





1 INTRODUCTION



Introduction

The Northwestern Indiana Regional Planning Commission, or NIRPC, serves as the Council of Governments (COG) and the Metropolitan Planning Organization (MPO) for Lake, Porter, and LaPorte counties. As of the 2020 Census, the three counties of Northwest Indiana have about 785,000 residents spread across 41 cities, towns, and unincorporated area.

As an MPO, NIRPC is required by federal statute to develop and maintain an updated long-range transportation plan that addresses walking, bicycling, transit, and driving and considers people of all ages and abilities. This plan guides the use of the over \$100 million in federal funding that is spent annually on transportation projects in Northwest Indiana.

Between now and 2050, that will total more than a \$3 billion investment in the quality of life of the region's residents. Implementation of projects in the transportation plan is managed through the Transportation Improvement Program (TIP), a short-term planning document listing all federally funded and regionally significant transportation projects. All projects in the TIP must be consistent with the plan.

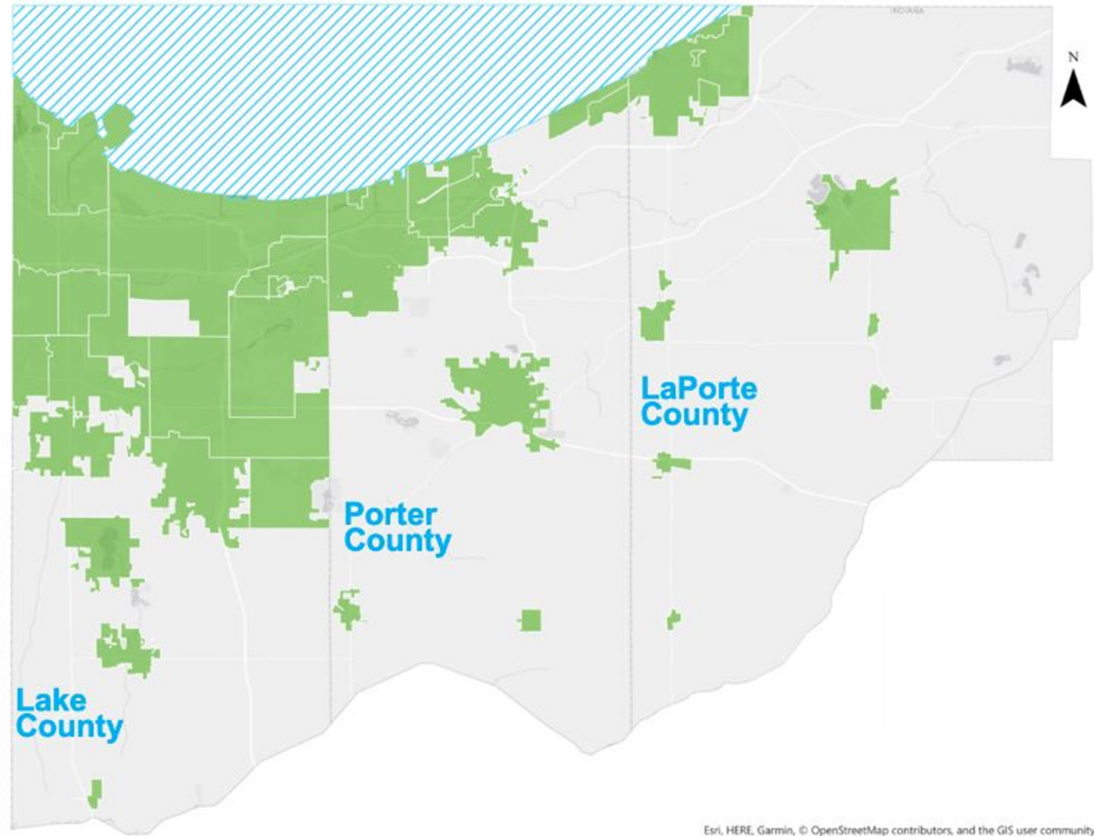


Figure 1-1: The NIRPC Region - Lake, Porter & LaPorte Counties

The three counties comprising the Northwest Indiana planning area are culturally and economically diverse. The region's 41 cities and towns range from cities such as Gary, Hammond, East Chicago, and Whiting, part of the Chicago area's vast industrial complex once known as the "Workshop of America," to quiet towns like Kouts and Hebron that dot its rural southeastern edge. The natural landscape ranges from the shore of Lake Michigan, protected by a network of local, state, and national parkland, to the scenic Kankakee river valley, and bisected by the hills of the Valparaiso Moraine which mark the continental divide.

Plan Overview

For decades, many transportation plans around the United States have focused on mobility at the expense of accessibility. One result of this focus is that the billions of dollars of investment into transportation infrastructure have succeeded in allowing people and goods to move farther and farther at higher and higher speeds. Over time, this investment in highway capacity enabled the expansion of metropolitan areas as residents and businesses spread out over a wider area. In keeping with this pattern, Northwest Indiana's population continues to migrate outside the main centers; however, employment growth is expected to remain within the established business locations supported by existing services and transportation access. Consequently, commute lengths and times will grow longer, roadways will become more congested because of increased travel demands, and vehicle emissions will degrade air quality. If these development patterns continue, they will threaten the region's natural areas and farmlands. Managing and directing growth effectively can help prevent these impacts and preserve Northwest Indiana's quality of life.

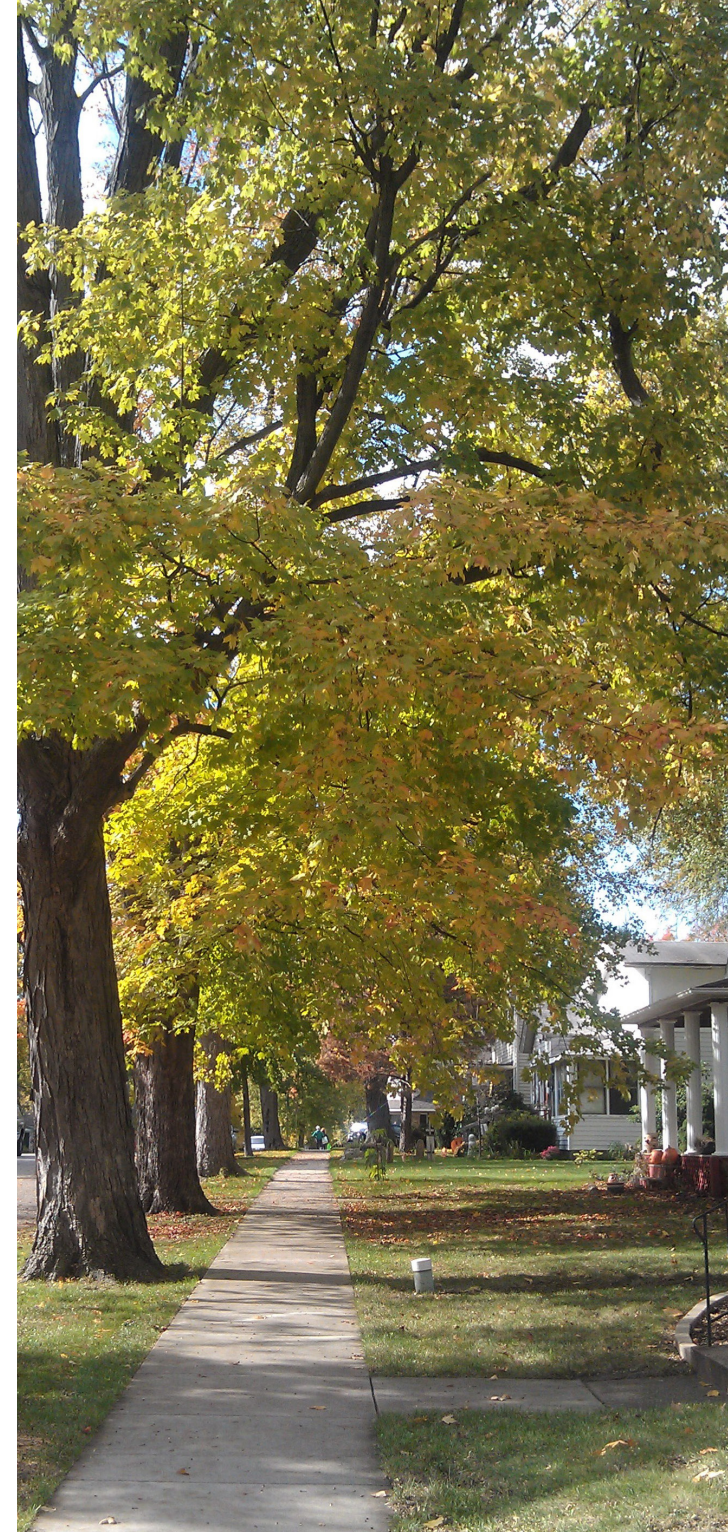
In 2019, NIRPC adopted NWI 2050. The plan is based on four Key Elements, envisioning Northwest Indiana as Connected, Renewed, United, and Vibrant. These elements are further analyzed using four Focus Areas: Economy and Place, Environment, Mobility, and People and Leaders. The results produced a number of future scenarios and action plans to bring to fruition these policies and identify the stakeholders best suited to implement them. NWI 2050 did not include a land use and housing element. Building on NWI 2050, NWI 2050+ addresses regional land use and housing issues, including population

trends, growth patterns, regional policy, urban and rural design, and the relationship between transportation and land use. NWI 2050+ updates NWI 2050 and keeps the same horizon year and vision as NWI 2050.

NWI 2050+ has been developed to comply with the Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Bill (IIJA/BIL) and consider the mandated planning factors from the transportation bill. These factors include:

1. Preserving the existing transportation systems
2. Planning for the safety of all transportation system users rather than just increasing the speed of cars and trucks
3. Connecting people to jobs, educational opportunities, shopping, and recreation, and
4. Efficient movement of freight to support the economy of the Region.
5. Identifying regional land use and housing concepts to help the Region attain that future in a connected, equitable, and environmentally sustainable way.

NWI 2050+ also considers the IIJA/BIL's emphasis on incorporating sustainability and resiliency into the transportation plan through new programs. The new programs help communities prepare for and mitigate damage from extreme events. These programs include the Carbon Reduction Program (CRP), the Bridge Investment Program (BIP), and the Safe Streets and Roads for All (SS4A) discretionary program. More information on the funding programs can be found at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm.



NWI 2050+ Planning Elements

Federal regulations require a long range transportation plan to include the following:

- **Fiscal Constraint:** Federal regulations require NWI 2050+ to have a financial plan. This requirement means that the cost of the roadway, transit, and other transportation facilities and services must be covered by state, federal, local, private, and other transportation revenues that can be reasonably expected to be available.
- **Air Quality Conformity Determination:** The plan must demonstrate that the proposed transportation improvements will not result in air pollution that exceeds national air quality standards.
- **Federal Transportation Performance Measures**
- **Land Use & Housing Strategies**
- **Public Participation**
- **A minimum 20-year planning horizon**
- **A multi-modal approach that considers walking, biking, transit, rail, cars and trucks**

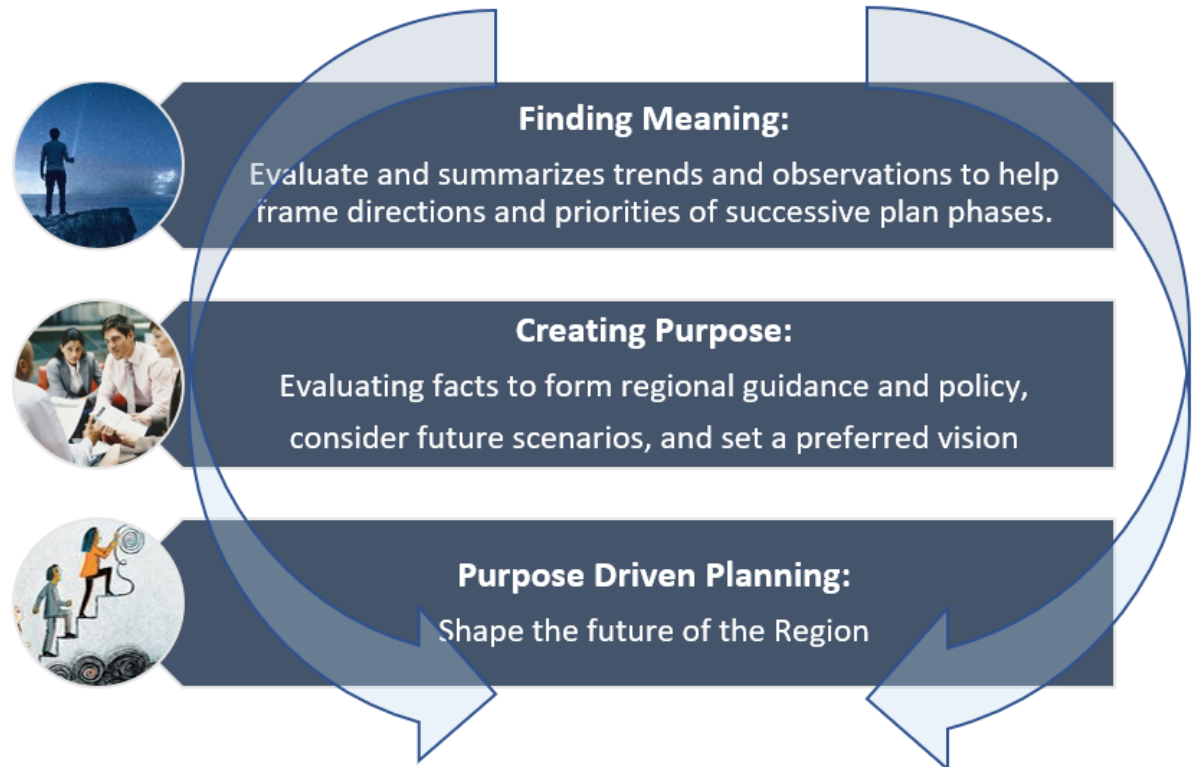
• Environmental Justice
• Sustainability and Resiliency
NWI 2050+ addresses all required federal regulations within the following plan elements:

1. Economic Development
2. Fiscal Constraint
3. Active Transportation
4. Climate & the Environment
5. Freight
6. Land Use
7. Roads
8. Transit

NWI 2050+ Development

NIRPC has divided the plan development process into three general phases:

1. Finding Meaning
2. Creating Purpose
3. Purpose Driven Planning



Public Outreach

Open Houses: NIRPC staff kicked off the public engagement phase of *NWI 2050+* with three open houses in June of 2022, one in each of the counties of the region.

Website: NIRPC created a *NWI 2050+* page on NIRPC’s website. People with access to the Internet were able to read, comment, and see the results. In addition, NIRPC staff created a comments map using Socialpinpoint. Comments could be added to the map by clicking on an icon at the top of the screen, dragging it to the desired position on the map, and providing a comment on the card appearing on the screen (Figure 1-2). The map included three categories of icons as inputs::

- Active transportation (biking and pedestrian)
- Transit (freight, trains, buses)
- Land use (development, housing, commercial)

This mapping exercise helped the planning team focus on drafting concerns and priorities.

Brochure: NIRPC distributed a brochure for *NWI 2050+* to encourage people to participate in the planning process online through the comments map, and a survey, which helped NIRPC to identify issues, needs, and priorities to shape the future of Northwest Indiana (Figure 1-3). The brochure included a QR code which could be scanned to access the survey.

Survey: NIRPC developed an online survey seeking input from the public about their concerns and ideas for a future that’s Connected, Renewed, United, and Vibrant into 2050. The survey included questions covering the plan elements and was supported by visual graphics and pictures to help people visualize their preferences for future development.

Social Media: NIRPC continuously updated the public about all opportunities to engage with plan feedback via their social media platforms: Twitter, Facebook, LinkedIn, Instagram, and YouTube.



Figure 1-2:
Socialpinpoint Map
Results

County Fairs: In the summer of 2022, NIRPC staff set up a booth at each of the three county fairs to inform the public about the plan development process and receive input. This was the first time NIRPC had space at a county fair for their long-range plan public engagement process. Staff was present every day at the LaPorte County Fair from July 9th to 16th, the Porter County Fair from July 23rd to July 31st, and the Lake County Fair from August 5th to August 14th. NIRPC staff worked two three-hour shifts during the weekdays and three three-hour shifts on the

weekends. In all, staff worked over 400 hours during all three fairs, and distributed over 2,000 brochures while engaging with over 500 people directly.

At each fair, staff set up a large aerial map of the entire three-county NIRPC region. This enabled county fair attendees to point out where they lived and for NIRPC staff to talk in detail about the importance of the planning effort to their quality of lives. The vast majority of those engaged had never heard of NIRPC.

Staff directed people to take the online survey via the brochure, which had a direct impact on the number of overall respondents. Participants at the county fair exhibits also were given the opportunity to submit written comments on note cards. These comments, along with those received through the online survey, were received for information and were taken into consideration as the plan was developed.

Additionally, staff facilitated an interactive game for elementary school children to learn about the concept of the 15-minute neighborhood. Staff developed worksheets for every elementary school in the region and asked children from these schools to review their school grounds and the surrounding area and brainstorm ideas to make them more walkable and bikeable. In this exercise children learned how coordinated land use and transportation planning can improve safety.

Be Part of the Discussion!

NIRPC wants to hear from YOU - our Region's residents - on how to create a plan that addresses our concerns today, and chart a future that's **Connected, Renewed, United, and Vibrant** into 2050.

There are two ways to help us by clicking the QR code below. First, there is an interactive map where we invite you to mark areas for new ideas in our Region. This will help our project team focus efforts when drafting priorities.

Second, a survey has also been included which will help NIRPC identify your visions for the future of Northwest Indiana.



Need help scanning the QR code?

iOS

(Version 11 and above)

Make sure "Scan QR Codes" is toggled on in Settings → Camera, then simply open the app and point your camera at the code

Android

(Version 8 and above)

Activate Google Lens and Screen Search in Settings then point your camera at the code (long-press the Home button if a link doesn't pop up automatically)

See plan updates & progress at www.nirpc.org



Future of Transportation in Northwest Indiana



Figure 1-3: Outreach Brochure

Youth Outreach: In November of 2022 NIRPC staff was invited to the NWI Boys and Girls Club in Gary to work with youth on the aspects of the plan development. Staff prepared a “pop-up event” for the club members, and during the visit different boards highlighting aspects of the plan were shown and feedback elicited by the youth present.

Other Outreach: Staff attended a Juneteenth Event in Merrillville to review plan specifics with participants and receive feedback.

NIRPC staff attending county fairs during the summer of 2022 in Lake County, Porter County, and LaPorte County



Economic Development

NIRPC was designated in September 2019 by the U.S. Economic Development Administration (EDA), a bureau of the U.S. Department of Commerce, as an Economic Development District (EDD). This EDD status makes the counties of Lake, Porter, and LaPorte in Northwest Indiana eligible to receive certain types of federal funding.

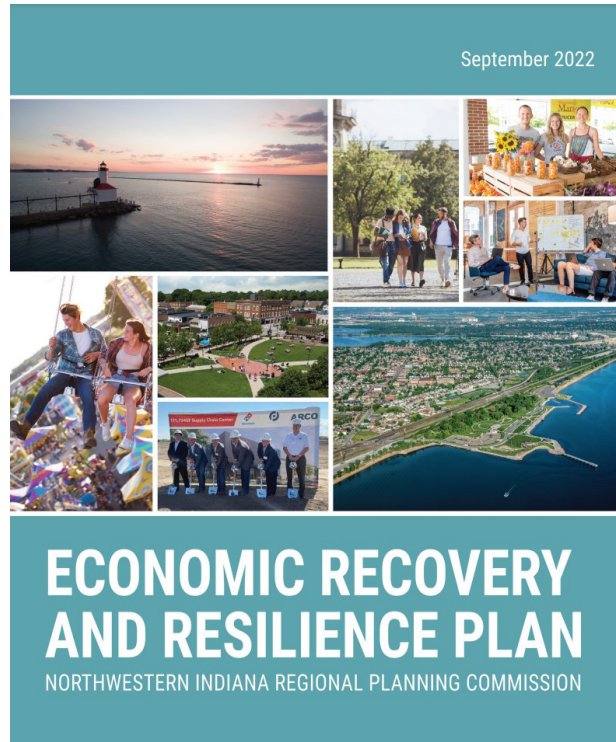
The EDD designation was one of the collective goals within the strategic plan for regional economic development, Ignite the Region: A Regional Strategy for Economic Transformation, spearheaded by the Northwest Indiana Forum in collaboration with multiple regional partners which included NIRPC.

One of the functions of an EDD is the maintenance and implementation of the Comprehensive Economic Development Strategy (CEDS)¹ plan. The CEDS identifies goals and objectives for a five year period as well as specific projects for potential EDA and other grant funding.

An Economic Recovery and Resilience Plan (ER&R)² was completed in September 2022 in response to the COVID-19 Pandemic. The purpose of NIRPC's ER&R Plan is to address recovery actions needed in the short term after an economic disruption occurs to return the economy in Lake Porter and LaPorte counties to its previous condition and to address how to build a future resilient regional economy. The Action Plan portion of the ER&R Plan includes strategies and actions for recovery and resiliency.

1 [Link to full plan.](#)

2 [Link to full plan.](#)



Fiscal Constraint

Both the long-range and short-range plans must be fiscally constrained. In NWI 2050+, any estimates are given for example purposes and are not intended for programming purposes. In the short-range plan, all estimates are carefully put together using recent cost estimates and watched closely. All future cost estimates are developed with INDOT's cost inflation calculator which looks at recent trends for individual items in recently awarded bids to calculate future costs for similar type projects. All projects are programmed using current future projected allocations of FHWA & FTA funds with discussions with INDOT and also using recent annual increases. No projects were programmed with assumptions of other funds; only USDOT or local funds were assumed in projecting allocation and cost estimates.



U.S. Department
of Transportation

**Federal Highway
Administration**

NWI 2050+ adheres to the regulations of 23 CFR 450.324 as follows:

Development and content of the metropolitan transportation plan (23 CFR 450.324)

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multi-modal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

NIRPC's NWI 2050+ includes both long-range and short-range planning strategies and actions that provide an integrated and multi-modal transportation systems. These are carried over from NWI 2050 which includes an action plan that lists thirteen investment programs and sixteen major planning initiatives supported by over three hundred discrete strategies. The action plan also includes a robust performance-based planning framework of measures to track progress and to indicate where adjustments in planning tasks and programming may be needed in the future.

(f) The metropolitan transportation plan shall, at a minimum, include:

(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

The short-range and the long-range elements of the "Purpose Driven Planning" sections of NWI 2050+ as well as the Air Quality Conformity Report include descriptions and cost estimates.

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

The estimates for all projects in the short-range plan and the long-range plan were carefully put together using updated pricing and inflation and have been calculated on individual items in each project, using the assumption that each item and the labor for that item are subject to different factors in inflation. This is true for both local and INDOT projects. Allocated funds are shown to have conservative increases in the future, which are based on an average of the past 7 years (extended from typical 5-year average to account for the Covid-19 pandemic) and a discussion with INDOT officials concerning future projections of allocations.



(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

All projects listed within the plan can be funded with federal funds allocated to NWI with the required minimum match. No project assumes additional funding support except for NICTD's two expansion projects.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

Projects estimates reflect “year of expenditure dollars.” This is accomplished in the short-range element through project cost estimating using an INDOT developed inflation tool available to the MPO. This tool takes historic prices for each item in each project and forecasts an inflated price for assumed quantities and labor to install those items in a future time.

In 2022, the construction industry saw inflation in some items up to 160%. To accommodate this unexpected surge, NIRPC and its LPAs worked together in late 2022 to gather new inflated cost estimates and move selected projects out one year to be able to accommodate the projects in its short-range plan.

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

NWI 2050+ includes estimates in its “Purpose Driven Planning” for illustrative purposes only. All examples reflect anticipated FHWA and FTA funds available and require local match funds for the investment program that reflects the priorities of this plan.

(vi) For non-attainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

The Indiana SIP does not contain any TCMs.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

Any projects listed in NWI 2050+ are solely for example purposes and are not intended to suggest funding of these projects.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

This does not apply to this plan at adoption.



NIRPC is showing its compliance to be fiscally constrained with known FHWA and FTA funds. The amounts shown in the tables below show the expected amount of funds from both FHWA and the FTA and how NIRPC proposes spending these funds:

FHWA	Chicago UZA					Michigan City UZA				
	2024	2025	2026	2027	2028-Illustrative	2024	2025	2026	2027	2028-Illustrative
STBG Available	\$ 15,189,165	\$ 15,492,948	\$ 15,802,807	\$ 15,802,807	\$ 19,200,307	\$ 1,236,857	\$ 1,263,959	\$ 1,291,605	\$ 1,291,605	\$ 1,291,605
STBG Programmed	\$ 13,520,402	\$ 18,325,393	\$ 10,653,981	\$ 15,630,270	\$ 25,185,963	\$ 1,573,350	\$ 1,495,030	\$ 2,234,322	\$ 1,165,810	\$ -
HSIP Available	\$ 3,512,000	\$ 2,839,505	\$ 2,896,295	\$ 2,934,886	\$ 3,540,421	\$ 420,868	\$ 430,025	\$ 439,365	\$ 445,757	\$ 452,264
HSIP Programmed	\$ 75,000	\$ 2,533,811	\$ 2,276,300	\$ 1,556,200	\$ 6,075,000	\$ -	\$ 688,000	\$ 330,000	\$ 369,349	\$ -
CMAQ Available	\$ 2,698,431	\$ 2,750,143	\$ 2,805,146	\$ 2,855,638	\$ 3,473,290	\$ 659,036	\$ 668,745	\$ 678,649	\$ 690,865	\$ 703,300
CMAQ Programmed	\$ 5,368,613	\$ 1,649,600	\$ 6,181,470	\$ 5,783,129	\$ 8,221,334	\$ 1,046,106	\$ 358,975	\$ 1,247,120	\$ 690,000	\$ 1,684,073
TA Available	\$ 2,114,882	\$ 2,157,179	\$ 2,200,323	\$ 2,200,323	\$ 2,200,323	\$ 236,501	\$ 241,231	\$ 246,056	\$ 246,056	\$ 246,056
TA Programmed	\$ 6,754,749	\$ 1,054,691	\$ 4,929,065	\$ 2,262,275	\$ 2,238,388	\$ 689,960	\$ 200,000	\$ -	\$ 163,946	\$ -
CRP Available	\$ 1,845,276	\$ 1,882,181	\$ 1,919,825	\$ 1,919,825	\$ 1,919,825	\$ 206,352	\$ 210,479	\$ 214,689	\$ 218,553	\$ 222,487
CRP Programmed	\$ 976,124	\$ 1,331,200	\$ 1,610,240	\$ 64,000	\$ 589,680	\$ 80,000	\$ 125,735	\$ -	\$ -	\$ -
PROTECT Available	\$ 681,916	\$ 695,554	\$ 709,465	\$ 722,235	\$ 735,236	\$ 72,688	\$ 77,202	\$ 78,746	\$ 80,163	\$ 81,606
PROTECT Programmed	\$ 310,000	\$ 454,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Available	\$ 26,041,670	\$ 25,817,510	\$ 26,333,861	\$ 26,435,714	\$ 31,069,402	\$ 2,832,302	\$ 2,891,641	\$ 2,949,110	\$ 2,972,999	\$ 2,997,318
(+/-)	\$ 25,828	\$ 16,504	\$ 221,962	\$ 677,215	\$ (7,254,679)	\$ 8,942	\$ (27,406)	\$ (234,728)	\$ 531,149	\$ 1,444,371



FTA	Chicago UZA					Michigan City UZA				
	2024	2025	2026	2027	2028-Illustrative	2024	2025	2026	2027	2028-Illustrative
5307										
Available	\$ 16,473,065	\$ 16,769,580	\$ 17,071,433	\$ 17,378,719	\$ 17,691,536	\$ 1,328,321	\$ 1,352,231	\$ 1,376,571	\$ 1,401,349	\$ 1,426,574
5307										
Programmed	\$ 16,473,065	\$ 16,769,580	\$ 17,071,433	\$ 17,378,719	\$ 17,691,536	\$ 1,328,321	\$ 1,352,231	\$ 1,376,571	\$ 1,401,349	\$ 1,426,574
5310										
Available	\$ 702,620	\$ 715,267	\$ 728,141	\$ 741,248	\$ 754,590	\$ -	\$ -	\$ -	\$ -	\$ -
5310										
Programmed	\$ 702,620	\$ 715,267	\$ 728,141	\$ 741,248	\$ 754,590	\$ -	\$ -	\$ -	\$ -	\$ -
5337										
Available	\$ 25,090,658	\$ 25,542,290	\$ 26,002,051	\$ 26,470,088	\$ 26,946,550	\$ -	\$ -	\$ -	\$ -	\$ -
5337										
Programmed	\$ 25,090,658	\$ 25,542,290	\$ 26,002,051	\$ 26,470,088	\$ 26,946,550	\$ -	\$ -	\$ -	\$ -	\$ -
5339										
Available	\$ 527,929	\$ 537,431	\$ 547,105	\$ 556,953	\$ 566,978	\$ -	\$ -	\$ -	\$ -	\$ -
5339										
Programmed	\$ 527,929	\$ 537,431	\$ 547,105	\$ 556,953	\$ 566,978	\$ -	\$ -	\$ -	\$ -	\$ -
Total										
Available	\$ 42,794,272	\$ 43,564,568	\$ 44,348,730	\$ 45,147,008	\$ 45,959,654	\$ 1,328,321	\$ 1,352,231	\$ 1,376,571	\$ 1,401,349	\$ 1,426,574
(+/-)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



County Fairs

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make them more walkable and bikeable. In this exercise children learned how coordinated land use and transportation planning can improve safety.

Comments received at the county fairs are listed below.

Roads- and Freight-related Comments

- *Would be nice if you could use reflective pavement markings or features like they use in Europe to better light country roads at night*
- *Merrillville: 57th and Connecticut Need Stop Light*
- *Whispering Sands & 6 Need Stop Light*
- *Expand Willowcreek Road*
- *Are they going to widen or fix the Samuelson Rd railroad underpass?*
- *Valpo: Salt Creek Commons- SR 149 No Stop Light. Very Dangerous. Study SR 149 @ 550*
- *Division and Smoke Road, lots of crashes*
- *94 and 49 has a tight onramp*
- *500 E in Jackson Township needs to be better maintained - the berms are overgrown with low hanging tree limbs.*
- *New Developments in Jackson Township have caused drainage issues. County needs to be more proactive in securing drainage plans from residential developers.*
- *La Porte: Trains stop on 2nd St. Crossing, cars love to go through the gate. The road is curvy and is utilized as a recreational area. Someone is going to be killed someday. The trains also park across the Weller St crossing. Some days the train won't move for 3 days. Please help!*
- *Johnson Road and 400 N has a safety issue.*
- *Johnson Rd is highly congested.*
- *Downtown La Porte is horrendous to get through.*
- *Roundabout at SR 2 and US 6 is good! Would like to see more roundabouts in LaPorte County to facilitate traffic flow, since signalized intersections slow down traffic a lot more than roundabouts.*
- *1650 S between SR 39 and 250 W: there is an Ozinga quarry that generates 50-70 semis a day. County needs to spend more on improving the roads.*
- *Lots of potholes near LaLumiere School. 650 W and Wilhelm Rd have a lot of potholes.*
- *Hanna area lacks sidewalks and good curb features.*
- *I hate roundabouts.*
- *No on La Porte bypass. Fail Rd, Severs Rd should have been used.*
- *Truck stop locations around Michigan City are causing congestion issues. Lots of abandoned areas to use instead of new truck stops and developments.*
- *Convert abandoned areas to forest.*
- *More roundabouts in La Porte. I.e. Small Rd, 2nd & Ziegler*
- *Curve is very dangerous on 35 & 39 & Waverly in La Porte.*
- *Michigan City 20 and Woodland is a bad intersection.*
- *Flooding issues in Michigan City.*
- *Need more sidewalks in Michigan City.*

- Darlene Dr in unincorporated LaPorte County has been unpaved for a while.
- County Acres neighborhood in LaPorte heavy fast traffic on highway, would be good to have flashing lights or slow down.
- The intersection of Pine Lake Ave and Waverly Rd needs a stop light. It is extremely dangerous getting out from Waverly onto Pine Lake, especially going left.
- Range Rd (North) and Hwy 20 intersection is very dangerous. Traffic speed too high for no turn lanes.
- US 12 out of Michigan: run 20 and 12 together. Give 12 to parks district.
- Finish Illiana Corridor, not only east to I-65, but also all the way to I-94 near Michigan City.
- Stone Lake Dr and Clearwood side bike paths make it harder for locals to drive around
- The walking path around Timber Ridge subdivision on Small Rd is a good example of a walking trail that gets used frequently, even though there were a lot of complaints before it went in that people would get robbed.
- Pahs Rd in Michigan City that runs between Johnson and Cleveland (or whichever road runs behind Meijer) would be a great place for a sidewalk. There are many pedestrians on that road.
- Rail line in Springfield
- more stops
- Merrillville needs better transportation from Gary through Merrillville to the mall

Transit-related Comments

- Whispering Sands & 6 needs stop light
- Disabled need ride. Valpo - Chicago Porter County Council of Aging booklet can't help
- Repurpose old South Shore Freight line from MC to LaPorte to Plymouth for commuter line. Similar was done for a South Bend section
- Better bus shelters in Michigan City are needed - protection from the elements
- LaPorte Transit needs friendlier staff (Mike is friendly & Shelly too)
- Need more bus transit in LaPorte - Like Michigan City's system
- Price is right - keep steady
- M.C. Pick up people @ door, Mobility Limitation
- Need the triangle route back but need to get people @ home rather than @ courthouse
- Wants less roads in rural LaPorte and better connectivity between LaPorte cities and Porter County cities. Smaller and more diverse transit in cities. A way to get to O'Hare
- More public transit!
- Increased bus service in Michigan City, especially to medical complex. People have to wait hours at Woodland Medical complex on 400 in M.C.
- Try to keep open mind & hear both sides on bypass but aren't convinced its needed. Alternatives?
- Bus service from LaPorte to MC, especially for elderly/low income for shopping

- Aldi in LaPorte closing. Need bus service or transport for elderly/low income to get to Kroger
- Bus in LaPorte should go later than 5, maybe 9 or 10
- Holiday weeks should run through midnight. Fireworks, fair events etc.
- Have bus call when they come to pick you up
- Michigan City should have pick up on 10
- More transportation bus (sic) need to be able to link our community to needed resources.

Active Transportation Comments

- Crash data on NIRPC website
- Get Marquette Greenway route info to IDEM re: Grand Cal remediation site mspinar@idem.in.gov
- Bike maps
- New Carlise is fishing destination
- Riverwalk along Trail Creek in Michigan City like example in San Antonio, Indianapolis OK City
- The culvert under the Oak Savannah Trail west of County Line Rd. is 125 yrs old and failing
- Barker Ave needs better sidewalks MC 6-21
- More signage at the bike crossing at 53rd and Griffith Regional airport off Oak Savannah Trail. I have seen bikers almost hit at that intersection several times. Quiana Davis
- No sidewalks on Hendricks 7200 No sewer septic no busses
- The bike trail will be a good idea for different communities. There needs to be sidewalks in communities, for safety measures.

- *There needs to (be) a walkway or bridge to connect Madison Street to the Community center*
- *Need more bike trails around Valpo U.*
- *Joliet Rd in LaPorte County is not safe for cyclists - traffic moves too fast, often 60 mph plus*
- *Which trails can be used for horses is good info on the map.*
- *18th St in Laporte should not be designated green on the greenways and blueways map because it is not very bikeable.*
- *These are currently (?) poorly times and activated traffic signals*
- *Derald Borton 219-814-4847 (no other comment)*

Land Use Comments

- *(Sogany Lake) [sic] Rolling Prairie is a quaint town and people should visit. It's warm and welcoming.*

2023 Regional Earth Day

NIRPC had a booth at the 2023 Regional Earth Day event held at the Porter County Expo Center on April 2022 from 9 am until 1 pm. Approximately 1,138 people attended the event, and most visited the NIRPC table to receive a punch to their event card. Boards including NWI 2050+ content from Active Transportation, Land Use, Housing, and Climate Change were displayed for public perusal. The Director of Environmental Programs answered questions from the public, explained graphics, and provided a QR Code for easy access to the NWI 2050+ webpage.

Town of Merrillville Juneteenth Celebration

The Town of Merrillville, Indiana hosted a Juneteenth celebration on Saturday, June 18th, 2022, between 12:00 to 5:00 pm at the Dean & Barbara White Center located at 6600 Broadway, Merrillville, IN. NIRPC staff attended the celebration and set up a vendor table with information about NWI 2050+.

The following comments were received:

- *Merrillville - 57th, and Connecticut needs a streetlight.*
- *More signage at lake crossing at 53ed and Griffith Regional Airport off of oak savannah trail. I have seen bikers almost hit at that intersection several times.*
- *No sidewalks on Hendricks 7200, No sewer septic, so buses*
- *Merrillville needs better transportation from Gary through Merrillville to the mall.*
- *There needs to be a walkway or bridge to connect Madison Street to the community center.*
- *The bike trail will be a good idea for different communities. There need to be sidewalks in communities for safety measures. More transportation buses need to be able to link our community to needed resources.*

