Chapter 6
THE SELECTED PLAN

The culmination of the long range planning process is the selected transportation plan titled "2040 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 22. A complete highway improvement project listing is provided as a part of this chapter. The transit system, including potential areas for future transit service, is displayed in Figure 23. The Pedestrian and Bicycle Plans are displayed in Figures 24 and 25. 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.

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.

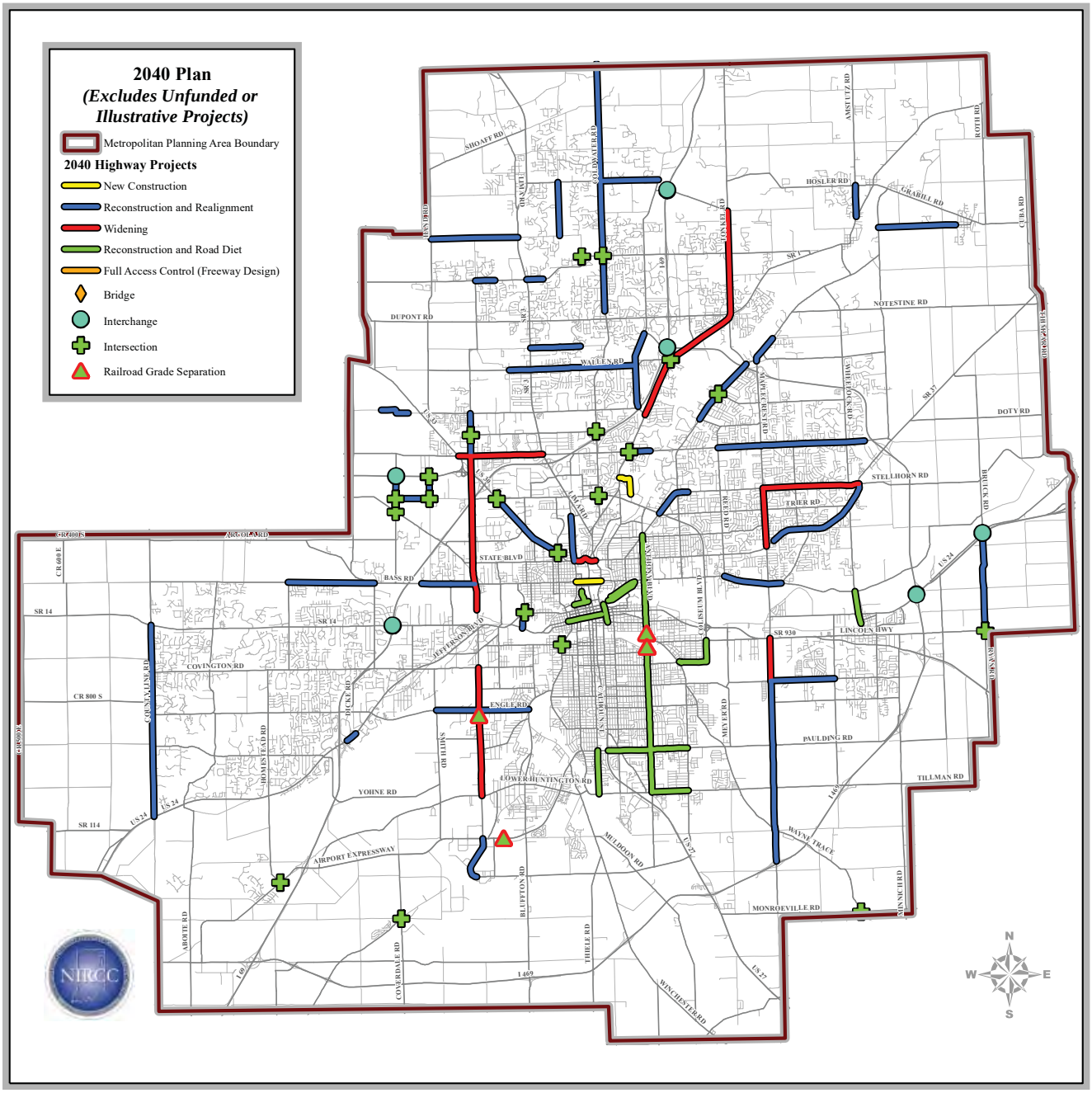

Figure 22

Recommended 2040 Transportation Plan

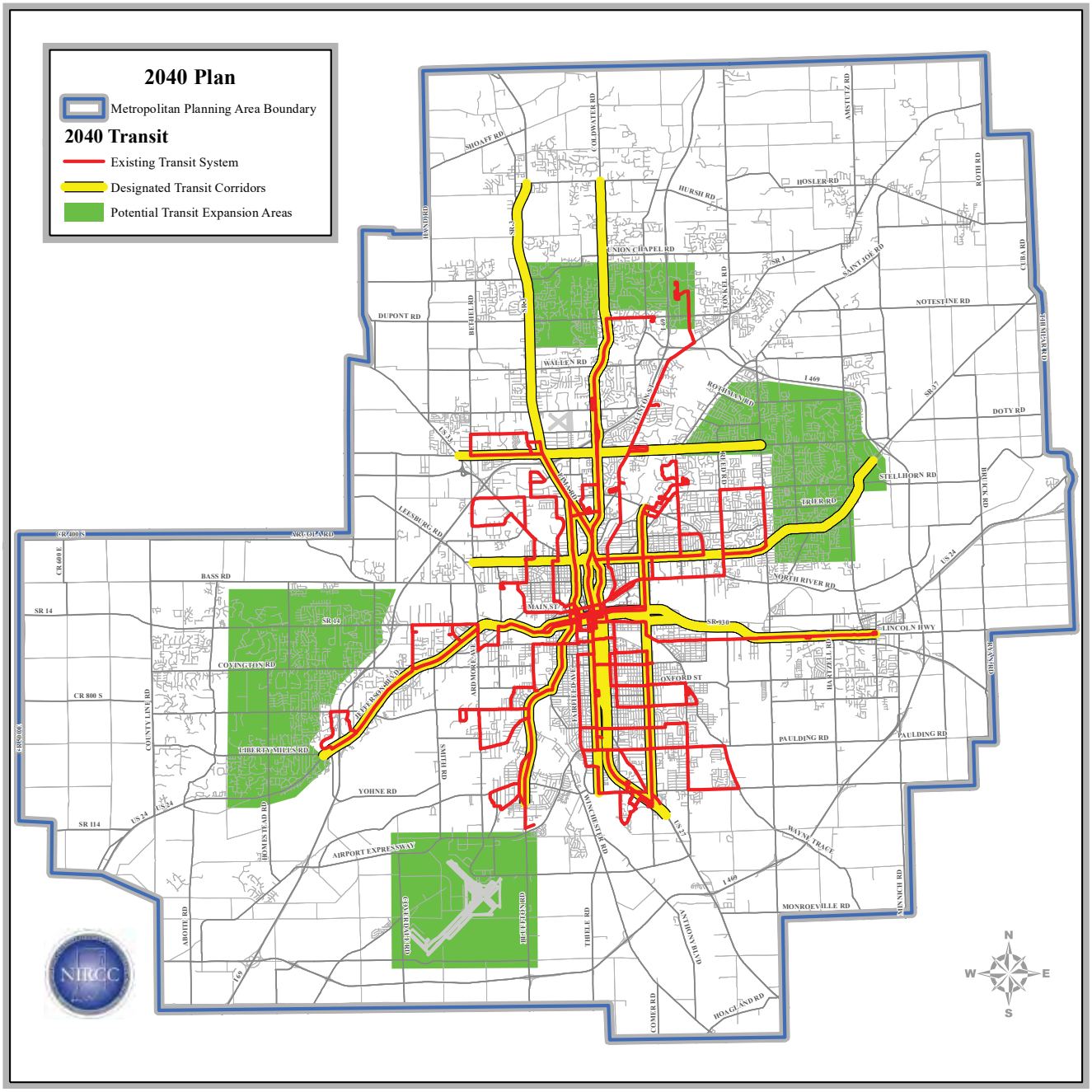

Figure 23

Recommended 2040 Transit System

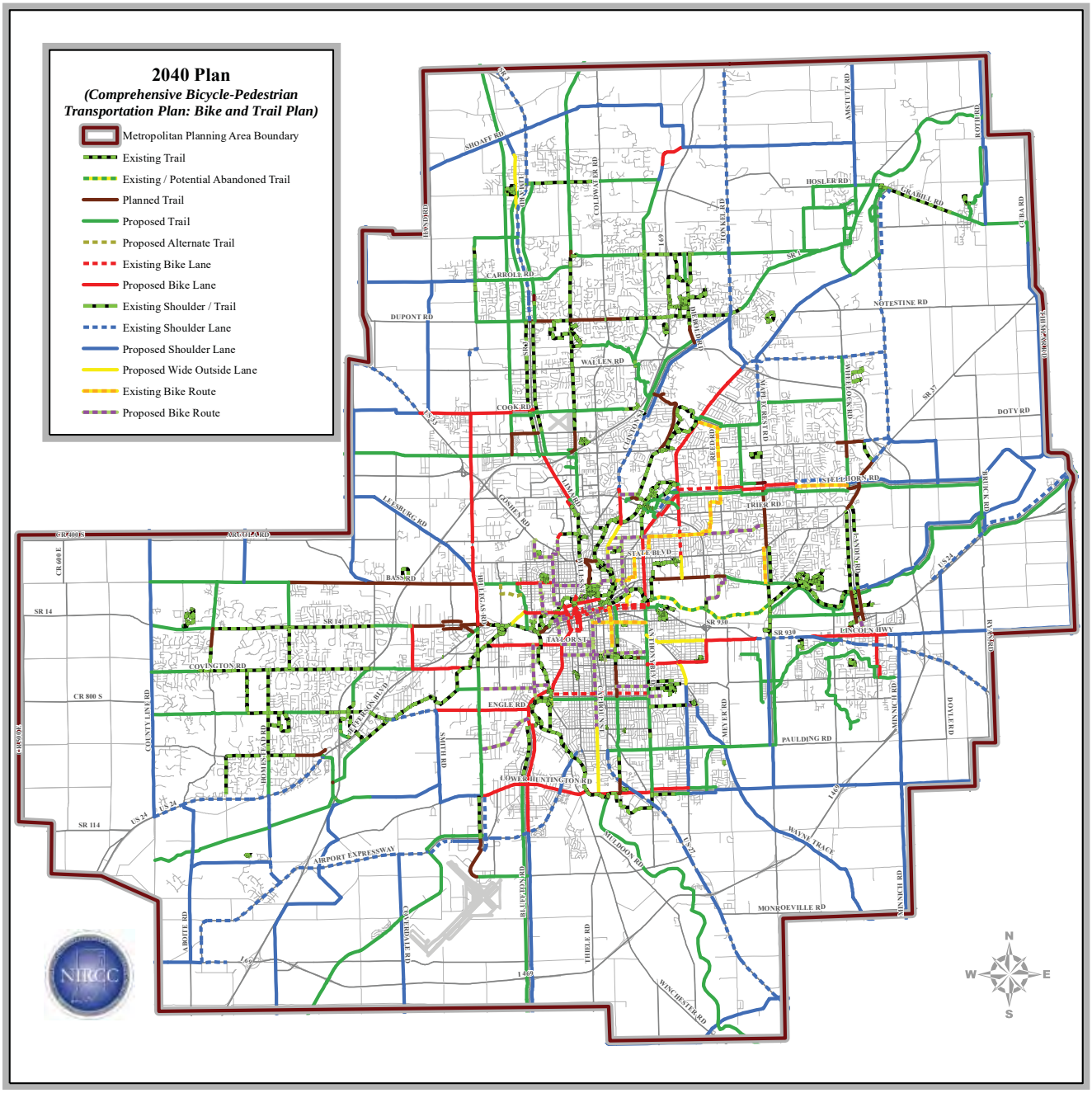

Figure 24

Recommended 2040 Bicycle and Trail Plan

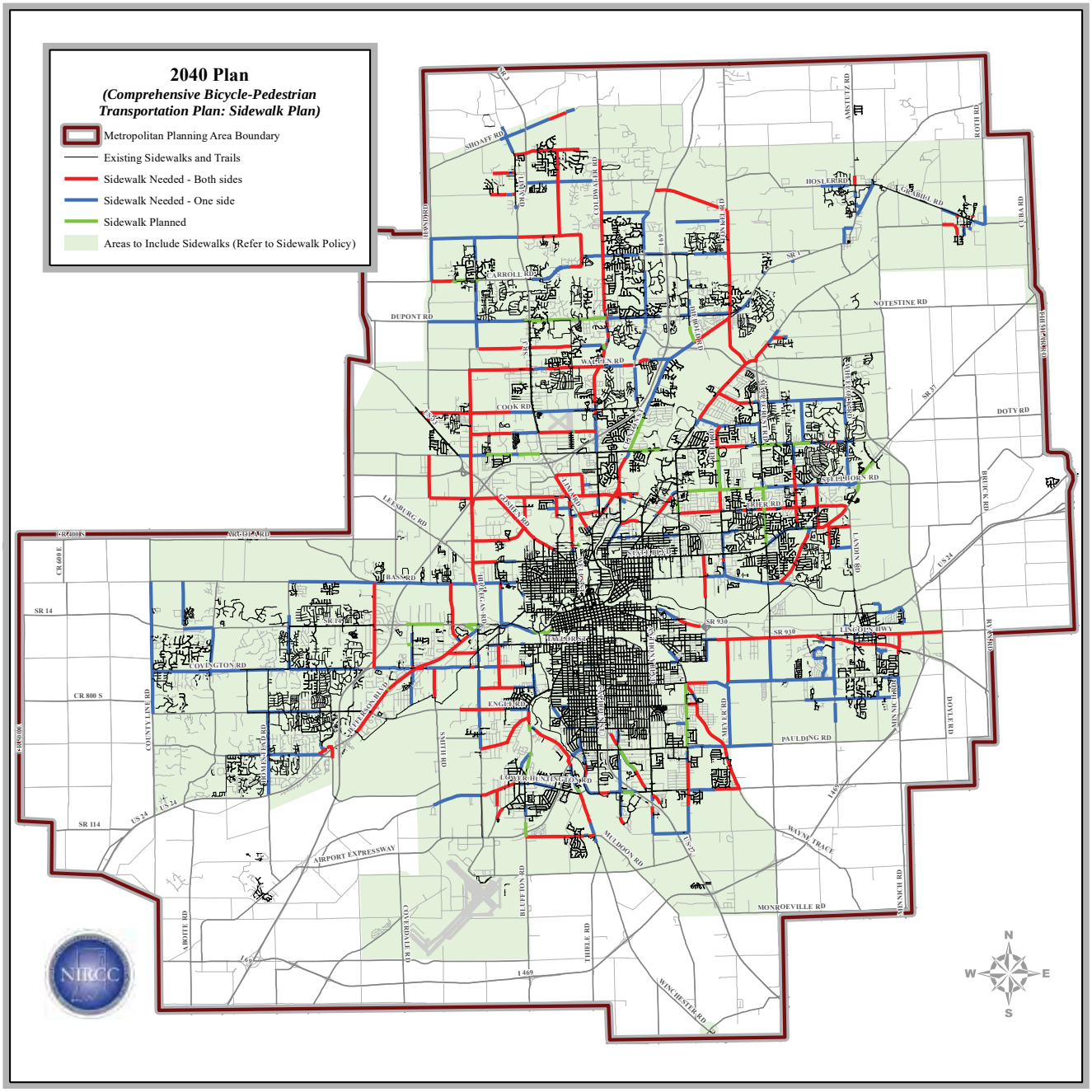

Figure 25

Recommended 2040 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 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.

New two-lane construction

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

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.

Widen to four lanes

Adams Center Road - State Road 930 to Moeller Road
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 Dupont Road/State Road 1
Diebold Road - Clinton Street to s/o State Road 1/ Dupont Road
Hillegas Road - s/o Bass Road to Washington Center Road
Maplecrest Road - State Boulevard to Stellhorn Road
State Boulevard - US 27/Clinton Street to Cass Street
Stellhorn Road - Maplecrest Road to Maysville Road
Tonkel Road - Dupont Road/State Road 1 to Hursh Road
Washington Center Road - Lima Road/State Road 3 to US 33

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.

Center Turn Lane Improvement
Auburn Road - Cook Road to Interstate 469 Exit Ramp (3-lane)
Coldwater Road - Mill Lake Road to Gump Road (3-lane)
Engle Road - Bluffton Road to Smith Road (3-lane)
Gump Road - Coldwater Road to Auburn Road (3-lane)
Saint Joe Center Road - Clinton Street to River Run Trail (5-lane)
Saint Joe Center Road - Reed Road to Maplecrest Road (3-lane)
Saint Joe Center Road - Maplecrest Road to Meijer Drive (3-lane)

Road Reconstruction-Road Diet
Anthony Boulevard – Tillman Road to Rudisill Boulevard
Anthony Boulevard – Rudisill Boulevard to Pontiac Street
Anthony Boulevard – Pontiac Street to Wayne Trace
Anthony Boulevard – Wayne Trace to Crescent Avenue
Broadway Street - Bell Avenue to North River Road
Calhoun Street – Paulding Road to Tillman Road
Clay Street – Main Street to Lewis Street
Coliseum Boulevard/Pontiac Street – New Haven Avenue to Wayne Trace
Columbia Street – Saint Joe Boulevard to Lake Avenue
Harrison Street – Superior Street to Second Street
Lake Avenue – Saint Joe Boulevard to Delta Boulevard
Paulding Road – US 27/Lafayette Street to Anthony Boulevard
Paulding Road – Anthony Boulevard to Hessen Cassel Road
Superior Street – Calhoun Street to Wells Street
Tillman Road – Anthony Boulevard to Hessen Cassel Road
Washington Boulevard– Lafayette Street to Van Buren Street

Turn Lane Extension
Jefferson Boulevard - Interstate 69 Ramp to Lutheran Hospital Entrance

Intersection Reconstruction
Broadway and Taylor Street
California Road and Flaugh Road

California Road and Kroemer Road
Clinton Street and Wallen Road
Clinton Street and Washington Center/Saint Joe Center Road
Coldwater Road and Union Chapel Road
Coldwater Road and Ludwig Road, Coldwater Road and Interstate 69 Interchange Modification
Corbin Road and Union Chapel Road
Coverdale Road, Winters Road and Indianapolis Road
Flaugh Road and Leesburg Road
Goshen Road, Lillian Avenue and Sherman Boulevard
Homestead Road and Lower Huntington Road
Leesburg Road and Main Street
Ludwig Road and Huguenard Road
Rothman Road and Saint Joe Road
Ryan Road and Dawkins Road
SR 930 and Coldwater Road
SR 930 and Goshen Road
SR 930 and Maplecrest Road
SR 930 and US 27/Lima Road
US 30 and Kroemer Road
US 30 and O'Day Road (Closed)
Wayne Trace and Monroeville Road

Reconstruction and Realignment
Adams Center Road - Moeller Road to Paulding Road
Adams Center Road - Paulding Road to Interstate 469
Allen County/Whitley County Line Road - US 24 to SR 14
Amstutz Road - Hosler Road to State Road 1/Leo Road
Ardmore Avenue – Airport Expressway to Ferguson Road
Bass Road - Clifty Parkway to Thomas Road
Bass Road - Thomas Road to Hillegas Road
Bass Road - Hadley Road to Scott Road
California Road from Flaugh Road to Kroemer Road
Carroll Road – State Road 3 to Springs Drive
Carroll Road – e/o Bethel Road to Millstone Drive
Coldwater Road - Gump Road to Allen County Line
Cook Road - US 33 to O'Day Road
Crescent Avenue – Sirlin Drive to State Road 930/Coliseum Boulevard
Dunton Road - Hathaway Road to Gump Road
Flaugh Road from California Road to s/o US 30
Goshen Avenue - Sherman Boulevard 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 from s/o US 30 to California Road
Lake Avenue - Reed Road to Maysville Road
Leesburg Road from Main Street to Jefferson Boulevard

Maplecrest Road - State Boulevard to Stellhorn Road
Moeller Road - Hartzell Road to Adams Center
Ryan Road - Dawkins Road to US 24
State Boulevard - Maysville Road to Georgetown North Boulevard
Saint Joe Road - Evard Road to Mayhew Road
Saint Joe Road - Maplecrest Road to Eby Road
Till Road - State Road 3 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

Other Highway Improvements

This category of highway improvements includes the construction and reconstruction of railroad grade separations, interchange construction and modifications, and the Congressional high priority corridor improvement for US 24 between Fort Wayne and Toledo (Fort to Port). These improvement projects will increase mobility and accessibility for transit, freight movement, and passenger vehicles.

New Railroad Grade Separation
Anthony Boulevard and Norfolk Southern Railroad
Airport Expressway and Norfolk Southern Railroad
Ardmore Avenue and Norfolk Southern Railroad

New Bridge Construction
O'Day Road over US 30
O'Day Road over Seeger Ditch

Reconstruct Railroad Grade Separation
Anthony Boulevard and CSX Railroad

Interchange-New Construction
Interstate 69 at Hursh Road
US 30 at Flaugh Road

Interchange/Ramp-Modification
Interstate 69 and State Road 14/Illinois Road Interchange
Interstate 469 and Interstate 69 Interchange (mm 315)
Interstate 469 and US 24 Interchange
US 24 and Ryan Road/Bruick Road Interchange

Projects in Allen County-Outside the Metropolitan Planning Area
Intersection Improvement/Modification
US 30 and Stahlhut Road (Closed)
US 30 and Solon Road (Closed)
US 30 and Butt Road (Closed)

New Bridge Construction
Butt Road over US 30

New Interchange Construction
US 30 and Leesburg/Felger Roads

Additional Projects for Illustrative Purposes
Widening Projects - six lanes
Interstate 69 - Interstate 469 to Airport Expressway
Interstate 69 - Airport Expressway to US 24
Interstate 69 - Dupont Road/State Road 1 to Hursh Road
Interstate 469 - Maplecrest Road to Interstate 69
Jefferson Boulevard - Illinois Road South to Main Street
Jefferson Boulevard - Interstate 69 to Illinois Road South
State Road 3/Lima Road - Dupont Road to Gump Road
State Road 3/Lima Road - Gump Road to Allen County Line
US 24 - Interstate 69 to Homestead Road

Upgrade to Full Access Control (Freeway Design)
US 30 – Interstate 69 to US 33/Goshen Road
US 30 – US 33/Goshen Road to Flaugh Road
US 30 – Flaugh Road to O'Day Road

Widening Projects - four lanes
State Road 1/Leo Road - Tonkel Road to Union Chapel Road
State Road 1/Leo Road - Union Chapel Road to Grabill Road
State Road 1/Bluffton Road - Interstate 469 to State Road 116/124
State Road 14/Illinois Road - West Hamilton Road to Allen/Whitley County Line
State Road 37 - Doty Road to Interstate 469
US 33 - Cook Road to O'Day Road
US 33 - O'Day Road to State Road 205

Center Turn Lane Improvement
Auburn Road - Dupont Road to Gump Road
State Road 930 – Brookwood Drive to Minnich Road

Reconstruction and Realignment
Clinton Street - Parnell Avenue to Auburn Road
State Road 37 - Doty Road to Cuba Road

Interchange/Ramp-Modification
Interstate 69 and State Road 1/Dupont Road Interchange

Bridge Reconstruction/Modification
Hillegas Road over Interstate 69
US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment

Highway Policies

Interchange Review

As areas adjacent to interchanges on Interstates 69 and 469 develop, access at these locations must be carefully planned in order 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

In order to insure 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

The transit improvements have been derived from the public transit policies that guide future transit growth, methods of service delivery, and transit efficiency. The public transit improvements are listed in one category titled "Public Transit Projects." This category of transit improvements includes route modifications, capital projects, and service modifications designed to increase transit efficiency and

improve transit service. Reducing headways, providing Sunday service and potential transit expansion areas are examples of these projects. Specific improvements from the Citilink Transit Development Plan 2010 Update and the identified strategies from the Coordinated Public Transit – Human Services Transportation Plan for Allen County 2017 Update have also been included. However, Citilink initiated a new Comprehensive Operations Analysis (COA) / Transit Development Plan (TDP) in early 2018 with completion anticipated in mid-2019. Recommendations from the COA/TDP that are endorsed and approved by Citilink will be amended into this plan.

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 investigated. 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. Decrease headways on routes where demands warrant.

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, quality food, and 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. Specific projects such the recently completed Citilink Central Station and the Hanna/Creighton community center can compliment and encourage redevelopment activities.

Policy 6 Citilink should continue to implement appropriate nontraditional transit services and evaluate vehicle type, design, and propulsion when purchasing new capital equipment. This may include the investigation and promotion of additional transportation services such as telecommuting, ridesharing, and van pools. Citilink and other providers should also be encouraged to continue adding vehicles to their fleets that utilize hybrid-propulsion and bio-diesel fuel technology, as well as other propulsion technologies as they become available.

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 Transportation policies should continue to be developed with opportunities for involvement by human service providers, taxi, and other private sector providers. In addition, safe and appropriate opportunities for the involvement of ridesharing type services should be identified and investigated.

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

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

Policy 12 Citilink service should provide connection opportunities with other providers operating in Allen County and the surrounding region whom travel to and from the Metropolitan Area to provide better rural / urban connectivity.

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.
*Policies 2, 7, 8, 9, 10, & 11

Project 2 Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.
*Policies 1 & 6

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.
*Policies 1 & 5

Project 4 Reduce headways on selected routes where current and potential ridership levels warrant.
*Policies 2 & 3

Project 5 Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services.
*Policies 2 & 3

Project 6 Provide customer access to innovative technology to promote and sustain transit ridership.
*Policy 3

Project 7 Design and construct a satellite transfer center to serve the northern portion of the service area.
*Policy 2

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).
*Policies 1, 4, & 5

Project 9 High Priority Corridors: Designate corridors to include amenities that allow busses and para-transit vehicles to safely pull off the corridor to load and unload as well as provide safe pedestrian facilities. These corridors should 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.
*Policy 3

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

*Policies 1, 2, 3, 4, 5, & 6

Project 11 Rural and Regional Connectivity: Complete a study and report identifying and recommending connection opportunities between Citilink and other providers operating in Allen County and the surrounding region whom travel to and from the Metropolitan Area to provide better rural / urban connectivity.
*Policies 3

Specific Improvements from the Transit Development Plan

- Increased service frequency – routes 1, 2 and 3
- Extend evening/nighttime service hours
- Provide limited service on Sundays
- Update Transit Development Plan

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 / fleets
2. Maintain and increase coordination / efficiency between all transportation providers
3. Expand existing service / 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

Job Access Reverse Commute Related Projects Strategies:

1. Provide transportation to destinations outside of the current service area
2. Provide transportation within and in particular outside of the current service schedules
3. Facilitate multiple destination trips from a single service provider. (ie. daycare/job)
4. Inform the public about transportation services available in the community and train them to use the services to get to work, job training, and child care as efficiently as possible

Bicycle, Pedestrian and Enhancement Improvements

Current / Proposed Enhancement Projects

- Pufferbelly Trail -Lawton Park to Franke Park and Fernhill Avenue
- Pufferbelly Trail Dupont Road Grade Separation
- Pufferbelly Trail Bridge over State Boulevard
- IPFW Bridge over State Road 930
- Dupont Road Trail - Coldwater Road to Lima Road

Financial Plan

The financial plan demonstrates the ability of local and state governments to maintain the existing transportation system and implement improvements to meet future travel demands. This financial component of the transportation plan compares the estimated revenue from existing and proposed funding sources, which are reasonably expected to be available for transportation expenditures, to the estimated costs of constructing, maintaining, and operating the total transportation system. The financial plan covers the twenty year period of the transportation plan. The most important aspect of implementing the 2040

Transportation Plan is securing the necessary funding for project completion. The plan was developed to be fiscally reasonable based on the projected amount of available local and federal funding for the next 22 years. The plan's implementation depends on both the Indiana Department of Transportation and the funding resources of the local jurisdictions in the Metropolitan Planning Area.

Highway

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 was to prepare an estimate of the amount of funds available for the next 22 years. This was done for Allen County and the cities of Fort Wayne and New Haven. These three units of government are the primary jurisdictions responsible for the local highway system. The estimate was based on each jurisdiction's historical funding practices for operations, maintenance and construction activities. Concurrent with the financial resources forecast, all of the projects in the plan were identified and the type of improvement necessary was determined. These include all 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 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 list.

The highway system under INDOT's jurisdiction is an integral part of the transportation system in the Metropolitan Planning Area. In order 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 of 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 jurisdictions were identified and the cost of each project was developed. Costs were estimated for preliminary engineering, right-of-way acquisition, and construction activities. Due to potential shifts in project selection and prioritization over time, projects were banded for the years of 2019 through 2025, 2026 through 2034, and 2035 through 2040 for cost estimating and application of inflation adjustments. Project cost estimates for the years 2019 through 2025 are based on current development costs plus an average 1.6% annual inflation rate. The inflation factor was used to adjust

project cost developed utilizing 2019 costs for project development and construction. Project cost estimates for the years 2026 through 2040 were also adjusted based upon a continual, cumulative average annual inflation rate of 1.5%. The rate is based on recent historical trend for general inflation and construction cost as reported in the National Highway Construction Cost Index (NHCCI) through the Federal Highway Administration.

Local Funding

Local governments predominantly rely on Motor Vehicle Highway (MVH), Local Roads and Streets (LRS), and local wheeltax 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 eligibility of these projects may change as the Urban Area expands. The construction expenditures fund local construction and reconstruction projects, and provide local matching funds for federal-aid projects. The remaining funds are for operation, administration, and maintenance costs.

An estimate of federal funds available to the Urbanized Area for the 20 year plan was developed. The forecast of available federal funds was based on historical federal funding revenues to the Urban Area. Currently, the Urban Area receives approximately 9.8 million dollars annually in federal funds to support highway construction projects. Federal funds allocated to the Urban Area have increased at an annual rate of 1.7% over the past seven years. Historically the annual allocation has increased at an annual rate of 6.7% over the past thirty-six years when the yearly allocation was approximately one million dollars. The fiscal analysis assumes that it is reasonable that federal funds allocated to the Urban Area will increase throughout the duration of the Transportation Plan. The difficulty lies in predicting the rate in which such funds will increase. Based on the current uncertainty of the Federal Highway Trust Fund, and the understanding that it will take time to implement strategies necessary to replenish and expand the fund. Based on historical growth and cautious optimism a conservative annual growth rate of 3% was applied to forecast federal revenues for years 2019 through 2040. Based on these revenue forecasting assumptions and currently available federal funds, the total federal resources total approximately 302 million dollars over the life of the Plan.

Local governments including Allen County, City of Fort Wayne, and City of New Haven collectively have annual revenues of 52.6 million dollars dedicated to transportation operations, maintenance, and construction. Economic Development Income Taxes generate millions of dollars each year with a substantial portion dedicated to highway construction projects. The amount of these funds spent on transportation projects varies from year to year, but on average, local governments commit approximately 24 million

dollars a year on construction, reconstruction and maintenance projects. The amount of these funds available for development and construction costs for projects included in the Transportation Plan is estimated to be one-third, or 25 million dollars annually. Allowing for conservative growth, local funds available for project implementation totals approximately 764 million dollars over the twenty-year period of the Plan.

Table 12: Project Cost Estimates and Available Revenue Summary

Time Period	Project Costs	Available Revenue
Band 1 2019-2025	$76,917,880	$191,561,555
Band 2 2026-2035	$122,825,265	$312,360,480
Band 3 2036-2040	$102,216,210	$259,949,000
Total	$301,959,355	$763,871,035

Many of the projects listed in the Transportation Plan will be funded solely with local revenues and will not include federal assistance.

The estimated combined federal and local dollars available for supporting the local projects in the plan is slightly over a 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 584 million dollars. Table 12 displays the available revenues and project cost estimates. Based on the federal and local amounts available for programming projects in the Transportation Plan, there appears to be sufficient funding available for the highway projects included in the 2040 Transportation Plan. Therefor the highway component of the 2040 Transportation Plan is financially feasible.

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 Federal operating assistance. The apportionment of Federal capital assistance funds has fluctuated from a high of 3.3 million dollars in 2018, to a low of 642,613 dollars in 1995. 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 3.3 million in Federal funds for capital equipment and capitalization activities. This represents an increase of 3.2% each year.

It is anticipated that Citilink will continue to receive Federal Capital assistance and the amount will increase slightly each year by approximately 3 percent. Over the duration of the planning period of the Transportation Plan, Citilink will have approximately 122 million dollars in federal assistance for capital projects. Assuming the 80:20 percent ratio of federal to local funds remains, 30.5 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 152.5 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.

Citilink has historically used state funding for operating purposes. The allocation of State funds has increased over time from 1.25 million dollars in 1995 to 2.1 million dollars in 2018. This represents an annual increase of 2.30% per year. State funding is expected to remain relatively stable. During the planning period of the plan, the state funds will provide approximately 54 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 8.6 million dollars in 2018. 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 248 million dollars over the planning period of the plan. These funds will be used primarily for operating funds.

A local cumulative capital fund deriving revenue from a dedicated portion of the local property tax is utilized for matching federal capital assistance. This fund currently provides 350,000 dollars annually.

However, this funding is only anticipated for a few more years without major cuts. It is estimated that there is less than 1 million dollars available over the next few years, let alone over the next twenty years.

Transit Operating Costs

The detailed transit financial information is provided in Tables 13 through 17. The fiscal analysis is based on maintaining the current level of transit service. Expanding service will require additional revenue that

Table 13 Citilink Operating Revenue-2018

Revenue Item	2018 Revenue
Fare Revenue	$1,664,040
Other Revenue	$776,497
Local Property Taxes	$6,244,269
State Assistance-PMTF	$2,123,530
Federal Assistance	$3,166,589
Total	$13,974,925

Table 14 Citilink Annual Capital Revenue Estimates

Federal Revenue	Local Revenue	Total Revenue
$3,300,000	$350,000	$3,650,000

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. Information is provided in this section on the estimated costs of providing additional transit 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.

Table 14 displays the general 2018 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 2018 is approximately 14 million dollars. Table 15 contains the estimated 2018 revenues for capital expenditures. Citilink anticipates that operating revenues will increase at an average of two percent per year and capital revenues will increase at an average rate of five percent per year. The cost of operations and capital projects are estimated to increase at the same respective rates.

The Citilink operating cost estimates and anticipated operating revenues are provided on Table 16. 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

Table 15 Citilink Annual Operating Costs and Revenue Forecasts

Year	Operating Costs	Operating Revenue
2018	$13,974,925	$13,974,925
2019	$14,479,284	$14,479,284
2020	$15,018,139	$15,018,139
2021	$15,594,621	$15,594,621
2022	$16,062,460	$16,062,460
2023	$16,544,333	$16,544,333
2024	$17,040,663	$17,040,663
2025	$17,551,883	$17,551,883
2026	$18,078,440	$18,078,440
2027	$18,620,793	$18,620,793
2028	$19,179,417	$19,179,417
2029	$19,754,799	$19,754,799
2030	$20,347,443	$20,347,443
2031	$20,957,867	$20,957,867
2032	$21,586,603	$21,586,603
2033	$22,234,201	$22,234,201
2034	$22,901,227	$22,901,227
2035	$23,588,263	$23,588,263
2036	$24,295,911	$24,295,911
2037	$25,024,789	$25,024,789
2038	$25,775,532	$25,775,532
2039	$26,548,798	$26,548,798
2040	$27,345,262	$27,345,262

Table 16 Citilink Operating Revenue and Expenditure Estimates

Time Period	Operating Costs	Operating Revenue	Surplus
2018-2025	$126,266,309	$126,266,309	$0
2026-2035	$207,249,052	$207,249,052	$0
2036-2040	$128,990,293	$128,990,293	$0

Table 17 Citilink Capital Revenue and Expenditure Estimates

Time Period	Capital Costs	Available Revenue	Surplus
2018-2025	$17,579,642	$29,676,215	$12,096,573
2026-2035	$37,950,649	48,464,312	$10,513,663
2036-2040	$23,047,039	$30,163,833	$7,116,794

is provided for 2018 through 2040. Table 16 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 is displayed in Table 17 for each time period. As previously mentioned, capital costs and capital revenues are expected to increase by approximately five percent per year. 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.

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.

Cost for Additional Transit Service

Project 1 – Provide 30 minute service on Transit Routes 1, 2 and 3

The reduced headway on Routes 1, 2 and 3 would be implemented only on weekday service and would not apply to Saturday service. The service would require the purchase and maintenance of six additional busses with a replacement schedule of 12 years. The additional service may require over-time labor cost, however these costs were not included in the following estimate. The operation cost associated with providing 30 minute service is approximately $647,700 per year, based on 2018 dollars. Providing 30 minute service on all three routes would cost an additional $1,943,100 each year. The initial investment for six additional transit buses is approximately $4,020,000.

Project 2 – Extend service 3 additional hours until midnight on weekdays

The extension of service hours until midnight will require 3 additional hours of operating costs for each route. The provision of extended hours will also require the Citilink Access service to be available. The service would only apply to weekdays and all routes would run on 60 minute headways during the extended service hours. The additional service will require over-time driver labor costs and support staff costs (mechanic, dispatcher, supervisor, etc.), however these costs were not included in the following estimate. The operation cost associated with providing the extended service hours is approximately $1,360,170 per year, based on 2018 dollars.

Project 3 - Demand Response Sunday Service

The introduction of Demand Response Sunday Service from 7:00am until 4:00pm is new service and

would utilize four Citilink Access type vehicles. The service would not include any fixed routes, only demand response. The additional service will require over-time driver labor costs and support staff costs (mechanic, dispatcher, supervisor, etc.), however these costs were not included in the following estimate. The provision of this type of service would cost approximately $141,440 per year, based on 2018 dollars.

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.

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 2040 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 state wide 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 26). 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.

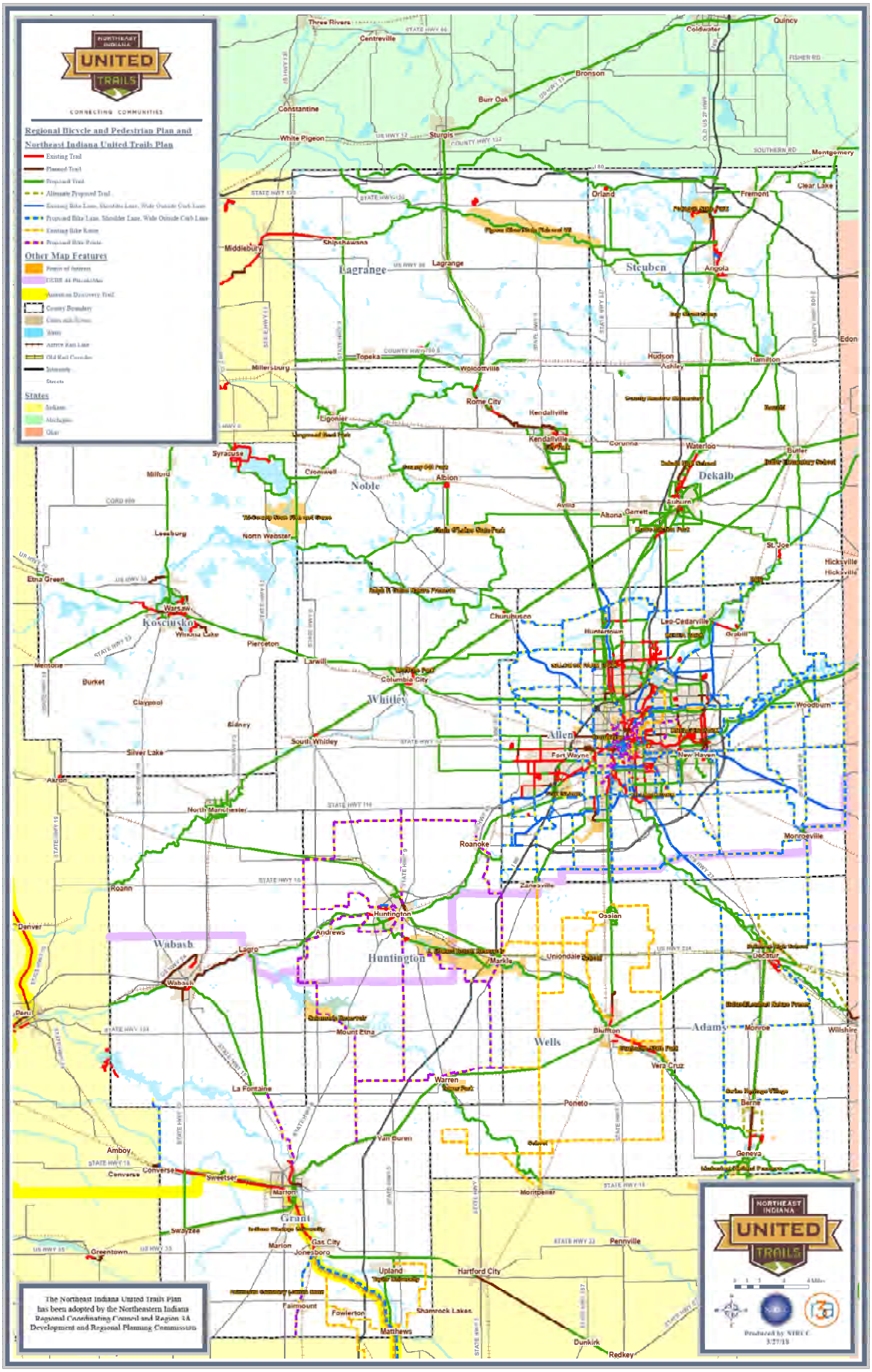

Figure 26

Regional Bicycle and Pedestrian Plan for Northeast Indiana

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 http://www.neindiana.com/vision/the-vision/regional cities.

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, Fort Wayne, New Haven, Leo-Cedarville, and 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 27) which includes trails and on-street bike infrastructure, a trail plan by itself (figure 28), and a sidewalk plan (figure 29). The

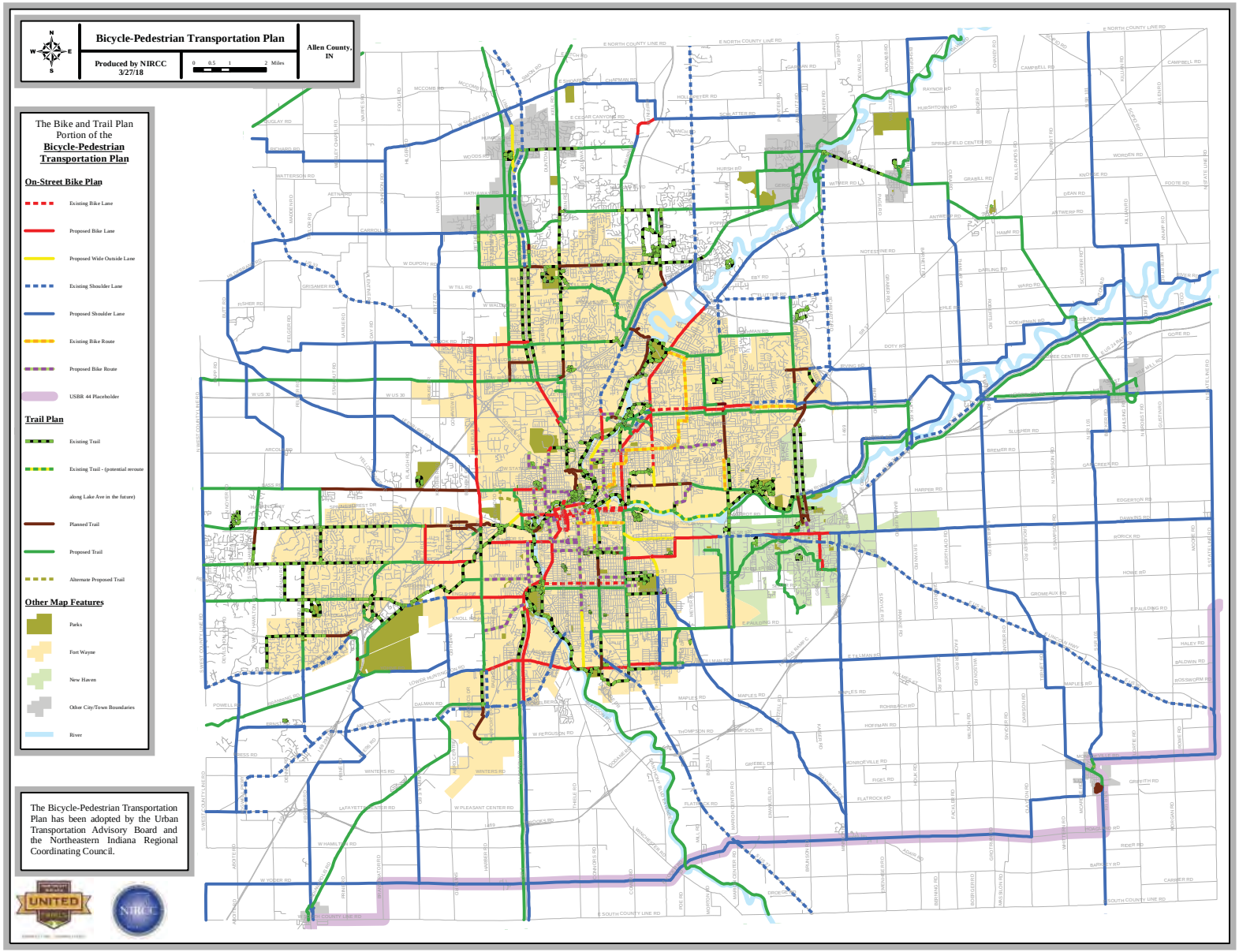

Figure 27

Bike and Trail Plan

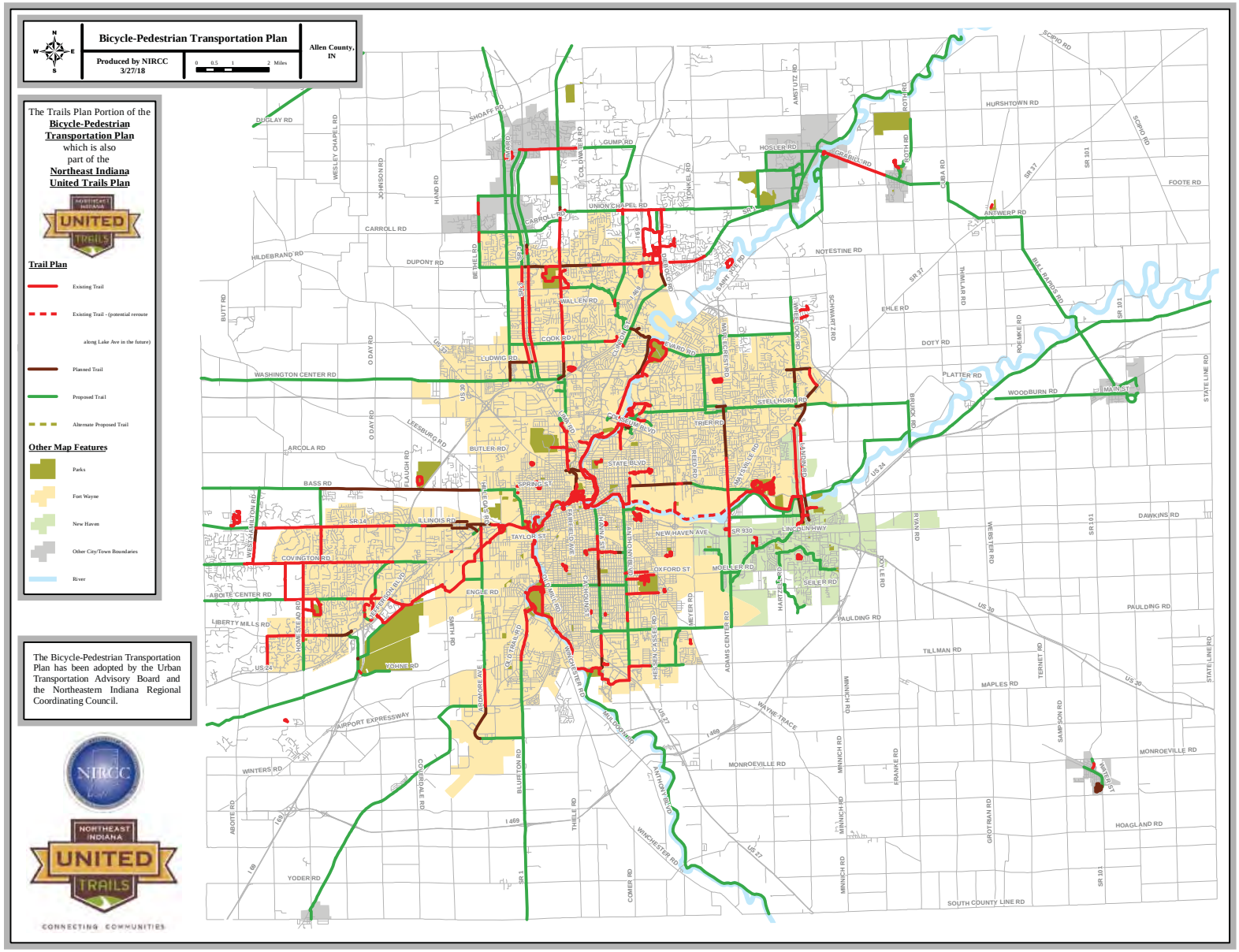

Figure 28

Trail Plan

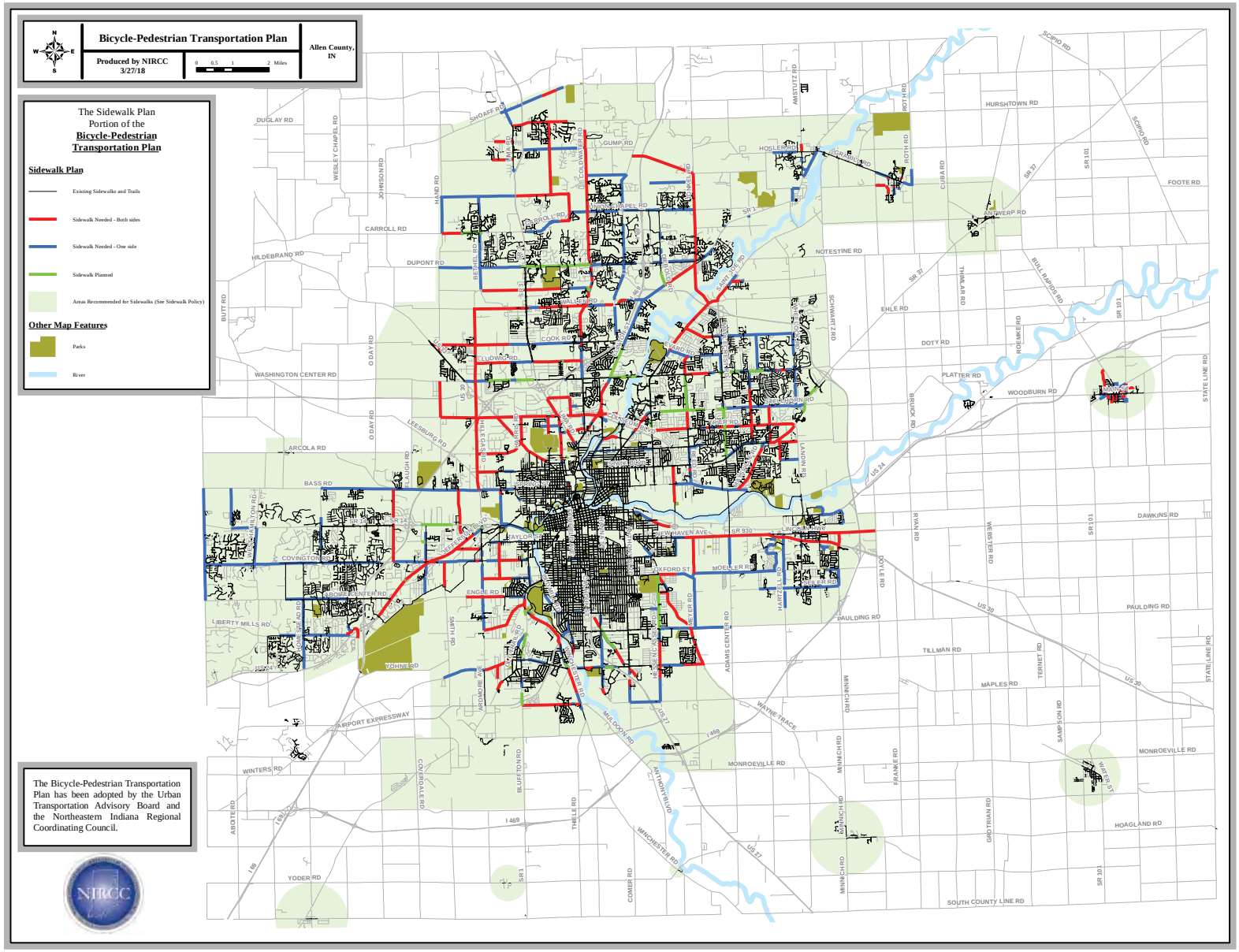

Figure 29

Sidewalk Plan

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 of the 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.

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 29). 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 has been reshaped in some areas to reflect the new 2010 Federal Urban Area.

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 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 below 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 28) 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 18 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 18. Bicycle - Pedestrian Projects

Bicycle-Pedestrian Facility	Description	Status
***Aboite Center Rd Trail**	1100 ft w/o Coventry Ln to Jefferson Blvd	Completed 2010
***Amber Rd Trail**	Liberty Mills Rd to Ivanhoe Ln; just north of US 24	Completed 2008
***Anthony Blvd Bridge Trail**	Bridge over Maumee River	Completed 2014
***Anthony Blvd Bridge Bike Lanes**	Bridge over Maumee River	Completed 2014
***Ardmore Ave Extension Trail**	Lower Huntington Rd to Indianapolis Rd	Completed 2006
***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)	Construction 2018-2019
***Auburn Rd Trail**	Cook Rd to Clinton St	Completed 2012
***Auburn Rd Trail**	Auburn Rd/Wallen Rd Roundabout and Bridge	Completed 2015
***Bass Rd Trail**	Hadley Rd to Clifty Pkwy	Approximate Completion 2019
***Bass Rd Trail**	Clifty Pkwy to Thomas Rd	Approximate Completion 2022
***Bass Rd Trail**	Thomas Rd to Hillegas Rd	Approximate Completion 2023
***Bass Rd Trail**	Scott Rd to Hadley Rd	Approximate Completion 2024
Beckett's Run Trail	Along the Beckett's Run creek from St Joe River to Salomon Farm	Partially Complete in 2012
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
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
Coliseum Blvd Trail Spur	The Rivergreenway to Carrington Field baseball diamond	Completed 2009
Cook Rd Trail	Tangerine Lane to Auburn Rd	Completed 2011
Covington Rd Trail Phase 1	Scott Rd to Eggeman Rd	Completed 2010
****Covington Rd Trail Phase 2-A**	Eggeman Rd to Beal-Taylor Ditch	Completed 2010
****Covington Rd Trail Phase 2-B**	Beal-Taylor Ditch to West Hamilton Rd	Completed 2016
****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
***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
***Dupont Rd Trail**	Pine Mills Rd to just west of Auburn Rd	Completed 2007

* Project that is combined with a road improvement project.

** Project utilizes Transportation Enhancement Funds (TE Funds).

*** Project utilizes Transportation Alternative Funds (TA Funds) and is combined with a road improvement project.

Table 18 Continued next page...

Table 18. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
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
***Dupont Rd Trail**	Coldwater Rd to Lima Rd	Construction 2018-2019
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 Main St and Brackenridge St to Lewis St	Completed 2015
***Fairfield Ave/Wells St Bike Lanes**	Commerce Dr to Superior St and Jefferson Blvd to Hendricks St	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
***Gump Rd Trail**	West of SR 3 to west of Coldwater Rd	Completed 2017
Hanna St Trail	Wallace St to Pontiac St	Completed 2015
Hanna St Trail	Pontiac St to Rudisill Blvd	Construction 2018
Hanna St Trail	Burns Blvd to US 27	Completed 2017
Hanna St Trail	US 27 to Tillman Rd and Southtown Center	Construction 2019
***Hobson Rd Bike Lanes**	State Blvd to Coliseum Blvd	Completed 2017
Homestead Rd Trail	Liberty Mills Rd to Summit Middle School	Completed 2008
****Homestead Rd Trail**	Aboite Center Rd to Covington Rd	Completed 2010
****IPFW Bridge**	Pedestrian Bridge over St Joe River at IPFW	Completed 2009
****IPFW Bridge**	Pedestrian Bridge over Coliseum Blvd	Construction 2017-2018
***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 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
Johnny Appleseed to Shoaff Park Trail	Bridge over St Joe River	Completed 2012
Lake Ave Trail	Pemberton Levee (Randallia) to Coliseum Blvd	Construction 2017-2018
***Landin Rd Trails**	North River Rd to Maysville Rd	Completed 2016
***Landin Rd/Broadway St**	North River Rd to Powers St	Construction 2020

* Project that is combined with a road improvement project.

** Project utilizes Transportation Enhancement Funds (TE Funds).

*** Project utilizes Transportation Alternative Funds (TA Funds) and is combined with a road improvement project.

Table 18 Continued next page...

Table 18. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
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	Construction 2022
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**	Lake Ave to State Blvd	Completed 2015
***Maplecrest Rd Trail**	State Blvd to Stellhorn Rd	Construction 2018-2019
***Maplecrest Rd Trail**	Lake Ave to SR 930	Completed 2012
***Maysville Road**	Stellhorn to Meijer Dr	Construction 2017-2018
***Maysville/Trier/Landin Roundabout**	Trails part of the roundabout	Complete 2017
***McKinnie Ave**	Anthony Blvd to Hessen Cassel Rd	Completed 2016
Meijer Dr	Maysville Rd to St Joe Center Rd	Completed 2011
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
North Anthony Blvd Trail	Crescent Ave to the "Johnny Appleseed to Shoaff Park trail" at Coliseum Blvd	Completed 2010
***Oxford St**	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
Pemberton Levee Trail	Rivergreenway to intersection of Lake and Randallia	Completed 2017
Pufferbelly Trail (Poka-Bache Connector)	Fourth St to North of State Blvd	Construction 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)	Washington Cntr Rd to Ludwig Rd	Construction 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

* Project that is combined with a road improvement project.

** Project utilizes Transportation Enhancement Funds (TE Funds).

*** Project utilizes Transportation Alternative Funds (TA Funds) and is combined with a road improvement project.

Table 18 Continued next page...

Table 18. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
Pufferbelly Trail (Poka-Bache Connector)	Carroll Rd to Life Bridge Church	Completed 2015
Randallia Dr	Lake Ave to St Anne's Home	Completed 2013
Reed Rd Bike Route	Evard Rd to Greenway at Tennessee Ave	Completed 2009
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
Safe Routes to School sidewalks (State Blvd / Maysville Rd / Lahmeyer Rd)	State Blvd and Maysville Rd from Arrowwood Dr to Sandarac Ln / Lahmeyer Rd from State Blvd to Antebellum Blvd	Completed 2013
Saint Joe Center Rd/Wheelock Rd Trail	Meijer Drive to Chiswell Run and Wheelock Rd Trail from St. Joe Center Rd to Mill Ridge Run	Construction 2019
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
****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 101	North St to Railroad St	Completed 2016
***SR 14 Trail**	I-69 to Scott Rd	Completed 2010
***SR 14 Trail**	Scott Rd to West Hamilton Rd	Completed 2015
***SR 3 Trail**	North of Ludwig Rd to south of Dupont	Completed 2011
SR 3 Trail	At Winnsboro Pass	Completed 2017
***State Blvd Trail**	Spy Run Ave to the Pufferbelly Trail	Construction 2019
***Stellhorn Rd Bike Lanes**	Hobson Rd to Reed Rd	Construction 2016
Summit Park Project, Phase 1	sidewalk on Washington Cntr from North Oaks Blvd to old RR corridor; trail along RR corridor from Washington Cntr to Ludwig; trail on Ludwig from RR corridor to Lima	Construction 2018
Superior St/Ewing St/ Fairfield Ave roundabout	Sections of trail built with roundabout	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

* Project that is combined with a road improvement project.

** Project utilizes Transportation Enhancement Funds (TE Funds).

*** Project utilizes Transportation Alternative Funds (TA Funds) and is combined with a road improvement project.

Table 18 Continued next page...

Table 18. Bicycle - Pedestrian Projects - Continued

Bicycle-Pedestrian Facility	Description	Status
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
***Union Chapel Rd Trail**	Union Chapel Rd Interchange @ I-69	Completed 2012
***Union Chapel Rd**	West of Auburn Rd to east of Diebold Rd	Completed 2014
Vesey Park Trail	Trail connection with the Pufferbelly Trail (Poka-Bache Connector)	Completed 2017
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
West Hamilton Rd Trail	Vera Cruz to SR 14	Construction 2017-2018

* Project that is combined with a road improvement project.

** Project utilizes Transportation Enhancement Funds (TE Funds).

*** Project utilizes Transportation Alternative Funds (TA Funds) and is combined with a road improvement project.

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 throughout the fiscal year and conducted public meetings throughout the region. The services they provided resulted in this new regional trail system name, 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 draft 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 http://www.nircc.com/bicycle-and-pedestrian-planning.htm.

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 FAST Act, 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 has utilized TA funds to help construct bicycle and pedestrian facilities that are combined with Federal Aid road projects rather than using them on standalone projects. To see the current status of projects using combinations of TE funds, TA funds, and Local Funds see Table 16. Under Transportation Alternatives 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 and then again in 2017. 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, and automatic vehicle location (AVL) systems 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.

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 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.