

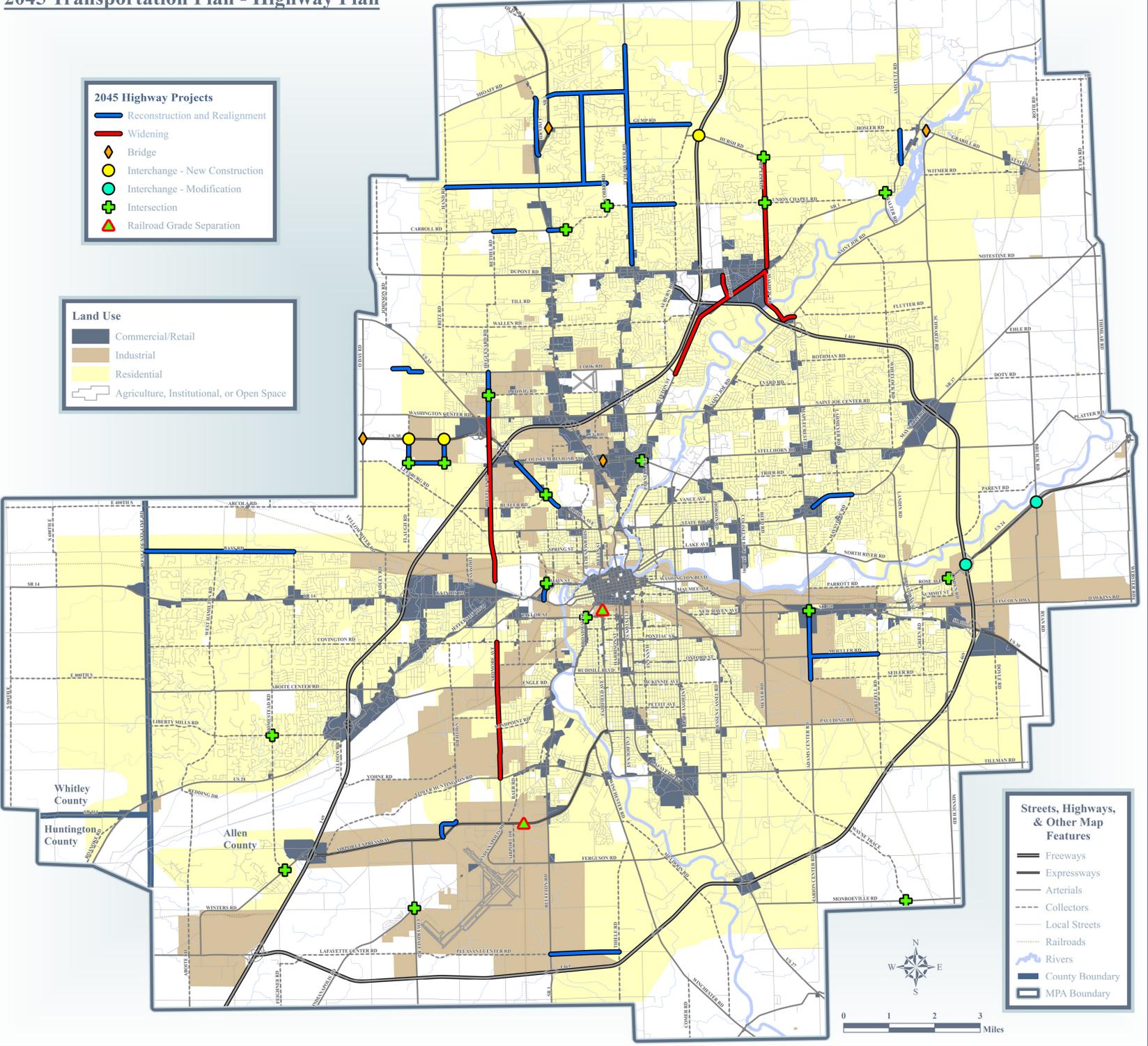
2045 Transportation Plan - Highway Plan

2045 Highway Projects

- Reconstruction and Realignment
- Widening
- Bridge
- Interchange - New Construction
- Interchange - Modification
- Intersection
- Railroad Grade Separation

Land Use

- Commercial/Retail
- Industrial
- Residential
- Agriculture, Institutional, or Open Space



Streets, Highways, & Other Map Features

- Freeways
- Expressways
- Arterials
- Collectors
- Local Streets
- Railroads
- Rivers
- County Boundary
- MPA Boundary

2045 Transportation Plan Projects

Adopted Future Improvements

The recommended plan is a comprehensive list of transportation projects and policies carefully developed to meet future travel demands. The policies and projects were selected on their potential for mitigating congestion and improving mobility throughout the metropolitan area. A safe and efficient transportation system is the primary goal of the recommended plan.

In accordance with the federal regulations, the projects included in the plan have to be financially feasible. Instead of a wish list of projects, the 2045 Transportation Plan represents what the cities/counties can afford to build in the next 22 years.

Project Descriptions

Widening Projects - four lanes
 Androse Avenue - Covington Road to Lower Huntington Road
 Clinton Street - Auburn Road to Wallen Road
 Clinton Street - Wallen Road to Deibold Road
 Clinton Street - Deibold Road to Mayhew Road
 Deibold Road - Clinton Street to Meijer Entrance Roundabout
 Hillgas Road - s/o Base Road to s/o State Boulevard
 Hillgas Road - s/o State Boulevard to Coliseum Boulevard
 Hillgas Road - Coliseum Boulevard to Washington Center Road
 Mayhew Road - Clinton Street to Maplecrest Road
 Tonkel Road - SR 149 to Depont Road to Hark Road

Center Turn Lane Improvement
 Coldwater Road - Mill Lake Road to Union Chapel Road
 Gump Road - Coldwater Road to Auburn Road
 Maplecrest Road South - SR 930 to Seiler Road

Intersection Reconstruction
 Broadway and Taylor Street
 Butler Road, Goshen Road and Harris Road
 California Road and Flugh Road
 California Road and Keweenaw Road
 Carroll Road and Coral Springs Drive/Shearwater Run
 Clay Street and SR 11 East Road
 Clinton Street and SR 930/Coliseum Boulevard
 Corbin Road and Union Chapel Road
 Goshen Road, Winters Road and Indianapolis Road
 Homestead Road and Liberty Mills Road
 Homestead Road and Lower Huntington Road
 Leeb Road and Tonkel Road
 Leeb Road and Main Street
 Linden Road and Rose Avenue
 Ludwig Road and Huganard Road
 Maplecrest Road and SR 930
 Tonkel Road and Union Chapel Road
 Wayne Trace and Monroeville Road

Reconstruction and Realignment
 Amutz Road - Hoer Road to SR 11/Lee Road
 Bass Road - Scott Road to Allen/Whitely County Line Road
 California Road - Flugh Road to Keweenaw Road
 Carroll Road - SR 11 to Coral Springs Drive
 Carroll Road - s/o Bellet Road to Millstone Drive
 Cedar Canyon Road - SR 31/Lima Road to Coldwater Road
 Coldwater Road - Union Chapel Road to Gump Road
 Coldwater Road - Gump Road to Shoff Road

Reconstruction and Realignment
 Cook Road - US 33 to O'Day Road
 Danton Road - Hathaway Road to Gump Road
 Danton Road - Gump Road to Cedar Canyon Road
 Flugh Road - s/o US 30 to California Road
 Goshen Avenue - Cambridge Boulevard to Butler Road/Harris Road
 Goshen Avenue - Butler Road/Harris Road to Coliseum Boulevard/SR 930
 Hathaway Road - Corbin Road to SR 3
 Hathaway Road - SR 3 to Hand Road
 Huganard Road - Washington Center Road to Cook Road
 Keweenaw Road - s/o US 30 to California Road
 Leebing Road - Main Street to Jefferson Boulevard
 Moeller Road - Hartzell Road to Adams Center
 Old Lima Road - SR 31/Lima Road to Cedar Canyon Road
 Pleasant Center Road - Bluffton Road to Thiele Road
 Smith Road - Realignment with Airport Expressway
 State Boulevard - Mayville Road to Georgetown North Boulevard
 Union Chapel - Coldwater Road to Auburn Road

Reconstruct Railroad Grade Separation
 Fairfield Road and CNX Railroad

New Railroad Grade Separation
 Airport Expressway and Norfolk Southern Railroad

Bridge Reconstruction
 Grabbill Road Bridge over St. Joseph River

New Bridge Construction
 Butt Road over US 30
 O'Day Road over US 30

New Pedestrian Bridge Construction
 Gump Road - Pedestrian Bridge over SR 930
 Puffelsbilly Trail/Puka-Basch Connector Trail - Pedestrian Bridge over SR 930

Interchange - New Construction
 Felger Road/Leebing Road and US 30
 Flugh Road and US 30
 Keweenaw Road and US 30 (restricted access interchange)
 Interstate 69 at Hark Road (implemented when I-69 and Depont Road, and I-69 and Union Chapel Road interchanges fail)

Interchange/Ramp - Modification
 Interstate 69 and US 24 interchange
 US 24 and Ryan Road/Bruick Road Interchange

Additional Projects

*Projects are for illustrative purposes only

New Construction - two lanes
 Connector Street - Wells Street to Spy Run Avenue
 Paul Shaffer Drive - Clinton Street to California Road

Widening Projects - six lanes
 Interstate 69 - Depont Road/State Road 1 to Hark Road
 Interstate 69 - Maplecrest Road to Interstate 69
 SR 31/Lima Road - Depont Road to Gump Road

Widening Projects - four lanes
 SR 11/Bluffton Road - Interstate 69 to State Road 116/124
 Southern Road - Maplecrest Road to Mayville Road
 Washington Center Road - West Creek Boulevard/Country Forest Drive to US 33

Center Turn Lane Improvement
 Auburn Road - Cook Road to Interstate 69 Exit Ramp (3-lane)
 Engle Road - Bluffton Road to Smith Road (3-lane)
 Saint Joe Center Road - Reed Road to Maplecrest Road (3-lane)
 Saint Joe Center Road - Maplecrest Road to Meijer Drive (3-lane)
 SR 930 - Hartzell Road to Minnich Road

Road Reconstruction
 Anthony Boulevard - Lafayette Street/US 27 to Oxford Street
 Anthony Boulevard - Pontiac Street to Oxford Street
 Anthony Boulevard - Wayne Trace to Crescent Avenue
 Fairfield Avenue - Paulding Road to Lower Huntington Road
 Paulding Road - Fairfield Avenue to US 27/Lafayette Street
 Paulding Road - US 27/Lafayette Street to Anthony Boulevard
 Paulding Road - Anthony Boulevard to Hosen Casel Road
 Tiltman Road - Lower Huntington Road to Anthony Boulevard
 Tiltman Road - Anthony Boulevard to Hosen Casel Road
 Washington Boulevard - Lafayette Street to Van Buren Street

Intersection Reconstruction
 Flugh Road and Leebing Road
 Interstate 69 and US 24 interchange
 Rothman Road and Saint Joe Road

Reconstruction and Realignment
 Adams Center Road - Seiler Road to Paulding Road
 Adams Center Road - Paulding Road to Interstate 469
 Allen County/Whitely County Line Road - US 24 to SR 14
 Lake Avenue - Reed Road to Mayville Road
 Saint Joe Road - Front Road to Mayhew Road
 Saint Joe Road - Maplecrest Road to Eby Road
 Shoff Road - SR 31/Lima Road to Coldwater Road
 Tilt Road - SR 31/Lima Road to Dawson Creek Boulevard
 Wallen Road - Hanauer Road to Auburn Road
 Wells Street - State Boulevard to Fernhill Avenue
 Winters Road - Schwartz Road to County Shoals Lane

New Railroad Grade Separation
 Anthony Boulevard and Norfolk Southern Railroad
 Ryan Road and Norfolk Southern Railroad

New Bridge Construction
 Moeller Road over Interstate 469

2045 Transportation Plan - Transit Plan

The intentions of the Public Transit Improvement Projects listed below are to improve the mobility and accessibility on the transit system through improved transit service. The transit projects were developed and evaluated through a consorted effort of public participation, Citilink staff, Transit Planning Committee, and the Urban Transportation Advisory Board. Many of the proposed projects are recommendations from the Citilink 2030 Transit Development Plan (www.fvctilink.com) completed in 2020 and the Coordinated Public Transit - Human Services Transportation Plan for Allen County (www.nircrc.com) completed in 2017. However, NIRCRC initiated a new Coordinated Public Transit - Human Services Transportation Plan for Allen County in 2023 with completion anticipated in mid-2024; any new recommendations will be amended into this plan. Please note that projects are numbered for identification purposes only, not by priority.

Public Transit Improvement Projects

- Project 1 - Expanded transit service in the growing urbanized area where ridership warrants. Potential locations include the Fort Wayne International Airport and surrounding area, Chapel Ridge and surrounding area, and Aboite, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels.
- Project 2 - Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.
- Project 3 - Install and upgrade bus shelters, benches, and other customer amenities by both Citilink and other entities (public and private). Placement of shelters (Bus Hubs) should be consistent with Citilink service, accessible, and have sidewalk connectivity.
- Project 4 - Reduce headways on selected routes where current and potential ridership levels warrant.
- Project 5 - Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services.
- Project 6 - Provide customer access to innovative technology to promote and sustain transit ridership.
- Project 7 - Design and construct a satellite transfer center to serve the northern portion of the service area.
- Project 8 - Encourage the construction of accessible pedestrian facilities to and from bus stop locations, within developments, and in areas where pedestrian facilities currently do not exist (sidewalk placement and connectivity).
- Project 9 - Designate high priority corridors to include amenities that allow buses and para-transit vehicles to safely load and unload passengers as well as provide safe pedestrian facilities. Corridors for consideration include Broadway, Wells Street, Lima Road, Calhoun Street, Lafayette Street/Spy Run Avenue, Clinton Street, Anthony Boulevard, Washington Boulevard, Jefferson Boulevard/Maumee Avenue, State Boulevard, and Washington Center Road.
- Project 10 - Review and update the Comprehensive Operations Analysis / Transit Development Plan on a four-year cycle. (Establishing Evaluation Markers / Establishing Performance Measures / Providing continuous monitoring and evaluation)
- Project 11 - Complete a regional connectivity study that identifies and recommends connection opportunities between transit and paratransit providers operating in Allen County and the surrounding region.

- Identified Transportation Strategies from Coordinated Transit Plan Strategies Applicable to All Programs and Providers:
1. Identify new revenue sources to increase operating budgets necessary to expand and maintain services and fleets
 2. Keep costs low/maintain affordable rates
- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Capital Funding
1. Maintain existing service and vehicle fleets
 2. Maintain and increase coordination between all transportation providers
 3. Expand existing service and vehicle fleets
 4. Increase public awareness of available services and programs offered by providers that are available to them
- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Operational
1. Provide transportation above and beyond existing complimentary paratransit service
 2. Provide transportation outside current service area
 3. Provide transportation within and outside current service schedules

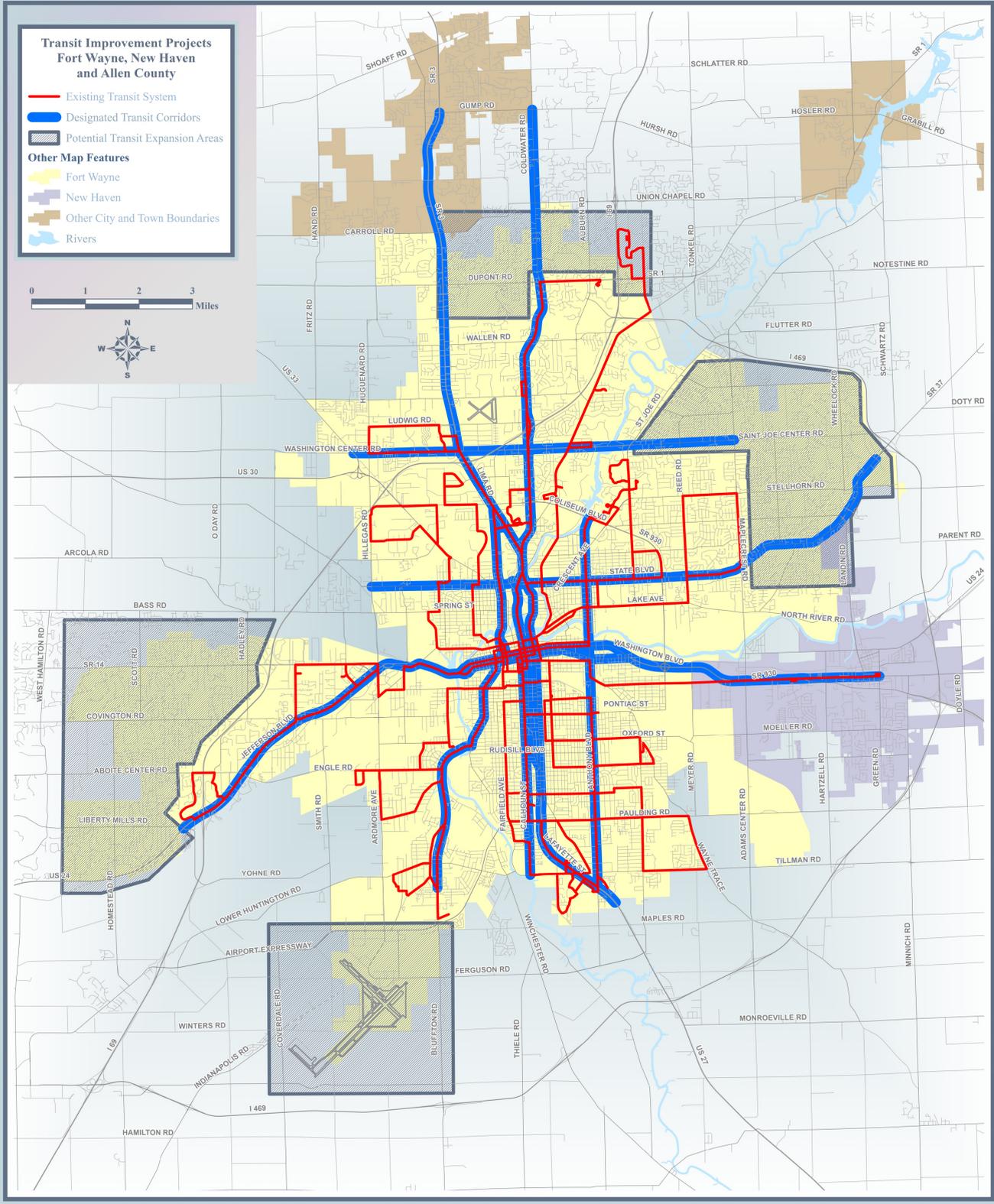
Transit Improvement Projects Fort Wayne, New Haven and Allen County

- Existing Transit System
- Designated Transit Corridors
- Potential Transit Expansion Areas

Other Map Features

- Fort Wayne
- New Haven
- Other City and Town Boundaries
- Rivers

0 1 2 3 Miles



2045 Trails Plan

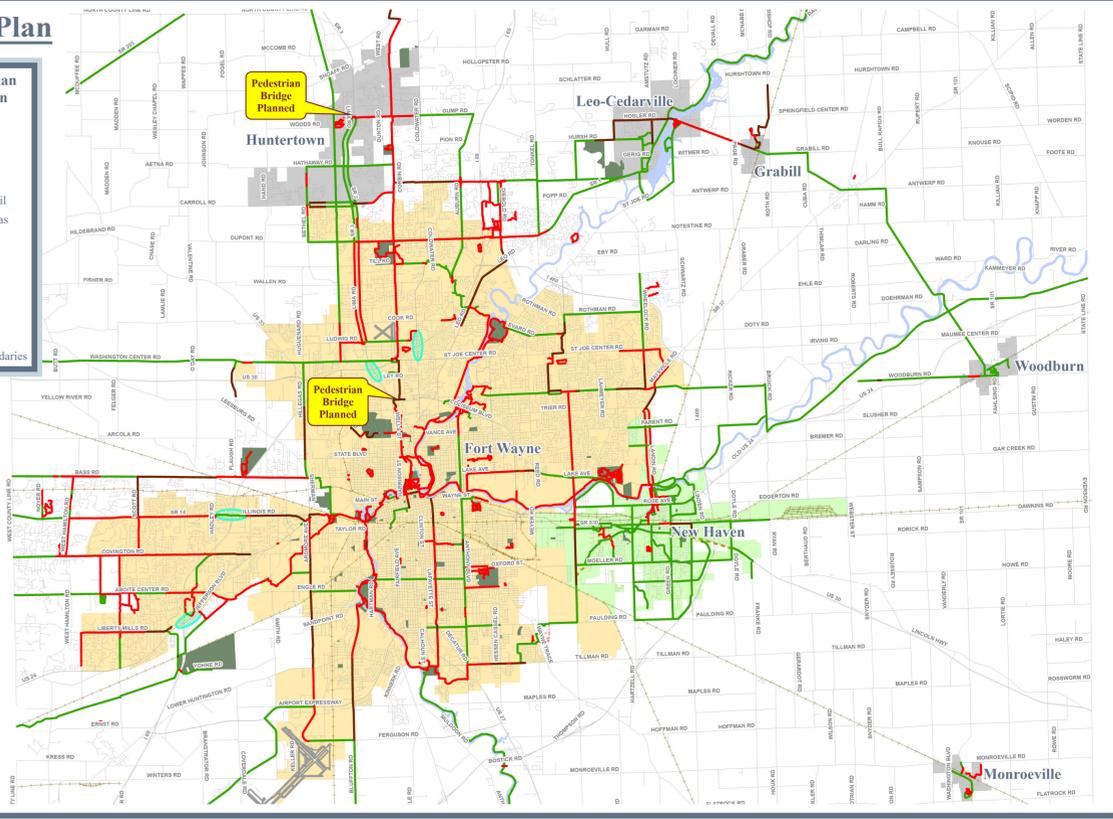
The Bicycle-Pedestrian Transportation Plan

Trail Plan

- Existing Trail
- Planned Trail
- Proposed Trail
- Alternate Proposed Trail
- Interstate Mobility Areas

Other Map Features

- Parks
- Railroad
- Rivers
- Fort Wayne
- New Haven
- Other City/Town Boundaries



2045 TRANSPORTATION PLAN

There are many phases a transportation project goes through before construction begins. Inclusion in the 2045 Transportation Plan is the first step in a long process before implementation. Information about the 2045 Transportation Plan and an explanation of how a project goes from being included in the 2045 Transportation Plan to completion are described below.

What is the 2045 Transportation Plan?

The 2045 long-range transportation plan is a 22-year, comprehensive transportation plan that addresses the future needs of the transportation system. The 2045 Transportation Plan includes highway, transit, bicycle, and pedestrian improvement projects and policies. The projects and policies will help the Northeastern Indiana Regional Coordinating Council (NIRCC), the Urban Transportation Advisory Board (UTAB) and all the various jurisdictions address the future needs of the transportation system. NIRCC has adopted a long-range transportation plan every four to five years in the past depending on the Air Quality designation for our area. NIRCC's planning is currently designated as an Air Quality Maintenance Area, meaning our air pollutant levels have remained below the current air quality standards. As a Maintenance Area, the plan must be updated every four years to ensure continuity and to allow for the reassessment of growth, priorities, and planning assumptions.

How does a project get included in the 2045 Transportation plan?

First, NIRCC identifies needs of travel demands that are not being met by the existing system. The staff conducts various citizen meetings to get the input of the community. They also study the traffic data that is collected within the region. After testing the weaknesses in the system, the staff proposes alternative solutions that will help meet the travel demands and enhance regional accessibility. From these alternatives, a list of all the projects that will provide the greatest benefits is developed. The projects are presented to UTAB, and they are either adopted or denied. The projects that are adopted and are economically feasible are recommended to NIRCC for inclusion in the 2045 plan. The goal of the Transportation Plan is to achieve an efficient and safe transportation system for the movement of the people and goods while simultaneously improving the economic and environmental conditions of the community.

Transportation Improvement Program

After a project is included in the 2045 Transportation Plan, its next step toward completion is inclusion in the Transportation Improvement Program (TIP). The TIP is a multi-year program for implementing transportation projects. Due to the limited amount of local, state and federal funding available each year for transportation improvements, it is important to prioritize the projects and in some cases, implement projects through several different phases. The phases a project goes through include preliminary engineering, right-of-way engineering and acquisition, and construction. What year the phase of a project is undertaken is determined on project complexity, project cost, and available funding. The priority of projects is assessed every two years when UTAB updates the TIP based on an evaluation of each project's progress and the available funding.

For more information contact the Northeastern Indiana Regional Coordinating Council at (260) 449-7309, visit our website at www.nircc.com, or write NIRCC at the following address: 200 East Berry Street Suite 230, Fort Wayne, IN 46802.

NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

2045 TRANSPORTATION PLAN



Adopted July 2023
 Illustrations of the transportation network within the Metropolitan Planning Area. Areas include portions of Allen, Whiteley, and Huntington Counties, the Cities of Fort Wayne and New Haven, and the Towns of Grabill, Huntertown, and Leo-Cedarville.

For Additional Information Contact NIRCC
 200 East Berry Street Suite 230
 Fort Wayne, IN 46802
 (260) 449-7309

The Bicycle-Pedestrian Transportation Plan

The region represented by NIRCC has many individuals and organizations advocating improvements to the existing bicycle-pedestrian transportation system. To coordinate these efforts and develop a bicycle and pedestrian plan NIRCC sponsored the Northeastern Indiana Regional Bicycle and Pedestrian Forum in 2002. The Forum represented a task force comprised of governmental park departments, planning and highway agencies, advocacy groups, and special project organizations. The overall goal of the Forum was to develop a bicycle-pedestrian transportation plan for the region. The concept was to develop a planning tool for planners and highway officials by identifying a set of routes based on an analysis of significant destinations within the region. Once this was accomplished, the routes were recommended for enhancement and protection.

These routes were assigned design classifications based on the proposed "Allen County Road Specifications and Standards 2004 manual" and the "1999 AASHTO guide for the development of bicycle facilities" to give planners and highway officials standards to follow as they coordinated them with road projects and developments. NIRCC uses the most current AASHTO guide for design classifications used on the current Bicycle-Pedestrian Transportation Plan. These design classifications include bike lanes, widened outside curb lanes, shoulder lanes, sharrows, and bike routes for the on-street network. The off-street network includes trails and sidewalks.

The initial version of the Bicycle-Pedestrian Transportation Plan was adopted in Fiscal Year 2005. Since then NIRCC has continued to update and improve the plan as needed. In 2007 NIRCC incorporated the "Regional Bicycle and Pedestrian Plan for Northeast Indiana". This regional plan was rebranded in 2017 as the "Northeast Indiana Urban Trails System". Through the years recommendations incorporated into the plan included the needs expressed through public input and local advocacy groups such as Abbot's New Trails, Greenway Consortium, Little River Wetlands, Northwest Allen Trails, and Fort Wayne Trails Inc. Other plans and recommendations from Allen County, Fort Wayne, New Haven, Leo-Cedarville, Grabill, Woodburn, and Monroeville have provided input to have been included in the plan as well.

The Bicycle-Pedestrian Transportation Plan for Allen County has separated out the bicycle and pedestrian plan elements into three separate maps. Since there can be multiple needs for a corridor all three maps must be used.

The Sidewalk Plan

The Sidewalk Plan identifies sidewalk needs along all major roadways in the urban area and some outside the urban area. This map displays all existing sidewalks and trails within Allen County and specifically identifies corridors or sections of roadways that need sidewalks on one side or both sides depending on existing features and proposed trails that parallel. The sidewalk needs identified on the map will be used to prioritize sidewalk improvements and identify the need for sidewalks as development spreads throughout the urban area. The map also includes a green shaded area that refers to the sidewalk and bicycle parking recommendations policy included in the 2045 Transportation Plan. Other than what is specifically identified on the map, these areas should always consider sidewalks and bicycle parking amenities as needed depending on development patterns and opportunities that arise.

The Trail Plan

The Trail Plan shows the entire existing trail system for Allen County as well as how it will fit in with what is planned to occur over the next several years and into the future. The trails identified as "Planned" are facilities that are being built along with road projects or are standalone projects that have all or most of their funding and we are confident they will be constructed in the near future. The trails identified as "Proposed" are in their stages of development. These trails may be very conceptual or may currently be in some stage of development but lack the funds to really push them forward to construction. The trails plan for Allen County is also part of the Northeast Indiana Urban Trails System which encompasses 12 counties in Northeast Indiana.

The Bike and Trail

The Bike and Trail Plan is really intended to show an overall bike network along with the trails plan. Since bicyclists use a combination of on-street infrastructure and trails this map includes both to show how the entire network works together. This map displays a wide range of proposed and existing infrastructure for bicycling. The proposed and existing facilities displayed include bike lanes, widened outside curb lanes, shoulder lanes, sharrows, bike routes, and trails.

2045 Sidewalk Plan

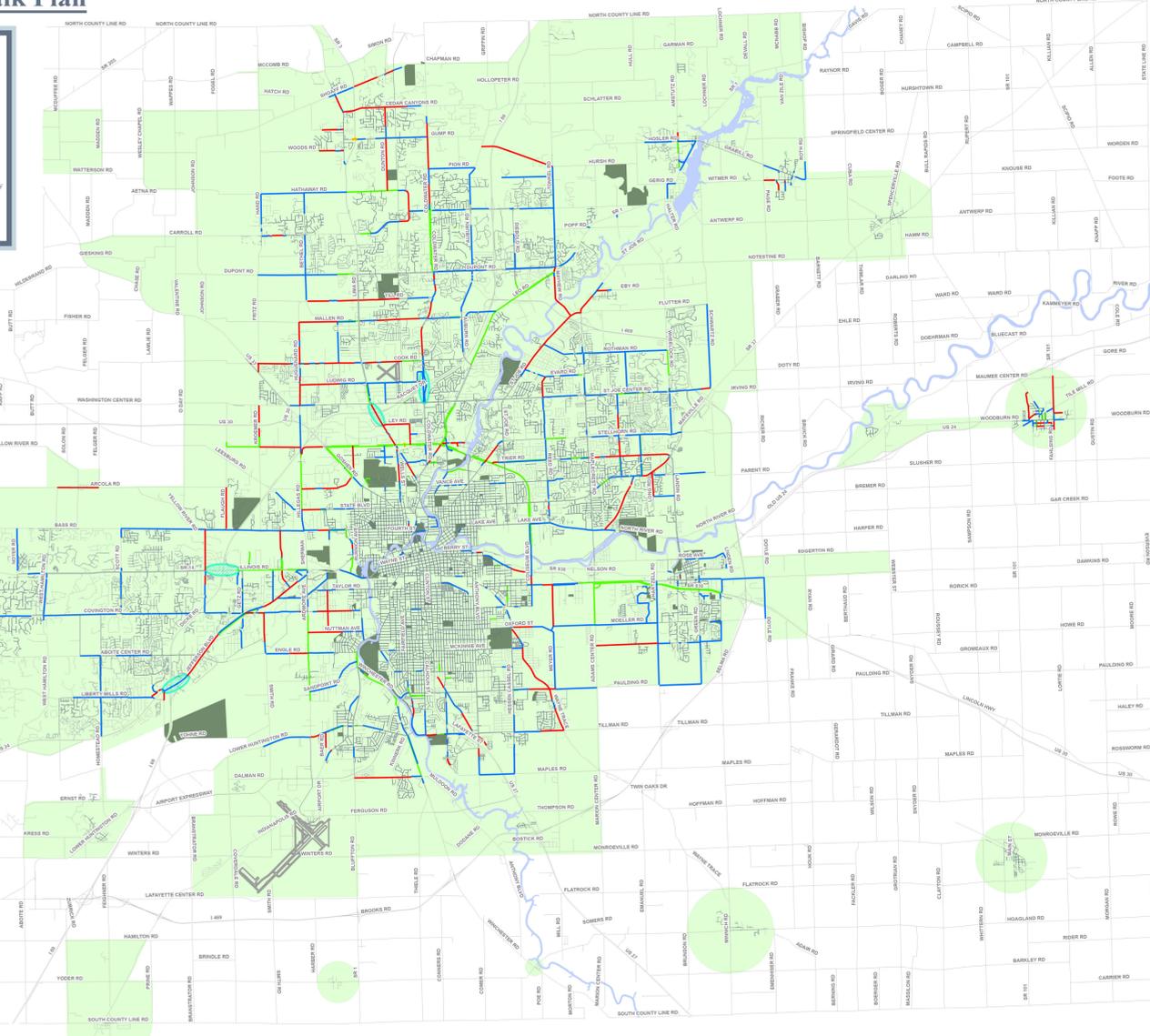
The Bicycle-Pedestrian Transportation Plan

Sidewalk Plan

- Existing Sidewalks and Trails
- Pedestrian Bridge Planned
- Sidewalk Planned
- Sidewalk Needed - Both sides
- Sidewalk Needed - One side
- Interstate Mobility Areas
- Area applies to Sidewalk Policy

Other Map Features

- Parks
- Rivers



2045 Bike and Trail Plan

The Bicycle-Pedestrian Transportation Plan

On-Street Bike Plan

- Existing Bike Lane
- Proposed Bike Lane
- Proposed Wide Outside Lane
- Existing Shoulder Lane
- Proposed Shoulder Lane
- Existing Bike Route
- Proposed Bike Route

Trail Plan

- Existing Trail
- Planned Trail
- Proposed Trail
- Alternate Proposed Trail
- Interstate Mobility Areas

Other Map Features

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