

RESOLUTION 17-02

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE REGIONAL CORRIDORS STUDY FOR FISCAL YEAR 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

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* goal to enhance the integration and connectivity of the transportation system, across and between modes, 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.

WHEREAS, NIRPC conducted a *Regional Corridors Study* (RCS) to provide new connections to existing or future transportation routes across the region that will contribute to reducing congestion and travel time on major roadways;

WHEREAS, the focus of the study is to functionally fill a gap between regionally significant highways and local major and minor arterials and provide multiple direct routes between US 30 and Interstate 80/94;

WHEREAS, the 45 miles stretch on Interstate 80/94 includes 14 interchanges; however, only 6 of them are regionally connected, through major arterials, to US 30 the major east-west connector in the region.

WHEREAS, the study identified 22 missing segments within the three county area. these segments are evaluated and scored based on prioritization methodology and criteria;

WHEREAS, in order to determine the effects of each of the missing segment's ability to improve congestion on the nearby network, NIRPC utilized the travel demand model, crash data, roadway connectivity, demographic analysis, land use analysis, and a preliminary red flag analysis.

WHEREAS, the RCS corridors and its missing segments 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 Regional Corridor Study.

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

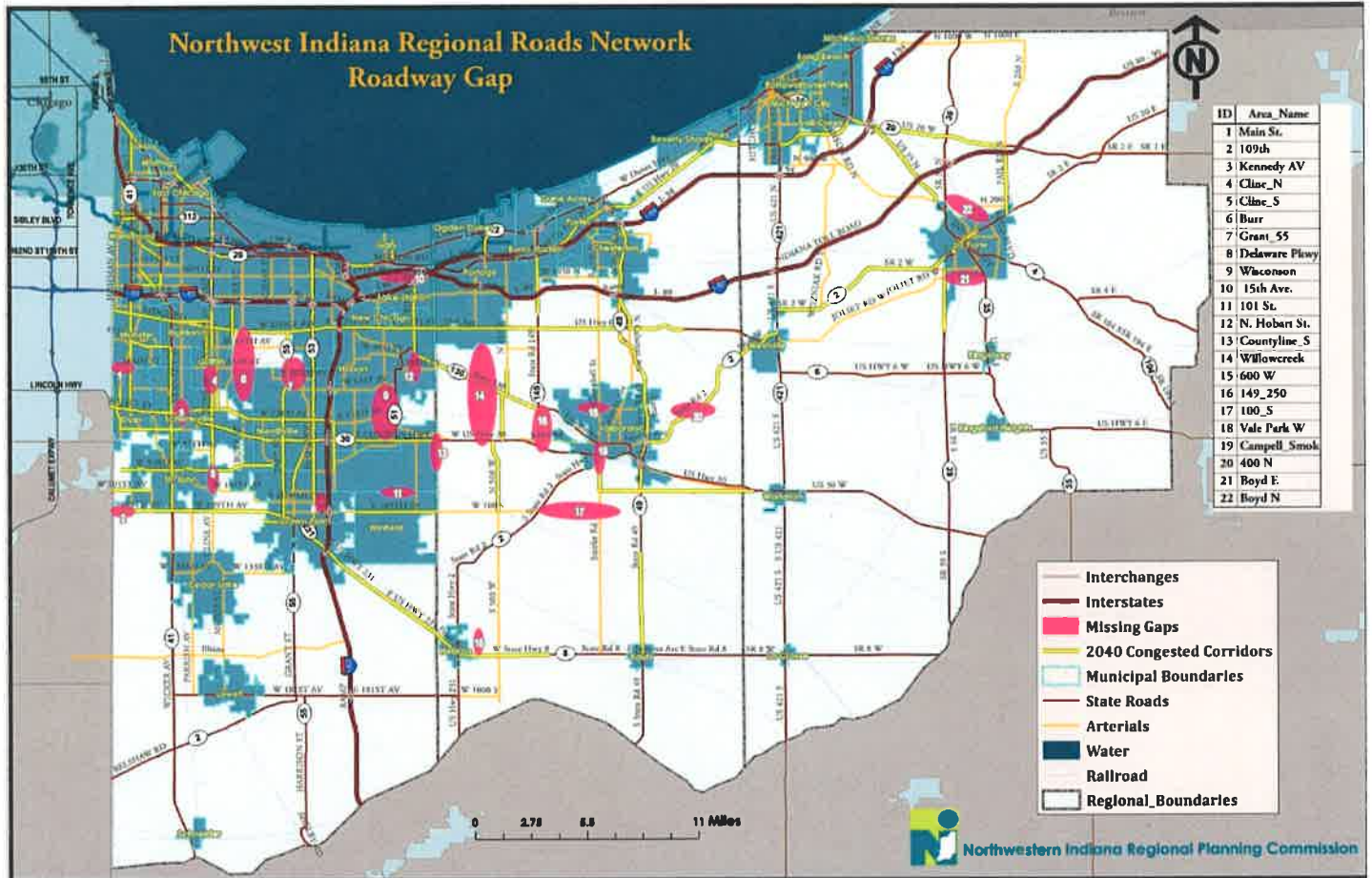


Chairperson

ATTEST:



Secretary



Regional Corridor Study- Priority Table

Roadway Segment	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Total Score
Main St	15	15	6	12	18	6	0	8	3	6	89
Cline Ave N	15	15	8	12	18	3	0	8	6	0	85
Willowcreek Rd	15	15	6	12	18	0	0	8	6	3	83
Burr St	15	15	8	12	18	0	0	8	6	0	82
Kennedy Ave	15	5	8	12	18	6	3	8	3	3	81
Grant St	10	10	8	12	18	6	0	8	6	3	81
15th Ave	15	10	8	12	18	0	0	8	6	3	80
Campbell St	10	0	8	12	18	6	6	8	3	0	71
Cline Ave S	15	10	3	12	18	0	0	0	6	6	70
N Hobart Rd	10	10	6	12	18	0	0	8	3	3	70
Wisconsin St	15	5	6	12	18	0	0	8	3	0	67
County Line Rd	15	5	3	12	18	0	0	8	0	3	64
Boyd Blvd N	10	10	6	12	12	0	0	8	6	0	64
101st Ave E	15	10	3	12	12	0	0	8	0	3	63
600 W	10	5	3	12	18	0	0	8	0	6	62
Vale Park Rd W	5	0	6	12	18	3	0	8	3	6	61
109th Ave	15	15	3	0	18	0	0	0	0	6	57
Boyd Blvd E	10	0	6	12	12	0	0	8	6	3	57
Delaware Pkwy	10	0	8	12	12	0	0	8	0	3	53
Vale Park Rd E	5	0	3	12	18	0	0	0	3	6	47
SR-149	15	5	3	0	18	0	0	0	0	3	44
100 S	5	5	3	0	18	0	0	0	0	3	34