

Public Comment Report

US 30 Corridor Safety Study

The Northwestern Indiana Regional Planning Commission (NIRPC) held a 30-day public comment period on its US 30 Corridor Safety Study. The comment period began on June 1, 2017 and ended on June 30, 2017. The study examines the current state of the corridor, including its current design and crash history. It provides possible safety as well as urban design solutions. These solutions were shaped by public input at pop-up workshops as well as an online survey.

Comments were accepted in the following ways:

- Email: comments@nirpc.org
- Phone: 219-763-6060, ext. 160
- United States Postal Service: NIRPC, 6100 Southport Road, Portage, IN 46368

Seven comments were received during the comment period. None were considered significant nor required changes to the study document.

NIRPC thanks those who participated in the process.

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| Comment | Manner Considered by Staff | Significant? | Need to Modify? |
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| Comments Received via Email | | | |
| <p>Yes there should be access for pedestrians to walk or bicycle around this area and connect to the already made region trails. Multi-use sidewalks and crosswalks. Connecting hotel visitors to mall and dining, also connections to Mississippi Street south of 30, new developing apartments and subdivision homes.</p> <p>Also 73rd wider road with bike lanes west and east, to 51st north into Hobart. Connecting Redar Park, Independence Park, Hidden Lake, and Deep River.</p> <p>73rd switches to Joliet Road into Schereville to the west, to Broad Street north to connect to Griffith. And continue on Joliet Road west, trail go south to Lincolnwood Rd. south to 77th widen the road, going west to Hart St. in Dyer. Hart north to Columbia and Veterans Park. Or keep going west over the border to Sauk Trail Rd. and west to Frankfort and 20 miles multi-use trails.</p> | <p>We agree that there should be larger network connections to increase safe access for cyclists and pedestrians, however most of the connections listed are outside of the study area. There are other proposals in the works to address of some your connections. Thank you for your participation in this process.</p> | No | No |
| <p>Hawthorne Boulevard in the South Bay region of Southern California is similar to Rt. 30; both have a lot of traffic with many shopping areas along both sides of the road for quite a long stretch. I lived in that area during the late 1970s, and driving down Hawthorne was as painful as driving Rt. 30 today.</p> <p>Last year I had the opportunity to drive Hawthorne Blvd again, and I was blown away by how fast I could drive the six-mile stretch I needed to travel. And this was with the increased population and commerce that developed over the past 40 years!</p> <p>Please look into whatever Caltrans did because they got it right. Start with this brief article: http://www.dot.ca.gov/dist07/Publications/Inside7/story.php?id=360</p> <p>Thank you for your consideration.</p> | <p>We have reviewed the suggested article and agree that signal timing is less than ideal. We have suggested INDOT review signal timing, but the proposed system used by Caltrans is too cost prohibitive for this particular project. Thank you for your participation in this process.</p> | No | No |

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| <p>My concern is the intersection of US 30 & Taney Place (by McDonald's). I have lived on Taney Place for 40 years. Trying to turn left onto Rt 30 is ridiculous. The light is green for about 20 seconds. Only 4 cars can safely turn onto 30. Every day, every light, at least 2-3 cars make the turn on yellow/red. McDonald's is extremely busy and now with summer, it will be even busier.</p> <p>Could you please have someone look into this problem? Would really help if the light on Taney was extended for 10-20 seconds longer.</p> | <p>This particular intersection is outside of the study area. However, these concerns will be forwarded to the Indiana Department of Transportation and the Town of Merrillville. Thank you for your participation in this process.</p> | <p>No</p> | <p>No</p> |
| <p>So glad to see the recommend improvements for pedestrians on Rt. 30. So many times I see people walking under I-65 and walking on that piece of median next to the on-ramp from 30 onto 65. I literally fear for their lives. You are absolutely correct in saying that people live in the areas, they go to schools, churches and are unable to do it in other than a motorized mode of transportation. It's been a long time coming and can't wait!</p> | <p>Thank you for your participation in this process.</p> | <p>No</p> | <p>No</p> |
| <p>I am so pleased that a plan has been made to address the chaotic nature of this US 30 corridor. This is desperately needed and can be used as an example to other areas of the country with similar issues: How does one plan cities that have developed de facto with the automobile as the primary mode of transportation?</p> | <p>This study aims to address the issues that have arisen from car-centric planning and propose solutions for making the corridor better for <i>all</i> users, both motorized and non-motorized. Thank you for your participation in this process.</p> | <p>No</p> | <p>No</p> |

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| Comments Received via Telephone | | | |
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| <p>The street closest there is Mississippi that runs north and south and crosses US 30. You need to put up a camera up there and start ticketing these people who run the red lights like crazy. Thank you.</p> | <p>The goal of this study is to create safer connections for cyclists and pedestrians through the study area. Red light cameras have not been shown to be as effective as other safety proposals. Cameras would be a lower priority recommendation. Thank you for your participation in this process.</p> | <p>No</p> | <p>No</p> |
| <p>Instead of doing trailheads and rain gardens and stuff, Route 30 I know for sure going west from 65 all the way as far as you can go in Schererville needs to be repaved, and I think that is the first thing that needs to be done before any beautification because Route 30 is horrible. It's probably as bad going east, but I know going west it's very very terrible.</p> | <p>Repaving of US-30 is part of the recommendations. Thank you for your participation in this process.</p> | <p>No</p> | <p>No</p> |