

RESOLUTION 17-08

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION APPROVING THE CONGESTION MANAGEMENT PROCESS FOR THE 2040 COMPREHENSIVE REGIONAL PLAN UPDATE COMPANION AMENDMENT #4

April 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," is designated as a Transportation Management Area (TMA) according to the United States Department of Transportation (USDOT) by being a Metropolitan Planning Organization (MPO) with a Metropolitan Planning Area (MPA) of over 200,000 population in Lake, Porter and LaPorte Counties.

WHEREAS, 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 Congestion Management Process 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 Congestion Management Process is an implementation of the *2040 Comprehensive Regional Plan (CRP)*, as amended; satisfies Title 23 Code of Federal Regulations (CFR) Part 450.322 requiring a TMA to apply a Congestion Management Process for any project(s) adding capacity to the transportation network.

WHEREAS, the Congestion Management Process for all of the roadway capacity-adding projects appearing in the *2040 Comprehensive Regional Plan Update Companion Amendment #4* has already been found by the NIRPC former Transportation Policy Committee on November 19, 2013 and March 18, 2014.

WHEREAS, the Commission's Technical Planning Committee approved the Congestion Management Process for the *2040 Comprehensive Regional Plan Update Companion Amendment #4* on April 11, 2017.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby approves the Congestion Management Process for the *2040 Comprehensive Regional Plan Update Companion Amendment #4*.

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



Michael W. Griffin
Chairman

ATTEST:



Diane Noll
Secretary

Amendment #4 to the 2040 Comprehensive Regional Plan Update Companion: Congestion Management Process



Prepared by the Northwestern Indiana
Regional Planning Commission

Table 2: Projected Change in Crashes on the Interstate System, Non-Interstate System, and Total Change Expected to Result from the I-65 ATL Project between US-30 and US-231

	<i>Interstate MVMT</i>	<i>Non-Interstate MVMT</i>	<i>Total Change</i>
2040 Base	3,830	7,576	
2040 I-65 ATL	3,835	7,571	
<u>Difference</u>	<u>+5</u>	<u>-5</u>	
Crashes	+4	-15	-11

Finally, the CMP conducted and approved in 2013 for the I-65 ATL project between US-30 and US-231 examined both demand management and transportation systems strategies as potential alternatives to the I-65 ATL project. According to the CMP report, the demand management strategies, which included flex-time and telecommuting, would result in a reduction in Daily VMT of about 15, well less than the 271 Daily VMT reduction achieved by the I-65 ATL project. The transportation systems management strategies, which included intersection improvements and access management parallel to the corridor, could achieve a reduction up to 60 Daily VMT, again much less than the 271 Daily VMT reduction achieved by the I-65 ATL. Therefore, the I-65 ATL project from US-30 to US-231 passed the CMP.

Summary of Congestion Management Process of I-65 Added Travel Lanes between US-231 and SR-2, Approved by NIRPC's former TPC on March 18, 2014:

The CMP for the I-65 ATL between US-231 and SR-2 passed the NIRPC former Transportation Policy Committee on March 18, 2014. The CMP for this segment again looked at both demand management (telecommuting, carpooling, and flextime) and transportation system strategies (ITS and growth management) but still found that the I-65 ATL project between US-231 and SR-2 resulted in Volume-to-Capacity (V/C) and Level of Service (LOS) improvements that far outweighed the improvements in V/C and LOS from demand management and transportation system strategies without the capacity-adding project.

Table 3: Volume/Capacity Ratios for Baseline, I-65 Added Travel Lanes, and Demand Management and Transportation System Strategies

Route	Baseline		Demand Mgmt		Demand + Supply Mgmt		Demand + Supply Mgmt + I-65 ATL		Demand Mgmt vs Baseline		Demand + Supply Mgmt vs Baseline		Demand + Supply Mgmt + I-65 ATL vs Baseline	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
I-65	0.72	D	0.69	C	0.57	C	0.39	B	-0.03	↗	-0.15	↗	-0.23	↑
AM Peak	0.60	C	0.58	C	0.48	C	0.32	B	-0.02	—	-0.12	—	-0.28	↗
PM Peak	0.69	C	0.66	C	0.55	C	0.37	B	-0.03	—	-0.14	—	-0.32	↗
Off Peak	0.76	D	0.73	D	0.60	C	0.42	C	-0.03	—	-0.16	↗	-0.36	↗

*V = Volume of Automobiles, C = Capacity of Roadway, LOS = Level of Service
(ranking from A to F on road performance)*

Based on the case study, adding travel lanes to a major Interstate Highway in order to increase capacity by 33 percent (I-65 Added Travel Lanes would be 50 percent) appears to significantly improve congestion across several measures. First, travel time improved by 5.7 percent after the project was opened to traffic. More significantly, delay hours, defined as hours spent below the posted speed limit, decreased dramatically by 73.2 percent. Thirdly, vehicle speeds improved substantially, evidenced by mean vehicle speeds increasing by 14.1 percent and median vehicle speeds increasing by 2.5 percent.

Since the I-65 added travel lanes project is a very similar type of project, NIRPC expects a similar improvement in congestion by adding travel lanes. The effect may even be more substantial given that expanding from four to six travel lanes is a 50 percent expansion in capacity, whereas the I-95 New Jersey project expanded only 33 percent from six to eight lanes.

expanded based on AADT or actual highway usage. Total Travel Time and Delayed Hours were sample weighted to compare After Added Travel Lanes and Before Added Travel Lanes scenarios.