

1  
2  
3 COMP-2013-0001

4 BILL NO. G-13-07-15

GENERAL ORDINANCE NO. G-\_\_\_\_\_

5 AN ORDINANCE AMENDING SECTION 153.07 OF  
6 CHAPTER 153 "PLANNING & DEVELOPMENT" OF  
7 THE CITY OF FORT WAYNE, INDIANA, CODE OF  
8 ORDINANCES.

9 WHEREAS, Common Council of the City of Fort Wayne adopted a Comprehensive Plan for the  
City of Fort Wayne (Plan-it Allen), in accordance with the statutes of the State of Indiana; and,

10 WHEREAS, on July 9, 2013, the Common Council adopted Resolution No. R-64-13, which  
initiated the amendment to the Comprehensive Plan to include the goals and policies of the Bus Fort Wayne  
Plan, to be adopted; and,

11 WHEREAS, the Common Council desires to amend Section 153.07 to recognize the Amendment  
12 to the Comprehensive Plan; and,

13 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,

14 WHEREAS, this ordinance is to establish an amendment to the Comprehensive Plan to include  
the goals and policies of the Bus Fort Wayne Plan to be adopted.

15 NOW THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE,  
16 INDIANA:

17 SECTION 1. Section 153.07 of Chapter 153 (Planning & Development) of the Code of the City of Fort  
18 Wayne is amended by adding the following subsection (I):

- 19 (I) Bus Fort Wayne Plan. The Comprehensive Plan (Plan-it Allen) is amended by adding the goals  
20 and policies of the "Bus Fort Wayne Plan" as set forth in that plan.

21 SECTION 2. That this Ordinance shall be in full force and effect from and after its passage and approval  
by the Mayor.

22  
23 \_\_\_\_\_  
Council Member

24 APPROVED AS TO FORM AND LEGALITY:

25 \_\_\_\_\_  
26 Carol T. Helton, City Attorney  
27  
28  
29  
30



# City of Fort Wayne Common Council

## DIGEST SHEET

---

### Department of Planning Services

Title of Ordinance: Amendment to the Comprehensive Plan  
Case Number: COMP-2013-0001  
Bill Number: G-13-07-15  
Council District: all

---

Introduction Date: July 23, 2013

Plan Commission  
Public Hearing Date: August 12, 2013

Next Council Action: Ordinance will return to Council after recommendation by the Plan Commission

---

Synopsis of Ordinance: A request to amend the City of Fort Wayne Comprehensive Plan by including the goals and policies of the Bus Fort Wayne Plan

Location: Within the jurisdiction of the City of Fort Wayne.

Applicant: City of Fort Wayne Community Development Division

---

Related Petitions: none

---

Effect of Passage: The overall goal for the *Transportation Chapter* of the Allen County-Fort Wayne Comprehensive Plan, Plan-it Allen! states “**An integrated transportation system that ensures accessibility, safe and efficient movement and connectivity through all parts of the County and region, and accommodates a range of transportation choices such as public and paratransit, high-speed rail, pedestrian, bicycle, vehicular and horse-drawn.**” The Bus Fort Wayne plan was produced in response to goals, objectives and strategies presented in the Transportation chapter of Plan-It Allen. Approval of this ordinance will add the goals and policies of the Bus Fort Wayne plan to the City Code, thereby completing and clarifying the Comprehensive Plan amendment process.

Effect of Non-Passage: The City of Fort Wayne will further delay action intended to implement the goal as well as several related objectives and action steps established for transportation by the City of Fort Wayne Comprehensive Plan, Plan-It Allen.



## FORT WAYNE PLAN COMMISSION STAFF REPORT • AUGUST 2013

---

|            |                                                                                                                    |
|------------|--------------------------------------------------------------------------------------------------------------------|
| PROPOSALS: | Bus Fort Wayne Comprehensive Plan Amendment Petition<br>COMP-2013-0001 (Bill No. G-13-07-15)                       |
| APPLICANT: | The City of Fort Wayne, Div. of Community Development                                                              |
| REQUEST:   | To amend the Plan-it Allen Comprehensive Plan by<br>including the goals and policies of the Bus Fort Wayne<br>Plan |
| LOCATION:  | City of Fort Wayne                                                                                                 |
| LAND AREA: | City of Fort Wayne                                                                                                 |

---

### COMPREHENSIVE PLAN REVIEW:

The following goals, objectives and strategies of the Allen County-Fort Wayne Comprehensive Plan, *Plan-it Allen!* Support the amendment of the Bus Fort Wayne Plan.

The overall goal for the *Transportation Chapter* states “**An integrated transportation system that ensures accessibility, safe and efficient movement and connectivity through all parts of the County and region, and accommodates a range of transportation choices such as public and paratransit, high-speed rail, pedestrian, bicycle, vehicular and horse-drawn.**”

Objective T1 of the *Transportation Chapter* states “**Improve vehicular transportation throughout the region while accounting for air quality standards and noise mitigation.**” Strategy T1.A under this objective states “**Continue to support cooperation and coordination among local, regional, state and federal transportation authorities to identify and fund priority projects.**”

Objective T2 of the *Transportation Chapter* states “**Work with appropriate agencies to expand public transportation opportunities, with attention to bus, rail and air travel.**” Strategy T2.A under this objective states “**Work with Citilink and other local transit and paratransit providers to examine existing bus routes and services in order to resolve potential gaps in service.**” Strategy T2.B under this objective states “**Encourage greater use of various public and paratransit transportation alternatives and explore new public transportation options.**” Strategy T2.C under this objective states “**Investigate the provision of public and private incentives to increase the use of public transportation.**” Strategy T2.D under this objective states “**Promote development that accommodates viable public transportation options.**”

Objective T3 of the *Transportation Chapter* states **Encourage and plan for fully accessible and safe alternative transportation options and infrastructure.**” Strategy T3.F under this objective states “**Work with community stakeholders to educate the public about the benefits of alternate transportation.**”

## **BUS FORT WAYNE PLAN**

### **Background:**

As part of the implementation of Plan-it-Allen, the City of Fort Wayne and various partners have developed a number of plans under the umbrella of an overall “Active Transportation” initiative, including the adopted Bike Fort Wayne and Walk Fort Wayne Plans, and a future Trails Fort Wayne Plan. As a continuation of this effort, we have now completed a draft of the Bus Fort Wayne Plan.

Bus Fort Wayne was developed in collaboration with the City of Fort Wayne’s Division of Community Development, Citilink, Countilink, and the Northeastern Indiana Regional Coordinating Council (NIRCC) along with an extensive Advisory Committee of City and County departments, community stakeholders, and elected officials. It is a ten-year plan that lays the groundwork for establishing public transit as a viable, preferred transportation choice for the Fort Wayne and Allen County community. The primary purpose of the Bus Fort Wayne Plan is to establish goals and policies to guide smart decision making for public transit, based on assessment of the current system, a determination of how we want the system to evolve, and various options to get there.

Achieving the goals and implementing the policies of Bus Fort Wayne will depend on coordinating and collaborating with local and area transportation agencies; educating potential public transit users on the availability and operations of public transit; reviewing and modifying local state legislation; and finally, securing a steady and reliable public transit funding source. Collectively, these aspects will best support the overall goal of Bus Fort Wayne when working in harmony.

### **The Importance of Public Transit**

Public transit’s broad reach extends to all of America’s communities. Large and small, as it helps revitalize business districts, allows employers to tap into larger work forces, builds economic revenues and increases property values. On the national level, public transit supports our nation’s goals and policies, including reducing our dependence on foreign oil, and providing critical response in emergencies. On an individual level, public transit saves money, and provides people with choices, freedom, and opportunity.

Public transit helps everyone - communities, families, students, senior citizens, persons with disabilities, and people without cars - as they seek to fulfill their personal and career goals, meet their daily needs, and maintain a high level of transportation independence. People – regardless of their ability to own or operate a car – need meaningful access to jobs, medical care, education, and other necessities.

- ***Public Transit Helps Build a Strong Economy***
- ***Public Transit Creates and Sustains Employment***
- ***Public Transit Enhances Personal Economic Opportunity***

- ***Public Transit Provides Personal Mobility***
- ***Public Transit Protects the Environment; Improves Public Health***
- ***Public Transit Lowers Accident Rates***
- ***Public Transit Relieves Congestion***
- ***Public Transit Creates a Livable Urban Environment***

### **A Community Planning Process**

Recognizing that public transit is an integral piece of Fort Wayne's Active Transportation initiative, along with the Walk Fort Wayne, Bike Fort Wayne, and Trails Fort Wayne Plans, a partnership between the Fort Wayne Division of Community Development, Citilink (Fort Wayne Public Transportation Corporation), Countilink (Allen County Council on Aging), and the Northeastern Indiana Regional Coordinating Council (NIRCC) was formed in 2011 to begin discussing the Bus Fort Wayne Planning process. A Primary Planning team was established to draft an overall scope for the plan, determine objectives, and stake out a planning process and timeline. The Primary Team met regularly throughout the development of the Bus Fort Wayne Plan.

In early 2012, the Primary Team gathered information, analyzed existing conditions and trends, and obtained reports, studies and transit-related plans and documents, from local, state and national sources.

In addition (in order to gain insight, expertise and broader community input), a multi-disciplinary Advisory Team was established to advise the Primary Team during the planning process. The multi-disciplinary Advisory Team, consisting of over two dozen members, had a broad base of knowledge, experience and perspectives. The preface of this Plan contains a listing of the Primary and Advisory Team members and their affiliations.

### ***Potential (Choice) Rider Survey***

In an effort to gain insight into the thoughts, opinions, and levels of understanding from local Fort Wayne/Allen County residents who would not typically use public transit, a "Choice Rider" Survey was developed. The survey was designed to assess factors that would encourage transit ridership, reasons that discourage ridership, familiarity with and overall perceptions of Citilink and Countilink service, the effect of rising gas prices on choosing to ride the bus, and other issues related to ridership.

This electronic survey was targeted to major local employment centers, including hospitals, schools and universities, City and County governments, apartment complexes and large hotels. A total of 1,231 surveys were returned, tabulated, and analyzed. One of the questions in the survey asked the respondents if they would consider riding the bus on a free trial basis for a pre-determined time frame to determine rider impressions, and then

participating in a focus group to discuss observations. Several survey respondents participated in the trial riding experience.

The findings of this survey, as well as a summary of comments received from the focus group discussion, located in Appendix B, were useful in gauging public knowledge, perception and what factors influence the use of public transit. The information was very useful in shaping the goals and policies of the Education & Outreach and the Network chapters of this Plan.

### ***Bus Fort Wayne Public Open House***

As a culmination of the final draft, an extensively advertised Bus Fort Wayne Public Open House was held in the Citizen Square OMNI room on 5/8/13. The Open House included the Primary Team staff, several members of the Advisory Team, and representatives from several public transit agencies, all there to discuss the Plan and address public questions and concerns. The event displayed the proposed goals and policies of the Plan; included summaries of public surveys and focus group discussions; as well as information from several local public transportation providers. Approximately 33 citizens attended.

### **Organization of the Plan**

The Bus Fort Wayne Plan's primary goal is to, *"Lay the foundation to grow and improve the community's public transit system in order to increase public transit ridership, and to establish public transit as a viable, preferred transportation choice."*

In an effort to realize the above goal, several policies and strategies have been developed and organized into four main chapters: **Network & Services, Education and Outreach, Legislation, and Implementation**. Each section has its own Goal, which is supported by Policies and Action Steps. These following **Goals and Policies** are intended to be adopted by City Council and approved by the Urban Transportation Advisory Board.

#### **Network and Services Goal:**

**Enhance and maintain the public transportation network and levels of services to increase ridership and connectivity within the community.**

Policy 1: Allocate various levels of transit resources and services within the community so that they are proportional to primary destinations and population densities.

Policy 2: Seek funding and resources to establish and maintain 30 minute service frequency as the minimum baseline for all fixed bus routes within the next 5 years.

Policy 3: Work toward the provision of 15 minute service frequency for fixed bus routes in high density/primary rider destination areas within the next 10 years.

Policy 4: Work toward the expansion and extension of service hours and days for urban, rural, and countywide transit provider.

Policy 5: Increase ridership by maximizing the use of available urban, rural, and other county-wide transit resources to improve the predictability, connectivity, and reliability of service.

Policy 6: Provide safe pedestrian access to all fixed route bus stops.

Policy 7: Pursue and support a regional/multi-county transit system.

#### **Education and Outreach Goal:**

**To promote and encourage a positive perception of public transit services that results in broader transit use in the community.**

Policy 1: Provide educational information and programs that address common misunderstandings about using transit, and promotes the economic, health, and environmental benefits of public transit.

Policy 2: Establish partnerships to develop marketing programs that enable public transit providers and their advocates to deliver information and to market incentives directly to prospective transit riders.

#### **Legislation Goal:**

**To encourage and support legislation and policy adoption that enables the implementation of the Bus Fort Wayne Plan.**

Policy 1: Encourage the development of regulations and incentives for the incorporation of public transit facilities and pedestrian connectivity within and between existing and proposed development projects.

Policy 2: Encourage the revision of codes and ordinances to promote infill development and direct new development toward appropriate locations at higher densities to support public transit.

Policy 3: 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.

Policy 4: Promote urban, rural, and regional public transit through the establishment of partnerships and legislative relationships at the local, state and federal levels.

#### **Implementation Chapter:**

Although there is no goal statement for the Implementation section, a plan is only as effective as its on-going implementation. The Chapter does contain an implementation

“matrix” which lists all of the specific Action Step recommendations for each of the Network & Services, Education & Outreach, and Legislation chapters of the Bus Fort Wayne Plan, along with “Responsible Agencies,” as well as the projected timing schedule for implementation.

**STAFF RECOMMENDATION:**

Staff is recommending that this petition be returned to Common Council, with a recommendation of “Do Pass” for the reasons stated below:

1. Approval of the request will be in compliance with City of Fort Wayne Comprehensive Plan, and should not establish an undesirable precedent in the area. The proposed amendment fits within and furthers the goals, objectives and strategies of the Plan-it Allen Comprehensive Plan.
2. Approval of the request will not have an adverse impact on the current conditions in the area, or the character of current structures, design or uses in the area.
3. Approval is consistent with the preservation of property values in the area.
4. Approval is consistent with responsible development and growth principles based on existing uses, contextual design, and infrastructure in the area.
5. Approval will further the goal of providing a better, safer and more connected public transportation system in Fort Wayne, Allen County, and the region.
6. Approval will benefit the health, safety, convenience, economy and environment for all citizens of the City of Fort Wayne, Allen County and the regional community at large.