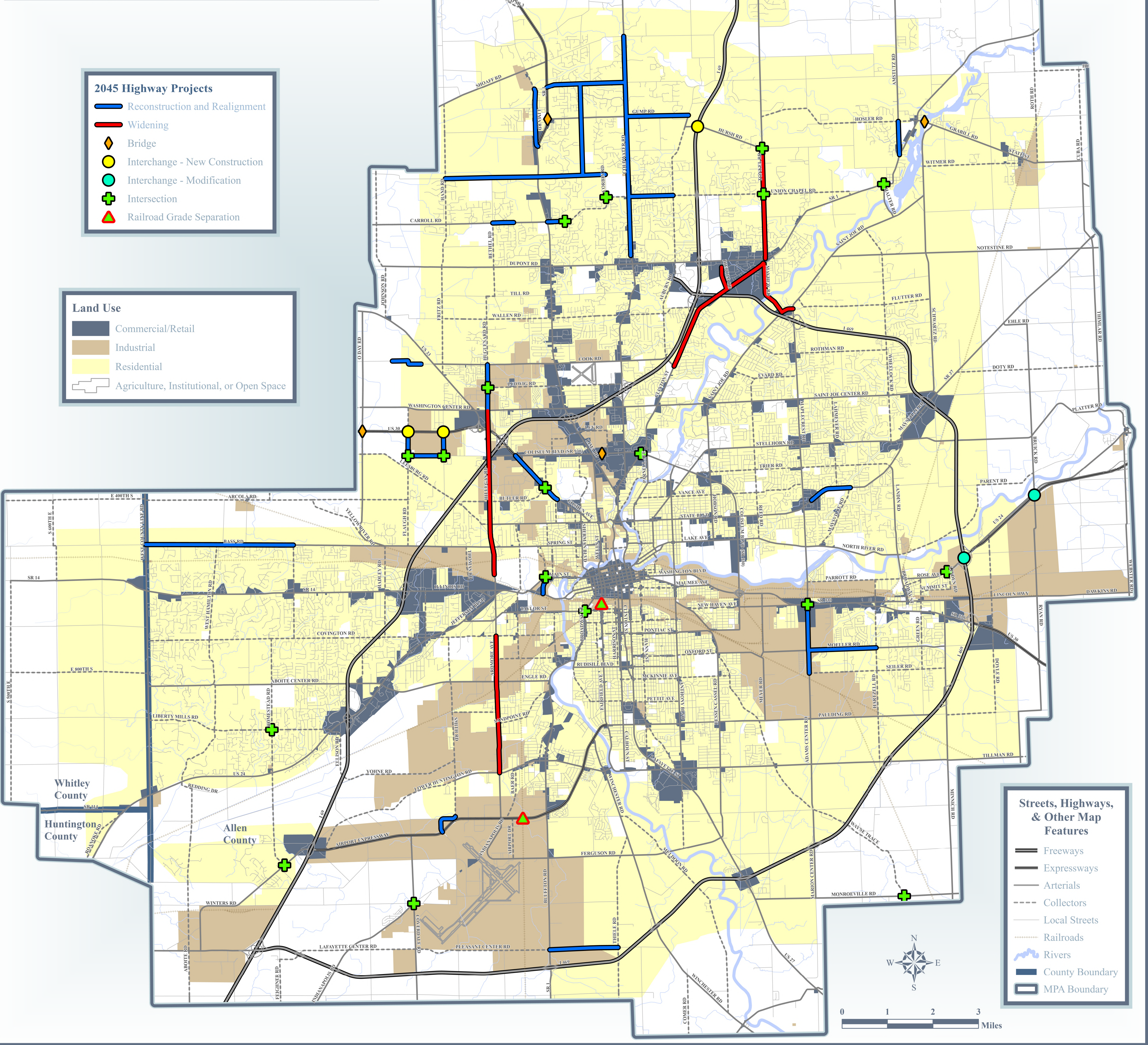


2045 Transportation Plan - Highway Plan



2045 Transportation Plan Projects

Adopted Future Improvements

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

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

Project Descriptions

Widening Projects - four lanes

Andmore Avenue - Covington Road to Lower Road  
Clinton Street - Auburn Road to Wallen Road  
Clinton Street - Wallen Road to Diebold Road  
Clinton Street - Clinton Street to Meier Entrance Roundabout  
Hillegas Road - e/o Bass Road to e/o State Boulevard  
Hillegas Road - e/o State Boulevard to Coliseum Boulevard  
Hillegas Road - Coliseum Boulevard to Washington Center Road  
Maplewood Road - Clinton Street to Maplewood Road  
Tinkler Road - SR 149 to Clinton Street

Center Turn Lane Improvement

Coldwater Road - Mill Lake Road to Union Chapel Road  
Gump Road - Coldwater Road to Auburn Road  
Maplewood Road South - SR 930 to Sells Road

Intersection Reconstruction

Broadway and Taylor Street  
Butler Road, Goshen Road and Harris Road  
California Road and Flagg Road  
California Road and Krocmer Road  
Carroll Road and Coral Springs Drive/Shearwater Run  
Clay Street and SR 149  
Clinton Street and SR 930/Coliseum Boulevard  
Corbin Road and Union Chapel Road  
Covington Road, Winters Road and Indianapolis Road  
Homestead Road and Liberty Mills Road  
Homestead Road and Lower Huntington Road  
Hush Road and Tonkel Road  
Leeburg Road and Main Street  
Lindon Road and Rose Avenue  
Ludwig Road and Huguenard Road  
Maplewood Road and SR 930  
Tonkel Road and Union Chapel Road  
Wayne Trace and Monroeville Road

Reconstruction and Realignment

Amstar Road - Heister Road to SR 149  
Bass Road - Scott Road to Allen/Whitely County Line Road  
California Road - Flagg Road to Krocmer Road  
Carroll Road - SR 149 to Coral Springs Drive  
Carroll Road - e/o Bethel Road to Millstone Drive  
Cedar Canyon Road - SR 31/Lima Road to Coldwater Road  
Coldwater Road - Union Chapel Road to Gump Road  
Coldwater Road - Gump Road to Shoff Road

Reconstruction and Realignment

Cook Road - US 33 to O'Day Road  
Damon Road - Highway Road to Gump Road  
Damon Road - Gump Road to Cedar Canyon Road  
Flagg Road - e/o US 30 to California Road  
Goshen Avenue - Butler Road/Harris Road to Coliseum Boulevard/SR 930  
Highway Road - Corbin Road to SR 3  
Huguenard Road - Washington Center Road to Cook Road  
Krocmer Road - e/o US 30 to California Road  
Leeburg Road - Main Street to Jefferson Boulevard  
Moller Road - Hartzell Road to Adams Center  
Old Lima Road - SR 31/Lima Road to Cedar Canyon Road  
Piquant Center Road - Bluffton Road to Thiele Road  
Smith Road - Realignment with Airport Expressway  
State Boulevard - Mayville Road to Georgetown North Boulevard  
Union Chapel - Coldwater Road to Auburn Road

Reconstruct Railroad Grade Separation

Fairfield Avenue and CSX Railroad

New Railroad Grade Separation

Airport Expressway and Norfolk Southern Railroad

Bridge Reconstruction

Grabill Road Bridge over St. Joseph River

New Bridge Construction

Butt Road over US 30  
O'Day Road over US 30

New Pedestrian Bridge Construction

Pufferbilly Trail/Poka-Bach Connector Trail - Pedestrian bridge over SR 930

Interchange - New Construction

Felger Road/Leeburg Road and US 30  
Flagg Road and US 30  
Krocmer Road and US 30 (restricted access interchange)  
Interstate 69 at Hush Road (implemented when I-69 and Dupont Road, and I-69 and Union Chapel Road interchanges fail)

Interchange/Ramp - Modification

Interstate 69 and US 24 Interchange  
US 24 and Ryan Road/Brick Road Interchange

Additional Projects

\*Projects are for illustrative purposes only

New Construction - two lanes

Connector Street - Wells Street to Spy Run Avenue  
Paul Shaffer Drive - Clinton Street to California Road

Widening Projects - six lanes

Interstate 69 - Dupont Road/State Road 1 to Hush Road  
Interstate 69 - Maplewood Road to Interstate 69  
SR 3/Lima Road - Dupont Road to Gump Road  
Interstate 69 - Dupont Road/State Road 1 to Hush Road  
Interstate 69 - Maplewood Road to Interstate 69  
SR 3/Lima Road - Dupont Road to Gump Road

Widening Projects - four lanes

SR 149/Hughes Road - Interchange 469 to State Road 116/124  
Southern Road - Maplewood Road to Mayville Road  
Washington Center Road - West Creek Boulevard/Country Forest Drive to US 33

Center Turn Lane Improvement

Auburn Road - Cook Road to Interstate 469 Exit Ramp (3-lane)  
Engle Road - Bluffton Road to Smith Road (3-lane)  
Saint Joe Center Road - Reed Road to Maplewood Road (3-lane)  
Saint Joe Center Road - Maplewood Road to Meier Drive (3-lane)  
SR 930 - Hartzell Road to Minnich Road

Road Reconstruction

Anthony Boulevard - Lafayette Street/US 27 to Oxford Street  
Anthony Boulevard - Pontiac Street to Oxford Street  
Anthony Boulevard - Wayne Trace to Crescent Avenue  
Fairfield Avenue - Paulding Road to Lower Huntington Road  
Paulding Road - Fairfield Avenue to US 27/Lafayette Street  
Paulding Road - US 27/Lafayette Street to Anthony Boulevard  
Paulding Road - Anthony Boulevard to Hesse Cassel Road  
Tillman Road - Lower Huntington Road to Anthony Boulevard  
Tillman Road - Anthony Boulevard to Hesse Cassel Road  
Washington Boulevard - Lafayette Street to Van Buren Street

Intersection Reconstruction

Flagg Road and Leeburg Road  
Interstate 69 and US 24 Interchange  
Rothman Road and Saint Joe Road

Reconstruction and Realignment

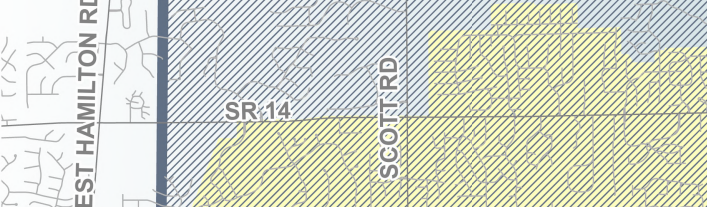
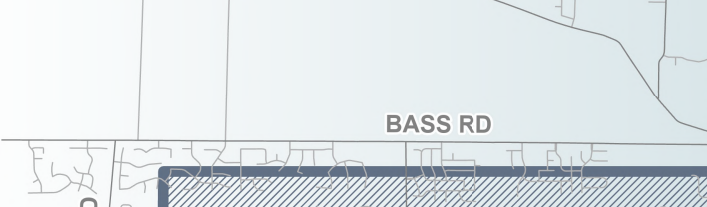
Adams Center Road - Sells Road to Paulding Road  
Adams Center Road - Paulding Road to Interstate 469  
Allen County/Whitely County Line Road - US 24 to SR 14  
Lake Avenue - Reed Road to Mayville Road  
Saint Joe Road - Ford Road to Mayville Road  
Saint Joe Road - Maplewood Road to Eby Road  
Shoff Road - SR 31/Lima Road to Coldwater Road  
Till Road - SR 31/Lima Road to Dawson Creek Boulevard  
Wallen Road - Hanauer Road to Auburn Road  
Wells Street - State Boulevard to Fernhill Avenue  
Winters Road - Schwartz Road to County Shook Lane

New Railroad Grade Separation

Anthony Boulevard and Norfolk Southern Railroad  
Ryan Road and Norfolk Southern Railroad

New Bridge Construction

Moeller Road over Interstate 469



2045 Transportation Plan - Transit Plan

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

Public Transit Improvement Projects

Project 1 - Expanded transit service in the growing urbanized area where ridership warrants. Potential locations include the Fort Wayne International Airport and surrounding area, Chapel Ridge and surrounding area, and Abbot, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels.

Project 2 - Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.

Project 3 - Install and upgrade bus shelters, benches, and other customer amenities by both Citilink and other entities (public and private). Placement of shelters (Bus Hubs) should be consistent with Citilink service, accessible, and have sidewalk connectivity.

Project 4 - Reduce headways on selected routes where current and potential ridership levels warrant.

Project 5 - Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services.

Project 6 - Provide customer access to innovative technology to promote and sustain transit ridership.

Project 7 - Design and construct a satellite transfer center to serve the northern portion of the service area.

Project 8 - Encourage the construction of accessible pedestrian facilities to and from bus stop locations, within developments, and in areas where pedestrian facilities currently do not exist (sidewalk placement and connectivity).

Project 9 - Designate high priority corridors to include amenities that allow buses and para-transit vehicles to safely load and unload passengers as well as provide safe pedestrian facilities. Corridors for consideration include Broadway, Wells Street, Lima Road, Calhoun Street, Lafayette Street/Spy Run Avenue, Clinton Street, Anthony Boulevard, Washington Boulevard, Jefferson Boulevard/ Maunee 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

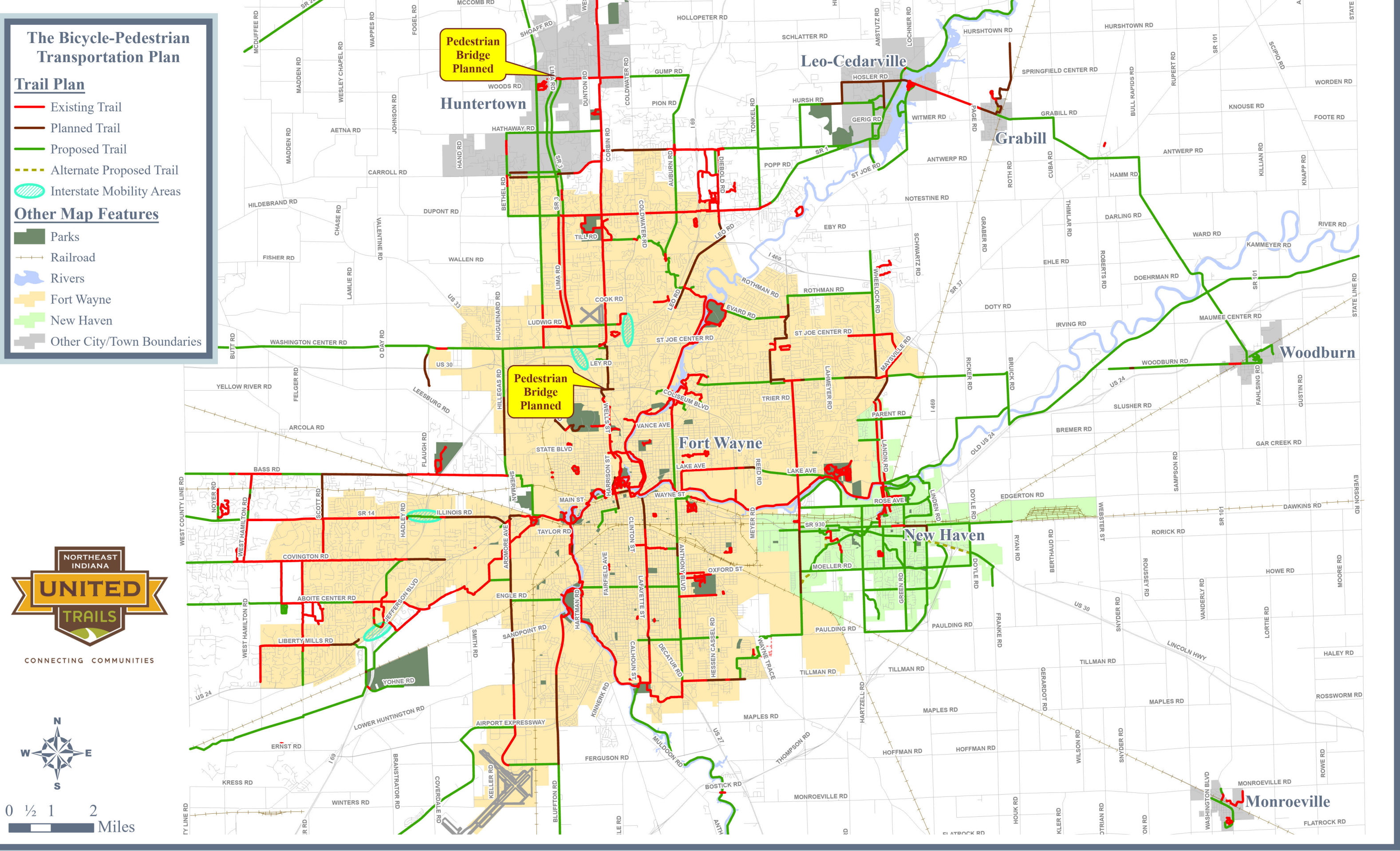
1. Maintain existing service and vehicle fleets
2. Maintain and increase coordination between all transportation providers
3. Expand existing service and vehicle fleets
4. Increase public awareness of available services and programs offered by providers that are available to them

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



2045 Trails Plan



2045 TRANSPORTATION PLAN

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

**What is the 2045 Transportation Plan?**

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

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

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

**The highway improvement projects are listed and illustrated on the large map on the reverse side.**

**Transportation Improvement Program**

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

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

NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

2045 TRANSPORTATION PLAN



Adopted July 2023

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

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

The Bicycle-Pedestrian Transportation Plan

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

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

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

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

**The Sidewalk Plan**

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

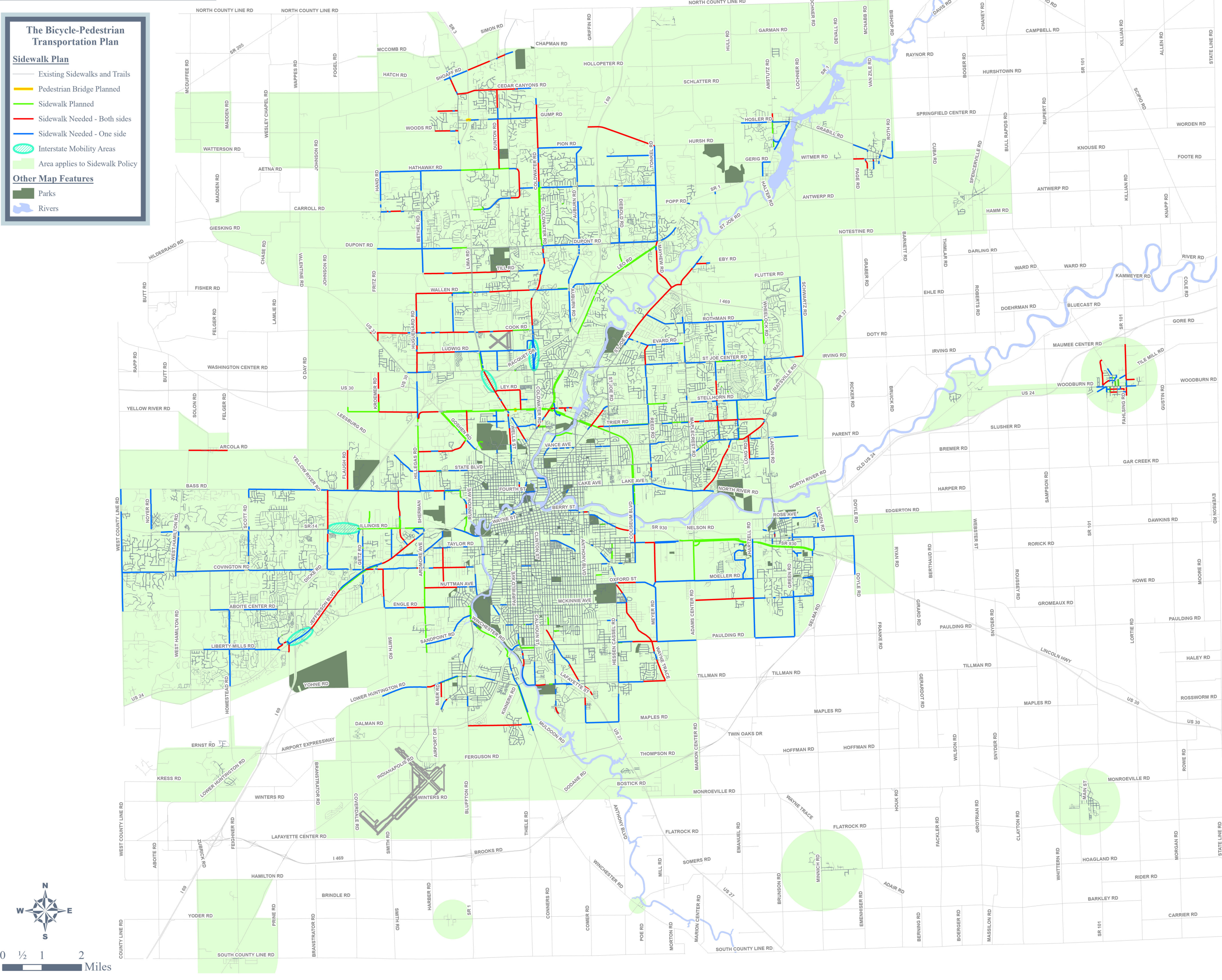
**The Trail Plan**

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

**The Bike and Trail**

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

2045 Sidewalk Plan



2045 Bike and Trail Plan

