



CHAPTER 5 **MOVING FORWARD**



MOVING FORWARD

I. Priority Corridor Selection

The regional pedestrian and bikeway network is a series of corridors which interconnect major population areas and major scenic areas. In some areas, the corridors follow waterways. In other cases, they utilize existing utility or abandoned rail corridors. In a few cases, the corridors are conceptual corridors with no specific route intended which are meant to connect population centers or scenic areas.

In 1994, 27 routes were identified and ranked based on a number of criteria established by the committee working on the plan. For this update, the TE Committee took another look at the priority routes, and scaled down the number to reflect those routes which influence on a regional perspective, instead of those that serve primarily local populations. This would also aid those proposed projects that aimed to establish connections in corridors that are regional in scope.

The costs to construct the corridors shown in the network exceed the anticipated funding available for this work. In addition to the corridors, linkage trails/bike lanes are envisioned to serve as feeder facilities to the corridors. As these projects will come from a variety of agencies, a prioritization of the corridors is necessary to guide the funding of these projects in the Transportation Improvement Program (TIP) developed by NIRPC as well as the Transportation Enhancement Activities (TE) funded through INDOT. In the *2005 Ped & Pedal Plan*, 29 corridors were ranked as High, Medium, and Low Priority as explained in **Table 5-1**. These criteria were carried over towards the update in the 2010 plan.

Each corridor was reviewed in a qualitative manner against the following criteria. It was scored as 3-2-1 for whether it was ranked High, Medium or Low according to the individual criteria.



	High	Medium	Low
POPULATION DENSITY	VERY HIGH	MODERATE DENSITY	MOSTLY RURAL
CONNECTS TO TRAILS OUTSIDE THE REGION	YES	ADJACENT TRAIL CONNECTS OUTSIDE REGION	NO
EJ POPULATION	YES, FULL LENGTH	PARTIAL	NO
CONSTRUCTABILITY	HIGH PROBABILITY NO GAPS	GAPS, BUT HAS DIRECT ON-STREET CONNECTION POSSIBLE	MANY GAPS NO DIRECT ON-STREET CONNECTION
EMPLOYMENT	HIGH CONCENTRATION	SOME EMPLOYMENT ADJACENT	LOW OR NO EMPLOYMENT ADJACENT

Table 5.1 - Criteria for Priority Route Selection

The points were determined for each corridor. The corridors were then divided with the highest one-third assigned to the High Priority. The middle one-third were assigned to the Medium Priority and the bottom one-third to the Low Priority.

Two corridors were singled out for special consideration regarding their status as “Visionary Corridors” in the *Indiana State Trails & Greenways Plan*, which was released to the public in July of 2006. These corridors include the Marquette Greenway along Lake Michigan, and the American Discovery Trail along the southern half of the region. Each of these trails touch all three NIRPC counties, and have been given added weight during the ranking process for NIRPC-attributable federal funds.

A subcommittee of the Ped, Pedal and Paddle Committee convened to update the Priority Corridor map. This involved assigning new priorities and adding new corridors based on current demands and interest. In the end 33 corridors were identified as either High, Medium or Low Priority. The two Visionary Trail Corridors have absorbed several formal corridors. The final version is shown in **Figure 5-1**. An accounting of total corridor miles is found in **Table 5-2**.

Priority Corridor	Miles
Visionary (2)	58
High (11)	163
Medium (10)	103
Low (10)	198
TOTAL (33)	522



1. State Visionary Trails (2):

a. *American Discovery Trail Corridor - 21 miles:*

Mimics the route selected by the TE Committee as the official route of the ADT once the national trail crosses into Indiana. This includes the Pennsy Greenway and the Veterans Memorial Trail. More about the ADT can be found in the previous chapter.

b. *Marquette Greenway – 37 miles:*

This corridor combines the former Grand Calumet River/Marquette Trail, Calumet Trail, and Singing Sands Corridors. The corridor extends from the Illinois state line to the Michigan state line. A section of trail is in place around Wolf Lake and Lake George in Hammond. Two miles of the old Indiana Harbor Belt Railway have been converted to a crushed limestone trail in the Miller section of Gary. The former Calumet Trail Corridor is a crushed limestone path from Mineral Springs Road to the Porter/LaPorte County Line and is completely owned by NIPSCO. Finally, the former Singing Sands Corridor contains a segment in Michigan City's Washington Park.



2. High Priority Corridors (11)

a. *Little Calumet Trail Corridor – 16 miles:*

Runs along the Little Calumet River from the Erie-Lackawanna Trail Corridor in Hammond to the Port of Indiana. This project was done in coordination with the effort of



the Little Calumet River Basin Commission. The Commission has been charged with constructing a flood control levee from Gary west to the state line. A trail has been installed on one of the levees as they have progressed. The project is expected to be completed in December, 2010.

b. Erie-Lackawanna Trail Corridor – 30 miles:

The most developed corridor to date in the region. Exists from downtown Hammond at Sibley Blvd. south to Crown Point at Summit Street. Funded segments include the Veterans Trail from southeast Crown Point to Hebron along US 231. A northern link from downtown Hammond to the Wolf Lake vicinity has also been funded, and parallels the Marquette Greenway route. A vast majority of the Erie-Lackawanna Trail corridor is owned by NIPSCO.



c. Oak Savannah Trail Corridor – 9 miles:

From Oak Ridge Prairie Park in Griffith east to the Porter County Line. All segments of the corridor are either completed or funded. A minor gap in the corridor is in the City of Hobart, which plans on connecting this gap from Linda Street to SR 51 by 2011.



d. Prairie-Duneland Trail Corridor – 18 miles:

Existing rail/trail from the Porter County line east to Chesterton, with a connection to the Marquette Greenway in Porter. All segments of the corridor are either complete or funded.

e. Iron Horse Heritage Trail Corridor – 2 miles:

Local rail/trail from Prairie Duneland in Chesterton west to Porter County line.

h. East Lake Corridor – 10 miles:

An identified NIPSCO-owned corridor from Deep River to Miller that connects across four other trail corridors.

f. Pennsy Greenway Corridor – 15 miles:

Communities of Munster, Schererville, and Crown Point are collaborating to pave the abandoned Pennsylvania Railroad corridor into a trail facility which would link up several downtowns and provide the only off-road connection with Illinois. Lansing, Illinois has already completed their segment on the Pennsy ROW, with Munster slated to be completed with their section by the end of 2010. Schererville's segment is partially funded through the center of town.



g. C&O Trail Corridor – 11 miles:

From Broad Street in Griffith east to Porter County line. This planned route would help to establish non-motorized travel options to the retail center at US 30 and I-65. It would also serve as a critical link between the Erie-Lackawanna and Oak Savannah trails. The Town of Merrillville has already completed a short section of trail between Broadway (SR 53) to just short of Taft Street (SR 55).

h. NIPSCO/South Shore Line Corridor – 18 miles:

Effort by Michigan City to push for a trail connecting their city with South Bend in St. Joseph County by utilizing an existing NIPSCO right-of-way and the South Shore Railroad. The trail would exist with the live rail. Michigan City has already funded a short section of this route.

i. Dunes Kankakee Trail Corridor – 15 miles:

Northern segment connecting Valparaiso and Chesterton and the Prairie Duneland Trail Corridor. A segment from the Indiana Dunes State Park to I-94 has been funded for construction in 2011.



j. Lincoln Memorial Trail - 26 miles:

Segment between La Crosse and the north side of Michigan City. Part of an abandoned corridor along the old Monon rail line from Starke County to the north side of Michigan City. A section has been completed in the Bluhm County Park area in the Westville vicinity.



k. *Westchester Liberty Trail Corridor - 3 miles:*

A local corridor through Chesterton that provides an important connection between the Dunes Kankakee and Prairie Duneland Trails.

3. Medium Priority Corridors (10)



a. *Buffington Corridor – 12 miles:*

This corridor will provide a lakefront connection in the cities of Gary, East Chicago, Whiting, and Hammond. Numerous difficulties abound with existing industry and heavy truck use curtailing non-motorized transportation options.

b. *Wheeler Corridor – 10 miles:*

Western segment from Hobart to Valparaiso utilizing SR 130. Project would have to be planned as a live rail and trail effort.

c. *Winfield Corridor - 7 miles:*

Western segment from Crown Point to the Porter County line. Follows the Erie-Lackawanna Corridor from Crown Point east out of the region. Beyond the Crown Point city limits, funding and population centers dry up.

d. *Lincoln Memorial Trail - 4 miles:*

Segment south from La Crosse to the Kankakee River Trail and beyond south. Follows the same Monon rail line ROW as above.

e. *Dunes Kankakee Trail – 14 miles:*

Southern segment from Valparaiso through Kouts to the Kankakee River Trail and beyond.

f. *SR 2/Westville Trail Corridor - 18 miles:*

Eastern segment from Valparaiso east to LaPorte. Follows SR 2.

g. *Michigan City/LaPorte Corridor – 11 miles:*

Corridor to connect both cities in LaPorte County. Route follows abandoned rail corridor.

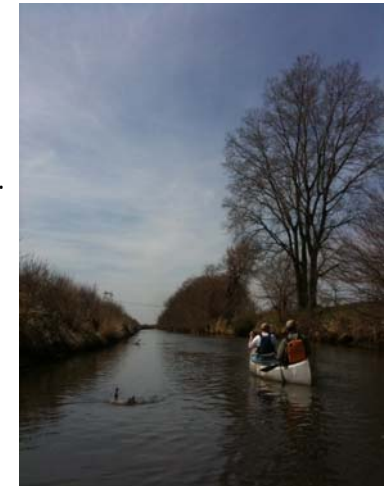


- h. North/South Corridor - 10 miles:*
Northern segment from the City of LaPorte north to the State of Michigan. Utilizes abandoned rail right-of-way.
- i. Porter Corridor – 10 miles*
Provides a north-south connection between the Prairie Duneland, Wheeler, and C&O Trail Corridors.
- j. NIPSCO/St. John Corridor - 7 miles*
Connects the Erie-Lackawanna, Pennsy Greenway/ADS, and West Creek Corridors to St. John's local trail system and the State of Illinois.



4. Low Priority Corridors (10)

- a. West Creek Corridor – 23 miles:*
A corridor proposed to connect a series of planned Lake County parks along West Creek in west Lake County.
- b. Southlake Corridor – 18 miles:*
Proposed corridor to run through Lowell and Cedar Lake, and terminate north at SR 2. Most of the corridor is planned in existing NIPSCO properties.
- c. Kankakee River Trail – 60 miles:*
Proposed trail along the largest river in the region. Most adjacent property is privately owned, but many parcels have been purchased for increased environmental use, including trail development, along its levees. Could provide a possible connection to Illinois via an eastward extension of the Kankakee River Trail in Bradley, Illinois.
- d. C&O Corridor – 18 miles:*
East of Porter/Lake County line. No clear land title evident, and many homes are already built on the abandoned corridor.





- e. *SR 2/Westville Corridor - 11 miles:*
West section of corridor mentioned above. Proposed to run along SR 2 to Hebron from Valparaiso.
- f. *North/South Corridor – 15 miles:*
Southern segment between the City of LaPorte and the Kankakee River Trail.
- g. *Wabash Corridor – 13 miles:*
From the east end of the Iron Horse Trail to Westville along the abandoned Wabash rail corridor.
- h. *LaPorte/South Bend Corridor – 11 miles:*
From LaPorte to South Bend via abandoned rail corridor.
- i. *Winfield Corridor - 20 miles:*
East from the Lake/Porter County line, through Kouts, into southwestern LaPorte County to the Kankakee River Trail and beyond.
- j. *Wheeler Trail Corridor - 9 miles:*
East from Valparaiso, connecting the SR 2/Westville, Dunes Kankakee, and Lincoln Memorial Trails.

II. Goals, Objectives & Strategies

The Goals, Objectives and Policies subcommittee convened to review goals and objectives from the *2005 Ped & Pedal Plan*, and worked in conjunction with the 3PC and the NIRPC staff on the development of a comprehensive set of strategies aimed at improving trail development and use in northwest Indiana. The subcommittee recommended the goals remain to consistent, but offered a more tangible set of strategies to connect objectives to measurable outcomes. The result as outlined in this section aimed to directly link stated goals to those specific actions that will bring them about within a five-year timetable. Also offered are best practices and funding elements to further assist the implementation process. The goals presented herein will go towards

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 culminations of the subcommittee's efforts are listed below under the five major goal categories as originally outlined in the 2005 plan.

GOAL 1: Encourage and promote regional coordination, partnership, and planning.

OBJECTIVE 1: Accommodate Complete Streets policies and practices in NIRPC-based transportation and development decisions.

- o **STRATEGY 1:** Consider the specific needs of bicyclists and pedestrians in arterial and collector project planning, especially on those routes that provide unique access to destinations or access across barriers.
 - § **PERFORMANCE MEASURE:** Use NIRPC's Complete Streets Guidelines for all eligible projects.
- o **STRATEGY 2:** Follow, where possible, nationally accepted or recommended design standards when designing or improving bicycle facilities to assure connectivity, consistency, and safety across jurisdictions.
 - § **PERFORMANCE MEASURE:** Adopt standards from AASHTO, MUCTD, FHWA, INDOT, etc.
- o **STRATEGY 3:** Track progress on NIRPC-attributable funding projects.
 - § **PERFORMANCE MEASURE:** Bi-annually update Project Milestone List of all non-motorized projects programmed by NIRPC.
- o **STRATEGY 4:** Develop policies which ensure timely development of funded projects.
 - § **PERFORMANCE MEASURES:** Expand "penalties" for local sponsors who have not demonstrated progress; reward sponsors for seeking alternative funding sources to offset federal-funding requests; partner with INDOT to keep project scopes intact, on-time and within budget.





- o **STRATEGY 5:** Strongly encourage non-motorized facility maintenance planning in all applications seeking NIRPC-attributable funds.
 - § **PERFORMANCE MEASURE:** Strengthen criteria within NIRPC's TE Application methodology and encourage in other funding programs such as STP and CMAQ.

BEST PRACTICES: *BLOOMINGTON/MONROE COUNTY COUNCIL OF GOVERNMENTS (INDIANA)*



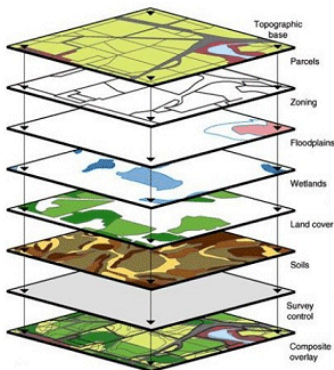
OBJECTIVE 2: Inventory and evaluate potential trail corridors in Northwest Indiana.

- o **STRATEGY 1:** Identify existing abandoned railroads, utility corridors, creeks, and other environmentally sensitive areas.
 - § **PERFORMANCE MEASURE:** Update "Regional Priority Trails and Corridors Map" on a yearly basis.

BEST PRACTICES: *NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION; KANE COUNTY COUNCIL OF MAYORS (ILLINOIS)*

OBJECTIVE 3: Incorporate consideration of bicycle and pedestrian accommodations into local and regional development review procedures.

- o **STRATEGY 1:** Encourage multi-use, clustered land use development that results in increased bicycle and pedestrian travel.
 - § **PERFORMANCE MEASURES:** Highlight standards in NIRPC Comprehensive Regional Plan 2040, specifically opportunities to link to the Congestion Management Process.
- o **STRATEGY 2:** Educate and promote non-motorized concepts and policies within vision and regulation documents.
 - § **PERFORMANCE MEASURE:** Aid entities in including non-motorized language and maps in Master Plan reports and promote new ordinances that preserve trail rights-of-way and mandate bicycle parking at new developments (in both commercial and residential zones).



- o **STRATEGY 3:** Encourage consideration of long-range maintenance plans for non-motorized facilities.
 - § **PERFORMANCE MEASURE:** Educate NIRPC membership on value of sound maintenance policy, and incorporating into local capital improvement programs, and other funding avenues.

BEST PRACTICES: *CHAPEL HILL, NORTH CAROLINA BICYCLE & PEDESTRIAN ADVISORY BOARD*

OBJECTIVE 4: Reach out and involve “non-traditional” partners.

- o **STRATEGY 1:** Involve healthcare providers, chambers of commerce, and other business associations in local bicycle and pedestrian groups or events.
 - § **PERFORMANCE MEASURES:** Secure the involvement, membership, or sponsorship of at least two of the above stated types of groups; include contacts on e-mail listserv for upcoming NIRPC events.
- o **STRATEGY 2:** Cooperative forums with local bicycle users to develop routes that are the most serviceable to points of interest.
 - § **PERFORMANCE MEASURE:** Hold at least one cooperative forum per county per year; coordinate with local advocacy groups (C4) for maximum participation potential.

BEST PRACTICES: *FRIENDS OF THE PUMPKINVINE NATURE TRAIL (INDIANA); KENNEBEC MESSALONSKEE TRAILS (MAINE)*

OBJECTIVE 5: Coordinate bicycle and pedestrian planning at all levels of government, particularly in the same geographic area.

- o **STRATEGY 1:** Work with entities, such as the Little Calumet River Basin Development Commission, Kankakee River Basin Commission, Lake Michigan Marina Development Commission, Indiana Dunes National Lakeshore, and Indiana Dunes State Park.
 - § **PERFORMANCE MEASURE:** For each trail project, create a list of governmental entities whose areas of jurisdiction will be impacted by the project,





and involve all of them to the most practicable extent, including encouraging greater cooperation between municipalities.

- o **STRATEGY 2:** Pursue legislative initiatives for preservation and acquisition of rail lines by the local planning agencies.
 - § **PERFORMANCE MEASURE:** Encourage language in Master Plan and local ordinances mandating preservation of corridors in new developments.
- o **STRATEGY 3:** Seek creative funding strategies to provide for planning and infrastructure improvements to the non-motorized network.
 - § **PERFORMANCE MEASURE:** Continue and plan to expand funding under NIRPC's "Rack em' Up!" bike rack and locker subsidy program, and seek funding for signing roads and trails.
- o **STRATEGY 4:** Encourage and help coordinate the design and installation of wayfinding systems that are consistent along the entire length of the trail for which they are intended.
 - § **PERFORMANCE MEASURE:** Each trail with wayfinding systems has a consistent design for those systems along its entire length.

BEST PRACTICES: *KATY TRAIL (DALLAS, TEXAS)*

POSSIBLE FUNDING: TE, STP Group 1 & 2, CMAQ, DNR Recreational Trails Program, DNR Coastal Program, RDA, "Rack 'em Up!" program

GOAL 2: Improve connections between sub-regional networks

OBJECTIVE 1: Complete trails within "Regional Priority Trails and Corridors Map" and provide connections to the network.

- o **STRATEGY 1:** Research and identify existing and/or previous bikeway planning performed on a regional, county, or local level.
 - § **PERFORMANCE MEASURE:** Ensure their inclusion in any trail planning work.

- o **STRATEGY 2:** Establish a process for identifying, prioritizing, and developing short local links to improve the continuity of the local street system, including the sidewalk network, to facilitate bicycle and pedestrian travel.
 - § **PERFORMANCE MEASURES:** Promote development of local sidewalk and trail plans; identify future INDOT projects for Complete Streets compliance; research bike and pedestrian crash data and highlight these areas for immediate remediation.

BEST PRACTICES: NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

OBJECTIVE 2: Complete links to major trip generators.

- o **STRATEGY 1:** Link to employment centers, retail centers, public transit stations, and parks.
 - § **PERFORMANCE MEASURE:** Research existing plans to ensure connections are thought through on the local level.
- o **STRATEGY 2:** Make links accessible by bicycle within three miles and pedestrians within a half-mile.
 - § **PERFORMANCE MEASURE:** Create a “Critical Connections” map with the assistance of local entities and advocates.
- o **STRATEGY 3:** Identify and map the points of interest (i.e. employment sites, parks, schools, municipal buildings, libraries, and post offices) within the three county area that are/could be linked via a regional bikeway network.
 - § **PERFORMANCE MEASURE:** Create and maintain a “points of interest” map, or incorporate as part of “Critical Connections” document.
- o **STRATEGY 4:** Identify and map points of interest for tourists and recreational users to be used by those from outside of the region or even the state.
 - § **PERFORMANCE MEASURE:** Create and maintain a “points of interest” map geared toward tourists and recreational users.



BEST PRACTICES: CITY OF CHICAGO'S BIKE 2015 PLAN

POSSIBLE FUNDING: CMAQ, NIRPC Staff, C4 volunteers, Convention and Visitors Bureaus



GOAL 3: Encourage and increase bicycle and pedestrian access to and from all transit and intermodal facilities.

OBJECTIVE 1: Promote safe and convenient bike and pedestrian access.

- o **STRATEGY 1:** Identify potential park-and-ride facilities that could be developed along and/or near the regional bikeway network.
 - § **PERFORMANCE MEASURE:** Create a map or document showing these potential sites and integrate them into the non-motorized planning process where feasible.
- o **STRATEGY 2:** Consideration of parking, signs, sidewalks, lighting and maintenance.
 - § **PERFORMANCE MEASURE:** Work with transit entities to participate in “Rack em’ Up!” program; seek additional funding from private sources.
- o **STRATEGY 3:** Research and encourage the development of bike sharing programs at stations and centers of commerce.
 - § **PERFORMANCE MEASURE:** Educate and fund programs to aid in creation of bike sharing ports using eligible funds.

BEST PRACTICES: CITY OF CHICAGO’S BIKE 2015 PLAN

OBJECTIVE 2: Identify transit operators and routes that have multi-modal capabilities.

- o **STRATEGY 1:** Collaborate with bus transportation agencies and others such as NICTD (South Shore Line).
 - § **PERFORMANCE MEASURE:** Produce an assessment of the current multi-modal capabilities of each transit system and how these abilities can be improved.
- o **STRATEGY 2:** Expand current transit systems to provide stops along trail corridors, and plan trailheads at existing transit stations/stops.
 - § **PERFORMANCE MEASURE:** Make connections to transit a standard part of the trails planning process, and make connections to trails a standard part of transit planning projects.

BEST PRACTICES: CHICAGO TRANSIT AUTHORITY (CTA); ATLANTA BELTLINE (GEORGIA)



OBJECTIVE 3: Accommodate bicycles on transit vehicles, where feasible.

- o **STRATEGY 1:** Bike racks retro-fitted onto existing busses.
 - § **PERFORMANCE MEASURE:** Have all busses under the jurisdiction of the Regional Bus Authority fitted with bike racks.
- o **STRATEGY 2:** Collaboration with South Shore Line trains to allow for the convenient transport of bicycles.
 - § **PERFORMANCE MEASURE:** Non-foldable bikes are allowed on South Shore Line trains.

BEST PRACTICES: *METRA; CHICAGO TRANSIT AUTHORITY (CTA)*

POSSIBLE FUNDING: TE, STP, CMAQ, Rack 'em Up! Program

**GOAL 4: Increase the promotion of benefits, of bicycle and pedestrian systems.****OBJECTIVE 1: Publish the Regional Bikeways Plan Update – *Ped & Pedal 2010***

- o **STRATEGY 1:** Distribute via all potential mediums to address the recreational needs and transportation alternatives of and for Northwest Indiana residents and visitors.
 - § **PERFORMANCE MEASURE:** Publish plan on website and provide copies at libraries regionwide.
- **STRATEGY 2:** Distribute to Cities, Towns, and all other governmental agencies.
 - § **PERFORMANCE MEASURE:** Create link to plan from entities website.

BEST PRACTICES: *2005 PED & PEDAL PLAN*

OBJECTIVE 2: Maintain and update *Northwest Indiana Bike Map*.

- o **STRATEGY 1:** Collaborate with chambers of commerce and convention and visitor bureaus to increase distribution.





- § **PERFORMANCE MEASURE:** Distribute maps to all municipalities, visitor centers and libraries within the three counties.
- o **STRATEGY 2:** Seek sponsorships to develop and print map document.
 - § **PERFORMANCE MEASURE:** Contact and secure funding from various private sources including bicycle retail stores, NIPSCO, CVB's, hospitals and others.
- o **STRATEGY 3:** Identify all current routes, both on and off-road, with interim connections highlighted.
 - § **PERFORMANCE MEASURE:** Design the *Northwest Indiana Bike Map* in such a way that the different types of routes can be easily identified.
- o **STRATEGY 4:** Regularly update map.
 - § **PERFORMANCE MEASURE:** Bring together subcommittee of 3PC to review and update map every two to three years starting in 2011.

BEST PRACTICES: NORTHWEST INDIANA BIKE MAP

OBJECTIVE 3: Create and/or expand public awareness and education programs, with particular focus on safety.

- o **STRATEGY 1:** Focus on extolling the increase in health benefits, environmental, economic (both personally and regionally), and other quality of life issues stemming from bike riding, walking, etc.
 - § **PERFORMANCE MEASURE:** Host at least one event focusing on the benefits of non-motorized transportation and have it be part of at least one event hosted by another entity (i.e. Quality of Life Council).
- o **STRATEGY 2:** Coordinate efforts with existing public awareness programs such as "Safe Routes to School" and "Bike to Work."
 - § **PERFORMANCE MEASURE:** Work with local school corporations on promoting "Walk to School" days along with strategies to encourage children to regularly walk and bike to school; contact local entities on promoting events to encourage "Bike to Work" day; coordinate with C4 and other volunteers to promote these and other related events.

- o **STRATEGY 3:** Develop a system of bikeways and bicycling programs that promote bicycling as a transportation alternative for work trips thereby increasing bicycle work trips and overall bicycle usage.
 - § **PERFORMANCE MEASURE:** Distribute *Northwest Indiana Bike Map*; promote programs that reward employees to bicycle or walk to work.
- o **STRATEGY 4:** Host forums, seminars, and conferences to promote the regional non-motorized network.
 - § **PERFORMANCE MEASURE:** Invite recognized leaders in non-motorized planning to 3PC meetings, regularly update 3PC on regional non-motorized network progress, continue yearly update of progress during “Cornucopia” event at 3PC meeting.
- o **STRATEGY 5:** Work to expand and encourage better safety education for bicyclists, pedestrians, and drivers.
 - § **PERFORMANCE MEASURE:** Work with both public and private entities (public schools, driver’s education schools, etc.) to incorporate better non-motorized safety education on the part of both motorized and non-motorized transportation operators.



CORNUCOPIA

**BEST PRACTICES: ACTIVE TRANSPORTATION ALLIANCE (CHICAGO);
SAN FRANCISCO BICYCLE COALITION**

OBJECTIVE 4: Establish NIRPC as a resource for technical assistance to the local planning agencies as the local network connects to the regional bikeway system.

- o **STRATEGY 1:** Update “Regional Priority Trails and Corridors Map” for both on and off road routes.
 - § **PERFORMANCE MEASURE:** Make updated inventory available both on NIRPC’s website and in paper form.
- o **STRATEGY 2:** Keep website up-to-date regarding new developments.
 - § **PERFORMANCE MEASURE:** Designate a responsible party at NIRPC to keep the website current.





- o **STRATEGY 3:** Continue to facilitate Ped, Pedal and Paddle Committee (3PC) meetings.
 - § **PERFORMANCE MEASURE:** Conduct monthly meetings, maintain updated list of e-mail addresses and notify accordingly.

BEST PRACTICES: *NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION*

POSSIBLE FUNDING: NIRPC Staff time

GOAL 5: Develop a set of funding priorities which encourages local monies to be leveraged by non-local monies (grants, etc.) to allow for greater progress and development



OBJECTIVE 1: Encourage participation from eligible entities regarding Transportation Enhancement funding for regionally significant routes.

- o **STRATEGY 1:** Encourage active participation in Ped, Pedal and Paddle Committee meetings at NIRPC.
 - § **PERFORMANCE MEASURE:** Continue policy of awarding bonus points for TE applications based on monthly attendance

BEST PRACTICES: *NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION; GREAT ALLEGHENY PASSAGE (PENNSYLVANIA)*

OBJECTIVE 2: Identify additional categories of funding to implement and develop non-motorized transportation networks.

- o **STRATEGY 1:** Research all potential private and public funding sources outside traditional non-motorized avenues.
 - § **PERFORMANCE MEASURE:** Create matrix of potential funding sources and update regularly.

BEST PRACTICES: *NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION*

OBJECTIVE 3: Promote the implementation of the *Ped and Pedal Plan* by assisting local communities in securing funds from both Federal and State governments.

- o **STRATEGY 1:** Conduct workshops highlighting eligible funding programs.
 - § **PERFORMANCE MEASURE:** Schedule yearly workshops, or conduct informational sessions at monthly 3PC meetings.

BEST PRACTICES: *NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION*

