widening project. The non-profit group, Fort Wayne Trails, Inc. and its predecessor, Northwest Allen Trails, Inc., were not aware of the need for the common area to be utilized until the Dupont Road widening project was planned and studied; therefore, they were unable to share information that was not available at the time they communicated with you. The decision to elevate Dupont Road and provide a safe, ADA-accessible connection to the Pufferbelly Trail through Woodmont's common area was a decision made by the City, not the trails volunteers and advocates. The Woodmont Homeowners' Association will be compensated for any of its common area needed for the roadway project and for any loss of trees. Also, the neighborhood will be compensated for the movement of its monument sign. Additional trees will be planted in the area as part of the Dupont Road widening project and the Pufferbelly Trail project.

Comment #6

The grade separated crossing of the Pufferbelly Trail is a waste of money. It would be better to install a traffic signal at Hickory Tree to allow trail users to cross Dupont road.

Response #6

The grade separation of the trail crossing was considered as part of the roadway project because of the amount of traffic that Dupont Road is expected to carry. Crossing this vehicular traffic at grade by the number of trail users anticipated to use the Pufferbelly Trail is not a safe condition. Grade separation of this heavy pedestrian/motorist crossing was considered for the primary safety benefit of trail users. Also stopping vehicular traffic at a signal to allow trail users to cross Dupont Road would reduce the capacity on Dupont Road and introduce additional delays to vehicular traffic.

Comment #7

The tunnel under Dupont Road is a potential source of problems with vandalism and all that goes with a hidden, secluded, pathway.

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[Response #7](#)

The design of the grade separated crossing will be such that pedestrians will be able to see daylight through the underpass without any dark spots. This will make the crossing more attractive to trail users. And the underpass will be illuminated at night so that no dark hidden areas will be created.

[Comment #8](#)

The roadway alignment should be moved about three to five feet to the south along the Solomon Farm Property section. This would eliminate the need for removal of several trees, bushes, fences, driveway lights, etc. Property on the south is Solomon Farms and is undeveloped.

[Response #8](#)

The existing centerline of Dupont Road is being maintained and all improvements are being offset from this centerline. The roadway alignment is not being shifted to the north. Most of the area on the north side that will be needed for the construction is currently occupied by a ditch. The proposed sidewalk will be on the back slope of this existing ditch. The existing ditch will be filled in and drainage will be accomplished via storm sewers. The elimination of the ditch would make the land on the north side more easily maintainable. A minimum number of trees will be impacted and the project will be designed around any mature trees that could be preserved. Any other features that need to be relocated such as landscaping, monuments walls, lighting, etc. will be compensated for. The lots are deep enough that no building structures will be impacted.

Shifting the roadway alignment to the south between Oak Tree and Hickory Tree would create deflections in the centerline of the roadway which is an undesirable roadway operational characteristic.

[Comment #9](#)

The landscaped median across the properties whose drives are on Dupont Road will be inconvenienced by not being able to make left turns into or out of their homes.

[Response #9](#)

The intent of the project is to provide a context sensitive design that will enhance the adjacent land uses and property values. While we recognize the relative inconvenience to residents of not being able to turn left into or out of their drives, the value added by providing a landscaped median in a residential area is significant. Such a boulevard type median can serve as a focal point of the street or as an identifiable gateway into a neighborhood. Other desirable features of the proposed landscaped median include:

- *more aesthetic streetscape with tree canopies over the roadway,*
- *slower travel speeds provided by a calmer street,*
- *more pedestrian friendly,*
- *more environmentally friendly,*
- *reduced traffic noise,*
- *less impacts to storm drainage by reducing storm water runoff,*
- *provide areas for snow storage,*
- *provide pedestrian refuge areas, and*
- *increased safety by reducing head- on and left-turn crashes.*

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By providing a network of pedestrian facilities that connect area neighborhoods with one another as well as other activity centers with the neighborhoods (such as the commercial areas on the east and west ends of the project with the residential areas in the middle as well as the YMCA, church, and school with one another) fewer short distance vehicular trips could be made to those areas that can be accessed by the sidewalk/trail facilities. Finally, the landscaped median allows an opportunity for some permeable surface areas to be recovered within the right-of-way to minimize negative impacts of urbanization.

Comment #10

It is unfair to all the homeowners on Woodmont to have all the homeowners on the north side of Dupont Road to make U-turns at the Woodmont addition entrance or cut through their neighborhood to travel east from their homes or return from the west to their homes. A center turn lane should be provided for these residents just like on Maplecrest Road between Stellhorn and St. Joe Ctr.

Response #10

As stated above, one of the goals of this project is to provide a good network of pedestrian facilities that will connect all the activity centers in the area, thus eliminating the need for short distance vehicular trips. There are currently 10 homes on the north side of Dupont Road which will be affected by the median. Therefore, it is anticipated that the left-turn vehicular movements that will be restricted by the installation of the landscaped median would be minimal. Those left-turn movements made by passenger cars could be accommodated by U-turns made the proposed median openings. There should be no need for vehicles to cut through neighborhoods in order to get to their residences. As stated in response #9, the benefits of this median as significant.

Comment #11

The Pufferbelly Trail along with the grade separated crossing will be a huge boon to the community and will connect the YMCA, Solomon Farms and other destinations with many north side neighborhoods. The grade separated crossing should be constructed with the Dupont Road widening and the Pufferbelly Trail should continue to the north of Dupont Road.

Response #11

The roadway project will address the crossing of the Pufferbelly Trail with Dupont Road by providing a grade separated crossing. It will also reconstruct the trail on the south side of Dupont as well as the connector on the north side between the sidewalk and the trail, utilizing the common area in Woodmont. The trail north of this area will be constructed as a separate project. We expect this section of the Pufferbelly Trail to be heavily travelled. Also, Dupont Road will see increased traffic due to the development of the Parkview Hospital complex. Having a grade separated crossing between the trail and the roadway is the safest way to minimize conflicts between motorists and trail users.

Comment #12

We are excited about the Dupont Road widening and Pufferbelly trail projects and the added value they will bring to our neighborhoods. The trails offer something for everyone and make Fort Wayne a more desirable place to live in.

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[Response #12](#)

Trails do indeed add value to our community by improving our quality of life and making our community more connected and safer for pedestrians and bicyclists. Trails make our communities more livable; improve the economy through tourism and civic improvement; preserve and restore open space; and provide opportunities for physical activity to improve fitness and mental health. We appreciate your support!

Comment #13

I understand that the need for a traffic signal at Hickory Tree is based on actual traffic counts and not on resident counts or decision by city government. If the counts indicate that a signal is needed, then one needs to be installed. I am requesting that a traffic study be performed to determine if a traffic signal is warranted at this location.

[Response #13](#)

A traffic study will be performed to determine the need for a traffic signal at this intersection.

Comment #14

We understand that neighborhood would be compensated for the signs for Woodmont at Hickory Tree and Oak Tree. However the neighborhood would like to keep the signs. Please review the options of moving/replacing/retaining these signs at both entrances.

[Response #14](#)

During the right-of-way phase of this project, all the above concerns will be addressed.

Comment #15

Consider the trail connection between the Pufferbelly and Dupont sidewalk on the north side to be on the LaCabreah side instead of the Woodmont side.

[Response #15](#)

We did consider this. However, the topography and the proximity of existing structures make the Woodmont side a more appropriate location for the connection.

Comment #16

Please time the traffic signals on Dupont between Lima and LaCabreah for better traffic flow.

[Response #16](#)

We are currently in the process of installing the necessary hardware at the signals at Radbourne and Dawson's Creek/La Cabreah to make the timing of the signals more conducive to through traffic on Dupont Road. This work will be completed within the next few months.

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Comment #17

There is an existing center left-turn lane between Nottawa Trail and 110 West Dupont Road. This left-turn lane needs to be retained to provide the same access as existing to both these properties.

[Response #17](#)

This existing center turn lane will be retained.

Comment #18

Need to provide a right-turn lane on westbound Dupont at Hickory Tree Road. This right-turn lane would improve traffic flow and safety as vehicles turning into Woodmont would be away from the through traffic as they crest the hill just east of Hickory Tree Road.

[Response #18](#)

With the proposed 4-lane section on Dupont Road, the need for a dedicated right turn lane into Hickory Tree Road would be minimized. Furthermore, the crest of the hill west of Hickory Tree is being designed so that the stopping sight distance for the posted speed of 45 MPH is met for westbound traffic.

Comment #19

Provide a southbound right-turn lane on Hickory Tree Road at Dupont utilizing some of the existing pavement where Hickory Tree will be relocated to the east.

[Response #19](#)

The proposed width of Hickory Tree Road where it intersects Dupont will be widened out for a length of about 50 feet to allow for a dedicated southbound right-turn lane.

Comment #20

Provide a center refuge area on Dupont for vehicles turning left out of Woodmont at Hickory Tree Road.

[Response #20](#)

There will be a 16-foot area in the median (between the eastbound and westbound lanes on Dupont Road) where vehicles turning left out of Hickory Tree as well as other public streets along the corridor will be able to take refuge in while turning left.

Comment #21

The project will improve property values in the Woodmont Addition. Would there be a way for residents in Woodmont to access the grade separated pedestrian underpass from the neighborhood via a path rather than ride their bikes on the grass?

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[Response #21](#)

The proposed trail connection that will utilize the common area at the northeast corner of Dupont and Hickory Tree Road will provide this connection for residents to access the Pufferbelly Trail from the neighborhood.

[Comment #22](#)

Would like to have full access – left and right turns – into and out of Hickory Tree Road.

[Response #22](#)

Full access will be provided at this location

[Comment #23](#)

I am the first house on Hickory Tree Road off Dupont. I am interested in how the improvements will affect my property – including driveway, sidewalk and property lines.

[Response #23](#)

At Hickory Tree, the change between the existing and proposed roadway elevations on Dupont Road is approximately 7.65 feet. If Hickory Tree Road were left at the existing location, the drive grade into 10401 Hickory Tree would be very steep. In order to make this grade less severe, the approach of Hickory Tree Road is being moved further to the east. This will allow for a longer drive approach to this residence at a less severe grade. By doing this, the road right-of-way for Hickory Tree will be moved to the east as well and the remainder could be deeded to the owner of this lot. All sidewalk and drive connections will be restored.

[Comment #24](#)

The snow removal on the sidewalk will be an additional burden on property owners.

[Response #24](#)

Snow removal on the sidewalk on Dupont Road will not be the responsibility of the adjacent property owners.

[Comment #25](#)

Praise Lutheran Church is concerned about safety for traffic in and out of their facility during construction. A school zone was established in front of their facility about two years ago, but they would also like to see a left-turn lane on Dupont Road into their facility as there have been several accidents of church members being hit while waiting to turn from Dupont Road.

[Response #25](#)

A dedicated left-turn lane will be provided into Praise Lutheran Church along Westbound Dupont Road. Traffic will be maintained for both directions on Dupont Road at this location during construction.

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Comment #26

The elevation of the roadway to accommodate the grade separated pedestrian crossing of the Pufferbelly Trail will create a hazardous condition, particularly during the winter months.

Response #26

The approach grades along Dupont Road at the grade separated crossing of the Pufferbelly Trail are 0.5% from the west and 3.28% from the east. These grades are well within normal tolerances for vertical curves on roadways in this region where the maximum permissible grade is 6.5%.

Comment #27

A referendum should be held on the and only of 50% of the people (not just the responding group) is supportive, should the project be approved.

Response #27

This project has been in the NIRCC 2030 long range transportation plan that has been developed with public comment and available for public review. The need for the project is based on area growth and the need to provide adequate transportation infrastructure to handle the area's mobility needs. The project has also been approved by the Fort Wayne Common Council at a public meeting, where opportunity for public comment was provided. The project is being developed with public stakeholder input so that all affected parties will have an opportunity to provide feedback on the proposed design. To date, we have held a public stakeholder meeting, a meeting to address Woodmont Neighborhood concerns, and are available to address any other public concerns upon request. In addition to this, an opportunity for a formal public hearing will be offered when the environmental portion of the project is completed.

Comment #28

The only improvement that is needed on Dupont Road is a traffic signal at Hickory Tree Road.

Response #28

This project has been in the NIRCC 2030 long range transportation plan that has been developed with public comment and available for public review. The need for the project is based on area growth and the need to provide adequate transportation infrastructure to handle the area's mobility needs. Per promulgated law, the installation of a traffic signal is based on specific criteria as set forth in the Indiana Manual on Uniform Traffic Control Devices. If a traffic study warrants the need for a traffic signal, one will be considered. However if it is deemed that a signal is not warranted, a signal will not be installed. A traffic study will be initiated to make this determination.

Comment #29

The trail will increase crime in the neighborhood committed by outsiders. The construction of the trail will invite outsiders into the neighborhood and decrease property values.

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[Response #29](#)

Our community has nearly 70 miles of public trails and greenways. We do not have a crime problem on our trails or in the adjacent neighborhoods as a result of trail users straying from the trail. Trail users are generally very respectful of private property and do not leave the trail to go into adjacent neighborhoods, unless they live in that neighborhood or are visiting friends/family. Many studies have been done in both Indiana and throughout the country that prove recreational facilities, including trails, increase adjacent property values. Please visit the website <http://www.americantrails.org/resources/adjacent/index.html> to learn more about trails and their impact on adjacent landowners and neighborhoods. This website includes studies performed in Indiana.