

Technical Planning Committee
NIRPC Lake Michigan Room
YouTube Recording:
[Technical Planning Committee Meeting 7/11/23 - YouTube](#)
January 9, 2024
Minutes

Kevin Breitzke called the meeting to order at 10:05 a.m. with the Pledge of Allegiance.

In attendance were Kevin Breitzke (Porter County), George Topoll (Union Township), Beth Shrader (Valpo Transit), Dean Button (Hammond), and David Wright (GPTC).

Also in attendance were Jeff Huet (Schererville), Tom Schmitt (Schererville), Chris Murphy, Bob Thompson, Eric Wolverton, Alex Olesker, Elizabeth (last name unknown), and Terry (last name unknown).

NIRPC staff present were Tom Vander Woude, Eman Ibrahim, Mitch Barloga, Scott Weber, Grace Benninger, Jen Birchfield, Charles Bradsky, Kathy Luther, Kevin Polette, and Flor Baum.

On motion by Dean Button, second by Beth Shrader, the Technical Planning Committee (TPC) approved the minutes of January 9, 2024 as presented.

There were no public comments.

Planning

Eman Ibrahim presented on the Final Draft of NWI 2050+ Land Use and Housing Chapters. The Land Use & Housing elements focus on existing land use patterns, population trends, and communities planning efforts. The Land Use & Housing elements also looks at the future population for NWI and the overall development that helps the region attain that future in an equitable and environmentally sustainable way. Goals were identified.

- A plan for the needed infrastructure to support walking, bicycling, and transit of historic downtowns and older retail corridors with non-motorized patterns.
- Identify regional approaches that address shared economic and social resilience and preparedness challenges, environmental protection and restoration, workforce development, and housing markets.
- Identify key arterial roadways, including state highways and other arterials that can be reimaged to enhance the livability of NWI communities.
- Identify key arterial roadways, including state highways and other arterials that can be reimaged to enhance the livability of NWI communities.
- Plan for the 15-minute-city. It envisions a city developed of districts in which people can perform six essential functions (living, working, commerce, health, education, and entertainment) within a 15-minute walk or bike ride from their homes.
- Identify key places and corridors that need to be examined in more detail to focus resources on.

Population changes were presented from 1980 to 2020 which showed overall growth in the three county areas to be very slow. A scenario comparison for land consumption was discussed. The desired scenario is 4-5 housing units per acre, meaning smaller lot housing is the most likely the direction of the housing market. There is less dependence on multi-family or very high-density solutions. Additionally, there is less conversion of new lands to urban uses and maintains open spaces in a 4-5 housing units per acre scenario.

Six overall development frameworks were identified.

- Traditional development, which is older and established around urban grides. Infill supports development, revitalization, and reinvestment.

- Suburban development with city services focuses on areas that generally grew from 1960 – present. Subdivision, single-family residential, older subdivisions requiring conservation strategies, and infill of subdivisions and higher-density development in are typically included in this development.
- Future urban development includes areas around existing development that permit incremental extensions of urban services.
- Community edge/large lot development areas concentrate on a large lot or rural residential pattern that is strongly established. New, low-density developments should be focused on available infill sites, rather than expanding into predominantly rural counties.
- The areas of Conservation development are more rural and with some topographic constraints that should use conservation techniques, clustering large lots to preserve environmentally sensitive areas as open space.
- A development, or agriculture interface covers areas south of a line that should be maintained for primary agricultural use, except contiguous to rural towns and centers.

Regional policy for traditional centers should reinforce the character and investment. Central city areas within a 15-minutes of walking or biking improve active transportation access and help to increase population. It was determined that NIRPC staff will request RDG to provide names of corridors on the map. Community corridors regional policy is moving toward urbanism that satisfies transportation and development goals. Land Use and Housing environmental corridors were identified in the W. Branch of the Little Calumet River, the Hoosier Prairie, Hobart Branch, and Deep River. The Moraine and the E. Branch of the Little Calumet River were also identified as environmental corridors. For more information, please contact Eman Ibrahim at eibrahim@nirpc.org.

Scott Weber presented on Resolution 24-01, Adopting Safety Performance Measure Targets (SPMT) for 2024. The Infrastructure Investment and Jobs Act of 2021 requires NIRPC to set annual performance measure targets for safety within 180 days of the Indiana Department of Transportation (INDOT) SPMTs for the same measures. INDOT staff set SPMTs for 2024 through a collaborative process with NIPRC in August of 2023. The NW/2050+ and FY 2024–2028 Transportation Improvement Program (TIP) must be amended to reflect the established annual SPMTs. Performance Measures were presented and attached to Res 24-01. A part of the established SPMTs are as follows:

- Number of fatalities; No more than 926 in 2024 statewide.
- Number of serious injuries; No more than 3,281 in 2024 statewide.
- Non-motorized serious injuries and fatalities; No more than 402 in 2024 statewide.
- Carbon Monoxide (CO) reduction from Congestion Mitigation Air Quality (CMAQ)- funded projects (kg/day); No more than 330.00 by 2023 and 520.00 by 2025 statewide.
- Truck Travel Time Reliability Index (TTTRI); No higher than 1.32 by 2023 and no higher than 1.30 by 2025 statewide.

Changes to the 2024-2028 TIP are as follows:

- Number of fatalities was changed from, “no more than 894.2 in 2023,” to, “no more than 926 in 2024.”
- Rate of fatalities per 100 million vehicle miles traveled was changed from, “no more than 1.088 in 2023,” to, “no more than 1.10 in 2024.”
- Number of serious injuries was changed from, “no more than 3,348.1 in 2023,” to, “no more than 3,281 in 2024.”
- Rate of serious injuries per 100 million vehicle miles traveled was changed from, “no more than 4.068 in 2023,” to, “no more than 4.05 in 2024.”

- Number of nonmotorized serious injuries and fatalities was changed from, “no more than 399.6 in 2023,” to, “no more than 402 in 2024.”

For more information, please contact Scott at sweber@nirpc.org.

On motion by Dean Button, second by George Topoll, the TPC approved to recommend Res 24-01 to the Commission.

Programming

Nothing to report.

Reports from Planning Partners

Nothing to report.

Adjournment

Hearing no further business, the meeting adjourned at 11:09 a.m.

The next TPC meeting is slated for February 6, 2024, at 10:00 a.m. in the NIRPC building.