



6100 Southport Road Portage, Indiana 46368 219-763-6060

Upcoming TPC Deliverables	
<b>I-65 &amp; US 30 Safety Plan</b>	<i>July TPC</i>
<b>Greenways + Blueways Plan</b>	<i>September 2017</i>
<b>Super NOFA Solicitation</b>	<i>Fall 2018</i>
<b>Next CRP Approval</b>	<i>May 2019</i>

### Technical Planning Committee

July 11, 2017 9:00 a.m.

Lake Michigan Room

6100 Southport Road, Portage

### AGENDA

#### 1. Call to Order by Chairman, Opening and Announcements

- a) Pledge of Allegiance; Introductions
- b) Meeting Participation Survey
- c) **Action** on the minutes of the June 13 TPC meeting (*Pages 1-2*)

#### 2. Presentation - 2040 Comprehensive Regional Plan Presentation: Goal – Clean Environment – Air, Water and Land Quality – Kathy Luther

#### 3. Implementation Planning

- a) US 30/I-65 Safety Plan Public Comment Report – (*Pages 3-6*) *Stephen Sostaric*
- b) **Action** on Resolution 17-16, US 30/I-65 Safety Plan – (*Pages 7-8*) *Eman Ibrahim*

#### 4. Programming

- a) **Action** on Resolution 17-17, FY 2018-2021 Transportation Improvement Program Amendment #1 (*Pages 9-12*) *Gary Evers*

#### 5. Topical Committee Reports

- a) Environmental Management Policy Committee (EMPC)
- b) Ped, Pedal & Paddle Committee (3PC)
- c) Transit Operators Roundtable
- d) Land Use Committee
- e) Rail Vision/Freight Committee
- f) Surface Transportation Committee (STC)

#### 6. Reports from Planning Partners

- a) Chicago Metropolitan Agency for Planning (CMAP)
- b) South Suburban Mayors and Managers Association
- c) Southwestern Michigan Commission
- d) Federal Highway Administration & Federal Transit Administration

## **7. Public Comment on Agenda Items**

## **8. Emerging Trends Presentation – Project “Via Verde” – Mitch Barloga**

## **9. Other Business, Staff Announcements and Upcoming Meetings**

- a) Other Business
- b) Staff Announcements
  - Marquette Action Plan Public Review
- c) NIRPC Meetings/Events
  - The Executive Board/Full Commission will meet on Thursday, July 20 at 9:00 a.m. in the Lake Michigan Room at the NIRPC office. There is no meeting in August.
  - The Ped, Pedal & Paddle Committee will meet on Thursday, July 27 at 1:30 p.m. in the Lake Michigan Room at the NIRPC office
  - The Surface Transportation Committee will meet on Tuesday August 1 at 9:00 AM in the NIRPC Lake Michigan Room
  - The Environmental Management Policy Committee will meet on August 3 at 9:00 a.m. in the Lake Michigan Room at the NIRPC office.
  - The Transportation Resource & Oversight Committee for LaPorte County is Tuesday, August 22.
  - The Transportation Resource & Oversight Committee for Lake and Porter Counties is Tuesday, August 12 at 3:30 p.m. at South Shore Brewery.
  - The NIRPC office will be closed on Monday, September 4 in observance of the Labor Day holiday.

The next Technical Planning Committee meeting will be held on Tuesday, September 12 at 9 a.m. in the Lake Michigan Room at the NIRPC office.

Requests for alternate formats, please contact Mary Thorne at NIRPC at least 48 hours prior at (219) 763-6060 extension 131 or at [mthorne@nirpc.org](mailto:mthorne@nirpc.org). Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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## Technical Planning Committee Meeting

NIRPC Lake Michigan Room  
6100 Southport Road, Portage

June 13, 2017

### MINUTES

Vice Chair George Topoll called the meeting to order at 9:03 a.m. with the Pledge of Allegiance and self-introductions. Members present included Kevin Breitzke, George Topoll, Geof Benson, David Wright, Mark O'Dell, Tom MacLennan, Beth Shrader, Margot Sabato, Lyndsay Quist, Susan Weber and Stephen Stofko. Others present included Ray Riddell, (SLCCS), Will Farrellbegg, Eric Wolverton, Deena Schriks, Jerry Siska, Jake Dammarell, Zach Hurst, Jeff Huet, Joe Crnkovich, Jack Eskin, Don Parker, Tyler Kent, Denarie Kane, Mark Gordish, Chris Moore, Don Oliphant, Claudia Taylor, Teri Dixon, Karie Koehneke and Andrew Steele. Joyce Newland participated via conference phone. Staff present included Kathy Luther, Gary Evers, Scott Weber, James Winters, Eman Ibrahim, Sarah Geinosky, Gabrielle Biciunas and Mary Thorne.

The INDOT participation survey was available at the table in the lobby.

The minutes of the May 9, 2016 Technical Planning Committee meeting were approved on a motion by Geof Benson and a second by Mark O'Dell.

**Presentation:** Eman Ibrahim presented on Goal 4, Planned Growth, of the 2040 Comprehensive Regional Plan through strategies for urban renewal, mixed use and remediation.

#### **Implementation Planning**

- Consultants Ratio Architects and Butler, Fairman & Seufert presented on the draft I-65 & U.S. 30 Safety Plan detailing ways to make the corridor more accessible to pedestrians, bicyclists and motorists includes projects ranging from new trails, to pedestrian road crossings, to greenspace and native plantings.
- Eman Ibrahim said the draft plan is available on the NIRPC website. A 30 day public comment period on the plan runs from June 1 until June 30.
- Eman Ibrahim described Resolution 17-15, Amendment #1 to the FY 018 Unified Planning Work Program to update the Household Travel Survey, a transit needs analysis and performance based planning areas. The new budget totals \$3,214,762. On a motion by Geof Benson and a second by Beth Shrader, the Transportation Policy Committee recommended Amendment #1 to the FY 018 Unified Planning Work Program.
- James Winters said the Greenways + Blueways Plan Update received some public comments and a presentation of the plan will be made next month with approval at a future date.

#### **Programming**

Gary Evers presented the State Fiscal Year 2017 closeout report. The Michigan City Urbanized Area has an unallocated balance of \$46,666.36, which INDOT has allowed us to carry over. The Lake & Porter

County Urbanized Area. Has an unallocated balance of \$159,309, which INDOT has allowed us to carry over.

**Topical Committee Reports:**

- Geof Benson said the Environmental Management Policy will meet on August 3 at 9 a.m. at NIRPC.
- James Winters said the Ped, Pedal & Paddle Committee will meet at 1:30 p.m. on June 22.
- James Winters reported that the transit operators will convene following this meeting to discuss the project selection process update.
- Scott Weber said the Surface Transportation Committee met to discuss the Community Crossings Program. The deadline is July 14 at 5 p.m. Eastern. The next meeting is August 1.

**Planning Partners:**

- Teri Dixon said the Chicago Metropolitan Agency for Planning is continuing with public outreach for the On to 2050 Plan.
- Federal Highway Administration – Joyce Newland said the certification review is scheduled for July 18-20. There will be a public meeting on July 19 and a report will be given to the Full Commission at its July 20 meeting. Scott Weber will represent Indiana MPOs at a conference in Raleigh, North Carolina.

There were no requests for public comment.

**Emerging Trends:** James Winters showed a brief video on Self-Healing Concrete.

**Announcements:**

- Sarah Geinosky said the draft Marquette Action Plan on lakefront access is being finalized and will be available for comment by the end of the month.
- Kathy Luther said Purdue is catering and the Forum is providing beverages at the Open House on Thursday and asked that RSVP's be made.
- George Topoll announced the NIRPC meetings and events.

The next Technical Planning Committee meeting is July 11 at 9 a.m. at NIRPC. On a motion by Geof Benson and a second by Kevin Breitzke, George Topoll adjourned the meeting at 10:25 a.m.

*A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone number or email below should you wish to receive a copy or a portion of it.*

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# Public Comment Report

## US 30 Corridor Safety Study

The Northwestern Indiana Regional Planning Commission (NIRPC) held a 30-day public comment period on its US 30 Corridor Safety Study. The comment period began on June 1, 2017 and ended on June 30, 2017. The study examines the current state of the corridor, including its current design and crash history. It provides possible safety as well as urban design solutions. These solutions were shaped by public input at pop-up workshops as well as an online survey.

Comments were accepted in the following ways:

- Email: [comments@nirpc.org](mailto:comments@nirpc.org)
- Phone: 219-763-6060, ext. 160
- United States Postal Service: NIRPC, 6100 Southport Road, Portage, IN 46368

Seven comments were received during the comment period. None were considered significant nor required changes to the study document.

NIRPC thanks those who participated in the process.

Comment	Manner Considered by Staff	Significant?	Need to Modify?
<b>Comments Received via Email</b>			
<p>Yes there should be access for pedestrians to walk or bicycle around this area and connect to the already made region trails. Multi-use sidewalks and crosswalks. Connecting hotel visitors to mall and dining, also connections to Mississippi Street south of 30, new developing apartments and subdivision homes.</p> <p>Also 73rd wider road with bike lanes west and east, to 51st north into Hobart. Connecting Redar Park, Independence Park, Hidden Lake, and Deep River.</p> <p>73rd switches to Joliet Road into Schereville to the west, to Broad Street north to connect to Griffith. And continue on Joliet Road west, trail go south to Lincolnwood Rd. south to 77th widen the road, going west to Hart St. in Dyer. Hart north to Columbia and Veterans Park. Or keep going west over the border to Sauk Trail Rd. and west to Frankfort and 20 miles multi-use trails.</p>	<p>We agree that there should be larger network connections to increase safe access for cyclists and pedestrians, however most of the connections listed are outside of the study area. There are other proposals in the works to address of some your connections. Thank you for your participation in this process.</p>	No	No
<p>Hawthorne Boulevard in the South Bay region of Southern California is similar to Rt. 30; both have a lot of traffic with many shopping areas along both sides of the road for quite a long stretch. I lived in that area during the late 1970s, and driving down Hawthorne was as painful as driving Rt. 30 today.</p> <p>Last year I had the opportunity to drive Hawthorne Blvd again, and I was blown away by how fast I could drive the six-mile stretch I needed to travel. And this was with the increased population and commerce that developed over the past 40 years!</p> <p>Please look into whatever Caltrans did because they got it right. Start with this brief article:  <a href="http://www.dot.ca.gov/dist07/Publications/Inside7/story.php?id=360">http://www.dot.ca.gov/dist07/Publications/Inside7/story.php?id=360</a></p> <p>Thank you for your consideration.</p>	<p>We have reviewed the suggested article and agree that signal timing is less than ideal. We have suggested INDOT review signal timing, but the proposed system used by Caltrans is too cost prohibitive for this particular project. Thank you for your participation in this process.</p>	No	No

<p>My concern is the intersection of US 30 &amp; Taney Place (by McDonald's). I have lived on Taney Place for 40 years. Trying to turn left onto Rt 30 is ridiculous. The light is green for about 20 seconds. Only 4 cars can safely turn onto 30. Every day, every light, at least 2-3 cars make the turn on yellow/red. McDonald's is extremely busy and now with summer, it will be even busier.</p> <p>Could you please have someone look into this problem? Would really help if the light on Taney was extended for 10-20 seconds longer.</p>	<p>This particular intersection is outside of the study area. However, these concerns will be forwarded to the Indiana Department of Transportation and the Town of Merrillville. Thank you for your participation in this process.</p>	<p>No</p>	<p>No</p>
<p>So glad to see the recommend improvements for pedestrians on Rt. 30. So many times I see people walking under I-65 and walking on that piece of median next to the on-ramp from 30 onto 65. I literally fear for their lives. You are absolutely correct in saying that people live in the areas, they go to schools, churches and are unable to do it in other than a motorized mode of transportation. It's been a long time coming and can't wait!</p>	<p>Thank you for your participation in this process.</p>	<p>No</p>	<p>No</p>
<p>I am so pleased that a plan has been made to address the chaotic nature of this US 30 corridor. This is desperately needed and can be used as an example to other areas of the country with similar issues: How does one plan cities that have developed de facto with the automobile as the primary mode of transportation?</p>	<p>This study aims to address the issues that have arisen from car-centric planning and propose solutions for making the corridor better for <i>all</i> users, both motorized and non-motorized. Thank you for your participation in this process.</p>	<p>No</p>	<p>No</p>

<b>Comments Received via Telephone</b>			
<p>The street closest there is Mississippi that runs north and south and crosses US 30. You need to put up a camera up there and start ticketing these people who run the red lights like crazy. Thank you.</p>	<p>The goal of this study is to create safer connections for cyclists and pedestrians through the study area. Red light cameras have not been shown to be as effective as other safety proposals. Cameras would be a lower priority recommendation. Thank you for your participation in this process.</p>	<p>No</p>	<p>No</p>
<p>Instead of doing trailheads and rain gardens and stuff, Route 30 I know for sure going west from 65 all the way as far as you can go in Schererville needs to be repaved, and I think that is the first thing that needs to be done before any beautification because Route 30 is horrible. It's probably as bad going east, but I know going west it's very very terrible.</p>	<p>Repaving of US-30 is part of the recommendations. Thank you for your participation in this process.</p>	<p>No</p>	<p>No</p>





## RESOLUTION 17-16

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE US 30 AND I-65 SAFETY PLAN FOR FISCAL YEAR 2018

**WHEREAS**, Northwest Indiana's citizens require a safe, efficient, effective resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana

**WHEREAS**, the Commission has adopted, amended or updated various regional transportation plans for Lake, Porter and LaPorte Counties over the years in light of new information and changing conditions; and

**WHEREAS**, the work contained in this project 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**, in response to the *2040 Plan* goals to have a safe and secure transportation; and to increase mobility, accessibility, and transportation options for people and freight; and

**WHEREAS**, NIRPC's objectives to enhance connectivity between housing, jobs, services, and educational facilities as well as reducing congestion and improve the internal connectivity of the transportation network; and

**WHEREAS**, to improve the safety of non-motorized transportation and improve system accessibility for people with special transportation needs including persons with disabilities, the elderly, the young, and low-income populations;

**WHEREAS**, NIRPC identified the need for a safety plan for the major shopping and employment area in the northwest Indiana region and conducted the US 30 and I-65 Safety Plan to increase safety and local connectivity, and reduce congestion within the plan area;

**WHEREAS**, the study area is highly urbanized with daily vehicle traffic count over 55,000. Developments in the area are not assembled into a sustainable whole. Instead, they are separated into single use districts and oriented to the personal automobile rather than to the pedestrian scale with no physical pedestrian/ bicycles protection or separation from fast moving cars.

**WHEREAS**, the plan is intended to reduce pedestrian and auto conflicts by connecting walkways, creating safe pedestrian street crossings, and consolidating driveways if needed;

**WHEREAS**, the plan includes new roads connections to reduce congestion within the plan area; and

**WHEREAS**, plan recommendations encompass construction projects, project scheduling and funding opportunities for future implementation.

**WHEREAS**, the US 30 and I-65 Safety Plan will serve the regional transportation needs and it will be integrated into the Long Range Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission adopts the US 30 and I-65 Safety Plan.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this twentieth day of July, 2017.

\_\_\_\_\_  
Michael W. Griffin  
Chairperson

ATTEST:

\_\_\_\_\_  
Diane Noll  
Secretary

## RESOLUTION 17-17

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA AMENDMENT NO. 1

August 20, 2017

**WHEREAS**, Northwest Indiana’s citizens require a safe, efficient, effective, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

**WHEREAS**, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

**WHEREAS**, the FY 2018-2021 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *2040 Comprehensive Regional Plan (CRP)*, as amended; and

**WHEREAS**, the FY 2018-2021 Transportation Improvement Program is an implementation of the *2040 Comprehensive Regional Plan (CRP), as amended*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

**WHEREAS**, the FY 2018-2021 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

**WHEREAS**, the changes to the FY 2018-2021 Transportation Improvement Program brought about by this amendment were reviewed by the Air Quality Conformity Task Force’s Interagency Consultation Group (ICG); and

**WHEREAS**, the changes to the FY 2018-2021 Transportation Improvement Program brought about by this amendment were subjected to public comment in the manner prescribed by the 2014 Public Participation Plan with no comments received; and

**WHEREAS**, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2018-2021 Transportation Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2018-2021 Transportation Improvement Program by adding the new projects and making other changes as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this twentieth day of July, 2017.

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Michael W. Griffin  
Chairperson

ATTEST:

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Diane Noll  
Secretary

**2018-2021 Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana**  
**Amendment #01 July 2017**

**Local Projects/Project Phases**

DES	Sponsor	Project Description/Location	TIP Action	Fund Type	Phase	Year	Total Cost	Federal	Non-Federal
1601162	Kouts	Pavement Markings (Town-wide)	Increase Award	HSIP Chicago UA	PE	2018	\$ 13,966	\$ 12,569	\$ 1,397
CN in 2020. Cost to Complete: \$40,000.									
1500320	Griffith	Town-wide Regulatory & Warning Sign Replacement	Increase Award	HSIP	CE	2018	\$ 42,240	\$ 38,016	\$ 4,224
				Chicago UA	CN	2018	\$ 260,635	\$ 234,572	\$ 26,064
		Town-wide Street Name Sign Replacement	Increase Award	STBG I	CE	2018	\$ 6,800	\$ 5,440	\$ 1,360
				Chicago UA	CN	2018	\$ 45,326	\$ 36,261	\$ 9,065
1401027	LaPorte County	Replace Otis Rd Bridge over Little Calumet River. Demo IN047	Decrease Federal Award	Demo IN047	CN	2018	\$ 1,079,849	\$ 863,879	\$ 215,970
1383479	LaPorte County	Replace LaPorte County Bridge #018 (CR 875 W over tributary to Trail Creek)	Add Phase	Demo IN047	RW	2018	\$ 40,000	\$ 32,000	\$ 8,000
				State BR	CN	2018	\$ 1,180,904	\$ 944,723	\$ 236,181
				Demo IN047	CN	2018	\$ 150,000	\$ 120,000	\$ 30,000
Cost to complete: \$1.4 million									
1382604	LaPorte County	From US 421 W to Existing Lincoln Trail AND Sidewalks within Town of Westville	Add Phase	Demo IN047	CN	2018	\$ 92,100	\$ 73,680	\$ 18,420
Length: 1.15 miles. Cost to complete: \$500,000									
1601868	LaPorte County	Wayfinding Signage Purchase/Installation at Kingsbury Industrial Park	Add Phase	STBG II Mich City UZA	CN	2018	\$ 100,000	\$ 80,000	\$ 20,000

DES	Sponsor	Project Description/Location	TIP Action	Fund Type	Phase	Year	Total Cost	Federal	Non-Federal
1592273	Lowell	Purchase up to 20 Bicycle Racks (includes Delivery Costs)	Add Phase	CMAQ Chicago UA	CN	2018	\$ 2,000	\$ 1,600	\$ 400

### New INDOT Projects/Project Phases

1601759	INDOT	SR 2 Signs, Lighting, Signals And Markings at Clark/Holtz Rd.	Add New Phase	NHPP Non- Interstate	CN	2018	\$ 47,300	\$ 37,840	\$ 9,460
					CE	2018	\$ 5,000	\$ 4,000	\$ 1,000

At intersection of SR 2 with Clark/Holtz Rd, located adjacent to Lowell High School in Lowell, Lake County.

1601760	INDOT	US 41 Signs, Lighting, Signals And Markings at Gostlin St.	Add New Phase	NHPP Non- Interstate	CN	2018	\$ 43,400	\$ 34,720	\$ 8,680
					CE	2018	\$ 17,000	\$ 13,600	\$ 3,400

At intersection of US 41 with Gostlin St, located about 0.29 miles East of the Toll Road in Hammond, Lake County.

1601761	INDOT	US 20 Signs, Lighting, Signals And Markings at Fail Rd.	Add New Phase	NHPP Non- Interstate	CN	2018	\$ 32,000	\$ 25,600	\$ 6,400
					CE	2018	\$ 3,200	\$ 2,560	\$ 640

At intersection of US 20 with Fail Rd, located about 0.6 miles West of the Toll Road in unincorporated LaPorte County.

1601762	INDOT	US 20 Signs, Lighting, Signals And Markings at SR 39.	Add New Phase	NHPP Non- Interstate	CN	2018	\$ 34,000	\$ 27,200	\$ 6,800
					CE	2018	\$ 3,400	\$ 2,720	\$ 680

At intersection of US 20 with SR 39, located about 3.6 miles East of I-94 in unincorporated LaPorte County.

1601763	INDOT	SR 2 Signs, Lighting, Signals And Markings at US 30.	Add New Phase	NHPP Non- Interstate	CN	2018	\$ 37,000	\$ 29,600	\$ 7,400
					CE	2018	\$ 3,700	\$ 2,960	\$ 740

At intersection of SR 2 with US 30, located about 2.2 miles West of SR 49 in Valparaiso, Porter County.

1601764	INDOT	SR 49 Signs, Lighting, Signals And Markings at Division Rd.	Add New Phase	NHPP Non- Interstate	CN	2018	\$ 48,000	\$ 38,400	\$ 9,600
					CE	2018	\$ 17,000	\$ 13,600	\$ 3,400

At intersection of SR 49 with Division Rd, located about 1.34 miles South of US 30 in unincorporated Porter County.