



RESOLUTION 15-25

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE AMENDMENT OF THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2016

WHEREAS, the preparation of a Unified Planning Work Program (UPWP) is a necessary and required part of the metropolitan area transportation planning process as specified in 23 CFR 450.314; and by its State statutory authority, the Northwestern Indiana Regional Planning Commission (NIRPC) is charged with planning responsibility in three domains; and

WHEREAS, the work tasks described within NIRPC's UPWP for the three-county northwestern Indiana region are in conjunction with the programs of the Federal Transit Administration, the Federal Highway Administration, the U.S. Environmental Protection Agency, the Indiana Department of Transportation and the Indiana Department of Environmental Management, and significant planning projects in the region by other agencies; and

WHEREAS, this program has been prepared for planning (PL), and Congestion Mitigation and Air Quality (CMAQ) funds through the Federal Highway Administration, Section 5303 technical study funds through the Federal Transit Administration, Sections 5307 and 5323 and planning funds through the Federal Transit Administration, private foundation, and NIRPC's locally derived funds;

WHEREAS, the work elements contained in the program 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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users and their regulations;

WHEREAS, all regional transportation and other significant planning projects in the three-county region should be included in the UPWP;

WHEREAS, The Northern Indiana Commuter Transportation District (NICTD) in partnership with the Regional Development Authority (RDA) are conducting the *West Lake Transit Oriented Development Planning* study for the city of Hammond and towns of Munster and Dyer potential train stations;

WHEREAS, NICTD recognizes the benefits to bring transit to thousands of residents and afford them the opportunity to tap into the Chicago area job market;

WHEREAS, the West Lake passengers rail extension will not only serve as an enormous asset for its citizens, but also a chance to leverage the value and opportunity associated with the development of the extension, and

WHEREAS, well planned transit-oriented developments will allow individuals to rely more on public transit and making Indiana, for those employed in Chicago, a desirable location to live;

WHEREAS, the planning process will result in a strategic plan focusing on West Lake extension corridor-specific planning, which will include an evaluation of Transit Oriented Development (TOD) tools and offer recommendations to encourage TOD implementation, and

WHEREAS, the plan will outline policies that encourage TOD development and a set of sample TOD-focused zoning ordinances and resolutions for communities' consideration/adoption, and

WHEREAS, it will also look at economic development opportunities that could also enhance the area potential improvements;

WHEREAS, a federal funding of \$300,000 by Federal Transit Authority (FTA) and a local match of \$75,000 by the RDA were identified for the study for a total of \$375,000;


NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission adopts the Fiscal Years 2016 Unified Planning Work Program amendment.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this seventeenth day of December, 2015.



Blair Milo
Chairperson

ATTEST:



Robert J. Schaefer
Secretary

Program Subcategory: West Lake Transit Oriented Development Planning

Objective:

The West Lake extension of the South Shore Railroad affords Lake County, IN, the opportunity to bring transit to thousands of residents and afford them the opportunity to tap into the Chicago area job market. Extending the South Shore Railroad south into west central Lake County will shorten current commuting times (by reducing amount of driving required to reach a station) for some, and make transit attractive to others. Currently, roads to access downtown Chicago from Indiana handle over 300,000 cars and suffer from daily congestion. For the 5,600 expected daily riders, the extension will provide unparalleled access to Chicago. For the city of Hammond and towns of Munster and Dyer, not only will this extension serve as an enormous asset for its citizens, but also a chance to leverage the value and opportunity associated with the development of the extension. A central factor in making Indiana a desirable location to live for those employed in Chicago is to make the commuting experience similar to that of Illinois suburbs. A way to do that is to have thoughtfully planned and developed transit-oriented developments that allow individuals to rely more on public transit.

Past Work/Basis:

The study of commuter transportation in western Lake County was begun in 1989 with the completion of a feasibility study that indicated the need for improvements in this area. Several progressively detailed alternatives analyses were completed in the late 1990's and early 2000's that further refined the specific improvements needed. NICTD is now completing work on a draft Environmental Impact Study of potential commuter services in West Lake County. This study will look at the potential for economic development that could enhance those improvements or could be enhanced by said improvements.

FY '16 Work Elements/Methodology:

TOD planning on the West Lake extension corridor will develop macro-issue areas with attention paid to local nuances and customized implementation and will outline actions that the partner communities can take, including efforts to:

- Introduce or reinforce transit as a viable transportation choice in local plans, such as comprehensive plans, strategic plans, etc.
- Develop station-area concept plans around existing or proposed rail stations, incorporating TOD best practices of mixed uses, increased densities, and balanced parking requirements to create economical and vibrant neighborhoods.
- Consider location of visitor-driven civic facilities, such as town halls, community centers, libraries, etc. as development anchors in station areas.
- Ensure regulatory codes and guidelines, needed to implement TOD are in place such as zoning ordinances, design guidelines, subdivision rules, parking requirements.
- Develop multi-modal connectivity plans, to ensure convenient and safe access to the station for all modes of transportation, including pedestrians and bicyclists
- Establish framework for successful private sector involvement in TOD projects

FY '16 End Products/Future Directions:

The planning process will produce a deliverable product to NICTD, RDA and the partner communities in the form of a strategic report focusing on West Lake extension corridor-specific planning, which will include an evaluation of TOD tools and offer recommendations to encourage TOD implementation as well as an outline of policies that encourage TOD development and a set of sample TOD-focused zoning ordinances and resolutions for communities' consideration/adoption.

Budget (Federal FY 2016):

<u>Source:</u>	<u>Total</u>	<u>Federal</u>	<u>Local</u>
FTA/2014-005-TPE	\$ 375,000	\$300,000	\$75,000

Public Comment Report
Northwestern Indiana Regional Planning Commission
November 25, 2015

The Northwestern Indiana Regional Planning Commission (NIRPC) convened a public comment period to gather input on an amendment that would add the updated Functional Classification System to the 2040 Comprehensive Regional Plan (CRP) Update. The comment period began October 19, 2015 and ended on November 20, 2015.

One public meeting was held throughout the region during the month of March. The meeting schedule was held on November 4, 2015 from 2:00 to 4:00 pm at the Construction Advancement Foundation Training Center in Portage.

As required in the 2014 Public Participation Plan (PPP), a meeting report was prepared following the meeting and made available online at www.nirpc.org.

In addition to the public meeting, comments could also be submitted by email to comments@nirpc.org, by telephone at 219-763-6060, ext. 160, or by United States Postal Service.

The following pages contain the comments received, the manner in which the comments were considered by staff, whether or not the comments are considered significant, and if there was a need to modify the documents.

Comment	Manner Considered by Staff	Significant?	Need to Modify?
<i>Comment Received via Email</i>			
<p>1) The City of Hammond does not use east or north in its street addresses.</p> <p>2) At Lincoln Avenue and 119th Street, Reese is a Street, not Avenue.</p> <p>3) At 121st Street and Indianapolis Blvd., Lakeview is a Street, not Avenue.</p> <p>4) At Calumet and 129th Street by the Lost Marsh Golf Course, it is not Dickey Road. It is 129th Street.</p> <p>5) By 136th, Sheffield Avenue, and 137th Street, Victoria Avenue does not run north of 137th Street. This is an unnamed private drive within the trailer park.</p> <p>6) At Sheffield Avenue and Marble Street, the block west of Wabash is not Chicago Street, it is a part of Marble Street.</p> <p>7) Chicago throughout all of Hammond is a Street, and not West Chicago Avenue. Chicago Avenue stops at the East Chicago City limits/White Oak Avenue. Our street number system runs west to east, and a designation of West implies the opposite direction of how the street numbers would run.</p> <p>8) Michigan Street is mislabeled through Hammond. It is mislabeled as Carrol Street from Hohman Avenue to White Oak Avenue. From my understanding of East Chicago, the street ROW changes its name in E.C. is Carroll Street for the diagonal portion of the street, before changing to Michigan for both Hammond and E.C. on the E-W portion. Continuing on, your source then changes the name of the street to 5th Avenue east of Indianapolis Blvd. which is picking up the name it is in Garv.</p> <p>9) Around Indi-Illi Park, Locust is a Street, not Avenue. Indi-Illi Parkway does not go east of Hohman Avenue. It is Humpher Street.</p>	<p>The majority of problems mentioned involve the base map used for this. We used Open Street Map as our base layer because it was the best for our needs, and the problems were able to be easily edited. Based on our meetings with Hammond staff, and later with a group of people from the Indiana Department of Transportation and Federal Highway Administration, it was agreed upon that J.F. Mahoney Drive and Kenwood Street function as minor collectors. This was based on the fact that J.F. Mahoney was used to collect neighborhood traffic, and that Kenwood Street was more likely to be used than some of the surrounding roads to cross the border into Illinois.</p>	No	Nothing beyond edits for accuracy.

10) Cabela Drive is incorrectly labeled as Interstate Plaza Drive. Cabela Drive is on the west side of Indianapolis. Interstate Plaza is on the east side.

11) South of 173rd Street, east of Woodmar Avenue, the green space is not a City Park. It is the open space/wetlands of Purdue Calumet.

12) 171 Street is incorrectly being shown between Woodmar Avenue and Ontario Avenue. This was vacated 20 years ago and is now a part of the campus.

13) At the Southeast quadrant of 180 and Kennedy Avenue, the black street lines are for streets that do not exist. The curving street is mislabeled. It is Carlson Drive.

14) At the Southwest quadrant, it is mislabeled. It is Corrine Drive.

A) I am not sure why you marked J. F. Mahoney Drive as a minor collector.

B) I am not sure why you mark Kenwood Street between State Line Avenue and Hohman Avenue as a minor collector.

C) The base map does not show the circle street of Forest Avenue at 165th Street. Forest Avenue and the portion of Moraine Avenue south of 165th do not intersect with 165th.