

## **RESOLUTION 16-01**

### **A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE AMENDMENT OF THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2016**

**WHEREAS**, the preparation of a Unified Planning Work Program (UPWP) is a necessary and required part of the metropolitan area transportation planning process as specified in 23 CFR 450.314; and by its State statutory authority, the Northwestern Indiana Regional Planning Commission (NIRPC) is charged with planning responsibility in three domains of transportation, environment and economic development; and

**WHEREAS**, the work tasks described within NIRPC's UPWP for the three-county northwestern Indiana region are in conjunction with the programs of the Federal Transit Administration, the Federal Highway Administration, the U.S. Environmental Protection Agency, the Indiana Department of Transportation and the Indiana Department of Environmental Management, and significant planning projects in the region by other agencies; and

**WHEREAS**, this program has been prepared for planning (PL), and Congestion Mitigation and Air Quality (CMAQ) funds through the Federal Highway Administration, Section 5303 technical study funds through the Federal Transit Administration, Sections 5307 and 5323 and planning funds through the Federal Transit Administration, private foundation, and NIRPC's locally derived funds;

**WHEREAS**, the work elements contained in the program respond to the transportation and air quality planning needs of Northwest Indiana and are in keeping with federal requirements found in the Clean Air Act Amendments of 1990 and the Fixing America's Surface Transportation (FAST) Act of 2015 and accompanying guidelines and regulations;

**WHEREAS**, all regional transportation and other significant planning projects in the three-county region should be included in the UPWP;

**WHEREAS**, NIRPC is conducting a safety planning study for the surrounding area of I-65 and US 30;

**WHEREAS**, This project will involve the procurement of professional services in addition to staff time;

**WHEREAS,** Over the last 30 years, the intersection of Interstate 65 and U.S. 30 has developed into a typical edge city. This regional employment center, of over 20,000 employees, sprawls across the border of the Town of Merrillville and the City of Hobart;

**WHEREAS,** All the components of urban living of regional shopping, transit, services, hotels, and high-rise are there, but not assembled into a sustainable whole. Instead, they are separated into single use districts and oriented to the personal automobile rather than to the person; and

**WHEREAS,** It is characterized by excess surface parking; hostile frontages; lack of pedestrian infrastructure or amenities; large blocks with poor street connectivity; wide, dangerous and congested roadways;

**WHEREAS,** This area is identified in the 2040 Plan for growth into a major Metropolitan Center. It is also recommended under the reinvest strategy for a suburban retrofit and sprawl repair with a potential to retrofit the I-65 and U.S. 30 area into a livable urban center that is safer, walkable with features for business and residents.

**WHEREAS,** The planning process will result in a strategic plan focusing on providing better pedestrian and transit connections between housing and employment; and

**WHEREAS,** the plan will outline design recommendations to transform US-30 into a walkable, urban roadway that could include pedestrian bridges, sidewalks, and landscaping.

**WHEREAS,** the project will be 100% funded using the federal funds of the Highway Safety Improvement Program (HSIP) planning funds of \$300,000.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission adopts the Fiscal Years 2016 Unified Planning Work Program amendment.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this eighteenth day of February, 2016.

  
Chairperson

ATTEST:

  
Secretary

## Amendment 5 to the UPWP 2016

### Safety at the Crossroads- I-65 and Us 30 Safety Planning

#### Objective:

Conduct a safety planning study for the surrounding area of I-65 and US 30. This project will involve the procurement of professional services.

#### Past Work/Basis:

#### **Overview**

Over the last 30 years, the intersection of Interstate 65 and U.S. 30 has developed into a typical edge city. This regional employment center sprawls across the border of the Town of Merrillville and the City of Hobart. The area is highly urbanized – home to a regional mall, high-rise office towers, hotels, and a performing arts venue – it is not urban. It is, rather, "broken urbanism". All the components of urban living are there, but not assembled into a sustainable whole. Instead, they are separated into single use districts and oriented to the personal automobile rather than to the person. It is characterized by excess surface parking; hostile frontages; lack of pedestrian infrastructure or amenities; large blocks with poor street connectivity; wide, dangerous and congested roadways.

NIRPC conducted area-wide preliminary analysis that indicated the following:

- About 26% of total crashes in the study area is pedestrian/ bike related accidents (see figure 1).
- Biking and walking have been left out of the processes of land-use planning, and of the design and operation of streets and highways within the study area.
- No pedestrian signalization protection exist along US 30 when crossing intersections. No Adequate time to cross intersections without interference with automobiles.
- Difficult street crossings (e.g., too wide, too fast). No physical pedestrian/ bicycles protection separation from fast moving cars
- No Secure and negotiable paving materials for sidewalks and crosswalks.
- No pattern of design and usage that unifies the pedestrian system.

**Study Area:** The proposed study area is within approximately .25 miles north and south of US-30 between Merrillville Rd. in Merrillville on the west and Clay St. in Hobart on the east.

#### Past Work

- During the public workshops for NIRPC's 2040 Comprehensive Regional Plan, this area was identified for growth into a major Metropolitan Center.
- This area was recommended under the reinvest strategy for a suburban retrofit and sprawl repair. The potential is to retrofit the I-65 and U.S. 30 area into a livable urban center that is safer, walkable with features for business and residents.
- NIRPC identified the need for a practical plan to increase safety, the feasibility and efficiency of transit, and local connectivity, and reduce congestion.

FY2016 End Products:

- Develop RFP by NIRPC staff
- Procurement process
- Hiring a consultant

The study will continue into FY 2017 and the new UPWP will include the end products for this study in more details. The end products should include recommendations for:

- o Pedestrian and transit connections between housing and employment
- o Design recommendations to transform US-30 into a walkable, urban boulevard could include pedestrian bridges, sidewalks, landscaping.

Funding Sources:

**HSIP planning funding of \$300,000 with no requirement of local match. It is 100% funded.**