

Chapter 10

FUTURE EFFORTS AND IMPLEMENTATION

The dynamic characteristic of a transportation plan necessitates the continuous implementation, re-evaluation, and assessment of its policies and improvement projects. This process is probably the most important aspect of the plan, otherwise it quickly becomes obsolete. Continual attention to the plan by the community, the Urban Transportation Advisory Board, the Cities of Fort Wayne and New Haven, Allen County, and the State of Indiana, is essential to meet the desired objectives. In this manner, the plan will guide transportation investment and service decisions in support of a transportation system that will meet existing and future travel desires.

The implementation of transportation policies and improvement projects documented in the transportation plan require a concerted interest and level of commitment necessary to make them reality. In support of this approach, there are several specific endeavors that will be pursued to ensure the policies and improvement projects are gradually implemented. These areas include but are not limited to some of the following plans and studies aimed at supporting the objectives of the transportation plan.

Status of Previous Transportation Plans

The transportation planning process was initiated in the late 1960's for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. Since the inception of the transportation planning process, numerous highway and transit improvements have been implemented based upon the recommendations of transportation plans. Completed highway improvements are shown in Figure 10-1. Many transit improvements have also been made which increase the mobility of area citizens.

The current 2040 Transportation Plan was adopted in May 2018. In the five years since adoption, numerous highway and transit projects have been implemented or are ready for implementation. The following list provides a status report on the recommended transportation improvements from the current 2040 Transportation Plan. Following each project is an indication of the project status. Projects that have not been started and remain as projects in the 2045 Transportation Plan are followed by a (2045 Plan).

Current 2040 Transportation Plan

New two-lane construction

Connector Street – Wells Street to Spy Run Avenue (2045 Plan Illustrative)

Paul Shaffer Drive – Clinton Street to California Road (2045 Plan Illustrative)

Widen to four lanes

Adams Center Road – State Road 930 to Moeller Road (2045 Plan-name changed)

Ardmore Avenue – Covington Road to Engle Road (2045 Plan)

Ardmore Avenue – Engle Road to Lower Huntington Road (2045 Plan)

Clinton Street – Auburn Road to Wallen Road (2045 Plan)

Clinton Street – Wallen Road to State Road 1/Dupont Road (2045 Plan)

Diebold Road – Clinton Street to State Road 1/Dupont Road (partial completed)

Hillegas Road – s/o Bass Road to Washington Center Road (2045 Plan)

Maplecrest Road – State Boulevard to Stellhorn Road (completed)

State Boulevard – US 27/Clinton Street to Cass Street (completed)

Stellhorn Road – Maplecrest Road to Maysville Road (2045 Plan Illustrative)

Tonkel Road – State Road 1/Dupont Road to Hursh Road (2045 Plan)

Washington Center Road – State Road 3/Lima Road to US 33/Goshen Road (2045 Plan Illustrative)

Center Turn Lane Improvement

Auburn Road – Cook Road to Interstate 469 Exit Ramp (2045 Plan Illustrative)

Coldwater Road – Dupont Road to Union Chapel Road (2045 Plan)

Coldwater Road – Union Chapel Road to Gump Road (2045 Plan)

Engle Road – Bluffton Road to Smith Road (2045 Plan Illustrative)

Gump Road – Coldwater Road to Auburn Road (2045 Plan)

Saint Joe Center Road – Clinton Street to River Run Trail (completed)

Saint Joe Center Road – Reed Road to Maplecrest Road (2045 Plan Illustrative)

Saint Joe Center Road – Maplecrest Road to Meijer Drive (2045 Plan Illustrative)

Turn Lane Extension

Jefferson Boulevard – Lutheran Hospital Entrance to Interstate 69 Ramps (removed)

Road Reconstruction – Road Diet

Anthony Boulevard – Tillman Road to Rudisill Boulevard (2045 Plan Illustrative)

Anthony Boulevard – Rudisill Boulevard to Pontiac Street (2045 Plan Illustrative)

Anthony Boulevard – Pontiac Street to Wayne Trace (2045 Plan Illustrative)

Anthony Boulevard – Wayne Trace to Crescent Avenue (2045 Plan Illustrative)

Broadway Street - Bell Avenue to North River Road (completed)

Calhoun Street – Paulding Road to Tillman Road (completed)

Clay Street – Main Street to Lewis Street (completed)

Coliseum Boulevard/Pontiac Street – New Haven Avenue to Wayne Trace (completed)

Columbia Street – Saint Joe Boulevard to Lake Avenue (completed)

Harrison Street – Superior Street to Second Street (completed)

Lake Avenue – Saint Joe Boulevard to Delta Boulevard (completed)

Paulding Road – US 27/Lafayette Street to Anthony Boulevard (2045 Plan Illustrative)

Paulding Road – Anthony Boulevard to Hessen Cassel Road (2045 Plan Illustrative)
Superior Street – Calhoun Street to Wells Street (completed)
Tillman Road – Anthony Boulevard to Hessen Cassel Road (2045 Plan Illustrative)
Washington Boulevard– Lafayette Street to Van Buren Street (2045 Plan Illustrative)

Bridge Reconstruction/Modification

Anthony Boulevard Bridge over the Maumee River (completed)
Bass Road over Interstate 69 (completed)
Washington Center Road Bridge over Spy Run Creek (completed)

Intersection Reconstruction

Broadway and Taylor Street (2045 Plan)
California Road and Flaugh Road (2045 Plan)
California Road and Kroemer Road (2045 Plan)
Clinton Street and Wallen Road (committed)
Clinton Street and Washington Center Road/St. Joe Center Road (completed)
Coldwater Road and Union Chapel Road (committed)
Coldwater Road and Ludwig Road, Coldwater Road and Interstate 69 Interchange Modification (completed)
Corbin Road and Union Chapel Road (2045 Plan)
Coverdale Road, Winters Road, and Indianapolis Road (2045 Plan)
Flaugh Road and Leesburg Road (2045 Plan Illustrative)
Goshen Road, Lillian Avenue and Sherman Boulevard (completed)
Homestead Road and Lower Huntington Road (2045 Plan)
Leesburg Road and Main Street (2045 Plan)
Ludwig Road and Huguenard Road (2045 Plan)
Rothman Road and St Joe Road (2045 Plan Illustrative) Ryan Road and Dawkins Road (committed)
SR 930 and Coldwater Road (completed)
SR 930 and Goshen Road (completed)
SR 930 and Lima Road (committed)
SR 930 and Maplecrest Road (2045 Plan)
US 30 and Kroemer Road (2045 Plan)
US 30 and O’Day Rad (closing) (2045 Plan)
Wayne Trace and Monroeville Road (committed)

Reconstruction and Realignment

Adams Center Road – Moeller Road to Paulding Road (2045 Plan Illustrative)
Adams Center Road – Paulding Road to Interstate 469 (2045 Plan Illustrative)
Allen County/Whitley County Line Road – US 24 to State Road 14/Illinois Road (2045 Plan Illustrative)
Amstutz Road – Hosler Road to State Road 1/Leo Road (2045 Plan)
Bass Road – Clifty Parkway to Thomas Road (completed)
Bass Road – Thomas Road to Hillegas Road (completed)
Bass Road – Hadley Road to Scott Road (completed)
California Road – Flaugh Road to Kroemer Road (2045 Plan)
Carroll Road – State Road 3 to Coral Springs Drive (2045 Plan)
Carroll Road – e/o Bethel Road to Millstone Drive (2045 Plan)
Coldwater Road - Gump Road to Allen County Line (2045 Plan)

Cook Road – US 33/Goshen Road to O’Day Road (2045 Plan)
Crescent Avenue – Sirlin Drive to State Road 930/Coliseum Boulevard (removed)
Dunton Road - Hathaway Road to Gump Road (2045 Plan)
Flaugh Road from California Road to US 30 (2045 Plan)
Goshen Avenue – Sherman Boulevard to State Road 930/Coliseum Boulevard (2045 Plan)
Hathaway Road - Corbin Road to State Road 3 (2045 Plan)
Hathaway Road - State Road 3 to Hand Road (2045 Plan)
Huguenard Road - Washington Center Road to Cook Road (2045 Plan)
Kroemer Road from s/o US 30 to California Road (2045 Plan)
Lake Avenue – Reed Road to Maysville Road (2045 Plan Illustrative)
Leesburg Road – Main Street to Jefferson Boulevard (2045 Plan)
Maplecrest Road - State Boulevard to Stellhorn Road (completed)
Moeller Road – Hartzell Road to Adams Center (2045 Plan)
Ryan Road – Dawkins Road to US 24 (completed)
State Boulevard - Maysville Road to Georgetown North Boulevard (2045 Plan)
Saint Joe Road - Evard Road to Mayhew Road (2045 Plan Illustrative)
Saint Joe Road - Maplecrest Road to Eby Road (2045 Plan Illustrative)
Till Road – State Road 3/Lima Road to Dawson Creek Boulevard (2045 Plan Illustrative)
Wallen Road – Hanauer Road to Auburn Road (2045 Plan Illustrative)
Wells Street – State Boulevard to Fernhill Avenue (2045 Plan Illustrative)
Witmer Road – Schwartz Road to Country Shoals Lane (2045 Plan Illustrative)

New Railroad Grade Separation

Anthony Boulevard and Norfolk Southern Railroad (2045 Plan Illustrative)
Airport Expressway and Norfolk Southern Railroad (2045 Plan Illustrative)
Ardmore Avenue and Norfolk Southern Railroad (removed)

New Bridge Construction

O’Day Road over US 30 (2045 Plan)
O’Day Road over Seeger Ditch (2045 Plan)

Reconstruct Railroad Grade Separation

Anthony Boulevard and CSX Railroad (removed)

Interchange-New Construction

Interstate 69 at Hursh Road (2045 Plan)
US 30 and Flaugh Road (2045 Plan)

Interchange-Modification

Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp) (completed)
Interstate 469 and Interstate 69 Interchange (mm 315) (2045 Plan)
Interstate 469 and US 24 Interchange (2045 Plan)
US 24 and Bruick/Ryan Road (2045 Plan)

Projects in Allen County-Outside the Metropolitan Planning Area Intersection Improvement/Modification

US 30 and Stahlhut Road (Closed) (2045 Plan)

US 30 and Solon Road (Closed) (2045 Plan)

US 30 and Butt Road (Closed) (2045 Plan)

New Bridge Construction

Butt Road over US 30 (2045 Plan)

New Interchange Construction

US 30 and Leesburg/Felger Roads (2045 Plan)

Transit Improvements System Modifications

Expanded transit service in the growing urbanized area. 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. (Partially implemented-included in 2045 Plan)

Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet. (Complete and on-going-included in 2045 Plan)

Install and upgrade bus shelters, benches, and other customer amenities. Placement of shelters (Bus Huts) should be consistent with Citlink service, accessible, and have sidewalk connectivity. (Complete and on-going-included in 2045 Plan)

Reduce headways on selected routes where ridership warrants. (Partially complete and on-going-included in 2045 Plan)

Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services. (Partially complete and on-going-included in 2045 Plan)

Provide customer access to innovative technology to promote and sustain transit ridership. (Partially complete and on-going-included in 2045 Plan)

Design and construct a satellite transfer center to serve the northern portion of the service area. (Not implemented -included in 2045 Plan)

Future Efforts

Congestion Management System

A Congestion Management Process (CMP) has been developed and adopted for the Metropolitan Planning Area and is designed to support the efforts of the transportation plan. The congestion management process is a program or process that identifies strategies relevant to the transportation system (highway and transit) for mitigating existing congestion and preventing future congestion. The strategies consider

both the supply and demand sides of urban travel, land use policies, transit operations, traffic operations, intelligent transportation systems, bicycle/pedestrian facilities and engineering improvements. The CMP represents a multi-jurisdictional approach with a regional perspective including both public and private sector involvement. The Congestion Management Process Plan is provided in Appendix A.

As previously mentioned, the program focuses on mitigating existing congestion and averting future impediments to efficient corridor and transit performance. The products of the CMP process include strategies, policies, and improvement projects. These products are implemented as components of the transportation plan. One important policy of the CMP that is applicable to the entire system is the access management program.

Access Management

The access management program has been in force for a number of years in the metropolitan planning area. The program has emphasized driveway (street access) and site plan review since the mid 1960's. Through the administration of this program, a number of accessory plans and studies have been developed and implemented. In the 1980's a frontage road plan was developed. This plan identified corridors in the Metropolitan Planning Area where access roads should be implemented to preserve the corridor performance. The activities of this program have included the development of an Access Standards Manual as well as several revisions. The program has also developed interchange and corridor protection plans identifying Congestion Management Strategies for specific corridors. The program will continue to support these activities, strengthen their enforcement, and investigate new strategies for access management. This program has become a major tool for preserving the integrity and efficiency of the arterial highway system.

Alternative Travel Methods

The transportation plan cannot and does not address every transportation problem that will affect system efficiency. Traffic congestion, increased commute times, and air quality problems will continue to afflict transportation systems of the future. Communities facing these challenges must find creative means to reduce low occupancy automobile usage. Actions and ideas will be explored to reduce automobile usage. These strategies will be evaluated for their feasibility of use in the metropolitan area. Alternative transit services will be a focus of this endeavor.

Corridor, Site Impact, Intersection Analysis and Feasibility Studies

The transportation plan deals with the transportation system at a macroscopic level. Corridor, site impact, intersection analysis, and feasibility studies examine specific areas of the system at more refined levels. The emphasis of corridor studies is to estimate travel demands and develop alternative strategies for mitigating congestion from new developments. Site impact analyses are a component of the access management program and evaluate the traffic impacts from specific developments on the transportation

system. Intersection analyses evaluate the performance or level of service of intersections. Based upon the analysis, problems are identified and solutions tested to recommend improvement projects. Feasibility studies assist in the decision making process by evaluating alternatives and determining the most viable solution. The integration of these studies provides for continuous evaluation of the system with special attention to potential problem areas.

Security

NIRCC has been working with the Fort Wayne/ Allen County Office of Homeland Security on planning efforts. The Fort Wayne/ Allen County Office of Homeland Security priority has been more directed to the development of a disaster response document that doesn't connect directly with the transportation network. Although they have worked with the local transit and para-transit providers to determine the number of available vehicles in case an emergency evacuation is necessary. See Figures 10-2 & 10-3 for locations of Hospitals, Fire Stations and critical infrastructures.

Passenger Rail

There exists a significant interest in establishing a Chicago-Fort Wayne-Columbus passenger rail corridor to provide citizens in Northern Indiana and Central Ohio with a high quality passenger rail service. The preferred system would provide safe, comfortable and reliable service using state of the art (110-130 mph) equipment. The proposed system will connect 4,000 miles of regional rail system to link 100 Midwest cities. The rail will integrate with the proposed Midwest Regional Rail Initiative and the Ohio Hub systems that are currently being built from Chicago to St. Louis, to Detroit, to Milwaukee and the Twin Cities, to Kansas City, and to Iowa City and Omaha. The rail system will provide access to major economic opportunities for both small and large businesses by a modern rail system operated on a private (franchise) basis that will provide the latest train technology, modern stations and amenities, and a high level of on-board comfort.

The development of the route will result in significant economic benefits for system users and the communities linked by the system in terms of strengthening the region's service, manufacturing, and tourism industries, while protecting the environment.

The Northeast Indiana Passenger Rail Association in collaboration with local governments has initiated a Feasibility Study and Business Plan for the Columbus to Chicago corridor. The study includes a comprehensive market analysis, operations planning, conceptual engineering, and detailed financial and economic analysis to assess the value of the proposed project.

The high-speed rail system will produce significant benefits for those who ride the train as well as those who continue to use alternative travel modes. The benefits include: reduced travel times between cities

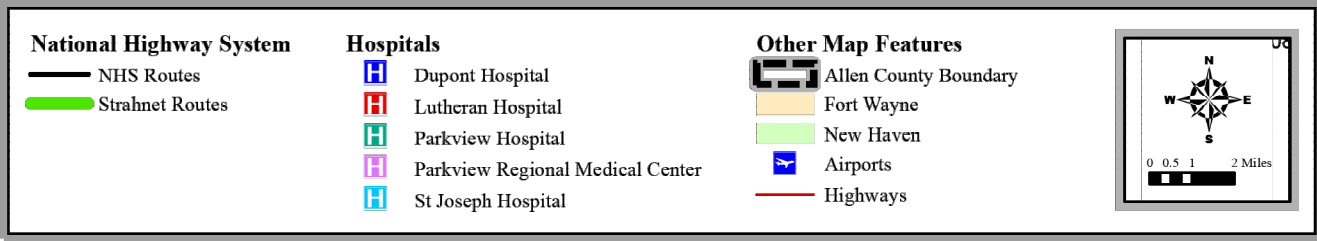
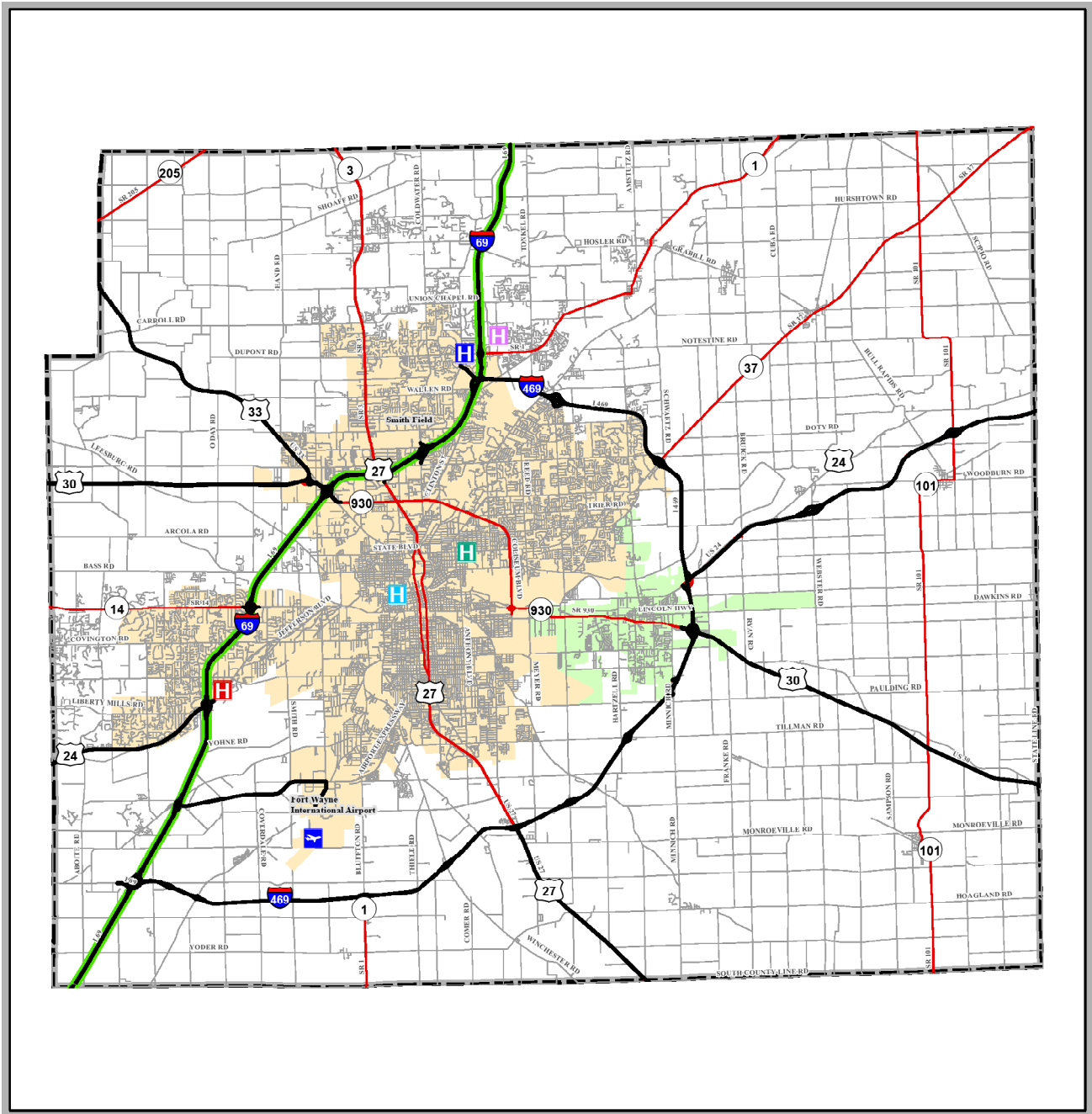


Figure 10-2
Allen County NHS and Hospitals

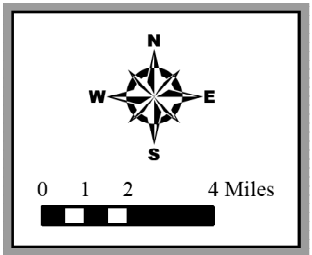
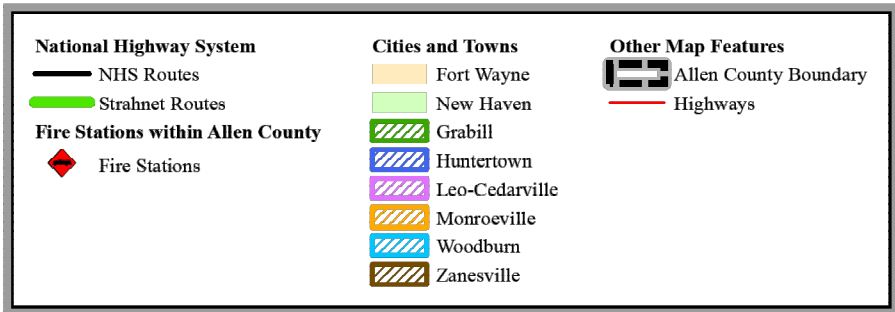
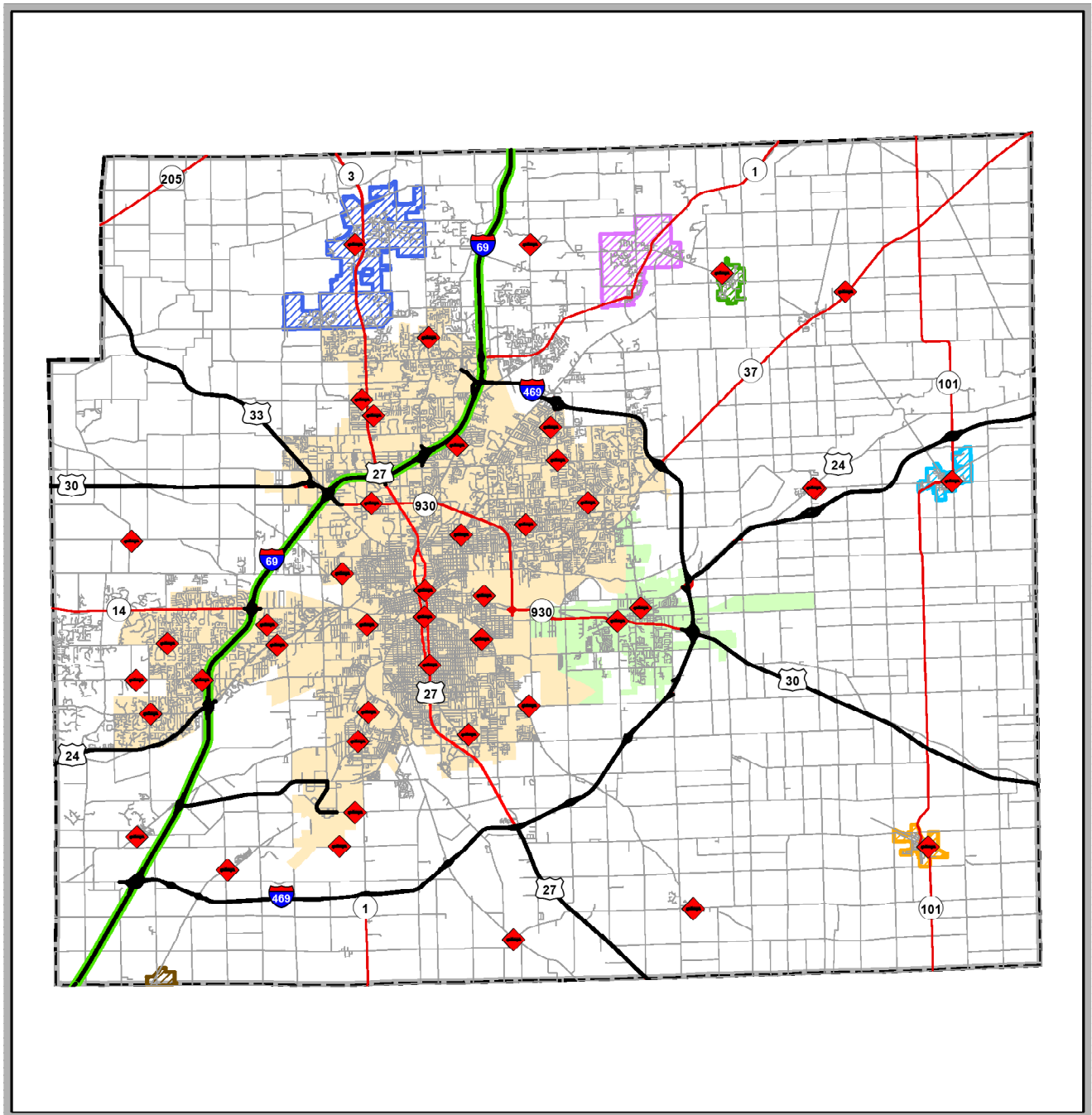
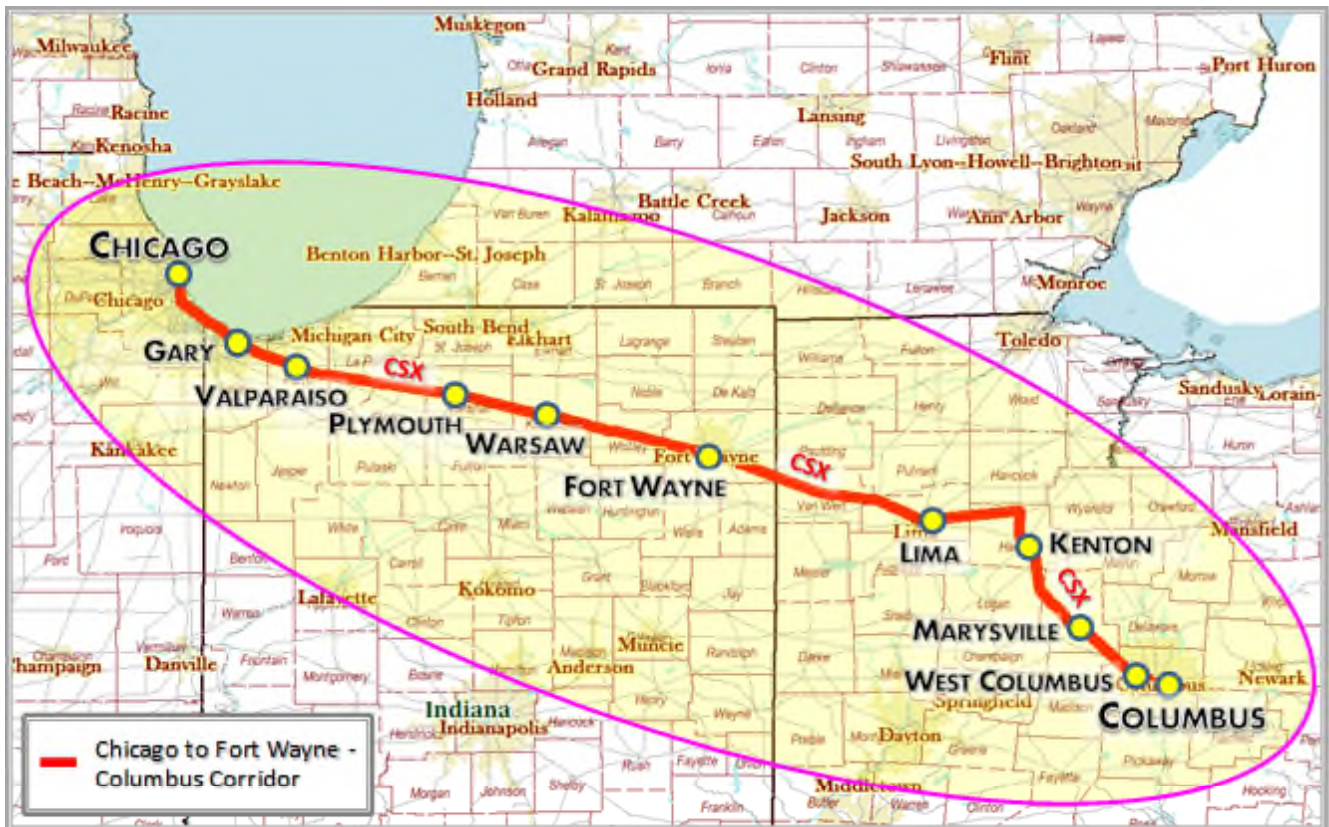


Figure 10-3
Allen County NHS and Fire Stations



such as Fort Wayne to Chicago; reduced congestion on highways for auto and bus riders that improve the trips by these modes; and reduced travel costs due to competitive rail fares and rising gasoline prices.

The development of the passenger rail corridor will also significantly expand the region’s economy in a manner similar to that provided by the creation of the interstate highway system. It will create new (small) business and grow existing businesses due to the improved economic opportunities the corridor will provide. The community benefits will include: new full and part-time jobs; new revenue and extra household income along the corridor; and increase opportunities for joint development projects amongst the corridor communities.

Gateway Plan – City of Fort Wayne

Front Door Fort Wayne was developed to enhance Fort Wayne’s major points of entry into the City. Developed Community Development Division with assistance of an advisory committee, the plan provides a framework for improving the appearance of major gateways into the City of Fort Wayne. The plan also provides recommendations which increase the ease and understandability for visitors navigating the city. These improvements will assist with marketing and promoting the city, enhancing public pride, and fostering continued investment in our local economy. This will be achieved through a number of policy recommendations and projects identified in the gateway plan.

Front Door Fort Wayne includes both long range and short-term recommendations to improve the function

and aesthetics of existing and future points of entry and gateway corridors into the city and downtown. Policy recommendations, developed with the assistance of the advisory committee, discuss the need for a comprehensive maintenance policy for new and existing public infrastructure. Specific project recommendations have been developed for each gateway corridor and interchange. The recommendations provide solutions to aesthetic and design issues. These solutions include roadway design changes to incorporate bicyclists, pedestrians, and transit users in addition to automobiles. Recommendations also include the addition of better directional signage to major attractions and aesthetic improvements such as landscaping, lighting, and public art which promotes and celebrates Fort Wayne.

The gateway plan was developed following several guiding principles. The guiding principles include: gateways should communicate a positive and distinctive identity reflective of the excellent quality of life that Fort Wayne offers; gateways should be aesthetically pleasing; gateway infrastructure should be exceptionally well maintained and sustainable; gateway improvements should enhance and respect their surroundings; gateways should facilitate all modes of travel into the community; and gateways should communicate direction to key destinations.

Gateway Corridors

The Front Door Fort Wayne Plan identified nine primary gateway corridors that bring visitors from Interstate 69 into the heart of Fort Wayne. The design and function of our major corridors is important not only for moving visitors to their destination, but also for supporting and enhancing the land uses that are found along these roadways. The roadway design should consider all modes of transportation and reflect the urban, suburban, and rural character of the surrounding environment. The corridors identified in the plan include:

- 1) Coliseum Boulevard/SR930 from Goshen Road to Crescent Avenue
- 2) US27/ Lafayette Street and S. Clinton Street from I-469 to Lewis Street
- 3) Coldwater Road / N. Clinton Street from I-69 to Fourth Street
- 4) Jefferson Boulevard from I-69 to Garden Street (at Swinney Park)
- 5) Lima Road/US27 from I-69 to Clinton
- 6) Washington Boulevard from Meyer Road to Lafayette Street
- 7) Illinois Road from I-69 to West Jefferson Boulevard
- 8) Maysville/Stellhorn/Crescent from I-469 to Coliseum Boulevard
- 9) Ardmore Avenue from Ferguson Road to Jefferson Boulevard
- 10) Airport Expressway from I-69 to US27

Gateway Interchanges

In addition to corridors, Front Door Fort Wayne focused on eleven interchange areas. Enhancements to

these interchanges should reflect the surrounding context. Furthermore, design recommendations for interchange areas have to take into consideration issues of perception, function and safety. The identified interchanges include:

- 1) Interstate 69 and Union Chapel Road
- 2) Interstate 69 and Dupont Road/State Road 1
- 3) Interstate 69 and Coldwater Road
- 4) Interstate 69 and Lima Road/US 27/State Road 3
- 5) Interstate 69 and US 30/33
- 6) Interstate 69 and Illinois Road/State Road 14

- 7) Interstate 69 and Jefferson Boulevard/US 24
- 8) Interstate 69 and Airport Expressway
- 9) Interstate 469 and Maysville Road/State Road 37
- 10) Interstate 469 and US 27
- 11) Coliseum Boulevard/State Road 930 and Washington Boulevard

The importance of acknowledging the Front Door Fort Wayne Plan is fairly straight forward, as road improvements are planned, designed and implemented, practical features of the gateway plan should be considered and incorporated into the improvement project. Please refer to the Figure 10-4.

Implementation

The transition from a selected plan of recommended transportation policies and improvements to implemented services and facilities requires cooperation and commitment from the entire community. This includes federal, state, and local governments with “grass roots” support of the local residents. The planning process represents the first stage of implementation.

Following the planning process, implementation for specific improvements is introduced to the Transportation Improvement Program (TIP). The TIP is a four-year capital improvement plan for highway, transit, and enhancement projects. Improvement projects are selected from the transportation plan including the various Management Systems for inclusion in the TIP.

Planning support must accompany each project in the TIP for it to be eligible for state and federal assistance. The TIP tracks projects through various stages of implementation including preliminary engineering, right-of-way acquisition, and construction. The TIP is a valuable tool governing project implementation. Its status is gaining importance due to recent federal legislation.

Implementation will be assisted through a process of phasing large-scale transportation projects. This

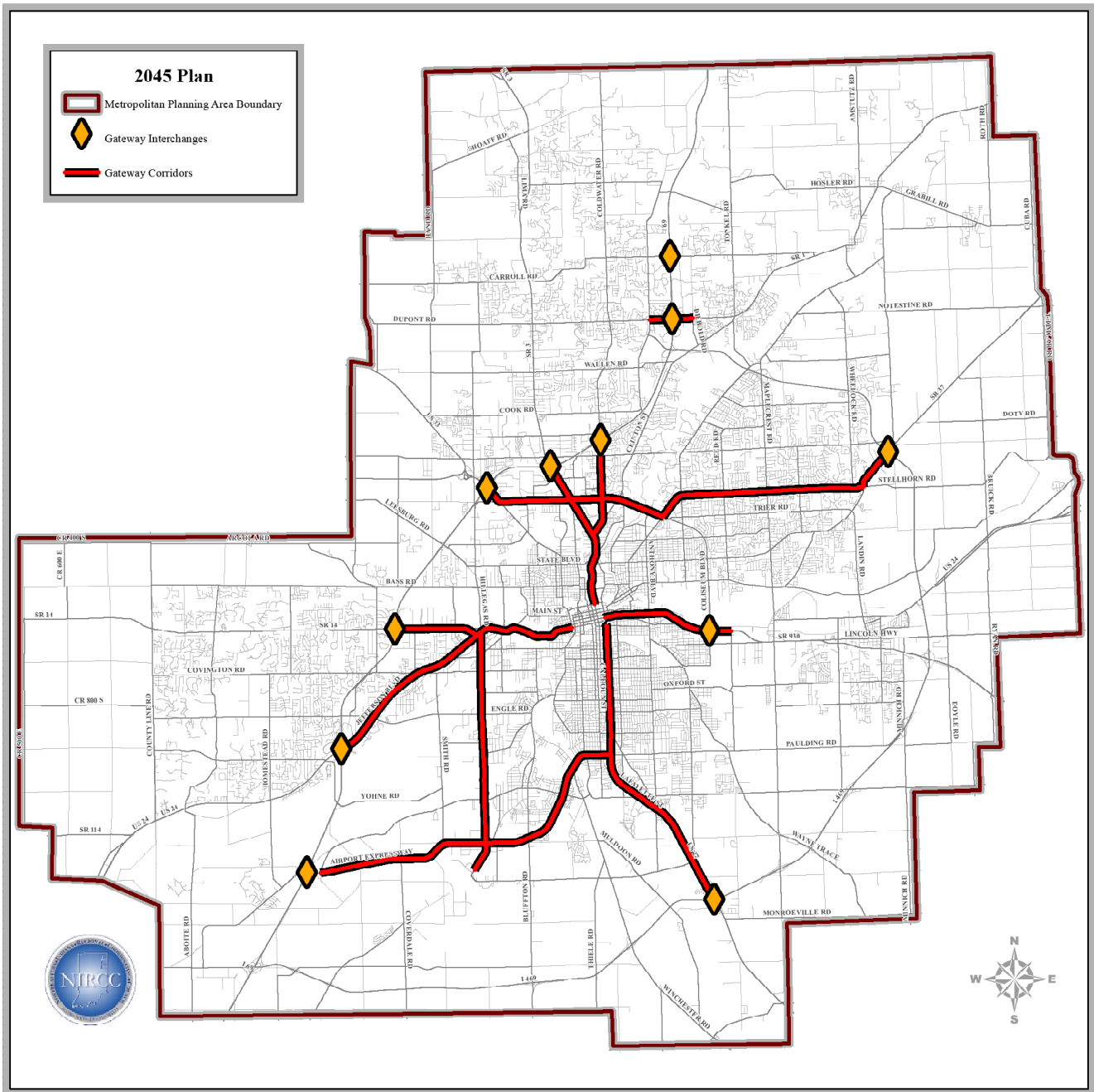


Figure 10-4
Gateway Plan Corridors and Interchanges

process simply segments large improvements into several manageable projects allowing the gradual disbursement of resources. While this practice has not been used extensively in the past, it will become necessary in this area for implementing capital intensive projects.

The transportation planning process included participation from citizens, local implementing agencies, and state and federal officials. This participation process is an on-going activity conducted by NIRCC as part of the transportation planning process. The implementation process requires the same collaborative commitment. This consolidated effort at every phase of the planning process has established a solid platform from which implementation of the selected plan can begin. The plan will serve as a guide for transportation investments and service decisions shaping the future transportation system.