

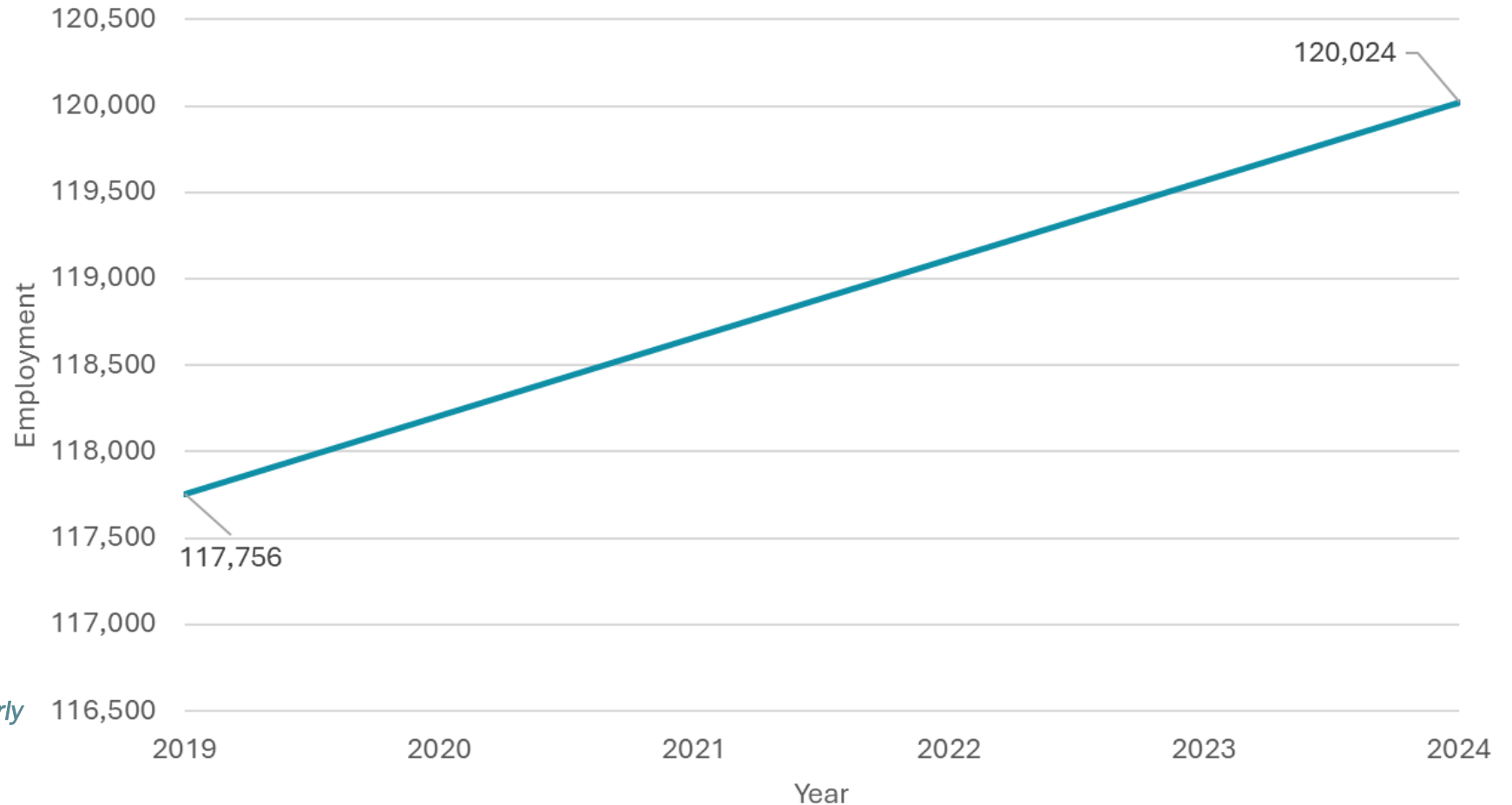


Transportation

Freight-Related Employment Growth

Steady growth due to hub location and e-commerce trends

Freight Related Employment, 2019-2024

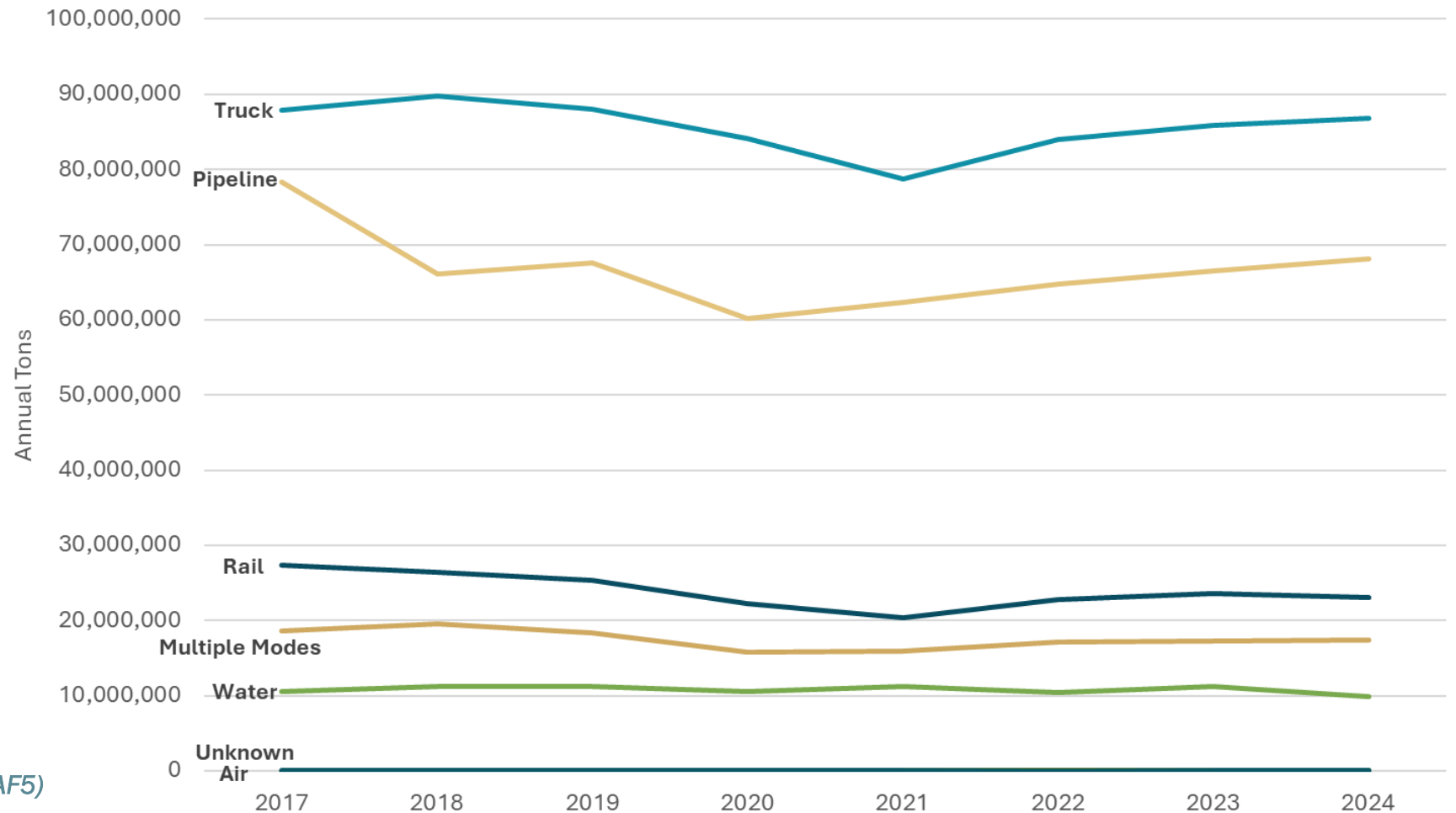


SOURCE: Bureau of Labor Statistics Quarterly Census of Employment and Wages (BLS QCEW)

Modal Trends of Freight: Weight

Stagnation across all modes, with slight recent increases in truck and pipeline

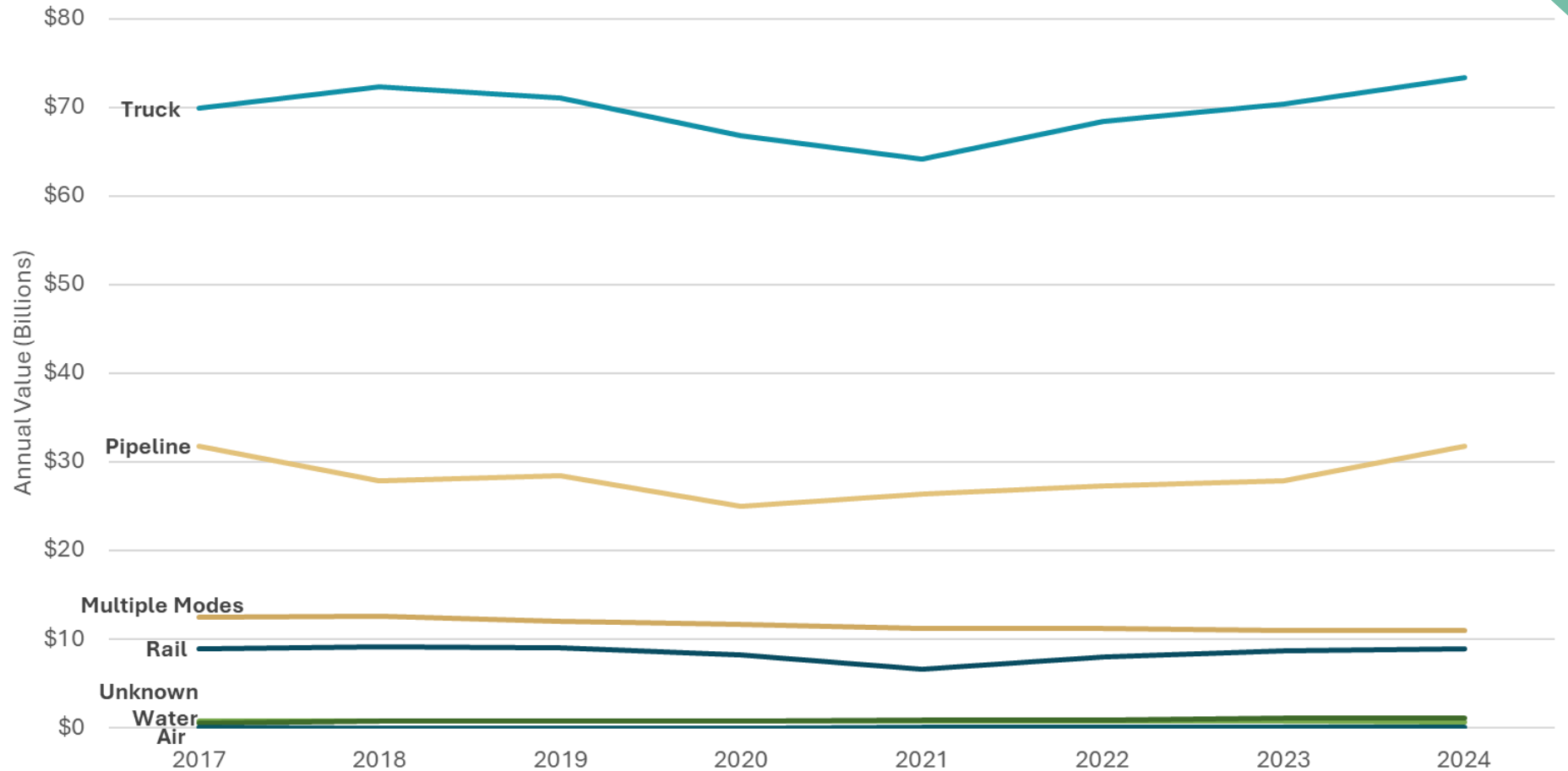
Modal Trends of Freight as Measured by Weight, 2017-2024



Modal Trends of Freight: Value

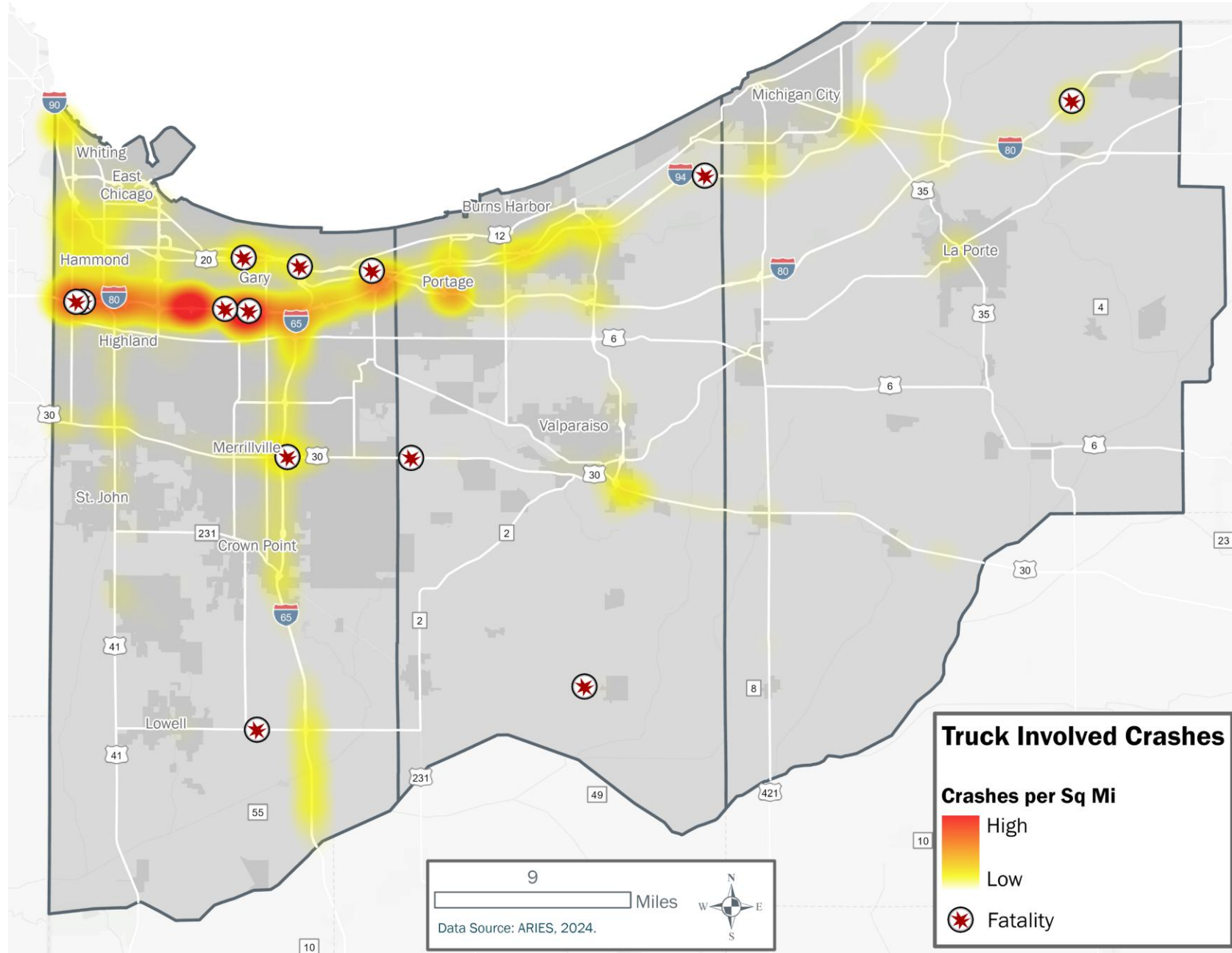
Modal Trends of Freight as Measured by Value, 2017-2024

Stagnation across all modes except recent slight growth in truck and rapid growth in air



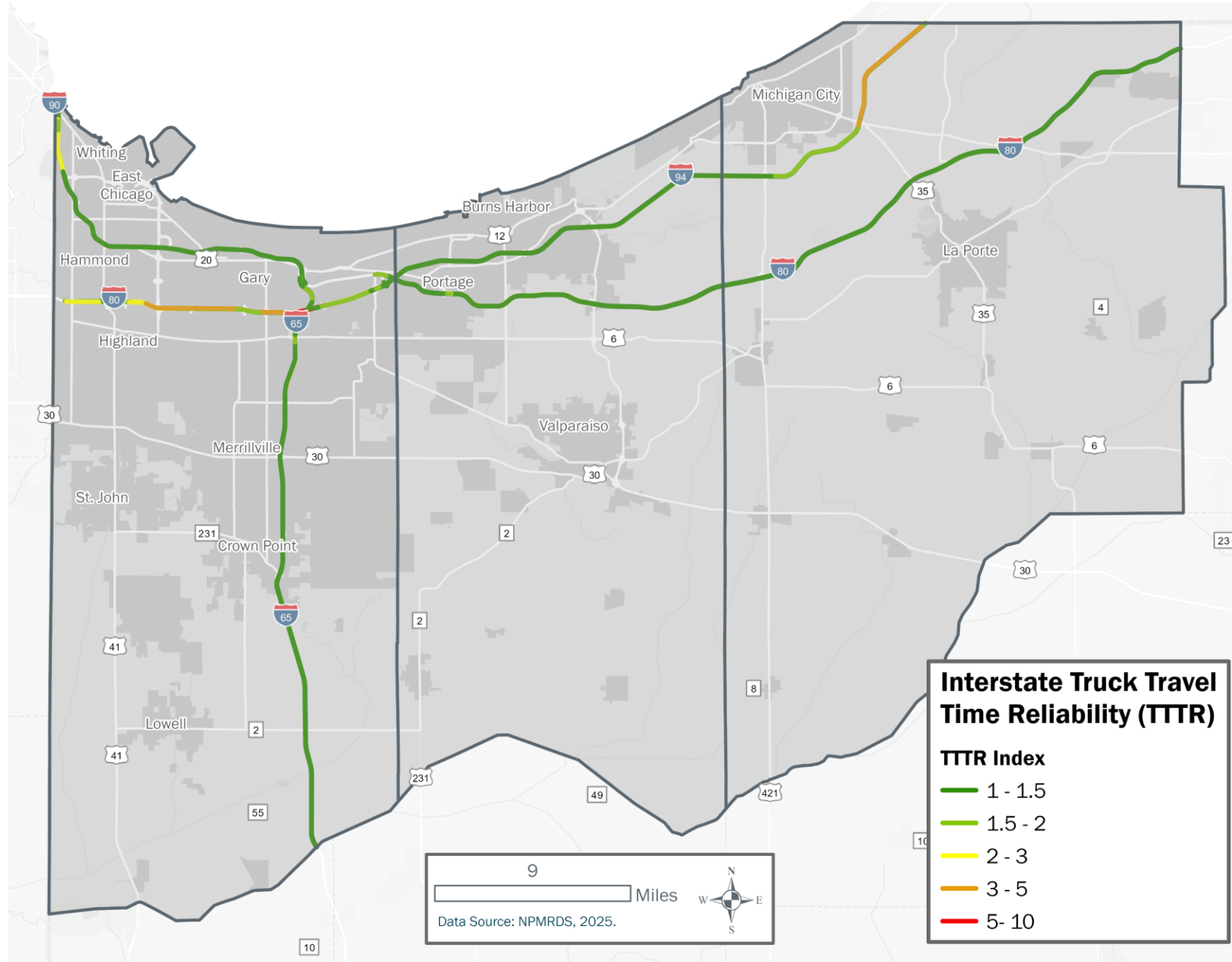
Truck-Involved Crashes

Concentration
along I-80/94 and
in northern Lake
County



Truck Travel Reliability

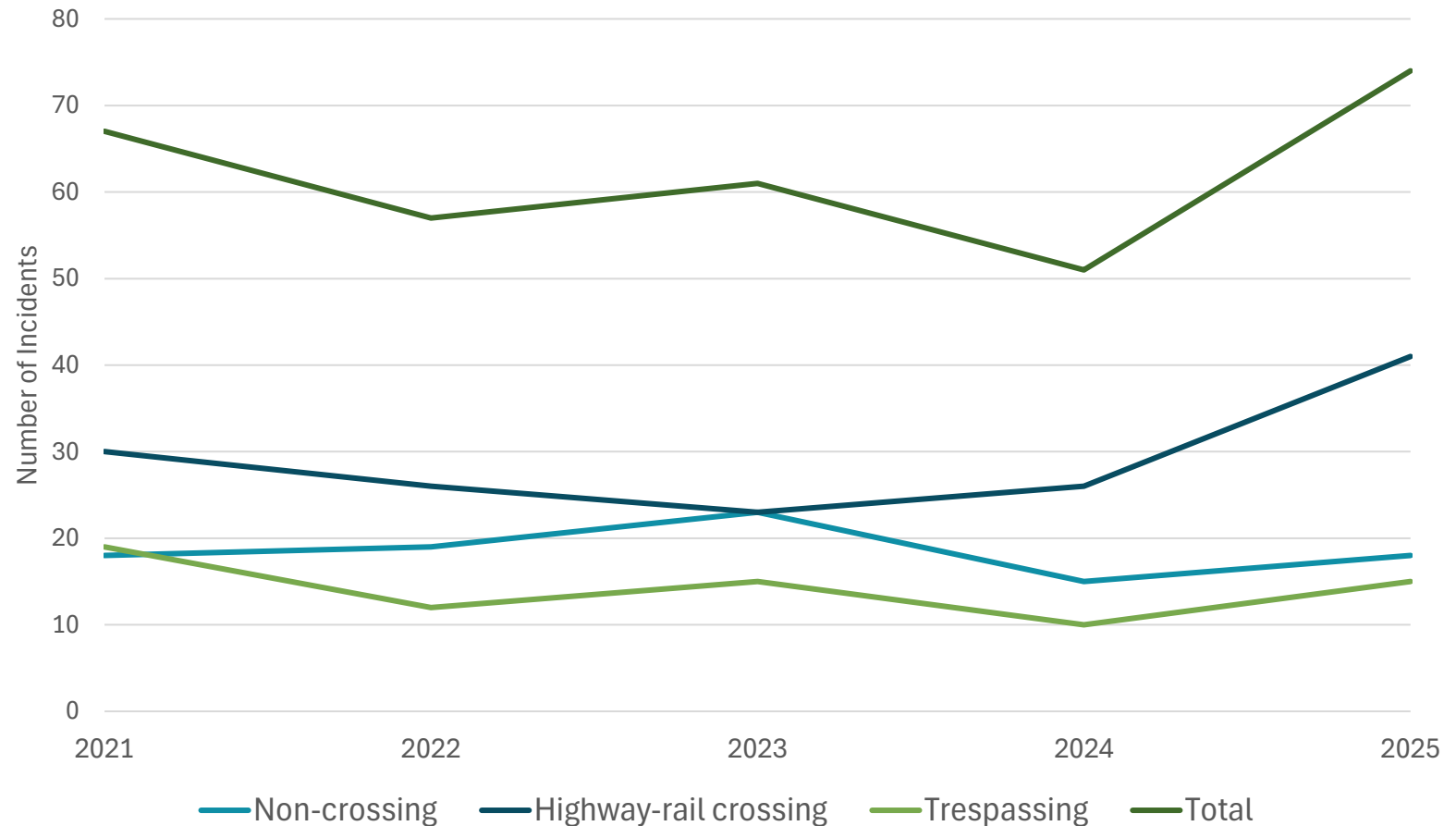
Generally reliable truck travel times on Interstates except I-80/94 west of I-65 and I-94 near Michigan



Freight Rail Incidents

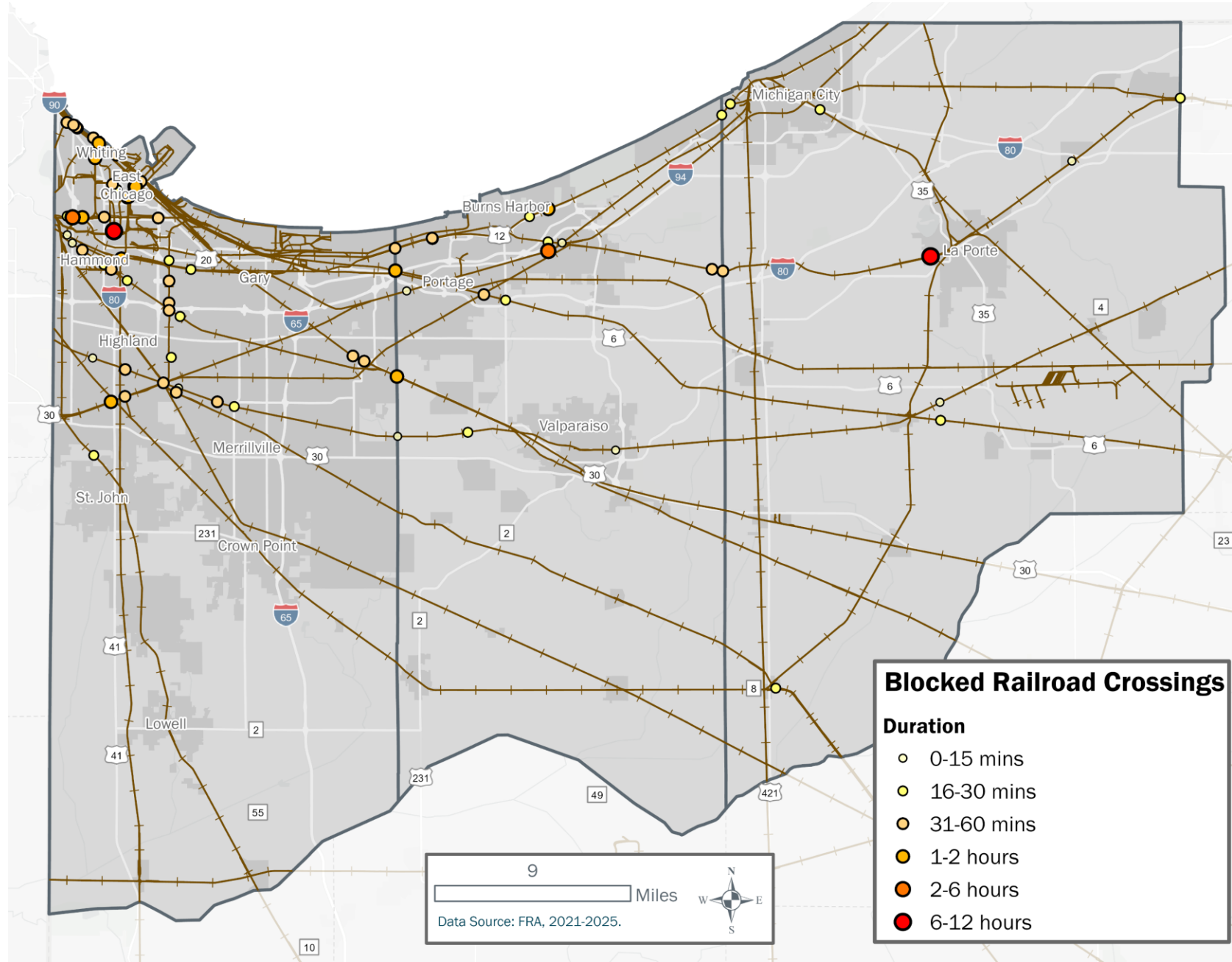
Recent increase led by at-grade highway-rail crossings

NW Indiana Rail Incidents, 2021-2025



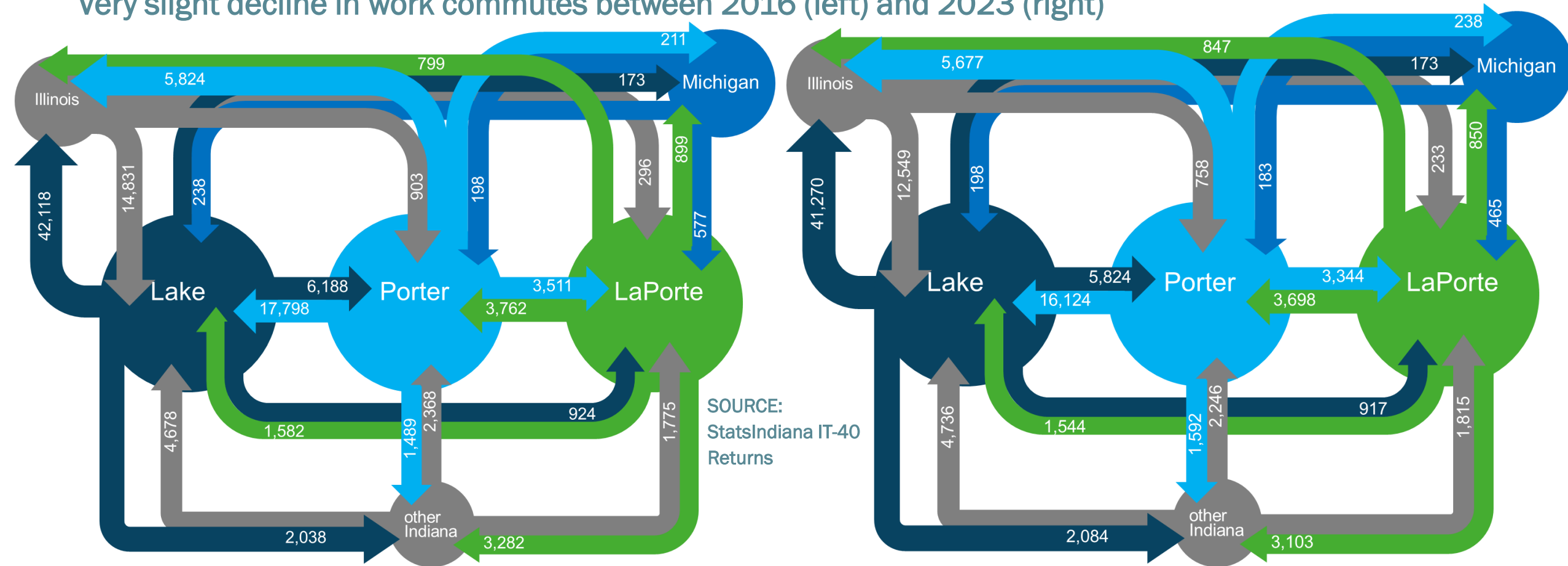
Blocked Crossings

Blocked railroad crossings are a major issue in the region, especially impacting Hammond, East Chicago, and Whiting



Commute Trend Changes

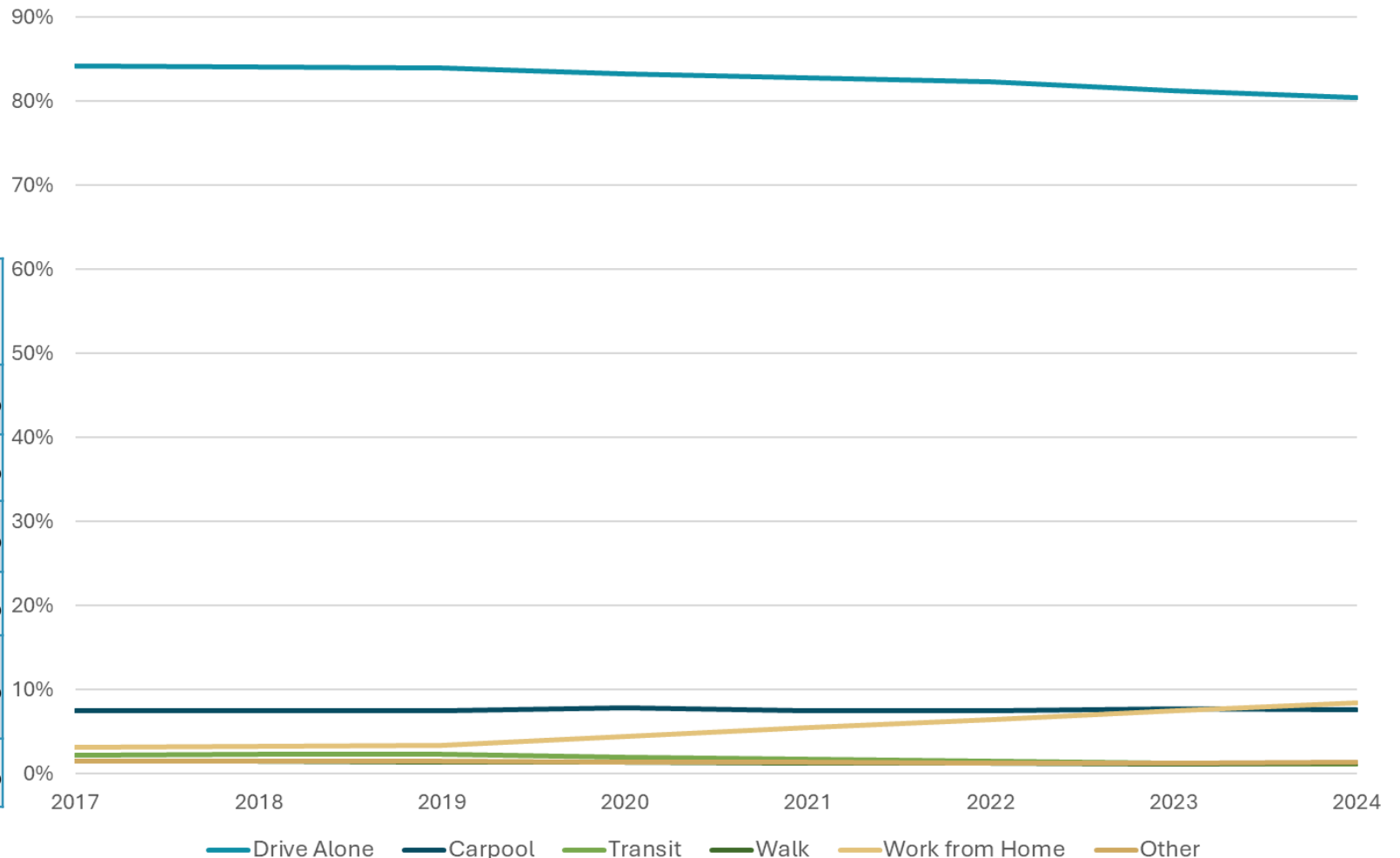
Very slight decline in work commutes between 2016 (left) and 2023 (right)



Commute Mode Share

Single Occupancy Vehicle (SOV) remains dominant mode, but large growth in work-from-home

Commute Mode Share in NW Indiana, 2017-2024

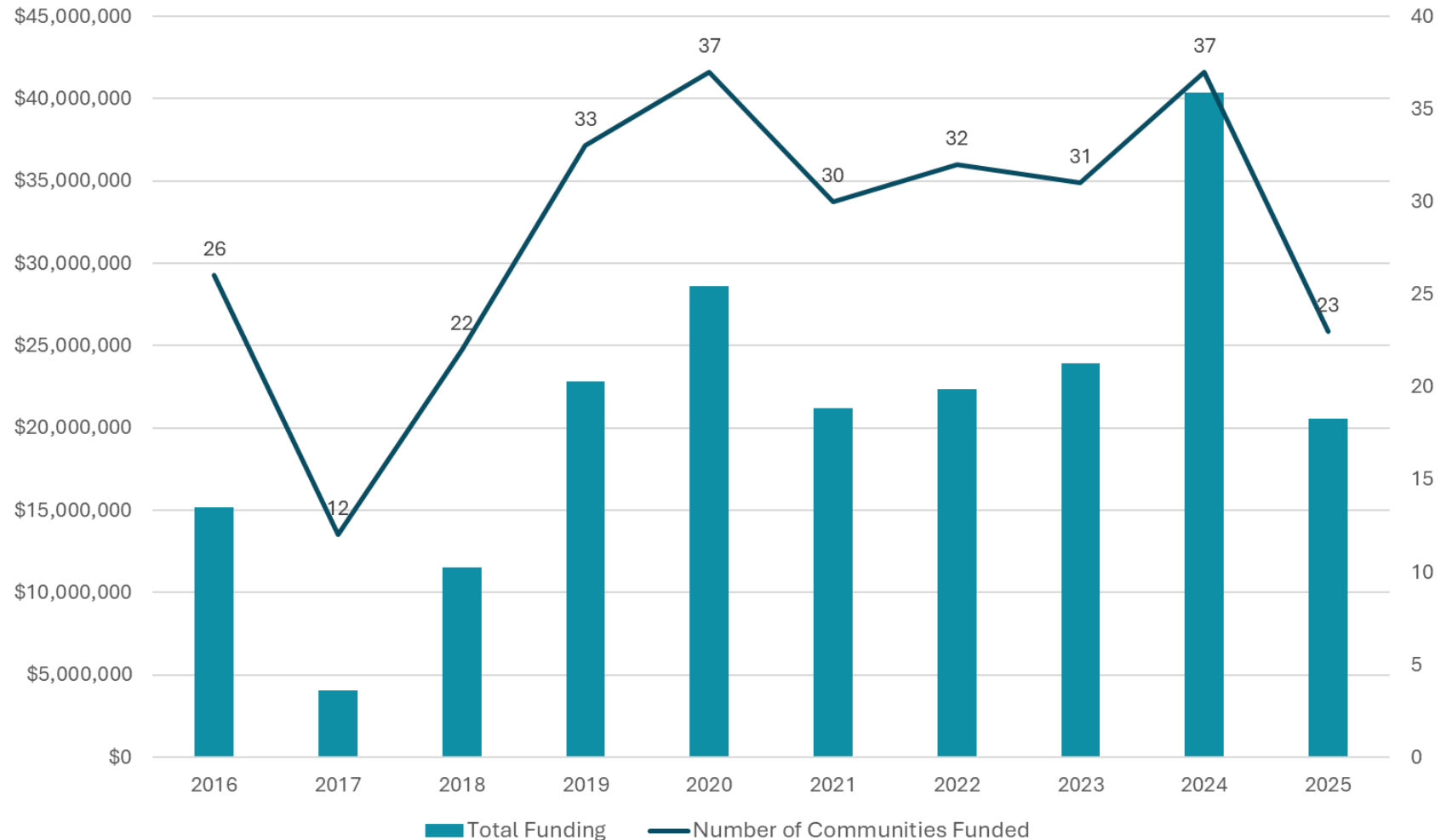


SOURCE: American Community Survey (ACS) 5-Year Estimates

Community Crossings Grants

Community Crossings Matching Grant Program (CCMGP) has injected millions of dollars into NW Indiana spanning most communities, but has declined sharply recently

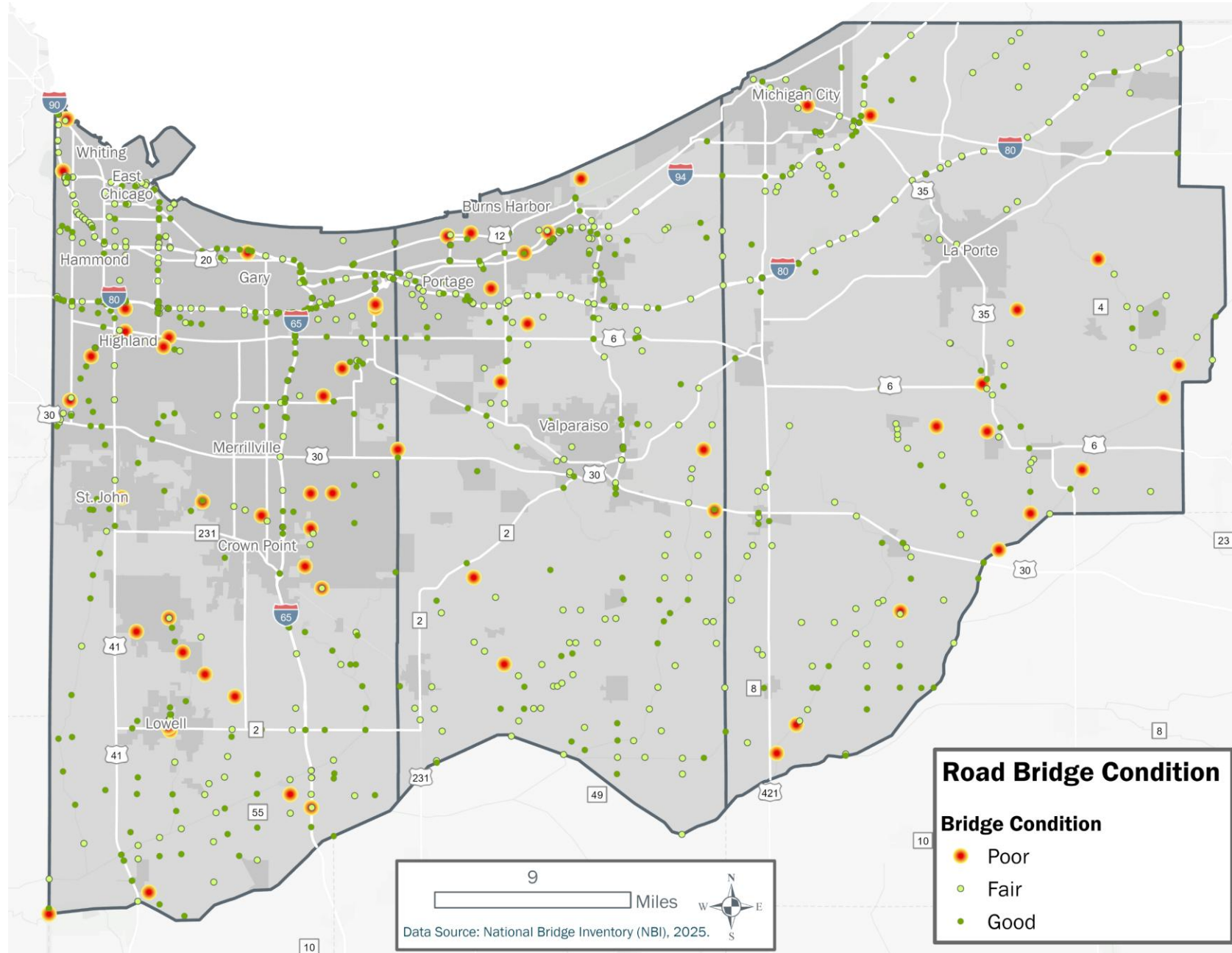
Community Crossings Matching Grant Program in NW Indiana, 2016-2025



SOURCE: American Community Survey (ACS) 5-Year Estimates

Bridge Condition

Road bridges are mostly in good or fair condition on the Interstates and major arterials, but counties struggle to maintain bridges

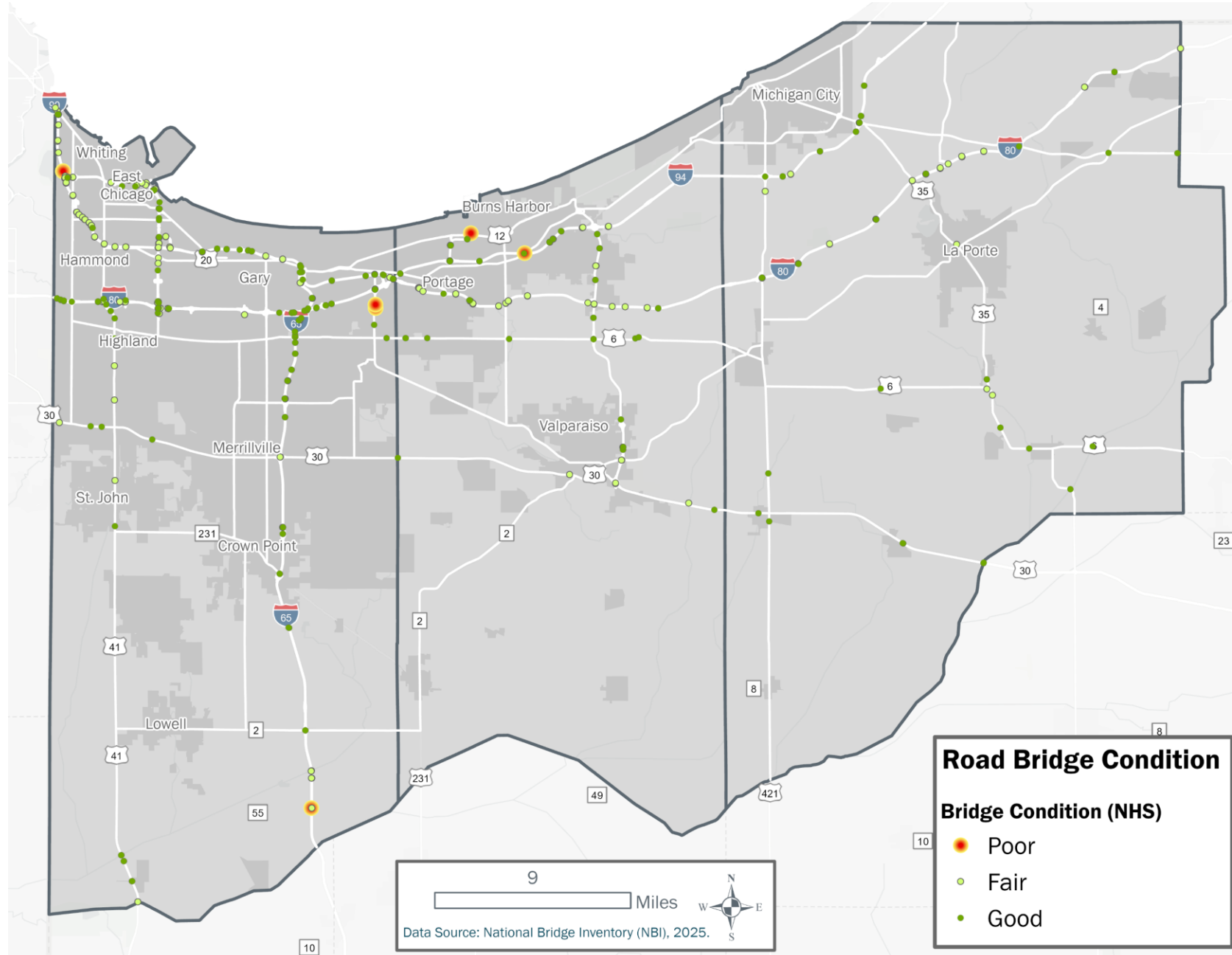




Plan Update

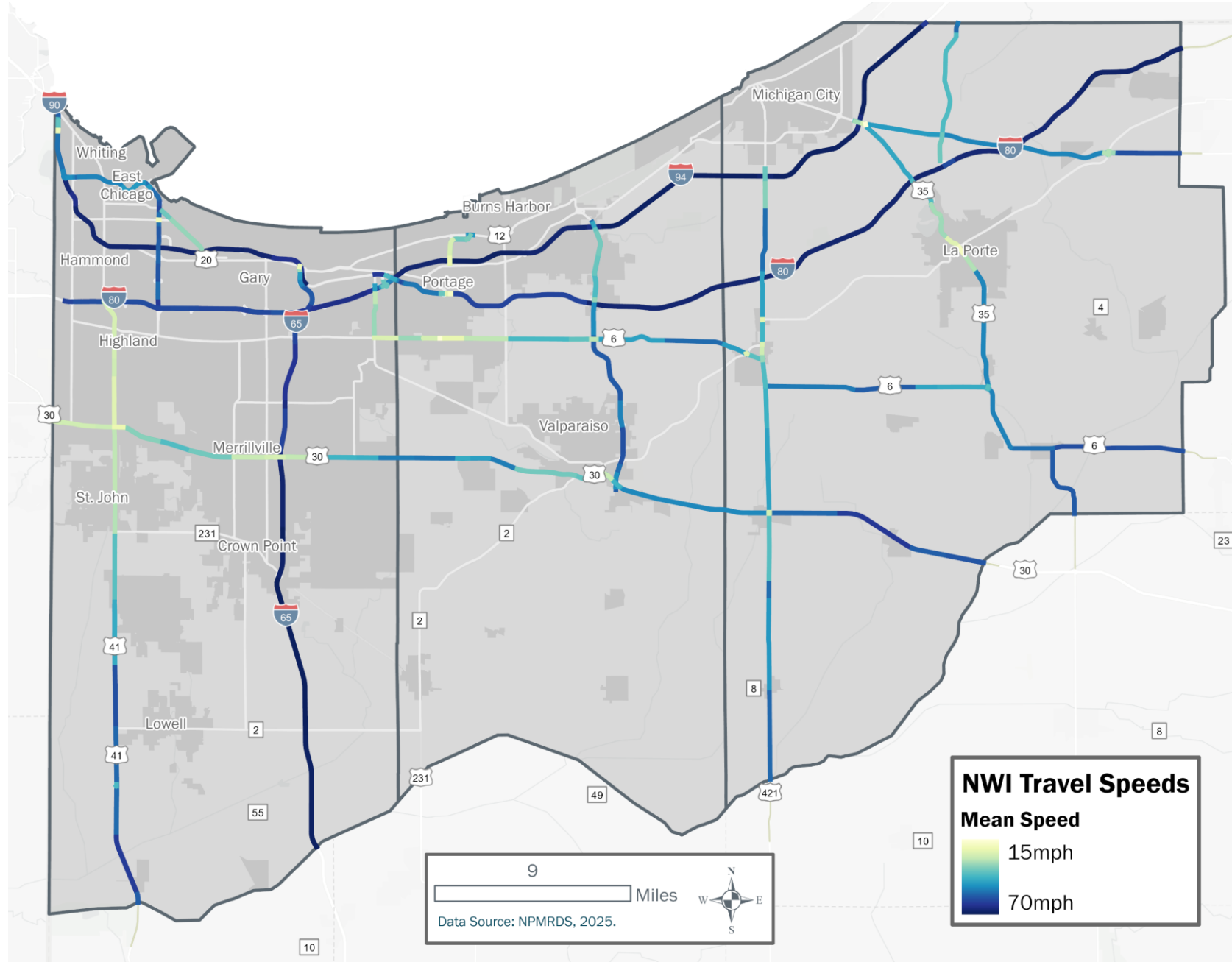
NHS Bridge Condition

Most National Highway System bridges are good or fair, helping move trucks and supporting the State's Performance Measure Target



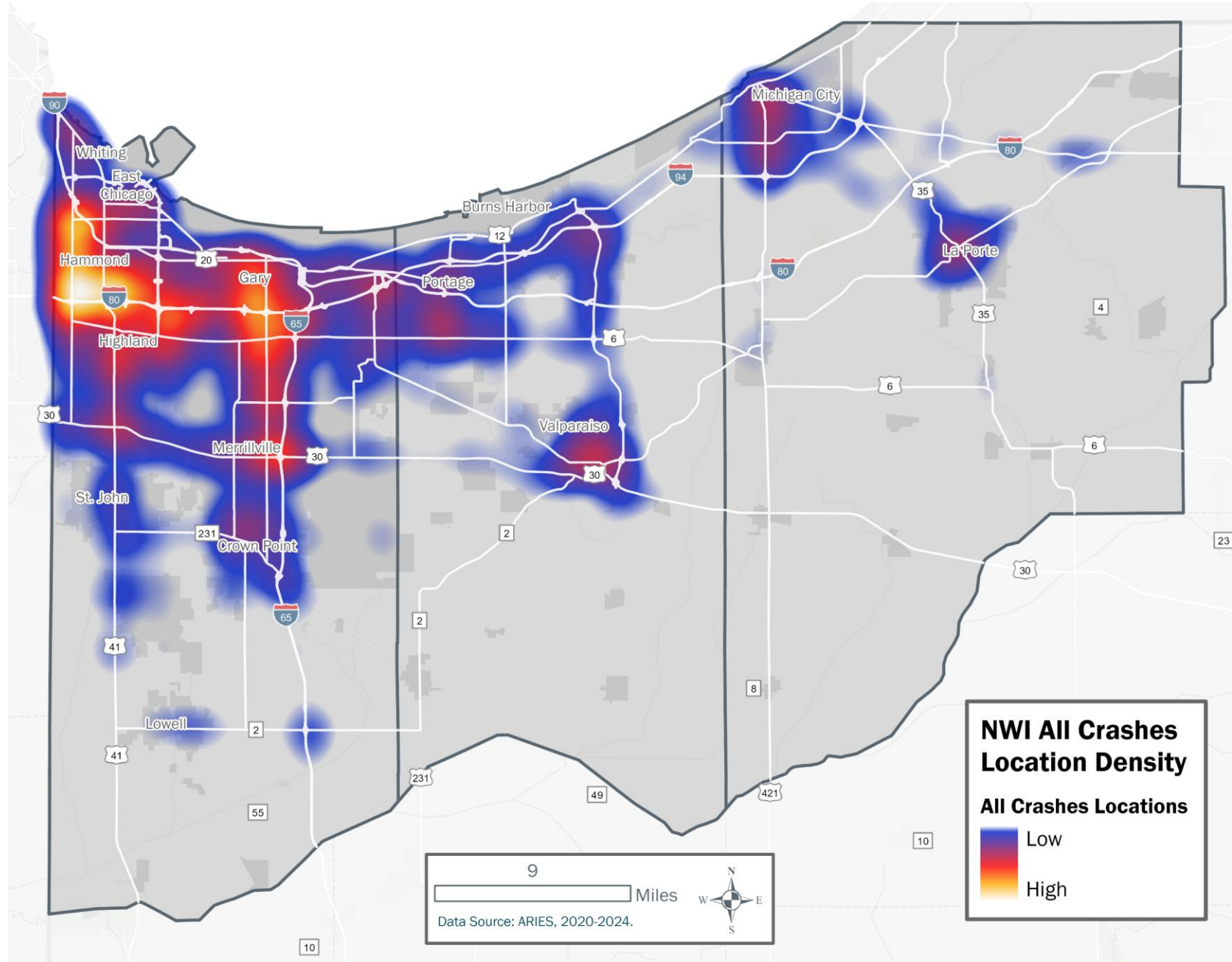
Mean Speeds

Mean speeds show congestion on US 30 and US 41 in Lake County, on US 6 around Portage and Hobart, and on US 35 through downtown La Porte.



All Crashes

Crashes in the region occur most frequently in areas with more roads and more traffic

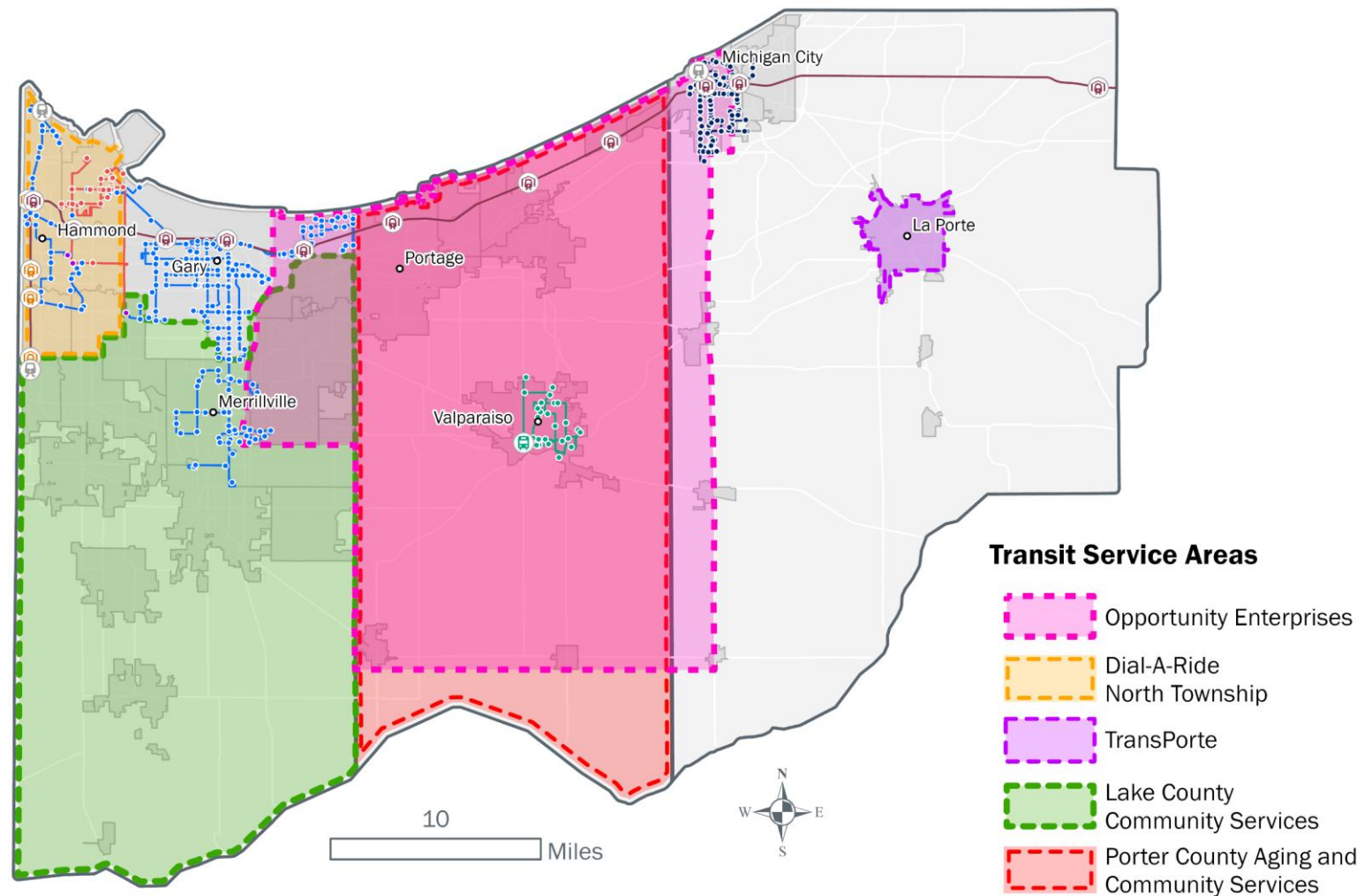




Plan Update

Transit Service Areas

NW Indiana is covered by several different fixed-route providers and demand-response providers that fill in the gaps, except for in rural La Porte County.



Data Source: NIRPC & NWI Local Public Agencies.

Northwest Indiana Transit Service Areas 2024

Railways

- South Shoreline Route
- Monon Corridor (future) Route
- Amtrak Stations
- South Shoreline Stations
- Monon Corridor (future) Stations

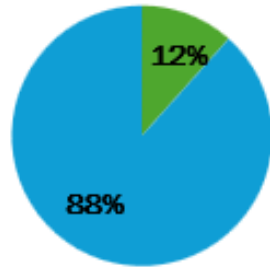
City Transit

- Gary Public Transportation Corp (GPTC)
- GPTC Routes
- East Chicago Transit
- East Chicago Transit/GPTC
- East Chicago Transit Routes
- V-Line Transit
- Chicago Dash
- V-Line Routes
- Michigan City Transit
- Michigan City Transit Routes

Population Change near Fixed-Route Transit Providers

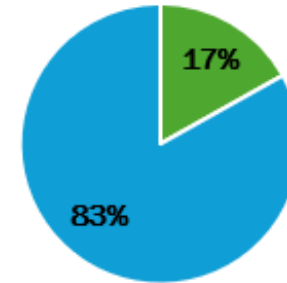
2014 Transit-Served Population	2014 Total Population	2014 Percent Served by Transit	2024 Transit-Served Population	2024 Total Population	2024 Percent Served by Transit
89,518	680,734	12%	132,972	787,114	17%

Total Population Served by Fixed-Route Transit 2014

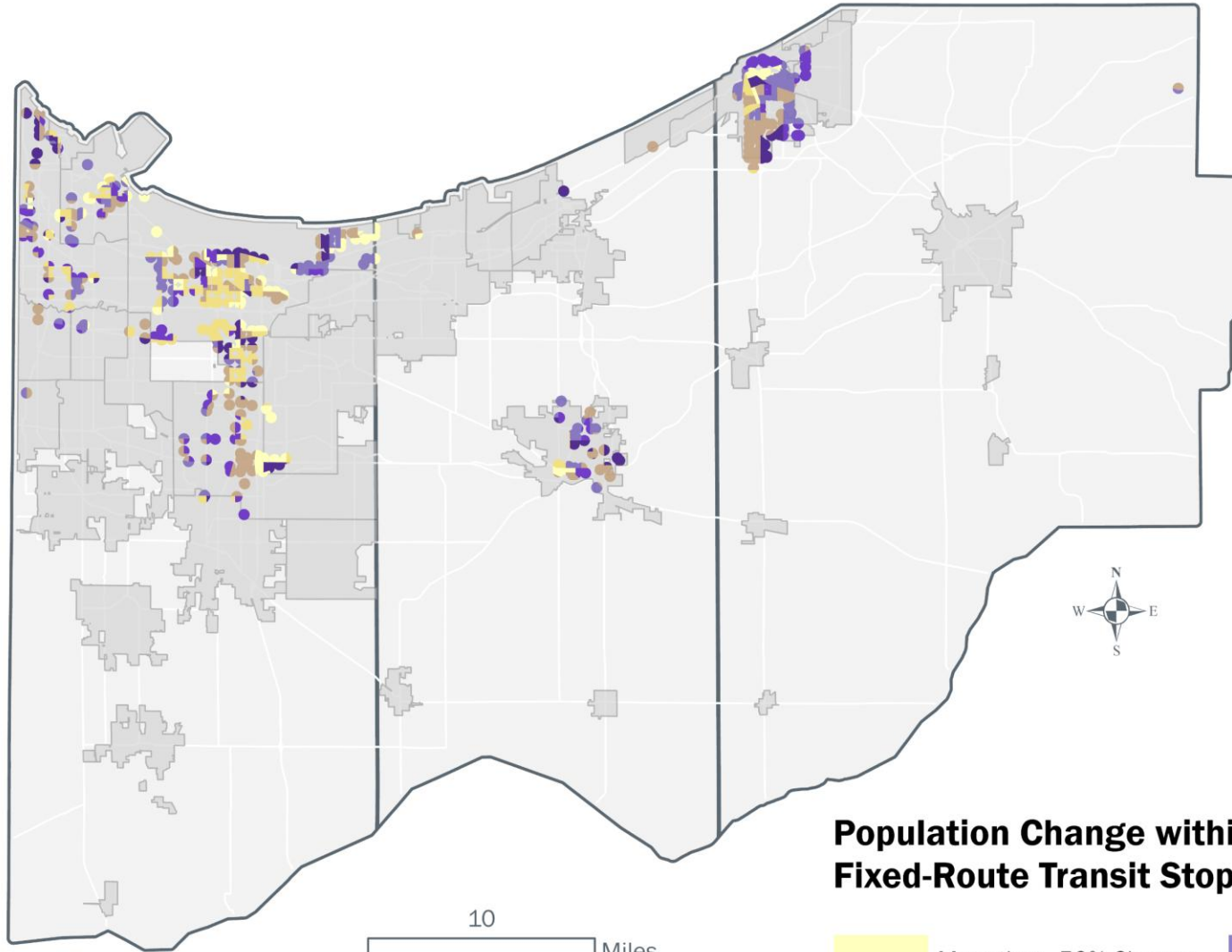


- Percentage of People Served by Transit 2014
- Percentage of People NOT Served by Transit 2014

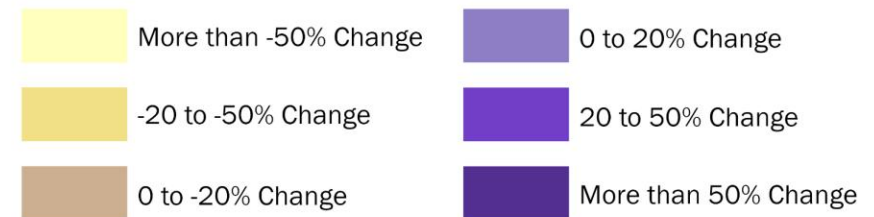
Total Population Served by Fixed-Route Transit 2024



- Percentage of People Served by Transit 2024
- Percentage of People NOT Served by Transit 2024



Population Change within 0.25 miles of a Fixed-Route Transit Stop 2014-2024

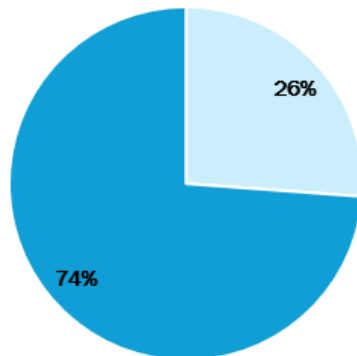


Data Source: NIRPC, Local Public Agencies, and U.S. Census Bureau, "Age and Sex," 2014 & 2024 American Community Survey 5-Year Estimates.

Traditionally Underrepresented Population Change near Fixed-Route Transit Providers

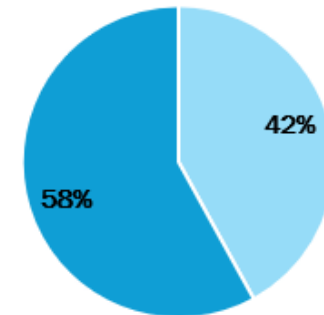
2014 Transit-Served Population (TU)	2014 Total Population (TU)	2014 Percent TU Served by Transit	2024 Transit-Served Population (TU)	2024 Total Population (TU)	2024 Percent TU Served by Transit
51,702	197,644	26%	65,940	156,973	42%

Traditionally Underrepresented Populations Served by Fix-Route Transit 2014

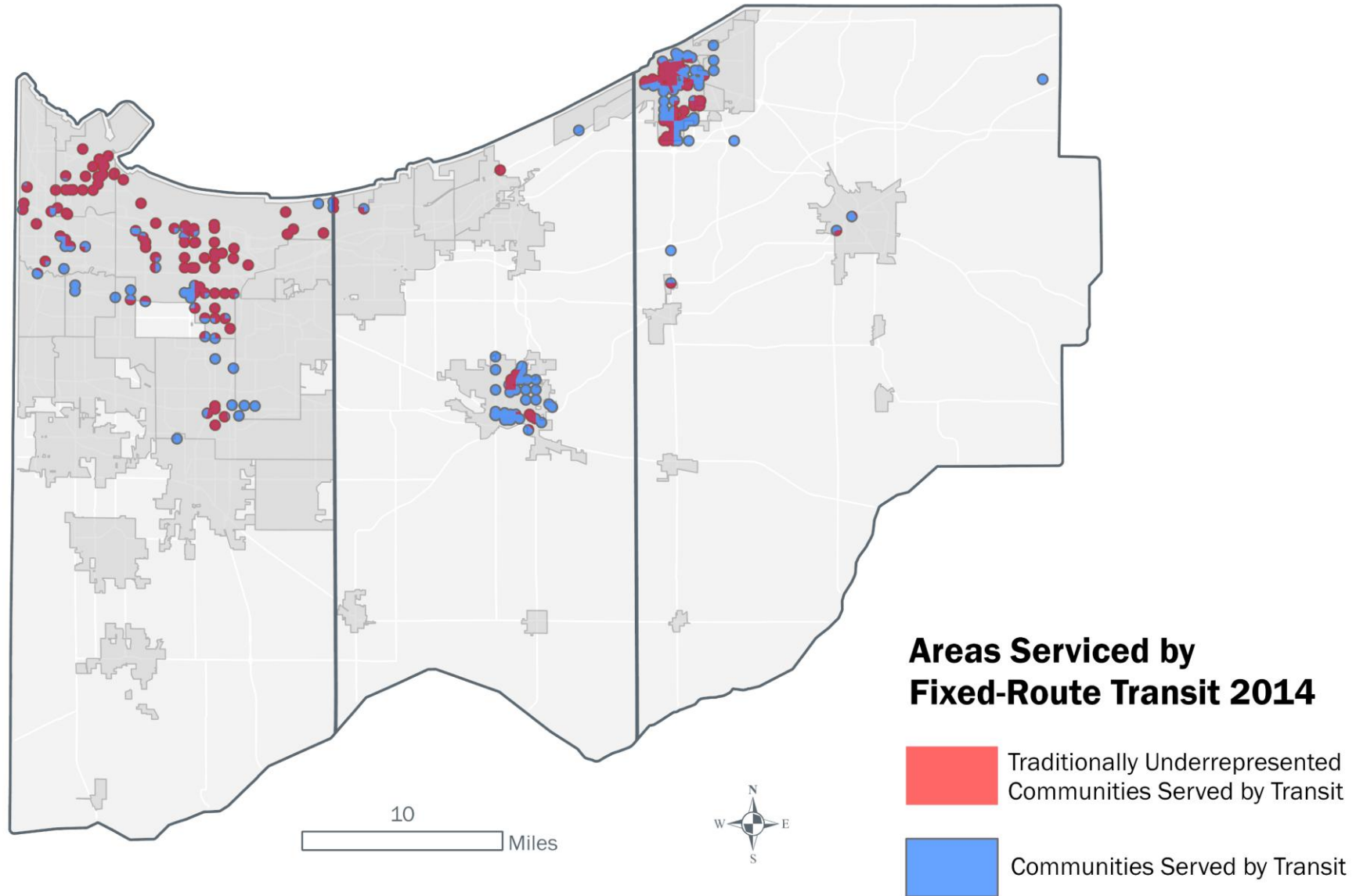


- Percentage of Traditionally Underserved People Served by Transit 2014
- Percentage of Traditionally Underserved People NOT Served by Transit 2014

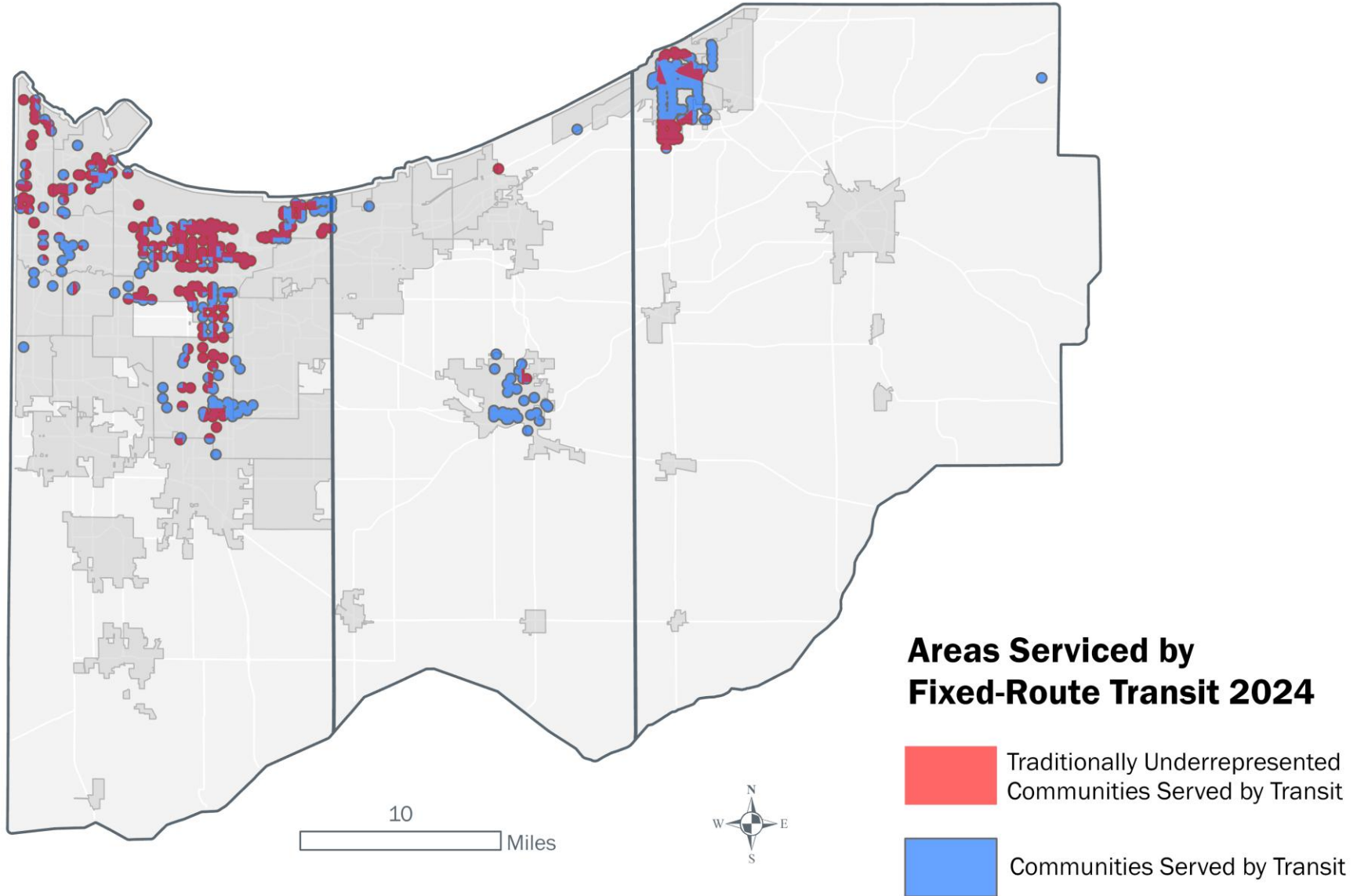
Traditionally Underrepresented Population Served by Fix-Route Transit 2024



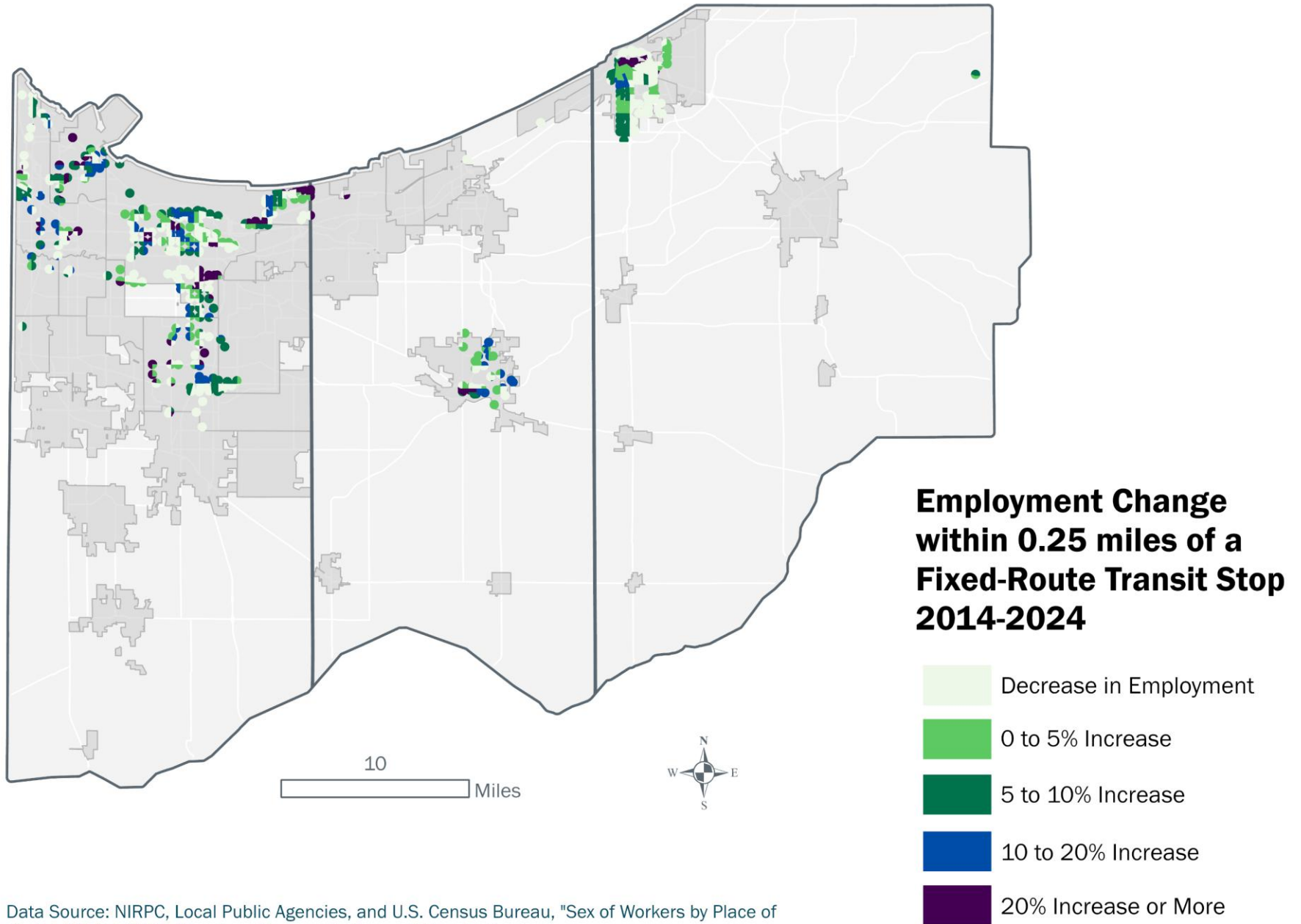
- Percentage of Traditionally Underserved People Served by Transit 2024
- Percentage of Traditionally Underserved People NOT Served by Transit 2024



Data Source: NIRPC, Local Public Agencies, and U.S. Census Bureau 2014 American Community Survey 5-Year Estimates.



Data Source: NIRPC, Local Public Agencies, and U.S. Census Bureau 2024 American Community Survey 5-Year Estimates.



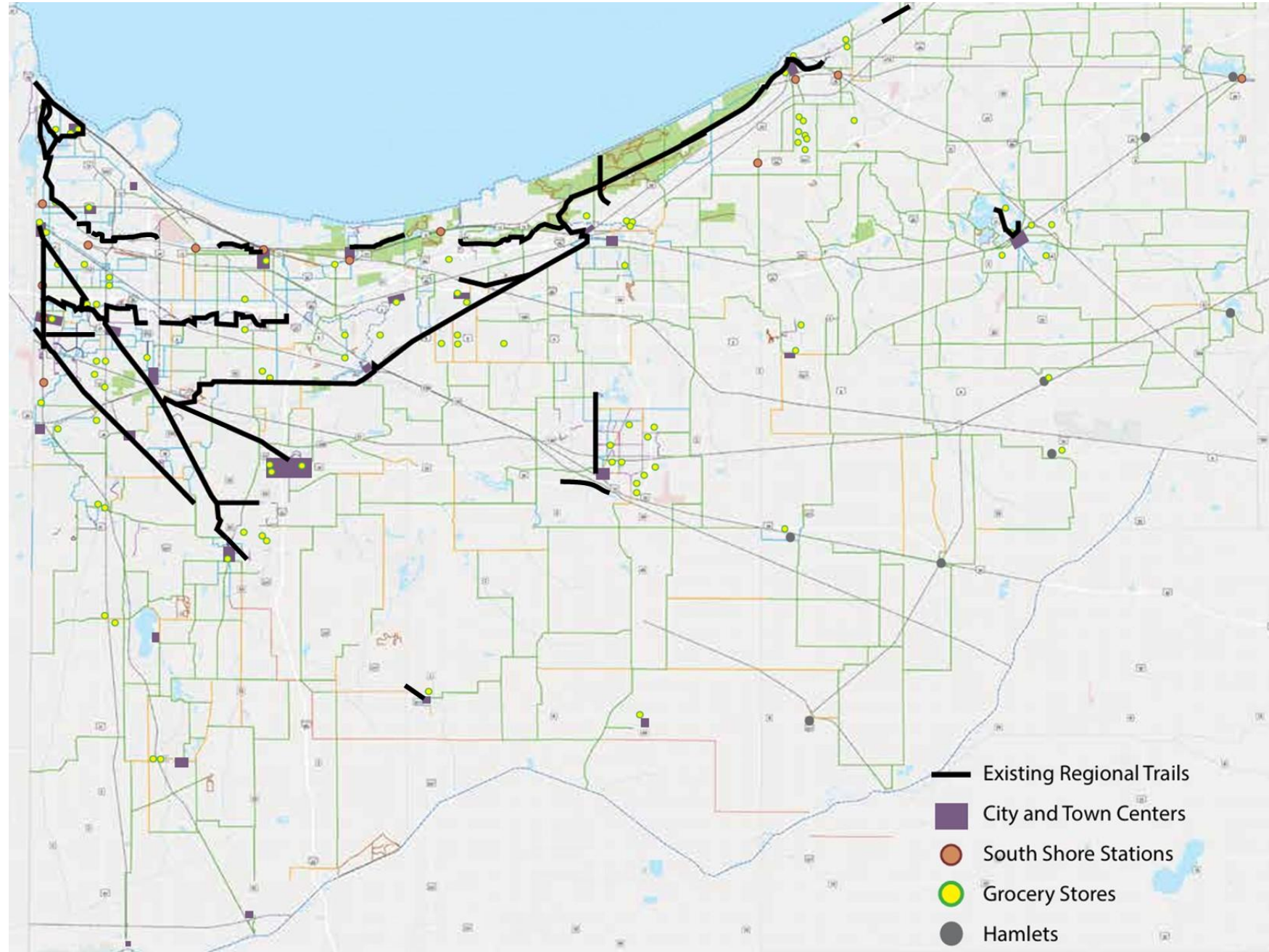
Data Source: NIRPC, Local Public Agencies, and U.S. Census Bureau, "Sex of Workers by Place of Work," 2014 & 2024 American Community Survey 5-Year Estimates.



Active Transportation

Regional Trail Map

Current growth of off-road, multi-use trails in NIRPC region

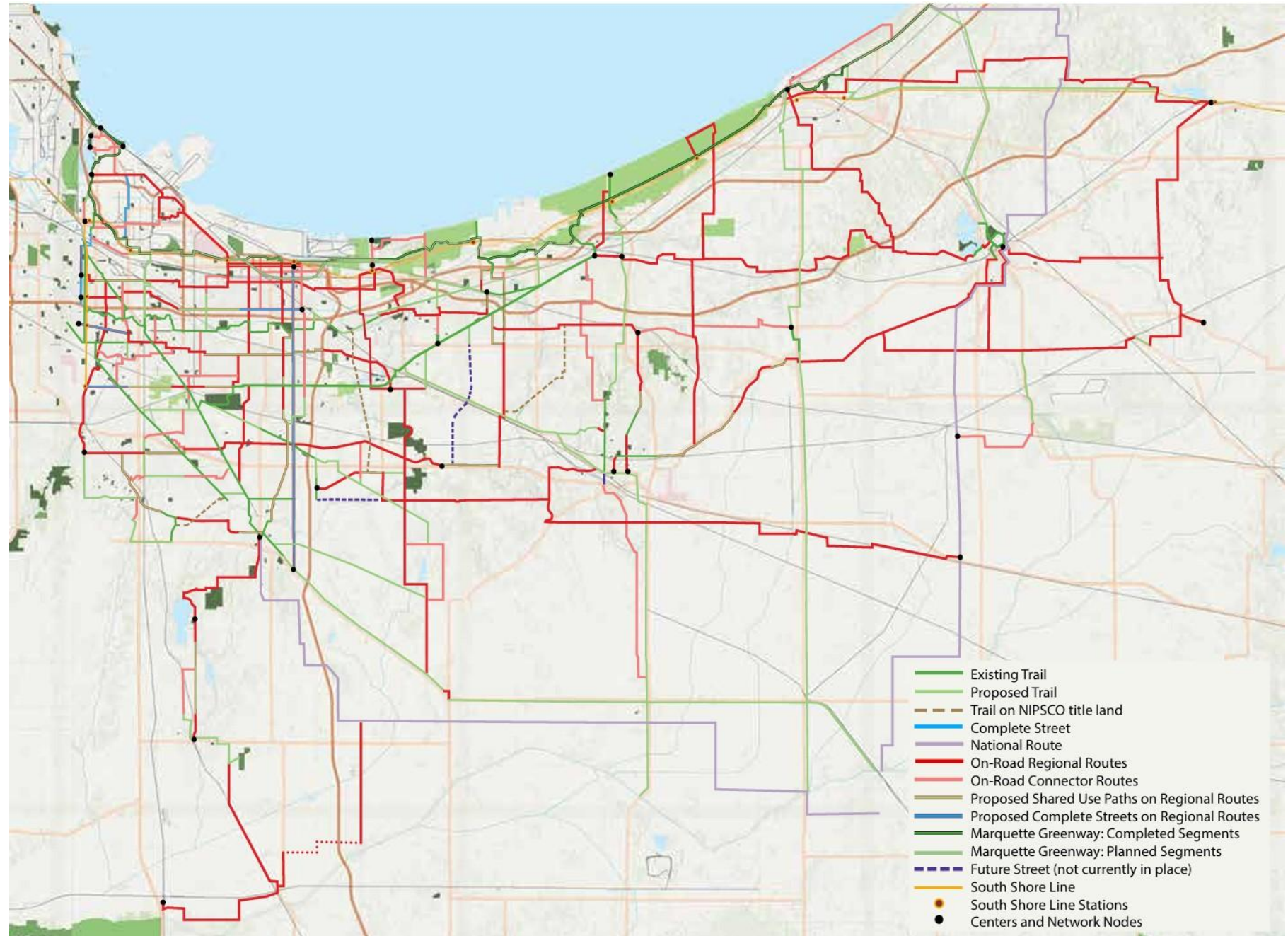




Plan Update

Active Transportation Network

Connecting our
communities to off-
road trails and
destinations



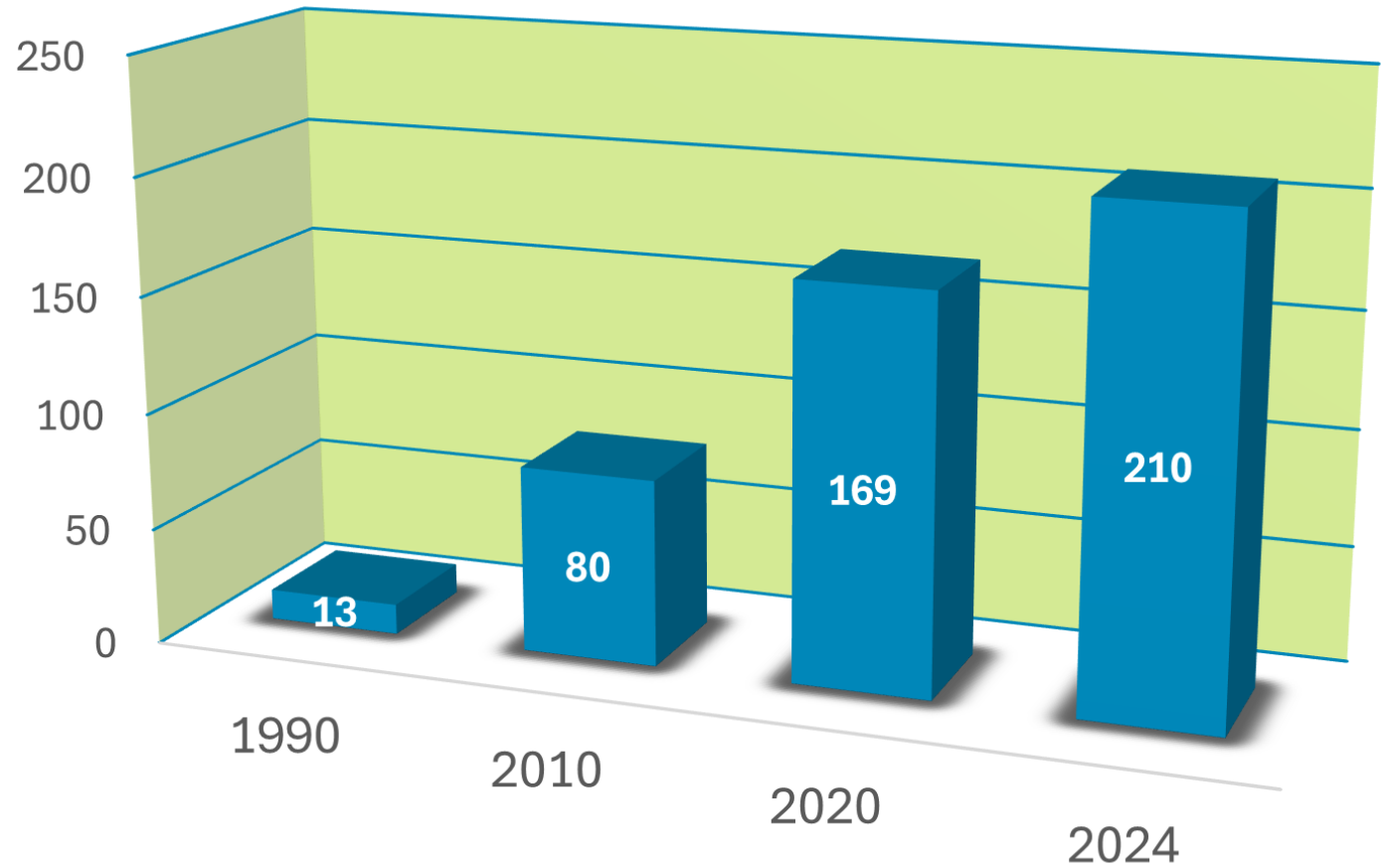


Plan Update

Miles of Regional Trail

Trail mileage has grown 15X since 1990, or 1,515%

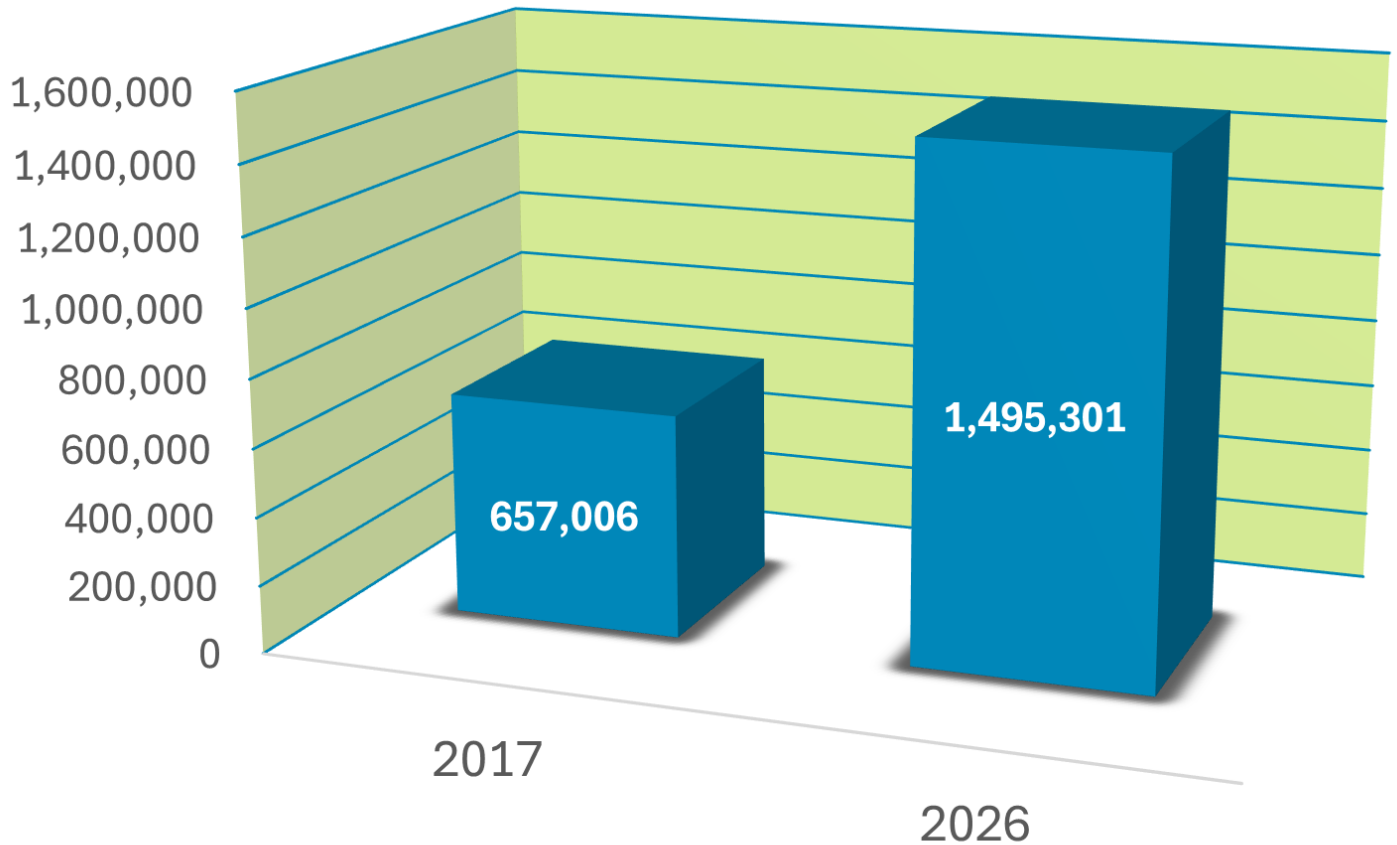
Miles of Regional Off-Road Paved Trail



Number of Trail Users

Trail users have increased by 127% - primarily based on increased trail counters

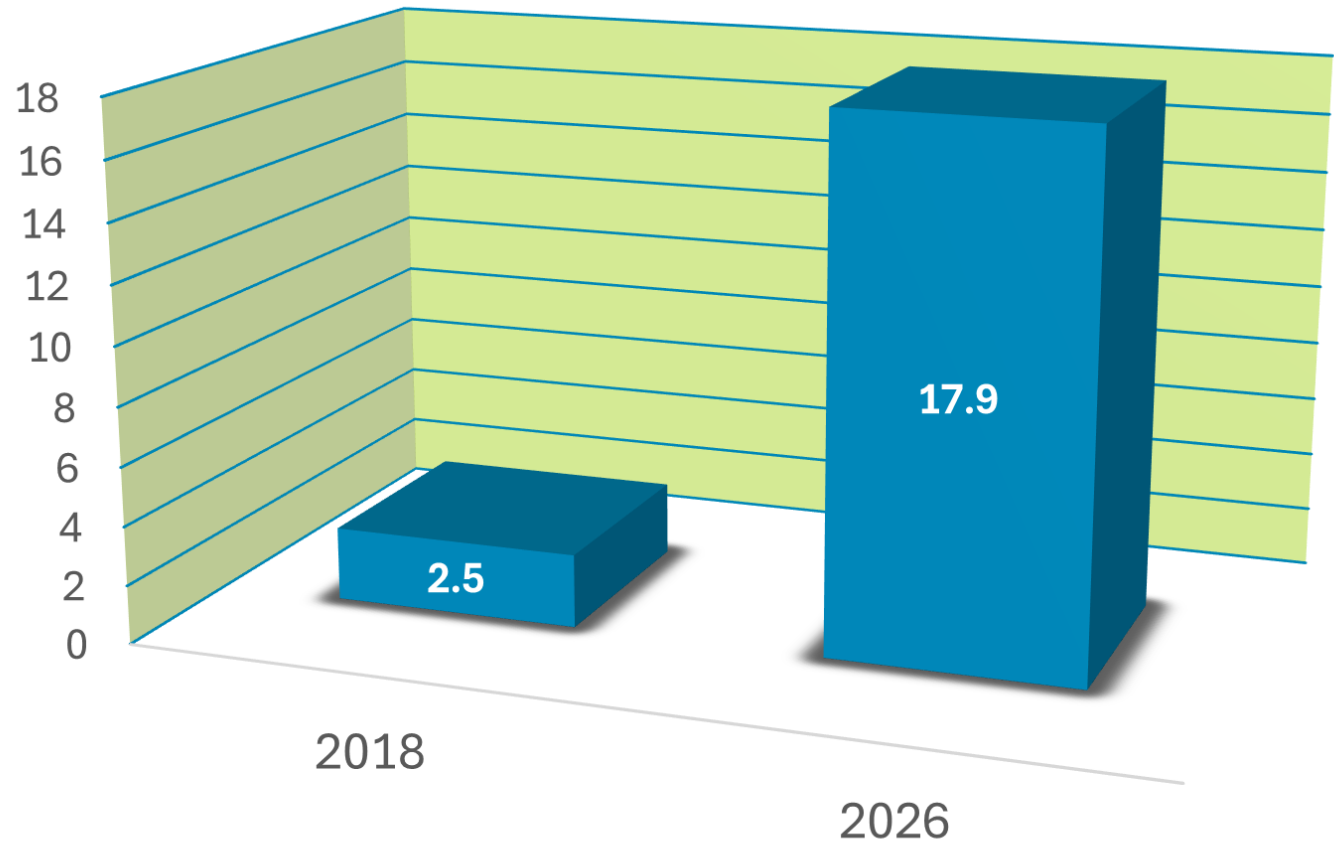
Number of People Using Regional Trails



Miles of Bike Lanes

Significant increase
but still well-short of
a reliable network

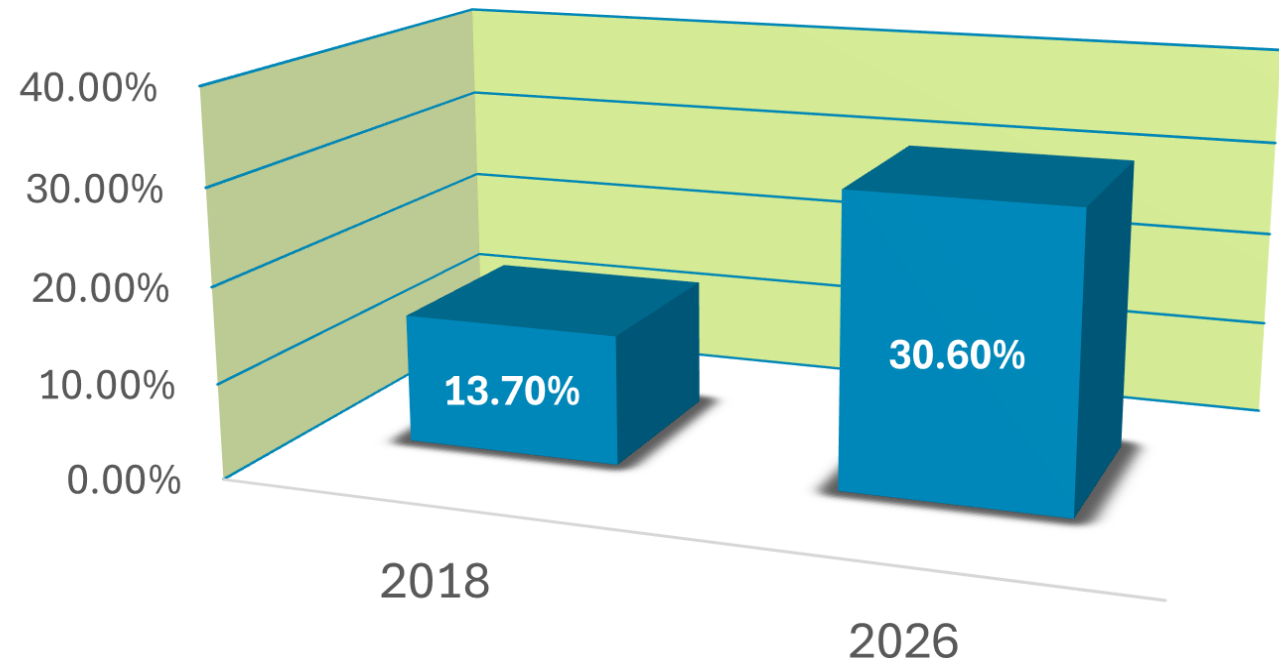
Miles of Bike Lanes on Roadways



Population within 1/4 mile

More trail miles equates to more people living near them

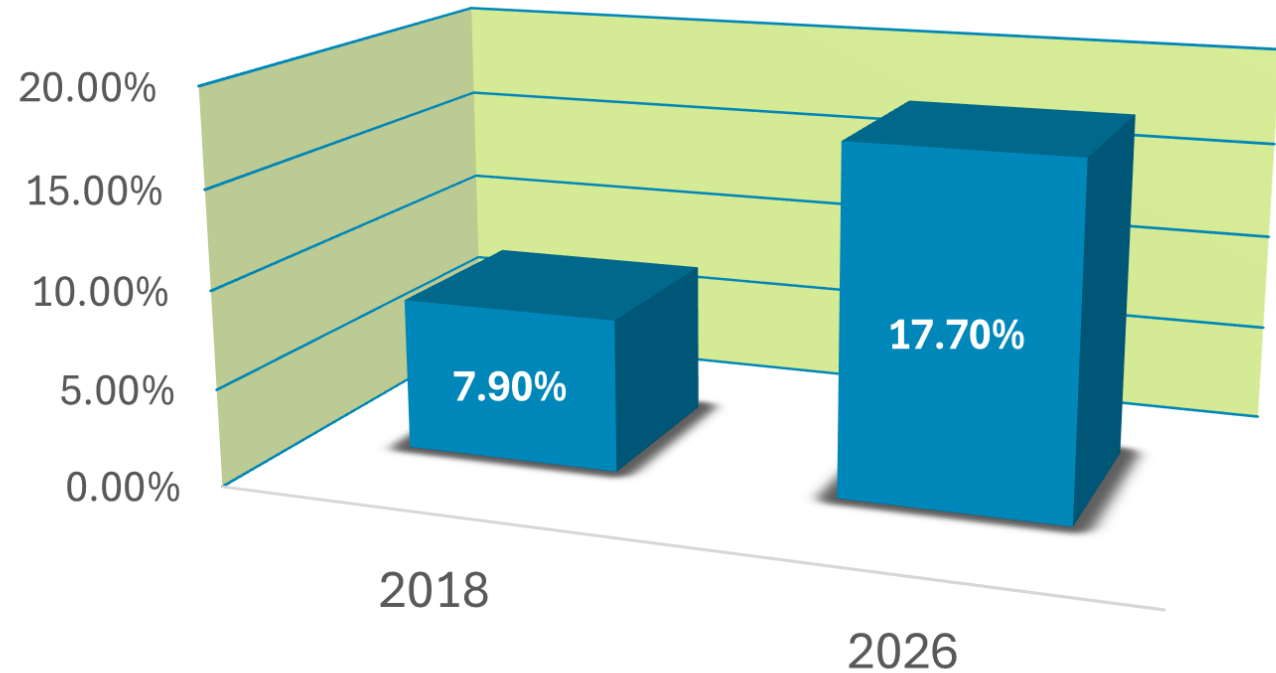
Percent of Population within 1/4 mile Network Distance to a Trail or Bicycle Facility



1/4 mile from jurisdictions

Intercommunity trail connections are vital for safe alternative transportation choices

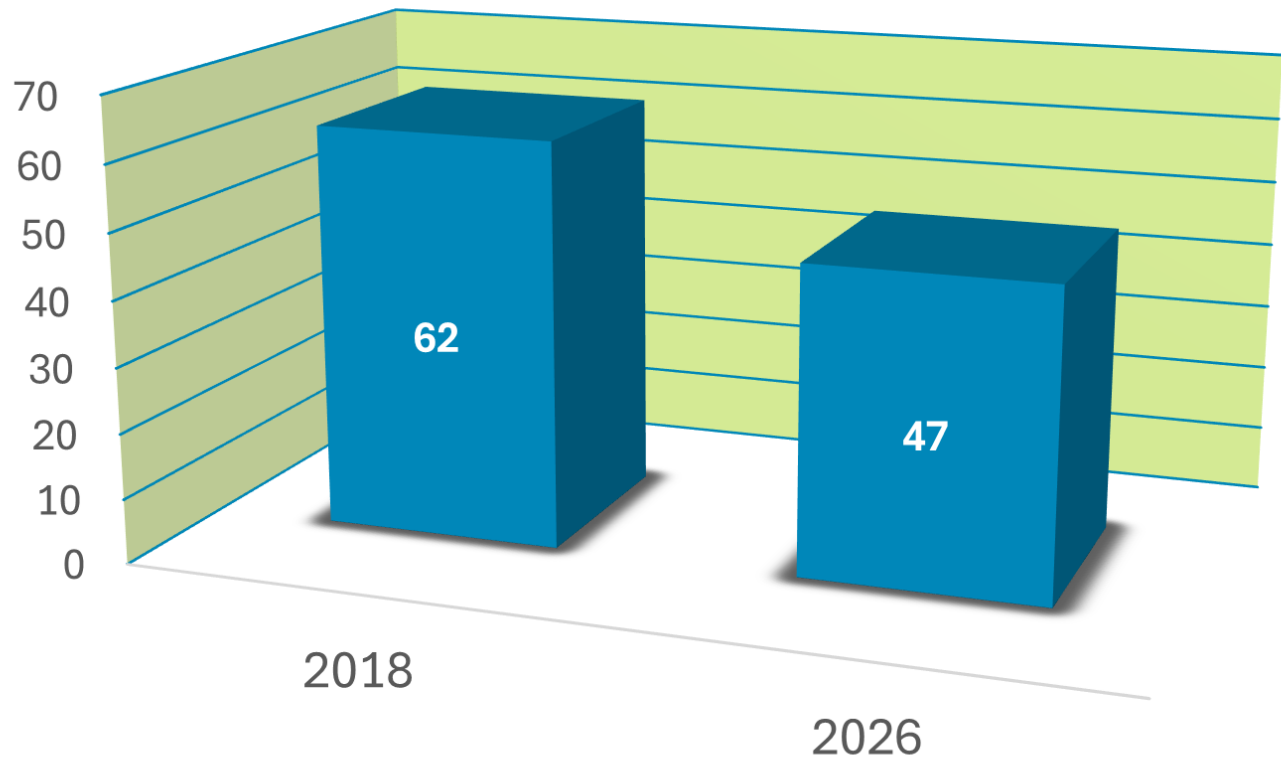
Percent of Population within 1/4 mile Network Distance to a Trail or Bicycle Facility Crossing Jurisdictions



Injuries & Fatalities

With improved infrastructure there has been a noticeable reduction of accidents

Number of Non-motorized Serious Injuries and Fatalities



Physical Inactivity

Even with increased infrastructure options, more people are inactive in NW Indiana

Percent Adults Reporting Physical Inactivity

