



# Transportation Times

## Adams-Allen-DeKalb-Wells

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### United Trails Sign Guidelines Complete!

After more than a year of public meetings, stakeholder group exercises, and a number of different draft designs, the United Trails Brand and Wayfinding Signage Guidelines for Northeast Indiana is now available for download on our website at <http://www.nircc.com/bicycle-and-pedestrian-planning>.

htm. This manual provides details for designs, materials, dimensions, and location guidelines to allow communities to choose the signs needed for their unique situations throughout the United Trails system. By request, NIRCC can provide access to logo files, sign designs or templates, high resolution files, etc. We are able to provide these for trails or projects throughout the Northeast Indiana Region.

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The United Trails system covers 11 counties in Northeast Indiana (for United Trails plan maps go to <http://www.nircc.com/bicycle-pedestrian-planning> htm). NIRCC, who also partnered with Region 3A Development & Regional Planning Commission, contracted with the consultant Merje to produce a  
**(Continued on page 3)**

# U

## Urban Transportation Advisory Board

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**Jay Mitchell**

*INDOT (Non-voting members)*

# B

**Joyce Newland**

*Federal Highway Administration (Non-voting member)*

## Community Development Updates



**D**id you know that NIRCC is available to assist communities within Adams, Allen, DeKalb, and Wells Counties with community and economic development activities? We can assist communities with projects receiving funding through a myriad of sources such as grants and loans from the Indiana Office of Community and Rural Affairs (OCRA), the State Revolving Fund (SRF), the Department of Natural Resources (DNR), the Indiana Department of Environmental Management (IDEM), United States Department of Agriculture (USDA), and other State, Federal, and private programs. The NIRCC community development team has the capabilities to assist with project development and to provide grant writing, grant administration, and labor standards administration services. Information regarding available funding opportunities and the community development services provided by the NIRCC community development team is available by contacting Matt Vondran at [Matt.Vondran@co.allen.in.us](mailto:Matt.Vondran@co.allen.in.us) or calling (260) 449-7309.

### Current Projects

#### Great Lakes Restoration Initiative Grant

The Northeastern Indiana Regional Coordinating Council (NIRCC) applied for, and was awarded \$367,438 in Great Lakes Restoration Initiative (GLRI) Funds from the US Environmental Protection Agency (EPA) to implement the Maumee River Basin: Urban Pollution Management and Education Program to improve water quality. With an urban focus, the improvements funded through this project will be concentrated in Fort Wayne.

As described at [www.glri.us](http://www.glri.us) “the Great Lakes Restoration Initiative was launched in 2010 to accelerate efforts to protect and restore the largest system of fresh surface water in the world — the Great Lakes”. Fort Wayne lies within the Western Lake Erie Basin at the headwaters of the Maumee River, the largest contributor of pollution to Lake Erie. Therefore, it is imperative that we do our part to reduce the pollution loads entering the system.

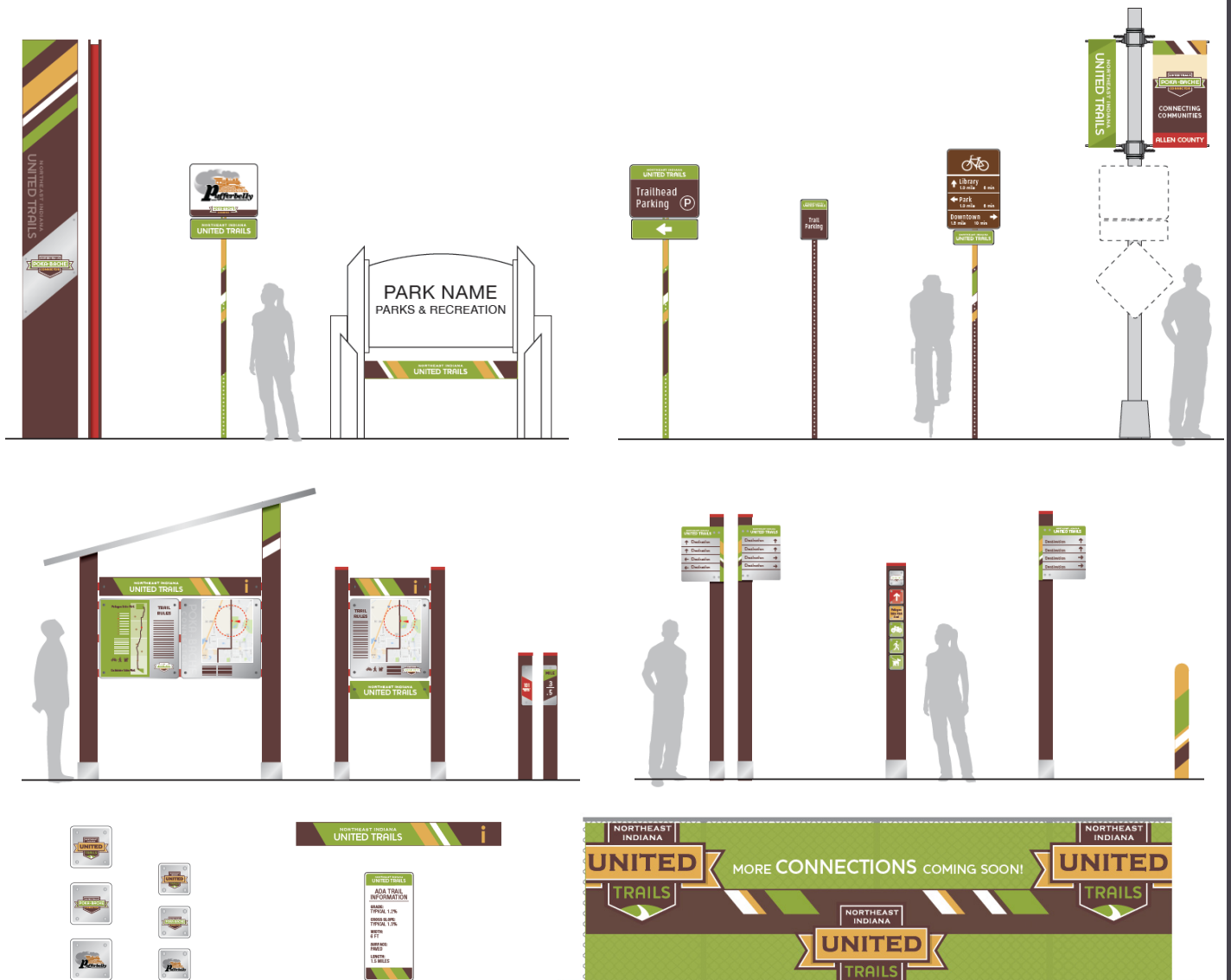
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## United Trails Sign Guidelines continued...

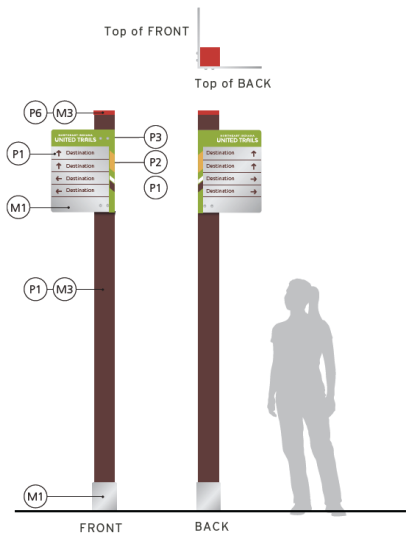
wayfinding and signage guidelines manual to help create a regional trail network that would be marketable and identifiable to people everywhere. The Regional Trail System for Northeast Indiana needed a name and a brand. We needed something to call our system that would speak to the residents and visitors of Northeast Indiana. People who use the trail system also needed consistent signage and wayfinding to help make the United Trail system easy to understand, recognize, and navigate. The signage and wayfinding guidelines provide that resource which will create a consistent and recognizable trail system throughout our region. Along with the sign and wayfinding guidelines manual Merje also produced a logo for the United Trails system and the Poka-Bache Connector (the state priority trail connecting Pokagon State Park to Ouabache State Park) which can also be viewed in the brand and wayfinding signage guidelines manual located on our website.



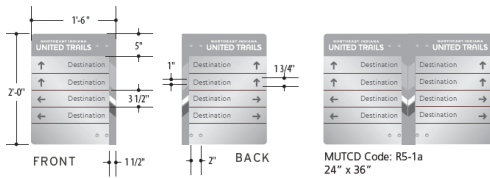
Below are the basic sign types to choose from. They range from trail head kiosks to simple mile markers and plaques. There are some enhanced versions of a few of these sign types available in the manual as well.



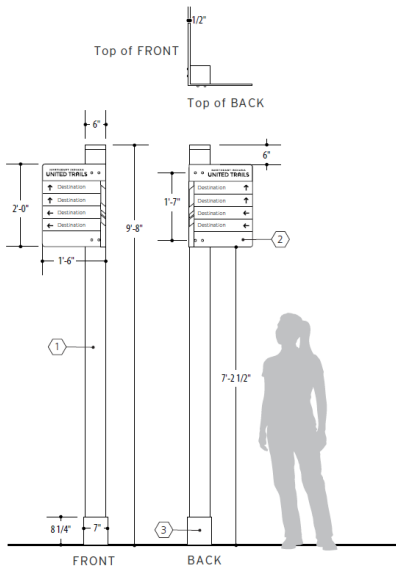
In the manual there are diagrams and descriptions for everything from materials to colors for each sign. Here is an example of one of our wayfinding signs along with the detailed specifications provided in the manual with specific callouts referencing materials and colors.



1 Color Schedule - TDIR.1  
3/8"=1"



2 Typical Layout Guidelines - TDIR.1  
1"=1"

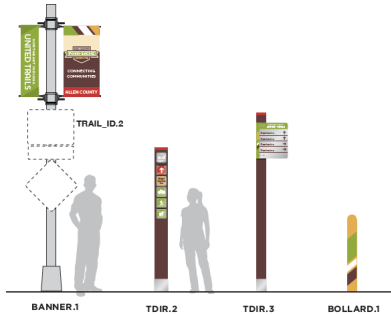


1 Elevations TDIR.1  
scale: 3/8"=1'-0"

- 1 6" aluminum square posts
- 2 Graphic panel, bent 90 degrees around post and mechanically fastened to post
- 3 Aluminum base wrap - unpainted, clearcoat protectant

**NOTES:**  
Locate sign minimum of 2ft from edge of trail.  
Posts attached with plate-to-plate footer.  
Requires concrete footer.  
Max 4 messages per side.  
Trail ID Plaques can be added to post.

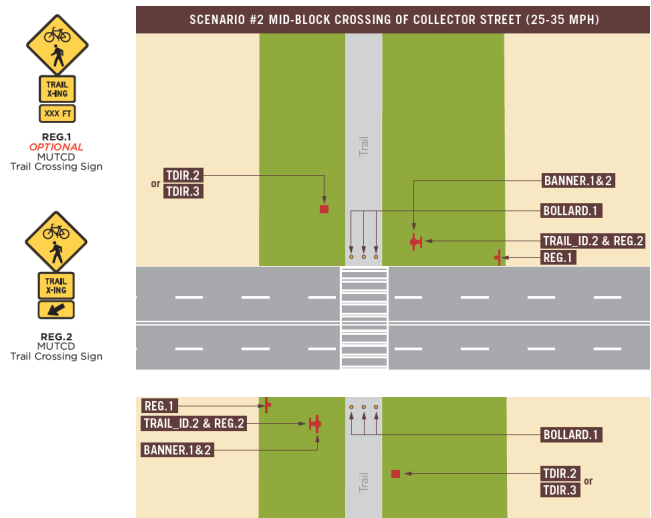
The manual also gives additional information on where placement of each sign type may be used. In the example below you can see how several sign types can be incorporated into an existing intersection with trail crossings.



SCENARIO #2:  
MID-BLOCK CROSSING OF  
COLLECTOR STREET

The following typical placement scenario is a trail crossing a low speed collector street. Signage includes:

- Banner with Trail ID
- Trail Directionals
- Bollards
- MUTCD Regulatory Signage



So far NIRCC has received a great deal of positive feedback on the new sign manual. To get an idea of how these signs will look and function in the real world NIRCC also hopes to begin working on a pilot project to implement these new sign types along a few sections of the United Trails network in the near future. This is an exciting time for trail development in Northeast Indiana. Now with a brand and a recognizable look to our wayfinding system we hope to spread that excitement and really showcase our region as an area for trail friendly activities and destinations.

If you would like to make a request or have additional questions please contact NIRCC by email (matt.peters@co.allen.in.us) or phone (260-449-7309). Also, check out our website at [www.nircc.com](http://www.nircc.com).

## Community Crossings

On September 20th Governor Holcomb and INDOT Commissioner McGuinness announced that 396 Indiana cities, towns and counties received a combined \$150 million in state-matching funds for local road projects through the Next Level Roads: Community Crossings Initiative.

Community Crossings is a partnership between INDOT and Hoosier communities, both urban and rural, to invest in infrastructure projects that catalyze economic development, create jobs, and strengthen local transportation networks.

Community Crossings was created in 2016 by the Indiana General Assembly. Funds for the program are awarded from the state's local road and bridge matching grant fund. To qualify for funding, local governments must provide local matching funds, 50 percent for larger communities or 25 percent for smaller communities, from a funding source approved for road and bridge construction. They must also submit an INDOT-approved asset management plan for maintaining existing roads and bridges.

State law requires annually that 50 percent of the available matching funds be awarded to communities with a population of 50,000 or fewer. State lawmakers identified long-term funding for Community Crossings as part of House Enrolled Act 1002, passed by the legislature and signed into law by Gov. Holcomb in April. INDOT estimates \$190 million in matching funds will be available for local communities in calendar year 2018.

In just its second year, the Community Crossings Initiative has awarded nearly \$300 million in state match-

### Northeast Indiana Communities Funding Breakdown

<b>Northeastern Indiana</b>		<u>Noble County</u>		<b>NIRCC</b>		
<b>NIRCC</b>	6,440,046.76	Noble County	\$725,611.53	<u>Adams County</u>		
<b>3A Region</b>	12,460,905.29	Avilla	\$679,987.50	Adams County	\$787,866.00	
<b>TOTAL</b>	<b>18,900,952.05</b>	Cromwell	\$82,749.97	Berne	\$324,960.00	
		Kendallville	\$565,584.41	<u>\$1,112,826.00</u>		
		Ligonier	\$483,240.00	<u>Allen County</u>		
		Wolcottville	\$27,255.00	Allen County	\$670,000.00	
		<u>\$2,564,428.41</u>			Fort Wayne	
				Grabill	\$321,000.00	
				Leo-Cedarville	\$205,185.00	
				Monroeville	\$171,622.50	
				New Haven	\$422,867.50	
				Woodburn	\$392,994.03	
				<u>\$2,853,669.03</u>		
				<u>DeKalb County</u>		
				DeKalb County	\$556,706.26	
				Altona	\$45,015.00	
				Auburn	\$781,000.00	
				Butler	\$166,675.97	
				Ashley	\$183,000.00	
				<u>\$1,732,397.23</u>		
				<u>Wells County</u>		
				Bluffton	\$544,069.50	
				Markle	\$197,085.00	
				<u>\$741,154.50</u>		
				<b>TOTAL</b>	<b>\$6,440,046.76</b>	
				<b>TOTAL</b>	<b>\$12,460,905.29</b>	

ing funds to local governments for road construction projects. This year, 467 communities applied for funds – a 48 percent increase from 2016 – making this year truly competitive. This funding is in addition to the approximately \$250 million that INDOT provides to cities, towns and counties each year through the agency’s federal-aid program.

Since 2013, INDOT has provided more than \$1 billion to cities, towns, and counties to complete the critical work of modernizing local roads and bridges. Community Crossings is a continuation of INDOT’s commitment to partner with communities to create local transportation networks that positively impact the quality of life for the people that drive, bike, and walk in the Crossroads of America.

The list of all communities receiving matching funds in 2017 is online at [in.gov/indot/communitycrossings](http://in.gov/indot/communitycrossings).

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. With NIRCC’s area being in attainment we are required to update the plan 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. There are many phases transportation projects go through before construction begins. Being included in the 2040 Transportation Plan is the first step in a long process before implementation.

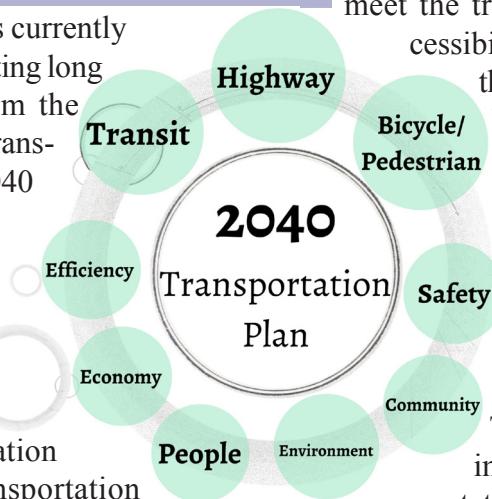
To produce the 2040 Transportation Plan NIRCC first identifies needs of travel demands that are not being met by the existing system. The staff conducts various citizen meetings to get the input of the community. They also study the traffic data that is collected within the region. After testing the 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.

Once a project is included in the 2040 Transportation Plan, the next step toward implementation is inclusion in the Transportation Improvement Program (TIP). The TIP is a multi-year program for implementing transportation projects. Due to the limited amount of local, state and federal funding available each year for transportation improvements, it is important to prioritize the projects and in some cases, implement projects through several different phases. The phases a project goes through include preliminary engineering, right-of-way engineering and acquisition, and construction. What year the phase of a project is undertaken is determined on project complexity, project cost, and available funding. The priority of projects is assessed each year when

## 2040 Transportation Plan Update

It’s that time again! NIRCC is currently working on updating the existing long range transportation plan from the year 2035 to the year 2040 Transportation Plan. What is the 2040 Transportation Plan you ask?

The 2040 long-range transportation plan is a 20-year, comprehensive transportation plan that addresses the future needs of the transportation system. 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 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.



UTAB updates the TIP based on an evaluation of each project's progress and the available funding.

For more information about the 2040 Transportation Plan, contact the Northeastern Indiana Regional Coordinating Council at (260) 449-7309, visit our website at [www.nircc.com](http://www.nircc.com), or write NIRCC at the following address: 200 East Berry Street Suite 230, Fort Wayne, IN 46802. You can find the current 2035 Transportation Plan on our website. Also, look for mailings, notifications, and publications for NIRCC's next open house to gather public input on the 2040 Transportation Plan.

## Community Development continued...

GLRI funds will be utilized to assist Fort Wayne Public Works – Greenways Division create a pervious surface trail-head on Ludwig Road and install bioretention practices to capture storm water runoff from new impervious trails being constructed. GLRI funds will also assist the Fort Wayne Parks and Recreation Department (FWPR) make improvements to the aquatic habitat of Spy Run Creek near Franke Park in partnership with the IN Department of Natural Resources, and other partners, as well as assist with the construction of a large bioswale that will capture stormwater runoff at the new Promenade Park, and remove invasive plants and provide streambank stabilization along the St. Marys River at Bloomingdale Park. It is estimated that these practices will capture nearly 500,000 gallons of polluted storm water from reaching the rivers annually, as well as reduce sediment, phosphorus, nitrogen, and bacteria runoff.

Finally, as part of the project, GLRI funding will be utilized to implement a large education and outreach program. The Allen County Partnership for Water Quality was contracted to implement a large portion of that program to inform the residents of Fort Wayne about water quality and how they can do their part to improve it. Additionally, it is the goal of the project

to not only improve water quality but to engage the community to do so as well. Therefore, a Conservation Corp will be recruited and experiential learning opportunities will be offered through a partnership with the Tri-State Watershed Alliance.

If you are interested in learning more about the GLRI project contact Kyle Quandt, Principal Planner at NIRCC, at [kyle.quandt@co.allen.in.us](mailto:kyle.quandt@co.allen.in.us).

### Monroeville Community Park

The Northeastern Indiana Regional Coordinating Council (NIRCC) assisted the Town of Monroeville with developing a Five-Year Master Park Plan for the Monroeville Community Park. The Plan was approved by the Indiana Department of Natural Resources (IDNR) in May 2017. A State approved Park Plan is required to apply for DNR Land and Water Conservation Funds (LWCF), which are pass through Federal dollars from the National Park Service, used to improve access to outdoor recreation. NIRCC completed a LWCF application to improve the Monroeville Community Park in June and were notified in September that the IDNR has recommended the Monroeville Community Park project for Federal approval. The Town of Monroeville and NIRCC staff are currently working with IDNR staff to obtain Federal approval; which is anticipated as early as March 2018 with construction beginning in July 2018. The LWCF grant will provide 50% of the cost to implement the following projects; install a new playset at the park pavilion, install a splash pad, construct a building near the arena that will have bathrooms available for visitors to the arena and splash pad, install a fishing pier at the pond, construct a hard surface multi-use trail around the park, install a permanent bean-bag toss game, put several new benches around the trail, and improve the banks of the pond and stream to the south border of the park. These improvements will have a significant impact on the quality of outdoor recreation available to the residents of Monroeville.

## NIRCC

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