

Transportation Plans

Section IV

Indiana Department of Natural Resources
Lake Michigan Coastal Program

Porter County US-12/US-20 Transportation Corridor Plan

*Northwestern Indiana Regional Planning Commission
2008*

http://www.nirpc.org/media/18554/final_report_pctp.pdf

About the Plan

The Porter County U.S. 12/20 Transportation Corridor Plan (Corridor Plan) has been developed to evaluate the existing transportation infrastructure, adjacent land uses and environmental resources, and to provide recommendations for land use and transportation investment for two major corridors in Porter County, Indiana, US-12 and US-20. This Corridor Plan was prepared in a collaborative planning effort with the Marquette Plan Phase II. The mixed land uses of commercial, residential, recreational and industrial within the corridor area generate a mix of vehicular traffic. This diversity in types of transportation does not present a safe and quality traveling experience for visitors to Porter County.

The Corridor Plan presents a range of mainline alternatives and general recommendations that help achieve the long-term vision for the corridor. The Corridor Plan strives to integrate environmental and economic best practices into its recommendations. In addition to physical transportation improvements, the Corridor Plan includes goals that (1) convey a message to visitors and travelers about the unique identity of the Indiana Dunes and the lakeshore area and (2) treat the corridor area with a uniform wayfinding, landscaping, lighting, and other features to improve safety, accessibility, and appearance

Recommendations

The strategies and recommendations developed for the study are for both US-12 and US-20 except where noted. The strategies and recommendations are organized into 12 sections with detailed explanations for each strategy or recommendation:

1. US-20 needs a major upgrade and long-term funding sources should be identified.
2. Right-of-way requirements should be planned for and sample typical sections need to be reviewed.
3. Corridor multi-modal strategies should be implemented.
4. Corridor access management strategies should be implemented to preserve the corridor.
5. Aesthetic enhancements should be applied to the corridor.
6. Local communities and Porter County should balance land use and transportation.
7. Porter County and communities should adopt local transportation plans.
8. Communities adjacent to the corridor should update regulatory ordinances and other land-use controls.
9. Intelligent transportation systems need to be developed and implemented.
10. Sustainable practices should be promoted.
11. A feasibility study should be considered for jurisdictional transfer of US-12 from INDOT to another entity.
12. Marquette Plan Phase II projects should be implemented.

Northwest Indiana Regional Pedestrian and Bicycle Transportation Plan

*Northwestern Indiana Regional Planning Commission
2010*

<http://www.nirpc.org/greenways-blueways/planning-initiatives/2010-ped-pedal-plan>

About the Plan

This plan was published to promote and expand the opportunities available to bicyclists and pedestrians. It builds upon the Northwestern Indiana Regional Planning Commission (NIRPC)'s 1994 *Regional Bikeways Plan* and 2005 *Ped & Pedal Plan*. This plan also educates readers on the benefits of non-motorized transportation infrastructure development in communities. Benefits explored include: traffic reduction, air quality improvements, health benefits, economic development and quality-of-life improvements. The plan contains a trail inventory (including proposed trails) and maps with pedestrian and pedal opportunities such as abandoned railways, utility corridors and natural features.

Goals

The NIRPC staff and Ped, Pedal, Paddle Committee selected a set of broad goals and more-detailed objectives that direct the Ped & Pedal Plan implementation activities. They advance Plan implementation by establishing a framework for decision-makers in evaluating and designing trail facilities in their communities and helping them incorporate policies in their existing codes for the inclusion of trails in their broader planning efforts. The five goals are:

- Encourage and promote regional coordination, partnership, and planning
- Improve connections between sub-regional networks
- Encourage and increase bicycle and pedestrian access to and from all transit and intermodal facilities
- Increase the promotion of benefit of bicycle and pedestrian systems
- Develop a set of funding priorities that encourage local funds to be leveraged by non-local funds (grants, etc.) to allow for greater progress and development

Greenways & Blueways 2020 Regional Plan

*Northwest Indiana Regional Planning Commission
2018*

<https://www.nirpc.org/greenways-blueways-2020-plan> About the Plan

The purpose of the Plan is to provide a roadmap for public, private and nonprofit stakeholders to preserve valuable environmental and recreational assets in the region. The Plan defines a greenway as a corridor of open space that can function as a recreation corridor or exclusively as an environmental protection and connectivity corridor. Blueways are defined as connected rivers, creeks and bodies of water. Opportunities for greenways and blueways are mapped within the Plan. Eight stakeholder groups are identified in the Plan, and the implementation strategies focus on steps that each individual group can take to promote the goals of the Plan. These stakeholder groups are: local and county governments, private property owners, corporate property owners, land trusts and advocacy groups, developers, linear corridor owners, governmental entities, and educational institutions. Local case studies about each stakeholder group can be found throughout the report.

Goals

The goals of the plan are broken down into three categories: conservation, recreation, and transportation, and include:

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- Increasing public access to natural ecological communities and conservation lands through conservation corridors
- Promoting the preservation of natural or naturalized conservation buffers and conservation corridors protecting and linking high quality priority conservation areas and blueways across Northwest Indiana
- Encouraging and promotion regional coordination and planning in trail development
- Improving connections between sub-regional and interstate networks and destinations
- Encouraging and increasing bicycle and pedestrian access to and from all transit and multi-modal facilities

Livable Broadway Regional Plan

*Prepared by T.Y. Lin International for the Gary Public Transportation Corporation
2015*

http://media.wix.com/ugd/c7960e_37114c082b9e462593cf27806573ab7f.pdf

About the Plan

The purpose of the Livable Broadway Regional Plan is to assess opportunities for promoting livability within the corridor by enhancing economic development, environment, and land uses that will lead to improved bus service within and between Gary, Merrillville and Crown Point. The L-shaped Broadway Corridor (Corridor) includes a 14-mile segment of Broadway, also known as Indiana Route 53 (IN 53), from Interstate 90 in Gary to US 231 in Crown Point, with an east-west segment that extends from Grant Street and 4th Avenue to Broadway. Property located within a half-mile on both sides of the road is included in the study corridor. The plan:

- Assess the current state of transit on Broadway
- Improve connectivity
- Determine modal conflicts and accessibility issues
- Develop growth scenarios
- Assess opportunities for alternative modes and related infrastructure
- Recommend transit improvements
- Recommend infrastructure improvements that emphasize sustainability

Recommendations

Recommendations for achieving the livability goals set forth in the plan are broken down into five categories:

- Roadway alterations
- Walkability/placemaking
- Land use
- Urban design
- Green initiatives

The Plan discusses strategies by which Gary Public Transportation Corporation and the individual municipalities can work toward implementation of the plan.