

3
4 **RESOLUTION ON THE**
5 **TRANSPORTATION PLANNING PROCESS**

6 **WHEREAS**, it is our obligation to the citizens of our City to maintain
7 and whenever possible enhance the livability and value of their homes and the
8 attractiveness, stability, and human scale of their neighborhoods. and, for
9 neighborhoods so favored, their historic significance and character, and

10 **WHEREAS**, in these times of tightened budgets, property tax caps, and a
11 limited geographic property tax base, it is critical that the City, in order to secure
12 the property tax revenues needed to provide quality city services, maintain and
13 whenever possible enhance the property values which are the basis for those
14 revenues, and

15 **WHEREAS**, NIRCC is in the process of updating the Transportation
16 Plan to the year 2035 and recognizes the need to incorporate protection of public
17 health, property values, and the livability, attractiveness, and historic character of
18 neighborhoods and to align with the goals of the City's Comprehensive Plan;
19 and

20 **WHEREAS**, the July 2010 NIRCC¹ 2030-II Transportation Plan sets
21 goals that primarily serve traffic movement efficiency, but does not adequately
22 address the need to protect public health, property values, and the livability,
23 attractiveness, and historic character of neighborhoods.

24 **WHEREAS**, failure to meet these needs makes neighborhoods less
25 livable, lowers property values, and reinforces the migration of homeowners
26 outward from the city, further weakening the city's tax base, and making delivery
27 of services less efficient and more expensive, and

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2 **WHEREAS**, it is the mission and responsibility of the Common Council
3 to protect the quality of life of its citizens and to maintain a sound financial base
4 for the support the city’s expenses, and

5 **WHEREAS**, it is imperative that our citizens be confident that they are
6 represented effectively and in timely manner by the Common Council,

7 **NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE**
8 **COMMON COUNCIL OF THE CITY OF FORT WAYNE:**

9 **SECTION 1.** That the following provisions that make up the substance
10 of this Resolution are recognized as non-binding and represent the opinion and/or
11 position of the members of Common Council who have sponsored this
12 Resolution or have otherwise voted in favor of the Resolution.

13 **SECTION 2.:** With respect to any and all plans that fall within the City
14 of Fort Wayne or affect its properties, the Common Council respectfully requests
15 that the goals of the current 2035 Transportation Plan promote planning
16 processes that align with the goals and needs as itemized above.

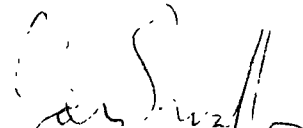
17 **SECTION 3.** It being understood that an update of the 2030-II
18 Transportation Plan is currently underway, the Fort Wayne Common Council
19 requests that members of the Council be actively engaged, and that the 2035
20 Transportation Plan promote the recommendations in the AASHTO² “Flexibility
21 in Highway Design” Handbook and the Federal Highway Administration
22 “Context Sensitive Solutions Primer”.

23 **SECTION 4.** The 2035 Transportation Plan, insofar as it affects any
24 property within the City of Fort Wayne, should be endorsed by the Common
25 Council. Continuation of planning on the State Boulevard project, should
26 proceed on an expedited timetable within the framework of the “Context
27 Sensitive Solutions” approach. Modifications of the State Boulevard Project
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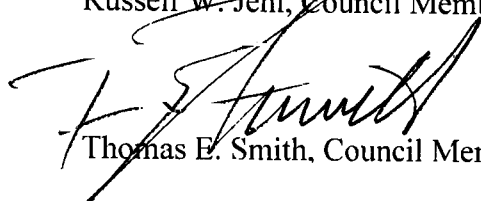
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2 enumerated above, it being understood that failure to respect them may result in
3 harm to the community and may result in failure of the Council to grant the
4 required approval of engineering and construction contracts.

5 **SECTION 5.** In the future, City traffic planners should proceed with
6 new projects in accordance with the AASHTO Flexibility Handbook, with
7 FHWA Context Sensitive guidelines, and in coordination with the Planning and
8 Policy Department and any other relevant department or agency, and with the
9 approval of the Controller.

10 **SECTION 6.** The Fort Wayne Common Council requests that the
11 Indiana Department of Transportation consider revisions to the Design Manual
12 that incorporate the FHWA "Context Sensitive Solutions" approach and flexible
13 highway designs for Urban Areas.

14
15 
16 John Shoaff, Council Member

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18 Russell W. Jehl, Council Member

19 
20 Thomas E. Smith, Council Member

21
22 **APPROVED AS TO FORM AND LEGALITY**

23
24 
25 Joseph G. Bonahoom, Attorney for City Council
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Read the first time in full and on motion by Bender, and duly adopted, read the second time by title and referred to the Committee on Regulations (and the City Plan Commission for recommendation) and Public Hearing to be held after due legal notice, at Room 030 - Council Discussion Garden Level - Citizens Square, Fort Wayne, Indiana, on Tuesday, the 13th day of November, 2012, at 5:30 o'clock P.M., E.S.T.

DATED: 11-13-12

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by Bender, and duly adopted, placed on its passage. (PASSED) LOST
by the following vote:

	AYES	NAYS	ABSTAINED	ABSENT
TOTAL VOTES	8	1		
BENDER		✓		
CRAWFORD	✓			
DIDIER	✓			
HARPER	✓			
HINES	✓			
JEHL	✓			
PADDOCK	✓			
SHOAFF	✓			
SMITH	✓			

DATED: 12-11-12

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (ANNEXATION) (APPROPRIATION) (GENERAL) (SPECIAL) (ZONING) ORDINANCE (RESOLUTION) NO.. R-8-13 on the 11th day of December, 2012

ATTEST:
Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

SEAL
[Signature]
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 19th day of December, 2012, at the hour of one o'clock P.M., E.S.T.

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 20TH day of December, 2012, at the hour of 9:00 o'clock A.M., E.S.T.

[Signature]
THOMAS C. HENRY, MAYOR

BILL NO. R-12-11-15 *As Amended*

REPORT OF THE COMMITTEE OF REGULATIONS

MARTY BENDER – CHAIR
JOHN CRAWFORD – CO-CHAIR
ALL COUNCIL MEMBERS

WE, YOUR COMMITTEE ON REGULATIONS TO WHOM WAS REFERRED. RESOLUTION R-12-11-15 A Resolution on the Transportation Planning Process. COMMITTEE OF REGULATIONS HAVE HAD SAID ORDINANCE UNDER CONSIDERATION AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID ORDINANCE

DO PASS DO NOT PASS ABSTAIN NO REC

Jeff Daddio
John Crawford
John
Mark
Greg
Steve
Henry

Marty Bender

SANDRA E. KENNEDY
CITY CLERK

R-12-11-15

Hand out
11-13-12

2035 Transportation Plan - Goals and Objectives

The formulation of goals, objectives and performance measures are intended to guide the development of the long range transportation plan and influence the design and operation of the transportation system. The Transportation Plan addresses how the urban area can meet the mobility needs of our growing and changing population, make the economy more competitive, build a livable and sustainable community and preserve the human and natural environment. The goals and objectives are designed to ensure that our transportation system is safe and secure, and to provide guidance on how transportation investments should be focused, and how both public and private transportation partners can work collectively to achieve these goals. The goals and objectives have been developed in accordance with the eight planning factors identified in SAFETEA-LU and supported through approval of MAP-21. The planning factors are requirements of the Metropolitan Transportation Planning Process and provide the basic tenets on which the Transportation Plan must be implemented.

Primary Goal of the Transportation Plan and Transportation Planning Process

Develop a safe, cost-effective transportation system that ensures adequate mobility to all persons, enhances the quality of life in the region, supports economic development, and contributes to preservation of the human and natural environment.

The individual goals have been developed through recognition of the need for balance between safety, security, mobility and accessibility, cost, and environmental impact in accordance with the prescribed planning factors.

Planning Factor 1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency

Planning Process Level	Description		
Goal	Provide Economic Development Opportunity Areas with site appropriate transportation infrastructure that ensures safe and efficient access.		
Objectives	Minimize travel time on preferred access routes connecting Opportunity Areas with Interstate System	Minimize distance on preferred access routes connecting Opportunity Areas with Interstate System	Provide well-marked local delivery truck routes to Opportunity Areas
Measures of Effectiveness	Travel time on preferred Interstate access routes	Distance between Opportunity Areas on preferred Interstate access routes	Provide local delivery truck routes to primary access points of all Opportunity Areas
Strategies	Improve corridor carrying capacity through signal timing improvements	Construct new roadways as appropriate to improve accessibility to Opportunity Areas	Review and revise truck routes that provide access to Opportunity Areas
	Improve corridor carrying capacity through intersection improvements	Promote connectivity between developments	Designate truck routes with proper signage
	Improve corridor carrying capacity through additional travel lanes		
Responsible Parties	Cities and Towns, Counties, INDOT & NIRCC	Cities and Towns, Counties, INDOT & NIRCC	Cities and Towns, Counties, INDOT & NIRCC
Goal	Compact and mixed-use forms should be principal considerations for new development and redevelopment projects in the urbanized area to promote a walkable, sustainable and efficient development patterns		
Objectives	Increase gross densities in urban residential areas by 2025	Increase the number of mixed-use projects in the urbanized area by 2020	
Measures of Effectiveness	Change in land use - population, housing and building density	Number of mixed-use developments	
Strategies	Develop/promote new zoning and subdivision standards which encourage compact and connected developments	Promote new/revised zoning and subdivision standards that encourage mixed-use developments	
	Encourage redevelopment and infill development projects that increase land use density	Encourage new development and redevelopment projects that have mixed-use options	
Responsible Parties	Cities and Towns, Counties & NIRCC	Cities and Towns, Counties & NIRCC	

Planning Factor 2: Increase the safety of the transportation system for motorized and non-motorized users

Planning Process Level	Description		
Goal	Ensure transportation facilities for all modes of travel are safe		
Objectives	Reduce the number of public roadway crashes per VMT by 5% by 2020	Reduce the number of severe injury and fatal crashes by 5% by 2020	Reduce the number of crashes involving bicyclists and pedestrians by 5% by 2020
Measures of Effectiveness	Total crashes per 100 million VMT	Total serious injury crashes per 100 million VMT	Total number of Crashes involving Pedestrians
		Total fatal crashes per 100 million VMT	Total number of Crashes involving Bicyclists
		Number of right-angle and head-on crashes	
Strategies	NIRCC will maintain crash data and prepare crash analyses for problematic areas	NIRCC will maintain crash data and prepare crash analyses for serious injury and fatal crashes	NIRCC will maintain crash data and prepare crash analyses for crashes involving bicyclists and pedestrians
	High crash locations will be reviewed and evaluated for appropriate crash reduction strategies, strategies will be implemented through safety projects	Crash locations with unusually high serious injury and fatal crashes will be reviewed and evaluated for appropriate crash reduction strategies	Crash locations with unusually high bicyclist and pedestrian crashes will be reviewed and evaluated for appropriate crash reduction strategies
	Support improved driver education, "Drive Alive" and other promotional campaigns designed to improve roadway safety	Deploy safety improvements that show right-angle and head-on crash reduction attributes including cable barriers, center-line rumble strips and stronger enforcement of traffic control violations.	Support bicyclist and pedestrian safety education
			Work with law enforcement agencies to address problem areas common violations that attribute to crashes involving bicyclist and pedestrians
Implement systematic safety improvements at various locations in the metropolitan area to address safety issues that attribute to crashes		Close sidewalk and bicycle network gaps along major roadways	
		Utilize complete street policies to provide safe bicycle and pedestrian facilities with roadway improvement projects	
Responsible Parties	Cities and Towns, Counties, INDOT, Law Enforcement & NIRCC	Cities and Towns, Counties, INDOT, Law Enforcement & NIRCC	Cities and Towns, Counties, INDOT, Law Enforcement & NIRCC

Planning Factor 3: Increase the security of the transportation system for motorized and non-motorized users

Planning Process Level	Description		
Goal	Develop a transportation system that remains secure and operational during natural and man-made disasters		
Objectives	Include transportation related security projects in the regional ITS Architecture	Work with area emergency preparedness and disaster response agencies to identify high priority emergency and evacuation routes	Identify strategic transportation infrastructure and available resources needed to improve emergency preparedness
Measures of Effectiveness	Number of security related ITS projects implemented	Identify and map high priority emergency and evacuation routes	Maintain lists of available resources and identify strategic infrastructure
Strategies	Continue implementation for the ITS Architecture	Utilize travel demand modeling capabilities to help identify safe and efficient emergency and evacuation routes	Consult with transportation agencies, emergency responders and emergency preparedness agencies to identify strategic infrastructure and needed resources
	Consult with appropriate agencies to review and update ITS Architecture with appropriate security related projects	Identify transportation improvements that will facilitate safe and efficient emergency and evacuation routes	Identify transportation projects that improve security of strategic infrastructure and support emergency response
Responsible Parties	Cities and Towns, Citilink, Counties, INDOT, NIRCC, Emergency Responders & Emergency Preparedness Agencies	Cities and Towns, Counties, INDOT, NIRCC, Emergency Responders & Emergency Preparedness Agencies	Cities and Towns, Citilink, Counties, INDOT, NIRCC, Emergency Responders & Emergency Preparedness Agencies

Planning Factor 4: Increase the accessibility and mobility of people and freight

Planning Process Level	Description		
Goal	Transportation system users will have convenient and efficient multi-modal access within and through the metropolitan area		
Objectives	Maintain level of service "D" or better during peak travel periods on major traffic corridors	Improve pedestrian accessibility, with an emphasis on persons with disabilities, to all parts of the metropolitan area	Continue reliable on-time transit service and reduce headways, expand service hours and expand service distribution in the Urban Area
Measures of Effectiveness	Level of Service at primary intersections	Number of accessible sidewalk and trail improvements	On-time service performance by route
		Number of transit stop improvements	Transit headways by route
		Linear feet of newly constructed sidewalk and trail	Number of service hours per week
	Travel Times	Number of sidewalk and trail gaps eliminated	Percentage of urban population within ½ mile of transit route
Strategies	Continue signal upgrades, re-timings and coordination projects	Continue to install and replace curb ramps in accordance with PROWAG standards	Implement efficient transit delivery strategies to reduce headways and increase service hours
	Encourage the use of alternate modes of travel in place of personal vehicle use	Fill gaps in the sidewalk and trail infrastructure and repair deteriorated and non-compliant sidewalks	Identify and secure sustainable funding sources to accommodate public transit service expansion
	Continue to expand bicycle and pedestrian infrastructure	Install actuated count-down audible pedestrian signals with piano key style crosswalks at intersections with high traffic and pedestrian volumes	Evaluate delivery and coordination options to maximize service efficiency and coverage
	Provide additional travel lanes on primary corridors when additional capacity is warranted		
Responsible Parties	Cities and Towns, Counties, INDOT & NIRCC	Cities and Towns, Citilink, Counties, INDOT & NIRCC	Cities and Towns, Citiink, Counties & NIRCC

(Planning Factor 4 continued)

Planning Process Level	Description		
Goal	Transportation system users will have convenient and efficient multi-modal access within and through the metropolitan area (continued)		
Objectives	Improve mobility of major roadway corridors through adherence to the Access Standards Manual	Improve freight mobility and distribution within the urban area that minimizes disruption to residential neighborhoods and reduces impacts to other modes of transportation	Improve connectivity to trails, develop and maintain additional bicycle infrastructure to support alternative modes of travel.
Measures of Effectiveness	Number of Corridors with managed access	Truck volumes and truck percentages on selected corridors	Miles of new bicycle infrastructure
			Miles of repaved and repaired bicycle infrastructure(trails and bike lanes)
Strategies	Continue implementation of the Access Standards Guidelines	Continue to provide a well defined local truck route delivery system	Continue expansion of trails system
	Evaluate access locations and traffic circulation patterns for new developments as part of the plan review process	Periodic review and evaluation of the truck route system.	Provide additional bike lanes, bike routes and shared lanes in the metropolitan area.
	Work with property owners and developers to eliminate unnecessary and/or unsafe access locations	Evaluate loading zones in Central Business Districts to improve freight distribution and mobility	Repair and maintain existing bicycle infrastructure
Responsible Parties	Cities and Towns, Counties, Plan Commissions, INDOT & NIRCC	Cities and Towns, Counties & NIRCC	Cities and Towns, Counties, INDOT & NIRCC

Planning Factor 5: Protect the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Planning Process Level	Description		
Goal	Improve the availability of alternative modes of travel to the single occupancy vehicle		
Objectives	Increase the miles of bicycle and pedestrian facilities by 20% by 2020	Provide transit service within ½ mile for 90% of residential development (new or existing) within the Urban Area	Ensure new developments within the Metropolitan Area provide sidewalks and/or trails along roadway frontages (internal and external) through construction of, or a reservation of land and funds for construction
Measures of Effectiveness	Miles of trails	Population, households and employment within ½ mile of transit routes	Miles of new sidewalks and trails constructed
	Miles of bike lanes	Number of new or expanded transit routes	
Strategies	Construct new and maintain existing facilities and make provisions for future connectivity	Encourage dense, compact residential development within ¼ mile of a transit route	Support subdivision ordinances and enforcement of sidewalk or trail requirements in new commercial and residential developments
	Implement recommendations of state and local bike, trail, sidewalk, pedestrian, and trail plans	Expand the transit service area to be coterminous with the urban area	Encourage redevelopment and infill development adjacent to existing pedestrian facilities
	Collaborate with Fort Wayne Trails Organization and other private sector partners to promote bike-ped facilities	Encourage redevelopment and infill development in the urban area	
Responsible Parties	Cities and Towns, Counties, INDOT, NIRCC & Fort Wayne Trails Organization	Citilink, Cities and Towns, Counties & NIRCC	Cities and Towns, Counties & Developers

(Planning Factor 5 continued)

Planning Process Level	Description		
Goal	Apply sustainable principals to transportation planning and engineering activities that promote environmental stewardship and energy conservation.		
Objectives	Continue to maintain air quality attainment status and remain below the National Ambient Air Quality Standards	Support infill development and redevelopment efforts within the Urban Area	Improve water quality by controlling highway run-off and mitigating salt, oil and fuel contamination
Measures of Effectiveness	Annual exceedances of the National Air Quality Standards	Number of transportation projects associated with Infill and redevelopment projects	Water Quality Reports
			Acres of Floodplains and Wetlands
Strategies	Promote alternative transportation modes including transit, cycling and walking	Provide appropriate transit, bicycle, pedestrian and vehicular access to undeveloped sites in the Urban Area	Limit development and transportation projects that alter floodplains and wetland habitats
	Evaluate ridesharing, bike sharing , car sharing and park and ride programs in the urban area	Provide appropriate transit, bicycle, pedestrian and vehicular access for redevelopment of selected locations	Reduce and mitigate non-point sources of roadway related pollution
	Reduce vehicle emissions through intersection improvements and constructing roundabouts at appropriate locations		
Responsible Parties	Cities and Towns, Citilink, Counties, INDOT, IDEM, USEPA & NIRCC	Cities and Towns, Counties, INDOT & NIRCC	Cities and Towns, Counties, INDOT, IDEM & NIRCC

Planning Factor 6: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Planning Process Level	Description		
Goal	Provide transportation system users with an integrated transportation network that provides access to and between street, trail, transit, sidewalk, rail and air transportation infrastructure and ensure connectivity within, and between the various networks		
Objectives	Improve highway, trail, bicycle and sidewalk infrastructure by filling gaps and constructing new links to provide for system connectivity	Provide safe and efficient highway access to truck, transit, air and rail terminals for freight and passenger service	Provide a transportation system that integrates the needs of freight, transit, cycling, walking and passenger vehicle travel
Measures of Effectiveness	Number of system gaps removed	Corridor and intersection level of service near terminals	Number of projects that integrate multiple transportation modes
Strategies	Identify and prioritize gaps and important links to improve system connectivity	Review access to major truck, transit, air and rail terminals for accessibility and mobility issues	Review programs and projects for opportunities to integrate transportation systems
	Build transportation infrastructure to remove gaps	Build and modify transportation infrastructure to improve access and mobility	Develop and implement programs and projects that improve system integration
Responsible Parties	Cities and Towns, Counties, INDOT & NIRCC	Cities and Towns, Citilink, Counties, Airport Authority, Freight Industry, Railroads & NIRCC	Cities and Towns, Counties & NIRCC

Planning Factor 7: Promote efficient system management and operation

Planning Process Level	Description		
Goal	Minimize travel impedance and maximize available system capacity through well maintained infrastructure and efficient operations to ensure dependable and reliable service		
Objectives	Maintain transit, street, bridge, sidewalk, trail and bicycle systems infrastructure in safe operating conditions	Minimize impacts of construction activities and non-reoccurring incidents to system users (transit, trail, sidewalk, bike, freight and passenger vehicle)	Build sustainable infrastructure that is not prone to natural hazards and recurring maintenance/construction activities
Measures of Effectiveness	Pavement Conditions (streets, sidewalks and trails)	Number of road closures due to crash incidents	Life expectancy of transportation infrastructure and capital versus actual existence in acceptable condition
	Bridge Inventory and Sufficiency Rating	Duration of road closure due to crash incidents	
	Transit vehicle breakdowns	Number of multiple construction detours on parallel arterials	
		Number of multiple construction detours impacting transit routes, trails, bike lanes and sidewalks	
Strategies	Pavement and surface management for streets, sidewalks and bicycle systems	Promote and implement Incident management techniques and processes	Promote cost effective construction design that minimize maintenance and replacement costs
	Inspect and maintain all bridges to safe operating conditions for the intended users	Manage construction schedules within the region amongst state and local agencies to minimize transportation disruptions	Promote cost effective capital procurement that minimize maintenance and replacement costs
	Transit vehicle inspection, maintenance and repair program		
Responsible Parties	Cities and Towns, Citilink, Counties, INDOT & NIRCC	Cities and Towns, Citilink, Counties & NIRCC	Cities and Towns, Citilink, Counties, INDOT & NIRCC

City Copy

RESOLUTION
on
The TRANSPORTATION PLANNING PROCESS

Amendment to original bill

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WHEREAS, in these times of tightened budgets, property tax caps, and a limited geographic property tax base, it is critical that the City, in order to secure the property tax revenues needed to provide quality city services, maintain and whenever possible enhance the property values which are the basis for those revenues, and

WHEREAS, NIRCC is in the process of updating the Transportation Plan to the year 2035 and recognizes the need to incorporate protection of public health, property values, and the livability, attractiveness, and historic character of neighborhoods and to align with the goals of the City's Comprehensive Plan, and

WHEREAS, failure to meet these needs makes neighborhoods less livable, lowers property values, and reinforces the migration of homeowners outward from the city, further weakening the city's tax base, and making delivery of services less efficient and more expensive, and

WHEREAS, it is the mission and responsibility of the Common Council to protect the quality of life of its citizens and to maintain a sound financial base for the support the city's expenses, and

WHEREAS, it is imperative that our citizens be confident that they are represented effectively and in timely manner by the Common Council.

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SECTION 3: It being understood that an update of the 2030-II Transportation Plan is currently underway, the Fort Wayne Common Council requests that members of the Council be actively engaged, and that the 2035 Transportation Plan promote the recommendations in the AASHTO "Flexibility in Highway Design" Handbook and the Federal Highway Administration "Context Sensitive Solutions Primer".

SECTION 4: The 2035 Transportation Plan, insofar as it affects any property within the City of Fort Wayne, should be endorsed by the Common Council. Continuation of planning on the State Boulevard project, should proceed on an expedited timetable within the framework of the "Context Sensitive Solutions" approach. Modifications of the State Boulevard Project should be considered in the context of the needs and goals of the community enumerated above, it being understood that failure to respect them may result in harm to the community and may result in failure of the Council to grant the required approval of engineering and construction contracts.

SECTION 5: In the future, City traffic planners should proceed with new projects in accordance with the AASHTO Flexibility Handbook, with FHWA Context Sensitive guidelines, and in coordination with the Planning and Policy Department and any other relevant department or agency, and with the approval of the Controller.

SECTION 6: The Fort Wayne Common Council requests that the Indiana Department of Transportation consider revisions to the Design Manual that incorporate the FHWA "Context Sensitive Solutions" approach and flexible highway designs for Urban Areas.

1 **BILL NO. R-12-11-15**

2
3 **RESOLUTION NO.**

4 **RESOLUTION ON THE**
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15 **WHEREAS**, the July 2010 NIRCC¹ 2030-II Transportation Plan sets
16 goals that primarily serve traffic movement efficiency, but does not adequately
17 address the need to protect public health, property values, and the livability,
18 attractiveness, and historic character of neighborhoods.

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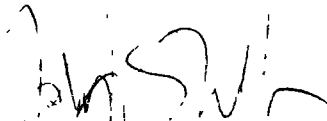
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5 **COMMON COUNCIL OF THE CITY OF FORT WAYNE:**


6 **SECTION 1:** With respect to any and all plans that fall within the City of
7 Fort Wayne or affect its properties, the Common Council respectfully requests
8 that the goals of the current 2030-II Transportation Plan be re-evaluated and
9 reformulated to include and properly prioritize all of the City's goals and needs
10 as itemized above.

11 **SECTION 2:** It being understood that a reconsideration and revision of
12 the 2030-II Transportation Plan is scheduled to begin in November 2012, the Fort
13 Wayne Common Council requests that members of the Council be actively
14 engaged, and that the reconsideration include a maximum of public transparency
15 and meet the recommendations for public and professional input as called for in
16 the AASHTO² "Flexibility in Highway Design" Handbook and the Federal
17 Highway Administration "Context Sensitive Solutions Primer".

18 **SECTION 3:** The revised 2030-II Transportation Plan, insofar as it
19 affects any property within the City of Fort Wayne, should be endorsed by the
20 Common Council, and such endorsement should precede further work on the
21 State Boulevard Project, the South Anthony Grade Separation Project, or any
22 other city project under consideration. Modifications of these projects should be
23 made as needed to conform to the new goals, it being understood that failure to
24 respect the revised 2030-II Plan or any other advisories by Council could result
25 in failure of the Council to grant the required approval of engineering and
26 construction contracts.

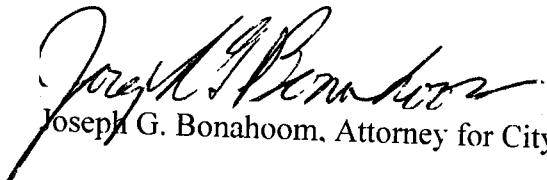
1 **SECTION 4:** In the future, City traffic planners, as they are directed to
2 do in this case, will proceed with any new projects in accordance with the
3 AASHTO Flexibility Handbook and in coordination with other relevant City
4 departments. These projects will be evaluated for their conformity to the new
5 goals and revised Plan and presented at a preliminary stage to the Common
6 Council for approval.

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9 John Shoaff, Council Member

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12 Russell W. Jehl, Council Member

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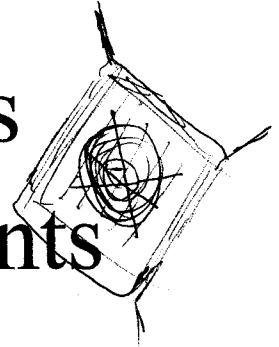
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19 Joseph G. Bonahoom, Attorney for City Council
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2035

Transportation Plan

- Highway Projects
- Transit Improvements



2035

Plan

Highway

Projects

Draft 2035 Transportation Plan Project List

New Construction

Connector Street – Wells Street to Spy Run Avenue

Paul Shaffer Drive – California Road to Clinton Street

Widening Projects - six lanes

State Road 930/Coliseum Boulevard – Parnell Avenue to Crescent Avenue

Crescent Avenue – Sirlin Drive to Coliseum Boulevard

Widening Projects - 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

Bluffton Road – Winchester Road to Old Trail Road

Clinton Street – Auburn Road to Wallen Road

Clinton Street – Wallen Road to Dupont Road/State Road 1

Diebold Road – Clinton Street to Dupont Road/State Road 1

Dupont Road – Coldwater Road to Lima Road/State Road 3

Hillegas Road – s/o Bass Road to Washington Center Road

Huguenard Road – Washington Center Road to Cook Road

Maplecrest Road – Lake Avenue to State Boulevard

Maplecrest Road – State Boulevard to Stellhorn Road

Maysville Road – Koester Ditch to Stellhorn Road

Saint Joe Center Road – Reed Road to Maplecrest Road

State Boulevard – Maysville Road to Georgetown North Boulevard

State Boulevard – Spy Run Avenue to Clinton Street

State Boulevard – Clinton Street to Cass Street

Stellhorn Road – Maplecrest Road to Maysville Road

Tonkel Road – Dupont Road/State Road 1 to Union Chapel Road

Washington Center Road – Lima Road/State Road 3 to US 33

Center Turn Lane Improvement

Auburn Road – Cook Road to Interstate 469 Exit Ramp

Auburn Road – Dupont Road to Hursh Road

Coldwater Road – Dupont Road to Union Chapel Road

Engle Road – Bluffton Road to Smith Road

Gump Road – State Road 3 to Coldwater Road

Gump Road – Coldwater Road to Auburn Road

Hadley Road – Illinois Road/State Road 14 to Covington Road

Hadley Road – Illinois Road to Bass Road

Maysville Road – State Boulevard to Stellhorn Road

Saint Joe Center Road – Clinton Street to River Run Trail

Saint Joe Center Road – Maplecrest Road to Meijer Drive

Saint Joe Road – Evard Road to Mayhew Road

Saint Joe Road – Maplecrest Road to Eby Road

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
Coliseum Boulevard/Pontiac Street – New Haven Avenue to Wayne Trace
McKinnie Avenue – Anthony Boulevard to Hessen Cassel Road
Oxford Street – Anthony Boulevard to Hessen Cassel Road
Paulding Road – US 27/Lafayette Street to Anthony Boulevard
Paulding Road – Anthony Boulevard to Hessen Cassel Road

Turn Lane Extension

Jefferson Boulevard – Lutheran Hospital Entrance to Interstate 69 Ramps

Bridge Reconstruction/Modification

Anthony Boulevard Bridge over the Maumee River
Washington Center Road Bridge over Spy Run Creek

Intersection Improvement/Reconstruction

Auburn Road and Wallen Road, Bridge over Becketts Run
Bass Road, Hadley Road and Yellow River Road
Bethel Road, Huguenard Road and Till Road
Broadway and Taylor Street
Broadway/Landin Road and Rose Avenue
Clinton Street and Washington Center/St. Joe Center Road
Clinton Street and Wallen Road
Coldwater Road and Ludwig Road
Corbin Road and Union Chapel Road
Coverdale Road, Winters Road and Indianapolis Road
Ewing Street, Fairfield Avenue, Superior Street and Wells Street
Flaugh Road and Leesburg Road
Goshen Road, Lillian Avenue and Sherman Street
Green Road and State Road 930
Landin Road, Maysville Road and Trier Road
Leesburg Road and Main Street
Rothman Road and St. Joe Road
Ryan Road and Dawkins 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
Bass Road – Hadley Road to Clifty Parkway
Bass Road – Clifty Parkway to Thomas Road

Reconstruction and Realignment (continued)

Bass Road – Thomas Road to Hillegas Road
Bass Road – Hadley Road to Scott Road
Carroll Road – Preserve Boulevard to Bethel Road
Coliseum Boulevard – Hillegas Road to 1,500' e/o Hillegas Road
Cook Road – US 33 to O'Day Road
Coverdale Road – Indianapolis Road to Airport Expressway
Ewing Street – Baker Street to Superior Street
Fairfield Avenue – Baker Street to Superior Street
Flutter Road – Schwartz Road to St. Joe Road
Goshen Avenue – State Boulevard to Coliseum Boulevard/State Road 930
Lake Avenue – Reed Road to Maysville Road
Landin Road – North River Road to Maysville Road
Leesburg Road – Main Street to Jefferson Boulevard
Moeller Road – Hartzell Road to Adams Center Road
Ryan Road – Dawkins Road to US 24
Till Road – Lima Road/State Road 3 to Dawson Creek Boulevard
Wallen Road – Hanauer Road to Auburn Road
Wells Street – State Boulevard to Fernhill Avenue
Witmer Road/Second Street – Country Shoals Lane to Main Street
Witmer Road – Country Shoals Lane to Schwartz Road

New Railroad Grade Separation

Anthony Boulevard and Norfolk Southern Railroad
Airport Expressway and Norfolk Southern Railroad

Reconstruct Railroad Grade Separation

Anthony Boulevard and CSX Railroad
US 27/Lafayette Street and Norfolk Southern Railroad

Interchange - New Construction

Interstate 69 and Hursh Road

Interchange - Modification

Interstate 69 and Interstate 469 Interchange (NB to EB Ramp mm 215)
Interstate 69 and State Road 1/Dupont Road
Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp)
Interstate 469 and US 24 Interchange
Interstate 469 and Auburn Road Ramp
US 24 and Ryan Road/Bruick Road Interchange
US 30 and US 33 Interchange

Additional Projects (Unfunded-for illustrative purposes only)

Widening Projects - six lanes

Clinton Street – Parnell Avenue to Auburn Road
Interstate 69 – Interstate 469 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
US 30 – Interstate 69 to US 33
US 30 – US 33 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
State Road 930 – Minnich Road to Brookwood Drive
US 33 – Cook Road to O'Day Road
US 33 – O'Day Road to State Road 205

Reconstruction and Realignment

State Road 37 – Doty Road to Cuba Road
Lafayette Center Road/E 900 North Road – Fogwell Parkway Drive to US 24

Interchange – Modification

Interstate 69 and Coldwater Road Interchange – Ludwig Road

Bridge Reconstruction/Modification

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

2035

Plan

Transit

Improvements

Transit Improvements

All 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 system modifications. 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, potential transit expansion areas, and developing a downtown intermodal transportation center are examples of these projects. Specific improvements from the *Citilink Transit Development Plan* and the identified strategies from the *Coordinated Public Transit – Human Services Transportation Plan for Allen County* have also been included.

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. In the rural portion of the Metropolitan Planning Area where demand response transit service is the most efficient means of providing public transit, Countilink (5311 Rural Transit Provider) will be the service of choice. Where fixed route and demand response 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 Countilink.
- Policy 2** As the urbanized area grows; transit service should be expanded to meet the transit demands of the community. Decrease headways 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. The land use planning approval process should include pedestrian and public transportation issues and recommendations from appropriate providers and committees.
- 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, Countilink, 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 taxi and other private sector providers.
- Policy 10** Transportation services should be coordinated with all providers (public and private) to maximize efficiency and utilize all available resources
- Policy 11** Evaluate alternative route structures to improve transit service efficiency.

Public Transit Improvement Projects

**Projects are numbered for identification purposes only, not by priority*

- Project 1** 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.
**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. 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 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 automatic vehicle locator (AVL) information for the transit system through Internet connections.
**Policy 3*
- Project 7** Design and construct a satellite transfer center to serve the northern portion of the service area.
**Policy 2*
- Project 8** New Haven route and Georgetown route interconnect with extension of service to the Stellhorn Village and Chapel Ridge area.
**Policies 2 & 11*
- Project 9** 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 10 High Priority Corridors: Designate corridors to include amenities that allow busses 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 11 Review and update the 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*

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