Chapter 6
THE SELECTED PLAN

The culmination of the long-range planning process is the selected transportation plan titled “2045 Transportation Plan.” The plan is a combination of transportation improvement projects and policies for the highway, transit, and pedestrian/bicycle systems. The proposed highway improvements are displayed in Figure 6-1. A complete highway improvement project listing is provided as a part of this chapter. The illustrative/unfunded projects are shown in Figure 6-2. These are locations that show a need for improvements but no funding is availible at this time. The transit system, including potential areas for future transit service, is displayed in Figure 6-3. The Pedestrian and Bicycle Plans are displayed in Figures 6-4 and 6-5. Potential areas for future transit service are also identified and discussed in this chapter. Collectively, these distinctive yet mutually dependent systems form the transportation plan.

Specific projects and capital improvements form one component of the plan, and equally important, is the set of policies directed at preserving the integrity of the transportation system through the encouragement of wise decision-making. These policies aspire to promote highway, transit, and pedestrian/bicycle efficiency including specific strategies incorporating each system. The policies address non-traditional strategies for mitigating congestion including interchange reviews, access management, project implementation and transit recommendations.

The transportation plan includes all regionally significant transportation improvements but does not include bridge, pavement, or other transportation system maintenance type projects. These types of projects are developed through data driven bridge and pavement asset management programs. Projects developed through these programs do not include added travel lanes but serve to maintain the existing system and are consistent with the policies of the Transportation Plan. When the scope of an added travel lane project traverses a bridge, the bridge is considered a component of that project. If the bridge project is rehabilitating or replacing a bridge, and the number of travel lanes prior to construction will remain static after construction, the project is not generally listed in the plan.

Goal of the Transportation Plan

Develop a safe, cost-effective transportation system that ensures mobility to all persons, enhances the quality of life in the region, supports planned growth, promotes economic development, and preserves the integrity and enhances the vitality of the human and natural environment.

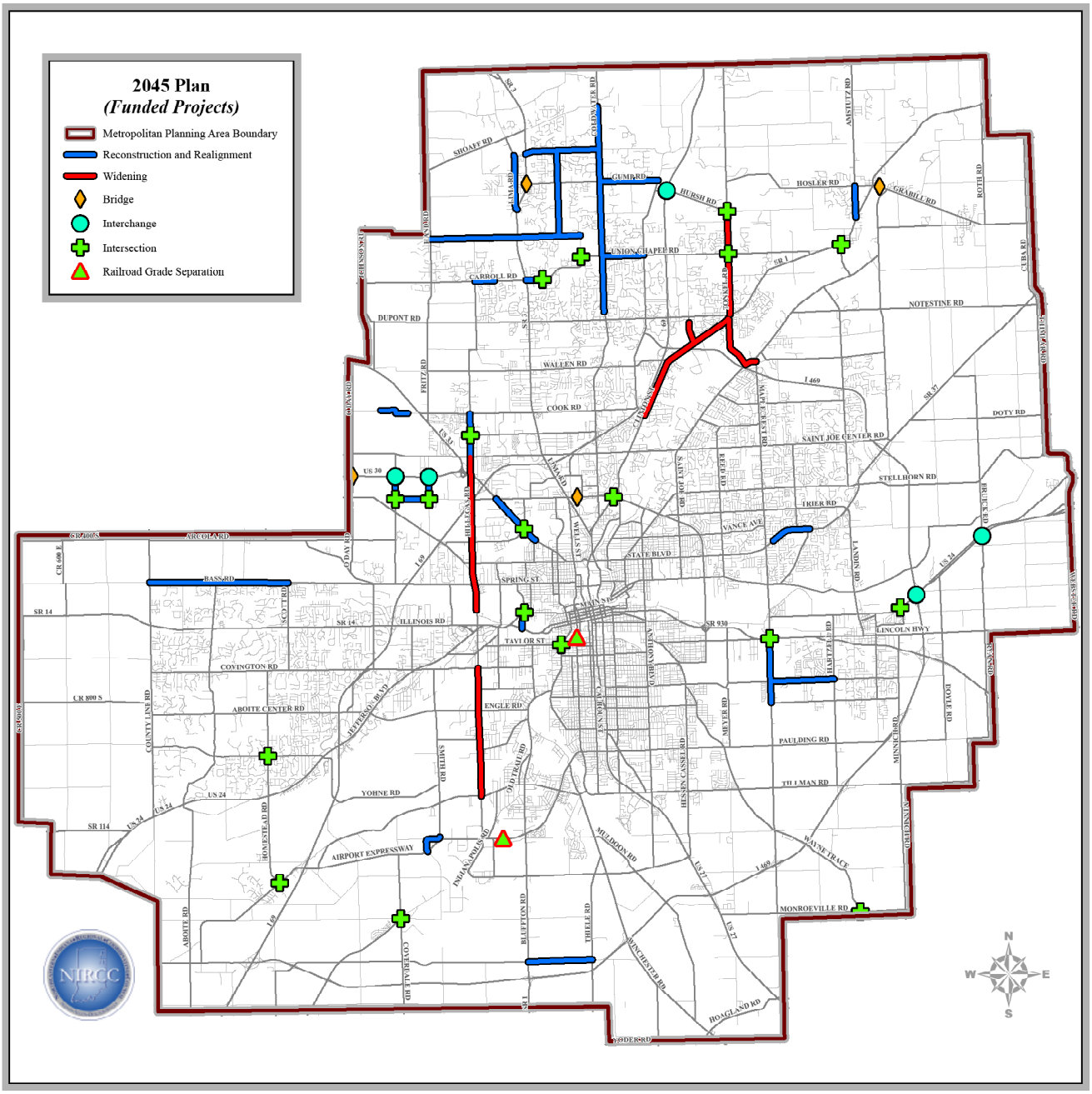


Figure 6-1

Recommended 2045 Transportation Plan

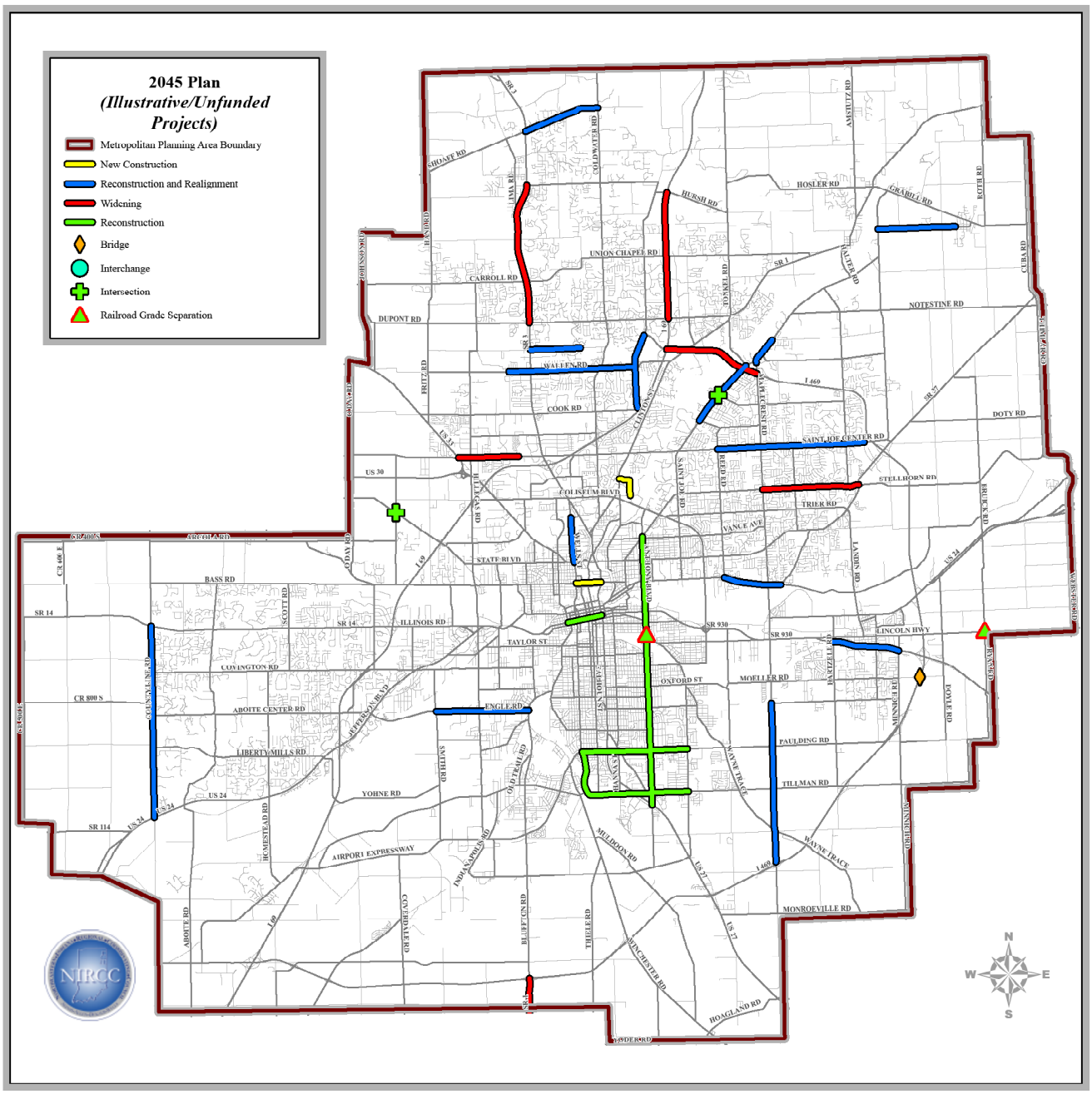


Figure 6-2

2045 Plan Illustrative and Unfunded Projects

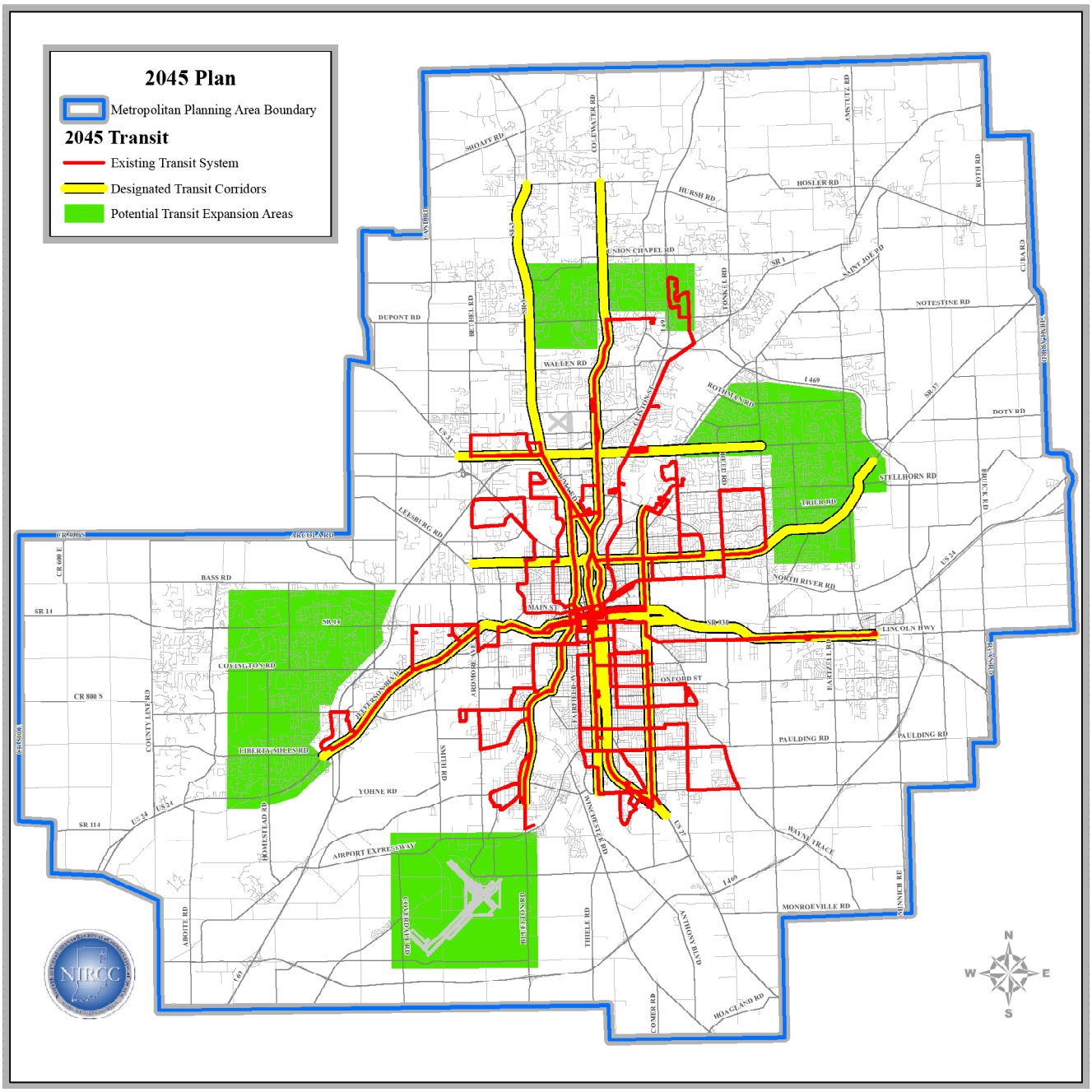


Figure 6-3

Recommended 2045 Transit Syatem

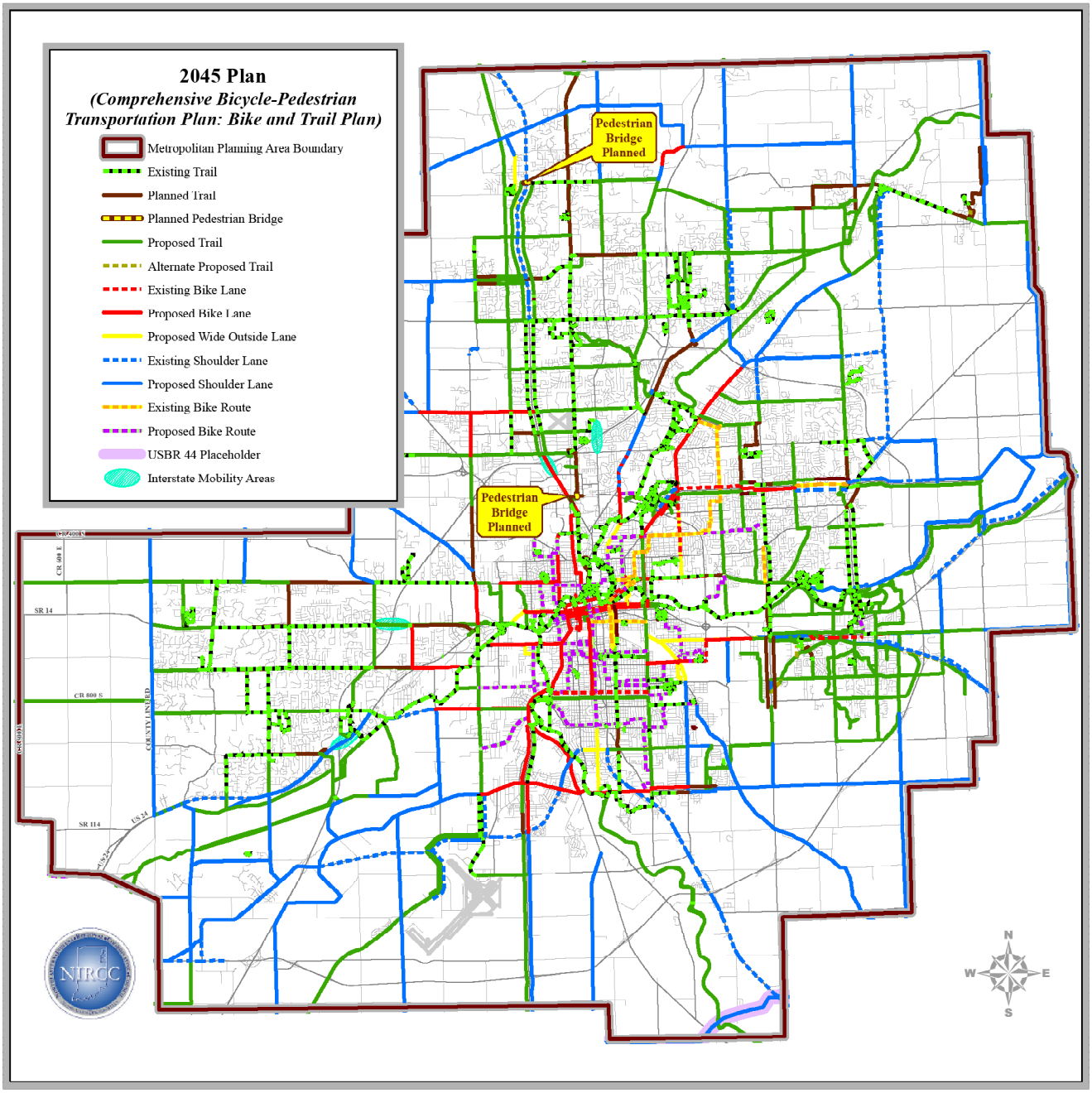


Figure 6-4

Recommended 2045 Bicycle and Trail Plan

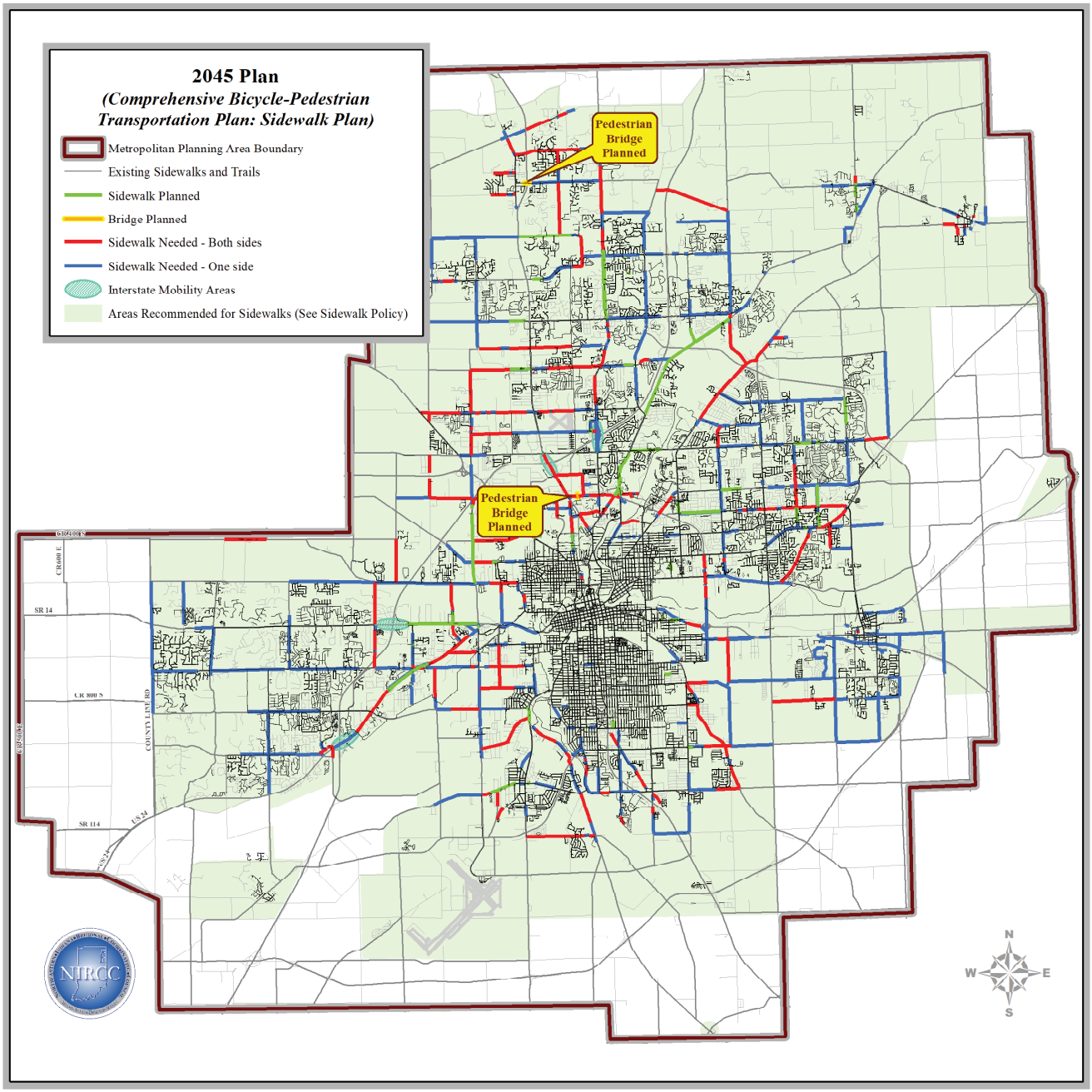


Figure 6-5

Recommended 2045 Sidewalk Plan

The Recommended Plan

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 safety concerns, easing congestion and improving mobility throughout the metropolitan area. A safe and efficient transportation system is the primary goal of the recommended plan.

Highway Improvements

New Construction

These projects enhance the mobility of drivers in areas that become increasingly important as the community grows. A more efficient system allows the traveler to take a quicker route reducing vehicle miles of travel, air pollution, energy consumption and travel delay.

Widening Projects

Widening projects improve the accessibility of the area, add to street continuity, and provide relief in congested areas. Relieving congestion also equates to a reduction in travel time, lower accident potential and improved air quality. Widening projects expand the capacity of the selected roadway by providing additional travel lanes. Added travel lanes are considered when less evasive congestion management strategies can no longer satisfy the travel demands.

Congestion Management Strategy Implementation

Congestion Management Strategies include improvements aimed at maximizing existing highway capacity. The construction of a center turn lane to allow left-turning vehicles to exit the busy through lanes resulting in less traffic conflicts and reduced accident potential. This category of projects may also include a turn lane extension for intersection or ramp movements where congestion is occurring. The extended turn lanes allow turning traffic to exit the through lanes improving flow and maximizing capacity. Intersection reconstruction projects improve intersection capacity and flow, negating the need to widen long sections of roadway. These projects may include adding turn lanes or realigning intersections to improve traffic flow. The reconstruction and realignment of roadway segments will improve safety and traffic flow. Certain roadway sections have varying lane configurations due to egress lanes, left turn lanes, and passing blisters. These projects will establish a consistent roadway design reducing motorist confusion and improving traffic flow. This category of projects also includes intelligent transportation system improvements such as signal modernization/interconnection and motorist information systems.

Other Highway Improvements

This category of highway improvements includes the construction and reconstruction of railroad grade separations, interchange construction, and modifications. These improvement projects will improve safety while increasing mobility and accessibility for transit, freight movement, and passenger vehicles.

Funded Projects

Widen to four lanes

Ardmore Avenue - Covington Road to Engle Road
Ardmore Avenue - Engle Road to Lower Huntington Road
Clinton Street - Auburn Road to Wallen Road
Clinton Street - Wallen Road to Diebold Road
Clinton Street – Diebold Road to Mayhew Road
Diebold Road - Clinton Street to Meijer Entrance Roundabout
Hillegas Road - s/o Bass Road to s/o State Boulevard
Hillegas Road - s/o State Boulevard to Coliseum Boulevard
Hillegas Road - Coliseum Boulevard to Washington Center Road
Mayhew Road / St Joe Road - Clinton Street to Maplecrest Road
Tonkel Road - Dupont Road/State Road 1 to Hursh Road

Center Turn Lane Improvement

Coldwater Road – Mill Lake Road to Union Chapel
Gump Road - Coldwater Road to Auburn Road (3-lane)
Maplecrest Road South – State Road 930 to Seiler Road (3-lane)

Intersection Reconstruction

Broadway and Taylor Street
Butler Road, Goshen Road and Harris Road
California Road and Flaugh Road
California Road and Kroemer Road
Carroll Road and Coral Springs Drive/Shearwater Run
Clay Street and SR 1/Leo Road
Clinton Street and SR 930/Coliseum Boulevard
Corbin Road and Union Chapel Road
Coverdale Road, Winters Road and Indianapolis Road
Homestead Road and Liberty Mills Road
Homestead Road and Lower Huntington Road
Hursh Road and Tonkel Road
Leesburg Road and Main Street
Linden Road and Rose Avenue
Ludwig Road and Huguenard Road
Maplecrest Road and SR 930
Tonkel Road and Union Chapel Road
Wayne Trace and Monroeville Road

Reconstruction and Realignment

Amstutz Road - Hosler Road to State Road 1/Leo Road
Bass Road – Scott Road to Allen/Whitley County Line Road
California Road – Flaugh Road to Kroemer Road
Carroll Road – State Road 3 to Coral Springs Drive
Carroll Road – e/o Bethel Road to Millstone Drive
Cedar Canyons Road – SR 3/Lima Road to Coldwater Road
Coldwater Road – Union Chapel Road to Gump Road
Coldwater Road – Gump Road to Shoaff Road
Cook Road - US 33 to O'Day Road
Dunton Road - Hathaway Road to Gump Road
Dunton Road – Gump Road to Cedar Canyons Road
Flaugh 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/State Road 930
Hathaway Road - Corbin Road to State Road 3
Hathaway Road - State Road 3 to Hand Road
Huguenard Road - Washington Center Road to Cook Road
Kroemer Road – s/o US 30 to California Road
Leesburg Road from Main Street to Jefferson Boulevard
Moeller Road - Hartzell Road to Adams Center
Old Lima Road – SR 3/Lima Road to Cedar Canyons Road
Pleasant Center Road from Bluffton Road to Thiele Road
Smith Road – realignment with Airport Expressway
State Boulevard - Maysville Road to Georgetown North Boulevard
Union Chapel – Coldwater Road to Auburn Road

New Railroad Grade Separation

Airport Expressway and Norfolk Southern Railroad
Scott Road and Norfolk Southern Railroad - Planning Grant

Reconstruct Railroad Grade Separation

Fairfield Avenue and CSX Railroad

Bridge Reconstruction

Grabill Road Bridge over St. Joseph River

New Bridge Construction

Felger Road/Leesburg Road over US 30
O'Day Road over US 30

New Pedestrian Bridge Construction

Gump Road – Pedestrian Bridge over State Road 3

Pufferbelly Trail/Poka-Bache Connector Trail - Pedestrian Bridge over SR 930

Interchange-New Construction

Butt Road and US 30

Flaugh Road and US 30

Kroemer Road and US 30 (restricted access interchange)

Interstate 69 at Hursh Road (implemented when I-69 and Dupont Road, and I-69 and Union Chapel Road interchanges fail)

Interchange/Ramp-Modification

Interstate 469 and US 24 Interchange

US 24 and Ryan Road/Bruick Road Interchange

Identified Needed Improvements without funding-Illustrative

New two-lane construction

Connector Street - Wells Street to Spy Run Avenue

Paul Shaffer Drive - California Road to Clinton Street

Widening Projects - six lanes

Interstate 69 - Dupont Road/State Road 1 to Hursh Road

Interstate 469 - Maplecrest Road to Interstate 69

State Road 3/Lima Road - Dupont Road to Gump Road

Widening Projects - four lanes

State Road 1/Bluffton Road - Interstate 469 to State Road 116/124

Stellhorn Road - Maplecrest Road to Maysville Road

Washington Center Road – West Creek Boulevard/Country Forest Drive to US 33

Center Turn Lane Improvement

Auburn Road - Cook Road to Interstate 469 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)

State Road 930 – Hartzell Road to Minnich Road

Road Reconstruction-Lane Reduction

Anthony Boulevard – Lafayette Street/US 27 to Oxford Street
Anthony Boulevard – Pontiac Street to Oxford Street
Anthony Boulevard – Pontiac Street to Wayne Trace
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 Hessen Cassel Road
Tillman Road – Lower Huntington Road to Anthony Boulevard
Tillman Road – Anthony Boulevard to Hessen Cassel Road
Washington Boulevard– Lafayette Street to Van Buren Street

Intersection Reconstruction

Flaugh Road and Leesburg Road
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/Whitley County Line Road - US 24 to SR 14
Lake Avenue - Reed Road to Maysville Road
Saint Joe Road - Evard Road to Mayhew Road
Saint Joe Road - Maplecrest Road to Eby Road
Shoaff Road – SR 3/Lima Road to Coldwater Road
Till Road - Lima Road to Dawson Creek Boulevard
Wallen Road - Hanauer Road to Auburn Road
Wells Street - State Boulevard to Fernhill Avenue
Witmer 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

Highway Policies

Interchange Review

As areas adjacent to interchanges on Interstates 69 and 469 develop, access at these locations must be carefully planned to preserve the ability of the interchanges to function safely and efficiently. It is recommended that the Northeastern Indiana Regional Coordinating Council, local government, and Indiana Department of Transportation carefully review these developments and their corresponding impacts on the interchange. In addition, as traffic volumes increase at interchange locations, the interchange performance should be periodically reviewed to determine if modifications are necessary to maintain acceptable levels of service.

Access Management Policies

The lack of access management of the roadway system is a major contributor to accidents and has been a leading cause behind the functional deterioration of our region's roads. As new accesses are built and traffic signals installed, speed and capacity on roadways decrease, and congestion and hazards increase. NIRCC will continue its access management program following guidelines as established in the Access Standards Manual and Site Impact Analysis Guide. The access management guidelines will be implemented to help preserve the integrity of the region's road system. Corridors will continue to be identified where access management guidelines should be used and specific techniques and strategies will be developed for each corridor.

Right of Way Acquisition Policies

The acquisition of right of way is an important part of meeting future travel needs. As travel patterns change, corridors and intersections must be upgraded to handle new demands. Local efforts will continue to identify locations where sufficient right of way should be acquired to accommodate future increases in travel demand.

Planning Process Policies

To ensure that the long-range goals of the community are realized, it is necessary that there exist an interaction between transportation planners and the implementing agency during project design. Efforts will continue to formalize the coordination between transportation planning and project implementation.

Transit Improvements

Transit projects and policies are derived from the Citilink 2030 Transit Development Plan Final Report, January 2020 and Citilink Board of Directors approved transit improvements to guide future transit growth, methods of service delivery, and transit efficiency. Recommended public transit policies and improvements are provided later in this chapter. This category of transit improvements includes route

modifications, capital projects, and service modifications designed to increase transit efficiency and improve transit service. Increasing bus frequency by reducing headways, adding service on Sundays and potential transit expansion areas are examples of these projects. Strategies for improving paratransit service as identified in the Coordinated Public Transit – Human Services Transportation Plan for Allen County 2017 Update are also listed.

The Transit Development Plan addresses the importance of employment and housing density and the distribution of transit-dependent populations in providing efficient and effective transit service. Transit-dependent populations including seniors, youth, persons with disabilities, low-income and poverty households, households with zero vehicles, and persons with limited English proficiency. The impact of employment and household density on transit service is discussed, with a critical component to providing cost effective service directly relating to increasing contiguous areas with high-density employment and households. Transit supportive areas (TSA)were identified and concluded:

Most of the Fort Wayne core area of service area reflects continuous density that exceeds the TSA threshold. These areas would represent the highest level of productivity potential.

The outer service area of most routes extends into areas where less than 50 percent of the area meets or exceeds the TSA density threshold. These areas are generally lower productivity segments.

There are relatively few areas outside the Citilink fixed route service area that currently have a development density that would reasonably support fixed route service. Additionally, providing service to most of these areas would require extending routes by one or more miles through low density areas.

Citilink Services and Organization Structure

Citilink provides a range of services including fixed-route service through the Central Station hub, flexible service routes that provide opportunity for deviation to locations off the route, and complementary paratransit service in Fort Wayne and New Haven. Citilink's paratransit (demand-response) service is designed to provide persons who are unable to use the fixed route system with an equivalent level of service to that provided by Citilink fixed route service.

Based on community input, potential improvements to Citilink services noted most often were:

Serve new destinations/areas of the community.

Operate earlier and/or later in the day.

Provide service on Sunday.

Provide more frequent service (less time between buses).

As there is a finite budget for transit service, it is critical to connect service to where the customers are or may be located. For Citilink services, characteristics incorporated into service area prioritization include:

Where development density (residential and employment-based developments) will support transit.

Where populations most in need of public transportation live.

Where key generators (large employment centers, grocery stores, medical centers) that support transit service are located.

Path that best connect generators and transit supportive areas and provide the pedestrian infrastructure to connect origins and destinations with transit service.

Types of proposed service changes include:

Increases in service span. Increasing the span of service means that bus routes operate for more hours. Increasing the hours means that destinations are accessible to transit users for a longer portion of the day and that transit is a transportation option for more trips in the early morning, evening and late night.

Enhancing service frequency on routes. Increasing the frequency, or number of buses per hour, improves convenience and increases capacity along a route. Shortening the time between buses makes the route more attractive and useful by reducing wait times at bus stops. Long waits, especially at night or in inclement weather, can be a barrier to using transit.

Adding Sunday service. Many current riders getting to/from retail jobs also have work hours on Sundays. Not having service on Sundays hinders travel not only for people who desire or need transit to get to/from church, it negatively impacts the ability of transit dependent populations from getting to/from work or other social activities on Sundays.

Extending routes or adding new routes. Extending a route or adding new routes are generally targeted to increasing the area served to include new residents and destinations. Route extensions also expand the overall area served by the transit network. This means that residents in other parts of the network can reach more places and people by transit. Potential future transit expansion areas are displayed in Figure 6-6.

Relocating routes or route segments. In portions of the existing service area multiple routes share a similar path or are located in closely spaced parallel corridors. In other areas, routes travel through

areas that do not generate ridership needed to defend the service investment. In these areas, current routes/paths were reviewed and where warranted, paths were modified to retain coverage to areas supporting service and relocated unproductive miles to areas likely to generate more use.

Understanding that increasing operating and capital budgets for transit is a challenging task and understanding the need to address current service gaps and area productivity issues, two approaches to service modification recommendations were provided:

1) Revenue Neutral Alternative: This approach worked within the current revenue hour budget in allocation of service. Adding service in the revenue neutral scenario required identifying logical and supported reductions in other routes or hours of service. The revenue neutral alternative proposed modifications on spacing between routes and directness of routes to major destinations tempered with ensuring equity in access. The modifications reviewed include:

   Retain saved revenue hours as a reserve

   Develop a new route

   Establish flexible zone(s) Convert one 60-minute route to 30-minute service

   Expand daily service hours

   North Transfer Hub

   Park and Ride Opportunities

   Coordinating with Regional Providers and Intercity Carriers

2) Revenue Enhancement Alternative: As the Transit Development Plan is a future planning tool, this approach developed a process to evaluate potential service improvements based on three revenue enhancement scenarios. The improvements selected were based on public and stakeholder input. With this evaluation, community leaders and transit advocates can understand the budget needs and work to identify additional funding for identified improvements. The modifications reviewed include:

   Providing service to currently unserved areas

   Increasing system frequency/reducing headways

   Extending hours of service

   Adding Sunday service

In addition to service modifications designed to improve transit service, Citilink is engaging in multiple projects and programs to ease the use of transit, enhance mobility, reduce transit operating costs and improve system sustainability. These programs include employing technological innovations to enhance consumer service, improve energy efficiency and reduce vehicle emissions, and augment mobility options for employment opportunities.

Automatic Vehicle Location

The Automatic Vehicle Location (AVL) system provides continuous communication as

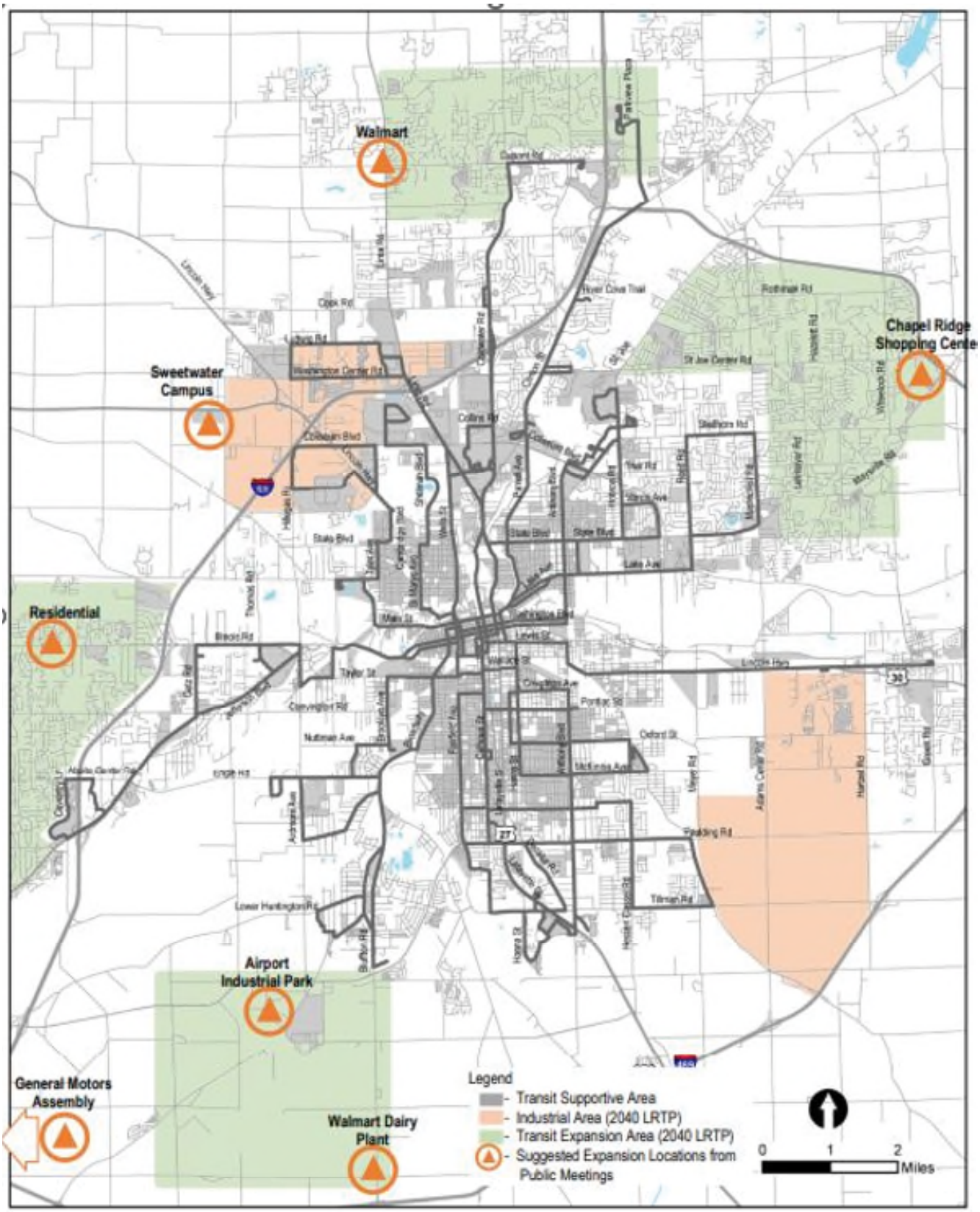


Figure 6-6

Potential Future Transit Expansion Areas

to where every service vehicle is located. Citilink has implemented an automatic vehicle location (AVL) system on the fixed route and Access fleet that connects vehicles seamlessly with scheduling and dispatching software. The AVL also provides customers with real time information through mobile applications on the location of their bus. In addition, the benefits for Citilink are much broader in that the data is used by dispatchers to monitor schedule adherence status, breakdowns, and emergencies. The AVL system can also integrate with other on-board systems to improve the convenience of information sharing while on the bus. AVL systems can be tied to head signs and automatically change them. It can connect with systems (annunciator systems) to announce the next stop, taking that role out of the operator's hands.

Automatic Passenger Counters

Citilink has been implementing an Automatic Passenger Counter (APC) System to install and gather passenger boarding data. APC systems are electronic units mounted at bus doors capable recording activity of people getting on or off. This access information gathering can be connected to the automatic vehicle location (AVL) and farebox collection systems to provide a powerful integrated passenger analysis system. The interconnected APC/AVL/farebox network provides Citilink with a continuous method of collecting information about passenger numbers at a variety of service levels, including route, route segment, or specific transit stops by time of day and by day of the week.

Electronic Ticketing and Transit Trip Planner

There are two main mobile applications utilized by Citilink that allows riders to purchase and store passes for use on board transit vehicles. There is no cost to the user for the Token Transit application and users can purchase one or multiple tickets or passes. Citilink also subscribes to Google Transit to support trip planning for riders. The online application includes both computer and mobile device format to allows users to see Citilink trip options. The application combines schedule and route data in Google Maps. Customers can input their origin and destination (either the addresses or as landmarks) and receive a description and map of where to access their best option, where to transfer if needed, and where to get off. Included are all walk distances and schedule times.

Low/Zero Emission Propulsion/Alternative Fuel Study

Citilink is embarking on a low- and zero-emission bus propulsion technology study to identify available alternatives, the costs, benefits, risks, and timelines, to assess existing infrastructure and identify needs and capabilities for various powering/fueling options. The study will include the development of a transition plan. An analysis of viable technologies including diesel, CNG, hybrid, battery electric, hydrogen fuel cell and other alternatives. Existing and new infrastructure needed to support low- or zero-emissions solutions will be assessed. The study will provide projected costs and expected return on investment.

Joblink Vanpool Program

Citilink is launching a new public-private partnering vanpool program called Joblink. The program will

provide assistance for residents getting to and from work. Citilink will partner with area businesses to provide a way for employees to get to work using a van, through a carpool-like system. The employer and vanpool participants will select the drivers and choose different options for their van. Costs such as gas, insurance and maintenance will be provided through the program by Citilink, the employer, and vanpool participants paying a monthly fee. There will also be a website where participants can log in, register, schedule their ride and manage costs.

Public Transit Policies

**Policies are numbered for identification purposes only, not by priority*

Policy 1 In the urbanized portion of the Metropolitan Planning Area where fixed route transit service is the most efficient means of providing public transit, Citilink fixed route transit service will remain as the service of choice. Where fixed route transit service cannot meet established performance standards, other types of transit service will be considered. Opportunities for service coordination and connectivity should be explored by Citilink and other service providers.

Policy 2 As the urbanized area grows; transit service should be expanded to meet the transit demands of the community. Increase frequency on routes where demand warrants.

Policy 3 Enhance public transportation to support clean air strategies, energy conservation, congestion management, transportation choice and meet the needs of transit dependent populations.

Policy 4 Land use policies should address the transit need for accessibility to private development through street and subdivision design. This is crucial to providing access to employment, senior housing, low-income housing, medical services, quality food, and other daily essential needs. The land use planning approval process should include pedestrian and public transportation issues and recommendations from appropriate providers and committees. Land use policies and recommendations should be consistent with the guidelines provided in the Coordinated Development and Transportation Services Guide.

Policy 5 Citilink will have a role in urban core redevelopment. Mobility afforded by transit service and utilization of the Central Station can complement and encourage redevelopment activities.

Policy 6 Continue to implement appropriate nontraditional transit services and evaluate vehicle type, design, and propulsion when purchasing new capital equipment. Citilink and other providers are encouraged to expand and replace their fleets with low or no emission vehicles.

Policy 7 Citilink, Community Transportation Network, and other providers should be partners in the provision of specialized transportation services and access all potential financial resources to meet these specialized transportation needs.

Policy 8 Investigate the provision of non-fixed route transportation services in the Metropolitan Planning Area.

Policy 9 Consider opportunities for service integration with human service providers, taxi, and other private sector providers. In addition, investigate involvement in ridesharing type services.

Policy 10 Transportation services should be coordinated with all providers (public, human service, and private) to maximize efficiency of available resources.

Policy 11 Evaluate alternative route structures to improve transit service efficiency.

Policy 12 Consider service connectivity with other providers operating in Allen County and the surrounding region that travel to and from the Metropolitan Area.

Public Transit Improvement Projects

**Projects are numbered for identification purposes only, not by priority*

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 Huts) 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 busses 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 areas
3. Provide transportation within and outside current service schedules

Bicycle, Pedestrian and Enhancement Improvements

Current / Planned Projects

- Bass Rd Trail - Scott Rd to Hadley Rd
- Buckner Park Trail - Trail constructed from the Bass Rd trail heading north into the park

- Carroll Rd Trail – Both sides from Bethel Rd to Millstone Dr/Allen County Fairgrounds
- Carroll Rd Trail - SR 3 to Shearwater Run
- Covington Rd Trail - Hadley Rd to Getz Rd
- Diebold Rd Trail - .25 miles s/o SR 1 to Clinton St
- Grabill Rd Bridge - Bridge over the St Joe River
- Gump Rd Trail Pedestrian Bridge - Pedestrian Bridge over SR 3
- Hanna St Trail - Berry St to Wallace St
- Hanna St Trail - Pettit Ave to Decatur Rd
- Hanna St Trail - Decatur Rd to Burns Blvd
- Liberty Mills Rd Trail - Middle Grove to Falls Dr
- Ludwig Rd Trail - Fishing Line Trail to SR 3
- Monroeville Trail and Pedestrian Bridge - Former Conservation Club to CME and Monroeville Road
- Northeast Trail - Stellhorn Rd to Evard Rd using AEP RW, connecting to the YMCA and St Joe Township park.
- Pufferbelly Trail (Poka-Bache Connector) - Lima Rd to Washington Cntr Rd
- Pufferbelly Trail (Poka-Bache Connector) - Pedestrian Bridge over Coliseum Blvd
- Pufferbelly Trail (Poka-Bache Connector) - Life Bridge Church to Fitch Rd
- Summit Park Project, Phase 1 D Trail - Trail on Ludwig from RR corridor to Lima
- Union Chapel Rd Trail - Pufferbelly Trail at Life Bridge Church to West of Auburn Rd
- Pufferbelly Trail at Life Bridge Church to West of Auburn Rd - West side from Mill Ridge Run to Stellhorn Rd
- Woodburn Rd Trail - From 1365 feet West of Becker Road to 22031 Main Street (Bob’s Restaurant)

Financial Plan

Assuring fiscal constraint of the Transportation Plan is based on a reasonable estimation of both federal and local revenues dedicated to operating, maintaining, and improving the transportation system. The first step is to prepare an estimate of the amount of funds available for the next 22 years. This was completed for the anticipated federal funds and for the Local Public Agencies. The estimate was based on each jurisdiction’s historical funding practices for operations, maintenance, and construction activities. Concurrent with the financial resources forecast, the local projects in the Selected Plan were identified and the type of improvement necessary was determined. These include the highway projects incorporated in the Transportation Plan that are the responsibility of local governments to implement.

The projects in the plan that are the responsibility of the Indiana Department of Transportation are consistent with the State of Indiana Long-Range Transportation Plan. It is assumed that the State of Indiana and the Indiana Department of Transportation will have sufficient funds to implement projects on State Roads, US Routes, and Interstates as identified in this plan. The Indiana Department of Transportation and Northeastern Indiana Regional Coordinating Council collaborated on the proposed project list. Projects

that cannot be assured funding are identified in a separate illustrative project list.

The highway system under INDOT's jurisdiction is an integral part of the transportation system in the Metropolitan Planning Area. For the state to assist local government in the implementation of the transportation plan, it is incumbent on the state to develop a long-range strategy addressing the construction and maintenance of the transportation system. This strategy should be independent, yet complementary to federal funding policies. Such a strategy will contribute to economic health and development of communities within the state. Areas should receive a fair share of state and federal funds proportional to their population, vehicle ownership, and tax contributions.

Projects under local governmental jurisdiction were identified and the cost of each project was developed. Costs were estimated for preliminary engineering, right-of-way acquisition, and construction activities. The cost estimates are elevated due to the recent volatility in highway construction costs due to inflation and supply-chain issues. Project cost estimates for the years 2024 through 2028 are based on current development and construction estimates and hedged for a 3% annual rate of inflation. It's anticipated that construction costs will adjust and may trend down as supply-chain issues resolve and inflation slows. The inflation factor was used to adjust project cost developed utilizing 2019 costs for project development and construction. Project cost estimates for the years 2029 through 2045 were also adjusted based upon a continual, cumulative average annual inflation rate of 1.5%.

Local Funding

Local governments predominantly rely on Motor Vehicle Highway (MVH), Local Roads and Streets (LRS), and local wheel tax funds for highway maintenance, administration, and construction expenditures. Additional funds such as County Economic Development Income Tax (CEDIT) and County Option Income Tax (COIT) are also used for highway maintenance and construction projects. Indiana also provides State Funds through a Community Crossing grant program that funds transportation maintenance and reconstruction projects. Several projects within the Metropolitan Planning Area are eligible for Federal Aid Group IV funds. The construction expenditures fund local construction and reconstruction projects and provide local matching funds for federal-aid projects. The remaining funds are used for operations and maintenance.

Local governments including Allen County, Cities of Fort Wayne and New Haven, and towns of Grabill, Huntertown, and Leo-Cedarville collectively have an estimated 2024 combined revenue amount over 165 million dollars available for transportation operations, maintenance, and construction. Allowing for conservative growth of 0.5 percent, the combined total local funds available from 2024 to 2045 is over 3.8 billion dollars. Some of the transportation projects in the Plan will be funded solely with local revenues and will not include federal assistance. Table 6-1 displays the local revenues.

Table 6-1. Local Revenues 2024-2045

Municipality	Available Local Funds 2024-2045 (in millions)	Federal Match and Locally Funded Projects (in millions)	Revenues Available for Operations and Maintenance (in millions)
Allen County	$2,241	$40.2	$2,200.8
Fort Wayne	$1,268	$25.1	$1,242.9
Grabill	$19	$0	$19.0
Huntertown	$86	$13.9	$72.1
Leo-Cedarville	$62	$4.0	$58.0
New Haven	$152	$8.1	$143.9

Federal Funding

An estimate of federal funds available to the urbanized area for the 22-year plan was developed. The forecast of available federal funds was based on historical federal funding revenues to the Urban Area. Under the FAST Act appropriations, the Urban Area received approximately $10.5 million annually. The Appropriations under the Infrastructure Investment and Jobs Act (IIJA) increased the annual amount to approximately $13.7 million, representing a thirty-percent increase in federal funds to support highway construction projects. The federal funds are provided through several core programs including Surface Transportation Block Grant (STBG); Highway Safety Improvement Program (HSIP); Congestion Mitigation and Air Quality (CMAQ); Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program; Carbon Reduction Program (CRP); and Transportation Alternatives Program (TAP).

Historically, over the last 40 years the allocation to the Urban Area has increased at an average annual rate of 6.63 percent. Therefore, the fiscal analysis assumes it is reasonable that federal funds allocated to the Urban Area will continue to increase throughout the duration of the Transportation Plan. Using a conservative 1.5 percent annual growth after the termination of IIJA, the urban area will receive $347,081,695 in federal funds for the years 2024-2045. Table 6-2 displays the anticipated federal revenues for 2024 to 2045.

Table 6-2. Estimated Federal Revenues 2024-2045

STBG	CMAQ	HSIP	TAP	CRP	PROTECT	Total
$208,395,940	$38,030,545	$36,107,490	$28,974,460	$26,230,760	$9,342,500	$347,081,695

The estimated combined federal and local dollars available for supporting development and construction of the local projects in the plan and covering operations and maintenance costs is over 4 billion dollars. A list of the local projects and their estimated costs for preliminary engineering, right-of-way and construction

is provided in Appendix F. The project development and construction costs were adjusted for inflation. The total estimated cost for the preliminary engineering, right-of-way acquisition, and construction phases for all local projects, adjusted to year of expenditure is approximately 414 million dollars, of which 80 percent will be the federal share. Table 6-3 displays the available revenues and total federal share for the time periods 2024-2030, 2031-2040, and 2041 to 2045. Table 6-4 displays projects scheduled to be funded locally for the time periods 2024-2030 and 2031-2040. At this time no locally funded projects are scheduled for 2041-2040. Based on the federal and local funds available for programming projects, there are sufficient funds available for the highway projects included in the 2045 Transportation Plan. Therefor the highway component of the 2040 Transportation Plan is financially reasonable.

Table 6-3: Project Federal Share and Available Federal Revenue

Table 6-3: Project Cost Estimates and Available Revenue Summary

Time Period	Project Costs	Available Revenue
2024-2030	$97,704,600	$98,476,845
2031-2040	$159,218,330	$159,496,855
2041-2045	$76,443,150	$89,107,995
Total	$333,366,080	$347,081,695

Table 6-4. Locally Funded Projects

Table 6-4: Project Cost Estimates and Available Revenue Summary

Time Period	Project Costs	Available Revenue
2024-2030	$38,580,000	$1,172,913,180
2031-2040	$56,695,000	$1,748,245,060
Total	$95,275,000	$2,921,158,240

Transit

The key to understanding sources of revenue available to Citilink (formerly the Fort Wayne Public Transportation Corporation-FWPTC) in the future is to comprehend the current funding available and what the growth has been of these funds in the past. Citilink receives operating and capital subsidies from three primary sources: the Federal Transit Administration; the State of Indiana's Public Mass Transportation Fund (PMTF); and local funds including taxes and miscellaneous revenues.

Federal Funding

Since 1995, operating and capital funds allocated at the federal level have fluctuated. Federal operating funds allocated in 1995 were 955,204 dollars. In 1998, the last year Citilink received Federal operating assistance, they received 92,844 dollars. Since 1998, Citilink has not received any dedicated Federal operating assistance. The apportionment of Federal capital assistance funds has fluctuated from a high of 4.5 million dollars in 2023, to a low of 642,613 dollars in 1995. Please note that per FTA approval,

Citilink converts a portion of their capital dollars to be utilized for operations. The combination of Federal operating and capital subsidies under the Section 5307 (formerly Section 9) have generally increased since 1995. Citilink received a total of 1.6 million dollars in 1995, and currently receives 4.5 million in Federal funds for capital equipment and capitalization activities. This represents an increase of 3.7% each year.

It is anticipated that Citilink will continue to receive Federal Capital assistance and the amount will increase slightly each year by approximately 2 percent. Over the duration of the planning period of the Transportation Plan, Citilink will have approximately 128 million dollars in federal assistance for capital projects. Assuming the 80:20 percent ratio of federal to local funds remains, 32.5 million dollars in local matching funds will be needed. These local matching funds will come primarily from the cumulative capital fund, local tax dollars and funds raised from the sale of obsolete equipment. The combination of federal and local dollars for capital projects totals 160.5 million dollars.

State Funding

The State of Indiana Public Mass Transportation Funds (PMTF) can be used for capital or operating assistance. In the past, the source of these funds were a fixed percentage of the Indiana State sales tax. However, the State Legislature changed the PMTF from a fixed percentage of the Indiana State sales tax to a bi-annual line item in the State budget. These funds are allocated based on a performance-based formula with an emphasis on system efficiency. As of 2023, there is State Legislation that could impact PMTF funding, however it is assumed for planning purposes that PMTF will remain consistent with the 2023 levels throughout the planning period.

Citilink has historically used state funding for operating purposes. The allocation of State funds increased over time from 1.25 million dollars in 1995 to 2.1 million dollars in 2018. However, there has been minimal increase or decrease since 2018, the State funding has remained consistent with 2.1 million in 2023. As stated above, for planning purposes, State funding is assumed to remain relatively consistent and stable. During the planning period of the plan, the state funds will provide approximately 44 million dollars for operating expenses.

Local Funding

The FWPTC receives local funds from the following sources: local taxes, municipal garage, fare box, miscellaneous income, demand response, and bus lease. Revenue from these sources utilized for general-operating costs was approximately 10.3 million dollars in 2023. These funds, primarily obtained from property taxes, and due to recent legislative mandates to local units of government, the ability of these funds to increase over time is currently under assessment. However, as the community grows it is expected that revenues from local sources will increase at a modest rate and innovative financing methods and cost efficiencies will need to be employed. For these reasons, a conservative annual increase of 2% throughout

the duration of the Transportation Plan was utilized to estimate local revenues. At this rate, Citilink will have access to approximately 287 million dollars over the planning period of the plan. These funds will be used primarily for operating funds.

Transit Operating Costs

The detailed transit financial information is provided in Tables 6-5 through 6-9. The fiscal analysis is based on maintaining the current level of transit service. Expanding service will require additional revenue that is not anticipated at this time. New revenue sources were not identified by Citiilink that would enhance the level of transit service. Additional revenue will be needed to implement additional service. A replacement schedule for transit buses is displayed in Appendix F, Table F-2. The table indicates the useful life of each vehicle and the year when replacement is expected to occur. The estimated cost of the replacement vehicle is also displayed. Please note that the replacement schedule included in this plan is to serve as a guide, all replacements will be subject to available funding and Citilink's approved annual budgets.

Table 6-5 displays the general 2023 revenue sources used to support Citilink's Transit operations. The sources include fares, local property taxes, state assistance, federal assistance, and other revenues. The total amount of revenue needed to provide transit service in 2023 is approximately 18.5 million dollars. Table 6-6 contains the estimated 2023 revenues for capital expenditures. Citilink anticipates that operating revenues will increase at an average of 4% per year and capital revenues will increase at an average rate of 3% per year. The cost of operations are estimated to increase at an average rate of 4% per year while capital projects are estimated to increase at an average rate of 7% through 2026 and then increase at an average rate of 3% after 2026.

Table 6-5 Citilink Operating Revenue 2023

Table 6-5 Citilink Operating Revenue-2018

Revenue Item	2023 Revenue
Fare Revenue	$1,895,362
Other Revenue	$219,700
Local Property Taxes	$8,203,444
State Assistance-PMTF	$2,152,745
Federal Assistance	$6,062,555*
Total	$18,533,806

*Includes special apportionments

Table 6-6 Citilink Annual Capital Revenue Estimates

Table 6-6 Citilink Annual Capital Revenue Estimates

Federal Revenue	Local Revenue	Total Revenue
$4,500,000	$300,000	$4,800,000

The Citilink operating cost estimates and anticipated operating revenues are provided on Table 6-7. As displayed in this table, operating costs and operating revenues are anticipated to increase at an average annual rate of two percent. If for some reason revenues are insufficient to meet operating costs, Citi;ink will diminish service or secure additional funds. The cost and revenue for operating Citilink's Transit service is provided for 2018 through 2040. Table 6-8 contains a summary of the operating costs and revenues by three time periods utilized for highway projects costs. Table 16 indicates sufficient revenues will be available to support transit operations, but virtually every dollar obtained will be used to provide service and Citilink will not maintain an operating revenue reserve.

Based on the vehicle replacement schedule provided in Table F-2 in appendix F, the capital costs anticipated to maintain existing service are displayed in Table 6-9 for each time period. As previously mentioned, Citilink capital revenues will increase at an average rate of 3% per year, while capital projects are estimated to increase at an average rate of 7% through 2026 and then increase at an average rate of 3% after 2026. As the table indicates, at specific time periods Citilink will operate with a reserve of capital funds, however the reserve is earmarked for future procurements and will not truly function as a long term surplus. Please note, for planning purposes, only the capital costs associated with vehicle purchases were included in the estimates.

The transit capital and operating information demonstrates that the current level of transit service can be maintained through the duration of the transportation plan. In order to implement additional transit services, new and/or increase revenue sources will need to be secured. The anticipated cost for implementing several new service options is provided below.

Summary of Transit Financial Plan

The majority of the transit improvements proposed in the Transportation Plan are relatively minor modifications to the existing system. The costs for implementing these service improvements may be attainable with modest increases in operating revenue; however revenue increases are uncertain at this time. The anticipated primary capital investment over the duration of the Transportation Plan will be fleet replacement. The anticipated revenue stream coupled with cost containment will provide the necessary resources to finance these improvements. Citilink will be able to maintain transit service for the duration of the Transportation Plan.

Table 6-7 Citilink Annual Operating Costs and Revenue Forecasts

Year	Operating Costs	Operating Revenue
2023	$18,533,806	$18,533,806
2024	$19,275,158	$19,275,158
2025	$20,046,165	$20,046,165
2026	$20,848,011	$20,848,011
2027	$21,681,932	$21,681,932
2028	$22,549,209	$22,549,209
2029	$23,451,177	$23,451,177
2030	$24,389,224	$24,389,224
2031	$25,364,793	$25,364,793
2032	$26,379,385	$26,379,385
2033	$27,434,560	$27,434,560
2034	$28,531,943	$28,531,943
2035	$29,673,221	$29,673,221
2036	$30,860,149	$30,860,149
2037	$32,094,555	$32,094,555
2038	$33,378,338	$33,378,338
2039	$34,713,471	$34,713,471
2040	$36,102,010	$36,102,010
2041	$37,546,090	$37,546,090
2042	$39,047,934	$39,047,934
2043	$40,609,851	$40,609,851
2044	$42,234,245	$42,234,245
2045	$43,923,615	$43,923,615

Table 6-8 Citilink Operating Revenue and Expenditure Estimates

Time Period	Operating Costs	Operating Revenue	Surplus
2024-2030	$152,240,876	$152,240,876	$0
2031-2040	$304,532,425	$304,532,425	$0
2041-2045	$203,361,736	$203,361,736	$0

Table 6-9 Citilink Capital Revenue and Expenditure Estimates

Time Period	Capital Costs*	Available Revenue	Surplus
2024-2030	$16,919,377	$35,028,382	$18,109,005
2031-2040	$27,791,437	$59,092,336	$31,300,899
2041-2045	$24,070,050	$34,235,010	$10,164,960

*Vehicle replacement costs only

Other Transportation Modes

Pedestrian Walkway and Bicycle Transportation Facilities

The transportation planning process administered by NIRCC has over the years included pedestrian and bicycle transportation facilities. These components were typically included as part of the Transportation System Management Program or covered under specific projects and programs. The 2015 Transportation Plan was the first transportation plan to formally include pedestrian walkway and bicycle facilities. The transportation planning efforts have continued and improved for pedestrian and bicycle facilities as a component of the planning process. The 2045 Transportation Plan supports these efforts with a significant emphasis on pedestrian and bicycle facilities.

Bicycle and Pedestrian Plan

The four county region represented by NIRCC has many individuals and organizations advocating improvements to the existing bicycle-pedestrian transportation system. To coordinate these efforts, in 2002 NIRCC sponsored the Northeastern Indiana Regional Bicycle and Pedestrian Forum made up of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The task force was assembled with the purpose of developing and maintaining a bicycle and pedestrian plan which later became the “Comprehensive Bicycle-Pedestrian Transportation Plan” and the “Northeast Indiana Regional Bicycle and Pedestrian Plan”.

One of the goals for creating the Forum was to develop a bicycle and pedestrian plan for the region. The Forum began this effort early in calendar year 2003 by focusing on Allen County’s rural areas. By the end of fiscal year 2005 the Forum had completed the planning process for the Fort Wayne area, the rural areas of Allen County, and the connectivity with surrounding counties such as Adams, DeKalb, and Wells Counties. The Forum had officially met from May of 2002 until August of 2007. Since 2007 NIRCC has relied on the Greenway Coalition for guidance as well as governmental plans and public input towards bicycle and pedestrian planning. The coalition, which is also made up of governmental parks, planning and highway agencies, advocacy groups, and special project organizations has been meeting since April of 2005 and continues to meet presently but only on a biannual basis.

In 2006 the Indiana Department of Natural Resources (IDNR) in partnership with the Indiana Department of Transportation (INDOT) unveiled “Hoosiers on the Move - The Indiana State Trails, Greenways and Bikeways Plan”. At that time there was a push by public and private groups across the region to create a regional trail system and two trail corridors were identified as priorities on the statewide trail plan in northeast Indiana. The Upstate Indiana Trail (now named the “Poka-Bache Connector”) from Ouabache State Park to Pokagon State Park was listed as a state priority and the Wabash River / Maumee River corridor was listed as a potential state priority.

In order to provide planning support for assessing transportation enhancement projects and ensuring the coordination and connectivity throughout the region for bicycle and pedestrian projects, NIRCC initiated the process of developing a regional system for northeast Indiana. As the state priority trails were major priorities for northeast Indiana, there were many other trail opportunities throughout the region that public and private groups were advocating for. A regional bicycle and pedestrian plan would help coordinate these trail opportunities and ensure that the implementation of them would strengthen the overall regional system.

In Fiscal Year 2007 NIRCC and Region III-A Economic Development District and Regional Planning Commission began the regional bicycle and pedestrian planning effort for 11 counties in northeast Indiana. These counties included Adams, Allen, DeKalb, Grant, Huntington, Lagrange, Noble, Steuben, Wabash, Wells, and Whitley. In July of 2006 staff had begun planning and organizing "The Northeast Indiana Regional Trails and Greenways Charrette" for the purpose of producing a regional bicycle and pedestrian plan for northeast Indiana. The Bicycle-Pedestrian Transportation Plan for Allen County served as a hub for the regional bicycle and pedestrian plan and planning effort.

The charrette took place on November 17, 2006 at the World War II Victory Museum in Auburn, Indiana. There where over 100 people who participated and had input on what was to become the regional bicycle and pedestrian plan for northeast Indiana (figure 6-6). The Bicycle-Pedestrian Transportation Plan for Allen County was fully integrated into the regional bicycle and pedestrian plan. The regional plan was adopted by NIRCC as well as Region III-A Economic Development District and Regional Planning Commission in 2007.

In Fiscal Year 2016 NIRCC facilitated another trail planning charrette. In 2015 NIRCC recognized the need for the Northeast Indiana region to come together and discuss trail plans as well as regional priorities. With help from NIRCC's partners, which included Region 3A Development and Regional Planning Commission, East Central Indiana Regional Planning District (ECIRPD), Michiana Area Council of Governments (MACOG), and the National Park Service, an event was planned to bring together 12 counties for a one-day trail planning event. The event titled "Connecting Communities – The Northeast Indiana Trail Plan" was held on November 6, 2015 at the Eagle Glen Event Center in Columbia City, IN.

This one day planning event included several guest speakers, free food, and trail planning exercises to identify regional priorities and help update the Northeast Indiana Bicycle and Pedestrian Plan. Over 100 people from 12 counties and representatives from state, federal, and regional planning agencies participated in the event. Participating counties included Adams, Allen, DeKalb, Grant, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells, & Whitley.

With The Regional Cities Initiative (RCI) on the horizon NIRCC and its partners realized the importance of updating the current plan and prioritizing regional corridors to create another tool for continuing the momentum that Northeast Indiana has generated over the past 10 years. The number of trail miles more than doubled between 2006 and 2015. With Northeast Indiana being selected as one of the winners of the RCI and receiving up to $42 million in state matching funds, trail development would continue to expand across the region. If you would like to see more information on the RCI for Northeast Indiana visit “https://neindiana.com/news/a-million-reasons”.

The comprehensive Bicycle-Pedestrian Transportation Plan for Allen County represents a combination of plans completed by local groups (Aboite New Trails, Greenway Consortium, Northwest Allen Trails, Fort Wayne Trails Inc, Little River Wetlands, City of Fort Wayne, City of New Haven, Town of Leo-Cedarville, and City of Woodburn) and selected routes identified by the original Northeastern Indiana Regional Bicycle and Pedestrian Forum. During the FY 13 plan update the Comprehensive Bicycle-Pedestrian Transportation Plan was updated using the City of Fort Wayne’s “Bike Fort Wayne Plan”, “Walk Fort Wayne Plan”, and information gathered through the production of the draft “Trails Fort Wayne Plan” as well as the Leo-Cedarville Sidewalk Committee Report and the Woodburn Strategic Plan. Recommendations from these plans, along with other public input and comments, were incorporated into the Comprehensive Bicycle-Pedestrian Transportation Plan wherever applicable.

With the 2035 Transportation Plan update the comprehensive Bicycle-Pedestrian Transportation Plan took what used to be one map, which included all bicycle and pedestrian infrastructure, and separated it into three individual maps. These three maps consist of a bike and trail plan (figure 6-8) which includes trails and on-street bike infrastructure, a trail plan (figure 6-9), and a sidewalk plan (figure 6-10). The combination of these three maps must be used to find out what is planned, proposed, or already exists for each corridor or alignment identified. For example, some corridors may only include proposed sidewalks while others may propose bike lanes in the street, a sidewalk on one side, and a trail on the other. Some corridors in the plan also identify which side of the street sidewalks and/or trails are proposed for.

Before the plan update, the Bicycle-Pedestrian Transportation Plan incorporated all bicycle and pedestrian facilities in one map. The plan represented trails and on-street bike infrastructure appropriately but lacked consistency when it came to sidewalk infrastructure. A few local plans that were initially incorporated into the bicycle and pedestrian plan included sidewalks while others did not. In order to create consistency for sidewalk improvements, NIRCC had created a sidewalk policy which referred to a shaded area on the Bicycle-Pedestrian Transportation Plan. This policy made recommendations for sidewalk improvements within this shaded boundary shown on the plan map. This shaded boundary was first created by using a combination of the 2000 Federal Urban Boundary, city and town boundaries, and some areas identifying development around smaller rural cities and towns.

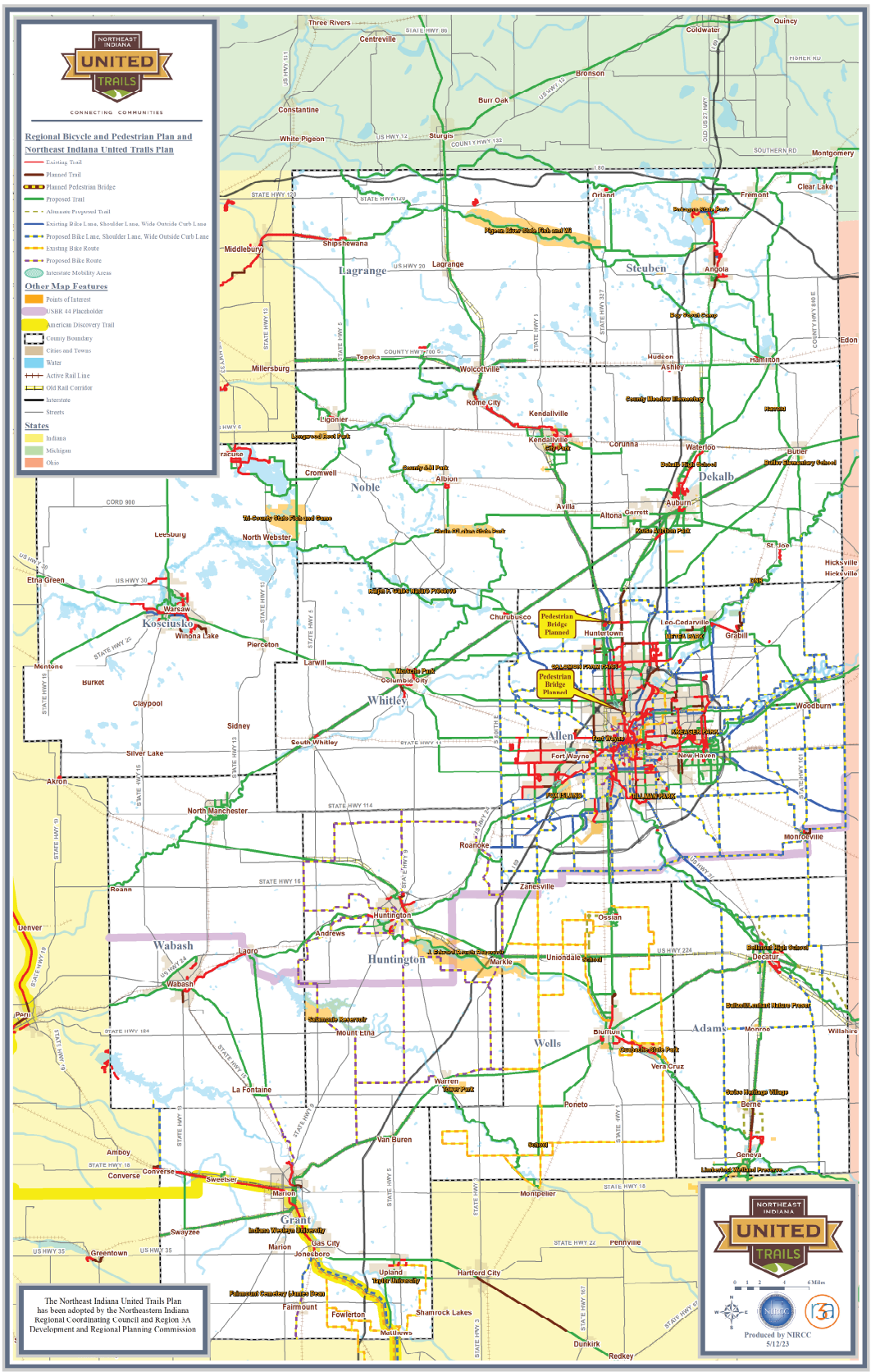


Figure 6-7

Regional Bicycle and Pedestrian Plan for Northeast Indiana

The current Bicycle-Pedestrian Transportation Plan now has a sidewalk map that identifies sidewalk needs along all major roadways in the urban area. This map identifies specific corridors or sections of roadways that need sidewalks on one side or both sides and also identifies all existing sidewalks within Allen County (figure 6-10). 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 in Appendix K. This area was reshaped in some areas to reflect the 2010 Federal Urban Area and has been updated again in 2022 to adequately cover new development in the area and updated Census demographics.

A new emphasis has been placed on barriers created by our Interstate system. Emphasis areas have been identified and added to the Bicycle and Pedestrian Transportation Plan to ensure that bicycle and pedestrian infrastructure is incorporated with improvements made to interchange or bridge structures at our interstate junctions. Bridge or interchanges are not just significant to the motor vehicle network, but usually these can be the only options for connecting other modes of travel from one side of the interstate to the other. Once improvements are made at interstate bridges or interchanges, there is very little that can be done to bridge that gap in the bicycle and pedestrian network if those facilities were not included in the project.

While every bridge and interchange project should be analyzed for all modes of travel to ensure our transportation network is complete, NIRCC has identified four key areas or corridors at interstate junctions that warrant special prioritization due to the surrounding infrastructure, development patterns, and their importance in providing connectivity in the bicycle and pedestrian network. These corridors currently create significant barriers in the bicycle and pedestrian transportation network and are identified in the Bicycle Pedestrian Transportation Plan as “Interstate Mobility Areas”. Although the Bicycle Pedestrian Transportation Plan identifies specific infrastructure needs at a number of interstate bridges and interchanges, the Interstate Mobility Areas identify the need for possibly having a higher level of pedestrian and/or bicycle infrastructure and safety needs addressed. Listed below are the four Interstate Mobility Areas currently identified in the Bicycle and Pedestrian Transportation Plan:

Interstate Mobility Areas

- Jefferson Blvd/US 24 at I-69 (Lutheran Hospital Entrance to Coventry Ln)
- Illinois Rd/SR 14 at I-69 (Magnavox Way to Hadley Rd)
- Lima Rd/SR 3 at I-69 (Ley Rd to Washington Center Rd)
- Coldwater Rd at I-69 (Washington Center Rd to Ludwig Rd)

A design classification system, initially created by the Forum, is used to identify types of bicycle and/or pedestrian infrastructure recommended for the identified routes on the plan. These design classifications

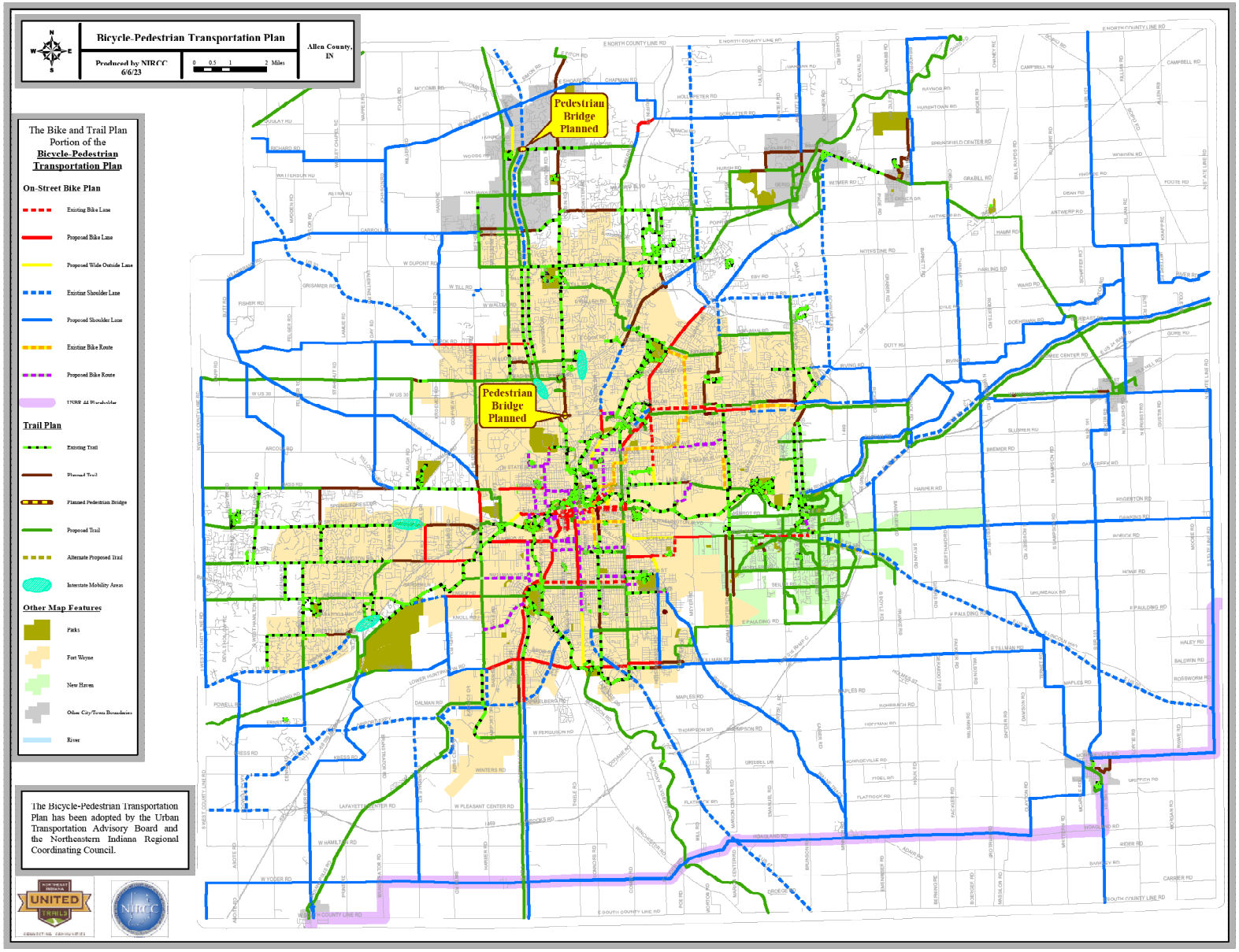


Figure 6-8

Bike and Trail Plan

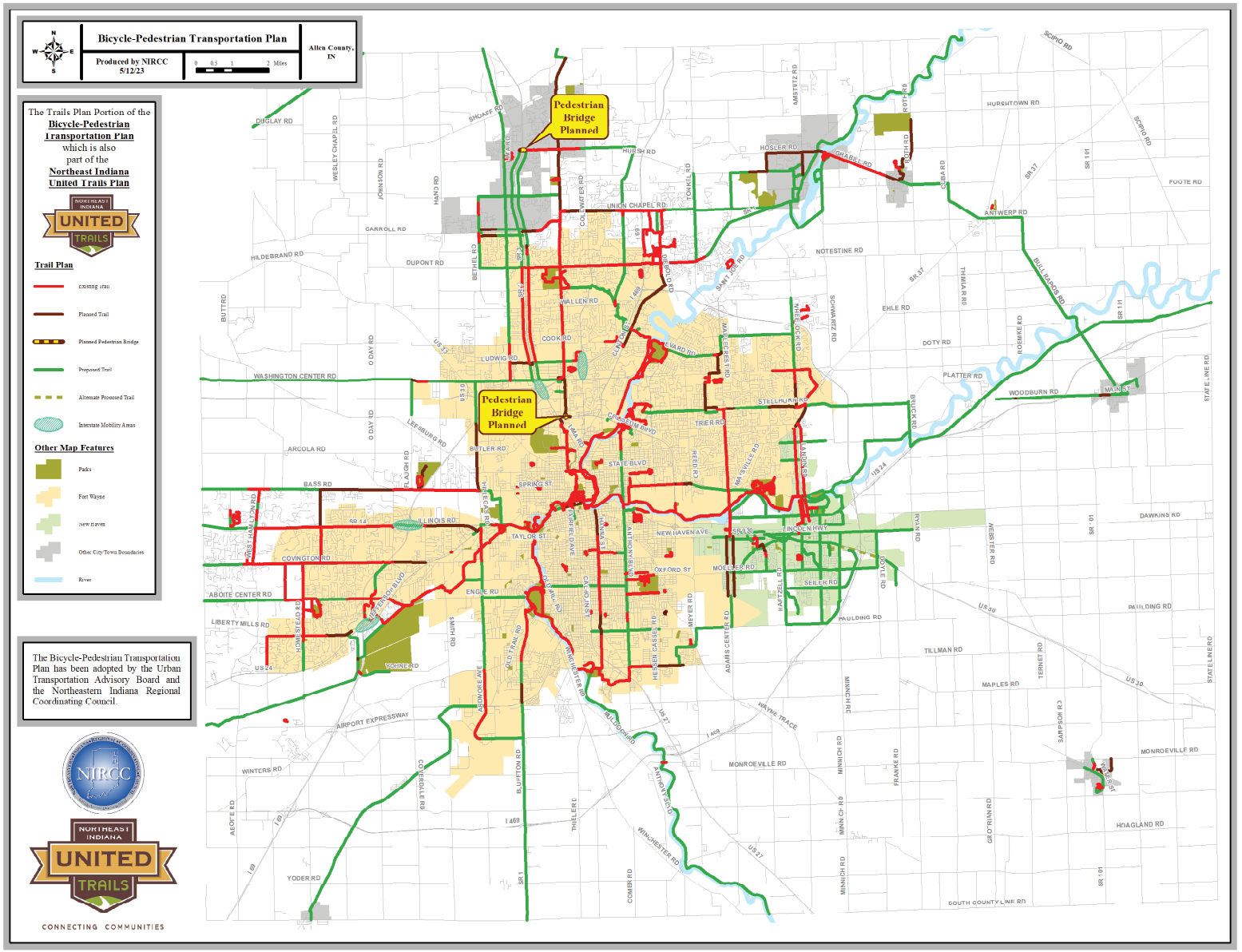


Figure 6-9

Trail Plan

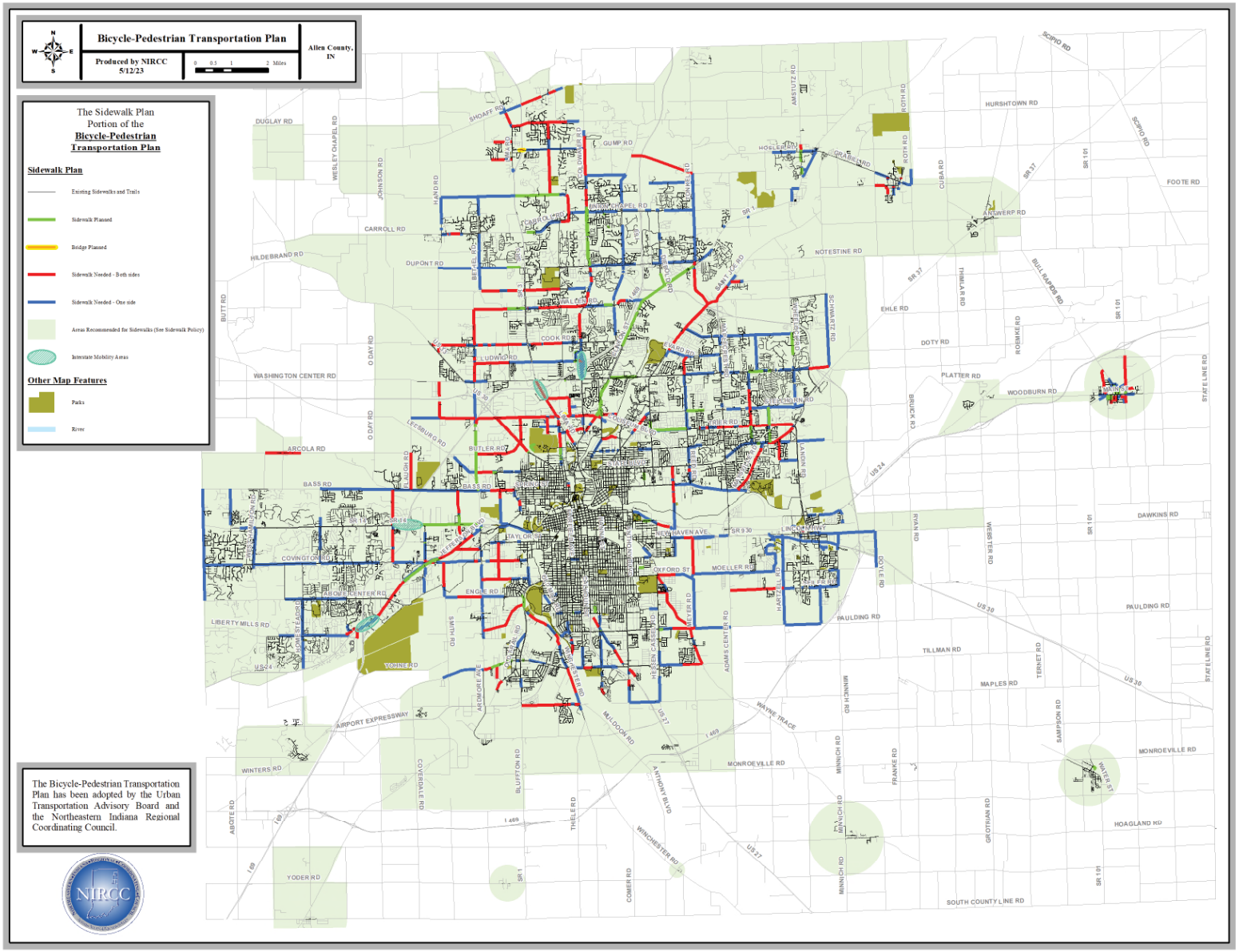


Figure 6-10
Sidewalk Plan

follow what is recommended by “AASHTO’s (American Association of State Highway and Transportation Officials) 2012 Guide for the Development of Bicycle Facilities”. By using a design classification system, planners and highway officials have recommended design standards to follow as they coordinate them with present and future road projects and developments. By mapping out these design classifications there is an assurance of having the appropriate continuity throughout the identified system.

The design classification system used for the on-street component of the plan consists of five different classes. There are bike lanes, wide outside curb lanes, shoulder lanes, sharrows, and bike routes. The off street design classification system consists of sidewalks and shared use paths, or trails. The design classifications NIRCC uses for the plan are listed on the following pages with an example shown for each.

Design Classification for Routes

Trail: Shared use paths that are physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Trails are recommended to be a minimum of 10 feet wide but may vary from 8 feet to 14 feet depending on type of usage.

Examples of a Trail

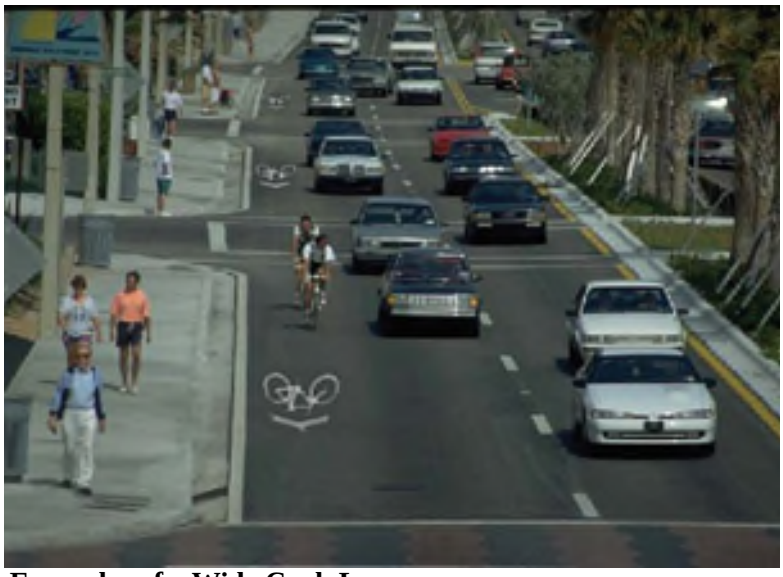
Sidewalk: The portion of the thoroughfare right-of-way designed for and used primarily by pedestrians, typically constructed of a five foot wide concrete passageway.

Examples of a Sidewalk

Bike Lane: A portion of the road that is designated by pavement striping for preferential use by bicyclists. Bike lanes are on-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bike lanes are recommended to be at least five feet wide on a curbed section of roadway and at least four feet wide on a shoulder section of roadway.

Examples of a Bike Lane

Wide Curb Lane: A widened paved outer curb lane of 14-15 feet wide can accommodate bicycles in the same lane as motor vehicles. The lane width should not be greater than 16 feet wide as it may encourage two motor vehicles to travel in the same lane. Sharrows are also recommended to provide added safety for cyclists.



Examples of a Wide Curb Lane

Shoulder Lane: A lane contiguous to the traveled way but separated by a stripe. It's most common in rural areas or on rural designed roadways and typically shared with pedestrians and occasional emergency vehicle access. The minimum width of a shoulder lane is 4 feet wide.

Examples of a Shoulder Lane

Sharrow: In shared roadways, the lanes have special arrow markings within to help alert cars to take caution and allow cyclists to safely travel in these lanes when striping is not possible.

Examples of a Sharrow

Bike Route: A bikeway or street which has been specifically designated for bicycle travel by signage. These are usually low volume streets where cyclists share the road with motor vehicles.

Examples of a Bike Route Sign

The current trail systems (seen in figure 6-8) have increased in recent years. There are now 95.1 miles of trails in Fort Wayne, 23.7 miles in Allen County, 7.3 miles in New Haven, 0.6 miles in Grabill, 1.5 miles in Leo-Cedarville, 2.4 miles in Huntertown, and 0.1 miles in Monroeville. Planned additions to these trail systems will add about 18.6 miles of trails to Fort Wayne, 5.3 miles of trails to Allen County, 5.3 miles to New Haven, and 1.1 miles of trails to Monroeville. These planned additions are trail projects that have been committed to, partly constructed, already have sources of funding, or are partly finished and are scheduled for an approximate completion date and do not include the rest of the proposed system.

Table 6-10 gives a summary of projects that are in some stage of implementation or have been completed in recent years. These projects utilize a variety of local, state, and federal fund types as well as combinations of the three. Some projects get funded along with road projects while others may receive their funding from local advocacy groups and foundations, local government agencies, or various types of federal funds.

A significant amount of time during FY 2017 was spent on the Northeast Indiana Trail Branding and Wayfinding Initiative. The Regional Trail System for Northeast Indiana needed a name and a brand. We needed something to call our system that would speak to the residents and visitors of Northeast Indiana. Part of this not only required names and logos, but also required a common signage and wayfinding system to capture visually the message of our trails. It had to be unique, and allude to Northeast Indiana's cohesiveness and future connectivity of trails and communities throughout the region. Just like new trails, there are many existing trails throughout our region with different "owners" and different "names" that while needing to maintain their identities, there was also a need for consistent signage and information regarding regional identification, visual branding, directions and destinations, and other trail related information. A named and branded system provides a simple way to market our trail system to users and potential funding partners, thereby playing a crucial role in the development of our trail system and solicitation of private investment.

Table 6-10. Bicycle - Pedestrian Projects

Bicycle-Pedestrian Facility	Description	Status
*Aboite Center Rd Trail	1100 ft w/o Coventry Ln to Jefferson Blvd	Completed 2010
****Aboite Center Rd Trail	Homestead Rd to Westlakes Dr	Completed 2014
*Amber Rd Trail	Liberty Mills Rd to Ivanhoe Ln; just north of US 24	Completed 2008
*Anthony Blvd Bridge Bike Lanes	Bridge over Maumee River	Completed 2014
*Anthony Blvd Bridge Trail	Bridge over Maumee River	Completed 2014
*Ardmore Ave Trail	Covington Rd to north of Taylor St	Completed 2009
*Ardmore Ave Trail	North of Taylor St to Jefferson Blvd	Completed 2010
*Ardmore Ave Trail	Airport Expressway to Second St (airport)	Completed 2020
*Ardmore Ave Extension Trail	Lower Huntington Rd to Airport Expressway	Completed 2006
*Auburn Rd Trail	Cook Rd to Clinton St	Completed 2012
*Auburn Rd Trail	Auburn Rd/Wallen Rd Roundabout and Bridge	Completed 2015
*Auburn Rd/Union Chapel Trail	At Roundabout	Completed 2014
****Bass Rd Trail	.3 miles west to .26 miles east of West Hamilton Rd	Completed 2019 and 2020
*Bass Rd Trail	Scott Rd to Hadley Rd	Approximate Completion 2024
*Bass Rd Trail	Hadley Rd to Clifty Pkwy	Completed 2018
*Bass Rd Trail	Clifty Pkwy to Thomas Rd	Completed 2022
*Bass Rd Trail	Thomas Rd to Hillegas Rd	Completed 2021
Becketts Run Trail Phase 1	Along Becketts Run from St Joe Center to Clinton	Completed 2021
Beckett's Run Trail Phase 3	Dawsons Creek Blvd to Pufferbelly (Poka-Bache Connector)	Completed 2014
Bethel Rd Trail	Sections along west side of Bethel Rd north and south of Carroll Rd along School Properties	Completed 2009
Bethel Rd/Till Roundabout Shoulder Lanes (not signed)	Intersection of Bethel/Till/Huguenard	Completed 2017
Bluffton Rd (Poka-Bache Connector)	Bluffton Rd from Lwr Huntington Rd to Old Trail Rd and extension to West Foster Park	Completed 2017
*Bostick Rd Bridge	New road/bridge. Old Bridge preserved for bicycle/pedestrian use	Completed 2010
Buckner Park Trail	Trail constructed from the Bass Rd trail heading north into the park	Approximate Completion 2023
*Carroll Rd Trail	Bethel Rd to Millstone Dr/Allen County Fairgrounds	Approximate Completion 2023
*Carroll Rd Trail	SR 3 to Shearwater Run	Approximate Completion 2023-24
****Carroll Rd Trail	Shearwater Run to 0.5 miles east of Shearwater Run	Completed 2018
Carroll Rd Trail	0.5 miles east of Shearwater Run to the Pufferbelly Trail	Completed 2022
**Cedar Creek Parks Trail (Grabill Rd Trail)	Trail from Leo-Cedarville to Grabill	Completed 2006

* Project that is combined with a road improvement project.
** Project utilizes Transportation Enhancement Funds (TE Funds).
*** Project utilizes Transportation Alternative Funds (TA Funds) and may be combined with a road improvement project.
**** Project utilizes private funds through new development infrastructure.

Table 6-10 Continued next page...

Table 6-10. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
*Clinton St Bridge Trail (Martin Luther King Bridge)	Trails on both sides of the new bridge	Completed 2012
Clinton St Shoulder Lanes (not signed)	Parnell Ave to Auburn Rd	Completed 2016 and 2017
Coliseum Blvd Trail Spur	The Rivergreenway to Carrington Field baseball diamond	Completed 2009
*Columbia Ave and Lake Ave Bike Lanes	St Joe Blvd to Crescent Ave	Completed 2021
*Columbia Ave, Delta Blvd, Lake Ave Bike Route	Crescent Ave to Lake Ave/Delta Blvd	Completed 2021
Cook Rd Trail	Tangerine Lane to Auburn Rd	Completed 2011
Coverdale Rd Shoulder Lanes (not signed)	Winters Rd to Airport Expressway	Completed 2015
Covington Rd Trail	e/o Greys Oaks Blvd to West Hamilton Rd	Completed 2007
**Covington Rd Trail Phase 2-B	West Hamilton Rd to Beal-Taylor Ditch	Completed 2016
**Covington Rd Trail Phase 2-A	Beal-Taylor Ditch to Eggeman Rd	Completed 2010
Covington Rd Trail Phase 1	Eggeman Rd to Scott Rd	Completed 2010
**Covington Rd Trail Phase 3	Scott Rd to Ladue Ln	Completed 2010
Covington Rd Trail	Ladue Ln to I-69 bridge	Completed 2013
*Covington Rd Trail	Bridge over I-69 to Hadley Rd (including bridge)	Completed 2013
Covington Rd Trail	Hadley Rd to Getz Rd	Approximate Completion 2023
*Dickie Rd Trail	Aboite Center Rd to 1400 ft north of Aboite Center Rd	Completed 2010
*Diebold Rd Trail	SR 1 to Union Chapel Rd	Completed 2012
*Diebold Rd Trail	SR 1 to .25 miles s/o SR 1	Completed 2016
*Diebold Rd Trail	.25 miles s/o SR 1 to Clinton St	Approximate Completion 2023-24
***Dupont Rd Trail	Lima Rd (SR 3) to Coldwater Rd	Completed 2019
Dupont Rd Trail	Coldwater Rd to Pine Mills Rd	Completed 2021
*Dupont Rd Trail	Pine Mills Rd to just west of Auburn Rd	Completed 2007
Dupont Rd Trail	West of Auburn Rd to Auburn Rd	Completed 2016
Dupont Rd Trail	Auburn Rd to I-69 Interchange	Completed 2011
***Dupont Rd Trail	Diverging Diamond Interchange at Dupont Rd and I-69	Completed 2014
Dwenger Ave Trail	Trail in front of the Water Pollution Control Facility	Completed 2008
Eggeman Rd (Vann Family Trail)	Covington Rd to Aboite Center Rd	Completed 2007
Engle Rd Trail	Jefferson Blvd to Towpath Trail	Completed 2014
*Ewing St/Wells St Bike Lanes	Commerce Dr to Berry St and Brackenridge St to Lewis St	Completed 2015
*Fairfield Ave Bike Lanes	Main St to Jefferson Blvd	Completed 2018
*Fairfield Ave/Wells St Bike Lanes	Commerce Dr to Main St and Jefferson Blvd to Hendricks St	Completed 2015
**Fishing Line Trail	Ludwig Rd to Cook Rd	Completed 2022

* Project that is combined with a road improvement project.
** Project utilizes Transportation Enhancement Funds (TE Funds).
*** Project utilizes Transportation Alternative Funds (TA Funds) and may be combined with a road improvement project.
**** Project utilizes private funds through new development infrastructure.

Table 6-10 Continued next page...

Table 6-10. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
Flutter Rd Shoulder Lanes (not signed)	Maplecrest Rd to Schwartz Rd	Completed 2015
**Fort Wayne Urban Trails Project Phase 1	Barr St from Wayne St to Main St	Completed 2008
Foster Park Trail	Park entrance connection to the greenway	Completed 2017
*Grabill Rd Bridge	Bridge over the St Joe River	Approximate Completion 2025-2026
***Gump Rd Trail Pedestrian Bridge	Pedestrian Bridge over SR 3	Approximate Completion 2031
*Gump Rd Trail	West of SR 3 to west of Coldwater Rd	Completed 2017
Hanna St Bike Route	Berry St to Buchanan St	Completed 2012
Hanna St Trail	Berry St to Wallace St	Approximate Completion 2024
Hanna St Trail	Wallace St to Pontiac St	Completed 2015
Hanna St Trail	Pontiac St to Rudisill Blvd	Completed 2018
Hanna St Trail	Rudisill Blvd to Pettit Ave	Completed 2022
Hanna St Trail	Pettit Ave to Decatur Rd	Approximate Completion 2023
Hanna St Trail	Decatur Rd to Burns Blvd	Approximate Completion 2023-24
Hanna St Trail	Burns Blvd to US 27	Completed 2017
Hanna St Trail	US 27 to Tillman Rd and Southtown Center	Completed 2019
*Hobson Rd Bike Lanes	State Blvd to Coliseum Blvd	Completed 2017
*Hobson Rd Bike Lanes	Coliseum Blvd to Stellhorn Rd	Completed 2021
Homestead Rd Trail	Liberty Mills Rd to Summit Middle School	Completed 2008
Homestead Rd Trail	Trail along Summit Middle School property to Aboite Center Rd	Completed 2006
**Homestead Rd Trail	Aboite Center Rd to Covington Rd	Completed 2010
Huntertown Community Park Trail	Park Loop Trail	Completed 2015
****Illinois Rd Trail	Magnavox Way to Getz Rd	Completed 2015
*Jefferson Pointe Trail Spur Phase 1	Lindenwood Ave to Illinois Rd	Completed 2007
**Johnny Appleseed to Shoaff Park Trail Phase 1A	Johnny Appleseed Park to the eastern side of the new IPFW pedestrian bridge	Completed 2010
Johnny Appleseed to Shoaff Park Trail	Bridge over St Joe River	Completed 2012
**Johnny Appleseed to Shoaff Park Trail Phase 1B	Section of trail west of IPFW Bridge to Ditch and Northern section of trail to and along St Joe Center Rd	Completed 2013
**Johnny Appleseed to Shoaff Park Trail Phase 1C	Section connecting trail ending at the ditch north towards St Joe Center Rd	Completed 2017
Johnny Appleseed to Shoaff Park Trail Phase 2	Upper St Joe Center Rd to Shoaff Park	Completed 2010
Lafayette Center Rd Shoulder Lanes (not signed)	Zubrick Rd to US 24	Completed 2018
****Lake Ave Trail	East of Coliseum in front of Concordia Lutheran School	Completed 2015

* Project that is combined with a road improvement project.
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**** Project utilizes private funds through new development infrastructure.

Table 6-10 Continued next page...

Table 6-10. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
****Lake Ave Trail	Carew St to Beacon St	Completed 2019
Lake Ave Trail	Pemberton Levee (Randallia) to Hobson Rd	Completed 2018
Lake Ave Trail	Hobson Rd to Coliseum Blvd	Completed 2022
*Landin Rd Trails	North River Rd to Maysville Rd	Completed 2016
*Landin Rd/Broadway St Phase 1	North River Rd to Powers St	Completed 2022
*Landin Rd/Broadway St Phase 2	North River Rd to Powers St	Construction 2020-2023
Lewis St Bike Route	Calhoun St to Anthony Blvd	Completed 2017
Liberty Mills Rd Trail	Amber Rd to Homestead Rd	Completed 2007
Liberty Mills Rd Trail	Homestead Rd to Middle Grove	Completed 2016
Liberty Mills Rd Trail	Middle Grove to Falls Dr	Approximate Completion 2024
*Lincoln Hwy Bike Lanes	SR 930 to Broadway St	Completed 2021
*Ludwig Rd Realignment w/Trail	Ludwig Rd and Coldwater Rd intersection realignment with connection to Northrop HS	Completed 2022
Ludwig Rd Trail	Fishing Line Trail to SR 3	Approximate Completion 2024
Lutheran Loop Trail	Hospital Loop, Connects the Aboite Trails with the Towpath Trail	Completed 2008
*Main St Bike Lanes	Jackson St to Maiden Ln	Completed 2015
*Maplecrest Rd Trail	SR 930 to Lake Ave	Completed 2012
*Maplecrest Rd Bike Route	Lake Ave to State Blvd	Completed 2015
*Maplecrest Rd Trail	Lake Ave to State Blvd	Completed 2015
*Maplecrest Rd Trail	State Blvd to Stellhorn Rd	Completed 2021
*Maysville Road	Stellhorn to Meijer Dr	Completed 2018
*Maysville/Trier/Landin Roundabout	Trails part of the roundabout	Completed 2017
*McKinnie Ave	Anthony Blvd to Hessen Cassel Rd	Completed 2016
Meadowbrook Trail (NH)	Genie Row to New Haven Communtiy Center	Completed 2022
Meijer Drive Trail	Maysville Rd to St Joe Center Rd	Completed 2011
Monroeville Park Trail	Loop in Monroeville Community Park	Completed 2019
Monroeville Trail and Pedestrian Bridge	Former Conservation Club to CME and Monroeville Road	Approximate Completion 2023
New Haven Community Center Trail	Trail around the New Haven Community Center and connection to the neighborhood	Completed 2017
**New Haven Depot and Corridor Project	Restore Train Depot next to Moser Park and improved sidewalk/trail connections	Completed 2012
New Haven Pedestrian Walkways 3 & 5	Sidewalks along Rose Ave, West St, & Main St to Moser Park and sidewalk along SR 930 between Isenbarger Plaza and Delmart Plaza	Completed 2011
**New Haven Rivergreenway Extension	From w/o Kreager Park to Moser Park in New Haven along the Maumee River	Completed 2006

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**** Project utilizes private funds through new development infrastructure.

Table 6-10 Continued next page...

Table 6-10. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
North Anthony Blvd Trail	Crescent Ave to the "Johnny Appleseed to Shoaff Park trail" at Coliseum Blvd	Completed 2010
Northeast Trail	Stellhorn Rd to Evard Rd using AEP RW, connecting to the YMCA and St Joe Township park	Approximate Completion 2024-25
****Noyer Rd Trail	from s/o Brafferton Pkwy to railroad s/o Bass Rd	Completed 2018 and 2021
Old US24 Shoulder Lanes (not signed)	Doyle Rd to Webster Rd	Completed 2006
*Oxford Street Trail	Anthony Blvd to Turpie Ave	Completed 2015
Parkview North (Norarrow Dr)	Diebold Rd to Parkview Plaza Dr	Completed 2011
Parkview North (Parkview Plaza Dr)	Norarrow Dr to Union Chapel Rd	Completed 2012
Payton County Park Loop	Park Loop Trail	Completed 2022
Pemberton Levee Trail	Rivergreenway to intersection of Lake and Randallia	Completed 2017
**PFW (IPFW) Bridge	Pedestrian Bridge over St Joe River at IPFW	Completed 2009
**PFW (IPFW) Bridge	Pedestrian Bridge over Coliseum Blvd	Completed 2021
PFW Bridge to Anthony Blvd Trail	Trail from Pedestrian Bridge to Anthony Blvd Trail	Completed 2021
Pufferbelly Trail (Poka-Bache Connector)	Fourth St to North of State Blvd	Completed 2018
**Pufferbelly Trail Phase 1 (Poka-Bache Connector)	North of State Blvd to Franke Park and Fernhill Ave	Completed 2017
Pufferbelly Trail (Poka-Bache Connector)	Ice Way Drive from Fernhill Ave to Lima Rd	Completed 2017
Pufferbelly Trail (Poka-Bache Connector)	Lima Rd to Washington Cntr Rd	Approximate Completion 2023-24
Pufferbelly Trail (Poka-Bache Connector)	Pedestrian Bridge over Coliseum Blvd	Approximate Completion 2028-30
Pufferbelly Trail (Poka-Bache Connector)	Washington Cntr Rd to Ludwig Rd	Completed 2018
Pufferbelly Trail (Poka-Bache Connector)	Ludwig Rd to Cook Rd	Completed 2017
Pufferbelly Trail (Poka-Bache Connector)	Cook Rd to Wallen Rd	Completed 2017
Pufferbelly Trail (Poka-Bache Connector)	Wallen Rd to Dupont Rd	Completed 2010
Pufferbelly Trail (Poka-Bache Connector)	Dupont Rd to Carroll Rd	Completed 2014
Pufferbelly Trail (Poka-Bache Connector)	Carroll Rd to Life Bridge Church	Completed 2015
Pufferbelly Trail (Poka-Bache Connector)	Life Bridge Church to Fitch Rd	Approximate Completion 2023-24
Randallia Dr	Lake Ave to St Anne's Home	Completed 2013
Reed Rd Bike Route	Evard Rd to Greenway at Tennessee Ave	Completed 2009

* Project that is combined with a road improvement project.
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*** Project utilizes Transportation Alternative Funds (TA Funds) and may be combined with a road improvement project.
**** Project utilizes private funds through new development infrastructure.

Table 6-10 Continued next page...

Table 6-10. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
Renaissance Pointe Trail	Lafayette St to Hanna St and Hanna St to alley between Gay St and Smith St	Completed 2008
Renaissance Pointe Trail	alley between Gay St and Smith St to the new YMCA (Bowser Ave)	Completed 2016
Renaissance Pointe Trail	Bowser Ave to Holton Ave	Completed 2011
*Rudisill Blvd Bike Lanes	Old Mill Rd to Anthony Blvd	Completed 2010
Salomon Farm Trail	Trail along Dupont Rd and around Salomon Farm and YMCA	Completed 2007
Scott Rd Trail	SR 14 to Covington Rd	Completed 2007
*Sherman Blvd Bike Lanes	Bridge over Spy Run Creek	Completed 2008
**Six Mile Creek Trail phase 1	From Southtown Centre to Lemar Dr (entire trail will be from Southtown Centre to Moser Park)	Completed 2017
Southtown Centre Rivergreenway extension Phase 1	Tillman Park to public safety academy	Completed 2009
Southtown Centre Rivergreenway extension Phase 2	public safety academy to Anthony Blvd	Completed 2017
*SR 1 Trail	I-69 to east of Tonkel Rd	Completed 2011
*SR 3 Trail	Ludwig Rd to Dupont Rd	Completed 2011
****SR 3 Trail	At Winnsboro Pass	Completed 2017
*SR 14 Trail	I-69 to Scott Rd	Completed 2010
*SR 14 Trail	Scott Rd to West Hamilton Rd	Completed 2015
SR 101	North St to Railroad St	Completed 2016
St Joe Center Rd Trail	Meijer Drive to Chiswell Run	Completed 2020
St Joe Center Rd Trail	Chiswell Run to Arlington Parkway	Completed 2021
St Joe Rd	Connection to Shoaff Park Entrance	Completed 2010
*State Blvd Trail	Spy Run Ave to Cass St	Completed 2020
*Stellhorn Rd Bike Lanes	Hobson Rd to Oakhurst Dr	Completed 2018
*Stellhorn Rd Trail	Maysville Rd to Wheelock Rd	Completed 2019
Stellhorn Rd Bike Route/Shoulder Lanes	5' shoulder lanes from Laymeyer Rd to Wheelock Rd. "Bike route" signs and "share the road" signs have been added.	Completed 2011
Summit Park Project, Phase 1 Trail (Fishing Line Trail)	Trail along RR corridor from Washington Cntr to Ludwig Rd	Completed 2019
Summit Park Project, Phase 1 D Trail	Trail on Ludwig from RR corridor to Lima	Approximate Completion 2023
Superior St/Ewing St/ Fairfield Ave roundabout	Sections of trail built with roundabout to connect with Greenway	Completed 2014
Superior St/Ewing St/ Fairfield Ave roundabout	Sections built with roundabout to connect with Wells St	Completed 2014
Towpath Trail Phase 1	Rockhill Park to Ardmore Ave @ Taylor St	Completed 2009
Towpath Trail Phase 2	Ardmore Ave @ Taylor St to Smith Rd	Completed 2009
Towpath Trail Phase 3	Smith Rd to north of Engle Rd	Completed 2011
**Towpath Trail Phase 4	North of Engle Rd to Jefferson Blvd @ Lutheran Hospital Entrance	Completed 2011

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*** Project utilizes Transportation Alternative Funds (TA Funds) and may be combined with a road improvement project.
**** Project utilizes private funds through new development infrastructure.

Table 6-10 Continued next page...

Table 6-10. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
Union Chapel Rd Trail	Pufferbelly Trail at Life Bridge Church to West of Auburn Rd	Approximate Completion 2023-24
***Union Chapel Rd Trail**	West of Auburn Rd to East of Diebold Rd	Completed 2014
***Union Chapel Rd Trail**	Union Chapel Rd Interchange @ I-69	Completed 2012
Van Buren St Trail	Bridge over the St Mary's River with connection to Superior St and the Rivergreenway	Completed 2021
Vesey Park Trail	Trail connection with the Pufferbelly Trail (Poka-Bache Connector)	Completed 2017
Washington Center Rd Trail	Flaugh Rd to 0.42 miles e/o Flaugh Rd	Completed 2022
Wayne St and Berry St Bike Lanes	Van Buren St to Coombs St	Completed 2010
Wayne St and Berry St Bike Lanes	Coombs St to Anthony Blvd	Completed 2015
Werling Park Trail Loop	Park Trail Loop	Completed 2009
****West Hamilton Rd Trail**	Bass Rd to the Railroad s/o Bass Rd	Completed 2019

* Project that is combined with a road improvement project.
** Project utilizes Transportation Enhancement Funds (TE Funds).
*** Project utilizes Transportation Alternative Funds (TA Funds) and may be combined with a road improvement project.
**** Project utilizes private funds through new development infrastructure.

A significant amount of time during FY 2017 was spent on the Northeast Indiana Trail Branding and Wayfinding Initiative. The Regional Trail System for Northeast Indiana needed a name and a brand. We needed something to call our system that would speak to the residents and visitors of Northeast Indiana. Part of this not only required names and logos, but also required a common signage and wayfinding system to capture visually the message of our trails. It had to be unique, and allude to Northeast Indiana's cohesiveness and future connectivity of trails and communities throughout the region. Just like new trails, there are many existing trails throughout our region with different "owners" and different "names" that while needing to maintain their identities, there was also a need for consistent signage and information regarding regional identification, visual branding, directions and destinations, and other trail related information. A named and branded system provides a simple way to market our trail system to users and potential funding partners, thereby playing a crucial role in the development of our trail system and solicitation of private investment.

To accomplish this NIRCC contracted the consultant firm Merje to provide services that assisted in preparing a comprehensive branding initiative for the Northeast Indiana Regional Trail System which is now called the "Northeast Indiana United Trails". Merje traveled to Fort Wayne several times during FY 2017 and conducted public meetings throughout the region. The services they provided resulted in this new regional trail system name (Northeast Indiana United Trails), a new name and logo for our state priority trail from Pokagon State Park to Ouabache State Park (Poka-Bache Connector), and a draft of the brand and wayfinding signage guidelines manual to follow for design and implementation. This manual

provides details for designs, materials, dimensions, and location guidelines to allow communities to choose the signs needed for their unique situations.

Many existing or planned trails already have names or identities. The United Trails brand and Poka-Bache Connector brand does not intend to change unique identities already established but rather mark these trails as part of the regional system or state priority trail that can be recognized no matter what part of the Northeast Indiana Region an individual may be in. The consistent use and design of wayfinding signs will allow residents and visitors to our region to easily recognize and become familiar with our vast regional trail system. The brand and wayfinding signage guidelines that Merje has produced for our region provides a manual that gives a number of options that trail owners can choose from if they decide to identify their trails as part of the United Trails regional system. These options range from simple placards that can be installed on a sign post to a complete trailhead kiosk. The brand and wayfinding signage guidelines manual has been produced and is available to the public on our website at https://www.nircc.com/bicycle--pedestrian.html.

Transportation Alternatives (TA)

Transportation Enhancement (TE) activities represented non-traditional highway and transit projects for which special funding was originally authorized under the Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA). The transportation enhancement activities were continued with support from the Transportation Equity Act for the 21st Century (TEA-21) in 1998 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. Such projects included bicycle and pedestrian facilities, roadside landscaping, water run-off mitigation, and historic preservation of transportation facilities. In 2012 MAP-21, the Moving Ahead for Progress in the 21st Century Act, eliminated the TE program and replaced it with what is called Transportation Alternatives (TA) which is a part of the Transportation Alternatives Program (TAP). MAP-21 made use of the phrase "Transportation Alternatives" with two different meanings. First, Transportation Alternatives referred to

the 9 eligible definitions, which were a recasting of the former Transportation Enhancement program. The term Transportation Alternatives Program (TAP) was an umbrella term used to refer to the total reservation of funding for the Safe Routes to School (SRTS) and Recreational Trails (RTP) programs which were consolidated into one funding source with the 9 eligible TA activities.

The Fixing America's Surface Transportation (FAST) Act eliminated the MAP-21 Transportation Alternatives Program (TAP) in 2015 and replaced it with a set-aside of Surface Transportation Block Grant (STBG) funding for Transportation Alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The FAST Act set aside an average of $844 million per year for TA. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects.

Similar to MAP-21, after the set-aside for the Recreational Trails Program, the FAST Act requires FHWA to distribute 50 percent of TA funds to areas based on population (suballocated), with the remainder available for use anywhere in the State. States and Metropolitan Planning Organizations (MPOs) for urbanized areas with more than 200,000 people are supposed to conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs. The Act also newly allows each urbanized area of this size to use up to half of its sub-allocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects).

Since passage of the FASTAct, a select number of projects have utilized TA funds to help construct bicycle and pedestrian facilities along with Federal Aid Road projects. With the amount of TA funds available for the Fort Wayne Urbanized Area practically cut in half compared to previous TE funds, using TA funds to construct standalone projects have become very difficult to fund. For this reason, NIRCC utilized TA funds to help construct bicycle and pedestrian facilities that were combined with Federal Aid road projects rather than using them on standalone projects.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The new Bipartisan

Infrastructure Law nearly doubled funding for the Transportation Alternatives (TA) Set-Aside, from $850 million annually for fiscal years 2018 through 2020 to an average annual amount of $1.44 billion from 2022 through 2026. TA funds under the new Bipartisan Infrastructure law continue to be used for a variety of projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, road safety assessments, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. To see the current status of projects that have utilized, or are currently using, combinations of TE funds, TA funds, private investments, and Local Funds see Table 16. Under Transportation Alternatives, and a number of other new funding opportunities outlined in the Bipartisan Infrastructure Law, staff will continue to work with community groups and local government agencies to identify potential projects, incorporate selected projects into the transportation plan, and pursue implementation of selected projects as many of these projects are components of the Bicycle-Pedestrian Transportation Plan and the Northeastern Indiana United Trails Plan.

Intelligent Transportation System (ITS)

The Intelligent Transportation System (ITS) represents the modernization of the transportation system through the application of new technology. The new technology includes the latest in computers, electronics, communication, and safety systems. ITS can be applied to the transportation infrastructure including highways, streets, and bridges. Technology is also being developed for vehicles including cars, buses, trucks, and trains. The information and computer technologies can be used to better manage the transportation system. The Fort Wayne-New Haven-Allen County Metropolitan Planning Area has completed the regional ITS architecture. A document titled “Allen County Regional ITS Architecture” was first completed in 2005. The document was updated in 2008, 2012, 2017and then again in 2023. This document covers a ten year period and serves as the planning tool for ITS programs and projects in the Metropolitan Planning Area.

The Northeastern Indiana Regional Coordinating Council sponsored several special sessions of the Transportation Technical Committee to discuss ITS options. During the development and update of the architecture, meetings were held to familiarize the members with ITS strategies and begin discussing coordination issues between the traffic-engineering specialist from local government and the District office of the Indiana Department of Transportation. As new technology becomes available and strategies have been identified to improve the transportation system. ITS will play an increasing role for traffic management in the metropolitan area. The Transportation Technical Committee will continue to review strategies and work to refine a coordinated intelligent transportation system for the metropolitan planning area.

ITS Completed and Planned Improvement Projects

Five primary project areas have been identified for ITS strategy implementation for the transportation

system in the metropolitan area. These project areas include dynamic message signs (DMS), surveillance and detection, signalization, automatic vehicle location (AVL) and automatic passenger counters (APC) for Transit.

One project area includes the installation and maintenance of dynamic message signs (DMS) on major corridors in the metropolitan area. Two DMSs have been installed on Interstate 69, one north of Dupont Road/SR 1 interchange (mile 317.1) and one south of the Interstate 469/Lafayette Center Road interchange (mile 294.2). Four additional DMSs have been proposed for the metropolitan area: two along Interstate 69, one north of the Coldwater Road interchange (mile 313.4) and one north of the Airport Expressway interchange (mile 300.3); and two along Interstate 469, one east of the Maplecrest Road interchange (mile 27.0) and one east of the Indianapolis Road interchange (mile 3.7). These signs alert motorist coming into the metropolitan area to possible delays on the highway system. Motorist will then have the option of selecting an alternate route to circumvent the congestion. The Indiana Department of Transportation is responsible for installing and operating this project.

Another project area includes the installation of CCTV cameras and vehicle detection devices along Interstate 69 and Interstate 469 within the metropolitan area. The CCTV cameras and vehicle detection devices will be located along Interstate 69 from Yoder Road to the Allen / DeKalb County line and Interstate 469 from Feighner Road to ¾ mile east of Leo Road. The CCTV cameras and vehicle detection will be monitored at the Borman Traffic Management Center. Traffic images will be available to other centers, agencies, and the public via INDOT's Traffic Wise website. The CCTV cameras and vehicle detection devices will be a vital tool in addressing congestion management and incident management along Interstate 69 and Interstate 469.

Another project area includes the installation of CCTV cameras around the City of Fort Wayne.. These CCTV cameras will be monitored at the Fort Wayne Traffic Management Center as well as other local agencies that have granted access to them. The CCTV cameras will be utilized to address congestion management, incident management and for safety analysis.

Another project area includes signalization activities. The City of Fort Wayne operates a computerized traffic control system to monitor and communicate with several hundred traffic control signals. The system is currently hard-wired but is capable of upgrading to fiber optics. The system has sufficient capacity for expansion to include additional signals. The system is also capable of adding video surveillance to assist in congestion management and incident management. This project will improve the ability of local traffic engineers to manage traffic control devices to maximize traffic flow.

Citilink has adapted ITS technology for the transit fleet. The transit operator has equipped all transit

coaches with automatic vehicle locators (AVL). This project has provided the transit dispatchers with the ability to track each vehicle throughout the system. This information will assist in dispatching vehicles, monitoring performance, and improving system efficiency. An expansion of this program has been completed to allow the vehicle location information to be sent to the Internet through Citilink's website and smart phone applications to provide transit customers with real time information on the status of the transit buses. Transit customers now have the ability to more efficiently determine when to meet their bus and minimize wait time.

Another project that Citilink has added to the transit fleet is the automatic passenger counters (APC). This technology allows Citilink to get real time data regarding the number of passengers entering and exiting the vehicle. This information will assist in monitoring the utilization of routes and stops which can then be used to analyze the system and implement any changes needed.

A newer ITS technology is the Connected (CV) and Autonomous Vehicles (AV), which has the potential to eliminate all accidents caused by human error. The technologies are being developed, tested, and deployed by a variety of private companies and public agencies. CVs and AVs may improve safety, reduce emissions, and improve the efficiency and reliability of the transportation system. Connected Vehicles are able to communicate with other vehicles and the world around them providing useful information to the driver and vehicle to help safer and more informed decisions. Autonomous Vehicles are able to perceive its surroundings, identify objects, make decisions real-time and communicate with other vehicles and Intelligent Transportation Systems.

The transportation planning process will continue to explore and coordinate ITS strategies. As new technology becomes available, feasible strategies will be implemented to improve the efficiency of the transportation system. Highway and transit systems will both benefit from ITS applications. The ITS architecture will be reviewed and revised on a periodic basis.

Summary of Selected Plan

The plan represents a dynamic process whereby evaluation and analysis is a continuous effort of fine tuning and harmonizing the various components. The implementation of the plan requires a constant level of initiative among government agencies, local businesses, and area residents. The plan requires cultivation and considerable attention to ensure the improvements and policies are achieved. Chapter 10 will address particular activities necessary to strengthen the plan and achieve the stated objectives for the community.