



Transportation Times

Adams-Allen-DeKalb-Wells

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Trail Development in Allen County from 2006-2025



NIRCC created an inventory of all trails and sidewalks in Allen County in 2006. Since then, the number of trail miles in Allen County has increased significantly. In 2006 there were just over 34 miles of trails throughout Allen County and all the jurisdictions within. By the end of 2025, there were nearly 163 miles of trails!

Prior to 2006, trails were viewed much more as a recreational option rather than a transportation asset. Apart from the trail in Allen County that connected Leo-Cedarville to Grabill, most of the trails within Allen County were for recreational use and consisted of the Fort Wayne Rivergreenway along the rivers within the City of Fort Wayne. Between 2000 and 2010, trail support grew substantially and the perception of trail use shifted from recreational use to an active transportation system and quality of life benefit.

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Trail advocacy grew significantly during this time as well. The Greenway Consortium (organized in the 1970s), Northwest Allen Trails, and the Aboite New

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U

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New Haven

Hannah Walker
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William Hartman
Allen County Highway Director

Jay Mitchell
INDOT (Non-voting members)

B

Paige Story
Federal Highway Administration (Non-voting member)

Community Development Updates



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

Please note the Indiana Department of Natural Resources, Division of State Parks, Community Grants and Trails Program, recently informed us that a new round of Land & Water Conservation Fund (LWCF) program would once again be available to eligible communities in 2026. If your community is interested in pursuing LWCF funding, please contact the NIRCC community development team.

Vehicle Miles of Travel



NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2025. In 2025, There were 7,975,123 vehicle miles traveled. This is 0.12% higher than in 2024 (7,965,654 Vehicle Miles of Travel).

To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2025, approximately 654 locations were counted throughout Allen County. NIRCC also collects count data for other counties. NIRCC counted 155 locations in Adams County, 105 locations in Huntington County, and 358 locations in Wells County. NIRCC plans on working in Adams County, Allen County, DeKalb County and Whitley County for the 2026 traffic counting program.

Corridor and Impact Analysis

The main purpose of a corridor and impact analysis is to evaluate traffic impacts of future developments on an existing corridor. The corridor analysis estimates the number of new trips from anticipated developments that will be added to an existing facility to examine the changes in level of service (LOS). LOS is defined in terms of delay, which is 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 the intersection. LOS "A" describes operations with very low delays; most vehicles do not stop at all. LOS "C" describes operations with longer delays; stopping vehicles are significant but many still pass without stopping. LOS "F" describes operations with delays unacceptable to most drivers; the intersection is exceeding capacity.

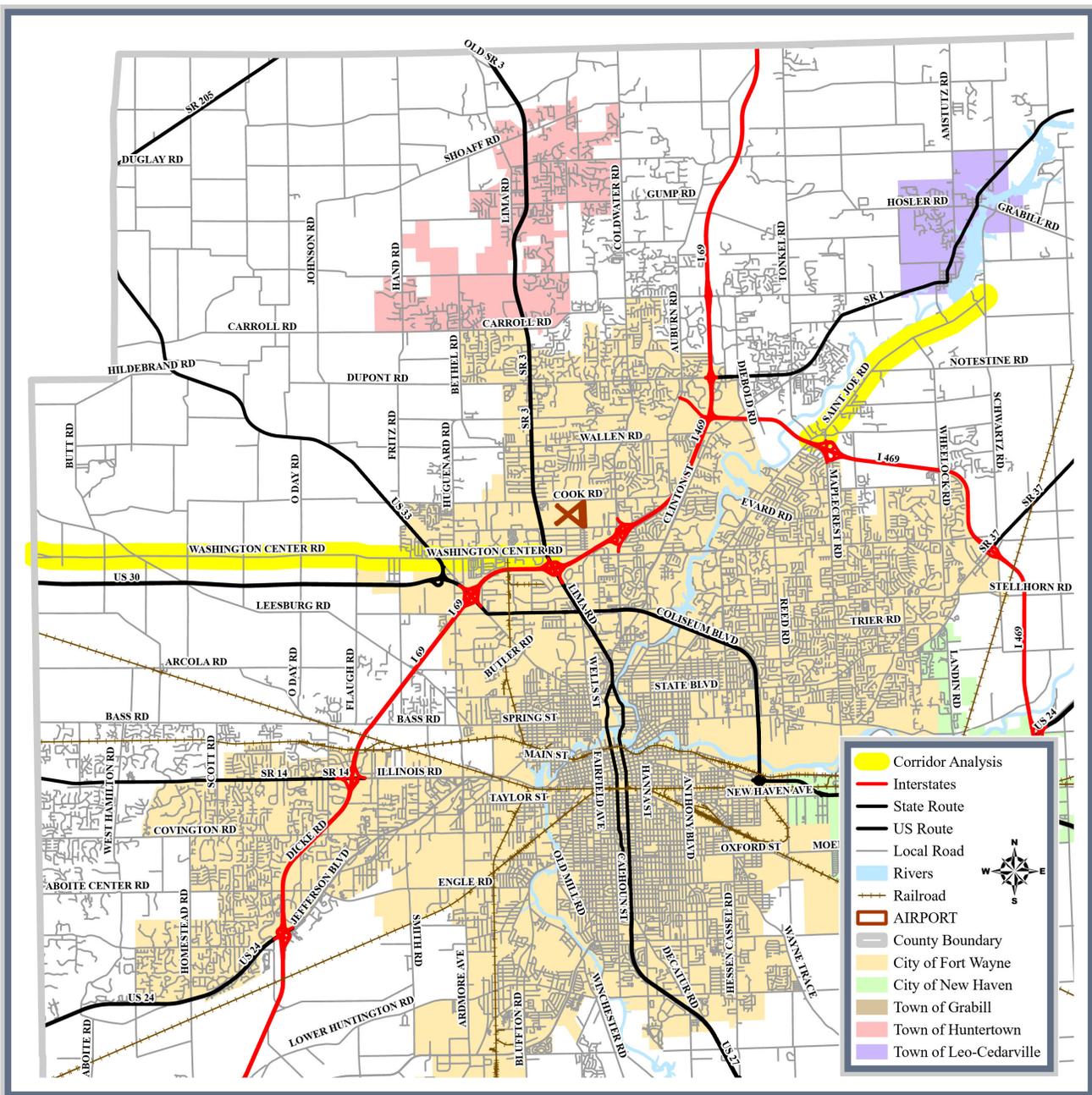
The analyses are performed for three different levels of land use development including existing conditions, phase I developments, and phase II developments. Phase I focuses on proposed/approved land use developments and phase II focuses on potential developments on currently vacant land within the defined study area. Phase I has a one-to-five-year horizon, while phase II has a five-to-ten-year horizon. In phase II, vacant land is reviewed for development potential, and likely future developments are assessed.

The future developments are based upon surrounding land uses, current zoning, community desires, and staff

knowledge of development activity. Various maps, aerial photos, and field surveys assist in reviewing the three phases of land use developments. For the phase I and phase II future analyses, projected traffic from future developments is forecasted from the ITE Trip Generation Manual 11th edition. The number of trips are based upon the size and type of each development. After determining the number of trips from each residential or commercial development, the trips are distributed and assigned to the adjacent roads and intersections along the corridor based upon logic and existing travel distribution patterns.

NIRCC recently completed two Corridor Analysis:

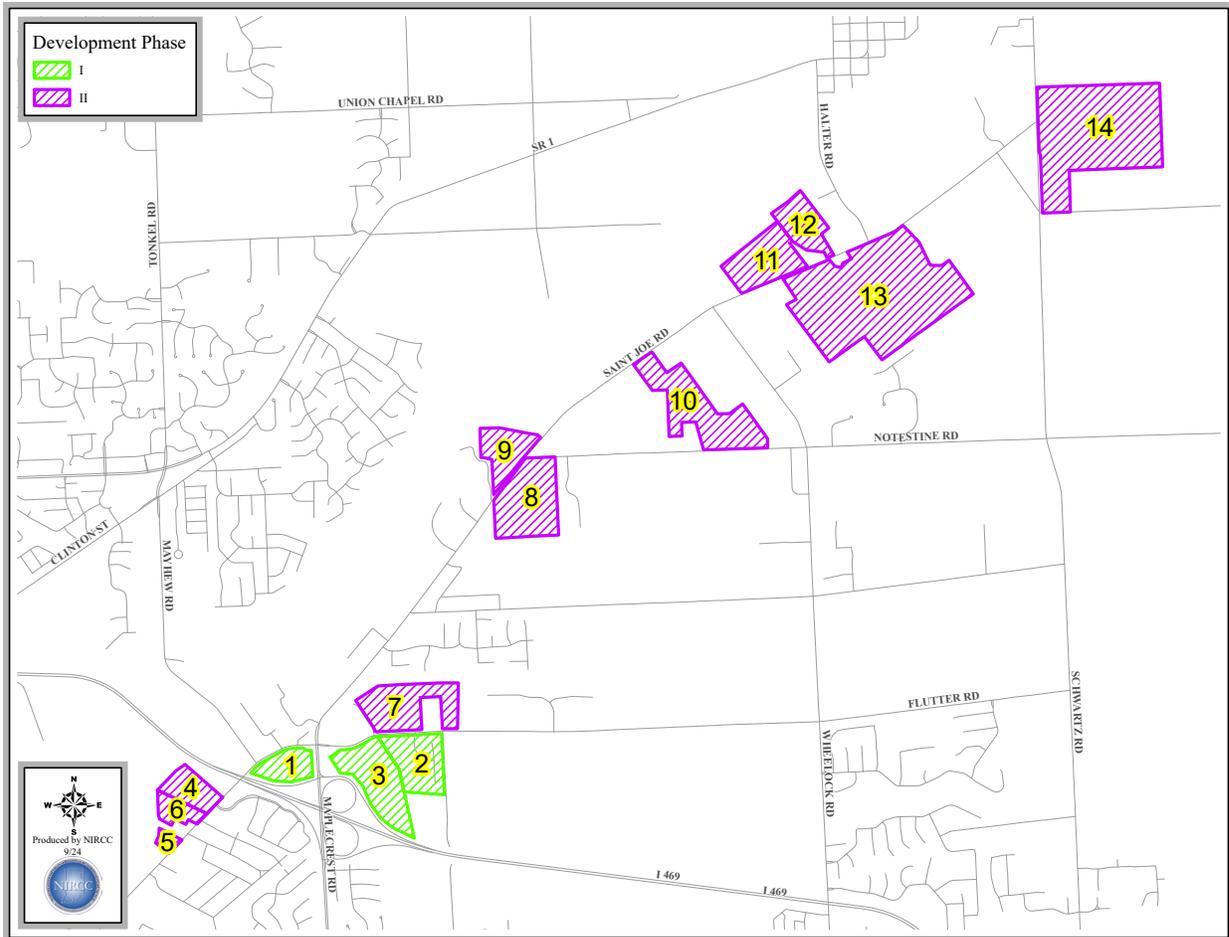
1. St Joe Road from Mayhew Road to Schwartz Road.
 - The study evaluated 2 signalized and 5 unsignalized intersections.
2. Washington Center Road from West County Line Road to Lima Road (SR 3).
 - The study evaluated 4 signalized and 7 unsignalized intersections.



St Joe Road Corridor Analysis

The study of the St Joe Road corridor was initiated by NIRCC in FY24 due to the developments within the area. St Joe Road is an Urban Minor Arterial that runs east and west on the northeast side of Fort Wayne and Allen County. This study's focus is along St Joe Road from Mayhew Road to Schwartz Road. The study analyzed two signalized and five stop controlled intersections along the corridor.

For Phase I, NIRCC analyzed the impacts of three proposed developments along the corridor. One proposed development was commercial and the other two residential. For Phase II, NIRCC analyzed additional impacts from eleven potential future developments. All eleven of these potential developments were analyzed as residential land use types. See the map below for the potential development locations used for this analysis.



The completed corridor and impact analysis indicated that a number of improvements are needed to efficiently accommodate the increase travel demand from planned and potential development along the St Joe Road corridor. The recommended improvements listed below are based on Phase II traffic flow projections:

- Mayhew Road / St Joe Road intersection – Recommend the installation of a roundabout.
- Maplecrest Road / S Joe Road intersection – Recommend the addition of a southbound exclusive right turn lane.
- Eby Road / St Joe Road intersection – No recommendations at this time.
- Notestine Road / St Joe Road intersection – No recommendations at this time.
- Wheelock Road / St Joe Road intersection – No recommendations at this time.
- Halter Road / St Joe Road intersection – Recommend the addition of an exclusive southbound left turn lane.
- Schwartz Road / St Joe Road intersection – Recommend the installation of a roundabout.

Washington Center Road Corridor Analysis

The study of the Washington Center Road corridor was initiated by NIRCC in FY26 due to the developments within the area and planned improvements to US 30. Washington Center Road is an Urban Minor Arterial from SR 3 to Flaugh Road and a Rural Major Collector from Flaugh Road to West County Line Road. The corridor runs east and west on the northwest side of Fort Wayne/Allen County. This study focused on three separate sections of the corridor. The first section is from SR 3 (Lima Road) to US 33 (Goshen Road), the second section is from US 33 to O'Day Road, and the third section is from O'Day Road to West County Line Road. The study analyzed four signalized and seven stop controlled intersections along the corridor.

The Indiana Department of Transportation has a number of projects planned for US 30 as it goes west of Fort Wayne. Plans include modifying eight intersections from Kroemer Road to West County Line Road. These modifications will impact seven intersections being evaluated for this study. As part of the study, the intersection types on US 30 were reviewed to determine how the changes will impact the corresponding Washington Center Road intersections. Phase I and Phase II trips were redistributed to reflect the planned US 30 modifications.

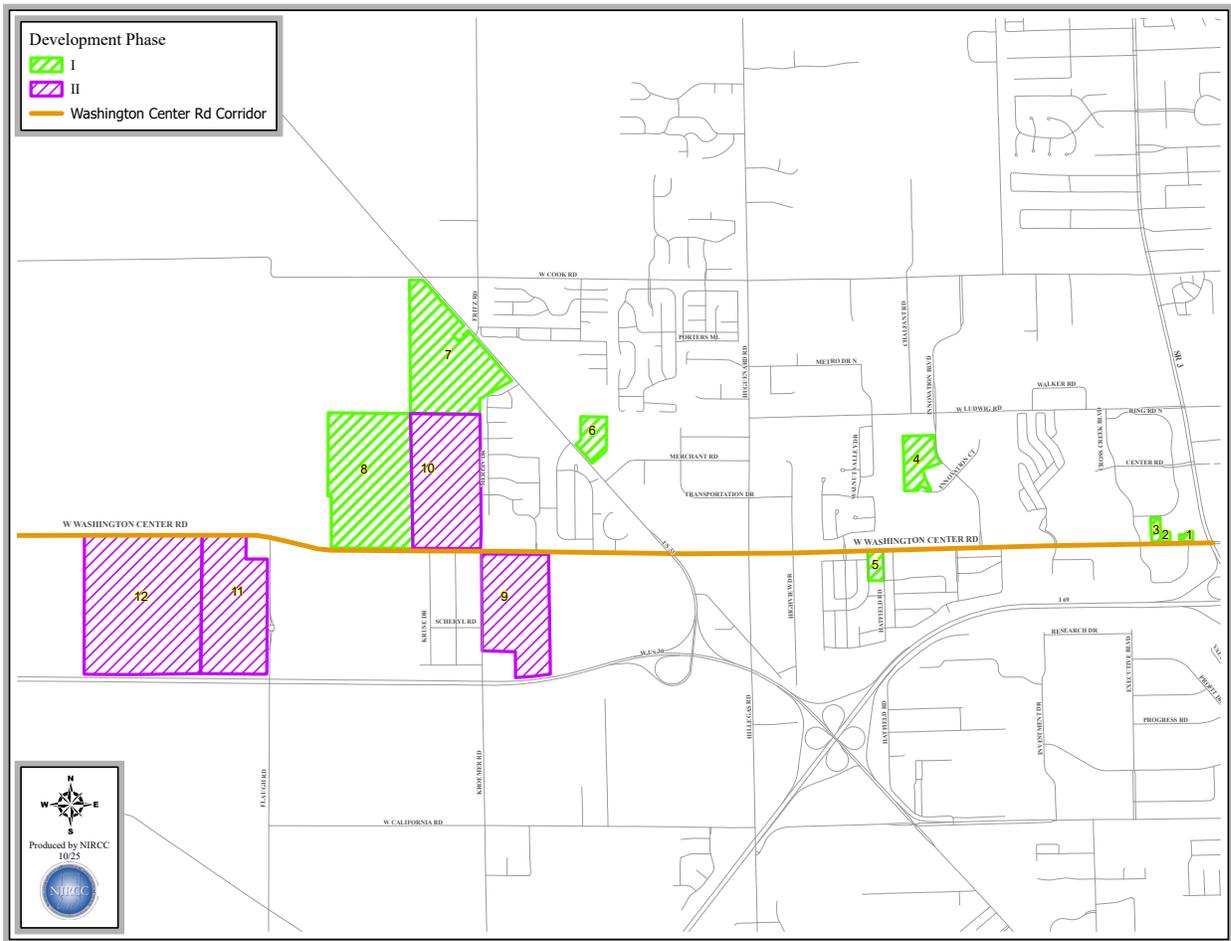
Modifications along US 30 included the following:

- Kroemer Road - Changed from a signalized intersection to a Right-in / Right-out. (Phase I)
- Flaugh Road - Changed from an at-grade intersection to an interchange. (Phase I)
- O'Day Road - Changed from an at-grade intersection to a bridge over US 30 with no US 30 access. (Phase II)
- Stahlhut Road - Changed from an at-grade intersection to a full closure cul-de-sac. (Phase II)
- Felger Road - Changed from an at-grade intersection to a bridge over US 30 with no US 30 access. (Phase II)
- Solon Road - Changed from an at-grade intersection to a full closure cul-de-sac. (Phase II)
- Butt Road - Changed from an at-grade intersection to an interchange. (Phase II)
- W. County Line Road - Changed from a signalized intersection to a Right-in / Right-out. (Phase II)

For Phase I, NIRCC analyzed the impacts of nine proposed developments along the corridor. Three proposed developments were commercial, three were residential and three were Industrial. For Phase II, NIRCC analyzed additional impacts from three potential future developments. One of these potential developments were analyzed as residential and two were analysed as Industrial land use types. See the map on the following page for the potential development locations used for this analysis.

The completed corridor and impact analysis indicated that a number of improvements are needed to efficiently accommodate the increase travel demand from planned and potential development along the Washington Center Road corridor. The following are the recommended improvements based on Phase II traffic flow projections and modifications being made to nearby US 30:

- The Washington Center Road / SR 3 (Lima Road) intersection - Recommend changing the southbound right turn into a thru-right lane according to an existing INDOT project.
- The Washington Center Road / Cross Creek Boulevard intersection – No recommendations at this time.
- The Washington Center Road / Huguenard Road intersection – Recommend adding exclusive right turn lanes on the northbound, southbound, and westbound approaches along with the improvements listed in the 2045 Transportation Plan (widening/reconstruction on Huguenard Road and Hillegas Road).
- The Washington Center Road / US 33 (Goshen Road) intersection – No recommendations at this time.
- The Washington Center Road / Kroemer Road intersection – No recommendations at this time.
- The Washington Center Road / Flaugh Road intersection – No recommendations at this time.
- The Washington Center Road / O'Day Road intersection – No recommendations at this time.
- The Washington Center Road / Felger Road intersection – No recommendations at this time.
- The Washington Center Road / Leesburg Road intersection – No recommendations at this time.



- The Washington Center Road / Butt Road intersection – Recommend adding a Roundabout.
- The Washington Center Road / West County Line Road intersection – No recommendations at this time.

For additional information on corridor studies, you can contact Jeff Bradtmiller with NIRCC. His email is jeff.bradtmiller@allencounty.in.gov.

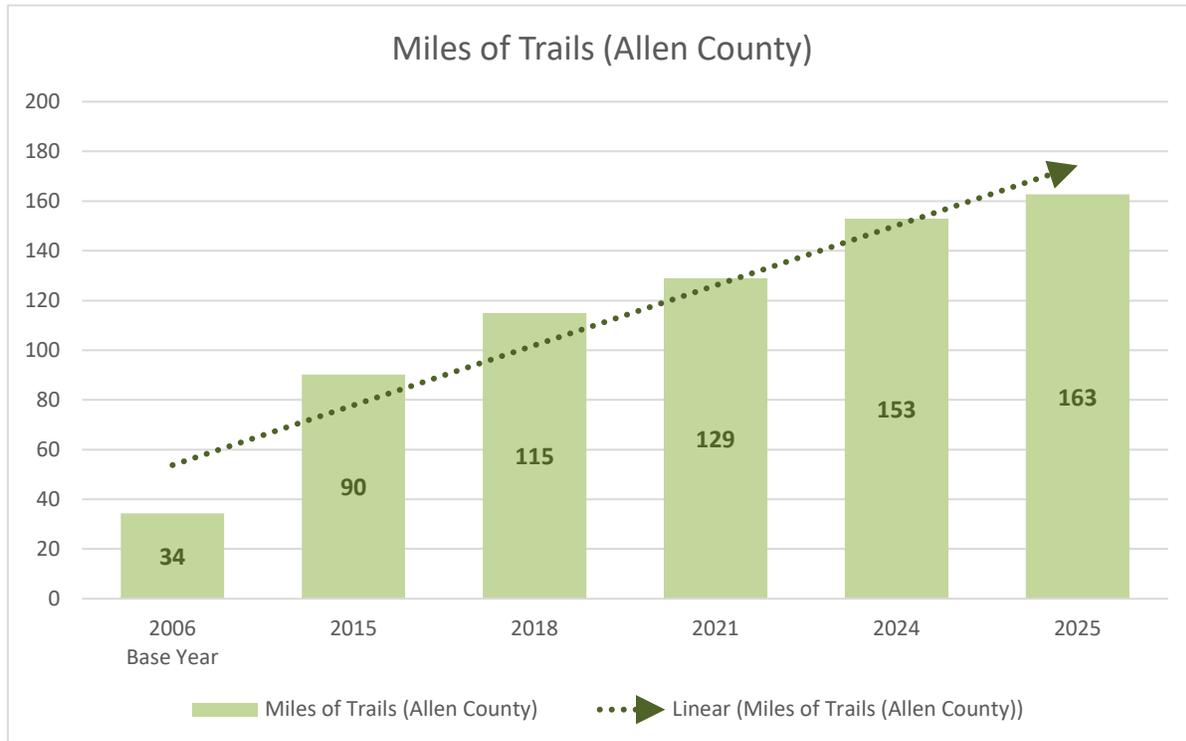
Resilience Improvement Plan Update

We are in the middle stages of our Vulnerability Assessment. NIRCC is working with our Steering Committee to determine how our transportation system is vulnerable to extreme weather events such as extreme precipitation and extreme heat. Vulnerability is made up of three different variables: exposure, sensitivity, and adaptive capacity. Exposure is determined by the location of a transportation aspect – if the asset is in an area that experiences extreme weather conditions. Sensitivity is determined by how well an asset can withstand the effects of the extreme weather conditions. Adaptive capacity is the ability for the transportation system to adapt if a given asset has become inundated by the effects of extreme weather. These three variables combined determine the transportation asset’s vulnerability.



Trail Development in Allen County continued...

Trails advocacy groups were all working on trail plans, advocating for trail development, and raising money for their particular areas of interest. Eventually, in 2011, these three advocacy groups merged into one nonprofit organization; Fort Wayne Trails, Inc. Fort Wayne Trails has made it their goal to help connect all our communities by advocating for trails throughout Fort Wayne, Allen County, and the surrounding region.



In addition to the increase in trail advocacy in the early 2000s, local government began seeing the importance and benefits of trail development. This led the City of Fort Wayne to hire its first greenways manager in 2005 and NIRCC to incorporate a comprehensive bicycle and pedestrian transportation plan into the long-range transportation plan for the first time. By 2007, NIRCC had also produced the first regional trail plan for Northeast Indiana which is now called the [Northeast Indiana United Trails Plan](#).

After 2010, trail development continued to increase throughout the region. In fact, the ten-year period from 2015 to 2025 saw an 80% increase in trail mileage throughout Allen County. Priorities during this time had been shifted to include trail infrastructure with road projects and there was a significant increase in local government and advocacy group funds that were dedicated to trail development. The procurement of grant funding was also a major contributor. In the chart to the right, you can see the miles of trails within Allen County and all the jurisdictions within. Also, you can see the difference between 2006 and 2025.

Trail development is not slowing down in Allen County either. With over 27 miles of trails currently under development, connectivity throughout most of the trail system in Allen County, and the communities within, will be accomplished over the next 10-12 years.

Jurisdiction within Allen Co	2006 Miles of Trails	2025 Miles of Trails
Allen County only	4.3	31.3
Fort Wayne	27.1	110.0
New Haven	1.6	9.3
Woodburn	0.0	0.7
Huntertown	0.0	5.1
Leo-Cedarville	1.0	4.5
Grabill	0.5	1.1
Monroeville	0.0	0.7
Zanesville	0.0	0.0
Total	34.4	162.7

Local Public Agency Title VI & ADA Compliance Requirements

To maintain eligibility for federal funds received through the Indiana Department of Transportation (INDOT), all subrecipients (local public agencies) must be compliant with Title VI and ADA. Failure to meet these standards may impact your eligibility status.

Please note that Voluntary Compliance Agreement Plan (VCAP) Letters are no longer accepted by INDOT; **All entities must now provide the fully executed ADA Transition Plan, Title VI Plan, and Self-Evaluation documents to satisfy requirements.**

Below is a chronological summary of the **required filings** to ensure your community remains an eligible sub-recipient; the submission window opens July 1, 2026.

Requirement	Due Date	Frequency	Description
Title VI Plan	Oct 1, 2026	Annual	Standard operating procedures for the 2027 fiscal year.
Goals & Accomplishments	Nov 1, 2026	Annual	A report on progress made during the previous cycle.
ADA Transition Plan	Nov 1, 2026	Every 3 Years*	A living document tracking the remediation of physical barriers.
Self-Evaluation**	Nov 1, 2026	Annual	Assessment of programs, services, and current policies.

**Note: While the full Plan is required every three years, it must be updated annually and submitted to reflect changes in assets.*

***Note: The Self-Evaluation must cover more than just physical infrastructure; it includes your digital services, public activities, and internal policies.*

INDOT is under a **Stewardship and Oversight Agreement** with the Federal Highway Administration (FHWA). If a local subrecipient fails to provide these documents, INDOT cannot legally pass through state or federal funds to that community. Compliance is not just a formality; it is a prerequisite for any contract, grant, or award involving Indiana's transportation infrastructure.

INDOT's goal in monitoring subrecipients is to provide technical assistance tools, templates for all required program and policy documents, and resources to make compliance efforts manageable and easier for subrecipients as everyone works together to improve Indiana communities by constructing roads, bridges, highways, and pedestrian facilities across the state.

Please visit INDOT's resource page for additional information on tools, templates and guides. The resource page can be found at: [in.gov/indot/accessibility-and-non-discrimination/resources-for-indiana-communities/](https://www.in.gov/indot/accessibility-and-non-discrimination/resources-for-indiana-communities/). Make sure you check out the guide titled: All You Need to Know in One Complete Book, it has a lot of helpful information.

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