Chapter 2
BASE AND PLANNING YEAR SOCIOECONOMIC DATA

Reliable data for the base year (2020) and estimates of the planning year (2045) socioeconomic data are essential to the transportation planning effort. The travel demand models were initially tested and calibrated utilizing 1979 data. The model was subsequently re-evaluated for accuracy utilizing 1980, 1985, 1995, 2000 and 2010 socioeconomic conditions. As part of the development of the 2045 Transportation Plan, the model was evaluated using the 2020 base year data. Reasonable results were obtained from modeling the 2020 data.

The planning year estimates were used to forecast future transportation needs and to identify transportation improvements necessary to meet those needs. The socioeconomic data developed for this study included estimates of population, households, auto ownership, and employment. Existing and projected land uses are an important input to the transportation plan due to the close relationship between land use and travel demands. The All in Allen Comprehensive Plan development process combined with the New Haven Comprehensive Land Use and Strategic Economic Plan provide the vision of how the metropolitan area is desired to grow. These plans were utilized to identify where future economic activity and housing will occur. The growth and location of future employment was determined utilizing existing employment as a base, then projecting future growth on economic development areas identified in the comprehensive plans. The location of employment is one of the critical pieces of demographic information used for transportation planning purposes. The 2019 employment data was obtained from data axle. The 2019 data was determined to be the best available data due to uncertainty of how the COVID Pandemic impacted employment due to business shutdowns and temporary closures in 2020 and 2021.

The aggregate socioeconomic estimates were made for small areas within the Metropolitan Planning Area for planning purposes. These areas are referred to as traffic analysis zones (TAZs). Traffic analysis zones are designed to represent similar land uses and are utilized for travel demand forecasting. The traffic analysis zones are displayed in Figure 2-1. There is a total of 564 traffic zones in the Metropolitan Planning Area (MPA). In addition, there are 31 external stations that represent points of entry and exit around the perimeter of the MPA.

The structure of the traffic analysis zones was based upon the following criteria:

1.   The location and concentration of population and employment.
2.   The availability of demographic, economic, land use and natural resource data.
3.   The ability of the traffic zone boundary alignment to conform to major street alignments.
4.   The direct allocation of complete census block data without a need for splitting census data.

Figure 2-1

Traffic Analysis Zones

The accuracy and level of detailed socioeconomic estimates ensure that reliable and efficient transportation service plans can be provided to meet future needs of the metropolitan area.

Base Year 2020 Estimates

Data from 2019 and 2020 were used to established base year information for this transportation plan update. The 2020 Census was used to obtain population and housing data. The housing data was backchecked utilizing building permit information. Employment data was derived for 2019 from data axle information and housing characteristics are based on 2019 American Community Survey data.   Comprehensive socioeconomic data including population, households, automobile ownership, household income, school enrollments and employment data. The socioeconomic data has been collected and monitored since the early 1970's based upon Census information and other data sources. This information is useful in monitoring recent trends and projecting future socioeconomic conditions.

The 2020 Census information provides the most comprehensive and accurate population and housing data available. Based on Census Tract and Census Block statistics, data for both Allen County and the Metropolitan Planning Area can be obtained. The MPA is primarily within the geographical area of Allen County and is mainly influenced by the development activity in Fort Wayne and Allen County. The portion of the Metropolitan Planning Area in Allen County includes approximately 95% of the total population and 96% of the total housing units within Allen County.

The 2000 Census information indicated that the Fort Wayne Urbanized Area in Allen County had expanded west to the boundary with Whitley County. In addition, Census criteria designated a small portion of Huntington County in the Fort Wayne Urbanized Area. This area is actually rural in nature but due to the population density and proximity to the adjacent urban area, it was defined as urban. Therefore, portions of Whitley and Huntington County have been included in the MPA for analysis purposes.

Recent trends in population growth estimated by the U.S. Census Bureau shows Allen County with a 2020 population of 385,424, an increase of over 30,000 people from the 355,329 population in 2010. This represents an 8.5% increase over the ten-year period and correlates to an average annual growth rate of approximately 0.92%. The number of housing units increased from 152,184 in 2010 to 162,431 in 2020 representing a 6.7% increase over the ten-year period and an average annual growth rate of approximately 0.66%. During this same time the occupancy rate rose from 90.6% in 2010 to 93.4% in 2020. Population per housing unit remained relatively stable at 2.34 persons per housing unit in 2010 and 2.37 in 2020.

The 2010 Census reported 135,807 households in Allen County, and in 2020 the household number rose to 147,043, an increase of 11,236 new households over the ten-year period. This represents an 8.3% increase and an average annual growth rate of approximately 0.83 percent. The overwhelming majority

of housing growth was in new suburban subdivisions and apartment complexes within the MPA, but there has been a notable increase of housing options in central business district of Fort Wayne. The estimates of the 2020 socioeconomic variables for each traffic zone are presented in Appendix B. The methodology used for preparing these estimates is discussed in the following narrative.

Population

The population figures for base year 2020 were derived from 2020 census redistricting block statistics estimates for the Metropolitan Planning Area. The 2020 census block statistics estimates were aggregated to represent the population of individual traffic zones within the Metropolitan Planning Area. Figure 2-2 displays the 2020 population density.

Housing Units and Households

The primary source for base year housing unit data for the Metropolitan Planning Area was 2020 census redistricting block information. This data was compiled exactly like the population figures to determine the extent of housing activity within each traffic zone. As a secondary check, the number of new housing units based on Improvement Location Permits (ILP's) were added to the 2010 Census data, and demolitions were subtracted. The ILP data was obtained from the Allen County Department of Planning Services. Household related data such as household income was derived from the 2019 Census American Community Survey. Figure 2-3 displays the housing unit density.

Vehicle Ownership

Vehicle ownership information for metropolitan area was derived from 2019 Census American Community Survey data. The number of automobiles per traffic zone was calculated using vehicle per household information and deriving an average ratio of vehicles to housing units. The ratios were reviewed and refined based on the relationship of household incomes specific to individual traffic zones and automobile ownership.

Employment

The primary source of 2019 employment data was information obtained from data axle (formerly InfoUSA) data that was provided through the Indiana Department of Transportation (INDOT). The employment locations were allocated to the appropriate traffic analysis zone. A list of employment by category and by traffic zone was derived from this inventory for the Metropolitan Planning Area. The employment data was further stratified by North American Industry Classification System (NAICS) Codes. Based on these codes, employment was grouped into four major categories: industrial, service, retail and office. Industrial employment includes construction, manufacturing, warehousing, and wholesale trades. The service category employment includes education, administration, accommodations, eating and drinking establishments, and arts and entertainment. The retail category includes food, bakery, and dairy stores;
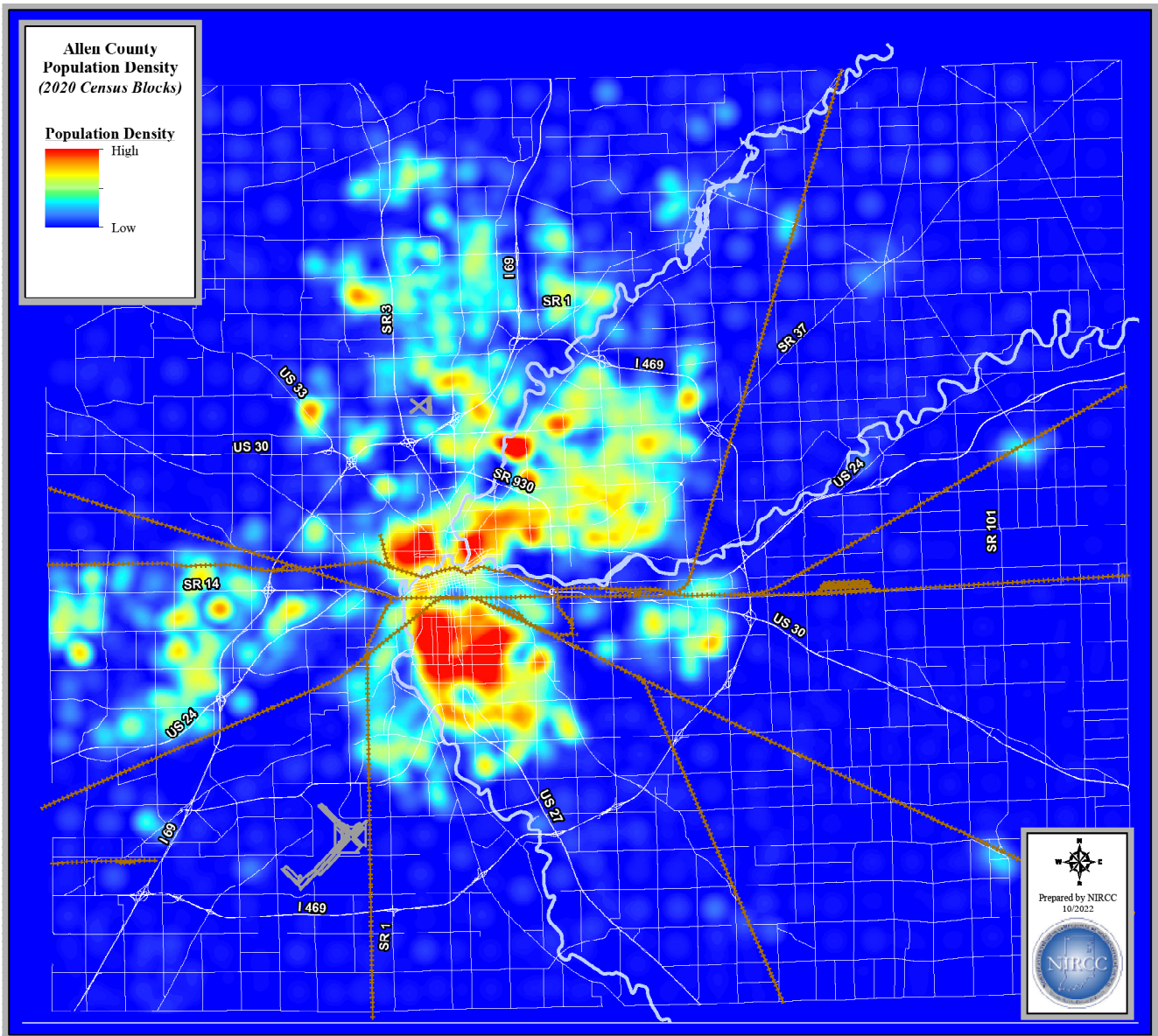
Figure 2-2

2020 Population Density

Allen County Housing Density
(2020 Census Blocks)

Housing Density
High
Low

Figure 2-3

2020 Housing Density

general merchandise retailing; motor vehicle retailing; service stations and repair services; and other retail trades. The office category employment includes: finance, real estate, health care, and public administration. Figure 2-4 displays the 2019 employment density.

Table 2-1 displays the base year population, housing unit and employment data for the Metropolitan Planning Area.

Table 2-1: Metropolitan Planning Area Data

	Allen County	Huntington County	Whitley County	Total MPA
2020 Population	365,190	133	1,439	366,762
2020 Housing Units	154,714	63	598	155,375
2019 Employment	199,293	15	372	199,680

Planning Year 2045 Projections

In addition to the socioeconomic data, general planning guidelines are developed based upon current and historical trends to assist with socioeconomic conditions for the horizon year. Planning assumptions were utilized in estimating the socioeconomic conditions for all previously developed Transportation Plans. Similar assumptions have been developed to predict how the metropolitan area will grow and change based on current data and recent trends.

The Northeastern Indiana Regional Coordinating Council transportation planning staff met with various planning groups and reviewed demographic data to assist in drafting the planning assumptions. Areas of discussion and review included: downtown Fort Wayne re-development efforts; area housing plans and neighborhood revitalization efforts; economic development activities, issues, and target areas; socioeconomic forecasts; utility infrastructure plans; housing and business development trends; floodplain, wetland, and ground water concerns; and land use development strategies. The comprehensive development plans, re-development plans, and economic development plans were reviewed as part of this process and provided direction in the distribution of socioeconomic data. This process helps to reinforce and/ or re-write the planning guidelines and assumptions for the transportation plan. The following narrative describes the basic assumptions governing the anticipated growth and change in the metropolitan area during the next 20 plus years.

1.   Historical information from the U.S. Bureau of the Census indicates that nationally, the average number of persons per household steadily decreased through the 1980s and 1990s in Allen County until 2000. From 2000 to 2020 average household size has been relatively steady ranging between 2.52 to 2.55. The average number of persons per housing unit is lower, as it includes both occupied
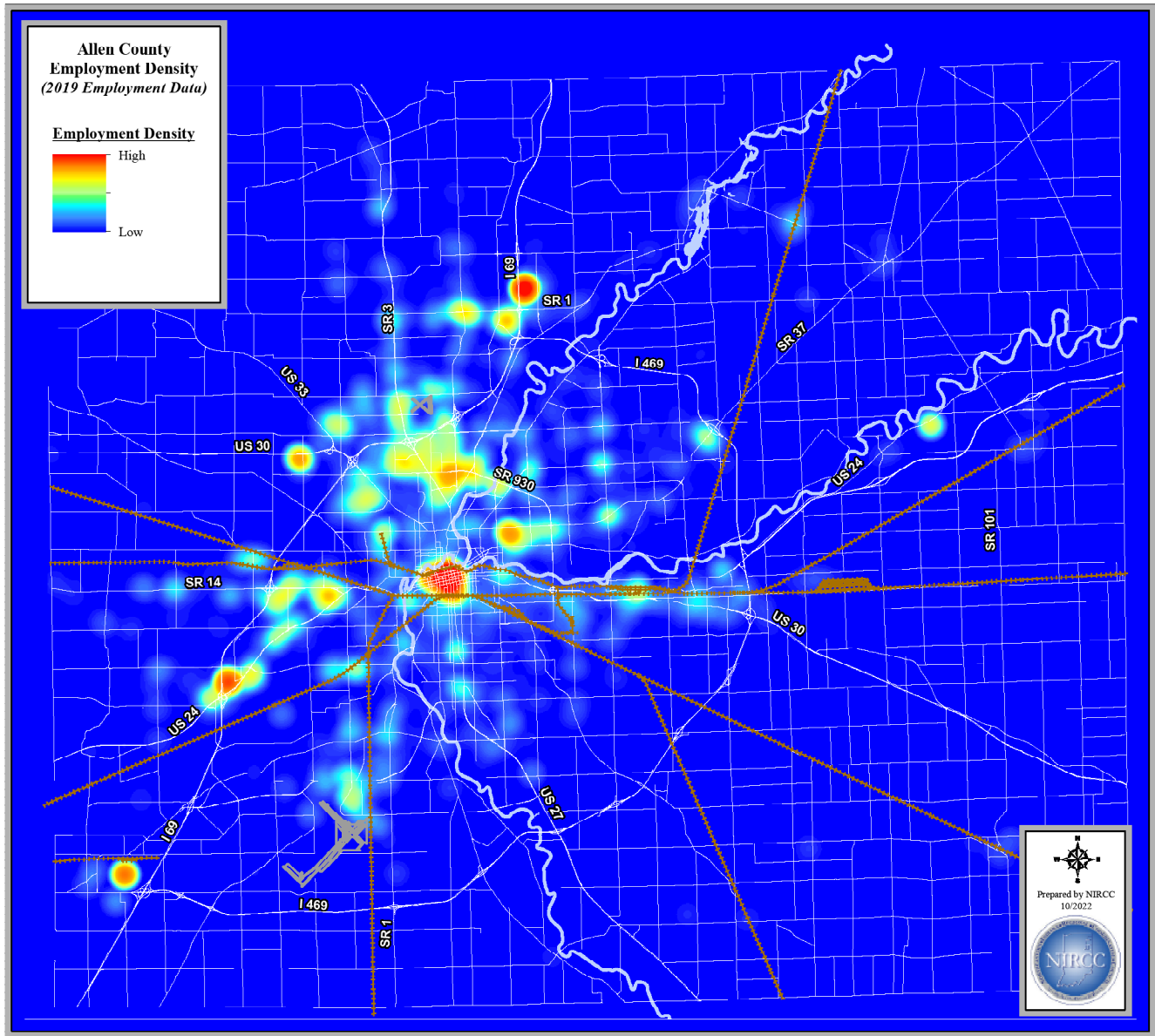
Allen County Employment Density *(2019 Employment Data)*

Employment Density
High
Low

Figure 2-4

Employment Density 2019

and unoccupied units. The average ratio of persons per housing unit for Allen County was 2.34 in 2010 and 2.37 in 2020. The ratio for the Metropolitan Planning Area is slightly lower for 2020 at 2.36 per housing unit. As the population ages household size and persons per housing unit are expected to diminish slightly. The estimated persons per household ratio for the year 2045 in the MPA is 2.5 and persons per housing unit is 2.33. For Allen County, the estimated persons per household 2.51 and persons per housing unit is 2.36.

2. Planning efforts within Allen County including the Cities of Fort Wayne and New Haven will be able to influence the direction and magnitude of development. The communities of Grabill, Huntertown, and Leo-Cedarville will also impact development in the Metropolitan Planning Area. Most of the new development will occur in, or immediately adjacent to the urban area. This pattern of urban development will serve to limit sprawl and help preserve prime agricultural land. Development will take place in areas with suitable soil types. This expectation is consistent with the policies of the All in Allen Comprehensive Plan.

3. Through the development of the All in Allen Comprehensive Plan, three potential growth scenarios were considered. These include an infill scenario, an outward growth scenario, and an infill and targeted outward growth scenario. The preferred approach in the latter scenario, infill coupled with targeted growth in the peripheral areas, adjacent to existing development. The transportation plan is designed to support the preferred growth approach. Figure 2-5 displays Future Land Uses based on the Comprehensive Plan.

4. Population growth within the current corporate limits of Fort Wayne will occur primarily in areas currently undeveloped and zoned for residential use. There is also a considerable amount of housing currently under construction in the central business district, and additional housing is being planned. Moderate population growth is anticipated in neighborhoods where revitalization actions are being implemented. Recent changes to permitted density and lot size is intended to facilitate in-fill development.

5. Downtown Fort Wayne revitalization efforts will continue throughout the central business district and surrounding area, with substantial activity on the northern and southern fringes. The Riverfront Fort Wayne Development is on the northern fringe that includes a considerable amount of apartment and condominium development coupled with office and retail space. The southern fringe area is home to the Electric Works campus, a mixed-use district that includes office and co-working space; entertainment, food and neighborhood commercial; a range of residential opportunities; daycare and education offerings; and health and fitness centers. In addition, residential development and re-development within the central business district will continue. The New Haven downtown business district will continue to provide business and retail opportunities.

Generalized Future Land Use

The All In Allen Comprehensive Plan defines future land use and development using 20 generalized land use categories. Future amendments to this map should be evaluated on a regular basis (at least biannually).

Generalized Future Land Use

- Rural Agricultural
- Rural Residential
- Suburban Neighborhood
- Traditional Neighborhood
- Mixed Residential
- Mixed Urban Commercial Corridor
- Mixed Suburban Commercial Corridor
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Downtown
- Town Center
- Business and Office Park
- Institutional
- Open Space
- Production Center
- Airport
- Utility
- Economic Development Transitional Area
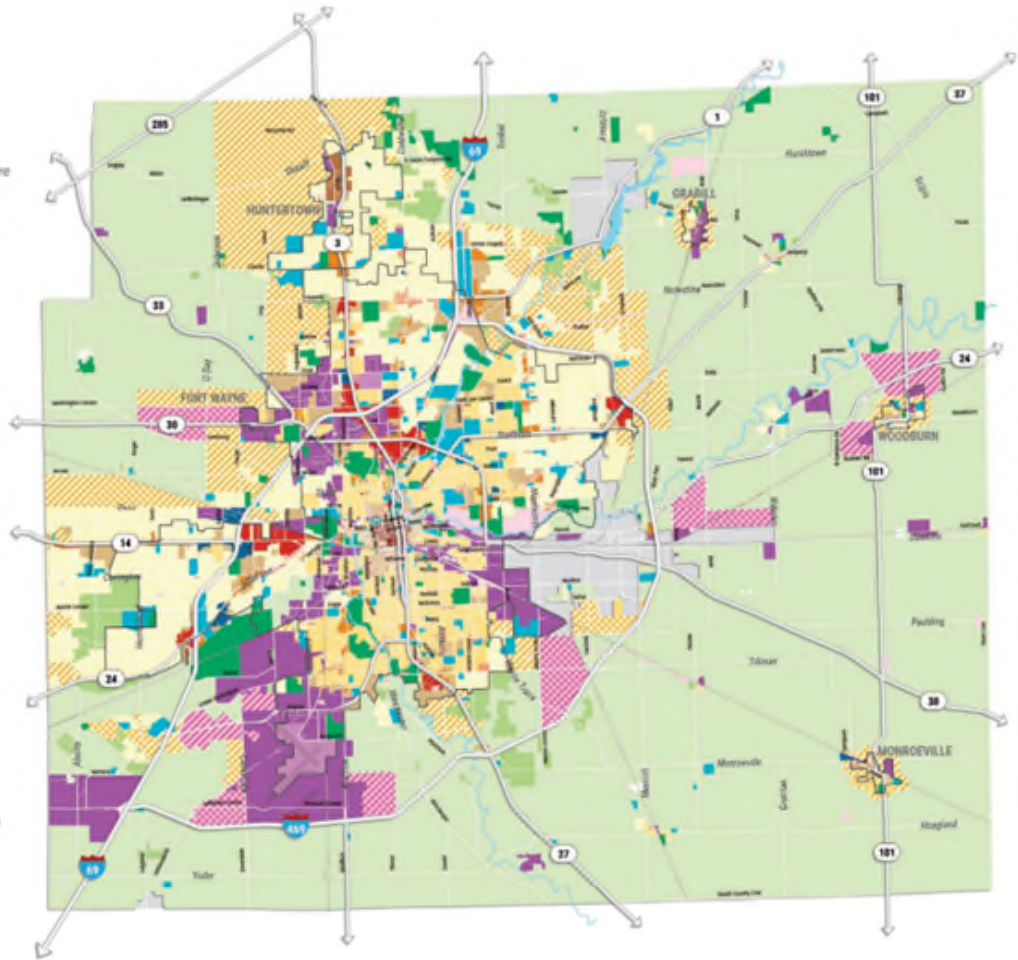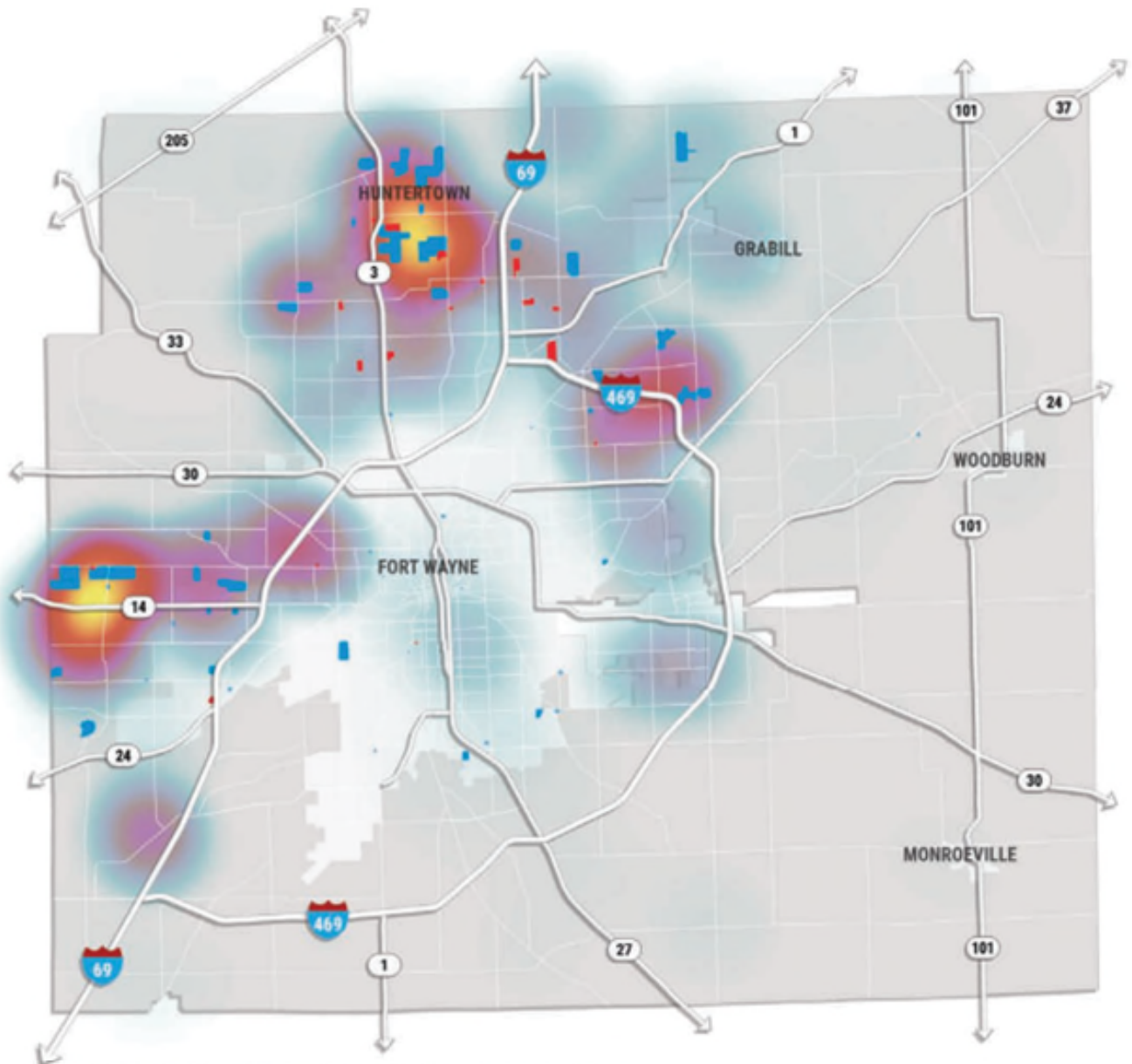- Future Complete Neighborhood Area

Figure 2-5

Future Land Use

6.   A decline in population and housing due to restrictions on construction and reconstruction coupled with flood buy out programs in floodplain area. Local floodplain management activities will conform to the federal specifications and limited development will occur in floodplain areas. A floodplain map is displayed on Figure 2-6.

7.   The limited amount of available land in St. Joseph Township will be developed for residential and commercial purposes. Aboite Township will continue to grow with new residential and limited commercial development in the western portion of Allen County, and in Lafayette Township near the IU Health Medical Campus. Cedar Creek and Perry Townships in the northern and northwestern sections of the urban area have recently experienced intense residential development. It is anticipated that these two townships will continue to have housing growth that will be followed with commercial development. Residential development will also occur in the southern portion of Lake Township south of the US 30 corridor and the northern section of St Joseph Township. Figure 2-7 displays recent residential building permits and rezonings.

8.   Several areas have been targeted through the comprehensive plan for commercial and employment growth. These include the US 30 corridor west of Interstate 69; the area surrounding Fort Wayne International Airport and Airport Expressway corridor; southeast Fort Wayne and southwest New Haven along the South Maplecrest Road and Adams Center Road corridor and the eastern portion of New Haven between US 24 and US 30. In addition, development will continue to occur in designated Industrial Parks. The Metropolitan Area will continue to attract new industry and growth will also occur from the expansion of existing facilities. Industrial Parks and Industrial Sites are displayed on Figure 2-8.

9.   The interchange of Interstate 69 and Lower Huntington Road is anticipated to be a focal point for new development. IU Health has a sizeable medical campus including a hospital planned in the northwest quadrant and some buildings are currently under construction. Ancillary medical office development is anticipated in the area along with commercial establishments that provide retail and support services for employees, patients, families, and visitors.

10.   Residents and businesses will be more energy and environmentally conscious and utilize vehicles that are more fuel efficient and yield lower emissions. It is evident that electric and other alternative fuel vehicles will become more prevalent in the regional fleet mix. The average ratio of automobiles per household increased significantly throughout the 1980's and 1990's and then began to level off. It is expected that the ratio will remain stable and remain fairly constant. The Census American Community Survey data is used to estimate vehicle ownership. The current ratio for Allen County is 1.84, and the Metropolitan Planning Area is 1.85. The anticipated ratios for the year 2045 will remain the same.

11.   The Metropolitan Planning Area will continue to be the focal point for residential, commercial, and industrial growth. It is anticipated that the urban area population will continue to grow at a higher rate than the surrounding rural portions of Allen County. Census population data has shown the percent of Allen County's population residing in the MPA has increased from 92 percent in

Figure 2-6

Floodplains

Residential Building Permits and Rezoning

■ Low Density Residential (AR, R1, R2, RP)
■ Multiple Family Residential (R3)

Building Permits for New Construction after 2016
Lower Number of Permits
Higher Number of Permits

Figure 2-7

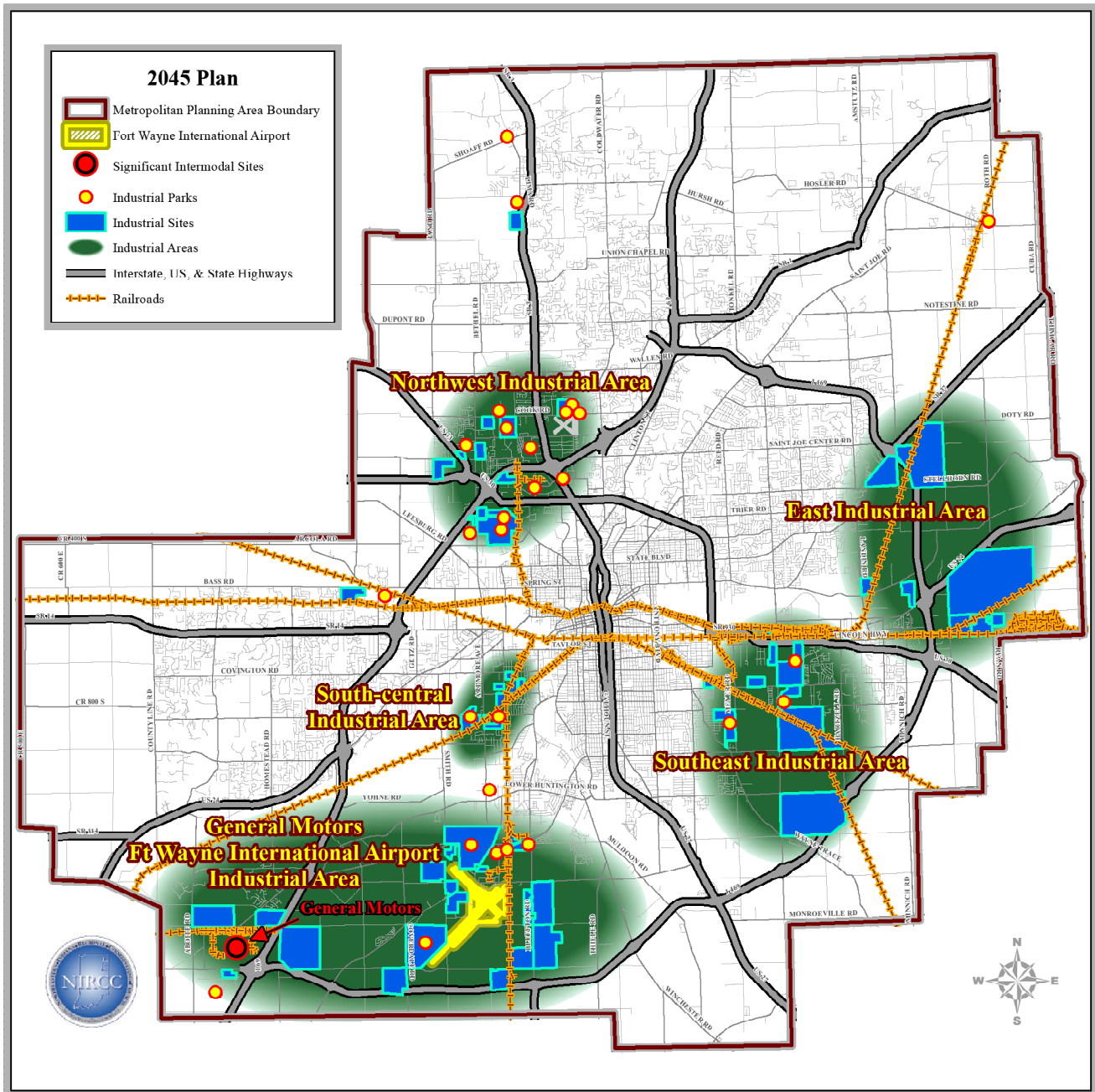**Residential Building Permits and Rezoning from 2016 to 2021**

Figure 2-8

Industrial Parks and Sites

1990, 93 percent in 2000, and 94 percent in 2010, and 95% in 2020. The urban area share of total population will continue to increase slightly through the year 2045, when it's estimated 97% of Allen County's population will reside in the MPA.

12. Development will occur along Interstate 469, with concentrations of intense development near the major interchanges. The accessibility afforded by Interstate 469 is attractive for business development. The projected development along this corridor is associated with interstate type facilities. The availability of utilities, primarily water and sanitary sewer will be a limiting factor.

The 2045 socioeconomic conditions for the Metropolitan Planning Area were developed following these basic assumptions. The preliminary projections of future conditions were developed for the planning period with a horizon year of 2045. Control totals were established as reasonable ceilings for socioeconomic variables such as population, households, vehicle ownership, and employment. The projections were adjusted to reflect the characteristics of individual areas within the Metropolitan Planning Area. The methodology for preparing these projections is contained in the following discussion. The distribution of future socioeconomic data throughout the MPA followed guidance of future growth form the Comprehensive Plan and displayed in Figure 2-9. A table displaying the year 2045 socioeconomic data for each traffic analysis zone is provided in Appendix C.

Population

The history of establishing population control totals for the transportation plans provides some insight into the methods and modifications that have transcended from plan to plan. The development of a population control total for the Year 2000 Plan was conducted using the Cohort Survival method. This process was jointly completed in the late 1970's by the Allen County Plan Commission, Fort Wayne Community Development and Planning Department, and Northeastern Indiana Regional Coordinating Council. Through these efforts, a year 2000 population control total of 388,953 was established for the metropolitan area. Upon completion of the 1980 census, the population projection was revised due to less than anticipated growth. The control total was scaled down to 338,313.

A population control total of 340,492 was developed in 1986 for preparation of the Year 2005 Transportation Plan. This figure was considered somewhat conservative at this time estimating an average yearly population growth of approximately 1.3 percent. The 1990 census information indicated population growth in the metropolitan area had diminished further than anticipated. In 1992, the need to further scale down future population projections led to the development of a year 2010 population control total of 315,289 for the Metropolitan Planning Area. The population control total of 347,916, set for 2015, followed the assumption of moderate growth. This assumption provided for a relatively stable conservative growth rate of less than one percent per year.

The population projection for the 2045 Transportation Plan employed the same basic assumption that results in a conservative estimate. After the release of actual 2020 Census population numbers, a review of the MPA population indicated that it was approximately 366,760. Population projections were obtained from

Future Growth and Development

The Future Growth and Development map illustrates areas where development should be prioritized to accommodate projected growth. Future amendments to this map should be evaluated on a regular basis (at least biannually).

Legend:
- Priority Investment Area
- Urban Infill Areas
- Downtown
- Unincorporated Development
- Rural and Agricultural Area
- Targeted Growth Area
- Potential Economic Development Growth Area
- Potential Adjacent Growth Area
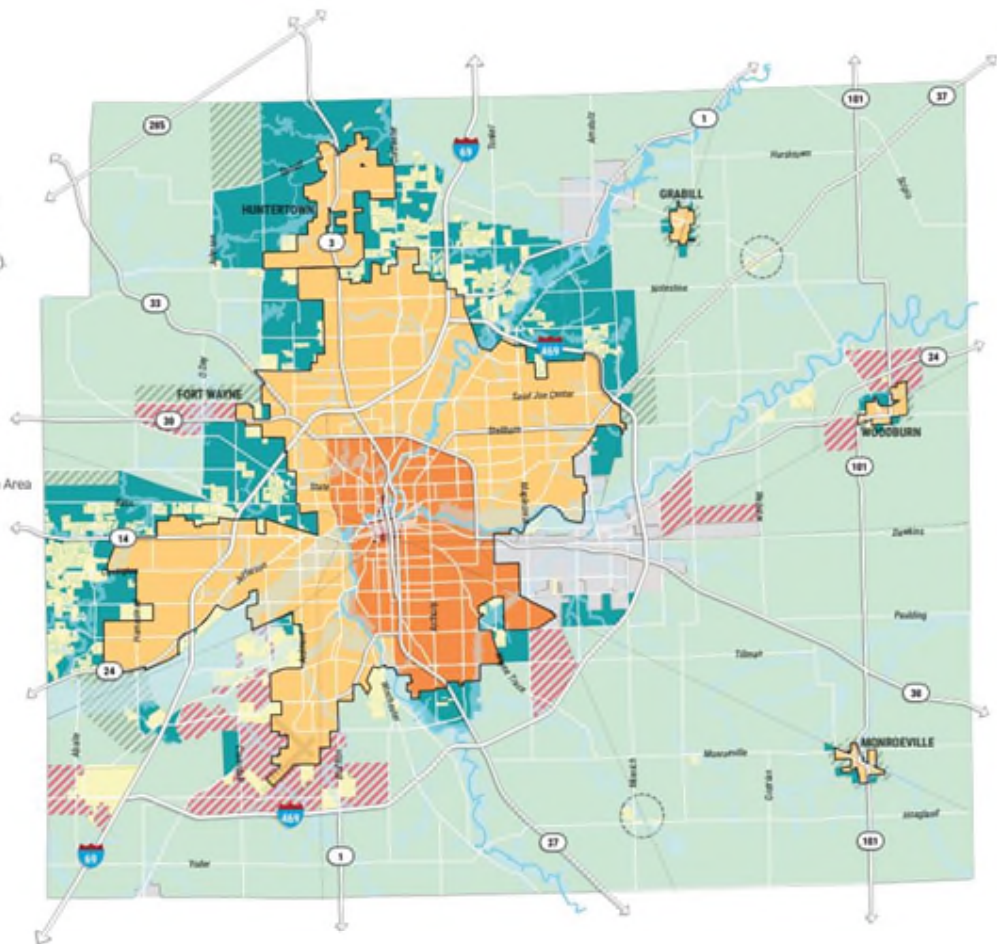- Census Designated Places
- Floodplain

Figure 2-9

Future Growth and Development

STATS Indiana for the purpose of estimating the population for the 2045 horizon year. STATA Indiana uses data from the Indiana Business Research Center, IU Kelley School of Business. The methodology for these projections is described below.

The Indiana population projections were produced using the cohort-component method, with the U.S. Census Bureau's population estimates for 2015 (Vintage 2016) by age and sex for Indiana and its counties serving as the benchmark population figures. This method projects individual age-sex cohorts forward while applying specific mortality and migration rates. In addition, fertility rates are applied to the appropriate female cohorts to generate the number of births during each projection period. These projections follow the standard format of five-year age cohorts carried over five-year projection periods. The five-year cohorts begin with the 0-4 age group and extend through 80-84, with the final age group including all individuals age 85 and above.

Based on the projected population growth for Allen County, a 0.51% annual growth rate was derived establishing a 2045 population control total of 416,340 for the MPA. This represents a relatively conservative rate. Current Census Data shows Allen County grew 1.4% from 2020 to 2022.

The population distribution within the MPA to traffic analysis zones was conducted by first reviewing housing growth from 2015 to 2020. The recent housing growth was then compared to the projections developed for the 2040 MTP. Through assistance from staff of the land-use division of the Allen County Department of Planning Services and Fort Wayne Community Development and Planning Department, zones were individually analyzed for their development potential. Each zone was judged for its suitability for development based upon criteria such as land availability, access to utilities (water, sanitary sewer, etc.), current rates of development, density thresholds, soil types, and topography. Guidance was also obtained from local residential developers to gain insight on locations in the MPA likely to see residential growth. In addition, the Comprehensive Plan was used to guide housing growth.

The analysis yielded the expected number of new housing units to be constructed by the year 2045 for each zone. The persons per household ratios were applied to calculate the additional population for each traffic analysis zone. The additional population was added to the base year 2020 figures to gain a 2045 population estimate. Final adjustments were made to match the population projections with the control total. Special attention was placed on traffic zones which may reach their density thresholds, and individual zones with unusual characteristics such as floodplain zones, central business district zones, and zones in high growth townships.

Households
Housing projections were determined through the process described above for population estimates.

Each zone was individually analyzed for its residential development potential based upon criteria such as available land, public and private water/sewer utilities, and current housing development. Once estimated households were established, a ratio of persons per households was used to help establish zonal population projections. Checks were then made by aggregating the zonal population against the control total. Adjustments were made and figures were rechecked until a balance of households and population estimates was obtained. The average persons per household ratio is 2.33, lower ratios were used in zones where apartments and senior housing is anticipated and higher ratios for zones where traditional single-family homes are planned.

Vehicle Ownership

Vehicle ownership projections were derived by applying ratios of automobiles per household to the 2045 household figures. The expectation is these ratios will remain relatively constant through the year 2045 in the Metropolitan Planning Area. The average ratio of 1.87 automobiles per household was used as a guide, with certain zones receiving a higher or lower value depending on individual characteristics and historical information. The 2019 Census American Communities Survey data, including vehicles per household and average household income, guided the allocation of vehicles for each traffic analysis zone.

Employment

A land-use estimation process was used to derive the projections of employment for each zone in the metropolitan area. The staff of the Allen County Department of Planning Services, Fort Wayne Economic Development, Fort Wayne Re-Development and Alliance evaluated the Metropolitan Planning Area for development potential. Based upon this information, each zone was analyzed for potential commercial development and employment growth. The employment projections were divided into four major categories: industrial, retail, service, and office.

The estimations were based on recent trends and specific characteristics of each zone. Soil type, topography, zoning restrictions, access to utilities, and surrounding land uses were the major criteria used to evaluate the potential for development. The control guide for estimating future land development was based upon the assumptions discussed earlier in this chapter.

The 2019 employment data served as the base for the zonal employment estimates. The 2019 employment data was sourced from data axle information provided by INDOT. The 2019 data axle data included sole proprietor data that wasn't available in past estimates. Due to the increase in contractual, freelance and home-based employment for both primary and supplemental employment, this employment was included in the base data. The employment data was allocated to traffic zones.

STATS Indiana employment forecast for 2045 was utilized to determine a growth rate to establish an

employment control total. STATS Indiana basis the labor force projections on the Indiana Business Research Center's population projections, and age and sex-specific labor force participation rates (LFPR) for the state and each county derived from the U.S. Census Bureau's 2015 and 2016 American Community Surveys (ACS).

The targeted growth areas identified in the Comprehensive Plan served as a guide for allocating future employment. The additional employment figures were added to the base 2019 figures to derive zonal employment data for the year 2045.

Other Trends Affecting Travel

The American Community Survey data provides information on the mode of transportation used by workers over the age of 16 to commute to their jobs. A comparison of the 2015 one-year data to the 2019 one-year data is provided in Table 2-2. Shifts between modes were subtle between 2015 and 2019 showing a slight decrease in drive alone work commute coupled with a slight increase in carpool and public transit. The percentage of residents that reported they worked at home also saw a slight increase. The mean travel time to work also increased by 1.2 minutes.

Table 2-2: 2015 and 2019 Mode of Travel to Work Data

Mode of Travel to Work	2015	2019
Drive Alone	83.9%	82.4%
Carpool	9.3%	10.0%
Public Transit	0.7%	1.0%
Walk	1.6%	1.5%
Other	0.6%	0.8%
Worked at Home	3.9%	4.3%
Mean Travel Time (minutes)	20.8	22

NIRCC calculates a statistically valid estimate of annual average weekday vehicle miles of travel (VMT) derived from its traffic counting program and reporting process. Table 2-3 displays the weekday VMT for the years 2015 through 2022. The trend has been a gradual but slow growth increase in weekday VMT prior to the COVID pandemic. Since the pandemic, the VMT has been fairly steady but displays a slight

decline. It's difficult to predict at this time if the decline in VMT is a short-term outcome of the pandemic and rampant inflation, or if permanent impacts of remote working and other cultural shifts will continue to impact VMT.

Table 2-3: 2015-2022 Weekday Vehicle Miles of Travel

Year	Weekday Vehicle Miles of Travel	Percent Change
2015	8,875,806	-
2016	8,954,884	.89%
2017	9,078,230	1.4%
2018	9,065,958	-.14%
2019	9,315,817	2.8%
2020	9,070,242	-2.6%
2021	9,022,747	-0.53%
2022	8,943,999	-0.87%

Citilink, the transit operator in the Fort Wayne Urbanized Area maintains ridership information. Annual transit ridership for 2015 through 2019 is displayed in Table 2-4. The annual ridership has trended down from 2015 to 2019.

Table 2-4. 2015-2019 Total Annual Transit Ridership

Year	Annual Transit Ridership	Percent Change
2015	1,960,578	-
2016	1,860,413	-5.11%
2017	1,768,318	-4.95%
2018	1,767,067	-.07%
2019	1,676,800	-5.11%

Summary

The socioeconomic data for the base year coupled with historic and recent trends provides for reliable estimates of the 2045 horizon planning year socioeconomic activity. The planning year estimates were

used to forecast future transportation needs and to identify transportation improvements necessary to meet those needs. The socioeconomic data developed for this study included estimates of population, households, vehicle ownership, and employment. Existing and projected land uses are an important input to the transportation plan due to the close relationship between land use and travel demands. The 2020 year and projected 2045 horizon year socioeconomic variables are provided in Table 2-5. The MPA socioeconomic data by county is displayed in Tables 2-6 and 2-7.

Table 2-5: Summary of Base Year and Horizon Year Socioeconomic Variables

Socioeconomic Variable	2020 Base Year MPA	2045 Horizon Year MPA
Population	366,762	416,340
Housing Units	155,375	178,302
Vehicles Ownership Per Household	286,672 1.85	333,847 1.87
Employment		
Retail	30,213	32,034
Industrial	63,732	67,615
Office	88,340	92,962
Service	60,454	63,488
Total	242,739	256,099

Table 2-6: MPA 2020 Base Year Data by County

Year 2020	Allen County	Huntington County	Whitley County	Total MPA
Population	365,190	133	1,439	366,762
Housing Units	154,714	63	598	155,375
Employment	242,352	15	372	242,739

Table 2-7: MPA Projected 2045 Horizon Year Data by County

Year 2045	Allen County	Huntington County	Whitley County	Total MPA
Population	413,884	150	2,306	416,340
Housing Units	177,312	70	920	178,302
Employment	255,712	15	372	256,099

The COVID Pandemic impacted the local economy and travel during 2020 and 2021, therefore assumptions are based on 2019 employment data and American Community Survey Data. Population and housing unit data were derived from the 2020 Census redistricting block data. In 2022 and 2023 the economy appears to be rebounding and vehicular traffic is relatively stable. Transit ridership is lower in 2022 that during pre-COVID years but appears to be steadily increasing.

Consideration of available housing, land use, redevelopment, recreation, and economic development plans and efforts supports the comprehensive approach encompassed throughout the development of the transportation plan. This atmosphere sets the stage for the formulation of planning assumptions guiding the transportation planning process that is consistent with the vision established by the All In Allen Comprehensive Plan. The MTP is designed to support this vision and implementation of the Comprehensive Plan. The forecast of future travel demands is built upon this foundation of solid socioeconomic guidelines.