

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
EXECUTIVE BOARD MEETING
Thursday, March 15, 2018, 9:00 A.M.
NIRPC Lake Michigan Room
6100 Southport Road, Portage, IN
A G E N D A

- I. Call to Order and Pledge of Allegiance – Geof Benson, Chair
- II. Public Comment
- III. Approval of Minutes of the February 15, 2017 Executive Board Meeting Pages 1-3
- IV. Report of the Executive Director – Ty Warner
- V. Report of the Chair – Geof Benson
- VI. Finance & Personnel Committee – George Topoll Pages 4-5
 - a. Procurement Recommendations Page 5
- VII. Environmental Management Policy Committee – Bill Emerson, Jr. Pages 6-7
- VIII. Technical Planning Committee – Kevin Breitzke Pages 8-59
 - a. Greenways+Blueways 2020 Plan Public Comment Report Pages 10-41
 - b. Action on Resolution 18-07, Greenways+Blueways 2020 Plan Pages 42-43
 - c. 2040 Comprehensive Regional Plan Update Companion Amendment #5 Public Comment Report Page 44
 - d. Action on Resolution 18-03, 2040 CRP Update Companion Amendment #5 For Safety Targets Pages 45-47
 - e. FY 2018-2021 Transportation Improvement Program Amendment #9 For Safety Targets Public Comment Report Page 48
 - f. Action on Resolution 18-04, FY 2018-2021 Transportation Improvement Program Amendment #9 for Safety Targets Pages 49-51
 - g. Action on Resolution 18-05, FY 2018-2021 Transportation Improvement Program Amendment #10 for Local Projects Pages 52-55
 - h. Action on Resolution 18-06, FY 2018-2021 Transportation Improvement Program Amendment #11 for INDOT Projects Pages 56-59
- IX. INDOT, Rick Powers, La Porte District Deputy Commissioner
- X. Legislative Committee – Mary Tanis

XI. Other Business

XII. Announcements

XIII. Adjournment

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

NIRPC Executive Board Meeting
6100 Southport Road, Portage, IN
February 15, 2018
Minutes

Call to Order

Chairman Geof Benson called the meeting to order at 9:07 a.m. with the Pledge of Allegiance. Self-introductions were made.

Executive Board Members present included Geof Benson, Karen Freeman-Wilson, Justin Kiel, Mark Krentz, Tom McDermott, Greg Stinson, Jim Ton and George Topoll.

Commissioners present included Christopher Anderson, Robert Carnahan, Bill Emerson, Jr., Don Ensign, Will Farrellbegg, Jane Jordan, Dave Shafer, Brian Snedecor, and Mary Tanis.

Guests present included Zully Alvarado, Lauri Keagle, Jim Nowacki, Andrew Steele, Barbara Waxman, Richard Waxman, Rick Powers, Lyndsay Quist, AJ Monroe and Greg Towler.

Staff present included Dave Hollenbeck, Ty Warner, Kathy Luther, Daria Sztaba, Talaya Jones, Charles Bradsky, Eman Ibrahim, Mitch Barloga, Meredith Stilwell, Scott Weber, James Winters, Jody Melton, Gabrielle Biciunas and Mary Thorne.

Public Comment

Jim Nowacki, resident of Gary, commented on replacement of infrastructure in the nation and flooding issues in Gary.

New Appointment

David Hollenbeck announced the appointment of Carolyn Saxton from the Town of Ogden Dunes.

Minutes

On a motion by Jim Ton and a second by Greg Stinson, the minutes of the January 18, 2018 Full Commission meeting were approved by the Executive Board.

Report of the Executive Director

Ty Warner commented that the meeting is being live-streamed. He thanked Mayor James Snyder for his assignment of a police officer to the meeting as there is a gathering of elected officials and others here today.

Ty Warner and Geof Benson presented the Norman Tufford Award to Barbara Waxman, former NIRPC staffer for her service to NIRPC and for her many accomplishments in the region.

Ty Warner presented certificates for perfect attendance during 2018 to Jim Ton, George Topoll, Justin Kiel and Geof Benson.

Ty Warner reported on the NARC Conference of Regions which he attended along with Geof Benson, Dave Shafer and Justin Kiel. The infrastructure proposal for \$200 billion to be levered into \$1.5 trillion which would help with the backlog of projects. \$100 billion would incentivize local governments to find new sources of revenue. \$50 billion is specifically for rural areas. \$20 billion is for transformative projects like disruptor-type technologies and another

\$20 billion for lending programs and the remaining \$10 billion for programs in the toolbox. The source of the \$200 billion is not identified. The funding split under this proposal is 20% federal and 80% local. The budget proposal zeroes out the capital investment grants. These are only launches of conversations at this time.

The NIRPC group met with the Senators Young and Donnelly and Congress members Visclosky and Walorski. They are all united on the South Shore projects. We conveyed the NARC and NIRPC platform for the need for a stable federal partner with the infrastructure and budget proposals the expiration of the FAST Act in 2020.

Geof Benson commented that it was convenient to be there during President Trump's announcement of an infrastructure bill. Dave Shafer commented that there was frustration on both sides of the aisle at not being able to get things done due to the political climate. Justin Kiel commented that the President's proposal included discussion on removing some regulations on some of the projects to keep the timeline under two years, but there was nothing offered on the highway trust fund. Indiana passed the infrastructure bill and is addressing the need for a state gas tax. Will Farrellbegg commented that in Europe the gas tax has covered infrastructure for many years. Geof Benson said the tax has not been raised since 1993. Ty Warner said while the proposed 25 cent gas tax translates to approximately \$9 per month in fuel expenses, consideration also must be given to the costs of repair of vehicles from crumbling infrastructure.

Report of the Chair

Geof Benson announced the new committee assignments. The Rail/Freight Committee will be absorbed into the Surface Transportation Committee. Bob Carnahan declined as Chair of the Outreach Committee. A new Chair will be appointed. Contact Ty Warner or Mary Thorne if you have any questions or changes.

Finance & Personnel Committee

George Topoll reported that the committee met this morning and approved two contracts with Kankakee River Basin Commission and South Shore Clean Cities. On a motion by George Topoll and a second by Karen Freeman-Wilson, the Executive Board voted to adopt the contracts.

Environmental Management Policy Committee

Geof Benson deferred to the new Committee Chair, Bill Emerson, Jr., who said that the committee heard a presentation from Katherine Powell of the Field Museum on the effects of climate change on the Dunes. The committee meets at 9 a.m. on the first Thursday of the month.

Technical Planning Committee

Kevin Breitzke reported that the Technical Planning Committee (TPC) met on February 13 and heard updates on the VW Settlement and the deep River Dam. A brief video was shown on "Hobart – The Eco-Friendly Community." A presentation was made by staff on the draft Greenways+Blueways 2020 Plan, which has been released for a 30-day public review. An open house will be held tonight from 5 pm to 7 pm at NIRPC. Mitch Barloga gave a presentation on the plan. Visit the website for more information or to leave a comment at <http://www.nirpc.org/2018/02/01/30-day-public-comment-period-on-new-documents-amendments/>.

There are no actions today. The next meeting of the Technical Planning Committee is scheduled for March 13, 2018 at 9 a.m. at NIRPC.

Indiana Department of Transportation

Rick Powers reported on their efforts to cope with winter storm Mateo. Some areas saw over 18 inches of snow. Pothole repair will begin soon. INDOT saw one million hits on their Facebook page. This data will be leveraged right

into the construction season. The I-65 expansion project will resume this month. The 137th Street bridge over I-65 will close over the next two months for resurfacing.

Legislative Committee

Mary Tanis said she was in Indianapolis where new issues to be addressed are police tension and provision for the families of the fallen.

Other Business

Geof Benson said committee information will be going out shortly via email so that we can update our committee participation for 2018.

Announcements

- Bob Carnahan announced that the 16 small to mid-sized Lake County communities known simply as "16 Plus" will meet next Friday at 9:00 a.m. at Schererville Town Hall. The new US Attorney is the speaker. The Lake County Council will discuss their master plan.
- Kevin Breitzke said Expedia named Chesterton the best place to escape in Indiana.
- Ty Warner announced that NIRPC is seeking a GIS Planner and public Coordination Person. Go to www.nirpc.org for more information.

Adjournment

Hearing no other business, on a motion by George Topoll and a second by Tom McDermott, Geof Benson adjourned the meeting at 10:10 a.m.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone or email below should you wish to receive a copy of it. DVD recordings will be available once they are received by NIRPC from the videographer.

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FINANCE AND PERSONNEL COMMITTEE

Meeting Agenda

Thursday

March 15th, 2018

8:00 a.m.

NIRPC Office, Portage, Indiana

1. **Call to Order**
2. **Meeting Minutes of February 15th, 2018** *(Pages 1-2)*
3. **Review of Financial Status – February 2018** *(Pages 3-7)*
4. **Approval of Claims Register – February 2018** *(Pages 8-13)*
5. **Credit Card Usage Policy-Draft** *(Pages 14-16)*
6. **Procurement Recommendations – March 2018** *(Page 17)*
 - **Procurement #18-04**
7. **Disposition of General Fund and Capital Fund Capital Assets Inventory** *(Page 17)*

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Requests for alternate formats please contact Daria Sztaba at (219) 763-6060 extension 104 or dsztaba@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

Procurement Recommendations

March 15th, 2018

One (1) Replacement Vehicle – Procurement #18-04

- Purchase of:
 - One (1) vehicle replacement for South Lake County Community Services
 - Replaces Bus #450 that was totaled in an accident on 2-26-18
- Will be purchased with insurance proceeds. No new grant funds will be used.
- Recommendation to approve purchase of replacement vehicles not to exceed \$70,678.50.

Disposition of General Fund and Capital Fund Capital Assets Inventory

- All inventory items have met their useful life
- Approve the recycling of the General Fund computer equipment inventory that was replaced with new inventory at the end of 2017
 - 24 Computers
 - 30 Monitors
- Approve the recycling of the Capital Fund Capital Assets
 - 3 Computers
 - 1 Printer
 - 2 Bus Shelters
 - 1 Tire Changer
 - 1 Copier

ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE

NIRPC- Lake Michigan Room

February 1, 2018

Members/Guests: Geof Benson, Sarah Nimetz, Katherine Moore Powell, Will Farrellbegg, Cathy Martin, Reggie Korthals, Collin Simek, Jennifer Birchfield, Lauri Keagle, Bill Emerson, Jr., Susan Mihalo, Sheryl Doers, Tim Kingsland, Elizabeth McCloskey, George Malis, Jennifer Gadzala Dwayne Polarek, Toni Norkus, Deb Backhus, Bill Carter, Rachelle Ceaser, George Topoll, Maggie Byrneck, Kay Nelson.

NIRPC Staff: Kathy Luther, Rachel Veronesi, Gabrielle Biciunas, Meredith Stilwell and Mary Thorne.

Call to Order and Pledge of Allegiance

Chairman Geof Benson called the meeting to order at 9:05 a.m. with the Pledge of Allegiance and self-introductions. The meeting was streamed live on YouTube.

Approval of September 7, 2017 EMPC Minutes

On motion by Will Farrellbegg and a second by Reggie Korthals, the December 7, 2017 EMPC meeting minutes were unanimously approved as presented.

Presentations:

Indiana Dunes Climate Change Adaptation Planning and Outreach – *Katherine Moore Powell, Field Museum of Natural History*

Cathy Martin, Save the Dunes provided background on the project. The Indiana Dunes Ecosystem Alliance partnership was formed to identify conservation priority projection project areas. Targets identified were dune and swale, savanna, prairie, wetland and forest and threats to each were also identified as invasives, fragmentation, development, disturbances, limited protection resources and climate change.

Katherine Powell described the adaptation planning steps for identifying climate stressors, vulnerabilities and adaptation strategies. Workshops and webinars were held and field work was done. Current stressors identified were earlier springs, increased warming and precipitation trends and the loss of the Karner blue butterfly in 2012. Future trends show that the growing season will be 1 month longer; 33-45 more days above 90, 14-22% increase in precipitation and 24-36 fewer days of snow cover. These will result in plant heat zone increasing to zone 7, an increase in runoff, less shelf ice and changing lake levels to Lake Michigan. Vulnerabilities identified included a big change in air temperatures and slower less change in soil temperatures which can adversely affect insects and birds. Invasive issues are worsening, there is increased habitat fragmentation. Adaptation strategies identified include improving landscape connectivity and changing how fire is used as a management tool. Outreach activities will be identified.

NIRPC Business: Kathy Luther gave an update on the 2020 Greenways + Blueways Plan. It is going out for public comment today. Go to the website for more information or to leave a comment at <http://www.nirpc.org/2018/02/01/30-day-public-comment-period-on-new-documents-amendments/>.

Public Comment: No comments were offered.

Announcements

- a) Geof Benson announced the passing of Dr. Mark Reshkin. The family has asked if you have any memories of him to share, please email Kay Nelson @knelson@nwiforum.org.
- b) Geof Benson announced that Lee Botts is celebrating her 90th birthday this month.
- c) Kay Nelson announced legislative updates. Senator Charbonneau has a water task force bill which calls for water-interest agencies provide any information to this task force. Senator Charbonneau has another bill on regional sewer districts and waste water infrastructure. Representative Wolkins on water cleanup (1233) is moving forward. Senator Tallian introduced a bill regarding sand. All house and senate bills must go through a third reading and has been assigned to Environmental Affairs.
- d) Kay Nelson said the VW Trust Fund board is hosting open house meetings around the state. One will be held at NIRPC on February 6 from 6 p.m. to 8 p.m. Contact Shawn Seals at (317) 233-0425 or sseals@idem.gov for more information.
- e) Reggie Korthals said the senator from Elkhart has introduced HB 1096, construction requirements of MS4 operators which passed out of the House on the third reading on Monday.
- f) Kathy Luther said South Shore Clean Cities Annual Meeting is on February 20 at the Blue Chip Event Center in Michigan City. Registration is open.
- g) Hobart used CMAQ funds to construct a new CNG maintenance garage and fillings stations and produced a video about it at https://www.youtube.com/watch?v=ag_alyoXReg
- h) Carl Lisek has revived his radio show. *Green Fleet Radio* is now on Lake Shore Public Radio and Rachel Veronesi is the guest next Wednesday at 9 a.m.
- i) NISWAG, the Northwest Indiana Storm Water Advisory Group, consisting of all MS4 permitted communities and they are sponsoring a workshop for contractors in either Lake or Porter Counties on February 27 at 7 p.m. at Porter County Expo in Valparaiso. Contact Reggie Korthals for more information.
- j) Gabrielle Biciunas announced the Northwest Indiana Food Council is hosting the second annual Food Expo Discovery (FED) on February 23 at County Line Orchard. An email will be sent today with more information.

The next meeting of the Environmental Management Policy Committee will be held on March 1, 2018 at 9 a.m.

On a motion by George Topoll and a second by Will Farrellbegg, Geof Benson adjourned the meeting at 10:10 a.m.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at 219-763-6060 or mthorne@nirpc.org should you wish to receive a copy of it.

Technical Planning Committee Meeting

NIRPC Lake Michigan Room
6100 Southport Road, Portage

February 13, 2018

MINUTES

Vice Chairman George Topoll called the meeting to order at 9:08 a.m. with the Pledge of Allegiance and self-introductions. Members present included George Topoll, David Wright, Tyler Kent, Tom MacLennan, Julie Ritzler, Kelly Wenger, Susan Weber, Joyce Newland, Bill Emerson, Jr., Teri Dixon and Margot Sabato. Kevin Brietzke arrived later in the meeting. Others present included Bruce Lindner, Jerry Siska, Claudia Taylor, Dean Button, Jeff Huet, Jake Dammarell, Frank Rosado, Jr., Ismail Attallah, Don Oliphant, Chris Moore, Andrew Steele, Laurie Keagle, Greg Towler and Christopher Murphy. Staff present included Kathy Luther, Trey Wadsworth, Mitch Barloga, Eman Ibrahim, Charles Bradsky, James Winters, Gabrielle Biciunas, Scott Weber and Mary Thorne.

The INDOT participation survey was available at the table in the lobby. The minutes of the January 9, 2018 Technical Planning Committee meeting were approved by general consensus.

There were no requests for public comment.

Presentation:

Mitch Barloga presented on the draft 2020 Greenways+Blueways Plan. It is out for public comment. Go to the website for more information or to leave a comment at <http://www.nirpc.org/2018/02/01/30-day-public-comment-period-on-new-documents-amendments/>.

Implementation Planning

- a) Kathy Luther presented an update on the VW Settlement. IDEM held a public meeting here last Tuesday. Shawn Seals, Department of Environmental Management (IDEM), presented at the January Commission meeting. Indiana's portion of the settlement amounts to about \$41 million. The solicitation for projects will be released in summer or fall of 2018. For more information, go to <http://www.in.gov/idem/airquality/2712.htm>. To submit comments on the Beneficiary Mitigation Plan, go to VWTrust@idem.in.gov. Questions should be directed to Shawn Seals at 317-233-0425 or SSeals@idem.IN.gov. South Shore Clean Cities is available to answer questions.
- b) Kathy Luther presented an update on the Deep River Dam in Lake Station. A feasibility study will be performed. A public meeting was held in Lake Station a couple of weeks ago with a lot of public interest. It is part of our 2040 Plan implantation.

Programming

There was no report.

Topical Committee Reports:

- Kathy Luther said the Environmental Management Policy Committee met last Thursday and heard a presentation from the Field Museum and Save the Dunes on climate change predictions for the Indiana Dunes National Lakeshore. On Friday, NIRPC applied to FHWA for a pilot dam opportunity for pilot projects to evaluate vulnerability of transportation infrastructure.

- Mitch Barloga said the Ped, Pedal & Paddle Committee saw a presentation on the draft 2020 Greenways+Blueways Plan at its meeting last Thursday. The next meeting is on March 1 at 1:30 at NIRPC and NICTD will present on the Bikes on Trains program.
- James Winters said the Transit Operators will meet immediately following the TPC meeting to discuss the project selection process for Lake and Porter Counties.
- Eman Ibrahim said the Land Use Committee met on January 17 and saw a presentation from GPTC on the first Bus Rapid Transit on the Broadway Corridor, a presentation from staff on the Food System Council and an update on land use data using GIS and parcel data. The next meeting will be on March 21.
- Scott Weber said the committee met on February 6 and discussed bridge conditions in Northwest Indiana in comparison with the rest of the state. An update was given on our adoption of INDOT's safety performance measures which will be a formal amendment to our plan in March. We are performing a Household Travel Survey in conjunction with the Chicago Metropolitan Agency for Planning (CMAP). An update was given on our congestion and reliability project with Valparaiso University and the air quality post processor. The next meeting is April 3 at 9 a.m. at NIRPC.

Planning Partners

- a) Susan Weber said FTA shared the draft certification report with NIRPC. Staff is reviewing the report.
- b) Teri Dixon said CMAP is working through their 2050 plan.

Emerging Trends:

Mitch Barloga showed a brief YouTube video titled, "*Hobart – the Eco-Friendly City*". Laurie Keagle commented that their CNG station is up and running and the public works garage is designed to handle maintenance of the CNG vehicles.

Announcements and Events:

- South Shore Clean Cities Annual Meeting and Awards is on February 20 at the Blue Chip Event Center. Register at <http://southshorecleancities.org/events.php>.
- Gabrielle Biciunas gave a brief background on local food systems. A Food Expo and Discussion (FED) will be held on February 23 at County Line Orchard on food deserts and food access. For more information, go to <https://www.nwifoodcouncil.org/>.
- Mitch Barloga said an ADA 101 for Outdoor Recreation and Parks seminar hosted by Causes for Change and the National Park Service will take place on March 20 in the Lake Michigan Room at NIRPC. Registration is free; however, you must bring your own lunch. More information will be forthcoming.
- The upcoming meetings were announced.

The next Technical Planning Committee meeting will be on March 13 at 9 a.m. at NIRPC. Hearing no other business, George Topoll adjourned the meeting at 10:10 a.m.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone number or email below should you wish to receive a copy or a portion of it.



Public Comment Report

The Northwestern Indiana Regional Planning Commission (NIRPC) held a 30-day public comment period on the draft *Greenways+Blueways 2020 Plan (G+B 2020 Plan)*. The comment period began on February 1, 2018 and ended on March 2, 2018.

The *G+B 2020 Plan* combines the 2007 *Greenways & Blueways Plan* and the 2010 *Ped & Pedal Plan*, and environmental elements of the 2040 *Comprehensive Regional Plan*. It is the first time that the areas of conservation, transportation, and recreation have all been combined into a single document for Lake, Porter, and LaPorte Counties. The plan was formed with input from public listening sessions and stakeholders with an interest in conservation of natural areas and open lands and non-motorized transportation such as walking, biking, hiking, and paddling.

As part of the public comment period, a public meeting was held on February 15, 2018 at NIRPC offices, 6100 Southport Road, Portage, IN, 5:00 to 7:00 p.m.

A draft of the plan was made available at www.nirpc.org, and stakeholders were made aware via email, a news release, and social media. The public was able to comment via email, telephone, regular mail, and at the public meeting. In all, NIRPC received nine comments which are copied in full on the attached table.

This is the second 30-day public comment period for the *G+B 2020 Plan*. At the first comment period held from October to November of 2016, some comments received were deemed significant according to the definition set forth in the 2014 *Public Participation Plan*. Therefore, after proper edits are made, the plan was made available for another 30-day public comment period. No significant comments were identified during this latest round of public input.



Greenways+Blueways 2020 Plan – Comments & Responses

#	Comment	Manner Considered by Staff	Significant?	Need to Modify?
Comments Received by Email				
1	<p>Before more accidents occur, please stop promoting Lake Michigan as a great place to kayak. It isn't!!</p> <p>Lake Michigan wave conditions can change very quickly, and kayakers can easily become "stranded" along a long, rocky breakwater with no landing beach nearby. Rescuing kayakers in these situations risks the lives of first-responders unnecessarily. Lake Michigan is dangerous enough without encouraging individuals to take silly thrill-seeking risks that can endanger others. Many kayakers don't even use the proper type of kayak for Lake Michigan.</p> <p>Moreover, because of the low profile of a kayak, even people in small boats have a difficult time seeing a kayak in the water. When a kayaker ventures a long way from shore, it just makes it that more likely that an accident involving a kayak and a boat will occur.</p> <p>There are rivers and smaller lakes in the area that are fine for that activity. But, particularly around busy marinas/ports, kayakers are just an accident waiting to happen.</p>	<p>Lake Michigan represents an outstanding water trail, and remains popular with those using sea kayaks. There are risky areas to paddle, but these are clearly identified on maps, and there are even safe havens located at these locations.</p>	No	No
2	<p>Hello, just read article, wanted to make a brief suggestion regarding hiking or bicycle trail. I would start it at Woodland park to highway 20, it would then run west on south side of 20 where railroad tracks used to be and now is owned by Portage city parks. Then I would have a bicycle bridge across 20, end up at 5440 us highway 20, a property I own and is for sale, and use it for bicycle rental. Kayak rental, and an information center regarding trails beaches and parks, then the trail would go west from that property to Deep River, then follow river north to connect with National lakeshore parks and other beaches, then end at Portage City beach front.</p>	<p>NIRPC appreciates this idea, but the G+B 2020 Plan does not get into detail about specific projects. However, NIRPC will contact the City of Portage about the idea.</p>	No	No



<p>3</p>	<p>As far as the naming of La Porte's present-day blueway, this blueway lies entirely within the city's chain-of-lakes. And this chain-of-lakes lies no closer than about a minimum distance of 1200 feet from any other disjunct lakes existing in or around the city.</p> <p>So, I don't think that one could realistically call any new segment of a blueway established within one of those unconnected La Porte lakes an "expansion" of that original blueway. It would be just too far away.</p> <p>It's one thing to call the waters beyond an inaccessible bridge, culvert or logjam part of that blueway--especially when those waters themselves are interconnected with the main water body. Traversing such barriers is a matter of a simple portage.</p> <p>But lugging even a small vessel (i.e., a kayak, canoe, rowboat, etc.) a distance of 1200 feet or longer, is entirely another matter. I don't think that one could call such a newly established blueway on a disjunct lake that far away from the original blueway to be part of the latter blueway--at least not with a straight face. Rather, you would realistically have to give that new blueway its own identity, with its own name.</p> <p>For example, if in the future, it were decided that a blueway should be created on Clear Lake and possible expand it to someday include Lower Lake (if private property owners would permit this), that blueway might fittingly be called the "Clear Lake Blueway" or the "Clear-Lower Blueway". Despite the fact that both of these lakes were originally part of La Porte's chain-of-lakes in the 19th Century, they are now not only disjunct from the chain-of-lakes. But their present-day shores are hundreds of feet away. Treating them as though they still were part of that lake chain could end up being quite confusing to recreational boaters.</p> <p>The bottom line is that blueways within this surface water-rich City deserve to be given distinct descriptive names like the "Clear</p>	<p>The name will be changed to LaPorte Chain of Lakes.</p> <p>Existing infrastructure reduces or prevents on-water access between lakes, necessitating having to haul out if one wishes to navigate multiple lakes. NIRPC is willing to partake in or facilitate discussions on this topic in the future. However, at this time that is beyond the scope of the current document.</p>	<p>No</p>	<p>Yes</p>
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	<p>Lake Blueway" and "the Chain-of Lakes Blueway", rather than a dull generic nondescript name, like "La Porte Lakes Blueway". (Which La Porte lakes are being referred-to?)</p> <p>What's in a name? It turns out a quite a lot--especially where recreational opportunities are being sought.</p>			
4	<p>I have reviewed the Green Ways/Blue Ways document provided and would like to address the characterization of the Deep River in your report.</p> <p>Correction: Text states in Chapter 2 page 28 "Developed access at Riverside Park and Veterans Memorial Park". The Lake Station Riverside Park is named "Riverview Park" as printed on the large water tank overlooking the park.</p> <p>A good opportunity exists for paddling on the Deep River with a minor investment in maintenance below the Hobart Lake George Dam and extending to the Liverpool Road dam. With small boat access now available at launch sites located at the Hobart Rugby Field, Lake Station Riverview Park, Lake Station Veterans Memorial Park (also known as Bicentennial Park) and at the Liverpool Road Park, the infrastructure is in place for paddlers. A few (2) log jam clearings and improvements at the railroad viaduct in Hobart would create a 7-mile water trail for paddler enjoyment.</p> <p>Revise statement on page 29 "Low potential upstream of Lake George due to numerous log jams". Recall that the East Branch of the Little Calumet River was a log choked stream two years ago. With volunteer efforts and proper funding over the past few years, 6 miles of that river is now open to paddling from Brummitt Road in Chesterton through the Bailly-Chellburg National Park Service property. The Deep River above Lake George has high potential for paddling because: This river section is the cleanest water in northwest Indiana</p> <p>The river is almost entirely wooded from Hwy 30 to Lake George.</p>	<p>Correction for Riverpark will be made.</p> <p>The Northwest Indiana Paddling Association (NWIPA) is working on the route north of the Hobart Dam on Deep River as you mentioned.</p> <p>Regarding your comments upstream of Lake George, NWIPA recognizes that this stretch does afford excellent opportunities as a potential water trail. However, significant clearing will be needed. However, NWIPA is focused on the Little Cal East Branch. In the future, NWIPA would like to work to get this water trail open. Additionally, if there is another organization willing to take this on as project, NWIPA would be able to provide some support for the project.</p>	No	Yes



<p>Most of the adjoining land is park land owned by the Lake County Park System as Deep River Water Park, Deep River County Park and the Big Maple Lake Park property. The Deep River County Park has two existing canoe access sites on their property with adjacent parking creating a 2 mile water trail for the initial stage to generate public interest in the project.</p> <p>The water trail can be extended downstream into Lake George to the existing public boat launches on the lake. This 5.5 mile section is not a heavily log jammed reach of river.</p> <p>The Lake County Park System is considering a canoe access site on property at the Deep River bridge on Hwy 51 (Grand Blvd.), 3.5 miles above Lake George.</p> <p>The log jam removal on Deep River (7.5 miles) is comparable to the completed effort over the last 2 years on the East Branch of the Little Calumet River (6 miles).</p> <p>Please consider these revisions to your current report. A recharacterization of this river as high potential will provide a supporting basis for my work with the Lake County Park System during the preparation of the Park Master Plan in 2018.</p>			
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#	Comment	Manner Considered by Staff	Significant?	Need to Modify?
Comments Received by USPS				
5	Full letter from the La Porte County Conservation Trust, Inc. is attached to the end of this report.	<p>1) <i>LaPorte Lakes vs. LaPorte Chain of Lakes Blueway</i>: The term LaPorte Lakes and LaPorte Area Lakes is used by IDNR and the City of La Porte in studies, proposals, and other documentation to six or more lakes in this vicinity. NIRPC would prefer to use these general names in order to align with DNR planning.</p> <p>2) <i>Kingsbury Creek</i>: The regional scale of the maps in the <i>G+B 2020 Plan</i> obscures the fact that the Kingsbury Creek corridor is identified on the conservation corridor maps due to the presence of core and secondary habitat patches along the waterway.</p> <p>3) <i>Weller Ave. Culvert</i>: The <i>G+B 2020 Plan</i> does not identify specific local projects to be constructed. That said, if Weller Avenue is on the federal aid network then this project could be eligible for federal funding and submitted for competition in future NIRPC solicitations. However, since cities are responsible for roadways and counties for bridges, the commenter is correct that this project would require cooperation between the City and the County.</p> <p>4) <i>Forest Legacy Area</i>: The <i>G+B 2020 Plan</i> is primarily focused on identifying potential connecting corridors between high quality habitat patches such as that present in the Moraine Forest. The activities and recommendations identified by the commenter are beyond the scope of this plan. The Lake Michigan Coastal Program is preparing to embark on a new habitat prioritization project that will potentially address this area.</p>	No	No



#	Comment	Manner Considered by Staff	Significant?	Need to Modify?
Comments Received at Public Meeting on February 15, 2018				
6	Riparian reforestation from Emerald Ash Borer (EAB)	Based on recent dialog between NIRPC and some local natural area land managers such as SHLT, riparian floodplains where ash trees had once dominated are shifting to marsh type habitat. This suggests that ash trees may have been aggressive colonizers of these areas and plant communities typical of marsh habitat may be the more appropriate conservation target. NIRPC believes it is most appropriate for the natural area land managers to make these restoration decisions.	No	No
7	Add waterways to conservation maps.	NIRPC will either include a layer showing waterways to the conservation map or use a baselayer that already includes the waterways such as the USGS national map	No	Yes
Comments Received at NIRPC Meetings between February 1st and March 2nd 2018				
8	Add language to wayfinding section in Recreation Chapter about audible and tactile additions to signage for disabled persons.	NIRPC will add such language to expand Universal Design standards to wayfinding elements.	No	Yes
9	Changes to the Implementation Tables	Numerous suggestions were made to add content to stakeholder responsibilities, which wholly mirror existing comments for other stakeholders under the same policy or activity.	No	Yes
Comments Received by Telephone				
No comments were received by telephone.				



La Porte County Conservation Trust Inc.

RE: Greenways + Blueways 2020 Follow-up Commentary
February 21, 2018

Dear Sir or Madam:

Board of Directors

Elizabeth McCloskey
President/Acting Secretary

Robert Boklund
Vice-President

John Brugos
Treasurer

Jan Baumer

Pennie Lombard

Dennis Richardson

Ronald Taylor

In reviewing the updated Greenways-Blueways 2020 Plan, what I see is a superlative document that comprehensively covers the gamut of relevant subjects in its three segments—Conservation, Recreation and Transportation. There is really very little in the way of improvements that are needed for the plan. But among those few improvements would be to change the name of the **La Porte Lakes** Blueway to the **La Porte Chain of Lakes** Blueway. There would also be very little in the way of additions, except to note the small watershed blueway, **Kingsbury Creek**, in the southern part of La Porte County. Both of these issues will be discussed further near the end of this commentary.

Most of this commentary will instead be devoted to two subject areas that were noted in the Public Comment Report from the first release of Greenways-Blueways 2020. Given the effectiveness of this newly-released second phase of Greenways-Blueways 2020, most of this commentary here may be seen as a suggested *supplement* to the plan, elaborating and expanded on ideas that may be helpful in the plan's ultimate implementation.

The subjects specifically covered here *Forest Legacy Area* and the *Weller Ave. Culvert*:

Forest Legacy Area:

1.) Forest Legacy Area: The question is how would one establish a public identity for a large, mostly privately-owned resource, like the Moraine Forest of La Porte and Porter counties? There are a number of models for how such an undertaking would be accomplished. Attached is a map of a such a project on a MEGA-scale. This mega-scale example is the Yellowstone to Yukon Corridor. Obviously, anything that encompasses covering a territory this large would have to be greatly scaled-down to be adapted to a resource merely covering parts of two counties. Yet, many of the principles used for this mega-corridor can also be used for the Coastal Counties' Moraine Forest:

a) Respect private property ownership. The Moraine Forest, like the Yellowstone to Yukon Corridor, involves land mostly in private hands. It is crucial that forest owners do NOT see such efforts as anything resembling a "taking". That can doom or seriously impede many vitally important activities. The

1. These Forest Legacy Area ideas are extremely interesting and should be a stand-alone project. The proposal is beyond the narrow focus of this project which was connecting corridors.

“buy-in” of private owners can be critical to its success. The widespread use of the IDNR Classified Forest /Wildlands Program in this Moraine Forest is strong evidence of the desire of forest landowners to keep their land forested. (See attachments.) Making private owners feel that they are *partners* in this effort and that they *can benefit from its continued existence* is essential for its success.

- b) Educating the Involved Community. There are numerous works that one way or another describe the ecological, recreational, aesthetic and economic value of the Moraine Forest. The attached excerpts of one such work by Vicki Meretsky of Indiana University serve as an example. ((The full report is readily available, online.) The maps for this study alone clearly illustrate the ecological value of many parts of this Moraine Forest, especially those in the forest’s northeastern portion.
- c) Respect Different Sustainable Forest Uses. Obviously, recreation and conservation/ecology are at the top the list of values achieved in saving the Moraine Forest. But not every portion of it is suitable to serve as a trail or a bike path. Nor is every portion suited to be a nature reserve. When such suitable portions are found, certainly every effort should be made to encourage achieving those ends. Yet, for other portions, the value of *working forests, woodlands for erosion control* and other purposes that are not primarily aimed at recreational or ecological goals can nonetheless have great value. Indeed, such forests—even if not pristine or easily traversed—often have *multiple secondary values* in which recreation and ecology can play an important part.
- d) Develop a Forest Preservation Team. Enlisting and coordinating with other entities that are primarily involved in preserving forested lands for recreational and/or ecological purposes. Land trusts, county park depts., hiking/biking clubs, birding organizations and sporting groups can all play important roles in preserving such natural resources.
- e) Link Eco-Friendly Economic Enterprise to Moraine Forest Preservation/Conservation. There are a number of types of private enterprise for which the presence of the Moraine Forest is mutually beneficial. Many of them are essential parts of the tourism-related economy. Hotels, motels, hostels, restaurants, vineyards, fruit farms, and even ecologically designed

residential developments. Forested settings provides and ambience that can substantially add to their attractiveness for their customers—especially those who reside in very urban areas like Chicago. This ecological-economic relationship cannot be understated.

- f) Don't let Early Setbacks End These Efforts. That time-honored saying "Rome wasn't built in a day" is so very true. Neither is a resource-saving effort of any magnitude. In any project worth doing success can often be closely accompanied by failures. But persistence can pay off, in the end. So don't be discouraged and give up.

This is the largest remaining semi-contiguous forest remaining north of the Wabash Valley—with all of its recreational, ecological, aesthetic and economic value. We can either find workable, compatible, effective ways to conserve it. Or we can watch it gradually be winnowed away into oblivion, rather like that other remarkable, historic Coastal County natural resource—Hoosier Slide, the largest of the Indiana Dunes – did. Hoosier Slide disappeared into nothingness almost a century ago, because no effective, realistic effort was made to save it. The choice is ours to make.

The Weller Avenue Culvert:

- 2.) The Weller Ave. Culvert: A project like this one, to reopen a wonderful, but long-closed Interlaken water thoroughfare, must be executed *a step at a time*. Replacing the Weller Ave. Culvert itself with a passable bridge is the MOST important single step. But it must be done with careful planning, beforehand:

- a) How Can This Be Funded? Locating and securing the monies to undertake a project like this MUST be done before the first shovel of dirt is scooped. Local governments—both the City of La Porte and the La Porte County Commission—must be involved and supportive.
- b) How Long Would It Take to Construct a Bridge to Replace this Culvert? Some years ago, the construction of channel bridge at Waverly Road occurred. Is there a record somewhere of how much time was needed to complete that project? This project would likely involve a similar length of time to complete.

This project would be eligible to NRDC as a transportation project during a future subwatershed

- c) How & Where Would the Pieces of the New Bridge and the Fragments of the Old Culvert be Stored, While Construction was Occurring ? How nearby these pieces could be kept and retrieved when needed would have a big effect on time to completion.
What are the logistics of short-term closure of this street? Weller Ave. is a small, but VERY busy street. Not long ago, an important part of it was closed for sewer repair and large tree removal. That work lasted approximately one week. It would be extremely important to plan a *highly effective detour system*, that caused as little congestion and accident potential as possible
- d) Ensure the Interior Span of the Bridge Passage is Sufficiently High. This is one the MOST IMPORTANT factors to determine, if the dream of an Interlaken boat route can once again be realized. If the passage under the new bridge is simply too low, then this thoroughfare would be limited to kayakers, canoeists, fishermen and other small vessel users. These users are *important to be sure*. But if the span is high enough, the small vessel users can share this waterway with *low excursion boats that can regain the glory of La Porte's storied past*.
- e) Link Eco-Friendly Economic Enterprise to this Re-Expansion of La Porte's Chain of Lakes Blueway. As noted above with the Moraine Forest, this reassertion/reclaiming of this portion of La Porte's Chain-of-Lakes Blueway should involve private enterprise. Lakeside restaurants, boating and fishing equipment stores, other tourism-related sales establishments can all find mutual benefit from its "re-birth" as a water thoroughfare.

For WAY too long the City of La Porte has acted as if it only had two lakes (Pine & Stone). Instead of the ten deep water lakes that encircle the northerly part of the City. Among them, at least eight have public recreational potential (if they not already so used). By expanding the ready accessibility of the City's historic chain of lakes from Lily Lake to Pine Lake, the City would be reclaiming a recreational resource that once brought it fame all over Indiana, along with much of the Midwest beyond its borders. Because a bridge over a waterway is involved, buy-in and support by the County is also critical to this happening. To forgo such an opportunity would be to settle for recreational/tourism mediocrity and ignore the resources in its midst that other municipalities would figuratively "kill" to have and creatively use.

MNR 12 aware of sponsored by
a number of studies by
by the city that addressed to La Porte
DNR generally looks them La Porte lakes
Blueways or La Porte area lakes
in this plan
can be aspirated
MNR prefers to
to allow for general
mispronunciation of
additional lakes

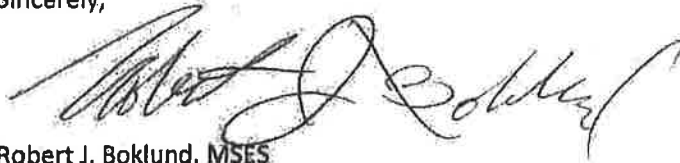
To return to the two subjects listed in the first paragraph of this commentary:

The reasons that the name of the **La Porte Lakes** Blueway should be changed to the **La Porte Chain of Lakes** Blueway are partly described in the above narrative. The blueway itself is entirely limited to the existing chain of four lakes in La Porte. There are six additional deeper water lakes that are not interconnected, that lie in relatively close proximity to La Porte's lake chain. They are not specifically part of the blueway itself. Therefore, the present all-inclusive name should be changed to reflect that it specifically refers to La Porte's Chain of Lakes, where the blueway actually exists.

The **Kingsbury Creek Watershed** represents one of the few tributaries of the ~~Identified~~ **Kankakee River**, in La Porte County, that was never ditched. As such, it has still has ~~as a~~ **features like fens**, along with an assortment of native biota. Native fauna are ~~Carolinian~~ **patched** particularly abundant within the watershed. The watershed is located in south ~~central~~ **central** La Porte County. It is comparatively small in area and is mostly surrounded by agricultural land and a few small housing developments. Its vegetative cover ~~provides~~ **cover** provides sheltered habitat for wildlife that would otherwise have almost no cover, in this part of La Porte County. (See attachment aerial maps.)

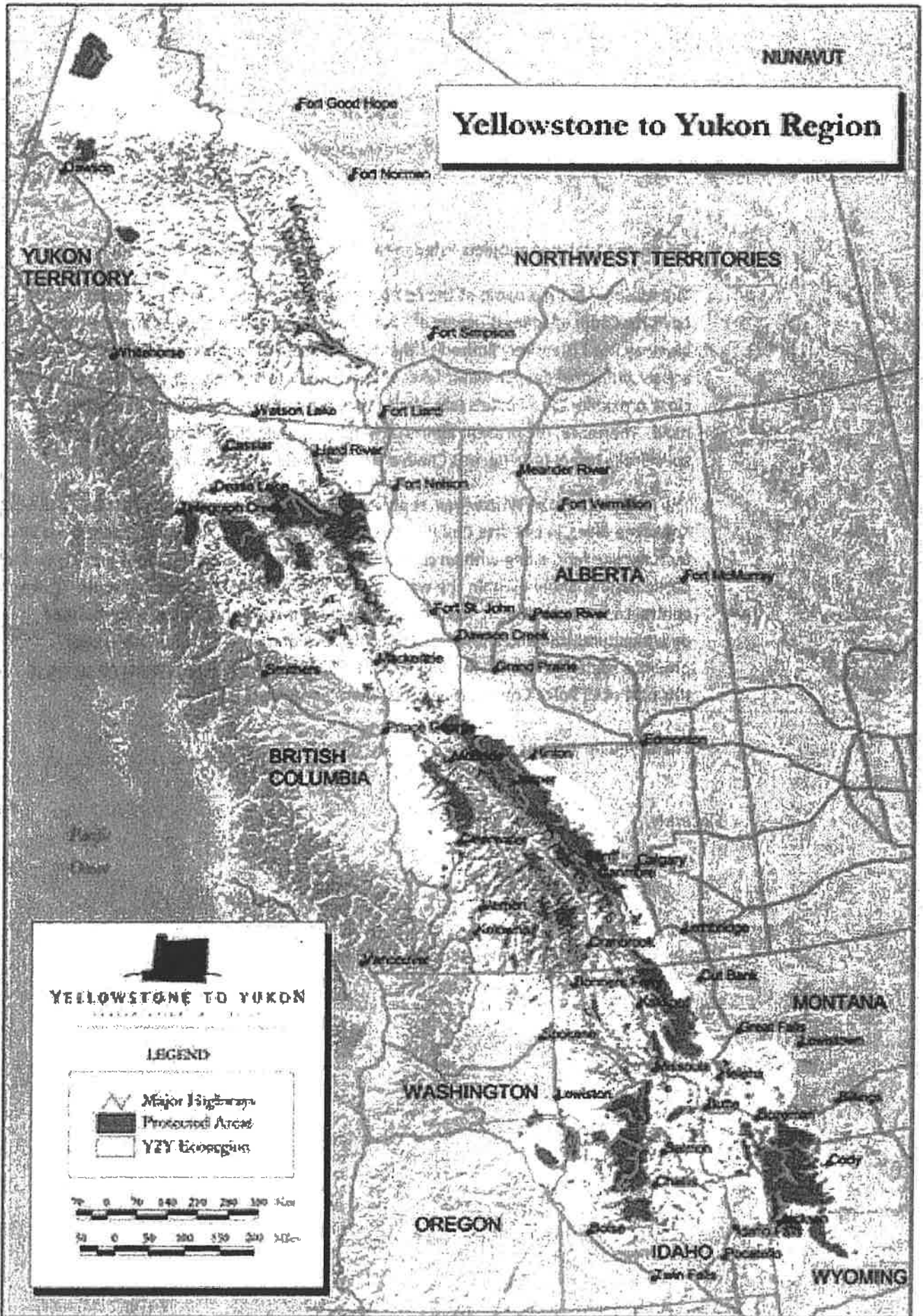
Thank you for the opportunity to provide this commentary.

Sincerely,

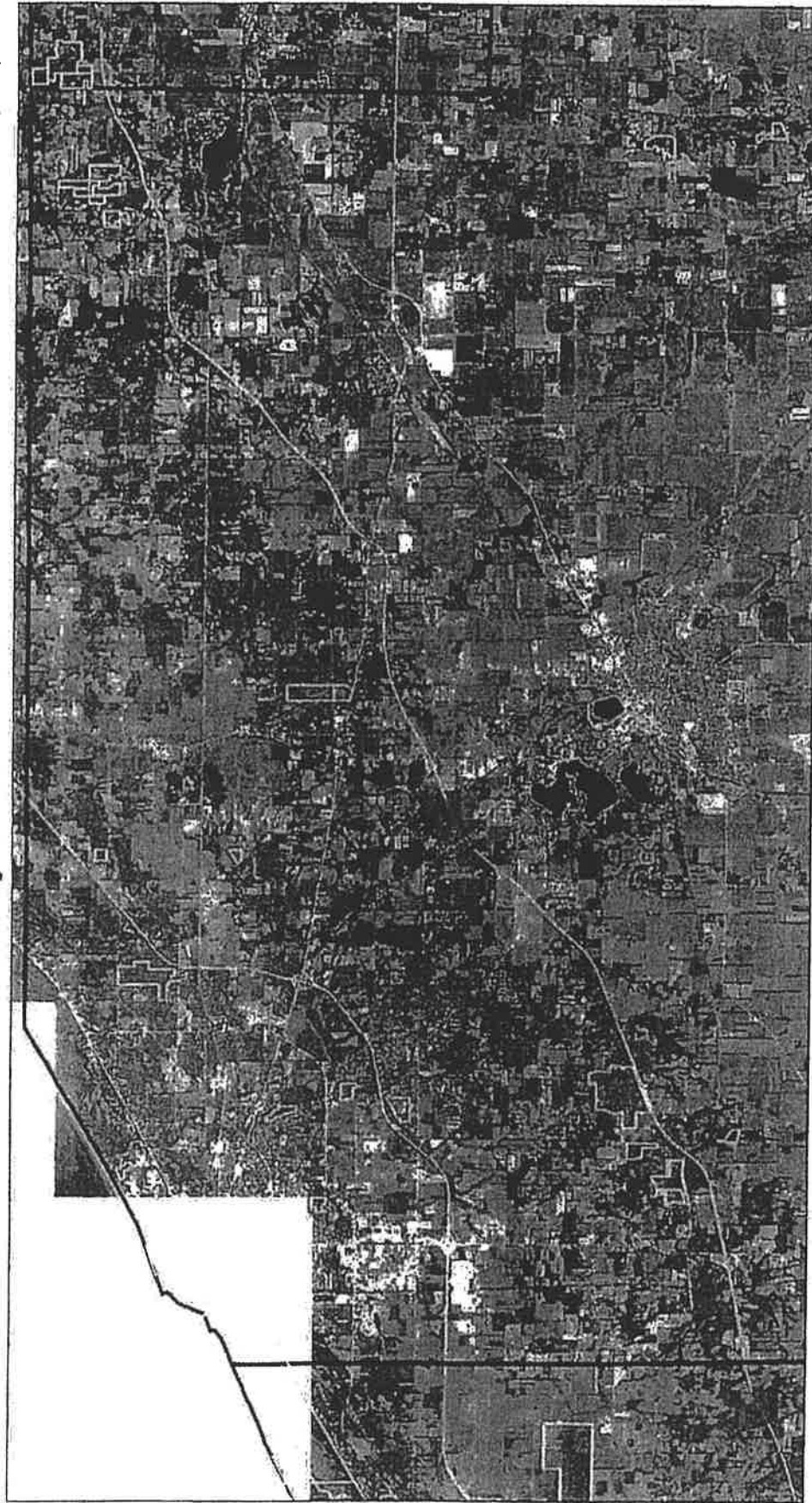


Robert J. Boklund, MSES
Vice President, La Porte County Conservation Trust, Inc.

Attachments



Northern LaPorte County Forest Areas and Protected Lands

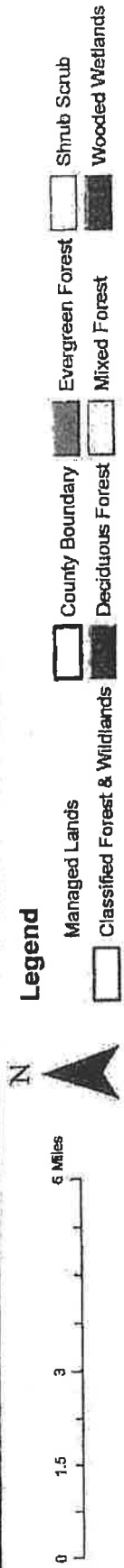
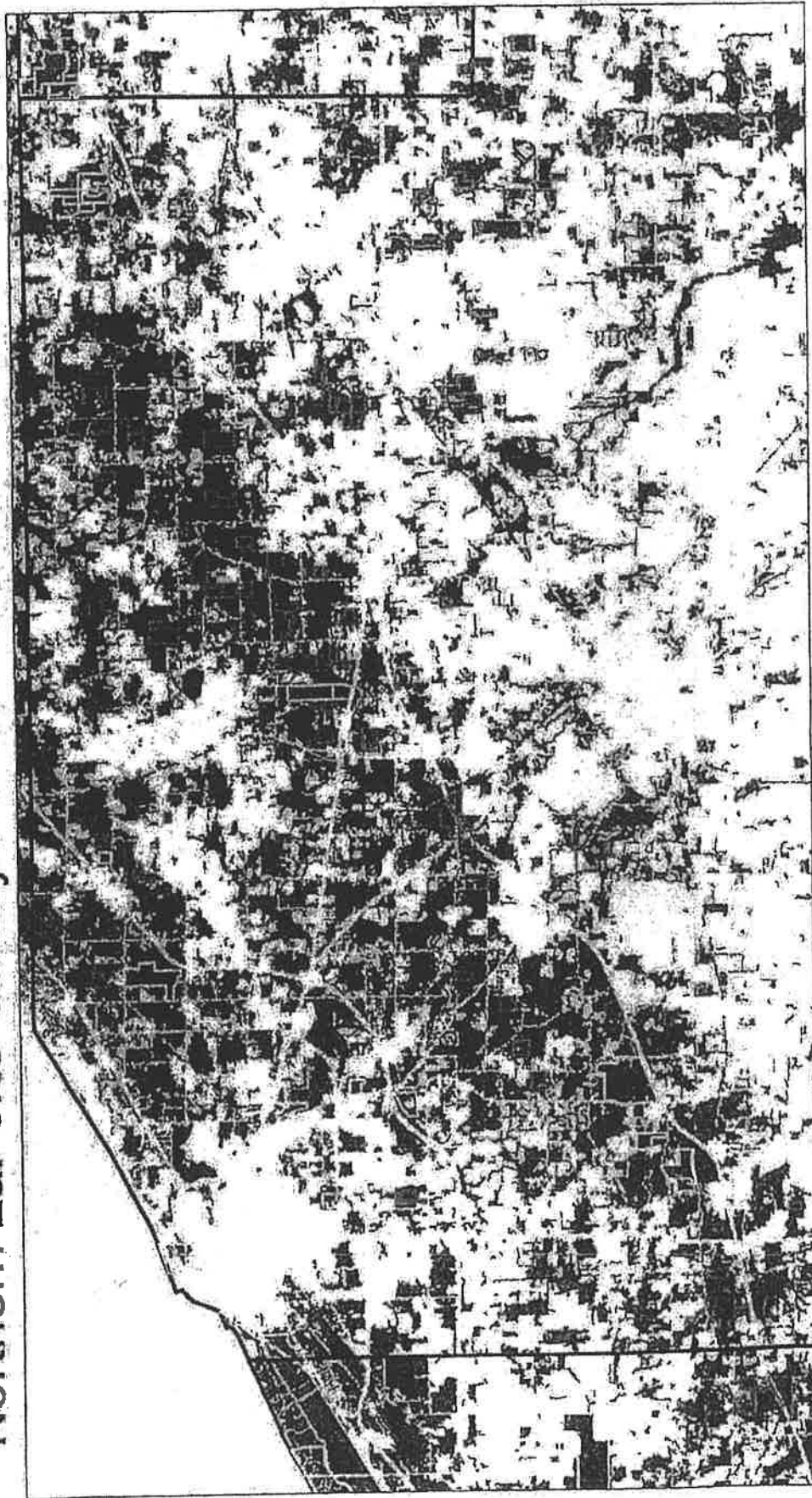


2007 Aerial

Legend

- Managed Lands
- Classified Forest & Wildlands
- County Boundary

Northern LaPorte County Forest Areas and Protected Lands



Amended Draft Final Report

**Biodiversity Conservation Possibilities and Threat Assessment
for the Indiana Lake Michigan Coastal Management Program:
an update and analysis of part of the
Northwest Morainal Natural Region assessment
of the Indiana Biodiversity Initiative**

Prepared by

Vicky Meretsky

School of Public and Environmental Affairs, Indiana University, Bloomington, IN

and

Forest Clark

U.S. Fish and Wildlife Service, Bloomington Field Office, Bloomington, IN

with:

**Enkbold Sumiya: lead GIS analyst, change assessment and updating
Elizabeth Zelasko: aquatic biodiversity and threats**

and additional assistance from

Debasish Ghosh: urban and suburban change

Adam Walker: field truthing

Cynthia Luxford: field truthing

Submitted 1 March 2006 to

**Michael Molnar, Director
Indiana Lake Michigan Coastal Program
Division of Nature Preserves
Department of Natural Resources
402 W. Washington, Rm W267
Indianapolis, IN 46204-2212**

*Excerpts of
Figures & Tables*

Land Cover	2003 acres (GAP update)	% of total area (update)	1992 acres (GAP)	Change (acres)	Change (ha)	Change (%)
Pasture/Grassland	33158	8.6	46278	-13120	-5310	-28.4
Row Crop	99174	25.8	111685	-12511	-5063	-11.2
Terrestrial Forest Deciduous	75614	19.7	86937	-11323	-4582	-13.0
Developed Non-Vegetated	9102	2.4	12682	-3580	-1149	-28.2
Unclassified Cloud/Shadow	93	0.0	809	-716	-290	-88.5
Water	6445	1.7	7146	-701	-284	-9.8
Palustrine Herbaceous Deciduous	9725	2.5	10411	-686	-278	-6.6
Palustrine Forest Deciduous	25421	6.6	25745	-324	-131	-1.3
Terrestrial Shrubland Deciduous	4011	1.0	4178	-167	-68	-4.0
Terrestrial Forest Mixed	1035	0.3	1093	-59	-24	-5.4
Terrestrial Forest Evergreen	897	0.2	949	-52	-21	-5.5
Palustrine Shrubland Deciduous	983	0.3	1013	-30	-12	-2.9
Palustrine Woodland Deciduous	124	0.0	152	-28	-11	-18.1
Terrestrial Woodland Deciduous	2744	0.7	2747	-3	-1	-0.1
Palustrine Sparsely Vegetated	457	0.1	406	51	21	12.5
Developed Urban High Density	41092	10.7	32245	8847	3580	27.4
Developed Urban Low Density	74610	19.4	39954	34656	14025	86.7

Table 6. Comparison of Phase 2 solutions of the LMCP rerun and of the original Northwest Moraine Natural Region within the LMCP boundary.

	LMCP rerun		NWM within LMCP		change in % change	
	acres	grid cells	acres	grid cells	area	in area
American badger	4,198	17	7,134	29	-2,936	-41%
Blanding's turtle	23,396	96	13,494	55	9,902	73%
Blue-spotted salamander	78,967	323	34,050	139	44,917	132%
Eastern massasauga	51,199	209	26,805	109	24,394	91%
Golden-winged warbler	1,647	7	1,972	8	-325	-16%
Kamer blue butterfly	33,467	145	11,248	46	22,219	198%
Red-shouldered hawk	16,574	69	32,827	141	-16,253	-50%
Scarlet tanager	13,694	59	29,247	90	-15,553	-53%
TOTAL	52,384	538	40,567	416	11,817	129%

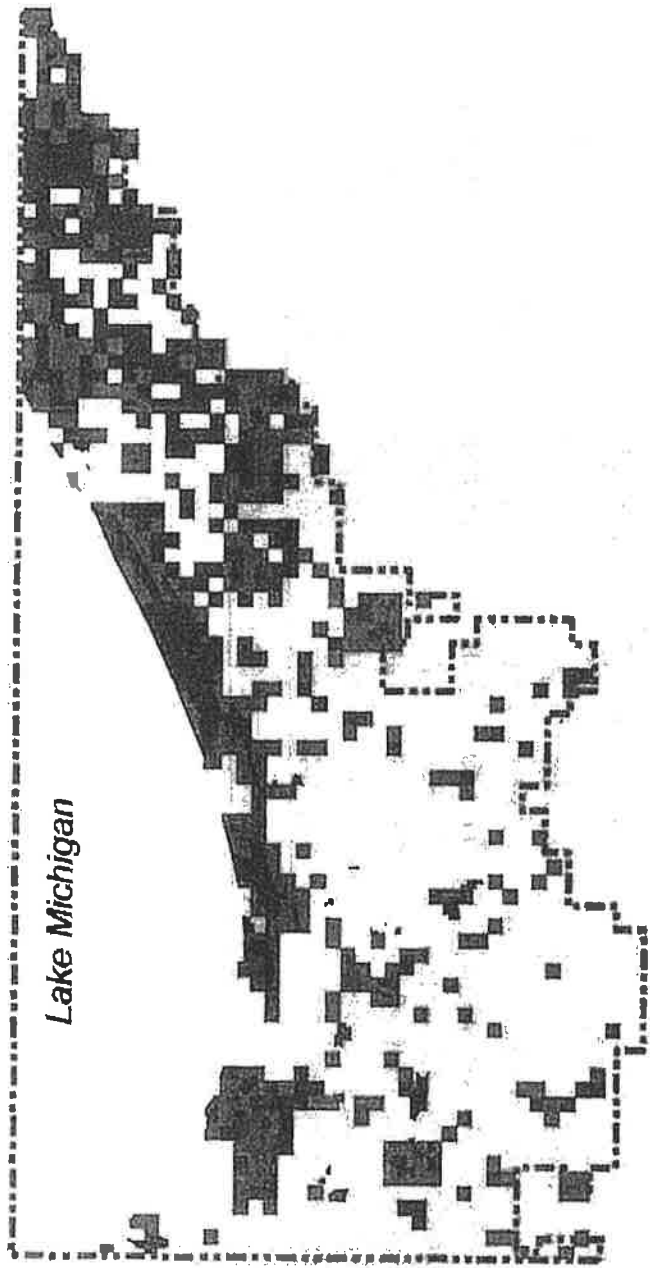


Figure 2. Areas selected during the original Northwest Moraine natural region assessment that fell within the LMCP boundary. Existing managed areas (parks, preserves, etc.) are shown in blue; additional areas added during Phase I are green, and additional areas added during Phase II are shown in brown (some cells were selected during both phases).

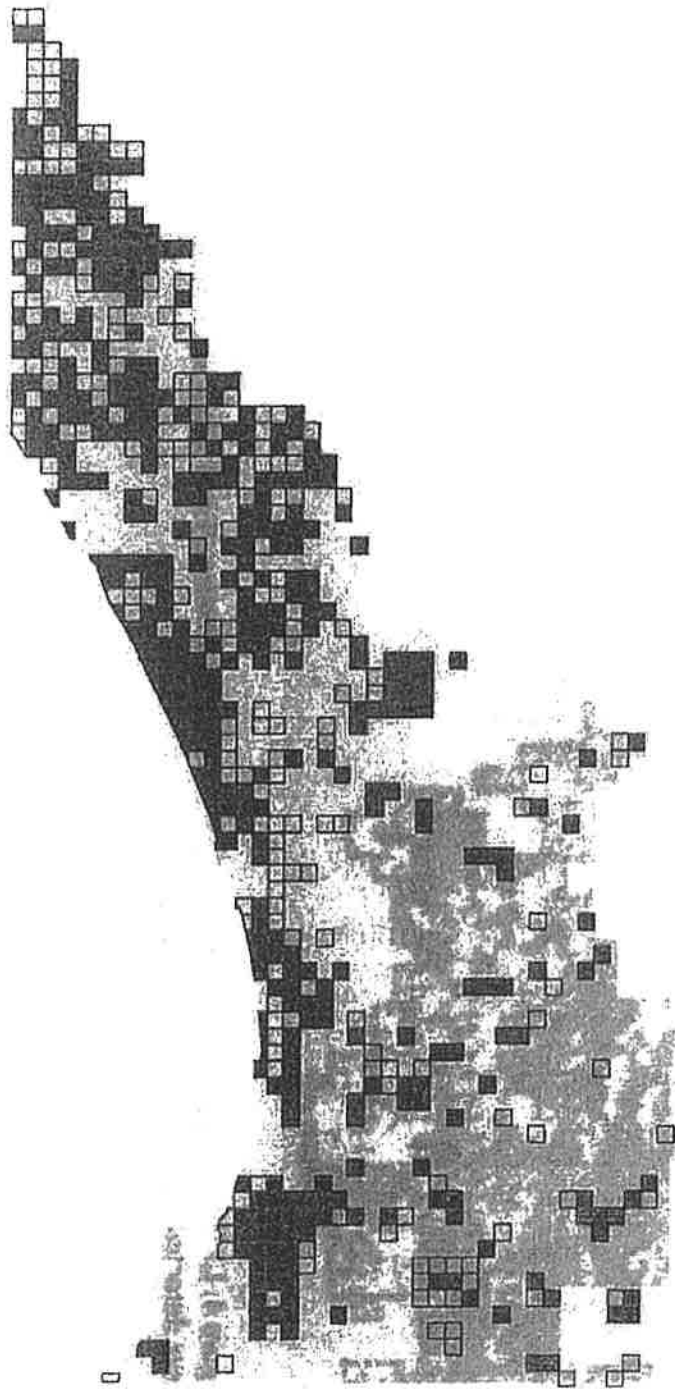


Figure 3. Recommended cells updated during the current project. Green areas indicate potential high-conservation cells identified in the original IBI process that did not have changes requiring updating. The violet cells are those containing one or more polygons that were modified (corrected and/or updated) during the present project.

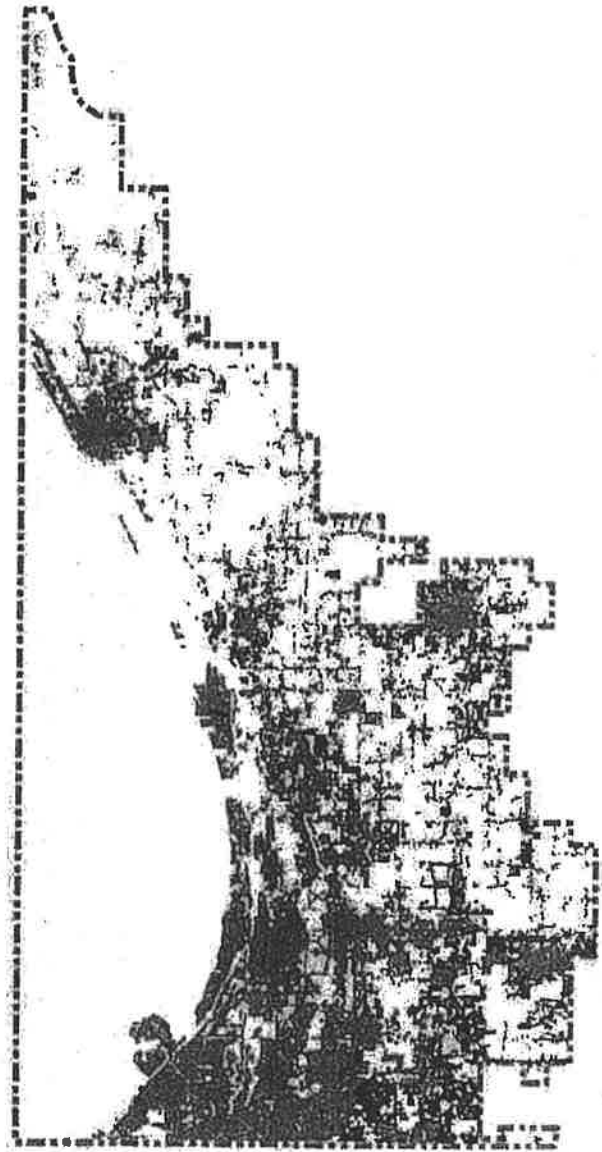


Figure 4. LMCP boundary showing the original extent of developed and urban areas in red and additional areas detected on 2003 color orthophotographs in black.

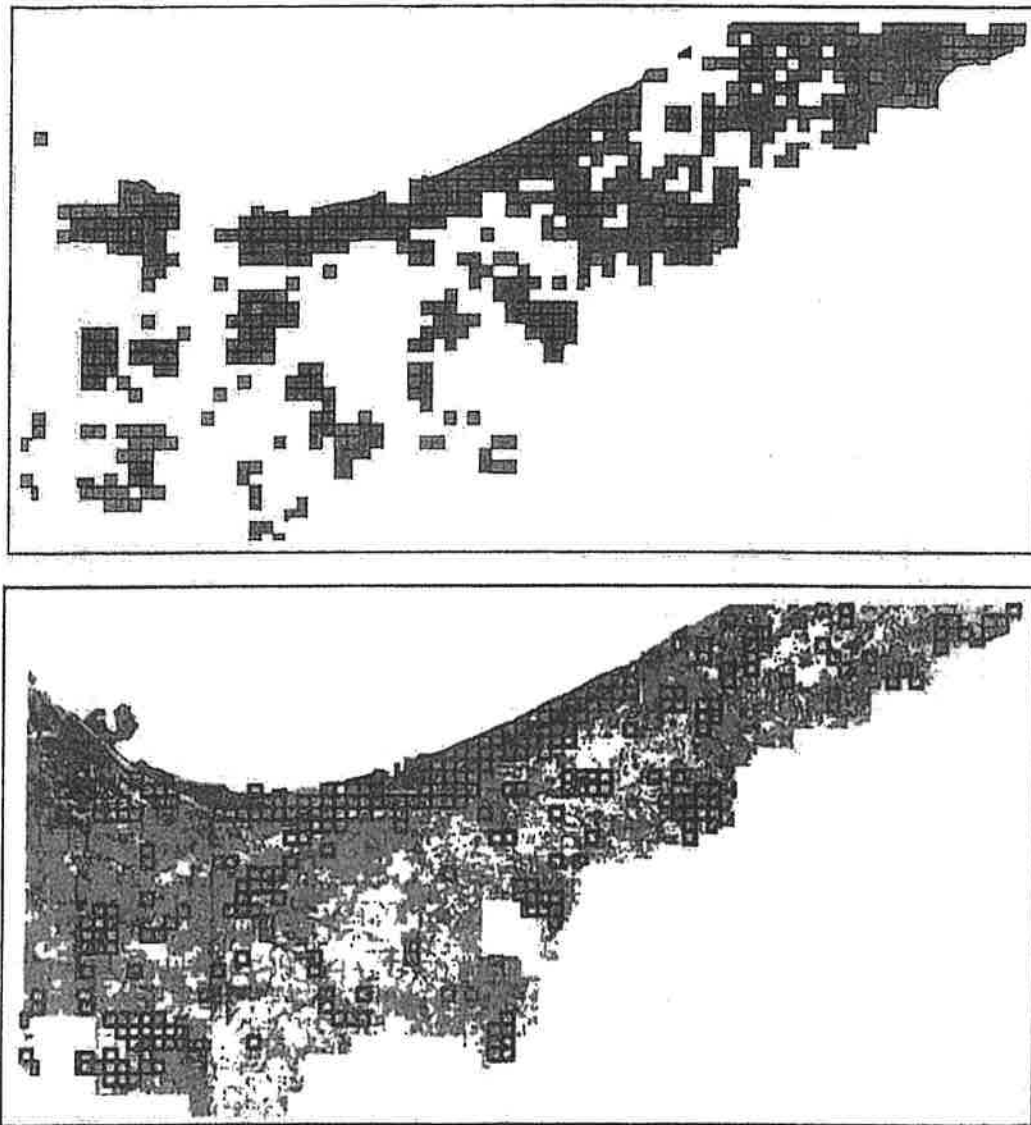


Figure 9. Upper pane: original phase 1 solution clipped from Northwest Moraine Natural Region. Lower pane: rerun Phase 1 solution showing managed areas (blue outline) and additional selected areas (green outline) over the updated GAP map. The GAP map shows urban areas in red, forested areas in green, wetlands and water in blues, and agricultural areas in light brown.



Figure 10. LMCP blue-spotted salamander solution (blue) with original natural region solution (outline).

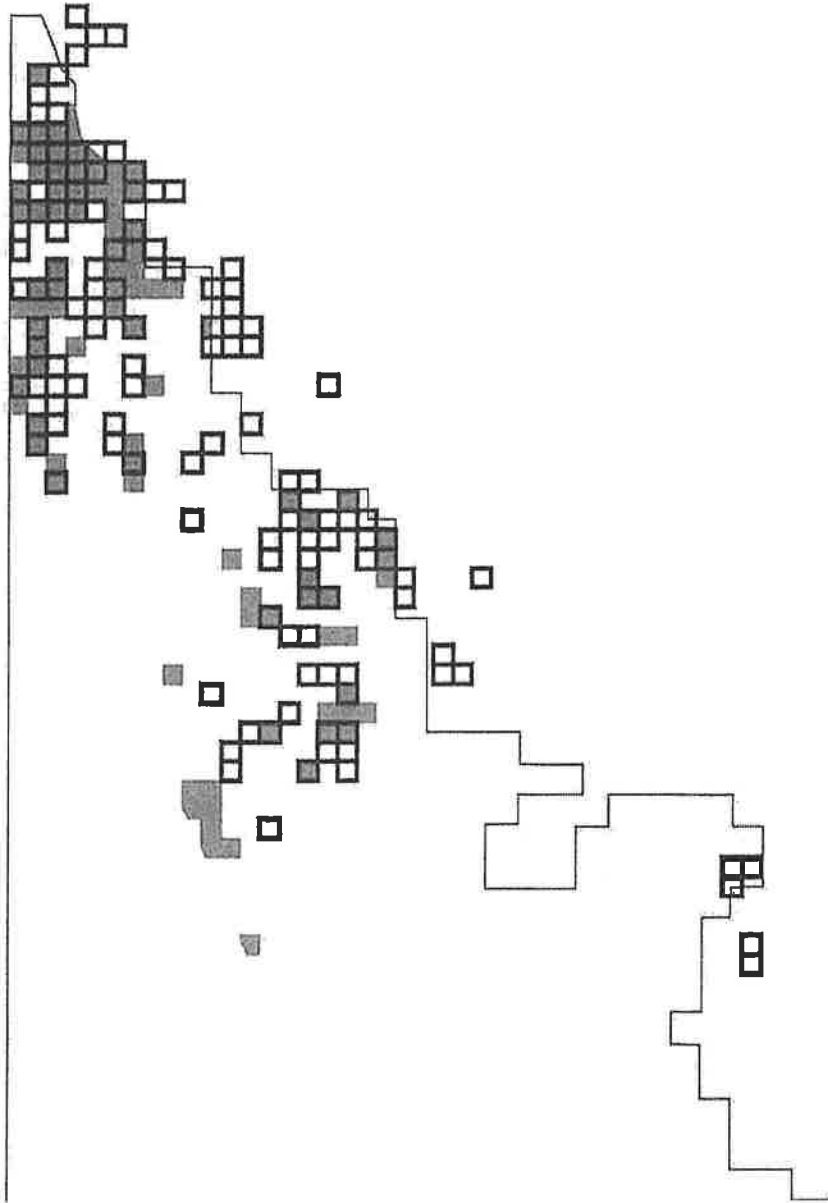


Figure 11. LMCP Blanding's turtle solution (grey) with original natural region solution (outline).

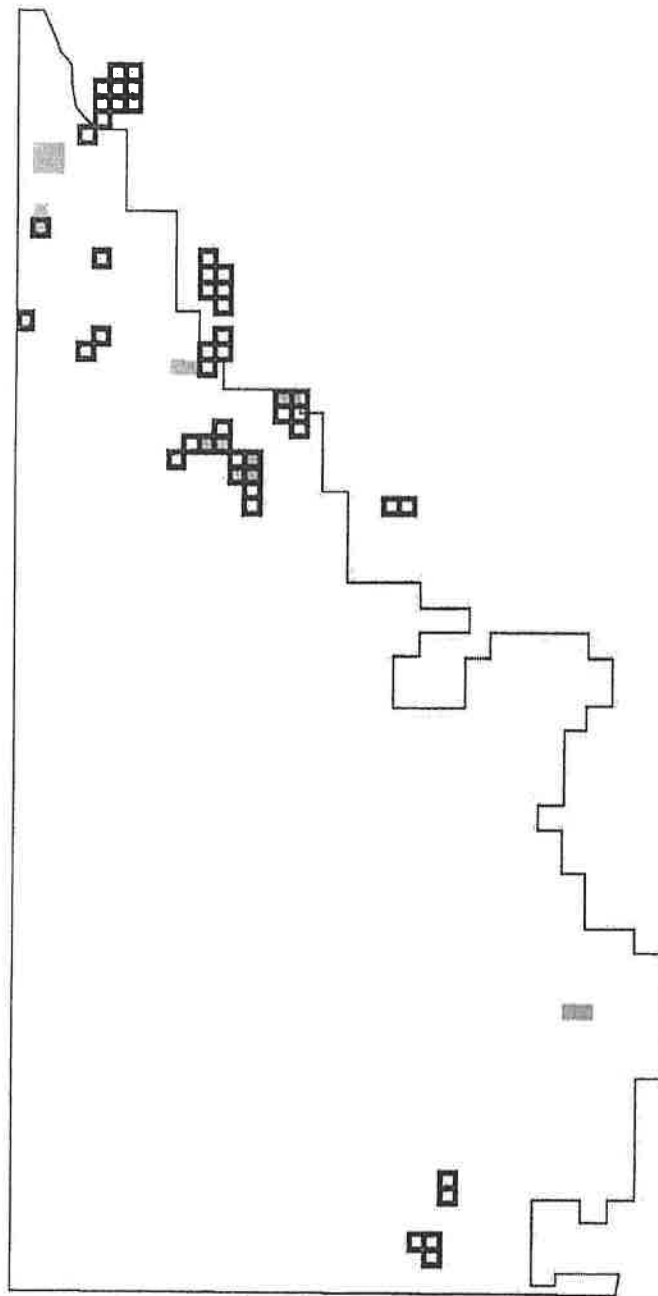


Figure 12. LMCP American badger solution (orange) with original natural region solution (outline).

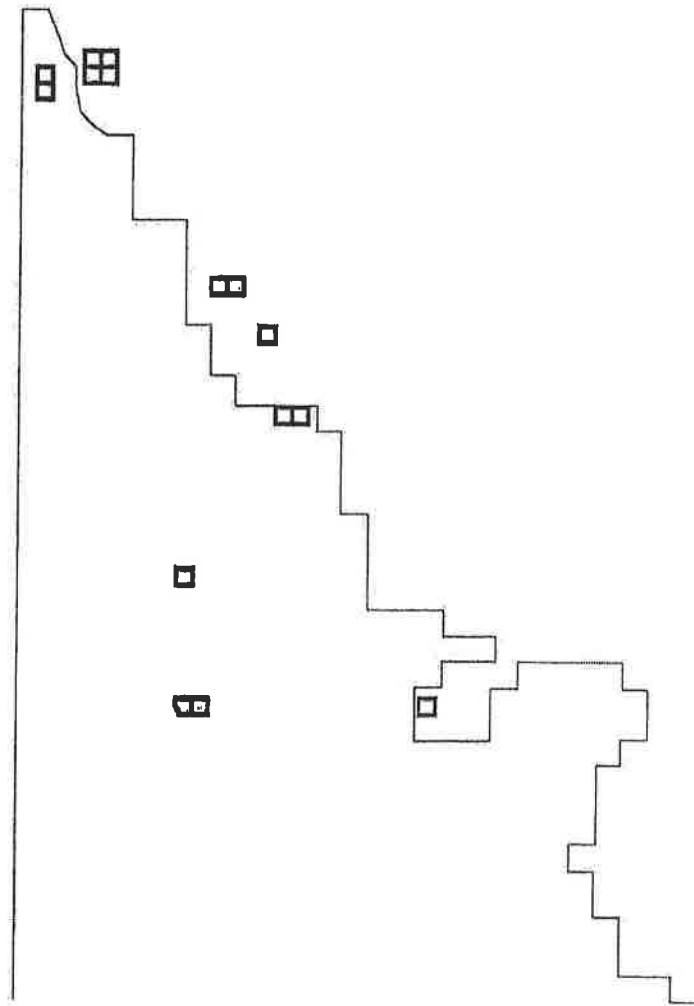


Figure 13. LMCP golden-winged warbler solution (gold) with original natural region solution (outline).

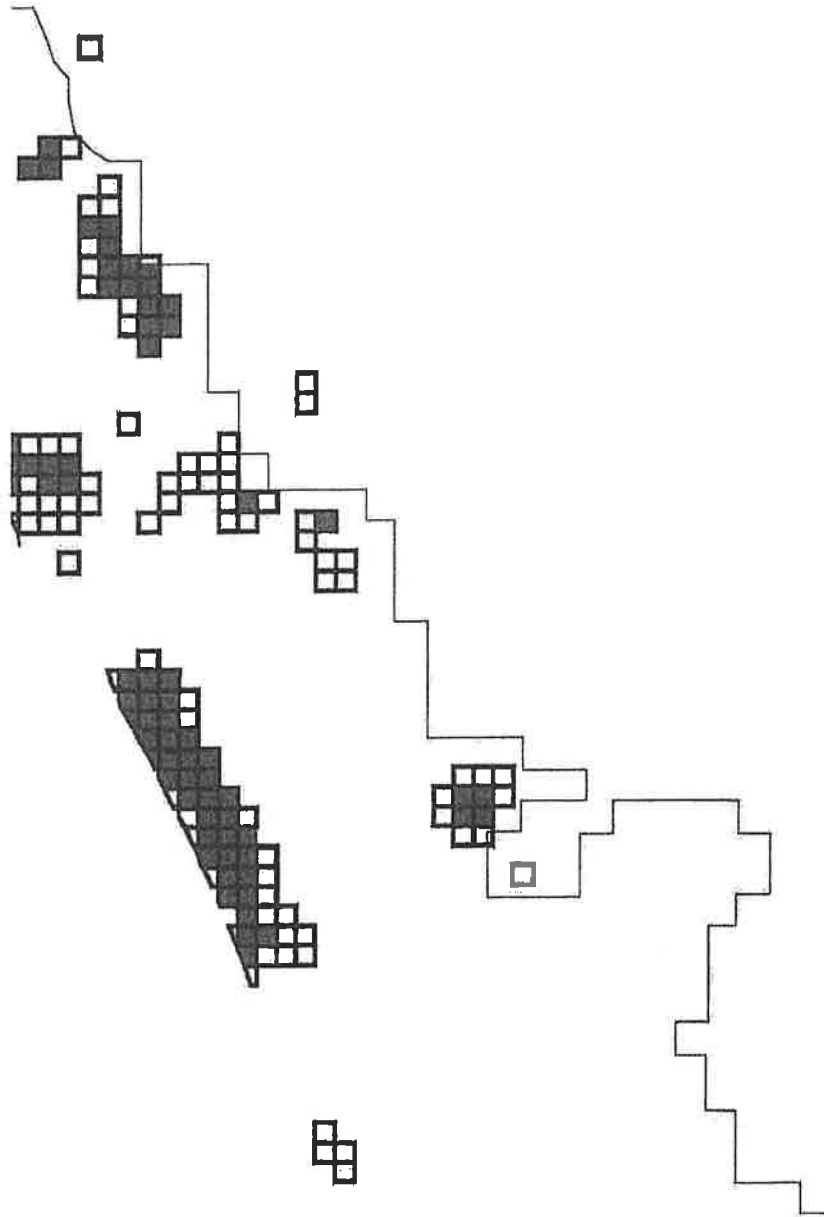


Figure 14. LMCP red-shouldered hawk solution (rust) with original natural region solution (outline).



Figure 15. LMCP scarlet tanager solution (red) with original natural region solution (outline).

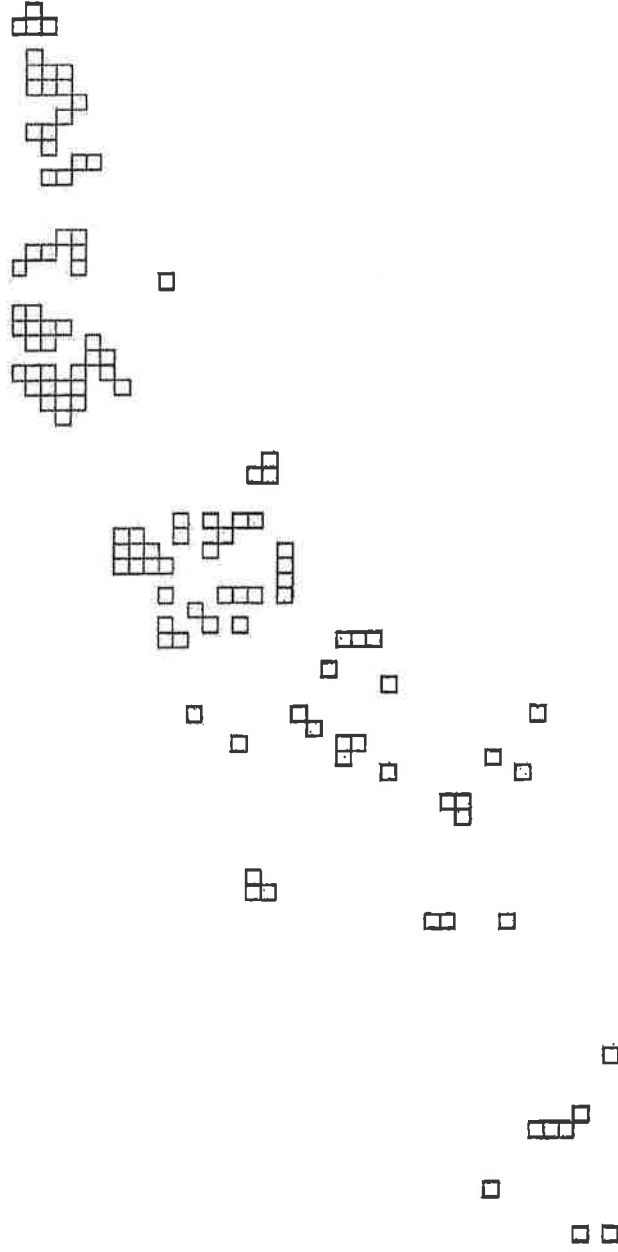


Figure 16. LMCP eastern massasauga solution (brown) with original natural region solution (outline).

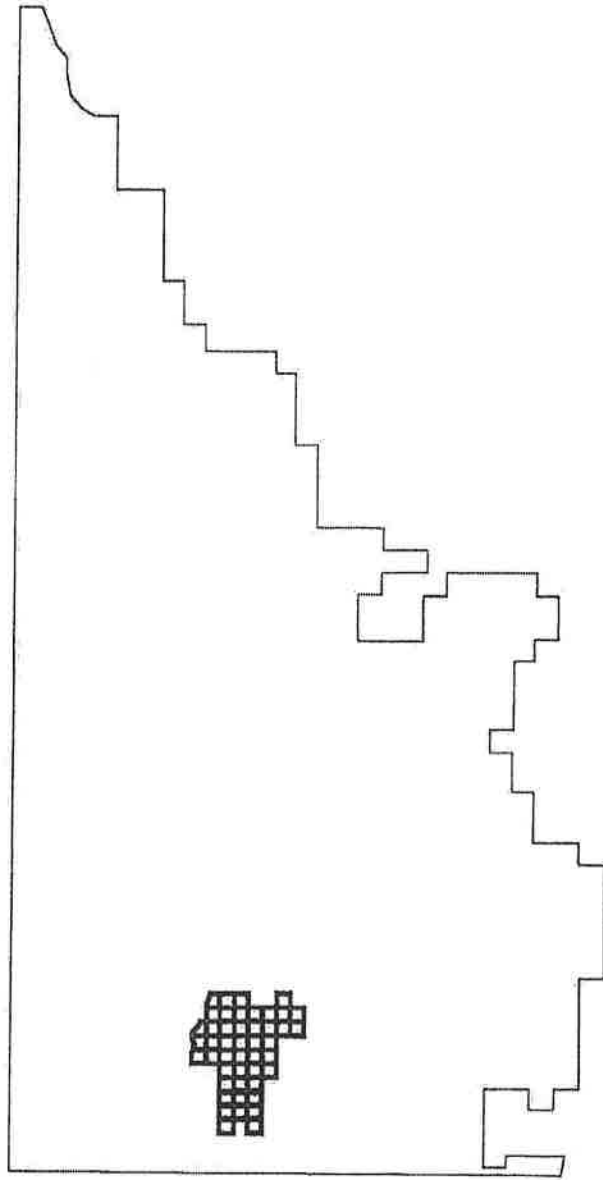
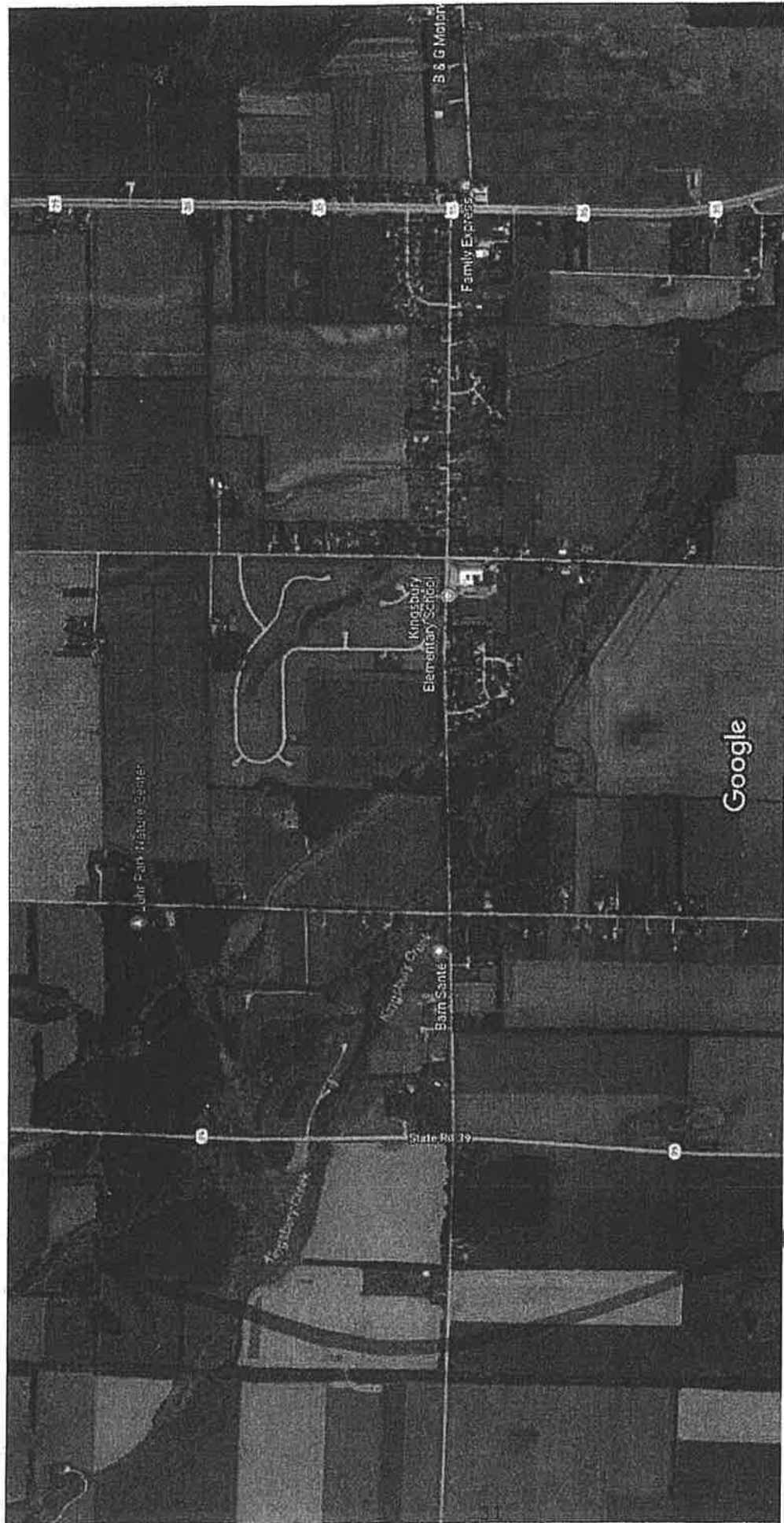


Figure 17. LMCP Karner blue butterfly solution (blue) with original natural region solution (outline). Changes here are not the result of modeling but only of more complete communication with species specialists to obtain the full set of conservation areas.



Imagery ©2018 Google, Map data ©2018 Google 2000 ft

Kingsbury Creek Watershed



Imagery ©2018 Google, Map data ©2018 Google 1000 ft



Kingsbury Creek Watershed



RESOLUTION 18-07

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE NORTHWEST INDIANA GREENWAYS+BLUEWAYS 2020 PLAN

WHEREAS, the citizens of Northwest Indiana desire safe and abundant pedestrian and bicycle facility access, and increased recreational access on water bodies with sensitive natural areas preserved; and

WHEREAS, the Northwest Indiana Regional Planning Commission, hereafter referred to as “The Commission”, is a public sector Council of Governments and Metropolitan Planning Organization for Lake, Porter, and LaPorte Counties in Indiana that addresses regional issues relating to transportation, the environment and community and economic development; and

WHEREAS, the Commission recognizes the need to identify current and potential greenways and water trails in the three-county planning area; and

WHEREAS, greenways represent a multitude of land uses, both passive and active in nature, and thus requires a comprehensive approach to planning; and

WHEREAS, sensitive natural resource areas are potentially at risk because of increased development activity in the region; and

WHEREAS, significant improvements for the safe mobility of pedestrians and bicyclists remains a priority as outlined in the Commission’s 2040 Comprehensive Regional Plan; and

WHEREAS, the Commission has unified conservation and non-motorized transportation planning in one document called the Greenways+Blueways 2020 Plan; which includes analysis of natural and transportation resources in Northwest Indiana including, but not limited to, wetlands, riparian corridors, floodplain areas, hydric soils, trail corridors (both land and water), and parks; and

WHEREAS, the Greenway+Blueways 2020 Plan identifies opportunities for additional greenway and water trails, including policies municipalities can adopt to enhance these opportunities; and

WHEREAS, this planning process brought together stakeholders, including those already undertaking similar efforts on a sub-regional level and afforded opportunities for the public to participate actively in this project.

THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the Northwest Indiana Greenways+Blueways 2020 Plan; and

THEREFORE, BE IT ALSO RESOLVED that the Northwestern Indiana Regional Planning Commission encourages local governments and jurisdictions within Lake, Porter, and LaPorte Counties to include elements of this plan into their own programs and projects; and

THEREFORE, BE IT ALSO RESOLVED that the Northwestern Indiana Regional Planning Commission agrees to take steps to implement the Greenways+Blueways 2020 Plan, including but not limited to, pursuing funding, cooperative agreements, and additional partners.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this fifteenth day of March, Two Thousand and Eighteen.

Geof R. Benson
Chairman

ATTEST:

Karen Freeman-Wilson
Secretary

Public Comment Report

2040 Comprehensive Regional Plan Update Companion | Amendment #5
March 5, 2018

The draft 2040 Comprehensive Regional Plan Update Companion | Amendment #5 was released for a 30-day public comment period beginning February 1, 2018. A draft of the document was made available at www.nirpc.org and emailed to stakeholders.

No comments have been received as of the above date. An update will be provided at the NIRPC Commission meeting on March 15, 2018 prior to action on the amendment.

RESOLUTION 18-03

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO AMEND THE 2040 COMPREHENSIVE REGIONAL PLAN UPDATE COMPANION TO INCLUDE SAFETY PERFORMANCE MEASURE TARGETS FOR 2018

March 15, 2018

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; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the FAST Act of 2015 requires the implementation of performance-based planning by annually adopting the performance targets of the state department of transportation or develop their own; and

WHEREAS, the Commission adopted the Indiana Department of Transportation’s targets at their meeting on January 18, 2018 for the performance measures of number of fatalities, rate of fatalities per 100 million miles traveled, number of serious injuries, rate of serious injuries per 100 million miles traveled, and number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, the 2040 Comprehensive Regional Plan Update Companion must be amended to reflect the Commission-adopted safety targets; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the Commission amend the long-range plan, known as the 2040 Comprehensive Regional Plan Update Companion Amendment #5, to reflect the Commission-adopted safety targets for the year 2018 as detailed in the attached amendment;

NOW, THEREFORE, BE IT RESOLVED that the Commission adopts Amendment #5 to the 2040 Comprehensive Regional Plan Update Companion.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of March, 2018.

Signed: _____
Geof R. Benson
Chairperson

ATTEST:

Signed: _____
Karen Freeman-Wilson
Secretary

2040 Comprehensive Regional Plan Update Companion Amendment #5

Amendment #5 to the 2040 Comprehensive Regional Plan Update Companion adds Commission adopted safety targets to page II-14 as required by the federal transportation law known as the Fixing America's Surface Transportation Act.

The Northwestern Indiana Regional Planning Commission (NIRPC), as the Metropolitan Planning Organization (MPO) for Lake, Porter, and LaPorte Counties, is required to support the Indiana Department of Transportation's (INDOT) safety targets or adopt our own on five specific measures. The NIRPC Commission chose to support INDOT's targets with an affirmative vote on January 18, 2018.

The five measures and targets are below:

- Number of fatalities – less than 814.9
- Rate of fatalities per 100 million miles traveled – less than 1.036
- Number of serious injuries – less than 3,479.8
- Rate of serious injuries per 100 million miles traveled – less than 4.347
- Number of non-motorized fatalities and non-motorized serious injuries – less than 417.0

INDOT has adopted its safety target based on five-year rolling averages and reported these targets as required to the National Highway Traffic Safety Administration and the Federal Highway Administration. NIRPC will plan and program projects in support of attaining these targets.

Public Comment Report

2018-2021 Transportation Improvement Program | Amendment #9
March 5, 2018

The draft 2018-2021 Transportation Improvement Program | Amendment #9 was released for a 30-day public comment period beginning February 1, 2018. A draft of the document was made available at www.nirpc.org and emailed to stakeholders.

No comments have been received as of the above date. An update will be provided at the NIRPC Commission meeting on March 15, 2018 prior to action on the amendment.

RESOLUTION 18-04

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO AMEND THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE SAFETY PERFORMANCE MEASURE TARGETS FOR 2018

March 15, 2018

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; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the FAST Act of 2015 requires the implementation of performance-based planning by annually adopting the performance targets of the state department of transportation or develop their own; and

WHEREAS, the Commission adopted the Indiana Department of Transportation’s targets at their meeting on January 18, 2018 for the performance measures of number of fatalities, rate of fatalities per 100 million miles traveled, number of serious injuries, rate of serious injuries per 100 million miles traveled, and number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, the 2018-2021 Transportation Improvement Program (TIP) must be amended to reflect the Commission-adopted safety targets; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the Commission amend the TIP, known as the 2018-2021 Transportation Improvement Program Amendment #9, to reflect the Commission-adopted safety targets for the year 2018 as detailed in the attached amendment;

NOW, THEREFORE, BE IT RESOLVED that the Commission adopts Amendment #9 to the 2018-2021 Transportation Improvement Program.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of March, 2018.

Signed: _____

Geof R. Benson
Chairperson

ATTEST:

Signed: _____

Karen Freeman-Wilson
Secretary

2018-2021 Transportation Improvement Program Amendment #9

Amendment #9 to the 2018-2021 Transportation Improvement Program adds targets to page 10 in the discussion of the safety performance measures as required by the federal transportation law known as the Fixing America's Surface Transportation Act.

The Northwestern Indiana Regional Planning Commission (NIRPC), as the Metropolitan Planning Organization (MPO) for Lake, Porter, and LaPorte Counties, is required to support the Indiana Department of Transportation's (INDOT) safety targets or adopt our own on five specific measures. The NIRPC Commission chose to support INDOT's targets with an affirmative vote on January 18, 2018.

The five measures and targets are below:

- Number of fatalities – less than 814.9
- Rate of fatalities per 100 million miles traveled – less than 1.036
- Number of serious injuries – less than 3,479.8
- Rate of serious injuries per 100 million miles traveled – less than 4.347
- Number of non-motorized fatalities and non-motorized serious injuries – less than 417.0

INDOT has adopted its safety target based on five-year rolling averages and reported these targets as required to the National Highway Traffic Safety Administration and the Federal Highway Administration. NIRPC will plan and program projects in support of attaining these targets.

RESOLUTION 18-05

**A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION AMENDING THE
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR LAKE,
PORTER, AND LAPORTE COUNTIES, INDIANA
AMENDMENT NO. 10
March 15, 2018**

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; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *2040 Comprehensive Regional Plan (CRP), as amended*; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program is an implementation of the *2040 Comprehensive Regional Plan (CRP), as amended*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

WHEREAS, the changes to the FY 2018-2021 Transportation Improvement Program brought about by this amendment were reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

WHEREAS, the changes to the FY 2018-2021 Transportation Improvement Program brought about by this amendment were subjected to public comment in the manner prescribed by the 2014 Public Participation Plan with no comments received; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2018-2021 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2018-2021 Transportation Improvement Program by adding the new projects and making other changes as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of March, 2018.

Geof R. Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary

2018-2021 Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana
 Resolution 18-05; Amendment #10 March 2018

DES	Sponsor	Project Description/Location	TIP Action	Fund Type	Year	Phase	Total Cost	Amendment	
								Federal	Non-Federal
	NIRPC	Public Education SFY 2019	Add Project	CMAQ Chicago UZA	2019	UPWP	\$ 450,000	\$ 360,000	\$ 90,000
NIRPC continuing public education									
	NIRPC	Public Education SFY 2020	Add Project	CMAQ Chicago UZA	2020	UPWP	\$ 450,000	\$ 360,000	\$ 90,000
NIRPC continuing public education									
1601147	Burns Harbor	Bike/Pedestrian Facilities; Marquette Greenway Trail, SR149 to Babcock Rd	Eliminate Phase	CMAQ Chicago UZA	2019	RW	\$ (15,000)	\$ (12,000)	\$ (3,000)
No ROW is needed									
1500323	Crown Point	Other Intersection Improvement; US 231, Courthouse square; construct pedestrian bump-outs	Eliminate Phase	HSIP Chicago UZA	2018	ROW	\$ (30,937.50)	\$ (24,750.00)	\$ (6,187.50)
It has been determined that ROW is not needed									
0901321	East Chicago	Intersection Improvement; Intersection Improvement 129th & Dickey Rd.; 129th & Broad St	Add Project	IEDC/ BP	2020	CN	\$ 2,250,000	\$ 1,000,000	\$ 1,250,000
Project was not listed in FY 18-21 TIP									
1601146	East Chicago	from Indianapolis Blvd. (US 20) to Kennedy Ave	Eliminate Phase	CMAQ Chicago UZA	2021	ROW	\$ (30,000)	\$ (24,000)	\$ (6,000)
ROW is no longer needed on this project since the location has changed. CN phase of the project was not in FY 18-21 TIP									
1401034	Hobart	Line of Sight Corrections; Colorado St, North of US 30	Add Phase	HSIP Chicago UZA	2019	ROW	62500	\$ 50,000	\$ 12,500
ROW was not added in TIP previously.									
1702262	LaPorte	Road Preventive Maintenance; Madison Ave from SR 2 to Perry St	Eliminate Project	STBG II Mich City UZA	2018	CN	\$ (141,128)	\$ (112,902)	\$ (28,226)
The city wishes to eliminate this project									

1401027	LaPorte County	Bridge Replacement; Ottis Bridge over Little Calumet River	Add Phase	DEMO	2020	CN	\$	1,269,290.90	\$	892,600	\$	376,690.48
Project was not listed in FY 18-21 TIP												
1006787	Merrillville	Added Travel Lanes; Mississippi St from 93rd Ave to 101st Ave	Add Project	STBG I Chicago UZA	2020	CN	\$	4,515,250	\$	3,612,000	\$	903,250
Add Project, help development of Mississippi & 101st Streets												
1173597	Munster	Bicycle & Pedestrian Facilities; Trail Connector at Cady Ditch and Marsh Ditch	Suspending Phases	TAP Chicago UZA	2022	CN	\$	(980,100)	\$	(784,080)	\$	(196,020)
The city wishes to move this project from FY 19 to FY 22												
1382010	Portage	Road Reconstruction (3R/4R Standards); Samuelson Road; Central Ave to Portage Ave	Suspending Phases	DEMO	2024	CN	\$	(2,209,393)	\$	(1,767,514)	\$	(441,879)
CN was in 2019												
1401029	Porter County	Intersection Improvement; CR 100S-2000 W of CR725 W to 1000 E of CR 500W	Add Phase	STBG IV	2019	PE	\$	815,000	\$	652,000	\$	163,000
This phase was not added when the project was set up												
1601159	Valparaiso	Other Type Project (Miscellaneous); Ransom Road Safety Improvements; CR50W to CR 150W	Eliminate Phase	HSIP Chicago UZA	2019	RW	\$	(26,000)	\$	(23,400)	\$	(2,600)
No ROW is needed												
The following projects have State & SMFR funds only												
1298670	Valparaiso	Other Type Project (Miscellaneous); US 30 Corridor Improvements; des covers PE & ROW for other projects	Add Project	SMFR/State	2018	PE	\$	839,815	\$	671,852	\$	167,963
Project was not listed in FY 18-21 TIP												
1702150	Valparaiso	Other Type Project (Miscellaneous); US 30 from 1000' W of Sturdy Rd to 1,000' E of Silhavy Rd	Add Project	SMFR/State	2020	CN	\$	3,162,500	\$	2,530,000	\$	632,500
Project was not listed in FY 18-21 TIP. Project includes modernization of traffic signals, roadway lighting at intersections, pedestrian crossings at Sturdy Rd. and realignment of Silhavy Rd.												
1702151	Valparaiso	Other Type Project (Miscellaneous); US 30 from 600' West of Hayes Leonard Rd to Industrial Drive; Landscaping	Add Project	SMFR/State	2019	CN	\$	2,859,607.9	\$	2,287,686.3	\$	571,921.6
Project was not listed in FY 18-21 TIP. Project includes landscaping and streetscape enhancements.												

RESOLUTION 18-06

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR INDOT PROJECTS AMENDMENT NO. 11

March 15, 2018

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; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission", being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *2040 Comprehensive Regional Plan (CRP), as amended*; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program is an implementation of the *2040 Comprehensive Regional Plan (CRP), as amended*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

WHEREAS, the changes to the FY 2018-2021 Transportation Improvement Program brought about by this amendment were reviewed by the Air Quality Conformity Task Force’s Interagency Consultation Group (ICG); and

WHEREAS, the changes to the FY 2018-2021 Transportation Improvement Program brought about by this amendment were subjected to public comment in the manner prescribed by the 2014 Public Participation Plan with no comments received; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2018-2021 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2018-2021 Transportation Improvement Program by adding the new projects and making other changes as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of March, 2018.

Geof R. Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary

2018-2021 Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana
 Resolution 18-06; Amendment #11 February 2018

Amendment

Local Projects/Project Phases

Chicago UZA

DES	Sponsor	Project Description/Location	TIP Action	Fund Type	Phase	Year	Total Cost	Federal	Non-Federal
	Indiana Dunes National Lakeshore	Bridge Replacement; Douglas Center Pedestrian Bridge	Add Project	Title 23	CN	2019	\$ 1,000,000	\$ 1,000,000	\$ -
As requested by FHWA, Eastern Federal Lands									
	Indiana Dunes National Lakeshore	Safety Improvements to various intersections of (Lake & Porter) County Line Rd.	Add Project	Title 23	CN	2019	\$ 1,200,000	\$ 1,200,000	\$ -
As requested by FHWA, Eastern Federal Lands									
1800173	INDOT	ADA Curb Ramps Along US 6 in Lake Station & US 30 in Dyer (Lake County)	Add Project	HSIP Chicago UZA	ROW RR CN	2020 2020 2021	\$ 15,000 \$ 20,000 \$ 373,681	\$ 12,000 \$ 16,000 \$ 298,945	\$ 3,000 \$ 4,000 \$ 74,736
New project request from INDOT									
1801219	INDOT	Traffic Signals Modernization - Signals on SR2, SR4 and US35 in the City of LaPorte	Add Project	NHPP	CN PE UT RW	2020 2019 2020 2019	\$ 1,260,000 \$ 40,000 \$ 15,000 \$ 30,000	\$ 1,008,000 \$ 32,000 \$ 12,000 \$ 24,000	\$ 252,000 \$ 8,000 \$ 3,000 \$ 6,000
New project request from INDOT									
1801094	INDOT	Bridge Deck Sealing, SR 53, Over Beaver Dam Ditch, 1.93mi N of US 231, Lake Co	Add Project	STP	CN PE UT	2020 2019 2020	\$ 52,000 \$ 6,240 \$ 20,000	\$ 41,600 \$ 4,992 \$ 16,000	\$ 10,400 \$ 1,248 \$ 4,000
New project request from INDOT									
1801093	INDOT	Bridge Deck Sealing, SR 8, Over Pitmer Ditch, 2.24mi E of US 421, LaPorte Co	Add Project	STP	CN PE UT	2020 2019 2020	\$ 52,000 \$ 6,240 \$ 20,000	\$ 41,600 \$ 4,992 \$ 16,000	\$ 10,400 \$ 1,248 \$ 4,000
New project request from INDOT									
1801096	INDOT	Bridge Thin Deck Overlay, SR 8, Over Sandy Hook Ditch, 2.73mi W of SR 49, Porter Co	Add Project	STP	CN PE UT	2020 2019 2020	\$ 110,000 \$ 13,200 \$ 20,000	\$ 88,000 \$ 10,560 \$ 16,000	\$ 22,000 \$ 2,640 \$ 4,000
New project request from INDOT									

1801186	INDOT	Repair Or Replace Joints, I 80, COLUMBIA AVENUE @. I-80/I-94, 177th St, 0.48mi E of US 41, Lake Co	Add Project	NHPP Interstate	CN PE UT	2020 2019 2020	\$ \$ \$	78,000 9,360 20,000	\$ \$ \$	70,200 8,424 18,000	\$ \$ \$	7,800 936 2,000
New project request from INDOT												
1801188	INDOT	Repair Or Replace Joints, I 94, BROWN RD/CR 500E @. I-94 EB/WB, 4.59mi E of SR 49, Porter Co	Add Project	NHPP Interstate	CN PE UT	2020 2019 2020	\$ \$ \$	65,000 7,800 20,000	\$ \$ \$	58,500 7,020 18,000	\$ \$ \$	6,500 780 2,000
New project request from INDOT												
1801189	INDOT	Repair Or Replace Joints, I 94, BLECK ROAD @. I-94 EB/WB, 3.77mi E of US 421, LaPorte Co	Add Project	NHPP Interstate	CN PE UT	2020 2019 2020	\$ \$ \$	72,000 8,640 20,000	\$ \$ \$	64,800 7,776 18,000	\$ \$ \$	7,200 864 2,000
New project request from INDOT												
1801191	INDOT	Repair Or Replace Joints, I 94, CR 800N @ I-94 EB/WB, 2.05mi E of US 20, LaPorte Co	Add Project	NHPP Interstate	CN PE UT	2020 2019 2020	\$ \$ \$	72,000 8,640 20,000	\$ \$ \$	64,800 7,776 18,000	\$ \$ \$	7,200 864 2,000
New project request from INDOT												
1801215	INDOT	Substructure Repair And Rehabilitation, SR 912, US 12 EB/SR 912@-US 12 EB/US 20, 0.47mi E of I-90, Lake Co	Add Project	STP	CN PE UT	2020 2019 2020	\$ \$ \$	300,000 36,000 20,000	\$ \$ \$	240,000 28,800 16,000	\$ \$ \$	60,000 7,200 4,000
New project request from INDOT												
1801212	INDOT	Substructure Repair And Rehabilitation, I 80, Over I-80/I-94, 177th St, 0.48mi E of US 41, Lake Co	Add Project	NHPP Interstate	CN PE UT	2020 2019 2020	\$ \$ \$	285,000 34,200 20,000	\$ \$ \$	256,500 30,780 18,000	\$ \$ \$	28,500 3,420 2,000
New project request from INDOT												