A Plan to Enhance Pedestrian Accessibility
“There is this to be said for walking: It’s the one mode of human locomotion by which a man proceeds on his own two feet, upright, erect, as a man should be, not squatting on his rear haunches like a frog.”

— Edward Abbey
Greetings:

As Mayor of our great City, I have heard many residents express a desire to make our community more walkable and pedestrian friendly. Making sure that our streets and thoroughfares are designed for the needs of pedestrians, bicyclists, transit users, and elderly and disabled persons, as well as vehicles, is important to me.

To make sure Fort Wayne has an active transportation infrastructure network that safely connects people to destinations, City staff – with input from the public and the Walk Fort Wayne Advisory Team – prepared the Walk Fort Wayne Plan. This Plan takes a comprehensive approach to ensuring and encouraging safe pedestrian connectivity along our City’s thoroughfares. This community-based plan is a resource for planners, transportation engineers, and policy makers who make decisions about thoroughfare improvements.

More active transportation infrastructure adds to Fort Wayne’s quality of life and plays a role in attracting and retaining employers and employees. Active transportation options and links to destinations provide an array of benefits, including pedestrian safety, personal health, improved environmental conditions, economic development, and a more livable community.

I encourage you to read and embrace the Walk Fort Wayne Plan, and be a part of our efforts to create alternate means of safe transportation that make Fort Wayne a more walkable community.

Sincerely,

Thomas C. Henry
Mayor, City of Fort Wayne
CITY OF FORT WAYNE, INDIANA
Thomas Henry, Mayor

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Captain Robert Barclay Allardice
*The Celebrated Pedestrian*

Captain Robert Barclay Allardice was an extraordinary athlete in his time, and his walking feats earned him his greatest renown and title of "The Celebrated Pedestrian."

On June 1st, 1809, Captain Barclay undertook what was then the greatest sporting feat ever attempted – to walk one thousand miles in one thousand hours for one thousand guineas. Six weeks later, exhausted and on the verge of collapsing, he completed his challenge and instantly became the most famous sporting figure of Regency times.
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All photos, charts, and graphics courtesy of City of Fort Wayne except where noted.

For more information, please visit

[cityoffortwayne.org/walkfortwayne](http://cityoffortwayne.org/walkfortwayne)
Purpose of the Plan

Background

Walking has long been a major form of transportation, and until recently, most cities and towns were built around the pedestrian environment. Virtually all trips involve some sort of walking, whether it is walking from a point of orientation to a point of destination or from a vehicle or bus to a final destination point. Walking is sustainable and a key component to developing a thriving, livable community by creating a safe pedestrian network.

Communities across the nation are balancing their transportation systems by supplementing their current networks with additional pedestrian and bicycle facilities, as well as expanding public transit. By providing these facilities, people are allowed and encouraged to move and travel about using human power, which is commonly referred to as “active transportation.” The Walk Fort Wayne Plan is one piece of the City’s Active Transportation Initiative, which began in 2010 with the adoption of the Bike Fort Wayne plan.

As a nation, roughly 9% of trips made by Americans to destinations are walking trips. At the same time, nearly 12% of all traffic fatalities involve a pedestrian. In recent years only 1.2% of all federal transportation funds have been allocated for bicycling and walking. These figures demonstrate a gap in providing safe and convenient infrastructure to the most vulnerable group of individuals who use our transportation system. Walk Fort Wayne’s top priority is providing safe and convenient pedestrian infrastructure to those who walk in the community. Providing such will also likely increase and promote walking as a viable and active mode of transportation.

Until the mid 1950’s, Fort Wayne’s transportation system was well built to serve the pedestrian, along with other forms of transportation. A change in the transportation system occurred when the City began to suburbanize, which led to increased use of the automobile and changes to the historic grid pattern of streets. Thoroughfares were increasingly being developed to serve longer automobile trips and less for shorter, walking trips. This change in the development and design of thoroughfares has created long stretches of roadway with few or no pedestrian facilities.

Currently, there are two mechanisms typically used to construct sidewalks along public roadways, including the numerous major thoroughfares currently without sidewalks, within the City. The first is when a road improvement project is designed, sidewalks can be included as a component of the entire project. These major road projects occur when the thoroughfare is changed dramatically, and not simply a resurfacing of the road. The second mechanism typically used to construct sidewalks within the City is through the development plan process. When a new development occurs within the City, it can be requested or even required that the development be built with pedestrian safety facilities including sidewalks along the properties bordering roadways. In the short term, this approach may seem somewhat disconnected resulting in sidewalks being developed rather sporadically as land develops. However, consistent application of this mechanism results in long stretches of continuous sidewalks, adding to the effectiveness and connectivity of the overall pedestrian network.

The Transportation Chapter of Plan-it Allen!, the Fort Wayne / Allen County Comprehensive Plan, promotes new sidewalks and other pedestrian infrastructure to increase pedestrian safety, comfort and connectivity within our community. It encourages the City to “develop a community-wide plan for the provision of sidewalks” to expand transportation options for its residents. While Plan-it Allen! makes clear recommendations for including and expanding the need for pedestrian infrastructure in our transportation system, it remains appropriately general, given its scope and purpose. Walk Fort Wayne picks up where Plan-it Allen! left off and provides specific guidance on how to promote and invest in safe pedestrian connectivity. This community-based plan is a resource for planners and transportation engineers who make decisions about thoroughfare improvements.

This plan also reflects the fact that implementing a shift from the auto-centric status-quo to a walkable, pedestrian friendly street network, requires more than just building additional sidewalks. The change will also depend on coordinating and collaborating with local transportation agencies and public utility companies to make space for pedestrian facilities, educating road users on the laws and safe practices regarding pedestrian facilities, reviewing and modifying local legislation, policies and standards, and finally, funding for infrastructure and outreach programs. Collectively, these aspects will best support the overall goal of Walk Fort Wayne when working in harmony. In an effort to accomplish these objectives, this Plan has been organized into six main chapters, the Pedestrian Network Chapter, the Education and Outreach Chapter, the Legislation Chapter, the Maintenance Chapter, the Safe Routes to School Chapter and the Implementation Chapter.

Fort Wayne Planning staff, in collaboration with staff from the Northeastern Indiana Regional Coordinating Council (NIRCC), mapped all areas along major thoroughfares without sidewalks. Staff identified that over 350 miles of sidewalk are missing along the City’s major thoroughfares. Thus, a greater emphasis on constructing sidewalks is needed to build an effective and usable pedestrian network. The development of a safe pedestrian network that directly connects people with destinations, such as work, shopping, worship or school, is an essential goal.

**The Benefits**

Recent national trends indicate that communities are moving away from predominately auto-oriented transportation systems to a more multi-modal system. Local trends have also evolved by incorporating bicycle, pedestrian, transit as well as vehicular facilities within thoroughfare improvement projects. These local and national trends demonstrate that citizens and policy makers are beginning to recognize the benefits of active transportation.
and its effect on a community. The **Walk Fort Wayne** Plan will work towards providing a safe and accessible pedestrian network along all the City’s major thoroughfares, which will essentially decrease the number of automobiles on the road and increase the number of people choosing active transportation choices, such as walking. This shift from automobile to walking will provide a number of benefits to Fort Wayne citizens.

**Pedestrian Safety**

The number one benefit for providing a quality pedestrian network is increased safety. Providing sidewalks is not just a matter of pedestrian convenience; it is an important matter for public safety. Because pedestrians are not protected by thousands of pounds of plastic and metal, they are much more vulnerable than motorists. Therefore when accidents occur between pedestrians and vehicles, or even bicycles, the nature of the accidents tend to be more severe for the pedestrian.

The lack of sidewalks along thoroughfares, and or “gaps” in connectivity, can often place pedestrians in harm’s way. Thoroughfares that lack sidewalks often force pedestrians into dangerous situations with motor vehicles because the pedestrian’s only option is to walk in the roadway next to fast moving vehicular traffic. This is especially threatening to children, the elderly and people with mobility, visual or auditory disabilities.

Finally, not only does a connected sidewalk network provide improved safety for pedestrians, it often enhances the “perception” of safety, which promotes and encourages walking, and walkability.

**Personal Health**

Personal health improves with a well connected pedestrian network, due to increased physical activity. Recent reports have indicated that the adult obesity rate in Allen County is 29%, which is 2% higher than the state average. Obesity in the U.S. is a growing national concern, and can lead to health problems such as coronary heart disease, type 2 diabetes, cancer, hypertension, stroke, liver and gallbladder disease, sleep apnea and respiratory problems. **Walk Fort Wayne** will facilitate and promote active transportation in our community, thus improving the overall personal health and wellness of Fort Wayne residents.

**Environmental**

According to the United States Census Bureau, the U.S. population has increased by over 50% over the past 50 years, and continues to grow each day. At the same time, one third of America’s greenhouse gases are emitted by automobiles. These concurrent trends may not be sustainable, and if there is not a change with America’s reliance on gasoline and how we use our transportation network, these greenhouse gases will only worsen. Conversely, when the nation promotes and uses other modes of transportation, like walking and bicycling, there are minimal harmful effects on the environment, and we can become more sustainable as a nation.

**Economic**

With the average yearly operating cost of automobile ownership at over $8,000, it is essential that the public be provided a transportation system with as many mode options as possible. When the only safe option provided is automobile use, it presents an unjust burden on those who do not drive because of age or ability, those who can not afford a vehicle, or those who choose not to own a vehicle. Walking is not only healthy and free; it has been shown to decrease isolation, especially for the elderly. When people are out walking they can see and interact with neighbors and better connect within the community. This human connection between people improves mental health, while creating a sense of place and safer environment.

**Higher Property Values**

Walkable neighborhoods, areas with a mixture of destinations within a short distance, have shown to have higher property values compared to those neighborhoods that are less walkable.

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3  Mobilizing Action Toward Community Health, County Health Rankings, http://www.countyhealthrankings.org/indiana.allen/11

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“Walking gets the feet moving, the blood moving, the mind moving. And movement is life.” — Carrie Latet
Neighborhoods that have increased walkability also have a desired feature that people look for when shopping for a house. This trend can be seen locally with the recent addition of the Aboite New Trails; properties that are close or adjacent to the Aboite New Trails have seen enhanced marketability. By creating a place for people to walk, socialize and enjoy themselves and their surroundings, it establishes a sense of place and safety. When this happens, vehicles in the area become aware of the pedestrians and slow down; which also decreases the amount of noise pollution for the neighboring residents.

**Larger Customer Base For Businesses**

Businesses can also benefit when they are linked with a well-connected pedestrian network, by being part of the pedestrian mode of transportation. If a business is only connected to its customers by the roadway, nearly all of the business will come from transit users and automobile owners and users. If a business is connected to a pedestrian network as well as to a roadway, then customers are likely to come from both automobile users and pedestrians, especially those who live in close proximity to the business. Additionally, those businesses that are connected to a bicycle network have yet another market to tap by their connection to another mode of transportation.

**A Community Planning Process**

The Planning and Policy Department, in cooperation with NIRCC, began collecting local existing conditions for pedestrian infrastructure in October, 2008. By March 2009, City staff collected data and identified the locations of all existing sidewalks throughout the entire City, and more importantly, identified where the City lacks sidewalks along all its major thoroughfares. During this process, staff also collected information detailing right-of-way availability along these same thoroughfares, to help in the prioritization of projects in the future.

Recognizing the magnitude of drafting Fort Wayne’s first Pedestrian Plan, an Internal Sidewalk Team was established in late March, 2009, which included members from City, County and regional departments. A **Walk Fort Wayne** Advisory Team was also formed to advise the Internal Team during the planning process. The Advisory Team had a broad knowledge base that included members from City departments, such as Traffic Engineering, Right-of-Way and City Utilities; as well as not-for-profit members including Aboite New Trails and AARP Indiana; public agencies such as Citilink; and private utility companies such as Verizon and NIPSCO. Members from City Council were also included on the Advisory Team. The preface of this plan contains a comprehensive list of both the Internal and Advisory **Walk Fort Wayne** Team members.

A community-wide survey was developed and conducted between July and November, 2009. The survey was distributed online, in City Utility bill stuffers, and via survey boxes located at local library branches, the YMCA Central Branch, area colleges and universities, the Burmese Advocacy Center, and the Fort 4 Fitness Health Expo. This extensive outreach effort resulted in the collection of over 2,500 responses. Information gained from the survey included identifying which destinations residents desired sidewalk connections to, which major intersections are in most need of pedestrian crosswalk improvements, and reasons why people use sidewalks (such as traveling to a destination or exercise). A complete analysis of the survey results and the methodology used to collect the survey can be found in Appendix B.

In addition to producing and analyzing the survey, the Internal Sidewalk Team also presented and obtained feedback from the four Fort Wayne Area Neighborhood Partnerships. These meetings, from August through October 2009, further solidified and demonstrated the community support for improved infrastructure for active modes of transportation, such as bicycling and walking.

Finally, after recognizing the need for safe and accessible pedestrian infrastructure that serves public transit stop locations, City staff participated in a “ride-along” on Citilink buses in October of 2009. While riding the bus, staff spoke with passengers about difficulties they faced when using or getting to and from bus stop locations. Staff also observed the difficulties transit facilities passengers are faced with while accessing transit.
Some recommended improvements included providing bus pads and shelters at bus stop locations, constructing pedestrian infrastructure that connects to bus stop locations, and improving crosswalk facilities to bus stop locations.

Organization of the Plan

When Mayor Henry took office in 2008, he saw the need for an expanded active transportation system, and with guidance from Plan-it Allen!, he directed City Planning staff to draft Fort Wayne’s first pedestrian plan. The plan’s primary goal is to, “Provide for an interconnected pedestrian transportation network by providing policy direction to decision makers and prioritizing the installation of new pedestrian facilities along major thoroughfares that provide connectivity to key destinations.”

In an effort to realize the above goal, several objectives and strategies have been developed and organized into five main sections: Pedestrian Network, Education and Outreach, Legislation, Maintenance and Safe Routes to School. Each section has its own Goal, which is supported by Policies and Action Steps. These Goals and Policies are intended to be adopted by City Council and approved by the Urban Transportation Advisory Board.

Pedestrian Network Chapter:

Goal: Provide the community with an interconnected pedestrian network along all major thoroughfares that is safe, accessible and comfortable for a diverse group of users.

The Pedestrian Network Chapter provides a Pedestrian Connectivity Needs Map which identifies areas and specific segments of missing sidewalk that should be constructed over the course of ten years. The recommendations set forth to accomplish the goal of an interconnected pedestrian network include the installation of sidewalks, crosswalks, signage, shared-use paths and pedestrian signalization, which will complement the growing network of Fort Wayne trails in the community. These projects are prioritized into short-term and long-term projects. So, while the plan has a ten year horizon, improvements will occur in more immediate time frames.

Education and Outreach Chapter:

Goal: Encourage walking as a mode of transportation by expanding community-wide support for provision of safe, well connected pedestrian facilities, and promoting the benefits of walking.

Coordination and collaboration between local and state agencies, not-for-profits and private utility companies on pedestrian issues is essential and will encourage an improved pedestrian network. Additionally, encouragement and support for education and outreach regarding pedestrian safety benefits of walking and accessibility will better ensure that Fort Wayne residents gain from a highly connected, safe, and well designed pedestrian network.

Legislation Chapter:

Goal: To encourage and support legislation and policy adoption that enables the implementation of the Walk Fort Wayne Plan.

In addition to education and outreach and the identification of where to construct pedestrian infrastructure, local legislation guides engineers and planners in designing roads for pedestrian accessibility. Policies within the Legislative Chapter encourage updates to current local laws and regulations. A change in design standards can ensure that future thoroughfare construction will better accommodate cyclists, pedestrians, transit users, as well as motorists. This growing concept is commonly referred to as “Complete Streets.”
Maintenance Chapter:

**Goal:** Ensure the continued and future maintenance of existing and future sidewalk and pedestrian safety facilities along major thoroughfares.

It is important to recognize that all existing and future public infrastructure has a limited life span. Funding for the continued maintenance, repair and replacement of sidewalks and other pedestrian infrastructure facilities is an on-going challenge. This plan recognizes the difference between maintenance of sidewalks and pedestrian facilities along major thoroughfares, and maintenance of sidewalks and pedestrian facilities along residential streets. These two categories of sidewalk and pedestrian facilities are typically funded differently and serve different types of users. This chapter will focus on the continued and future maintenance of pedestrian facilities along major thoroughfares.

Safe Routes to School (SRTS):

**Goal:** Improve the health and well-being of children by enabling and encouraging them to walk and bike to school.

The Fort Wayne community has a vested interest in encouraging school children to lead active lifestyles. Safe Routes to School (SRTS) programs examine conditions around schools and develop projects and activities that work to improve safety and accessibility. As a result, these programs help make walking and bicycling to school safer and more appealing as a transportation choice – encouraging and establishing a healthy and active lifestyle from an early age. The Safe Routes to School Chapter encourages and supports the creation of a local Safe Routes to School Program.

Implementation

*Walk Fort Wayne* is comprehensive and strategic in nature and will require staff to oversee its implementation. Only when decision makers, City staff and area stakeholders embrace this plan and follow through with its recommendations, can the plans’ full potential be realized. When this happens, Fort Wayne residents will be provided with a highly connected, convenient and safe pedestrian network.

With hundreds of miles of pedestrian infrastructure needed along the City’s major thoroughfares, and with a plan that has a 10 year time frame, it is important that implementation be deliberate and steadfast. City staff, stakeholders and decision makers will need to actively pursue the Goals and Policies defined within this plan. Also, identifying and pursuing available funding sources is essential for executing *Walk Fort Wayne*. Moreover, continued education and outreach efforts on the many benefits of walking and active transportation will provide support for this plan; therefore easing the barriers to its completion. Finally, utilizing the Pedestrian Connectivity Needs Map for guidance when locating, designing and constructing future transportation projects and new pedestrian facilities is critical for the realization of this plan. The Pedestrian Connectivity Needs Map is the primary tool for implementation of *Walk Fort Wayne*. How and why the Pedestrian Connectivity Needs Map was developed, and how the map should be used, is later described in this Plan.

With no single, dedicated funding source identified for implementing *Walk Fort Wayne* over the next 10 years, it is vital that the City staff responsible for its implementation stay flexible and focused on the variety of funding options available. Currently, pedestrian projects can be programmed locally through the Capital Improvement Program, or CIP, using funds collected by the County Economic Development Income Tax (CEDIT) funds, as well as other local funding sources. Additionally, projects can also be funded through state and federal sources, which are generally administered through the local Metropolitan Planning Organization and the Indiana Department of Transportation. Grant programs can also be a source of funding for pedestrian facilities. Specific staffing and funding details are later described in this Plan.

“Those must be comfortable shoes, I bet you could walk all day in shoes like those and not feel a thing.” — Forrest Gump
One of the primary goals for Walk Fort Wayne is to encourage an interconnected pedestrian network along all major thoroughfares that is safe, accessible and comfortable for persons of all ages and ability levels. The community’s network of pedestrian facilities should be designed to provide improved connectivity to major destinations throughout the City. Local experience, as well as input and responses received from surveys and other public input, provide evidence that people will walk and use sidewalks more if safe and efficient pedestrian facilities are available. For example, as the City’s Greenway and other trail systems have grown over the past three decades, so has their use. Pedestrians are likely to respond the same way to the development of a safe, interconnected sidewalk system along City streets.

This chapter of the Walk Fort Wayne Plan presents the goal, policies and action steps related to the physical infrastructure required to encourage more people to walk, run and otherwise use sidewalks for leisure, fitness and often, necessary transportation. The chapter also recommends policies addressing infrastructure, design, and safety regarding improvements to the City’s existing pedestrian network. Specific recommendations for short and long term improvements will be identified, as well as policies which will guide and encourage funding opportunities, necessary for implementation of the Plan.

Pedestrian Connectivity Needs Map

One of the cornerstones upon which this Plan is based, was the careful development and need for a “Pedestrian Connectivity Needs Map.” The Pedestrian Connectivity Needs Map is an integral component of this Walk Fort Wayne Plan. It forms the basis for much of the plans implementation. It depicts and prioritizes the areas in greatest need for sidewalks, connectivity, and safe pedestrian facilities. The following sections describe how it was developed and how it should be used.

The development of the Pedestrian Connectivity Needs Map was a multi-step process which produced a logical, scientific methodology for prioritizing the need for pedestrian connectivity. The first step in developing the Pedestrian Connectivity Needs Map was to identify the existing sidewalk availability. City staff spent several months using a sophisticated GIS mapping system, to locate and map sidewalk locations throughout the City.

Staff identified missing sidewalks along major thoroughfares, whether one side or both sides of the road was missing sidewalks, and measured the amount of current available right-of-way to help identify future costs for possible land aquisition and the ease of implementation. The existing conditions layer, which identifies approximately 350 miles of missing sidewalk along the City’s major thoroughfares, is shown on the following page and serves as the foundation to developing the Pedestrian Connectivity Needs Map.
The next step in developing the map was to identify Pedestrian Generating Areas (PGA). These are areas where pedestrian activity is likely to be higher than other parts of the City as a result of adjacent land uses, including employment centers, residential densities, shopping, recreation, medical care, governmental business, transit connections, and other community facilities in the vicinity. The philosophy and concept upon which this Plan is based is to focus on providing pedestrian facilities first in the PGA’s, on both sides of the roadway, and then move outward to adjacent and connecting thoroughfares. By approaching the issue in this way, the City can focus efforts and resources to build a highly connected pedestrian network that will best serve the community needs. Input from a community-wide survey helped to identify desired destinations deemed to be of the highest need of pedestrian connectivity. After identifying the PGA’s, a 1/2 mile radius was placed around each location. Numerous studies have shown that the average person is willing to walk approximately 1/2 mile to reach their desired destination. Willingness to walk tends to steeply decline as this distance increases. The map on the following page identifies the PGA’s and the destinations people want to get to.
Once the Pedestrian Generating Areas were identified, the next step was to identify segments of sidewalk gaps within the PGA’s. By dividing long stretches of a single thoroughfare into segments, it allowed for the focused examination of the corridor, which helped to prioritize different segments of the same road.

Once each major thoroughfare was divided into segments within each PGA, a circle with an 1/8 mile radius was placed around each segment. This buffer area helped identify which uses were in close proximity to each missing sidewalk segment. This highly focused attention given to each segment, allowed for segments to be compared and ranked with each other. The image on the following page is Pedestrian Generating Area 2, and shows the five different missing sidewalk segments within (or partially within) the PGA boundaries.
Finally, every segment identified in a PGA was analyzed using a Prioritization Matrix and given a total score. This total score represents the combined desirability of all the uses in close proximity to each segment. The Prioritization Matrix was developed based on best practices, research and input from the community-wide survey. The Matrix represents the desirability and priority of each destination or use. Destinations with the highest desirability for pedestrian connectivity were given 3 points, if in close proximity to a missing sidewalk segment. Those destinations that were of moderate or lower desirability were given 2 or 1 points, respectively. The Prioritization Matrix criteria can be found in the Appendix.

With nearly 200 segments identified within all of the PGA’s, it is advantageous to compare and prioritize these segments to one another and further focus limited resources. The image on the following page represents the Pedestrian Connectivity Needs Map, showing segments with the highest need in purple, segments with moderate need in yellow, and segments of lower need in green. An example of the scoring used to rank and prioritize segments within Pedestrian Generating Areas can be found in the Appendix. It is important to note that all segments are in need of sidewalks and other pedestrian facilities, including the “red” thoroughfares between the Pedestrian Generating Areas. The aforementioned “high, medium and low” rankings are simply meant to indicate the “relative” need, based on surrounding destination amenities.

“Above all, do not lose your desire to walk. Every day I walk myself into a state of well-being and walk away from every illness. I have walked myself into my best thoughts, and I know of no thought so burdensome that one cannot walk away from it.”

— Soren Kierkegaard
Using the Map:

As previously described, the Pedestrian Connectivity Needs Map, which depicts and ranks specific sidewalk needs, was developed using a thorough analysis and methodology. The map prioritizes specific segments of streets in need of sidewalks within many areas that have been identified as priority “Pedestrian Generation Areas,” or PGAs. As described in the methodology, these PGAs are the prime areas within the City of Fort Wayne where pedestrian accessibility to major destinations has been determined to be most critical. Although there are hundreds of miles of streets and thoroughfares throughout the City in need of sidewalks on one or both sides, this Walk Fort Wayne Plan has been developed to focus first on those locations in most need of safe, pedestrian access, i.e., the Pedestrian Generation Areas as depicted on the Connectivity Map.

It is not the intent of this Plan to ignore or discount the need for sidewalks and safe pedestrian access facilities in areas outside of the PGAs. These areas are also in critical need of sidewalks, pedestrian safety facilities and connectivity. It is estimated that there are over 230 miles of arterial and collector thoroughfares in the City of Fort Wayne in need of sidewalks on one or both sides, of which over 160 miles are outside of the PGAs. Construction of sidewalks and pedestrian safety facilities outside of the PGAs should continue to be installed as funding permits, as the thoroughfares are reconstructed, and as adjacent development occurs. As previously discussed, the intent of this Plan and the Pedestrian Connectivity Needs Map is to begin building sidewalks and pedestrian facilities within the PGAs and then move outward.

The Pedestrian Connectivity Needs Map is an integral part of this Walk Fort Wayne Plan, and forms the basis for much of the Plan’s implementation. The Prioritization Map does not include costs associated with any of the prioritized and recommended sidewalk and pedestrian facilities. Nor does it list or recommend an exact schedule or sequence of design or construction implementation. However, it does reflect a prioritized ranking of need for each roadway segment within each PGA. Upon adoption of this Plan, the Pedestrian Connectivity Needs Map should be used as the principal guide for the allocation of resources, for new sidewalks and other pedestrian safety facilities where they don’t currently exist, in the next ten years. The intent of the Map is to be used to assist in the implementation of many of the goals and policies within this Walk Fort Wayne Plan. The Map should be used in the next stages of implementation in an on-going effort to provide connectivity and safe, pedestrian facilities in the areas of highest need. The Map will allow the City to channel, focus, and schedule its limited and competing funding sources to logical, researched, and documented areas and destinations of greatest pedestrian need, based on community-wide input and priorities.

Because development changes over time, new developments start up, thoroughfares are improved and desired destinations change, the Pedestrian Connectivity Needs Map is intended to be an ever-changing map that should be updated and refined on a regular basis. As new pedestrian facilities are constructed and new activity centers arise, the map needs to reflect these improvements to effectively assist with identifying potential pedestrian construction project locations.

For more information, please visit cityoffortwayne.org/walkfortwayne
Pedestrian Network Goal:
Provide the community with an interconnected pedestrian network along all major thoroughfares that is safe, accessible and comfortable for a diverse group of users.

Policies and Action Steps:

Policy 1:
Ensure pedestrian connectivity by utilizing the Pedestrian Connectivity Needs Map as part of the design process of all right-of-way construction or improvement projects.

The Pedestrian Connectivity Needs Map, as a part of this pedestrian plan, was carefully developed using a thorough analysis of existing conditions and how they relate to current and future community pedestrian connectivity needs. The Map should be used when planning and designing new and/or reconstructed transportation facilities to assure that sidewalks and other pedestrian amenities are integrated into projects.

The Pedestrian Connectivity Needs Map prioritizes specific segments of streets in need of sidewalks within many areas that have been identified as priority “Pedestrian Generating Areas,” or PGAs. These PGAs are the prime areas within the City of Fort Wayne where pedestrian accessibility to major destinations has been determined to be most critical. Although there are hundreds of miles of streets and thoroughfares throughout the City in need of sidewalks on one or both sides, the Walk Fort Wayne Plan has been developed to focus first on those locations deemed to be in most need of safe, pedestrian access, i.e., the Pedestrian Generating Areas as depicted on the Connectivity Map. The Map reflects a prioritized ranking of need for each roadway segment within each PGA.

The intent of the Map is to be used to assist in the implementation of many of the goals and policies within this Walk Fort Wayne Plan. The Map should be used as an implementation tool in the on-going effort to provide connectivity and safe, pedestrian facilities in the areas of highest need. The Map will allow the City to channel, focus, and schedule its limited and competing funding sources to logical, researched, and documented areas and destinations of greatest pedestrian need, based on community-wide input and priorities.

Policy 2:
Focus planning and prioritization of new pedestrian facilities on segments of major thoroughfares that are closest to pedestrian destination areas according to the Pedestrian Connectivity Needs Map within this Plan.

Although the availability of local, state and federal funding for sidewalks and other pedestrian facilities can often be limited and constraining, with many competing projects, the planning for new facilities should focus on those areas closest to priority pedestrian destinations, as depicted on the Pedestrian Connectivity Needs Map.

Policy 3:
Ensure that pedestrian facilities, such as sidewalks and other pedestrian safety facilities, are considered integral components in the design and development of all public street improvement projects.

In the past, public streets and thoroughfares were often designed and constructed with the primary purpose of providing accommodation for automotive transportation. Shifting to a focus which encourages and promotes balancing the need for all forms and modes of transportation along public thoroughfares can best be accomplished through communication and coordinated planning in the design of all transportation projects.

Additionally, if all thoroughfares are designed and built to include pedestrian infrastructure, it expands the existing network and eventually will create a highly connected pedestrian system. Each new street improvement project that includes pedestrian facilities further connects Fort Wayne citizens to the destinations that they want/need to get to.

“Of all exercises, walking is the best.”
— Thomas Jefferson
Policy 5:
Ensure that the design and construction of new transportation facilities anticipate and accommodate the future demand for pedestrian facilities (bridges, interchanges, intersections, etc.).

In order to prevent future barriers to a connected pedestrian network, the design and construction of major transportation facilities should anticipate and accommodate pedestrian facilities, such as bridges, interchanges and intersections, even if connecting pedestrian infrastructure does not exist. This is especially important if the project is located in or near a Pedestrian Generating Area noted on the Pedestrian Connectivity Needs Map.

Policy 6:
Ensure that the minimum standards for sidewalk construction and location are consistently applied to all public street improvement projects.

Unless waived for unusual, excessively costly, physically constraining or other identified reasons, sidewalk design and construction on public thoroughfare projects should be standardized and consistently applied. Waivers should be the exception rather than the rule.

Action Step A:
Train City staff responsible for the review of City infrastructure projects, as well as staff issuing permits for private construction on the policies within this Plan.

Action Step B:
Stakeholders, such as representatives and staff from: City Planning, urban design, neighborhood leaders, forestry and parks, street lighting, traffic management/safety, and traffic engineering should be consulted at the scope-setting, design, and final construction plan phases of a project to assure project alignment with the goals and policies within this Plan.

Action Step C:
Include identified stakeholders in all planning and project review routings of Board of Works sidewalk, utility, and street and roadway projects to assure project alignment with the goals and policies within this Plan.

Policy 4:
Collaborate with public utility providers to determine the most appropriate locations for new pedestrian and utility infrastructure, and to coordinate and balance the design and construction of new pedestrian facilities with the cost of relocating existing utility infrastructure.

Public rights-of-way are necessary for many uses. These include public roadways, shoulders, alleys, curbs, sidewalks, trails, bike lanes, park strips, trees, street lights, signage and traffic signalization. They must also accommodate below and above ground utility infrastructure, such as water and sewer lines, and private utilities such as telephone, fiber optic, and other communication infrastructure. However, the public rights-of-way often have specific space limitations. Balancing the needs of all of this infrastructure requires communication, collaboration and planning between all parties in order to meet the needs of all in an orderly, cost effective manner.

“People say that losing weight is no walk in the park. When I hear that I think, yeah, that’s the problem.”
— Chris Adams

Bridges and other major transportation facilities, such as interchanges and intersections, should be constructed to accommodate pedestrians.
Policy 7:
New pedestrian facilities along urban-designed major thoroughfares (where there are no street trees) should maintain the City’s standard of a 5’ minimum buffer between the vehicle travel lane and the pedestrian facility. In areas with existing street trees or where new plantings are required or planned, appropriate construction methods to guide tree roots to avoid damage to adjacent infrastructure, or a wider 6’ minimum buffer, should be used in compliance with standards established by the Division of Parks and Recreation.

The design and construction of new or reconstructed sidewalks should be done in such a way as to maximize the aesthetic appearance, safety, and environmental conditions within the thoroughfare right-of-way. Standardized design and construction of sidewalk buffer/park strips and tree planting areas will provide safety, healthy growing conditions for street trees, and reduce unnecessary future costs of tree removal and sidewalk repair – due to tree root damage.

Action Step A:
Include the Division of Parks and Recreation in all planning and project review routings of Board of Works sidewalk, utility, and street and roadway projects to support implementation of this Plan.

Action Step B:
Provide trees adjacent to sidewalks, curbs and streets with favorable soil conditions or other devices or techniques to encourage deep root growth that will be less likely to disturb adjacent pavements or infrastructure.

Policy 8:
Ensure that appropriate pedestrian safety facilities are incorporated within street improvement projects, and at all intersections along major thoroughfares. Mid-block crossings should be provided in high pedestrian demand areas and where vehicle and pedestrian conflicts are minimal.

Safety and ease of accessibility for pedestrian transportation is paramount to this pedestrian plan and will enhance its use and utility. While there are design guidelines available from the AASHTO and the Federal Highway Administration, planning and design decisions should reflect local expectations for user safety and comfort.

Mid-block crossings in appropriate, safe locations of high pedestrian demand areas can be useful and beneficial to the entire transportation network. However, great care in their proper location and design is essential to their effective and safe use. The design of mid-block crossings should protect the pedestrian by using appropriate traffic control devices, such as refuge islands, lighting, striping, signs and signals.

Walk Fort Wayne encourages high-quality and inviting street design. A policy within the plan encourages street trees by allowing adequate room in park strips for healthy tree growth.
Policy 9:
Pedestrian facilities should be coordinated with public transit facilities to ensure that transit stop locations are safe and accessible to all pedestrians.

All users of local public transit routes and stop locations must have safe and easy access to sidewalks and other connecting pedestrian facilities in order to reach desired destinations. Planning and designing sidewalks that connect to transit stop locations should be a reasonable priority.

Policy 10:
Encourage and facilitate the incorporation of appropriate public transit access facilities at existing and anticipated high use transit stop locations and at new large scale developments, as warranted.

As stated in Policy 9, public transit users need safe, easy access to transit stop locations. However, once pedestrians arrive at these locations, appropriate facilities, such as bus pads, shelters and lighting, are necessary to accommodate user safety and shelter from inclement weather conditions. Planning and coordination for such facilities can help to assure they are provided at high use locations and when new major developments are planned.

Action Step A:
Coordinate with Department of Planning Services, Public Works, NIRCC and Citilink to identify high use transit stop locations to ensure that facilities are appropriately planned, designed and provided.

Policy 11:
Develop various funding strategies to build and improve new and existing pedestrian facilities.

The availability of local, state and federal funding for sidewalks and other pedestrian facilities can often be limited and constraining, with many competing projects. As such, it is important to cooperate with and seek out other potential funding organizations, partners and stakeholders. The adoption of this pedestrian plan as an amendment of the Plan-it Allen! Comprehensive Plan can be useful in securing competitive funding opportunities to implement its goals and policies. Incorporating projects from the Pedestrian Connectivity Needs Map into the City’s CIP can also assist it the Plan’s implementation.

Action Step A:
Ensure that this Plan’s priority improvements are included within the City’s Capital Improvement Program (CIP).

Action Step B:
Encourage and foster public/private funding partnerships to promote the implementation of the Walk Fort Wayne Plan.
Policy 12:
Encourage the community to pursue private, not-for-profit, philanthropic and governmental funding resources to assist with the implementation of this Plan.

Collaborating with and among both governmental and non-governmental entities and organizations can assist in securing funding opportunities for pedestrian facilities and projects. Partnerships and grant opportunities should be continuously encouraged and pursued.

Action Step A:
Encourage cooperative relationships between government, not-for-profit agencies, and the private sector to develop potential funding sources.

Policy 13:
Encourage the exploration and development of safe alternatives to traditional sidewalk development along non-urbanized major thoroughfares, such as wide shoulder lanes, in areas where there is low pedestrian demand and/or infrastructure limitations.

Standardized sidewalk construction along all thoroughfares is not always practical, economically feasible or needed, especially in areas of low pedestrian demand. However, alternative pedestrian accommodation should still be considered in the planning and design of projects in such areas.

Actionp A:
Investigate best practices on how other communities have implemented and are using safe alternatives to traditional sidewalk development.
Active Transportation planning is more than building a safe pedestrian network and addressing legislative issues. Development of the plan also requires collaborative participation and community awareness. One of the primary objectives of this plan is to actively educate and provide outreach to the general public and stakeholders on the many benefits of walking and a highly connected and safe pedestrian network, as well as to inform area residents on the local and state pedestrian laws and best practices.

When the community’s knowledge and understanding of the many benefits of active transportation increases, it should in turn, increase usage and safety of the pedestrian network. Local examples of this relationship can be seen with the City’s successful multi-use trails. Strategic planning and sound investments in the local trails system has produced a solid community-wide return. Where trail use is high and continues to increase, and the local trails network is the envy of many communities around the country.

“Walking would teach people the quality that youngsters find so hard to learn--patience.”

— Edward Payson Weston

CHAPTER THREE: Education and Outreach
Education and Outreach Goal:
Encourage walking as a mode of transportation by promoting the benefits of walking and the need for community-wide support for the provision of safe, well connected pedestrian facilities.

Policies and Action Steps:

Policy 1:
Encourage and support education and public outreach initiatives that promote the many benefits of walking, pedestrian safety, and the need for an accessible, connected, pedestrian network.

Education and outreach initiatives on the many health, economic, environmental and social benefits to walking, and the need for an accessible connected pedestrian network, are keys to expanding support for a walkable community. Pedestrian safety information should be provided to the entire community, including our area schools, governments, local public safety agencies, advocacy groups and the media. Collaboration and coordination between public and private partners such as law enforcement agencies, the Board of Health, area hospitals and advocacy groups is essential in implementing these initiatives.

Action Step A:
Collaborate with Fort Wayne / Allen County Board of Health, area school districts, the Safety Village and other outreach entities to promote the Walk Fort Wayne Plan.

Action Step B:
Explore the development of a local Health Impact Assessment. Health Impact Assessments are intended to produce a set of evidence-based recommendations to inform decision making, as well as to maximize the positive health impacts and to minimize the negative health impacts of proposed policies, programs or projects.

Action Step C:
Promote the Walk Fort Wayne Plan through distribution in various forms to the public, City and County departments and officials and advocacy groups.

Policy 2:
Encourage Allen County, including all incorporated areas throughout Allen County, and the Northeastern Indiana Regional Coordinating Council (NIRCC) to develop a county-wide pedestrian plan in coordination with the goals and policies of this Plan.

Although having a community pedestrian connectivity plan is beneficial on many fronts, its ability to connect to other communities in a fairly consistent manner is also important. Collaborative planning throughout Allen County, with similar goals and policies can work towards a connected, efficient and well-used pedestrian system.

“After a day’s walk, everything has twice its usual value.”
— George Macauley Trevelyan

Standardized signs can educate road users, and increase safety for pedestrians throughout the City.
One of the most effective ways for creating a safer transportation system, especially one that includes pedestrians, is through policy recommendations and legislation. At the local level, the Mayor, Fort Wayne Common Council, the Fort Wayne Board of Public Works, and the Northeastern Indiana Regional Coordinating Council (NIRCC) are the prominent government entities that effect policy recommendations and approve budgets that could include and/or impact sidewalk and other pedestrian infrastructure improvements.

The Transportation Equity Act for the 21st Century (TEA-21) federal legislation strongly supports multi-modal transportation. As a result of the legislation, significant sources of funding for these types of projects has been made available through Transportation Enhancement Program and, in non-attainment areas like Fort Wayne through the Congestion Mitigation and Air Quality (CMAQ) improvement program of TEA-21.

“Me thinks that the moment my legs begin to move, my thoughts begin to flow.”
— Henry David Thoreau
Legislation Goal:  
To encourage and support legislation and policy adoption that enables the implementation of the Walk Fort Wayne Plan.

Policies and Action Steps

Policy 1:
Encourage the development of regulations to require the incorporation of pedestrian facilities and connectivity within and between new development projects, as well as along all adjacent major thoroughfares.

Not only should pedestrian needs be considered in all transportation projects, sidewalk infrastructure and amenities should also be integrated into development and site plans within the City of Fort Wayne. The incorporation of pedestrian facilities will not only provide accessibility and connectivity to existing and adjacent sidewalks, but will strengthen our entire pedestrian network.

Action Step A:
Gather input from the community and area stakeholders, including residential and commercial developers, to review the applicable portions of Fort Wayne City Code and explore ways to ensure pedestrian facilities are constructed with new development.

In 2001 Federal Highway Administration (FHWA) Bicycle and Pedestrian Program Guidance, there are four main points when considering improvements to accommodating all modes of a community’s transportation network:

1. Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes.

2. “Due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities.

3. To varying extents, bicyclists and pedestrians will be present on all highways and transportation facilities where they are permitted and it is clearly the intent of TEA-21 that all new and improved transportation facilities be planned, designed and constructed with this fact in mind.

4. The decision not to accommodate (bicyclists and pedestrians) should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.

This Walk Fort Wayne plan values and is in alignment with the FHWA guidelines, as well as the Plan-it Allen! Comprehensive Plan transportation goals and objectives.

The City of Fort Wayne recognizes that without dedicated state support, many of the recommendations in this plan would be difficult to achieve. Lobbying for state and regional funding is essential to meeting the goals in this plan.

This Chapter recommends policies and specific action steps addressing coordination, collaboration, legislation and education, regarding improvements to the City’s existing pedestrian network.
Policy 3:
Develop and adopt local criteria and guidelines for the installation and maintenance of pedestrian safety facilities, including appropriate traffic control devices, along the City's major thoroughfares where increased pedestrian safety is needed.

Traffic control devices for roadway users, including pedestrians and bicyclists, increase safety and efficiency for all users. To reduce confusion and cost, the national Manual on Traffic Control Devices (MUTCD) was created and is the law governing all traffic control devices. The MUTCD is an ever-changing document that provides Standards that must be followed, Guidance that should be followed and Options that may be used in certain circumstances.

However, beyond the standards required in the manual, there is sometimes discretion on when, where and what type of traffic control device should be used. For example, (if not otherwise required in the MUTCD) a crosswalk location may either be marked with two parallel lines or marked with several wide “piano key” stripes. Both crosswalk scenarios are sending a message to the pedestrian that directs them where to cross the street, as well as, a message to the driver that indicates that pedestrians may be crossing in this location. Although, the “piano key” markings are often more visible to drivers than the parallel lines and can increase the safety for both the pedestrian and driver.

Policy 2:
Develop and support adoption of a Complete Streets ordinance along with design standards that comply with Federal ADA standards, to ensure that all streets are built and maintained appropriately to accommodate pedestrians, bicyclists, motorists and transit users of all ages and abilities.

Pedestrian infrastructure should be provided full consideration in the planning and development of transportation facilities, including its incorporation into state, regional, and local transportation plans and programs. A complete streets policy will provide for safer non-vehicular transportation, as well as a more user-friendly system.

Action Step A:
Gather input from the community and area stakeholders, including residential and commercial developers, to assist in the development of a Complete Streets Policy.

Action Step B:
Coordinate with the Bike Fort Wayne Plan in the development and adoption of a Complete Streets ordinance.

Action Step C:
Investigate best practices on how other communities have developed and implemented a Complete Streets ordinance.

Policy 1:
Develop and adopt local criteria and guidelines for the installation and maintenance of pedestrian safety facilities, including appropriate traffic control devices, along the City’s major thoroughfares where increased pedestrian safety is needed.

Pedestrian infrastructure should be provided full consideration in the planning and development of transportation facilities, including its incorporation into state, regional, and local transportation plans and programs. A complete streets policy will provide for safer non-vehicular transportation, as well as a more user-friendly system.

Action Step A:
Gather input from the community and area stakeholders, including residential and commercial developers, to assist in the development of a Complete Streets Policy.

Action Step B:
Coordinate with the Bike Fort Wayne Plan in the development and adoption of a Complete Streets ordinance.

Action Step C:
Investigate best practices on how other communities have developed and implemented a Complete Streets ordinance.

Organizations & Associations that support Complete Streets include:
AARP
America Bikes
America Walks
American College of Sports Medicine
American Council of the Blind
American Institute of Architects
American Planning Association
American Public Health Association
Association of Pedestrian and Bicycle Professionals
City of Boulder
Healthcare Leadership Council
Environmental Defense Fund
Friends of the Earth
Humana
League of American Bicyclists
National Association of City and County Health Officials
National Association of REALTORS®
National Coalition for Promoting Physical Activity
National Recreation and Parks Association
Natural Resources Defense Council
Paralyzed Veterans of America
Partnership for Prevention
Prevention Institute
Rails-to-Trails Conservancy
Sacramento Air Quality Management District
Safe Routes to School National Partnership
Smart Growth America
Strategic Alliance for Healthy Food and Activity Environments
Transportation For America
Trust for America’s Health
U.S. Conference of Mayors
YMCA of the USA

— Courtesy of www.completestreets.org

“The best remedy for a short temper is a long walk.”
— Jacqueline Schiff
Often when the use and location of traffic control devices is left up to discretion, the results can vary depending on the funding source or engineer managing the project. This policy strives to set local minimum standards for when traffic control devices are discretionary and not specifically required by the MUTCD. By setting local minimum standards the City can better communicate and essentially increase the safety for all roadway users.

Another issue is the maintenance of traffic control devices. As time progresses, signs, signals and pavement markings will wear and become more difficult to recognize. This policy also aims to create local minimum standards and/or guidelines for when to repair or replace traffic control devices.

**Action Step A:**
Coordinate with Public Works, Department of Planning Services, Citilink, Fort Wayne Trails, Fort Wayne school systems, NIRCC and interest groups such as AARP and the Mayor’s Senior Advisory Council to develop safe pedestrian facility standards and/or guidelines.

**Action Step B:**
Examine all existing marked crosswalk locations in the City and ensure alignment with developed standards and/or guidelines.

**Action Step C:**
Examine all intersections and appropriate locations along all major thoroughfares to ensure alignment with developed standards and/or guidelines. Examination of pedestrian safety facilities should start within the Pedestrian Generating Areas and public and private schools and work outward.

“My grandmother started walking five miles a day when she was sixty. She’s ninety-three today, and we don’t know where the heck she is.”

— Ellen DeGeneres
It is important to recognize that all existing and future public infrastructure has a limited life span. Funding for the continued maintenance, repair and replacement of sidewalks and other pedestrian infrastructure facilities is an on-going challenge.

The maintenance of sidewalks and pedestrian safety infrastructure along major (arterial and collector) thoroughfares serve the active transportation needs of a larger portion of the community and are distinctly different from those along residential thoroughfares. Sidewalks along major thoroughfares are necessary in providing multi-modal transportation and access connections to primary pedestrian destinations. In developed areas, the initial installation, maintenance, and eventual repair and replacement is typically not funded or undertaken by adjacent property owners, but is often undertaken as part of a street replacement or resurfacing project. Funding for such projects varies, and can come from local, state or federal sources. Many of these funding sources are listed in the Funding / Financing section of the Implementation Chapter of this Plan. Transportation projects along major thoroughfares should include installation of new pedestrian infrastructure, as well as repair and/or replacement of infrastructure, as needed.

**CHAPTER FIVE: Maintenance**

**Maintenance of Residential Streets:**

Although this *Walk Fort Wayne* Plan will result in the installation of new sidewalks and other pedestrian safety facilities along major thoroughfares, the *Walk Fort Wayne* Plan is not a “maintenance plan.” Notwithstanding, maintenance of sidewalks along non-thoroughfare, residential streets is an important issue in our pedestrian network.

The long term maintenance of sidewalks in the City of Fort Wayne can logically be divided into different categories, based on street type. Sidewalk maintenance (including snow removal, repair and replacement) along residential (local) streets is typically the responsibility of adjacent property owners. Costs are privately funded, although property owners do have access to the City’s Barrett Law process, whereby 40% of the costs are borne by the City, and 60% by the property owner. Property owners can use the Barrett process to finance their 60% share over a period of time. In some older, low-income areas, the City has used federal CDBG funds to replace sidewalks at no cost to the adjacent property owner. In many newer, suburban areas, neighborhood associations have covenants which assess annual fees to maintain and repair subdivision streets and sidewalks.
The goal of this Walk Fort Wayne Plan, as previously stated, is to “Provide for an interconnected pedestrian transportation network by providing policy direction to decision makers and prioritizing the installation of new pedestrian facilities along major thoroughfares that provide connectivity to key destinations.” The Walk Fort Wayne Plan is not a maintenance plan. However, implementation of this plan will result in the installation of new sidewalk and pedestrian safety infrastructure to meet the goal. This will result in infrastructure that will require continued, long-term maintenance. As such, it is recommended that an overall plan for the continued maintenance, repair and replacement of sidewalk and related pedestrian safety infrastructure along major thoroughfares be pursued as a part of this Plan.

**Maintenance Goal:**
Ensure the continued and future maintenance of existing and future sidewalk and pedestrian safety facilities along major thoroughfares.

**Policy and Action Steps:**

**Policy 1:**
Develop and establish/adopt/implement a local sidewalk and pedestrian safety facility maintenance plan and/or program to repair, maintain and replace crumbling, heaved and otherwise hazardous sidewalks and other related infrastructure along major thoroughfares.

**Action Step 1:**
Develop a cross-department, cross-functional team to gather input from the community and area stakeholders to assist in the development of a sidewalk & pedestrian facility maintenance program.

**Action Step 2:**
Investigate best practices on how other communities have developed and implemented a sidewalk & pedestrian facility maintenance program.

**Action Step 3:**
Investigate best practices on ways to extend/maximize the life expectancy of sidewalks, such as providing adjacent trees with adequate room for root growth and/or using appropriate construction methods and materials that prolong sidewalk life expectancy.

**Action Step 4:**
Identify potential financing mechanisms to sustain a sidewalk & pedestrian facility maintenance program.
Prior to the 1980’s, nation-wide, most children walked or biked to school. Since then, the number of children walking or bicycling to school has sharply declined. This decline has been attributed to several factors, including urban growth patterns and development design, which have made it less safe to do so. Other factors, such as childhood inactivity patterns and lifestyles which emphasize more driving, have resulted in fewer children walking and biking to school. In addition, the Fort Wayne Community School’s magnet schools system, implemented as a desegregation effort in the 1970’s, has resulted in the elimination of true “neighborhood schools” in some areas, resulting in children needing to be bussed to schools outside their neighborhoods.

“Safe Routes to School” (SRTS) is the formal name of many growing efforts across the country to increase rates of children walking and biking to school. A SRTS federal aid program was created in 2005 and is administered by each state’s Department of Transportation. Projects have been for both infrastructure and non-infrastructure investments, and rely heavily on the 5 E’s – Education, Encouragement, Enforcement, Engineering, and Evaluation. SRTS programs are sustained through the efforts of parents, schools, community leaders and volunteers, law enforcement agencies, and local, state and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bike to school. SRTS programs examine conditions around schools and develop projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of the schools (as well as in the entire community).
As a result, these programs help make walking and bicycling to school safer and more appealing as a transportation choice—encouraging and establishing a healthy and active lifestyle from an early age. SRTS programs can help to demonstrate that walking and biking to school can be a safe and healthy alternative to being driven, and can provide a sense of independence for children who may otherwise be restricted by school bus or parents’ schedules.

While the primary focus of a SRTS initiative is improving safety for children walking and biking to school, the safety benefits often extend to all ages and activity groups. SRTS programs help to integrate physical activity into the everyday routine for school children. Health concerns related to sedentary lifestyles have become the focus of efforts both statewide and nationally, to reduce the health risks associated with being inactive and overweight. Identifying and improving routes for children to safely walk and bike to school has also been shown to be one of the most cost-effective means of reducing weekday morning traffic congestion and its auto-related pollution.

In Indiana, the Federal SRTS program is administered by Indiana Department of Transportation (INDOT). Indiana’s SRTS Program provides funding for eligible activities and infrastructure improvements in and around public and private school elementary and junior high school grounds. Grants for infrastructure projects may include sidewalks, crosswalks, bike lane striping, multi-use paths, traffic-calming and speed reduction improvements, pavement markings, signage, traffic control devices and even crossing guard facilitation. Funding for non-infrastructure improvements may include crossing guard training and equipment, school incentive and encouragement programs, speed enforcement activities, and teacher/administrator training.

Additionally, there are resources available that encourage, support and assist communities with SRTS initiatives. The National Safe Routes to School Partnership works to advance the SRTS movement throughout the nation and manages a website (http://www.saferoutespartnership.org/) which provides a number of benefits, such as publications, best practices, networking opportunities and general information. The National Center for Safe Routes to School also provides communities with support and guidance. Their website (www.saferoutesinfo.org) is a great place to find annual reports, funding opportunities, training and even a step-by-step guide on how to create a SRTS program. Local communities are encouraged to take advantage of resource such as these to promote, create and sustain local, successful Safe Routes to School programs.

In an effort to encourage, coordinate, and further educate area schools and school districts on the benefits of a SRTS program, City staff, in 2009, met with property managers from all four area public school districts, as well as seven administrators from seven private elementary and middle schools. In addition, each of the public school districts and all private schools were invited to an informative meeting to discuss the SRTS program. Through this outreach, it was discovered that there is a wide range of understanding of Indiana’s SRTS program. While some school administrators had direct experience with the program and an in-depth knowledge of its purpose and scope, others were unaware of its existence. During these meetings, City staff also received input on potential projects desired by a number of schools, if funding were available. Continued dialog between the City, schools and other involved community stakeholders is important in advancing the development of SRTS projects and programs.

The following map depicts these potential projects, which have the possibility of being funded by a SRTS program. This map will be regularly updated to reflect projects and needs.

“Ever wonder where you’d end up if you took your dog for a walk and never once pulled back on the leash?”
— Robert Brault
Although the Safe Routes to School is an important component of this Walk Fort Wayne Plan, its scope and mission is somewhat different. The overall goal of the Walk Fort Wayne Plan is to “Provide for an interconnected pedestrian transportation network by providing policy direction to decision makers and prioritizing the installation of new pedestrian facilities along major thoroughfares that provide connectivity to key destinations.” The overall goal of SRTS is to “Improve the health and well-being of children by enabling and encouraging them to walk and bike to school.” Although SRTS initiatives serve and achieve the overall goal of the Walk Fort Wayne Plan, SRTS projects are typically limited to connecting middle and elementary school-aged students with safe, convenient pedestrian access to schools. These student/school connections may or may not require sidewalks along major thoroughfares, as is the focus of the Walk Fort Wayne Plan. SRTS projects (including sidewalks) may be more likely to be located along local and neighborhood streets. In addition, SRTS projects may sometimes be located in areas outside of the public right of way, such as on school, park, or even private property in some cases.

The Fort Wayne community has a vested interest in encouraging school children to lead active lifestyles. SRTS programs offer ancillary benefits to neighborhoods by helping to slow traffic and provide reasonable facilities for walking and biking by all age groups. The following goal, policies and action steps will work to promote and encourage safe routes to school programs and projects.

Safe Routes to School Goal:

Improve the health and well-being of children by enabling and encouraging them to walk and bike to school.

Policies and Action Steps:

Policy 1:

Encourage and assist schools and school districts within the community to pursue local, state and federal funding opportunities for the development of sidewalks and other safe pedestrian facilities to and around schools.

Educating and bringing awareness to schools within the community on the types and availability of funding opportunities for the development of sidewalks and other pedestrian safety programs and infrastructure is an important first step in any safe routes to school initiative. The City may also be in a position to help schools with leveraging funds and grant application development.

Action Step A:

Inform and educate local schools and school districts on Indiana’s "Safe Routes to School" programs and the potential availability of grant funding.

Action Step B:

Promote and encourage local schools and school districts to apply for “Safe Routes to School” grants.

Action Step C:

Coordinate and assist with area schools and school districts to ensure “Safe Routes to School” funding applications are properly submitted and include all required and appropriate material.

Action Step D:

Encourage area schools to join and participate in the National Safe Routes to School Partnership and the National Center for Safe Routes to School as a way of advancing and implementing the goals of the SRTS initiative.
Policy 2:
Support and encourage schools and school districts, both within and adjacent to the City, in identifying and prioritizing Safe Routes to School projects and related efforts.

Action Step A:
Initiate and maintain communication between the City and its local schools and school district personnel on potential and specific Safe Routes to School sidewalk projects, as well as other “Best Practice” approaches to SRTS projects.

Action Step B:
Provide technical engineering assistance to schools by collaborating with City Engineering staff in obtaining project cost estimates, right of way acquisition, and design assessments of overall projects.

Action Step C:
City personnel should work with schools and school districts and maintain a current list of potential SRTS projects.

Policy 3:
Explore and support the establishment of a local Safe Routes to School grant program.

In order to be successful, a local SRTS program should have support, buy-in, and participation from individuals and organizations throughout the community. While each individual school will have unique concerns and goals for developing a SRTS project or program, an organizational strategy that promotes the sharing of ideas between schools can be more effective than several isolated school groups. An effective local SRTS program should include “champions,” or individuals at each school who spearhead their school’s organizing effort, stakeholders, and a task force made up of representatives of government, school officials, and other stakeholders in the community. The City could also explore the possibility of funding a local SRTS grant program.

Action Step A:
Establish a collaborative SRTS task force, comprised of City personnel, school officials, and other necessary stakeholders to discuss needs, share ideas, and develop an effective local SRTS program and process.

Action Step B:
Explore the establishment of a City staffed and funded SRTS grant program, for use by community schools within the City in providing safe student/pedestrian access facilities to schools.

Action Step C:
Determine the funding and/or finance needs of schools in providing sidewalks, crosswalks, signage, traffic control devices, crossing guard facilitation and other safe access projects.

Action Step D:
City personnel should work with schools and school districts and maintain a current list of potential SRTS projects for internal prioritization.
“Your body is built for walking.”
— Gary Yanker
The Walk Fort Wayne plan provides recommendations for future pedestrian projects and programs, and legislative initiatives that, if implemented, will make Fort Wayne a more pedestrian friendly community. This 10-year plan is intentionally ambitious as there is much catching up to do in order to accomplish its goals. Given the ambitious nature of the plan, it is vital that implementation begin immediately and continue steadily throughout its 10-year time frame. In order to assist implementation efforts, this chapter identifies and proposes staffing needs and describes available funding and financing sources.

Staffing

With policies and action steps ranging from infrastructure installation to new review procedures, programs and legislative initiatives, effective implementation of this, as well as other Active Transportation plans, such as Bike Fort Wayne and Fort Wayne Trails, requires the dedication of a cross section of City staff from several departments.

Though City staff have a wide range of knowledge and expertise, it is often difficult to identify specific and detailed needs of the public. As such, it is recommended that prioritization of programs and projects be facilitated through an independent formalized group. For this reason, the Walk Fort Wayne Plan, in coordination with the Bike Fort Wayne Plan, recommends that staff explore the creation of an Active Transportation Commission. It is anticipated that this group would be commissioned by the Mayor in order to provide coordination, oversight and advice to City staff as projects and other recommendations contained within this plan as well as the Bike Fort Wayne and Fort Wayne Trails plans are implemented.
The following list represents specific implementation tasks that should be implemented by City staff, with the assistance of the anticipated Active Transportation Commission.

- Collaborate with the Division of Community Development, Parks and Recreation, Transportation Engineering and the Board of Public Works in implementing and prioritizing the needed trails and sidewalks, according to the adopted Pedestrian Connectivity Needs Map.
- Manage pedestrian projects and review other transportation projects to ensure appropriate pedestrian infrastructure is incorporated.
- Assist and manage programs designed to improve and promote walking as a healthy, viable form of transportation.
- Coordinate among City departments and other agencies.
- Conduct public outreach and input sessions on a regular basis to stay connected to community needs.
- Cooperate with and provide assistance to non-profit trail and sidewalk advocacy groups, such as Aboite New Trails and Northwest Trails.
- Provide assistance to the Active Transportation Commission.
- Research best practices from other communities and incorporate appropriate practices into the Walk Fort Wayne plan.
- Review and update current local legislation related to pedestrian issues.
- Review and lobby state and federal legislation that support the Walk Fort Wayne plan.
- Update Walk Fort Wayne and corresponding maps as needed.
- Identify and pursue local, state and federal funding opportunities to support the Walk Fort Wayne plan.

Funding / Financing

With the growing trend of funding sources being allocated by the US Congress for livable community and pedestrian safety projects, opportunities for implementing pedestrian projects are increasing. This plan’s implementation for an interconnected pedestrian transportation network can only be achieved when funding is sought and secured. It is vital that City staff responsible for implementation remain flexible and focused on the variety of ever changing funding options.

The City has established many programs and procedures to help plan for the efficient and sustained operation of Fort Wayne. The Capital Improvement Program (CIP) is one such planning tool that proposes capital projects and equipment purchases over a five year period. The CIP also details financial resources for projects and equipment purchases, as well as a planning schedule. The program focuses on improving and preserving Fort Wayne’s infrastructure, while ensuring the strategic use of public funds. The CIP also provides an opportunity for City divisions, such as Community Development, Public Works and Parks and Recreation, to collaborate and establish priorities for capital projects and equipment purchases on a City wide basis. The pedestrian projects identified in this plan should be a high priority for the City, and should be reflected as such by the incorporation of these projects into the Capital Improvement Program.

There are four main funding sources used for the construction of pedestrian infrastructure. These sources are Local Funds, State Funds, Federal Funds and Private/Not-for-Profit Funds. The following identifies and briefly describes both traditional and non-traditional funding opportunities that fall under one of these four main funding sources.

Local Funds:

Local funds are those that originate within Allen County and the City of Fort Wayne taxing districts. Generally, these funds have the most flexibility on how they can be spent and the types of improvements to which they can be allocated. Examples of local funds are as follows:

- **Community Economic Development Income Tax (CEDIT)** funds are derived from local income taxes and may be used by the City for any lawful purpose, including pedestrian capital improvements. CEDIT Bonds can also be issued and are reimbursed with CEDIT funds. An example of a program funded through CEDIT is the City Street Tree Program.
State Funds:

Projects utilizing funds allocated by the State of Indiana are usually more time intensive and involve projects that are higher in cost than those completed local funds. These funding sources sometimes cover 100% of the costs for a project, but often require a local match. State funds are distributed to the City and vary from year to year. These funds often contribute to the engineering and construction of pedestrian infrastructure, such as sidewalks, crosswalks and signalization. Examples of state funds are as follows:

- The Wheel Tax, Excise Surtax and the Gasoline Tax contribute to larger road construction or reconstruction projects which can include pedestrian infrastructure.
- The Motor Vehicle Highway (MVH) fund is the largest source of state aid for local road construction and maintenance projects. These funds are administered by the City, and may include pedestrian walkways.
- Local Roads and Street (LR&S) funds are to be used for, "engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities." These highway projects can include pedestrian walkways.

Federal Funds:

Funds provided by the Federal Government are also generally more time intensive and involve projects that are higher in cost than those completed with local funds. These funds sometimes cover 100% of the costs for a project, but generally a portion of the total project costs need to be paid with local funds.

- The Surface Transportation Program (STP) federal grant program is administered through Indiana’s Department of Transportation and the local MPO. These funds are a major source of funding for transportation projects, which may include pedestrian walkways.
- The Transportation Enhancement (TE) federal grant program is administered through the local MPO. These...
funds often finance various types of trails projects, which are intended to improve mobility, protection of human and natural environment, community preservation, sustainability and livability.

- The Congestion Mitigation Air Quality (CMAQ) improvement program is a federal grant, administered through the local MPO. These funds are given to non-attainment areas for capital improvements to decrease the amount of air pollutants emitted into the atmosphere. Because the promotion of walking as a viable transportation option can help to reduce air pollutants by reducing automobile usage, construction of walkways and transit facilities is a permissible use of CMAQ funds.

- The Highway Safety Improvement Program (HSIP) federal grant program is administered through the local MPO. This fund is awarded to projects that are likely to improve the safety of an identified area. These funds can be used for pedestrian safety projects, such as signs and signals, and crosswalk markings.

- The Safe Routes to School (SRTS) federal grant program is administered through the Indiana Department of Transportation. These funds can be applied for by individual schools, school districts, local government agencies, state agencies and MPO’s. These funds can either be used for infrastructure projects or non-infrastructure projects, such as education programs or crossing guard equipment.

- The Highway Bridge Program (HBP or BRR) federal funds are administered by Indiana’s Department of Transportation, and may be used for pedestrian and bicycle transportation facilities on highway bridges. The selection process for these funds, which do not require a local match, is based partly on bridge deficiency ratings.

- Interstate Maintenance (IM) federal funds may be used for resurfacing, restoration, rehabilitation, and reconstruction projects on the national interstate system. The inclusion of pedestrian safety and bicycle facilities that are incorporated in the design of new/reconstructed interchanges and/or overpasses are eligible.

- National Highway System (NHS) federal fund are administered by Indiana’s Department of Transportation, and may be used for the construction of pedestrian and bicycle transportation facilities on land adjacent to any highway on the National Highway System, including Interstate highways.

- The Recreation Trails Program (RTP) federal matching grant program is administered by Indiana’s Department of Natural Resources. These funds are used for development and maintenance of recreational trails, which may serve as the pedestrian walkway along a roadway.

- The Community Development Block Grant (CDBG) federal grant program is administered by the City’s Office of Housing and Neighborhood Services Department. These funds can provide a number of benefits to households in income qualified areas, including development and construction of pedestrian walkways. Past CDBG funds have been used to construct new sidewalks in Fort Wayne.

- The Safe Routes to School (SRTS) federal grant program is administered through the Indiana Department of Transportation. These funds can be applied for by individual schools, school districts, local government agencies, state agencies and MPO’s. These funds can either be used for infrastructure projects or non-infrastructure projects, such as education programs or crossing guard equipment.

“When you have worn out your shoes, the strength of the shoe leather has passed into the fiber of your body. I measure your health by the number of shoes and hats and clothes you have worn out.” — Ralph Waldo Emerson

Private / Not-for-Profit Funds:

Private donations from foundations, corporations, memorials and local trails groups have been used in both matching public funds, as well as to build and/or replace public infrastructure, such as trails, sidewalks and bus pads and shelters. Not-for-Profit local trails groups, such as Aboite New Trails, The Greenway Consortium and Northwest Allen Trails have all played a vital role in developing much of the trail system within the City of Fort Wayne and Allen County. These public/private partnerships are a great asset, opportunity and benefit to the community, and can be used to develop and construct large scale projects.
<table>
<thead>
<tr>
<th>Funding / Financing Program</th>
<th>Source</th>
<th>Agency</th>
<th>Primary Purpose</th>
<th>Eligibility</th>
<th>Match Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Economic Development Income Tax (CEDIT) • Street Tree Program</td>
<td>Local</td>
<td>Various City Departments</td>
<td>Funds are used for operations of certain City and County departments.</td>
<td>Construction and reconstruction of pedestrian and bicycle facilities; purchase of land and equipment; engineering; staffing; programs.</td>
<td>100% Local</td>
</tr>
<tr>
<td>County Option Income Tax (COIT)</td>
<td>Local</td>
<td>Various City Departments</td>
<td>Funds are used for operations of certain City and County Departments.</td>
<td>Funds have been used to support pedestrian infrastructure.</td>
<td>100% Local</td>
</tr>
<tr>
<td>Property Taxes • Tax Increment Financing (TIF)</td>
<td>Local</td>
<td>Various City Departments</td>
<td>These funds are a major source of funding and are primarily used to fund operations of most City departments.</td>
<td>Construction and reconstruction of pedestrian and bicycle facilities; purchase of land and equipment; engineering; staffing; programs.</td>
<td>100% Local</td>
</tr>
<tr>
<td>Barrett Law Process</td>
<td>Local</td>
<td>Department of Public Works</td>
<td>Financing mechanism that matches local funds to private funds from adjacent property owners to construct capital improvements.</td>
<td>Construction and reconstruction of capital improvements such as pedestrian and bicycle facilities.</td>
<td>60% Private 40% Local</td>
</tr>
<tr>
<td>Wheel Tax, Excise Surtax and Gasoline Tax</td>
<td>State / Local</td>
<td>Department of Public Works</td>
<td>Funds are often used for larger roadway construction and reconstruction projects.</td>
<td>Construction and reconstruction of pedestrian and bicycle facilities; Operations, materials and maintenance.</td>
<td>None</td>
</tr>
<tr>
<td>Motor Vehicle Highway (MVH)</td>
<td>State</td>
<td>Department of Public Works</td>
<td>50% of the State Police Budget and the department of traffic safety budget are deducted from the total fund amount. The remaining funds are distributed to local governments for construction, reconstruction, maintenance, maintenance or repair of streets and alleys in the municipalities and county highway and bridges in the county.</td>
<td>Construction and reconstruction of pedestrian and bicycle facilities; Operations, materials and maintenance.</td>
<td>None</td>
</tr>
<tr>
<td>Local Roads and Streets (LR&amp;S)</td>
<td>State</td>
<td>Department of Public Works</td>
<td>Funds are dedicated for engineering, construction or reconstruction of roads, streets or bridges, as well as for payment of bonds and interest to finance any project of this type.</td>
<td>Design, engineering, construction, reconstruction, rehabilitation and land acquisition of highway facilities, including pedestrian and bicycle infrastructure.</td>
<td>None</td>
</tr>
<tr>
<td>Surface Transportation Program (STP)</td>
<td>Federal</td>
<td>MPO and INDOT</td>
<td>Construction, resurfacing and operational improvements for highways and bridges, including transit and other modes.</td>
<td>Construction of pedestrian and bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with the ADA.</td>
<td>80% Federal 20% Non-Federal</td>
</tr>
<tr>
<td>Transportation Enhancement (TE)</td>
<td>Federal</td>
<td>MPO</td>
<td>Funds twelve specific activities that include pedestrian and bicycle facility development, and safety / education activities.</td>
<td>3 of 12 categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail-trails.</td>
<td>80% Federal 20% Non-Federal</td>
</tr>
<tr>
<td>Funding / Financing Program</td>
<td>Source</td>
<td>Agency</td>
<td>Primary Purpose</td>
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<tr>
<td>Congestion Mitigation Air Quality (CMAQ)</td>
<td>Federal</td>
<td>MPO</td>
<td>Funds projects in nonattainment and maintenance areas that reduce transportation related emissions.</td>
<td>Construction of pedestrian and bicycle facilities; Non-construction projects for safe bicycle use. Projects do not have to be within ROW of a Federal-aid highway, but must demonstrate an air quality benefit.</td>
<td>80% Federal 20% Non-Federal (Funding matches may vary)</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>Federal</td>
<td>MPO</td>
<td>Reduction in traffic fatalities and serious injuries on public roads.</td>
<td>Improvements for pedestrian and bicycle safety; Construction of yellow-green signs at pedestrian and bicycle crossings and in school zones. Correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitute a danger to pedestrians and bicyclists. Highway safety improvement projects on pedestrian/bicycle pathways, or trails.</td>
<td>90% Federal 10% Non-Federal (Funding matches may vary)</td>
</tr>
<tr>
<td>Safe Routes to School (SRTS)</td>
<td>Federal</td>
<td>INDOT</td>
<td>Enable and encourage children, including those with disabilities, to walk and bike to school; Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.</td>
<td>Sidewalk improvements; Traffic calming and speed reduction improvements; Pedestrian and bicycle crossing improvements; Off-street bicycle and pedestrian facilities; Traffic diversion improvements in the vicinity of schools; Public awareness campaigns and outreach; Traffic education and enforcement in the vicinity of schools; Student sessions on bike and pedestrian safety, health and environment; Funding for training, volunteers and managers of safe routes to school programs.</td>
<td>100% Federal</td>
</tr>
<tr>
<td>Highway Bridge Program (HBP or BRR)</td>
<td>Federal</td>
<td>INDOT</td>
<td>Funding for States to improve the condition of their highway bridges through replacement, rehabilitation and systemic preventive maintenance.</td>
<td>Pedestrian and bicycle facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations.</td>
<td>80% Federal 20% Non-Federal</td>
</tr>
<tr>
<td>Potential Funding / Financing Sources for Pedestrian Projects and Programs - Summary Table</td>
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<tr>
<td><strong>Funding / Financing Program</strong></td>
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<tr>
<td>Interstate Maintenance (IM)</td>
<td>Federal</td>
<td>INDOT</td>
<td>Funding is targeted at maintaining and improving the Nation’s Interstate Highway system.</td>
<td>IM funds may be used for resurfacing, restoration, rehabilitation and reconstruction projects. The inclusion of pedestrian safety and bicycle facilities that are incorporated in the design of new/reconstructed interchanges and/or overpasses are eligible.</td>
<td>90% Federal, 10% Non-Federal</td>
</tr>
<tr>
<td>National Highway System (NHS)</td>
<td>Federal</td>
<td>INDOT</td>
<td>Improvements to roads that are part of the NHS and NHS Intermodal connectors.</td>
<td>Construction of pedestrian and bicycle facilities on land adjacent to a highway on the NHS system.</td>
<td>90% Federal, 10% Non-Federal</td>
</tr>
<tr>
<td>Recreational Trails Program (RTP)</td>
<td>Federal</td>
<td>DNR</td>
<td>Develop and maintain recreational trails and trail related facilities for non-motorized / motorized recreational trail users.</td>
<td>Motorized and non-motorized trails. Trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.</td>
<td>80% Federal, 20% Non-Federal</td>
</tr>
<tr>
<td>Community Development Block Grant (CDGB)</td>
<td>Federal</td>
<td>City/OHNS Department</td>
<td>Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income persons.</td>
<td>Sidewalks, greenways, trails and bicycle facilities that provide increased safety, access and transportation options.</td>
<td>100% Federal</td>
</tr>
<tr>
<td>Local Transit Authority, Fort Wayne Public Transit Corp., Funds: (Section 5307 Funds, State PMTF Funds and Local Property Tax)</td>
<td>Local/ State/ Federal</td>
<td>FWPTC / Citilink</td>
<td>Operations, personnel, facilities and equipment.</td>
<td>Funds can be used for construction and replacement of bus pads, shelters and sidewalks, which improve access to transit stop locations.</td>
<td>Varies</td>
</tr>
<tr>
<td>Private / Not-for-Profit Funds</td>
<td>Private</td>
<td>Varies</td>
<td>Varies</td>
<td>Varies</td>
<td>Varies</td>
</tr>
</tbody>
</table>

**Notes:** Agency refers to the organization responsible for administering the funds, (ADA - Americans with Disabilities Act, DNR - Department of Natural Resources, FWPTC - Fort Wayne Public Transit Corporation, INDOT - Indiana Department of Transportation, MPO - Metropolitan Planning Organization, OHNS - Office of Housing and Neighborhood Services, PMTF - Public Mass Transit Fund, ROW - right-of-way)

For more information, please visit cityoffortwayne.org/walkfortwayne
“The sum of the whole is this: walk and be happy; walk and be healthy. The best way to lengthen out our days is to walk steadily and with a purpose.”

— Charles Dickens
APPENDIX A:
Glossary of Terms

Accessibility: The quality of providing access and capability to people with physical limitations, incorporating the Accessibility Guidelines of the Americans with Disabilities Act (ADAAG).

Active Transportation Initiative: A comprehensive City initiative that embodies the Bike Fort Wayne, Walk Fort Wayne and Fort Wayne Trails plans, which promote sustainable forms of transportation through bicycling, walking and convenient accessibility to public transportation.

American Association of State Highway and Transportation Officials (AASHTO): A national non-profit and nonpartisan association, responsible for developing and publishing recognized transportation-related standards and guidelines and best practices, used on the national, state and local levels. Its mission is to advocate transportation-related policies and to provide technical services to support states in their efforts to efficiently and safely move people and goods. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

Americans with Disabilities Act (ADA): Civil rights legislation, effective in July 1992, covering accessibility for individuals with physical limitations in public places, especially as it relates to community transportation infrastructure, including crosswalks, signalization, sidewalks, intersection ramps, etc.

Best Practices: The procedures, policies, methods, or guidelines that have been analyzed and shown in practice, to be effective.

Bike Fort Wayne: A ten year, action-oriented plan that promotes a safe and bikable community by producing policies, projects and programs that support bicycling as a form of active transportation.

City of Fort Wayne Capital Improvement Program (CIP): A five year plan, updated annually, which identifies capital improvement projects and equipment purchases for the City, and provides planning schedules, including the identification of options for financing the plan.

Complete Streets: Highways, streets or roads that are designed and operated to enable safe, comfortable and convenient access along and across the traveled way for all users, including, but not limited to, pedestrians, bicyclists, motorists, and transit users of all ages and abilities.

Comprehensive Plan: A document that guides the way an area should be developed. It includes a compilation of policy statements, goals, standards, maps and pertinent data relative to the past, present, and future trends of a particular area of the County including, but not limited to, its population, housing, economics, social patterns, land use, water resources, transportation facilities, and public facilities. Plan-it Allen!, drafted and approved under the 500 series of IC 36-7-4, serves as the Allen County / Fort Wayne Comprehensive Plan.

Connectivity: Within the urban and suburban transportation fabric, the ability to easily and efficiently link all modes of transportation, including pedestrian, to one another; the ability to access necessary and desirable destinations via various modes of transport.

Crosswalk: Portion of a roadway designated for pedestrian crossing, marked or unmarked. At an intersection, unmarked crosswalks are the natural extension of the shoulder, curb line or sidewalk.

Fort Wayne Trails: The designated active, non-motorized transportation system in Fort Wayne, Indiana consisting of trails, paths, multi-use trails, shared-use paths, greenways and rails-to-trails.

Geographic Information System (GIS): An organized collection of computer hardware, software and geographic data designed to efficiently capture, store, update, manipulate, analyze and digitally display all forms of geographically referenced information.
**Greenway:** A trail within a linear open space established along a natural corridor, such as a river, stream, ridgeline, former transportation corridor, or other route for conservation, recreation, and/or active transportation purposes. Greenways can connect parks, nature preserves, cultural facilities, and historic sites with business and residential areas.

**Infrastructure:** The utilities and basic services, such as roads, signs, street lights and sewers, essential for the development, operation, and growth of a city.

**Institute of Transportation Engineers (ITE):** Founded in 1930, an international educational and scientific association of transportation professionals, responsible for addressing and meeting mobility and safety needs.

**Major Thoroughfare:** A collector or arterial street, which is typically intended for carrying higher volumes of traffic, connecting major points of destination.

**Manual on Uniform Traffic Control Devices (MUTCD):** A national standard, approved by the Federal Highway Administration, for placement and selection of all traffic control devices on or adjacent to all streets and highways open to public travel.

**Metropolitan Planning Organization (MPO):** A federally required intergovernmental transportation body, established in all metropolitan areas with a population greater than 50,000. The MPO is responsible for the Regional Transportation Program (RTP) and the Transportation Improvement Plan (TIP), which are necessary prerequisites for the receipt of federal transportation funding. In Fort Wayne, the Northeastern Indiana Regional Coordinating Council (NIRCC) serves as the MPO.

**Mid-block Crosswalks:** The portion of a roadway, designated for pedestrian crossing, which is located in the middle of a block where no intersecting streets occur; depending on site location and conditions, mid-block crossings should include appropriate traffic control devices, such as signs, signals, refuge islands or pavement markings.

**Mobility:** The ability to move people, including those with physical limitations, from place to place.

**Mode of Transportation:** A general term for various types and means of moving people and goods from one place to another. (Via automobiles, walking, biking, trains, buses, planes, wheelchairs, watercraft, etc.)

**Multi-modal:** An environment or system which has a variety of transportation options available for any trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination.

**Multi-use Trail/Path:** A trail that is physically separated from motorized vehicular traffic by an open space or barrier. It is either within a public thoroughfare or within an independent right of way. It permits more than one user group at a time (hiker, runner, bicyclist, etc.). May also be referred to as a multi-purpose trail/path.

**Northeastern Indiana Regional Coordinating Council (NIRCC):** Fort Wayne’s regional MPO. See Metropolitan Planning Organization.

**Path (Pathway):** A temporary or permanent area typically indicating the common route taken by pedestrians either within or between locations; also commonly considered a soft surface, low-use intensity pedestrian facility.

**Pedestrian:** A person traveling on foot, in a wheelchair, on skates, skateboard, or walking a bicycle.

**Pedestrian Safety Facilities:** Designed and built infrastructure provided for the benefit and encouragement of pedestrian travel, including walkways, crosswalks, signs, signals, illumination and benches.

**Rails-to-Trails:** A method of converting former railroad rights-of-way to trails. Trails resulting from this conversion tend to be relatively straight and flat with gentle grades and very gradual turns (if any), and often result in some very long point-to-point trails.

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“Walking: the most ancient exercise and still the best modern exercise.” — Carrie Latet
Right-of-Way: A general term denoting land, property or interest therein, dedicated for public use, usually in a strip of land acquired for or devoted to the construction of a highway, road, street or alley that typically includes the travelled way, shoulders, roadides, auxiliary lanes, medians, border areas, park strips, sidewalks, curbs, gutters, and frontage roads.

Right of Way: The right of a vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Roadway: The portion of the thoroughfare, including shoulders, intended primarily for vehicular use.

Rural Designed Thoroughfare: A thoroughfare that is generally uncurbed, has side drainage swales and has wide safety clear zones along its length. In addition to their rural locations, rural designed thoroughfares can occur in urban and suburban areas and often serve as arterial, collector and local streets with speed limits well under the 50+ mph design speeds of true rural roads. They are referred to as Rural Roads in this report.

Rural Roads: See Rural Designed Thoroughfare (above)

Shared-use Path: A trail that is physically separated from motorized vehicular traffic by an open space or barrier and is within a public thoroughfare. Shared-use paths may be used by pedestrians, skaters, wheelchair users, joggers, bicyclists, skateboarders and other non-motorized users.

Sidewalk: The portion of the thoroughfare right-of-way, designed for and used primarily by pedestrians, typically constructed of a five foot (or more) wide concrete passageway.

Street, Arterial: A public street that provides high volume travel between major destination points or serves the major centers of activity. An arterial street primarily serves through traffic, as well as carries most of the trips entering and leaving an urban area. As a secondary function, an arterial street provides access to abutting properties.

Street, Collector: A public street that provides moderate volume traffic circulation and property access. The street distributes trips from arterials through the area to local streets or final destinations. The system also links neighborhoods or other areas of land use with arterials.

Street, Local: A public street which provides for low volume traffic circulation and direct access to abutting properties. Local streets are intended for short trips which feed collector and arterial streets and make through traffic movement inconvenient.

Street, Private: An improved area other than a driveway or public alley, which is located on private property, used primarily for purposes of vehicular travel, which has not been legally dedicated or otherwise accepted as a public right-of-way by an appropriate governmental entity.

Thoroughfare: A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

Trail: A designated route on land with public access for recreation and/or active transportation purposes such as walking, jogging, hiking, skating and/or bicycling. Unless otherwise identified by signage, equestrian and motorized use is prohibited on the trail and adjacent to the trail, with the exception of motorized wheelchairs, maintenance vehicles and emergency vehicles. Trails are generally designed to incorporate Americans with Disabilities Act (ADA) accessibility guidelines.

Urban Designed Thoroughfare: A thoroughfare that occurs in urban areas and towns where development patterns demand dense urban development adjacent to the thoroughfare. Such conditions are generally characterized as having curbs, storm drainage managed into inlets and pipes, sidewalks, landscape (tree) strips, street lighting and other amenities to accommodate adjacent dense human activity. These conditions are more often understood as city or town streets with design speeds of under 45 mph. They are referred to as Urban Roads in this report.

“Make your feet your friend.”
— J.M. Barrie

“I have two doctors, my left leg and my right.”
— G.M. Trevelyan
Urban Roads: See Urban Designed Thoroughfare (above)

Urban Transportation Advisory Boards (UTAB): An intergovernmental policy board, established and administered by the Northeastern Indiana Regional Coordinating Council (NIRCC), which reviews, makes recommendations, and makes decisions on transportation plans, projects and issues within the Fort Wayne-New Haven-Allen County Metropolitan Planning Area, with a membership composed of representatives from State and local governments involved with, and responsible for various transportation activities.

Vehicle: Any physical device in which, or upon or by which any person or property is or may be transported or drawn along a roadway, including vehicles that are self-propelled or powered by any means.

Walk Fort Wayne: A ten year, action-oriented plan that promotes a safe and walkable community by providing policy direction to decision makers and prioritizing the installation of new pedestrian facilities along major roadways that provide connectivity to key destinations.
Results and Analysis from Community Survey
July 2009 - November 2009

Surveys were conducted using various methods, including online (via the City’s webpage), City utility bill stuffers and survey boxes (City of Fort Wayne ACPL branches, YMCA Central Branch, IVY Tech Community College, IPFW, Indiana Tech, Wellspring Community center, Burmese Advocacy Center, the lobby of the City-County Building and the Fort 4 Fitness Health Expo)

There were a total of 2,542 surveys collected and tallied. Of which, 290 (11.4%) were online, 1,932 (76.0%) from utility bill stuffers and 320 (12.6%) from paper surveys received.

**Key Survey Trends:**
- Schools (K-8) was rated as the highest priority destination
- Work/Employment Centers was rated as the lowest priority destination
- Stellhorn Rd and Maplecrest Rd was the top rated intersection in need of crosswalks and or pedestrian signals
- Main purpose for using sidewalks was "Traveling to a destination" closely followed by "Exercise"
- Main reason people chose "Other" for purpose of using sidewalks was SAFETY
- Lake Ave. was the top rated roadway identified in the Northeast Quadrant
- Coliseum Blvd. was the top rated roadway identified in the Northwest Quadrant
- Lafayette St. was the top rated roadway identified in the Southeast Quadrant
- Jefferson Blvd. was the top rated roadway identified in the Southwest Quadrant
- Reed Rd. was identified as the most important roadway not listed on the survey in need of sidewalk connectivity
- Largest response was from the age group 40-59
- The Northeast Quadrant had the highest number of responses with 23% coming from the 46815 and 46835 zip codes

**Survey Results by Question:**

1. Please place the corresponding letter for each of the following destinations in one of the three categories for importance of having sidewalks.

<table>
<thead>
<tr>
<th>Category</th>
<th>Highest Need</th>
<th>Medium Need</th>
<th>Lower Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>(F) Schools (K-8)</td>
<td>78</td>
<td>40</td>
<td>36</td>
</tr>
<tr>
<td>(C) Libraries</td>
<td>36</td>
<td>33</td>
<td>37</td>
</tr>
<tr>
<td>(I) Work/Employment Centers</td>
<td>40</td>
<td>37</td>
<td>35</td>
</tr>
<tr>
<td>(G) Schools (Highschool &amp; higher)</td>
<td>39</td>
<td>33</td>
<td>37</td>
</tr>
<tr>
<td>(E) Public Transit Stops</td>
<td>33</td>
<td>37</td>
<td>35</td>
</tr>
<tr>
<td>(B) Gov’t Offices &amp; Human Service Agencies</td>
<td>37</td>
<td>35</td>
<td>33</td>
</tr>
<tr>
<td>(A) Community Facilities and Major Attractions</td>
<td>28</td>
<td>28</td>
<td>27</td>
</tr>
<tr>
<td>(D) Medical/Health Centers</td>
<td>28</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>(H) Shopping Centers/Areas</td>
<td>27</td>
<td>28</td>
<td>27</td>
</tr>
</tbody>
</table>

2. Please identify no more than three (3) major roadway intersections where pedestrian crosswalks (i.e. painted lines) and/or signals are needed.

Top Five (5) Intersections
- Stellhorn Rd. & Maplecrest Rd.
- Coliseum Blvd. & Coldwater Rd.
- Dupont Rd. & Coldwater Rd.
- Coliseum Blvd. & N. Anthony Blvd.
- St. Joe Center Rd. & Maplecrest Rd.
3. Please place a check mark next to your purpose for using sidewalks.

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traveling to a destination</td>
<td>68%</td>
</tr>
<tr>
<td>Exercise</td>
<td>66%</td>
</tr>
<tr>
<td>Recreation</td>
<td>44%</td>
</tr>
<tr>
<td>Other</td>
<td>12%</td>
</tr>
</tbody>
</table>

4. For each of the following quadrant sets that you are familiar with, please place a check mark next to the roadway you feel is most in need of sidewalks.

<table>
<thead>
<tr>
<th>Northeast Quad</th>
<th>%</th>
<th>Northwest Quad</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stellhorn Road</td>
<td>16%</td>
<td>Lima Road</td>
<td>10%</td>
</tr>
<tr>
<td>St. Joe Center Road</td>
<td>15%</td>
<td>Clinton Street</td>
<td>10%</td>
</tr>
<tr>
<td>Maysville Road</td>
<td>5%</td>
<td>Coldwater Road</td>
<td>13%</td>
</tr>
<tr>
<td>Trier Road</td>
<td>7%</td>
<td>Cook Road</td>
<td>5%</td>
</tr>
<tr>
<td>Maplecrest Road</td>
<td>13%</td>
<td>Coliseum Boulevard</td>
<td>17%</td>
</tr>
<tr>
<td>Lake Avenue</td>
<td>18%</td>
<td>Dupont Road</td>
<td>12%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Southeast Quad</th>
<th>%</th>
<th>Southhwest Quad</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wayne Trace</td>
<td>5%</td>
<td>Covington Road</td>
<td>12%</td>
</tr>
<tr>
<td>Hessen Cassel Road</td>
<td>7%</td>
<td>Ardmore Avenue</td>
<td>8%</td>
</tr>
<tr>
<td>Lafayette Street</td>
<td>12%</td>
<td>Airport Expressway</td>
<td>3%</td>
</tr>
<tr>
<td>Paulding Road</td>
<td>9%</td>
<td>Jefferson Boulevard</td>
<td>18%</td>
</tr>
<tr>
<td>Tillman Road</td>
<td>8%</td>
<td>Illinois Road</td>
<td>12%</td>
</tr>
<tr>
<td>Decatur Road</td>
<td>5%</td>
<td>Bluffton Road</td>
<td>13%</td>
</tr>
</tbody>
</table>

5. If there are sidewalk gaps along the City’s major roadways not listed above, that you feel need to be addressed, please identify those below.

- Top Five (5) Roadways
  - Reed Rd.
  - Parnell Ave.
  - State Blvd.
  - Aboite Center Rd.
  - Liberty Mills Rd.

6. Age Range:

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>1%</td>
</tr>
<tr>
<td>18 - 39</td>
<td>23%</td>
</tr>
<tr>
<td>40 - 59</td>
<td>42%</td>
</tr>
<tr>
<td>60 and up</td>
<td>26%</td>
</tr>
</tbody>
</table>

7. Zip Codes:

<table>
<thead>
<tr>
<th>Zip Codes</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>46802</td>
<td>47</td>
<td>1.85%</td>
</tr>
<tr>
<td>46803</td>
<td>21</td>
<td>0.83%</td>
</tr>
<tr>
<td>46804</td>
<td>179</td>
<td>7.04%</td>
</tr>
<tr>
<td>46805</td>
<td>190</td>
<td>7.74%</td>
</tr>
<tr>
<td>46806</td>
<td>83</td>
<td>3.27%</td>
</tr>
<tr>
<td>46807</td>
<td>138</td>
<td>5.43%</td>
</tr>
<tr>
<td>46808</td>
<td>131</td>
<td>5.15%</td>
</tr>
<tr>
<td>46809</td>
<td>79</td>
<td>3.11%</td>
</tr>
<tr>
<td>46812</td>
<td>1</td>
<td>0.04%</td>
</tr>
<tr>
<td>46814</td>
<td>51</td>
<td>2.01%</td>
</tr>
<tr>
<td>46815</td>
<td>325</td>
<td>12.79%</td>
</tr>
<tr>
<td>46816</td>
<td>90</td>
<td>3.54%</td>
</tr>
<tr>
<td>46818</td>
<td>57</td>
<td>2.24%</td>
</tr>
<tr>
<td>46819</td>
<td>55</td>
<td>2.16%</td>
</tr>
<tr>
<td>46825</td>
<td>170</td>
<td>6.69%</td>
</tr>
<tr>
<td>46828</td>
<td>1</td>
<td>0.04%</td>
</tr>
<tr>
<td>46835</td>
<td>272</td>
<td>10.70%</td>
</tr>
<tr>
<td>46845</td>
<td>108</td>
<td>4.25%</td>
</tr>
<tr>
<td>46774</td>
<td>3</td>
<td>0.12%</td>
</tr>
<tr>
<td>33715</td>
<td>1</td>
<td>0.04%</td>
</tr>
<tr>
<td>46748</td>
<td>2</td>
<td>0.08%</td>
</tr>
<tr>
<td>46765</td>
<td>1</td>
<td>0.04%</td>
</tr>
<tr>
<td>46705</td>
<td>1</td>
<td>0.04%</td>
</tr>
</tbody>
</table>

“A dog is one of the remaining reasons why some people can be persuaded to go for a walk.”
— O.A. Battista
## Priority Matrix

### APPENDIX C: Priority Matrix

<table>
<thead>
<tr>
<th>Desirable Pedestrian Destination</th>
<th>Within 1/8th Mile Radius Around Segment</th>
<th>Number of Criteria</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public and Private Elementary and Middle Schools</td>
<td>3 points per school</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public and Private High Schools, Colleges, Universities and Trade Schools</td>
<td>3 points per school</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Corridor</td>
<td>3 points if along corridor 1 point if touching corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project will connect into significant pedestrian infrastructure</td>
<td>3 points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Density</td>
<td>3, 2, 1 or 0 points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Facilities - Parks, Libraries, YMCA’s and YWCA’s</td>
<td>2 points per site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood / Major Shopping Centers / Areas</td>
<td>2 points per shopping center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Retirement Communities</td>
<td>2 points per retirement community</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is segment within 1955 City boundary</td>
<td>2 points if “yes”</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Medical / Health Care Facilities - Hospitals, Urgent Care, Outpatient surgery, Clinics, etc.</td>
<td>2 points per site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HUD Qualified Block Groups</td>
<td>1 point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Family Complex with Subsidized Housing</td>
<td>1 point per complex</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Attractions - Zoo, Science Central, Parkview Field, The Coliseum, Museums, etc.</td>
<td>1 point per site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment Density</td>
<td>1 point for areas with 800 employees or more</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government Offices and Human Service Agencies</td>
<td>1 point per site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Health Care Facilities</td>
<td>1 point per site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Segment within strategic plan/s</td>
<td>1 point per plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Desirable Pedestrian Destination</td>
<td>Segment 2-a</td>
<td>Segment 2-b</td>
<td>Segment 2-c</td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Public and Private Elementary and Middle Schools (max. 3)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Public and Private High Schools, Colleges, Universities and Trade Schools (max. 3)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Along Transit Corridor (max. 3)</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Project will connect into significant pedestrian infrastructure (max. 3)</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Residential Density (max. 3)</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Community Facilities (max. 2) - Parks, Libraries, YMCA’s and YWCA’s</td>
<td>2</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Neighborhood / Major Shopping Centers / Areas (max. 2)</td>
<td>10</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Senior Retirement Communities (max. 2)</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Is segment within 1955 City boundary (max. 2)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Major Medical / Health Care Facilities (max. 2) - Hospitals, Urgent Care, Clinics, etc.</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Connects to Transit Corridor (max. 1)</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>HUD Qualified Block Groups (max. 1)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Multi-Family Complex with Subsidized Housing (max. 1)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Major Attractions (max. 1) - Zoo, Science Central, Parkview Field, The Coliseum, Museums, etc.</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Employment Density (max. 1)</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Government Offices and Human Service Agencies (max. 1)</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Minor Health Care Facilities (max. 1)</td>
<td>1</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Segment within strategic plan/s (max. 1)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>28</strong></td>
<td><strong>32</strong></td>
<td><strong>21</strong></td>
</tr>
</tbody>
</table>

Example Segment Scoring

“If you don’t like the road you’re walking, start paving another one.”

— Dolly Parton
APPENDIX D:
Adopted Ordinance

COMPREHENSIVE PLAN AMENDMENT

BILL NO. G-11-61-07
GENERAL ORDINANCE NO. 11-11
AN ORDINANCE AMENDING SECTION 153.11 OF
CHAPTER 153 “PLANNING & DEVELOPMENT OF
THE CITY OF FORT WAYNE, INDIANA, CODE OF
ORDINANCES

WHEREAS, Common Council of the City of Fort Wayne adopted a Comprehensive Plan for the
City of Fort Wayne (Plan-1600), in accordance with the statutes of the State of Indiana, and
WHEREAS, on November 21, 2013, the Common Council adopted Resolution No. 2013-131, which
amended the Comprehensive Plan to include the goals and policies of the Walk-Fort Wayne
Plan, to be adopted, and
WHEREAS, the Common Council did so to amend Section 153.11(b) to recognize the Amendment
to the Comprehensive Plan and
WHEREAS, the City Plan Commission in accordance with the Planning Statutes of the State of
Indiana held a Public Hearing on the Amendment to the Comprehensive Plan and,
WHEREAS, this ordinance will establish an amendment to the Comprehensive Plan to include
the goals and policies of the Walk-Fort Wayne Plan to be adopted.
NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Fort Wayne,
INDIANA,
SECTION 1: Section 153.11 of Chapter 153 (Planning & Development) of the Code of the City of Fort
Wayne is amended by adding the following section (113):
(1) “Walk-Fort Wayne Plan,” This Plan is subject to the Plan-1600 Plan, and as amended by amending the
goals and policies of the “Walk Fort Wayne Plan” as well within that plan.
SECTION 2: That this Ordinance shall take effect immediately upon passage and approval
by the Mayor.

[Signature]
[Signature]

WALK FORT WAYNE