



# Transportation Times

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## Allen County Bicycle and Pedestrian Crash Summary - (2009-2024)

NIRCC has updated the bicycle and pedestrian crash data for Allen County. The primary focus remains on bicycle and pedestrian crashes that occur on public right-of-way and those involving active pedestrians even though all crashes have been updated. This summary provides information related to these crashes for the past 16 years within all of Allen County. For more information about NIRCC's process of analyzing bicycle and pedestrian crash data or definitions of what NIRCC considers an "active pedestrian", take a look at our [Fall 2023 Transportation Times newsletter](#) and the article titled "Allen County Bicycle and Pedestrian Crash Summary".

### Bicycle Crash Data

The five-year rolling average of bicycle crashes in Allen County have decreased in frequency from 2009 to 2024. The primary factor for these collisions during this

period showed that 56 percent of all the crashes were attributed to the motor vehicle being at-fault. In contrast to the overall number of crashes, 64 percent of the fatal crashes and 53 percent of the serious injury crashes were attributed to the bicyclist being at-fault. The most common cause for bicycle crashes was identified as "failure to yield" (58 percent). The data also showed the age of the bicyclist involved in these

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## Transportation Improvement Program (TIP) Projects Bidding in FY 2026



The fiscal year (FY) 2026 (July 1, 2025, to June 30, 2026) is quickly approaching. There are a number of local projects that will go to construction in FY 2026 from NIRCC's Transportation Improvement Program (TIP). To view the TIP, go to <https://www.nircc.com/transportation-improvement-program.html>. The TIP is a multi-year capital improvement program that includes roadway, bridge, transit, bicycle, and pedestrian projects. These projects can be found all around Allen County.

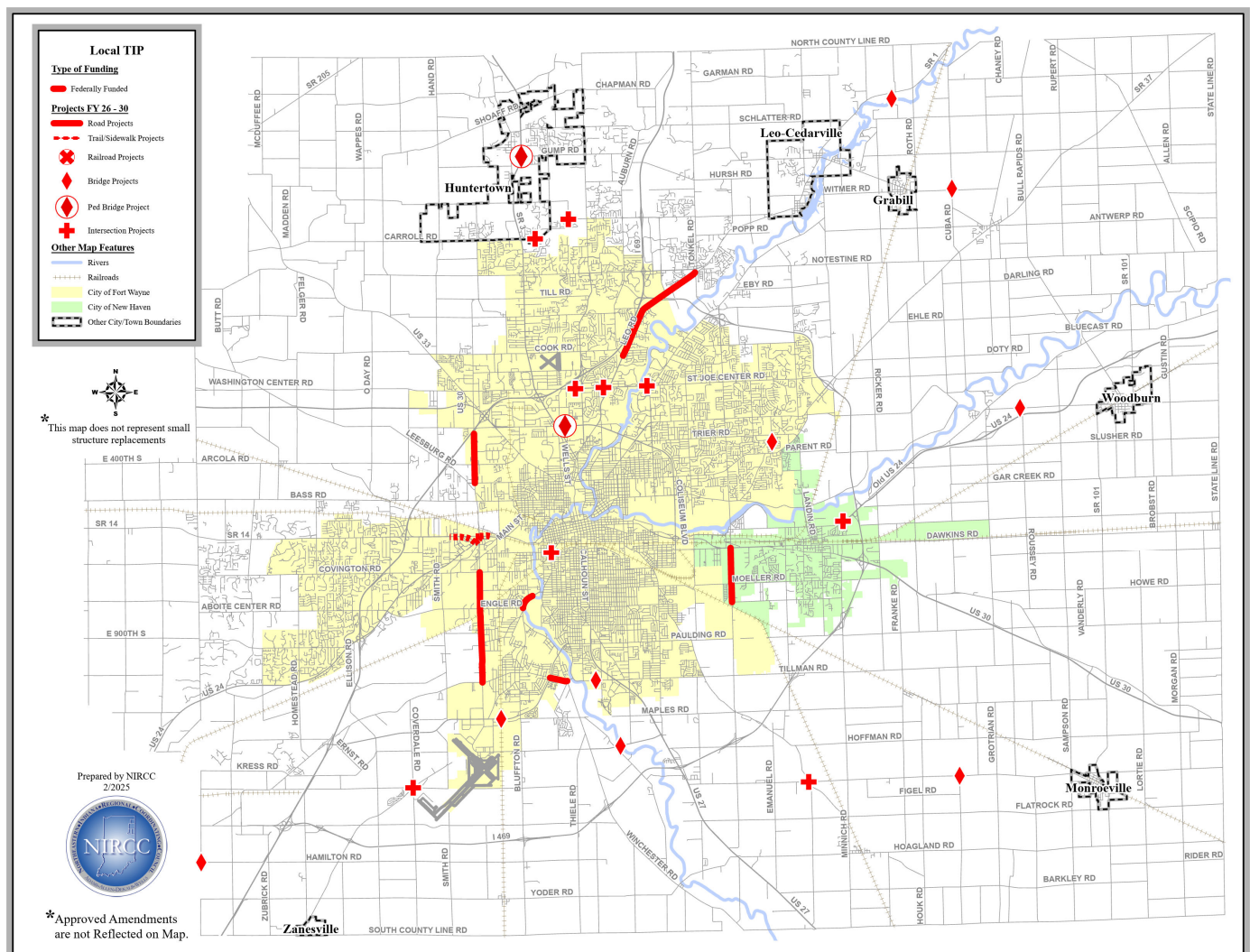
Most projects go through three phases of development. The first phase is Preliminary Engineering (PE), which is design and development of the plans needed for the project. The second phase is Right of Way, which is the determination and acquisition of land needed for the project. The third phase is Construction, which is the actual building of the project. The projects listed in the TIP go through one or more of the phases during the four-year period of the TIP. Many local projects will appear in multiple TIPs as projects can take more than four years to go from preliminary engineering to construction.

NIRCC will be implementing the 2026-2030 TIP after July 1st and approval from the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Currently there are five projects scheduled to begin construction in FY 2026. These projects may have state or federal funding along with local funding.

Projects ready for the construction phase will first be "bid" for construction. When a project is bid, it means that the project will be open for contractors to submit their estimated construction costs, documents listing their qualifications, information on any other special provisions that are required, etc. Once bidding is closed, each bid will be reviewed and competitively scored to select a contractor for the project. Once selected,

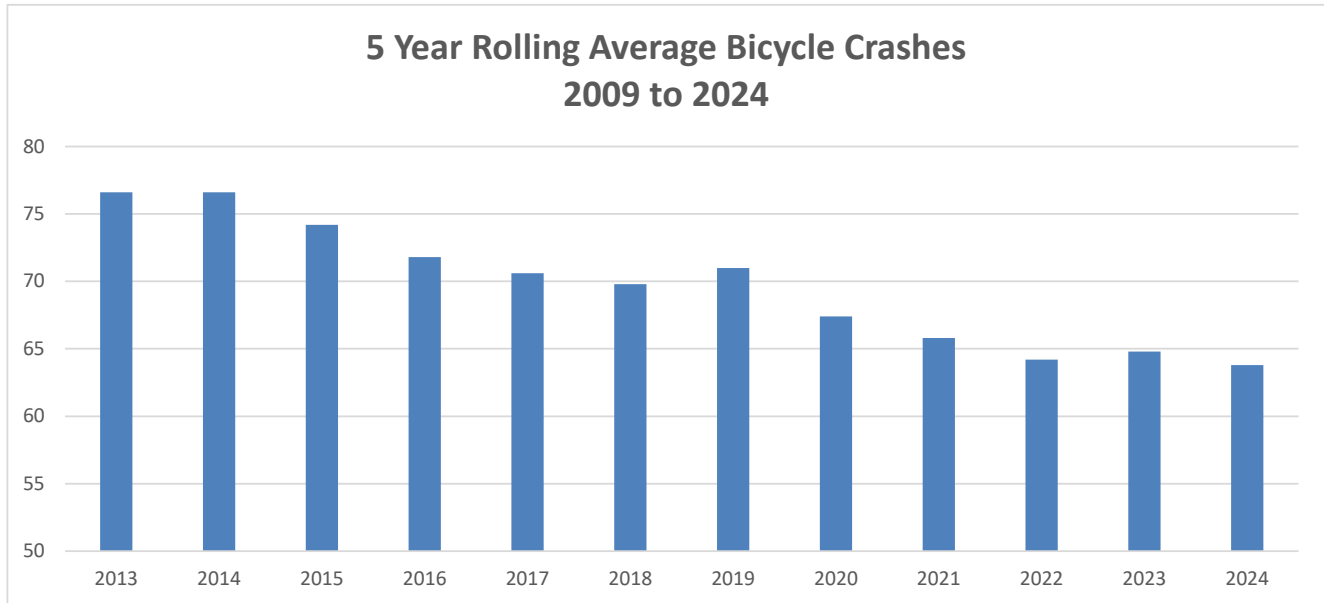
the project can advance to construction. The following is a list of the projects and, shown below, is a map of the FY 2026-2030 projects. To see a more detailed map of the locations go to [https://www.in.gov/nircc/files/Map-Local-Fed-Projects-FY26\\_30.pdf](https://www.in.gov/nircc/files/Map-Local-Fed-Projects-FY26_30.pdf).

1. Carroll Road at Shearwater Run/Coral Springs Run: This is a Town of Huntertown intersection improvement project. A new roundabout will be constructed at the intersection of Carroll Road and Shearwater Run/Coral Springs Run. The project is scheduled to go out for bid on December 10, 2025.
2. Goeglein Road Bridge #113: The bridge is located where the Bullerman Drain crosses Goeglein Road approximately 1000' south of Trier Road. This City of Fort Wayne bridge replacement project is scheduled to go out for bid on August 6, 2025.
3. Hillegas Rd Phase 1: The first phase of the Hillegas Road project is scheduled to go out for bid on October 8, 2025. This phase is from north of Butler Road to Coliseum Boulevard. The project is adding travel lanes, going from two lanes to four lanes, and adding sidewalk on the west side and trail on the east side.
4. Lower Huntington Road: This project, from Airport Expressway to Winchester Road, is a pavement reconfiguration marking project in the City of Fort Wayne. The roadway will go from four lanes to three lanes. This project is scheduled to be bid on January 14, 2026.
5. Monroeville Road Bridge #277: This is an Allen County bridge replacement project located just west of Fackler Road at the Hoffman Drain. The bridge is scheduled to be bid on September 9, 2025.



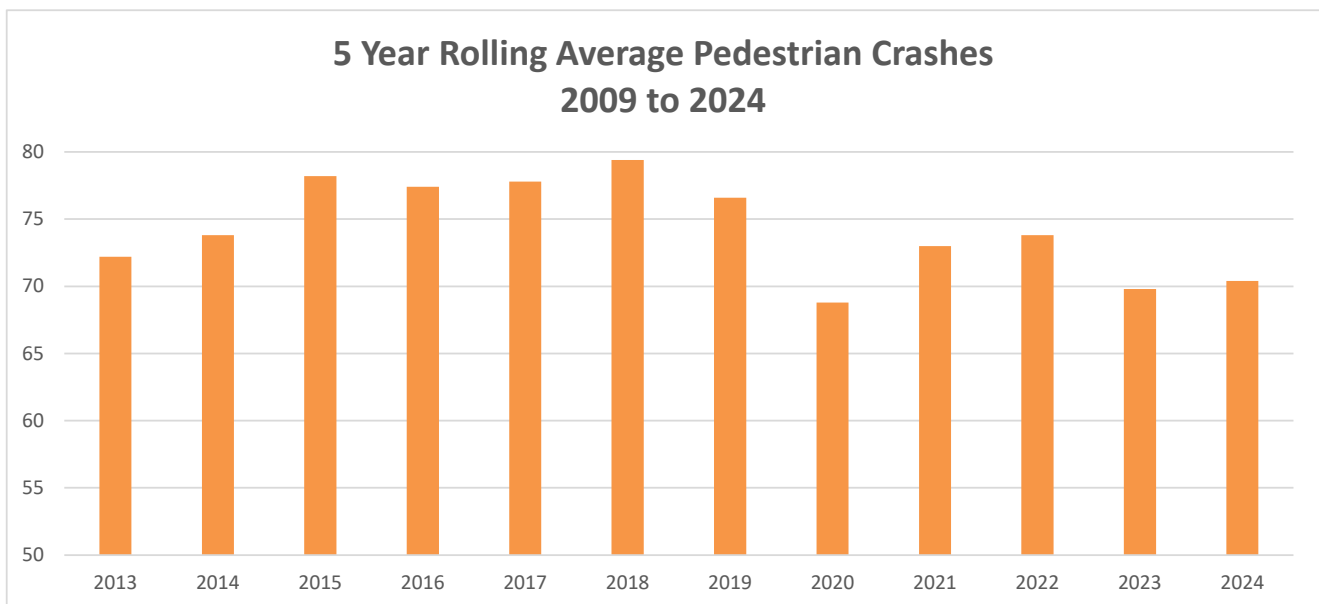
## Allen Co Bicycle and Pedestrian Crash Summary continued...

collisions primarily involved younger individuals. The most impacted age group was those individuals aged 11 to 15 years of age (18 percent). Fifty percent of all bicycle crashes involved individuals 25 years of age or younger.



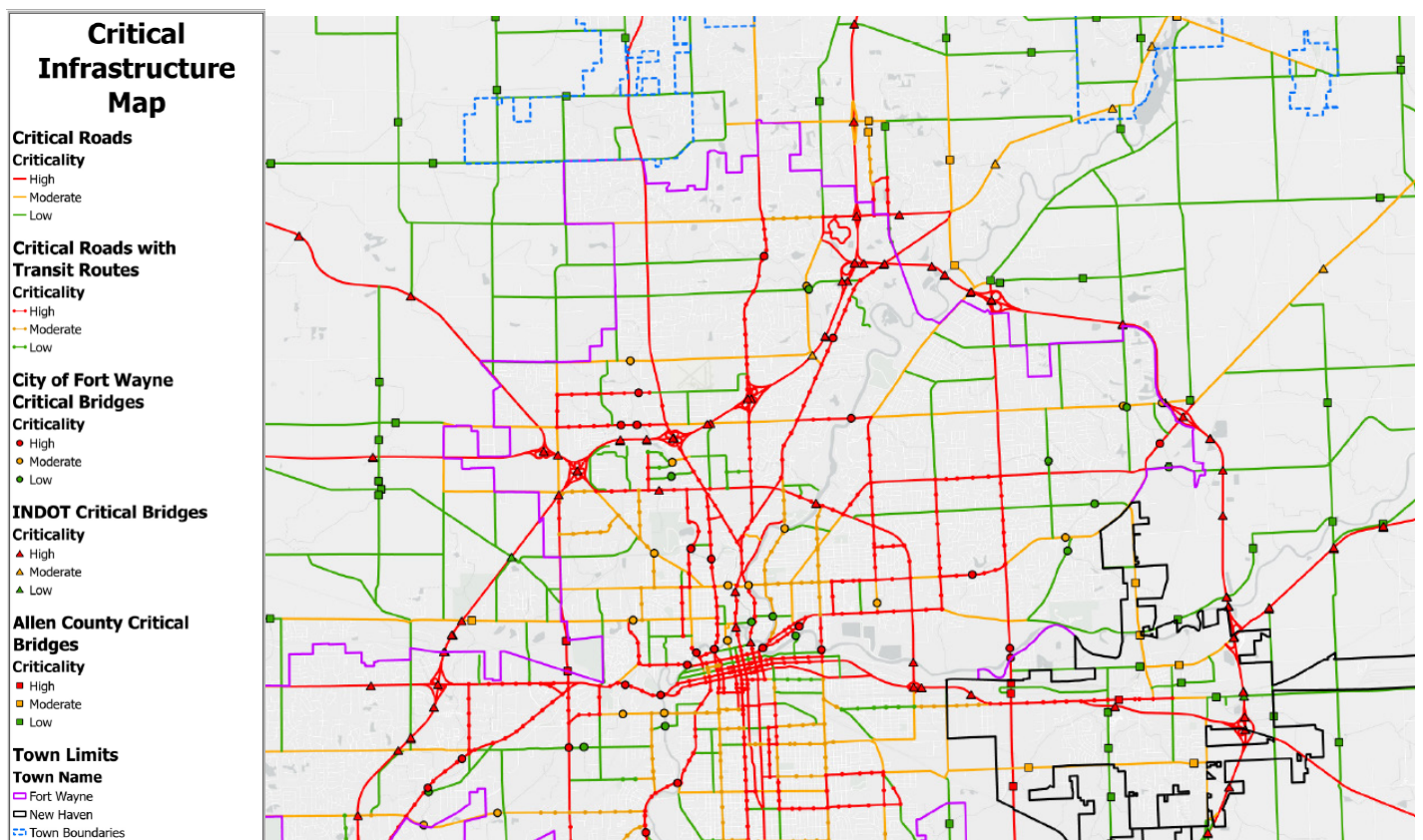
### **Pedestrian Crash Data Summary**

In a similar analysis, pedestrian crashes have also been summarized on public roadways since 2009 in Allen County. There have been 80 fatal and 532 serious injury crashes involving pedestrians from 2009 through 2024. This includes all pedestrian reported crashes. Our adjusted data (excluding private property crashes and crashes involving non-active pedestrians) found there were 47 fatal and 342 serious injury collisions in Allen County. The five-year rolling average for the public roadway crashes involving active pedestrians increased up until it peaked in 2018 when it began trending downwards the following 6 years. Since this time, it has fluctuated but has continued to remain below the average from 2015 to 2019.



The data showed that pedestrians were at-fault in 54 percent of collisions in Allen County. Pedestrians were at-fault in 83 percent of fatal crashes, and 64 percent of the serious injury collisions. The most common cause for these collisions was "failure to yield" (43 percent). "Right angle" crashes accounted for 31 percent of all these collisions followed by "left turn" crashes (16 percent). The age of pedestrians involved in these collisions primarily involved younger individuals. Like bicyclists, the most impacted age group of pedestrians were individuals aged 11 to 15 years of age (16 percent). Fifty-seven percent of all pedestrian crashes involved individuals 25 years of age or younger.

## Resilience Improvement Plan



As part of our resilience improvement planning, NIRCC and the Critical Infrastructure Assessment Steering Committee has approved a preliminary Critical Infrastructure Map. This map designates critical transportation assets within Allen County. Criticality is a measure of prioritization to enhance preparedness against extreme weather events and other disasters that may inundate the transportation system. The goal of the assessment is to identify critical assets that, if disrupted or failed, would have significant consequences to the system and community. The next steps include a stakeholder outreach.



## Vehicle Miles of Travel



NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2024. In 2024, there were 7,965,654 vehicle miles traveled. This is 1.88% higher than in 2023 (7,818,576 Vehicle Miles of Travel).

To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2024, approximately 1076 locations were counted throughout Allen County. NIRCC also collects count data for other counties. NIRCC counted 43 locations in DeKalb County. NIRCC plans on working in Adams County, Allen County, Huntington County, and Wells County for the 2025 traffic counting program.

### Airport Expressway / Lower Huntington Road / Interstate 69 Subarea Analysis

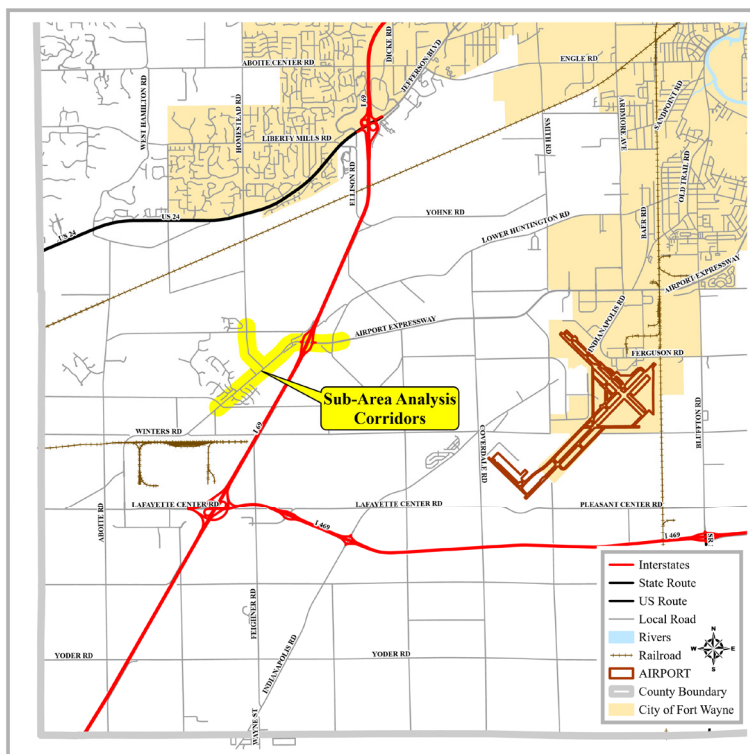
One of the many tools NIRCC uses to evaluate traffic impacts of future developments on existing corridors, as well as locations that are in need of current or future infrastructure improvements, is a Corridor and Impact Analysis. To expand upon the traditional Corridor and Impact Analysis, NIRCC will use a Subarea Analysis for evaluating larger areas with multiple corridors.

The corridor analysis estimates the number of new trips from anticipated developments that will be added to an existing facility to examine the changes of service level. When service levels fall below acceptable levels, recommendations are tested to accommodate future traffic and relieve anticipated congestion problems along the corridor. Information provided by a corridor and impact analysis helps in developing a corridor protection plan that can be an efficient tool for mitigating potential congestion.

A Subarea analysis analyzes a number of corridors within a given area or development. Information and materials produced by this type of analysis provide local policymakers with an additional tool for assessing the impacts of new and expanding development to an area. The analysis focuses on assessing the current and future operating characteristics of the corridors and develops alternative strategies to improve safety and mitigate congestion. Staff looks at highway, transit, pedestrian and bicycle access as the major components of the analysis. Staff also evaluates how facilities, both within and outside of the analysis area, interact with each other and impact the current and future traffic patterns.

The study of the Airport Expressway/Lower Huntington Road/Interstate 69 Subarea Analysis was initiated by NIRCC in fiscal year 2025 due to the developments within the area. IU Health is currently constructing a hospital just north of the Ernst Road/Lower Huntington Road intersection, which will be an addition to their existing IU Health Primary Care facility. There is additional land available, owned by IU Health, for more medical offices and some retail/commercial purposes as well. Property to the northwest is vacant and has potential for residential development as well.

Since the IU Health property is located near Interstate 69, has access to US 24 using Homestead Road, and is within close proximity to Fort Wayne International Airport, this area is a prime location for future developments. A subarea analysis is the first step in evaluating an area to develop an understanding of the current roadway network and its ability to handle existing and projected traffic volumes. It will also determine what potential improvements may be needed to



analyze what developments are currently existing and what the existing traffic patterns are in the area. The Phase I development level focused on proposed, or already approved, developments that will be built or are currently in some stage of development. The Phase I developments were used to calculate estimates for new traffic patterns and trips added to the existing roadway infrastructure based on what will occur in the near future. Then the final

accommodate additional traffic. County and State officials can use this information to help guide them in their decision making on future road improvements to the area.

The study included portions of Airport Expressway, Lower Huntington Road, Interstate 69, Homestead Road, and Earnst Road. The area covered Airport Expressway, east of Ernst Road, to Lower Huntington Road, west of Homestead Road; including the crossing over Interstate 69. The study also included the area to the north of Lower Huntington Road along the Homestead Road corridor and the Ernst Road/Homestead Road intersection.

There were three different levels of development used in the Subarea Analysis which included an existing condition level, a Phase I development level, and a Phase II development level. Using the existing condition level is just as it sounds. NIRCC

phase, Phase II development, was added to the analysis. Phase II used a five to ten-year horizon and the existing vacant land and land use patterns in the area to estimate what could potentially develop in the future.

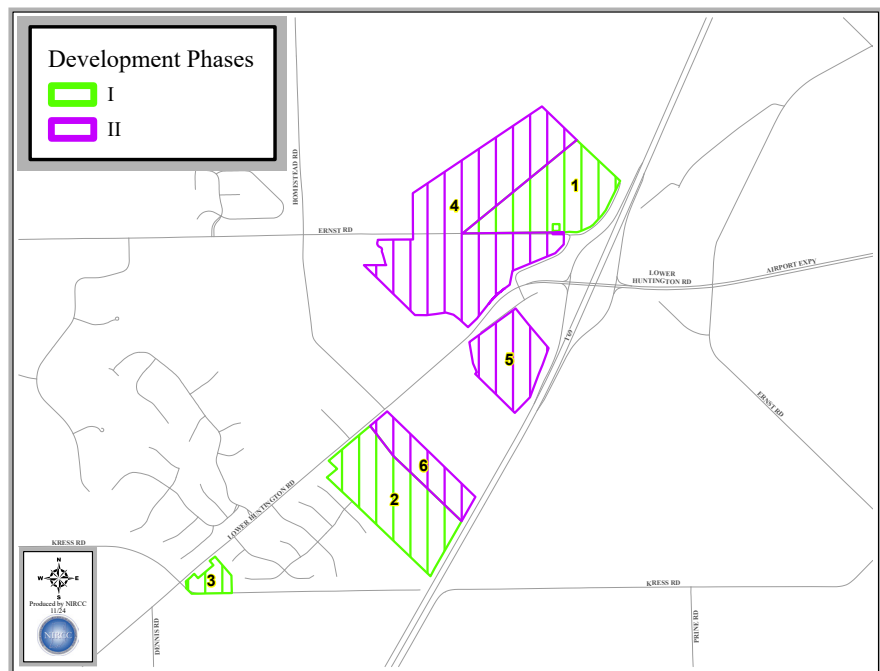
Once the added traffic and trip patterns were determined based on the estimated growth from Phase I and Phase II, NIRCC began assigning Levels of Service (LOS) to existing infrastructure and determining what improvements may be needed to accommodate those development patterns. LOS is defined alphabetically A through F, A being the best LOS and F being the worst. This rating A through F represents a measure of driver discomfort, frustration, fuel consumption, and lost travel

time. LOS is based upon the average stopped delay per vehicle for various movements within intersections and along corridors. For example, LOS “A” describes operations with very low delays, LOS “C” describes operations with longer delays where stopping vehicles are significant but many still pass without stopping, and LOS “F” describes operations with delays unacceptable to most drivers and roadways are exceeding capacity.

### **Conclusion:**

The subarea analysis indicated that the following improvements are recommended to accommodate the increased travel demand from planned and potential developments along the Airport Expressway/Lower Huntington Road/Homestead Road corridors. The recommended improvements are listed below based on Phase II traffic flow projections:

- The Ernst Road / Homestead Road intersection improvements include adding signalization.
- The Homestead Road / Lower Huntington Road intersection improvements include adding signalization and turn lanes.
- The Ernst Road / Lower Huntington Road intersection improvements include adding signalization and additional lanes.
- The Lower Huntington Road / Interstate 69 Ramps C/D interchange improvement includes a five-lane bridge over Interstate 69 with a second SB left turn lane or a two-lane Diverging Diamond Interchange.
- The Lower Huntington Road / Interstate 69 Ramps A/B interchange improvement includes a five-lane bridge over Interstate 69 with Signalization or a two-lane Diverging Diamond Interchange.
- There are no recommendations at this time for the Airport Expressway / Lower Huntington Road / Ernst Road intersection.



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