

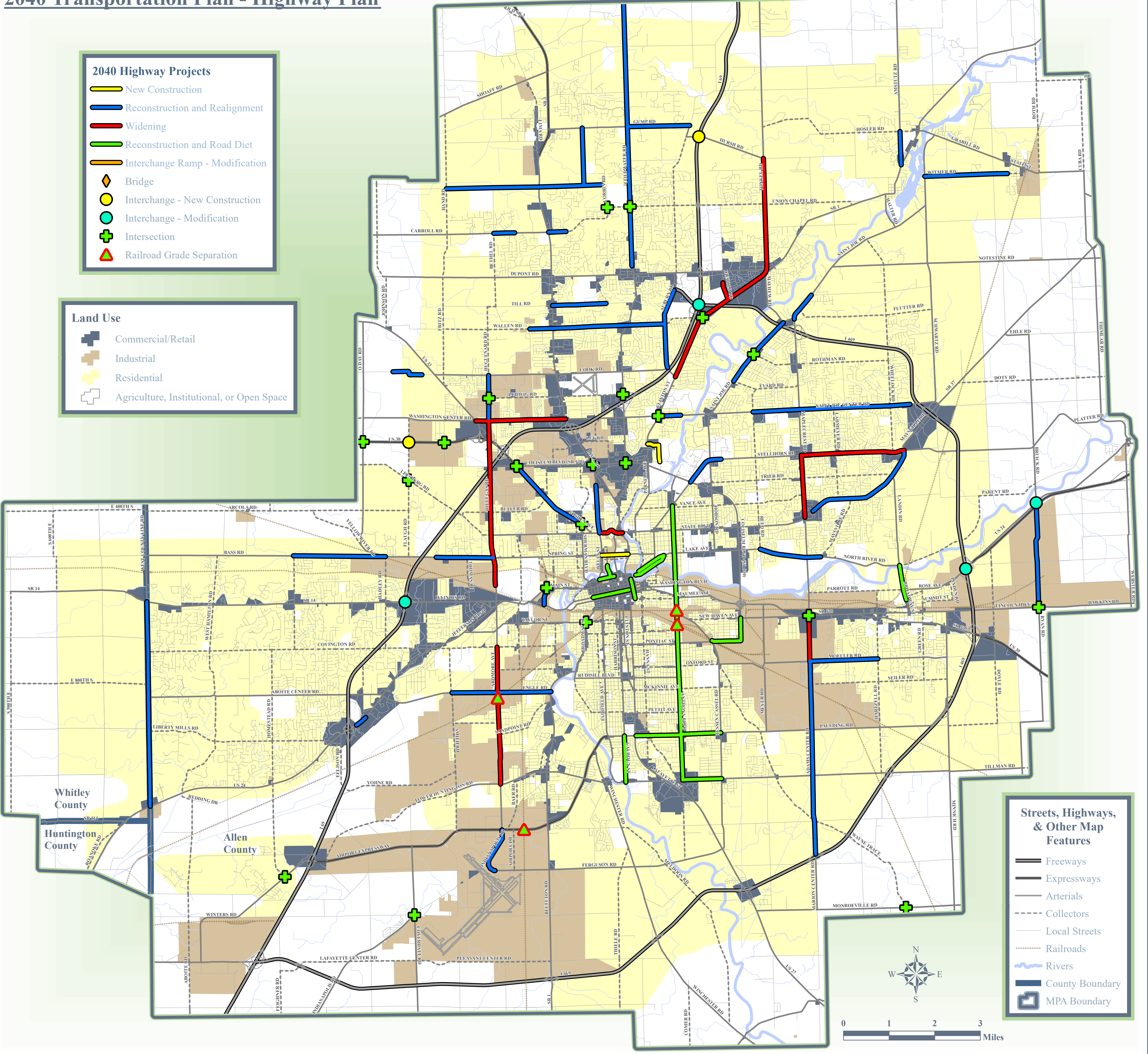
2040 Transportation Plan - Highway Plan

2040 Highway Projects

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

Land Use

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



Streets, Highways, & Other Map Features

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



2040 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 2040 Transportation Plan represents what the cities/counties can afford to build in the next 22 years.

Project Descriptions

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

Widening Projects - four lanes
 Adams Center Road - State Road 930 to Mosler Road
 Andromeda Avenue - Covington Road to Engle Road
 Andromeda Avenue - Engle Road to Lower Huntington Road
 Clinton Street - Auburn Road to Wallen Road
 Clinton Street - Wallen Road to State Road 11 Depot Road
 Debeland Road - Clinton Street to south of State Road 11 Depot Road
 Hillegas Road - s/w Bass Road to Washington Center Road
 Maplecrest Road - State Boulevard to Stillhorn Road
 State Boulevard - US 27 Clinton Street to Cass Street
 Stillhorn Road - Maplecrest Road to Mayville Road
 Tinkler Road - State Road 11 Depot Road to Harsh Road
 Washington Center Road - State Road 3/Lima Road to US 33 Gooden Road

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

Road Reconstruction - Road Diet
 Anthony Boulevard - Tillman Road to Radball Boulevard
 Anthony Boulevard - Radball Boulevard to Pontiac Street
 Anthony Boulevard - Pontiac Street to Wayne Trace
 Anthony Boulevard - Wayne Trace to Crescent Avenue
 Broadway Street - Ball Avenue to North River Road
 Colburn Street - Paulding Road to Tillman Road
 Clay Street - Main Street to Lewis Street
 Colburn Street/Pontiac Street - New Haven Avenue to Wayne Trace
 Columbus Street - Saint Joe Boulevard to Lake Avenue
 Harrison Street - Sagamore Street to Second Street
 Lake Avenue - Saint Joe Boulevard to Delta Boulevard
 Paulding Road - US 27 Lafayette Street to Anthony Boulevard

Additional Projects

Reconstruction and Realignment continued...
 Crescent Avenue - Sirlin Drive to State Road 930 Coliseum Boulevard
 Dunton Road - Hathaway Road to Gump Road
 Gosken Avenue - Sherman Boulevard to State Road 930 Coliseum Boulevard
 Hathaway Road - Corbin Road to State Road 3
 Hathaway Road - State Road 3 to Hand Road
 Hegeman Boulevard - Blinn Road South to Main Street
 Lake Avenue - Reed Road to Mayville Road
 State Road 11 - Main Street to Jefferson Boulevard
 Mayville Road - State Boulevard to Stillhorn Road
 Meijer Road - Hartzell Road to Adams Center Road
 Ryan Road - Dawson Road to US 24
 State Boulevard - Mayville Road to Georgetown North Boulevard
 Saint Joe Road - Eard Road to Maylow Road
 Saint Joe Road - Maplecrest Road to Ely Road
 Till Road - State Road 3 to Dawson Creek Boulevard
 Wallen Road - Hansen Road to Auburn Road
 West Street - State Boulevard to Ferrill Avenue
 Winzer Road - Schwartz Road to County Shoals Lane

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

Reconstruct Railroad Grade Separation
 Anthony Boulevard and CSX Railroad

Interchange - New Construction
 Interstate 69 at Harsh Road
 US 30 at Flough Road

Interchange/Ramp - Modification
 Interstate 69 and State Road 14/Hillegas Road Interchange
 Interstate 469 and Interstate 69 Interchange (mm 315)
 Interstate 469 and US 24 Interchange
 US 24 and Ryan Road/Brink Road Interchange
 US 33/Gooden Road Interchange

Bridge Reconstruction/Modification
 Hillegas Road over Interstate 69
 State Road 3 - State Road 3 to Springs Drive
 Carroll Road - s/w Bethel Road to Millstone Drive
 Coldwater Road - Gump Road to Allen County Line
 Cook Road - US 33 Gooden Road to O'Day Road

2040 Transportation Plan - Transit Plan

The intentions of the Public Transit Improvement Projects listed below are to improve mobility and accessibility on the transit system through improved transit service. The transit projects were developed and evaluated through a concerted 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 Transportation Development Plan Update (www.fwcitilink.com) completed in 2010 and the Coordinated Public Transit - Human Services Transportation Plan Update (www.nrcs.com) completed in 2017. 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. Please note that projects are numbered for identification purposes only, not by priority.

Public Transit Improvement Projects

- Project 1 - Expanded transit service in the growing urbanized area where ridership warrants. Potential locations include the Fort Wayne International Airport and surrounding area, Chapel Ridge and surrounding area, and Aboite, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels.
- Project 2 - Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.
- Project 3 - Install and upgrade bus shelters, benches, and other customer amenities by both Citilink and other entities (public and private). Placement of shelters (Bus Hubs) should be consistent with Citilink service, accessible, and have sidewalk connectivity.
- Project 4 - Reduce headways on 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 - High Priority Corridors: Designate corridors to include amenities that allow buses 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, Stry Run Avenue, Clinton Street, Anthony Boulevard, Washington Boulevard, Jefferson Boulevard / Maumee Avenue, State Boulevard, and Washington Center Road.
- Project 10 - Review and update the Comprehensive Operations Analysis / Transit Development Plan on a four-year cycle (Establishing Evaluation Markers / Establishing Performance Measures / Providing continuous monitoring and evaluation)
- Project 11 - 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 when travel to and from the Metropolitan Area to provide better rural / urban connectivity.

- Specific Improvements from the Transit Development Plan 2010 Update**
- Increased service frequency - routes 1, 2 and 3
 - Extended 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:**
- Identify new revenue sources to increase operating budgets necessary to expand and maintain services and fleets
 - Keep costs low / maintain affordable rates
- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Capital Funding**
- Maintain existing service / fleets
 - Maintain and increase coordination / efficiency between all transportation providers
 - Expand existing service / fleets
 - 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**
- Provide transportation above and beyond existing complimentary paratransit service
 - Provide transportation outside current service areas
 - Provide transportation within and outside current service schedules
- Job Access Reverse Commute Related Projects Strategies:**
- Provide transportation to destinations outside of the current service area
 - Provide transportation within and, in particular, outside of the current service schedules
 - Facilitate multiple-destination trips from a single service provider (e.g. daycare job)
 - 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

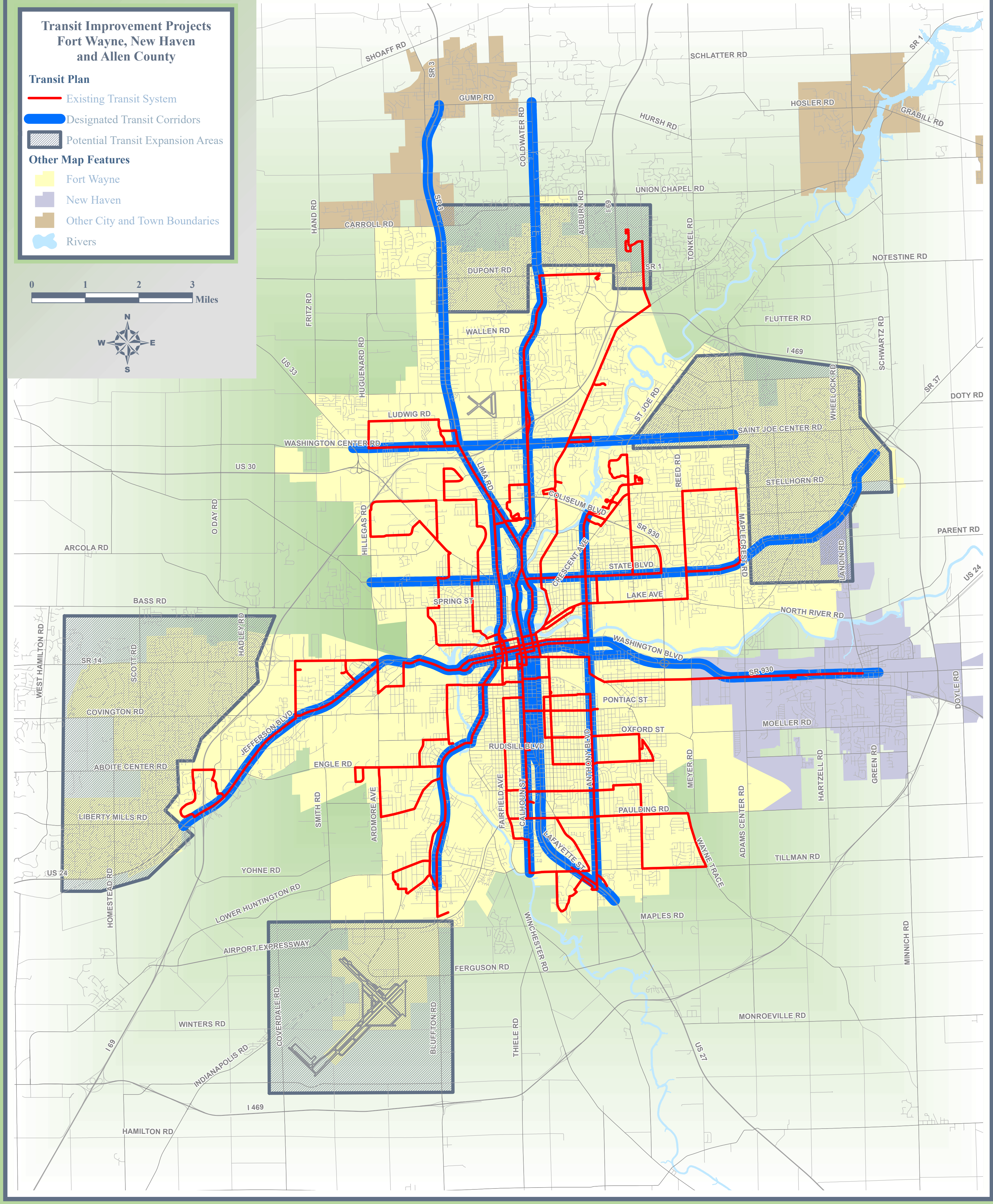
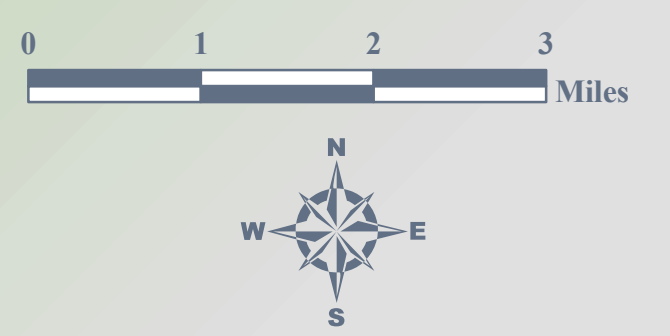
Transit Improvement Projects Fort Wayne, New Haven and Allen County

Transit Plan

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

Other Map Features

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



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 Above 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, Grabbill, Woodburn, and Monroeville have provided input or 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 need to 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 2035 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 Trails Plan

The Trails 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.

2040 TRANSPORTATION PLAN

There are many phases a transportation project goes through before construction begins. Inclusion in the 2040 Transportation Plan is the first step in a long process before implementation. Information about the 2040 Transportation Plan and an explanation of how a project goes from being included in the 2040 Transportation Plan to completion are described below.

What is the 2040 Transportation Plan?

The 2040 long-range transportation plan is a 22-year comprehensive transportation plan that addresses the future needs of the transportation system. The 2040 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 area is currently designated as an Air Quality Attainment Area meaning we have met or exceeded current air quality standards. This requires the plan to be updated every five years rather than every four. The purpose of updating the plan at least every five years is to ensure continuity for at least the next 20 years of planning and to allow for reassessment of area priorities.

How does a project get included in the 2040 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 2040 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 2040 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, eight-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 each year when UTAB updates the TIP based on an evaluation of each project's progress and the available funding.

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

NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

2040 TRANSPORTATION PLAN

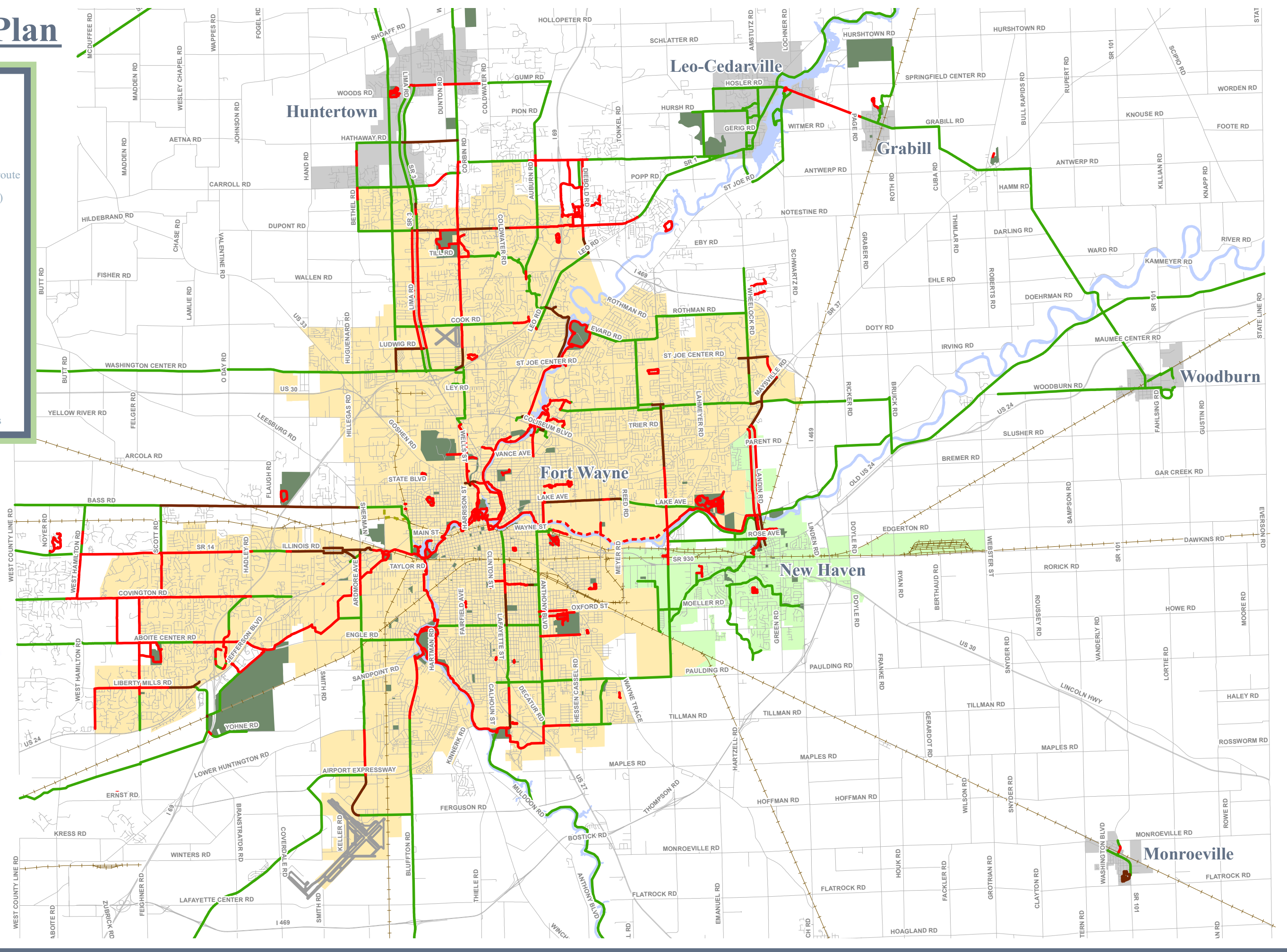


Adopted May 2018
 Illustrations of the transportation network within the Metropolitan Planning Area. Areas include portions of Allen, Whitley, and Huntington Counties, the Cities of Fort Wayne and New Haven, and the Towns of Grabbill, Huntertown, and Leo-Cedarville.

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

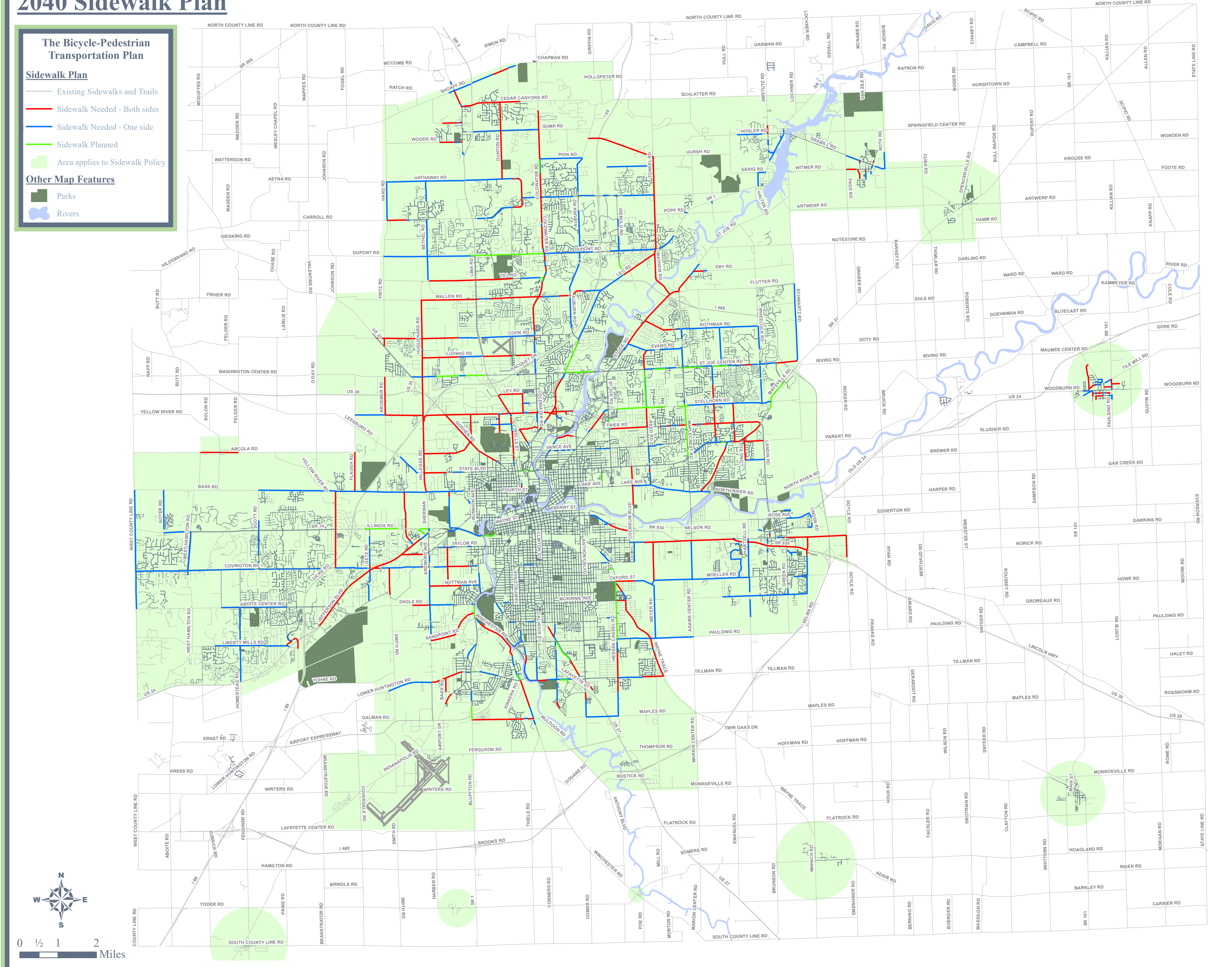
2040 Trails Plan

- The Bicycle-Pedestrian Transportation Plan**
- Trails Plan**
- Existing Trail
 - Existing Trail - (potential reroute along Lake Ave in the future)
 - Planned Trail
 - Proposed Trail
 - Alternate Proposed Trail
- Other Map Features**
- Parks
 - Railroad
 - Rivers
 - Fort Wayne
 - New Haven
 - Other City/Town Boundaries



2040 Sidewalk Plan

- The Bicycle-Pedestrian Transportation Plan**
- Sidewalk Plan**
- Existing Sidewalks and Trails
 - Sidewalk Needed - Both sides
 - Sidewalk Needed - One side
 - Sidewalk Planned
 - Area applies to Sidewalk Policy
- Other Map Features**
- Parks
 - Rivers



2040 Bike and Trail Plan

- The Bicycle-Pedestrian Transportation Plan**
- On-Street Bike Plan**
- Existing Bike Lane
 - Proposed Bike Lane
 - Proposed Wide Outside Lane
 - Existing Shoulder Lane
 - Proposed Shoulder Lane
 - Existing Bike Route
 - Proposed Bike Route
- Trails Plan**
- Existing Trail
 - Existing Trail - (potential reroute along Lake Ave in the future)
 - Planned Trail
 - Proposed Trail
 - Alternate Proposed Trail
- Other Map Features**
- Parks
 - Railroad
 - Rivers
 - Fort Wayne
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 - Other City/Town Boundaries

