

# APPENDIX D: PROPEL US 30 WEST FINAL PURPOSE AND NEED REPORT

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US 30 West

## Purpose and Need Report

Final

Revision 1- March 22, 2024

Prepared By



*This report was finalized prior to the issuance of several Executive Orders (EOs) and one United States Department of Transportation (USDOT) order, including:*

- *Federal EOs: EO 14154, EO 14148, EO 14173, and EO 14281;*
- *State EOs: EO 25-49, EO 25-37, and EO 25-14;*
- *USDOT Order 2100.7*



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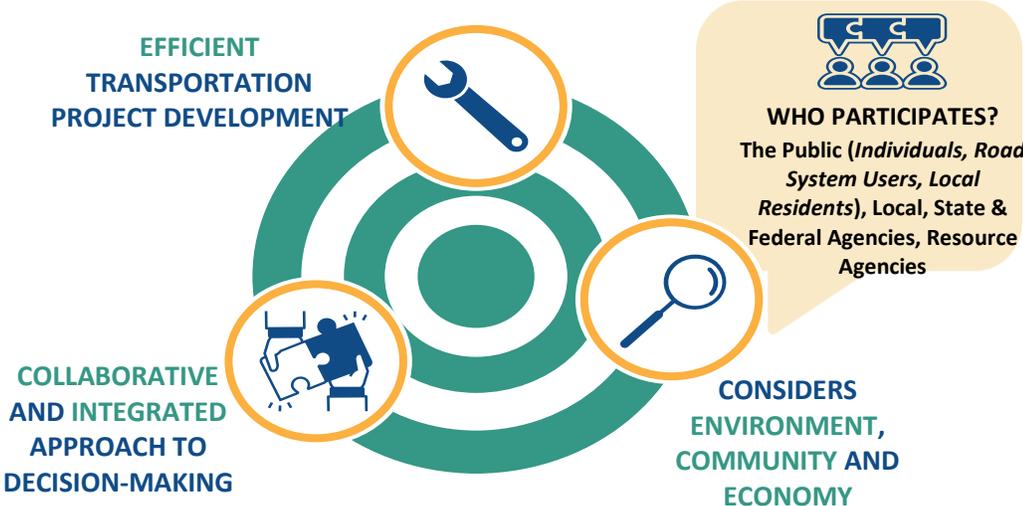
# 1. INTRODUCTION

This Purpose and Need Report was prepared following the Federal Highway Administration (FHWA) Planning and Environment Linkages (PEL) guidance, which encourages the integration of transportation planning and the National Environmental Policy Act (NEPA) process to provide information for incorporation into future NEPA documents. The purpose of the Purpose and Need Report is to establish a basis for the development of the range of reasonable alternatives.

The purpose and need statement establishes “why” a study or project is being proposed and sets the foundation for the alternative development and evaluation process. The statement identifies specific transportation problems (needs) to be addressed and describes specific desired outcomes (purposes). The purpose and need statement helps determine a reasonable range of alternatives to move forward through the study. Potential alternatives determined not to meet the purpose and need are eliminated from further consideration. Additionally, goals which are desirable, but not required outcomes, can be identified during the development of the purpose and need. Goals are intended to guide the development and screening of potential alternatives, along with other factors, such as transportation performance, environmental impacts, benefits, and cost.

## 1.1. PEL STUDY

ProPEL is an Indiana Department of Transportation (INDOT) initiative for transportation planning that uses collaborative Planning and Environment Linkages (PEL) studies to consider environmental, community, and economic goals early in the planning process. Through PEL studies, INDOT aspires to create smarter transportation systems that build stronger communities. The PEL study forms a bridge between the planning and National Environmental Policy Act (NEPA) requirements for projects receiving federal funds or approvals. The purpose and need statement is a core element of the NEPA process, and INDOT intends to use the purpose and need statement developed during the PEL study as the foundation of the subsequent projects that are identified at the conclusion of the planning study.



## 1.2. STUDY AREA AND CONTEXT

The ProPEL US 30 and 31 studies span 180 miles across 12 counties (Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley). The overall study area, which was established as a direct result of stakeholder input, includes:

- US 30 from Valparaiso to the Indiana/Ohio state line (excluding the I-69/I-469 section around the north side of Fort Wayne)
- US 31 between Hamilton County and US 30 (excluding the US 31 Kokomo bypass).

The US 31 Kokomo bypass and the portions of I-69/I-469 around the north side of Fort Wayne have been excluded from the overall study limits because they are currently freeway facilities. Therefore, the long-term vision of those portions of US 30 and US 31 has been decided.

Within the overall study limits, INDOT designated four smaller study areas for conducting individual PEL studies (**Figure 1**). This approach enables each of the study teams to more closely consider community needs and goals. Additionally, the limits of the four study areas were defined to optimize engagement by keeping communities that associate with each other in the same study area. The four PEL studies are being closely coordinated to make sure that potential solutions are integrated and work together across study area boundaries.

**Figure 1 – ProPEL US 30 and 31 Study Areas**



The US 30 West study area begins on US 30 at SR 49 (east of the City of Valparaiso) and continues east for 53.2 miles terminating at Beech Road just east of the Town of Bourbon in Marshall County. US 30 is classified as a Principal Arterial and is a four-lane divided roadway with a grass median that ranges from 0 to 50 feet in width. Within the study limits the existing right-of-way along US 30 appears to be 200 feet; 100 feet either side of the centerline. The posted speed limit ranges from 40 to 60 miles per hour (mph).

The study area for US 31 begins at US 30, just east of Plymouth and continues south for 13.9 miles terminating at West CR 700 N in northern Fulton County. US 31 is classified as a Principal Arterial and is a four-lane divided roadway with a grass median that ranges from 0 to 60 feet in width. Within the study limits, the existing right-of-way varies from a minimum of 150 feet to a maximum of 300 feet; 75 feet and 150 feet either side of centerline, respectively. The posted speed limit along US 31 within the study area is 60 mph.

The study area crosses the counties of LaPorte, Porter, Starke, Fulton, and Marshall. Within the study area low-density residential and agriculture are the principal land use types. Pockets of industrial and commercial land use are near the Cities of Valparaiso and Plymouth.

The US 30 and US 31 corridors serve as a local route for private and/or individual non-commercial motorists, agricultural, commercial, and industrial vehicles and is a major east/west shipping route for the trucking industry.

### 1.3. REGIONAL DEMOGRAPHICS

In an effort to develop an understanding of the regional demographics, data was compiled from the American Community Survey (ACS) 5-Year estimates for the counties included in the US 30 West study area (LaPorte, Porter, Starke, Fulton, and Marshall County). Understanding the context and makeup of the communities surrounding the US 30 West corridor will provide the study team with planning insight into the number and type of users that frequent the corridor.

Over the period of 2015 to 2020, the population in four out of five counties within the study area has been decreasing. However, Porter County, which is the most populous county, experienced an increase in population during the same period. As a result, although the other counties experienced declines, the overall population of the five-county study area slightly increased due to the growth in Porter County, offsetting those declines. The increase in population for the areas has not kept pace with the state of Indiana as a whole.

Employment within the study area from 2015 to 2020 has not followed the same pattern as the population. Employment within three of the five counties has increased. Two of the counties experienced over a 3% increase in total employment from 2015 to 2020. Overall, the five-county study area generally saw a net increase of 2.1% (+3,506) in total employment from 2015 to 2020. However, similar to the population increase above, the total employment increase in the study area did not keep pace with the 6% (+181,263) increase in employment that was seen across the entire state.

According to the Indiana Business Research Center Population Projections, the study area is expected to experience a 3.4% population growth from 2020 to 2050, but at the same time, employment across the five counties is projected to decline by 4.4%. These projections suggest a potential mismatch between population growth and employment opportunities in the region.

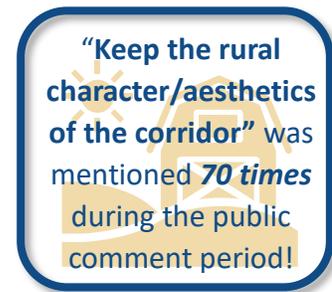


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## 1.4. SUMMARY OF OUTREACH

This Purpose and Need Report reflects data gathered from the study's ongoing public involvement and stakeholder coordination. During the Vision and Scoping phase, the following activities were conducted to gather data on the purpose and need report:



- Bi-monthly community office hours (COH) at various times and locations within the study area beginning in October 2022.
- Two virtual Stakeholder Advisory Committee (SAC) meetings in November 2022.
- One Public Information Meeting (PIM) to solicit input on Vision and Scoping in December 2022.
- A virtual PIM to solicit input on Vision and Scoping in December 2022.
- Comments received via the study website and the Public Involvement Management Application (PIMA)
- Ongoing coordination with local agencies and elected officials.

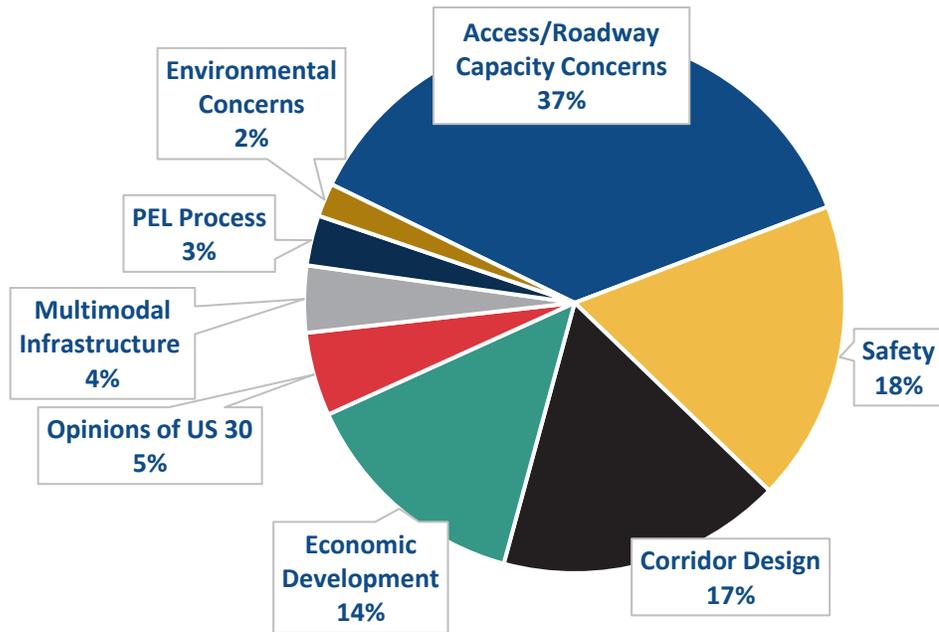
Following the Vision and Scoping phase, a Stakeholder Advisory Committee meeting (May 22, 2023), a virtual PIM (available online from June 7<sup>th</sup> through July 31<sup>st</sup>, 2023) and two in-person PIMs (June 5<sup>th</sup> and 6<sup>th</sup>, 2023) and a Resource Agency Coordination meeting (July 17, 2023) were held to receive feedback on the Draft Purpose and Need Report. In addition, several community office hours events were held at locations in the study area during the public comment period. Public involvement, stakeholder coordination, and a list of the 14 community office hours events are discussed separately below.

A full summary of involvement and outreach efforts is provided in the *Resource Agency, Stakeholder & Public Involvement Summary (RASPI) #1* and *RASPI #2*, available on the study website.

### Vision and Scoping Public Outreach

During the Vision and Scoping phase, a total of 431 comments were received (August 2022 through December 2022). The event that garnered the most comments during this period was the PIM (Public Information Meeting) with 288 comments received. Figure 2 shows a summary of the comments received during the vision and scoping phase.

Figure 2 – Summary of Public Comments by Theme



Source: US 30 West PEL Study Public Comment Period August 2022 to December 2022

While economic development and corridor design<sup>1</sup> were among the top concerns raised by communities along US 30 West, safety and access for communities, businesses, people, and emergency personnel were the primary issues of focus.

Following the conclusion of the comment period, CDM Smith staff applied a thematic analysis approach to discover patterns and common concerns across a wide-ranging set of comments and feedback. The image below depicts what consistent thematic elements emerged during the analysis. Within the infographic is a Count of Comment Topics (or codes), which is the number of times that a specific topic was mentioned across all comments, a map of locations identified within the comments, methods of comment collection, and feedback themes. A full list of all topics included in the public comments received from August 2022 to December 2022 can be seen in **Appendix B**.

<sup>1</sup> Corridor design refers to comments that describe sections of US 30 that would need straightening, or removal of traffic lights.

**Figure 3 -Infographic of Public Comments Received During Vision and Scoping  
Formal Comment Period: August 2022 through December 2022**



The input and feedback from the public and stakeholders helped draft the vision statement in the following section and was utilized to also prepare draft PEL study goals provided later in this technical memorandum.

### Draft Purpose and Need Public Outreach

The Draft Purpose and Need Report was published for public comment on June 5, 2023. A total of 638 comments were received during the Purpose and Need phase of the study (January 2023 through July 2023). The events that garnered the most comments during this period were the three Public Information Meetings (PIMs) with 484 comments received. It must be noted that in addition to counting handwritten comments received at the PIMs, comments were also tallied by counting individual sticker dots placed on the board displays. Each sticker dot placed next to an idea that was presented on a board, counted as one comment, and indicated that person was in favor of that idea.

The comment themes or topics that came up the most across all comments during this phase are organized below:

- Mobility/Access (36%)
- Safety (23%)
- Overall US 30 Corridor (13%)

- Economic Development (12%)
- Bike, Pedestrian, Transit (9%)
- Environmental Concerns (4%)
- Other (4%)

Figure 4 is an infographic of the comment statistics received during the Purpose and Need second public comment period. The infographic also includes the location of the mapped comments identified as areas of concern in the US 30 West study area.

Figure 4 - Infographic of Public Comments Received During Purpose and Need



Table 1 is a listing of all 14 community office hours hosted by the US30 West Study Team.

**Table 1 Community Office Hours During P&N Phase**

Community Office Hours During P&N Phase	
Location	Date
Valparaiso Public Library	1/12/2023
Argos Public Library	2/9/2023
Valparaiso Public Library	2/23/2023
LaPorte County Public Library - Hanna Branch	3/9/2023
Starke County Public Library - Hamlet Branch	3/22/2023
Wanata Public Library	4/5/2023
Argos Public Library	4/20/2023
LaPorte County Public Library - Hanna Branch	5/11/2023
Valparaiso Public Library	5/25/2023
Argos Public Library	6/6/2023
Plymouth Farmers Market	6/26/2023
Fulton County Fair	7/10/2023
Marshall County Fair	7/19/2023
Porter County Fair	7/27/2023

The public comments received on the Draft Purpose and Need Report were consistent with input received during its development and do not conflict with the identified transportation needs and/or goals. As a result, no substantive changes were made to the Draft Purpose and Need Report. Please refer to **Appendix C** for a summary of the comment topics received during the Purpose and Need Report.

## 1.5. US 30 WEST PEL STUDY VISION STATEMENT

The vision for US 30 West is a comprehensive and forward-thinking perspective that has been developed through a collaborative effort involving public input, stakeholder engagement, and agency involvement. This vision takes into account the other ongoing ProPEL studies along US 30 and US 31, and aims to provide a framework for future development and improvements along the corridor.

The corridor vision is a broad and general perspective that sets the tone for the ProPEL US 30 West study, providing an overarching framework for future development and improvements along the corridor. The vision is intended to guide the decision-making process and ensure that all stakeholders are working towards a common goal. The corridor vision is separate from and does not take the place of the purpose and need statement.

**ProPEL US 30 WEST STUDY AREA VISION:** The US 30 and US 31 corridors will serve local, regional, and national travelers by balancing mobility and access considerations in a way that:

- Enhances **safety** for all users,

- Provides **equitable transportation** solutions, and
- Complements **local community goals and objectives**, including maintaining the character of the study area.

The Vision Statement will be incorporated into the US 30 West PEL Study as study goals.

## 2. PRELIMINARY PURPOSE AND NEED

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The preliminary purpose and need statement was developed in coordination with FHWA and INDOT and refined with input from the general public, state and federal resource agencies, and regional transportation agencies. The specific needs summarized below are based on the analysis and findings documented in the US 30 West Existing Transportation Conditions Report, April 2023 under separate cover.

### 2.1. PURPOSE OF THE STUDY

The purpose of transportation improvements along the US 30 West corridor is to improve regional mobility and safety along US 30 and US 31 and preserve both as vital statewide transportation corridors for moving people and goods.

US 30 and US 31 serve as important highway freight corridors with heavy vehicles holding a higher percentage of the through traffic as seen in Table 2. The transportation solutions identified should contribute to the improvement of the regional movement of goods and the improvement of safety related to crashes throughout the corridor. Improvements should be compatible with the built and natural environment and support the rural and agricultural land uses.

US 30 and US 31 serve as vital links that connect local communities and businesses to regional as well as national markets across the state. While the population within the study area is expected to experience a 3.4% population growth from 2020 to 2050, employment across the five counties is projected to decline by 4.4%. Local economic growth and development has been a prevalent theme throughout the ongoing public and stakeholder involvement process. The US30W PEL study purpose of improving regional mobility and safety are expected to benefit regional economic development and is therefore consistent with the established economic development goals of the communities within the study area.

Improving regional mobility is expected to provide economic benefits by enhancing transportation connectivity and accessibility, making it easier for people to travel to and within the region. This accessibility attracts businesses, investors, and tourists, boosting economic activity. Enhanced mobility allows businesses to access larger labor pools and markets, which can attract new businesses and encourage expansion of existing businesses, leading to job creation and increased economic output. Improving regional mobility is also expected to result in reduced congestion and time savings, labor market and supply chain efficiency, and overall quality of life improvements.



Improving safety can contribute to a range of economic development benefits, including reduced healthcare costs, increased productivity, lower insurance expenses, improved consumer confidence, attraction of investments, and growth in tourism and other industries. By creating a safer and more stable transportation environment, regions can foster a positive economic climate that supports sustainable growth and prosperity.

Given the size of the study area, as well as the needs identified, the purpose and need statement has been developed to support a range of potential improvement solutions. This could include corridor-wide improvements, as well as localized improvements that address the identified needs.

## 2.2. NEED FOR IMPROVEMENTS

Transportation solutions throughout the study area should address the following needs identified through public feedback and data collected.



**Regional and Statewide Mobility:** Improve operations to provide safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study area. Almost half of all trips, and more than half of truck trips, travel all the way through, enter from, or exit out of the study area corridor.



**Safety Along US 30 and US 31:** Reduce crash frequency and severity, particularly of right-angle and rear-end crashes, at median openings and intersection within the corridor.



**Corridor Access:** Reduce non-compliant access points within the corridor. The presence of 150 access driveways and 30 farm field approaches, along with the lack of adherence to INDOT's Access Management Guidelines, results in an inconsistent and concentrated distribution of access points along the US 30 and US 31 study area. This configuration poses safety concerns and hampers the smooth flow of through traffic.



**Roadway Deficiencies:** Improve interchanges with substandard ramps and improve substandard median widths. In certain areas the existing medians, bridges, and interchange ramps throughout the corridor are substandard. The key roadway deficiencies are:

- Substandard interchange ramp acceleration and deceleration lane lengths
- Substandard median lane widths

### 2.2.1. REGIONAL AND STATEWIDE MOBILITY

As outlined in the *Indiana Multimodal Freight Plan Update (2018)* and the *INDOT Long-Range Transportation Plan (LRTP) (2018-2045)*, the US 30 West corridor is an important transportation route for both regional and interstate movement of people and goods, serving Indiana and beyond.

The significance of statewide mobility corridors such as the US 30 West corridor highlights the strategic objective to enhance its capacity for high-quality, free-flow access to support passenger and freight mobility.

The traffic operations in both existing and future scenarios (AM and PM) were found to be satisfactory. Only one stop-controlled intersection, specifically US 31 and SR 10, showed an approach operating at Level of Service (LOS) E during the 2045 scenario. INDOT has a scheduled project to construct a new interchange at the existing intersection of US 31 and SR 10. The project is included in the 2022-2026 Transportation Improvement Program (Des. No. 1802051) and is programmed for construction in (State) Fiscal Year 2028. This PEL study has considered operations of the planned interchange at this location and did not identify any operational concerns or issues with the future condition once the interchange is built.

According to the Origin and Destination (OD) data received from INDOT statewide travel demand model (ISTDM), 11% of the total trips are complete pass-through trips that travel continuously from end to end without stopping. There are four outer nodes/limits (US 30 west end, US 30 east end, US 31 south end, and US 31 north end) for the study area whose route combinations constitute end-to-end trips. 34% of the total trips are made between outside of the study limits and the study area with the remaining 54% trips made within the study area.

The end-to-end pass-through trips for trucks account for 15%. 37% of the total truck trips are between the outer limits and the roadways within the study area. Only 47% of the total truck trips are completely within the study limits. Based on the OD data, trucks made up 17% of the total volume which is higher than the 11% average for designated US highways derived from the 2019 INDOT Historic traffic data<sup>2</sup>. The higher percentage trucks and through trips made by trucks underscores the importance of US 30 and 31 in the support of freight movement throughout the region. Enhancing the quality of the roadway to ensure access that can support both passenger and freight mobility needs will not only enhance the connectivity of the region but also support economic growth and development in the long term.

### 2.2.2. SAFETY ALONG US 30 AND US31

INDOT's number one priority is safety as it plans, builds and maintains Hoosier roadways. Reducing crashes and related injuries is an important focus for improving the lives of those who live, work or travel through the state. Further, there is a clear link between improved safety and economic benefit for communities. According to the National Highway Traffic Safety Administration, the economic cost of motor vehicle crashes that occurred in 2019 totaled \$339.8 billion. This is equivalent to approximately \$1,035 for every person living in the United States and 1.6 percent of the US Gross Domestic Product.

As detailed in the INDOT Strategic Highway Safety Plan (SHSP), Indiana has joined with other states and organizations in adopting the overarching objective of moving towards zero traffic accident fatalities. Therefore, improvements to operating conditions to reduce crashes and improve safety in

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<sup>2</sup> INDOT Traffic Data, [https://www.in.gov/indot/files/AADT\\_2019.zip](https://www.in.gov/indot/files/AADT_2019.zip), Accessed on 05/17/2023.

the corridor, are important considerations of transportation studies and projects. It is important to conduct a thorough safety assessment of the study area to identify the magnitude and types of safety issues that need to be addressed, in order to maintain consistency with the INDOT goal of moving toward zero deaths resulting from traffic crashes.

In the case of the US 30 West PEL study area, a safety assessment was conducted to review crash data within the study limits over a four-year period from 2017 to 2021. The results of this assessment revealed that there were a total of 1,017 crashes during this period with rear-end crashes accounting for 27% of the total crashes, while roadway departure crashes and right-angle crashes accounted for 23% and 16% of the crashes, respectively. There were a total of 14 fatal crashes (1.4% of total) 258 injury crashes (25% of total) with 171 being incapacitating injury crashes reported. The fatal and incapacitating crashes involved predominantly right angle, rear end, and roadway departure (run off the road) crashes.

#### *Crashes Related to Deer*

It is important to mention that although crashes involving deer constituted 22% of the total crashes, they were excluded from the analysis. These deer-related crashes were found to be distributed randomly throughout the corridors, without any specific concentrated areas. These crashes were excluded from the analysis to more accurately assess the safety of the corridor. However, any project developed in these areas should consider mitigation measures such as wildlife crossings, right-of-way fencing, or other strategies to mitigate deer-vehicle collisions as part of the safety improvements for the corridor.

#### *Areas with Elevated Crashes*

The crash data was sorted by location of crashes at intersections or within segments along each corridor. This identified areas of the corridor where crashes were more frequent or severe. Intersection crashes accounted for 386 crashes, including 5 fatal and 118 injury crashes. Right angle (32% of total) and rear-end crashes (30% of total) were the predominant crash types at intersections in the study area. Twenty-two percent of crashes occurred in wet, snowy, or icy road surface conditions and 14% of crashes occurred in dark (not lighted) conditions.

The remainder of the crashes occurred along segments of the US 30 or US 31 mainline and included 9 fatal, 140 injury, and 482 property damage-only crashes. The main crash types were roadway departure (32% of total), and rear-end (26% of total) crashes. **Figure 6** illustrates the segments with high concentration of crashes. Common crash factors were distracted/inattentive driving, as drivers were often not able to stop for vehicles stopped at signals, or failed to yield to mainline vehicles from side streets and driveways.

#### *Roadway Departures*

Throughout the corridor there were 230 run-off-the-road crashes which comprised 23% of the total crashes, 35% of which occurred during dark-not lighted conditions. Clear/cloudy conditions were present for 44% of the crashes however the road surface condition was noted as “dry” in only 37% of the crashes. Rain (17%), snow (20%), or other weather conditions present such as blowing sand/soil/snow (9%), sleet/freezing rain (7%), or severe winds (1%) were observed for 56% of the

total crashes. The run-off the road crashes are higher than the statewide averages for dark not lighted (15%) and weather related (15%) crashes<sup>3</sup>.

Further evaluation was conducted at four (4) hot spots along the corridor, which included the following locations:

- #1: US 30 & SR 421
- #2: US 30 & SR 35
- #3: US 30, east of Hawthorne Road
- #4: US 31, 14th Road to North of Michigan Road

These locations comprised 45% (104) of the run-off-the-road crashes for the US 30 and US 31 west study area. A combination of dark – not lighted conditions, weather related, and road surface conditions were significant contributing factors to the crashes at these locations as well, mirroring the overall statistics of the corridors. It should be noted that the apparent hotspot along US 30 east of Hawthorne Road appears to be erroneous location (Lat/Long info) as a significant number of crashes were reported at the identical coordinates but does not appear to have the characteristics where this level of crashes (25/230, nearly 11% of total off-road crashes) would occur.

#### *RoadHAT Evaluations: US 30 West*

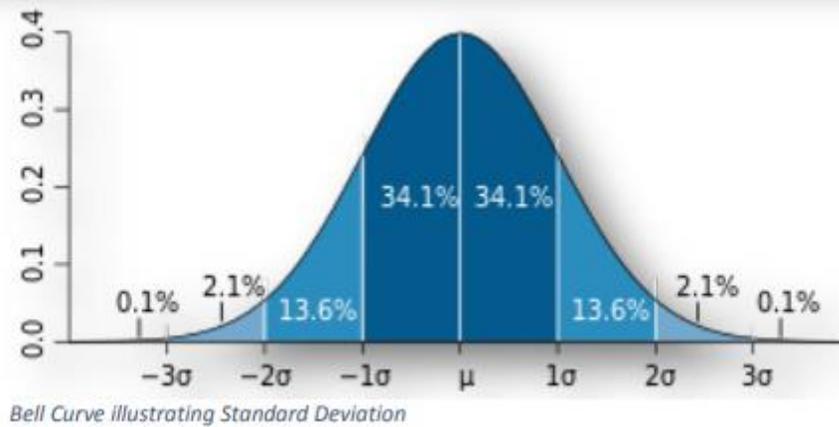
RoadHAT evaluations were performed for the purpose of comparing the safety performance of study locations to that of state averages. The two main measures used for this purpose are RoadHAT outputs index of crash frequency (ICF) and index of crash cost (ICC). Crash frequency is a measure of the number of crashes that occurred within a set period of time (usually one year). It does not consider exposure to risk (volume, segment length, etc.).

The index of crash frequency (ICF) accounts for random crash variability to measure the difference between expected crashes and reported crashes. This measure indicates by how many standard deviations the reported number of crashes differs from the expected number of crashes. **Figure 5** illustrates how the ICF may be interpreted in terms of the standard deviation of a bell curve. This reference figure is provided in the RoadHAT practice pointers for design exceptions. The ICF is a measure useful for comparison of the analysis locations to system-wide statistics.

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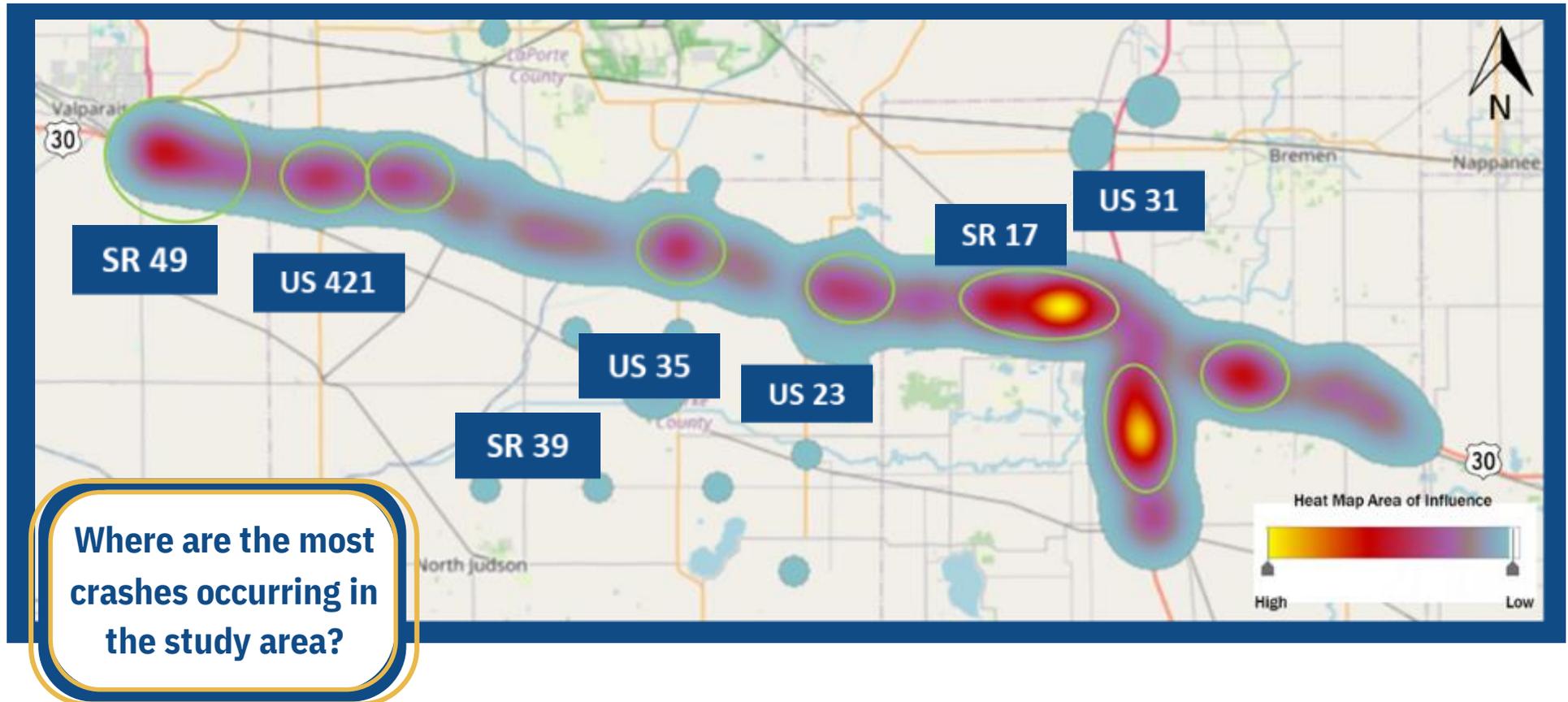
<sup>3</sup> Statewide rates from Indiana Crash Facts 2020, A publication of the Indiana University Public Policy Institute in partnership with the Indiana Criminal Justice Institute

**Figure 5 – Standard Deviation in a Bell Curve Distribution**



The evaluation encompassed crash history between 2017 – 2021. The RoadHAT evaluation was performed to function as a primary filter of study segments (roadway sections subdivided by major crossroads and county lines) in order to identify segments with the highest potential for safety improvement. Deer crashes have been removed from the evaluation. Within the US 30 West study area, a comprehensive evaluation of 40 segments, intersections, and interchanges was conducted. Among these, 4 segments and 12 intersections exhibited an ICF value exceeding 0, indicating a higher crash frequency compared to the average. The ICF values ranged from 0.19 to 0.85 for segments and from 0.4 to 1.32 for intersections, highlighting a variance in crash occurrence.

Figure 6 – ProPEL US 30 West Study, Segment Crash Heat Map



The crash data evaluation enabled various conclusions to be drawn from crash history within the study limits:

- A substantial number of crashes occurred in segments with **higher concentrations of intersections/driveways/median openings** and tended to be closer to the intersections and/or median openings, even though some were reported as ‘no relation to junction’. Areas with **higher concentrations of driveways** had more crashes due to higher potential for conflicts.

**Speeding** and **speed differential** is suspected to be an issue as the vehicles that enter or exit the roadway from side streets and driveways maneuver at slower speeds than vehicles traveling along the mainline. Where no turning or acceleration lanes are present, the speed differential created substantial potential for conflict. Although crash reports did not specifically mention speeding differentials, it is worth noting that 11 out of 16 high severity crash locations had minimal or completely lacked acceleration or deceleration lanes. The high-speed profile of the mainline roadway coupled with predominantly unrestricted access throughout the study area results in numerous conflicting vehicle movements that lead to the crash types experienced.



**Major Crash Types:**  
Right-angle and Rear-end Collisions

**Major Causes:**  
Snowy weather, deer, and stopped vehicles in medians  
*\*Deer crashes not included in safety analysis*

**Locations:**  
Concentrated at intersections and driveways

### 2.2.3. CORRIDOR ACCESS

Both US 30 and US 31 are major corridors for moving goods and services throughout the state and region. Maintaining and improving the free movement in the region while also maintaining access for local users is a reoccurring comment from the public and an important component of this study.

According to the *INDOT Access Management Guide (AMG)*, US 30 and US 31 are listed as Tier 1A Statewide Mobility Corridors. Tier 1A roadways include highways that provide access to cities and regions around the state and can accommodate high-speed heavy vehicle commercial traffic that include most rural non-interstate routes. The following outlines the access guidelines for a Tier 1A Statewide Mobility Corridor:

- Private access is prohibited, except in locations where it is infeasible to provide alternate access (via joint-use driveways or frontage roads)
- Signalized intersections with a minimum spacing of a half-mile
- Driveways with a minimum separation of 495 feet for 55 mph posted speed limit
- Only major commercial driveways may provide full access (vehicles can make all movements in and out of drives), but may also be right in, right out (RIRO)
- Full turning movements may be allowed at major commercial driveways; all other driveways should be limited to RIRO

- All driveway types other than major commercial should be RIRO
- Left turn access from US 30 or US 31 may be allowed, if reviewed and approved by INDOT
- Parcels with less than 400 feet of frontage should only have one driveway and parcels with 400 feet or more of frontage are not required to have multiple driveways

A review of the driveway access points was conducted to identify access type and concentrations in the study area. The review encompassed the identification driveway types outlined in the AMG including:

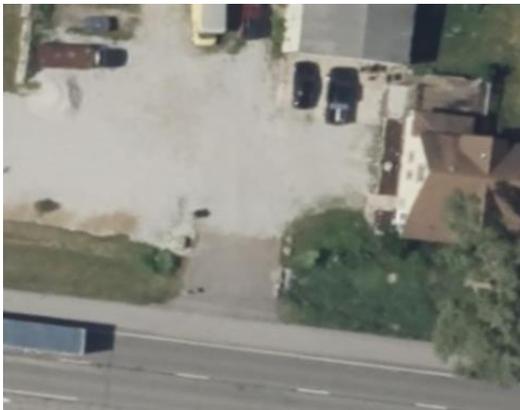


**Major Commercial Driveway** – Serves a private property used for commercial purposes, or a public property, that generates enough traffic to require auxiliary lanes. The driveway can be located in an urban or rural area.

**Minor Commercial Driveway** – Serves a private property used for commercial purposes, or a public property, that does not generate enough traffic to require auxiliary lanes. The driveway can be located in an urban or rural area.



**Sub-Minor Commercial Driveway** – Serves a private property used for commercial purposes that does not generate more than 25 vehicles per day. The driveway can be located in an urban or rural area.



**Private Driveway** – Serves a private residence, barn, or private garage in improved or unimproved condition in an urban or rural area. The driveway is used by the owner or occupant of the premises, guests, and necessary service vehicles



Beyond intersections access to the highway, there are 150 additional access driveways along the US 30 and US 31 study area, as well as 30 farm field approaches as outlined in **Table 2**.

**Table 2 – US 30 and US 31 Driveway Access**

<i>Driveway Type</i>	<i>Number of Driveways</i>	<i>Min. Separation Violation</i>	<i>Frontage Violation</i>	<i>Full Access Violation</i>	<i>Out of Compliance</i>
<b>US 30</b>					
<b>Major Commercial</b>	11	4	2	n/a	4 (36%)
<b>Minor Commercial</b>	9	7	2	7	9 (100%)
<b>Sub-Minor Commercial</b>	37	31	14	10	34 (91%)
<b>Private</b>	54	41	2	32	52 (96%)
<b>Farm Field</b>	30	6	2	17	22 (73%)
<b>US 31</b>					
<i>Driveway Type</i>	<i>Number of Driveways</i>	<i>Min. Separation Violation</i>	<i>Frontage Violation</i>	<i>Full Access Violation</i>	
<b>Major Commercial</b>	0	0	0	n/a	
<b>Minor Commercial</b>	0	0	0	0	
<b>Sub-Minor Commercial</b>	3	2	0	2	3 (100%)
<b>Private</b>	6	4	4	2	6 (100%)
<b>Farm Field</b>	0	0	0	0	

The number, locations, and concentration of access points have contributed to safety deficiencies along the corridor as mentioned in the previous section. The frequency of access-related incidents is likely to increase as more vehicles use the corridor. Private driveways, business access directly onto the study area, and inconsistent access spacing as illustrated in **Appendix A**, have a negative impact on safe, reliable, and efficient mobility. Reducing the frequency of direct access to the highway that stop or slow through traffic would contribute to maintaining free-flow throughout the study area.

## 2.2.4. ROADWAY DEFICIENCIES

The deficiencies in the existing roadway, and interchange ramps along the corridor can impact the mobility of freight and other traffic. A brief summary of the deficiencies is provided below.

### *Substandard Interchange Ramps*



Substandard acceleration and deceleration lanes at interchange ramps are present within the study area. Acceleration lanes are essential for allowing vehicles to reach the speed of traffic before merging into the main flow of traffic, while deceleration lanes provide vehicles exiting the main flow of traffic with a safe space to slow down and exit the ramp. When these lanes are too short, drivers may have difficulty accelerating or decelerating to the appropriate speeds, increasing the likelihood of crashes and other traffic incidents. Based on the assessment of the interchanges within the study area, it appears that none of the ramp gore areas meet current INDOT standards for entrance and exit ramps, except for the SR 49 and SR 331 ramps. In addition, of the five interchanges within the study area, 42% of the acceleration and deceleration ramp lengths at the are too short and do not meet current standards. Despite the deficiencies observed at these interchanges, they did not exhibit above-average crash rates at these specific locations



### *Substandard Median Widths*

Appropriate median widths that meet the requirements of the context of the road help to ensure traffic flow and safety. The median widths vary throughout the corridor with less than 50 feet width in many areas and less than 10 feet of width in some areas of the town of Wanatah. The Indiana Design Manual lists 54.5 feet minimum width for a freeway and 16 feet minimum width for a rural arterial. In the context of the study area, a median wide enough to store a semi-trailer is desirable to avoid the types of crashes that occur at the crossovers when large trucks cross or turn onto the corridor. Some of the key locations with median width related crashes observed are:

US 30 and Truck Stop Driveway, US 30 and N 600 E/ North Starke Rd, US 31 and 11<sup>th</sup> Rd, and US 31 and SR 10 intersections (A future project is programmed at the US 31 and SR 10 intersection which will convert this intersection to an interchange and, therefore, this intersection is not being considered for improvement as part of this study.). It should be noted that all the mentioned locations are unsignalized intersections/driveways. The lack of median width for large vehicles (with trailers) prompt them to take less safe two-stage left turn movements, which occasionally lead to left turn or rear-end collisions.

A review of the existing data confirmed that the US 30 and US 31 corridors have substantial heavy vehicle percentages along both the mainlines and the side streets. The range of existing truck percentages is shown in Error! Reference source not found. for each mainline approach based upon the turning movement counts (TMCs) that were collected for the key intersections as well as the data for the interchanges that was taken from the Traffic Count Database System (TCDS) website. An average heavy vehicle percentage was also provided for the mainline movements. As mentioned



above, 32% of crashes at intersections are right angle crashes. Many of these crashes are occurring at unsignalized intersections as a result of substandard median widths where trailers are sticking out in the lanes.

**Table 3 – US 30 and US 31 Heavy Vehicle Percentages**

Roadway	Direction	AM Peak Period % Heavy Vehicles Range (Average)	PM Peak Period % Heavy Vehicles Range (Average)
US 30	Eastbound	22% – 51% (38%)	17% - 41% (27%)
	Westbound	18% – 50% (33%)	18% - 45% (33%)
US 31	Northbound	26% - 31% (28%)	19% - 27% (24%)
	Southbound	22% - 26% (24%)	18% - 21% (20%)

Source: TCDS Website

## 2.3. PERFORMANCE MEASURES

As the study advances, alternatives will be developed and assessed based on their ability to fulfill the study's purpose and need using the performance measures outlined below. The screening criteria and methodology for each performance measure will be further developed and refined during the screening of potential alternatives in subsequent phases of the study. In addition to these measures, other factors such as goals, benefits, impacts, and costs will also be taken into consideration.

NEED	PERFORMANCE MEASURES	METHODOLOGY
Regional and Statewide Mobility	Improve operations on US 30 or US 31 without introducing delay	Introduce improvements that will improve overall corridor efficiency of longer distance passengers and freight trips along the study corridor.
Safety Along US 30 and US 31	Reduce conflict points -or- apply crash reduction measures to improve safety	Identify areas with high concentrations of crashes within the study area. Prioritize reducing conflict points in areas with high concentrations of driveways and speed differentials. Identify safety countermeasures that will contribute to the reduction of common crash types. Countermeasures are strategies that can be implemented to reduce or prevent potential crashes and may include roadway design improvements.
Corridor Access	Maintain or improve local access -or- meet INDOT Access Management Guidelines -or- reduce non-compliant access points	Prioritize and consolidate access points and turning movements that do not align with current guidance, while still ensuring residential, commercial, and emergency response access to the corridor is maintained.
Roadway Deficiencies	Improve substandard elements of the corridor -or- improve interchanges with substandard ramps -or- improve substandard median widths	Identify locations along the corridor where the ramp acceleration and deceleration lanes do not meet standard requirements. Assess the feasibility of extending the ramp lengths to meet the established standards.
		Identify sections along the corridor where the median widths do not comply with current guidance. Evaluate the potential to implement mitigation measures at these locations.

### 3. STUDY GOALS

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The following ProPEL US 30 West study goals were developed in conjunction with the INDOT project management team, resource agencies, and input from stakeholders and the public. The goals reflect both the local and regional planning documents and are aligned with the adjacent ProPEL US 30 East and ProPEL US 31 studies as applicable. As with the corridor vision, project goals are useful as a guide to the development and review of potential alternatives, but they do not take the place of the purpose and need statement. Goals will not be the sole basis for eliminating or carrying forward a solution or alternative; they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. The study goals include:

- **Economic Development: Provide adequate transportation infrastructure to support local economies and economic development goals.** US 30 and US 31 serve as vital links that connect local communities and businesses to regional as well as national markets across the state. A goal included in INDOT Long Range Transportation Plan (LRTP) focuses on the competitiveness of Indiana’s economy as the “Crossroads of America” through strategic multimodal transportation investments, reducing transportation costs, and the safe and efficient movement of people and goods. While the population within the study area is expected to experience a 3.4% population growth from 2020 to 2050, employment across the five counties is projected to decline by 4.4%. Throughout the ongoing process of public and stakeholder involvement, a prevalent theme has been the support of local economic development. The citizens have documented their top priorities, which include the operation of the farming industry and access to local businesses, particularly in relation to the US 30 and 31 corridor, as they recognize both are critical to local economy development.
- **Equity In Transportation: Provide equitable solutions that consider the needs of traditionally underserved communities.** Of the 94 census tract block groups (CTBGs) within the study area, 71 (over 75%) were identified as meeting INDOT’s threshold for communities with environmental justice (EJ) concerns in one or more of the following demographic categories: minorities, persons in poverty, limited English proficiency, households with limited vehicle access, or households with limited internet access. Thirty-seven meet the criteria for more than one of those categories. There are several Executive Orders (EO) and federal regulations and guidance, including EO 14008 Tackling the Climate Crisis at Home and Abroad, which address historic underinvestment in disadvantaged areas most impacted by climate change, pollution, and environmental hazards.
- **Multimodal Access & Connections: Accommodate non-vehicular modes of travel in and crossing the study area.** Although the study area currently lacks transit routes, bicycle routes, and sidewalks for pedestrians, multi-modal infrastructure has been a common suggestion among public comments. The INDOT LRTP contains a goal to integrate pedestrian and bicycle accommodations into projects, where feasible. Within their comprehensive plans, Starke, Porter, Fulton, and Marshall County include goals and policies to maintain and support expanded bicycle and pedestrian trips. The *Indiana Governor’s Public Health*

*Commission Report (2022)*<sup>4</sup> stresses the importance of active transportation and improved access to wellness activities and opportunities, particularly for children and adolescents. In these communities, the importance of investments that provide active transportation opportunities can help increase physical activity, which supports the Governor’s public health initiatives. Following the guidelines set out by the federal government in the Bipartisan Infrastructure Law, INDOT is developing a carbon reduction strategy (CRS) to support efforts to reduce carbon dioxide emissions.<sup>5</sup> The CRS is anticipated to identify active and alternative transportation modes (e.g., walking, biking, and transit) as a potential category of transportation projects and/or strategies that can support carbon reduction in Indiana. The Northern Indiana Passenger Rail Association (NIPRA) has been leading a regional, multi-state effort to re-establish intercity passenger rail service between Chicago and Lima, OH, through Fort Wayne, part of a longer rail corridor that would extend from Chicago to Columbus, Ohio. The proposed Chicago-Fort Wayne passenger rail corridor is included in the INDOT 2021 Indiana State Rail Plan as well as the Federal Railroad Administration’s Midwest Regional Rail Plan.

- **Emerging Technologies: Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.** INDOT outlines the use of alternative fuels and related equipment and facilities within the LRTP. In addition, the 2022 Indiana Electric Vehicle Infrastructure Deployment Plan has been developed in compliance with the National Electric Vehicle (EV) Infrastructure (NEVI) Formula Program, and details the state's plan to implement EV infrastructure over the next five years and beyond, with almost \$100 million in federal funding. Indiana is planning to nominate the US 30 corridor across Northern Indiana as an alternative fuel corridor. The plan also includes a candidate location for an EV charging station located within the ProPEL US 30 West study area near the US 30/ US 31 interchange. The carbon reduction strategy, which INDOT is currently developing, is expected to outline Indiana’s context and action plan for reducing on-road carbon emissions. It is anticipated the CRS will consider electric or alternative fuel vehicle adoption as a potential category of transportation projects and/or strategies that can aid in reducing carbon emissions in Indiana.
- **Fiscal & Environmental Practicality: Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment, including resources important to Tribal Nations.** INDOT has a responsibility to the taxpayers of the State of Indiana to ensure that the budget is spent in a manner that maximizes the return on investment. INDOT’s long- and short-range planning documents are required to be fiscally constrained, which means the projects programmed within them can be realistically completed with available and projected funding and revenue sources. Several of INDOT’s planning documents also identify environmental responsibility as a stated agency goal, including a specific objective to minimize the potential impacts of improvements to the transportation system on the natural and human environment. This objective, as well as others, plays a key role in shaping INDOT’s investment strategies and policies.

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<sup>4</sup> [https://www.in.gov/health/files/GPHC-Report-FINAL-2022-08-01\\_corrected.pdf](https://www.in.gov/health/files/GPHC-Report-FINAL-2022-08-01_corrected.pdf)

<sup>5</sup> <https://www.in.gov/indot/public-involvement/public-involvement/carbon-reduction-strategy/>

- **Corridor Character: Maintain character of local communities within the corridor.** The study area is primarily dedicated to agriculture, but it also includes residential and commercial properties that support agricultural activities. The public comment period revealed that one of the most frequently mentioned topics was the importance of preserving the area's rural character.
- **Local Access: Balance transportation improvements with maintaining and improving local access.** Local access is critical for residents and businesses to be able to get in and out of their properties, access services, and conduct daily activities. While improving the transportation network is intended to support economic growth and improve safety, maintaining and improving local access while also implementing transportation improvements is a balance between the needs of the local community and the broader transportation network.

## 4. GLOSSARY OF COMMONLY USED TERMS

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**Access/Access Management** | Access/accessibility relates to the ability of traffic to reach a particular place, area, service, or activity. Access management improvements refer to strategies that control and optimize the way vehicles and pedestrians enter, exit, and interact with the highway, which is typically accomplished by eliminating conflict points. Within the ProPEL US 30 West study limits, US 30 and US 31 are considered to have partial access control: access to and across US 30 and US 31 is provided at specific roadways and driveways.

**Acceleration Lane** | An acceleration lane is a lane on a highway or freeway that is used by vehicles to increase their speed before merging onto the main traffic lanes. It is designed to allow vehicles to safely and smoothly merge with traffic.

**Agriculture/Agricultural Services** | The agricultural industry is a large contributor to Indiana's economy. In context of the ProPEL US 30 West study, vehicles that support agriculture and the agricultural industry are characterized by heavy, slow-moving farm equipment as well as large trucks.

**Conflict Point** | A conflict point on a roadway is any location where two or more vehicles' paths have the potential to merge, diverge, or cross. A single intersection can have numerous points

where vehicles can potentially collide with one another. These are the locations where collisions are most likely to occur.

**Connections/Connectivity** | In context of the ProPEL US 30 West study, connection refers to the directness of travel routes between destinations, particularly those on opposite sides of US 30 or US 31.

**Deceleration Lane** | A deceleration lane is a lane on a highway or freeway that is used by vehicles to slow down and exit the roadway. It is designed to provide a safe area for vehicles to decelerate and exit without disrupting the flow of traffic on the main roadway.

**Disadvantaged Communities** | As set forth in Executive Order 14008 (Tackling the Climate Crisis at Home and Abroad), disadvantaged communities are those that are marginalized, underserved, and overburdened by pollution. Indicators of burdens include the following:

- Affordable and sustainable housing
- Clean energy and energy efficiency
- Clean transit
- Climate change
- Development of critical clean water and wastewater infrastructure
- Training and workforce development
- Remediation and reduction of legacy pollution

Definitions and eligibility of what communities qualified as “disadvantaged” vary across United States Department of Transportation (USDOT) programs. For the ProPEL US 30 and US 31 studies, disadvantaged communities were identified using at least one of the tools identified by USDOT, which includes: the Climate and Economic Justice Screening Tool developed by the Council on Environmental Quality, the USDOT Disadvantaged Census Tracts tool, and the Areas of Persistent Poverty & Historically Disadvantaged Communities tool.

**Environmental Justice** | According to the Executive Order 14096 (Revitalizing our Nation’s Commitment to Environmental Justice), environmental justice means the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people:

- (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
- (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

According to Executive Order 14096, it is intended to supplement the foundational efforts of Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low-Income Populations), which was focused on identifying and addressing disproportionately high and

adverse human health or environmental impacts on minority populations and low-income populations. For the ProPEL US 30 and US 31 studies, the term environmental justice will refer to communities where low-income and/or minority populations, as currently defined by USDOT Order 5610.2(c) and FHWA Order 6640.23A (Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), are present.

**Equity** | Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines equity is the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities (see definition below). According to the US Department of Transportation, equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. An equitable transportation plan considers the circumstances impacting a community’s needs and identifies if any additional measures are needed to develop an equitable transportation network.

**Free-flow** | Free-flow traffic movements do not require a motorist to stop for other traffic movements, such as mainline vehicles traveling past stop-controlled side streets. In typical conditions, free-flow traffic operates at the posted speed limit and motorists are generally unaffected by the presence of other vehicles on the roadway facility.

**Freight** | Freight is the movement of goods and materials, such as manufacturing outputs and bulk commodities, that support the state’s economic growth and competitive access to markets. In context of the ProPEL US 30 West study, freight is typified by long-haul, heavy-duty commercial truck travel on US 31.

**Goal** | For the ProPEL US 30 West study, goals are elements that are desirable outcomes of any improvements. While goals alone will not be used for eliminating a solution or alternative, they will factor into the screening process and identification of solutions to move forward through the study.

**Level of Service (LOS)** | Level of Service is a performance measure that represents quality of service, measured on an A – F scale, with LOS A representing the best operating conditions from a traveler’s perspective and LOS F representing the worst.

**Mobility** | Mobility is the ability and ease of a transportation system to move people and goods using one or more transportation modes. Mobility is characterized by the ability to connect people to the places they want to go in a safe and efficient manner, while minimizing travel time, making effective use of available capacity, and providing reliable performance.

**Multi-modal** | Multi-modal transportation opportunities provide more freedom in how people get around, especially for people who cannot, or choose not, to drive a car. Multi-modal transportation supports the needs of all users, whether they choose to drive, walk, bike, or use transit, either for all or part of their journey or for recreational purposes. For the ProPEL US 30 West study, non-vehicular multi-modal users accessing or crossing the study area potentially include on-demand

transit, bicycles, pedestrians, and active recreators using the nearby trails or other recreational facilities.

**Planning and Environment Linkages** | A collaborative and integrated approach to decision-making that:

1. Considers environmental, community, and economic goals early in the transportation planning process; and
2. Uses the information, analysis, and products developed during planning to inform the environmental review process conducted in accordance with the National Environmental Policy Act (NEPA).

**ProPEL** | ProPEL is an INDOT initiative for transportation planning that uses collaborative PEL studies to better understand community needs and to develop alternatives that meet those needs. Through the PEL studies, INDOT aspires to create smarter transportation systems that build stronger communities. INDOT is using PEL studies on the US 30 and US 31 corridors in central and northern Indiana, of which ProPEL US 30 West is one.

**Performance Measure** | A measure of the degree to which an alternative satisfies an identified need or goal in a study or project.

**Purpose and Need** | Purpose and need are terms describing why a project is being completed. Need is the specific transportation problems that are present or projected to occur. The purpose defines the transportation problem(s) to be addressed. The Purpose and Need establishes a basis for the development of a range of reasonable alternatives. It also provides the basis for performance measures which assess the relative ability of alternatives to address the project needs. If an alternative does not meet the purpose and need of a project, it is eliminated from consideration.

**Regional Trips/Through Trips** | For the ProPEL US 30 West study, regional trips are characterized as pass-through trips that travel all the way through the study limits on US 30 without stopping.

**Study Area** | The US 30 West PEL study area includes:

- US 30 from S.R. 49 (City of Valparaiso) east to Beech Road in Marshall County, approximately 53.2 miles.
- US 31 from the northern limits of the US 30 and US 31 interchange south to W C.R. 700 N in Fulton County, approximately 13.9 miles.

**Turning Movement** | Turning movements are actions of vehicles at an intersections or other location where there is a change in the direction of travel. This involves moving from one roadway to another.

**Tier 1 Statewide Mobility Corridor** | According to INDOT's *Access Management Guide*, US 30 and US31 within the ProPEL US 30 West study limits are Tier 1 Statewide Mobility Corridor – which is a multi-lane roadway that:

- Provides connections to major metropolitan areas within the state and to neighboring states;
  1. Provides accessibility to cities and regions around the state;
  2. Accommodates high-speed and long-distance trips;
  3. Can accommodate heavy commercial vehicle traffic; and
  4. Includes most rural non-Interstate routes on the Principal Arterial System.

**Underserved Communities** | According to Executive Order 13985 (Advancing Racial Equity and support for Underserved Communities Through the Federal Government), the term underserved communities refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. For the ProPEL US 30 West study, underserved communities include minority and low-income populations (environmental justice), Disadvantaged Communities (see above), limited English proficiency (LEP) populations, populations with limited internet access, and populations with limited vehicle access.

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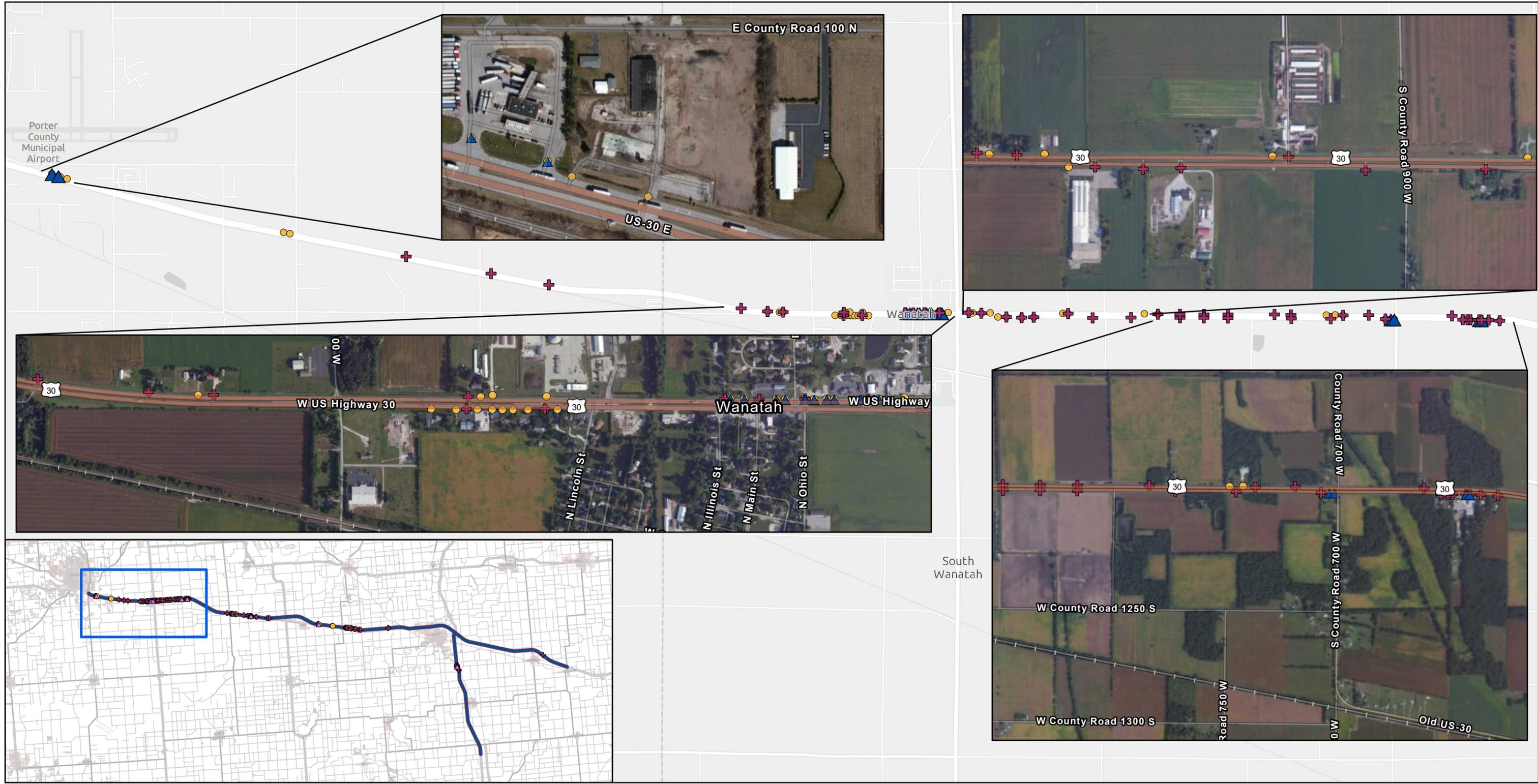
# APPENDIX A: CORRIDOR ACCESS VIOLATION MAPS

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**Full Access Violation** – Non-commercial drives that provide full access (vehicles can make all movements in and out of drives), but may also be right in, right out (RIRO)

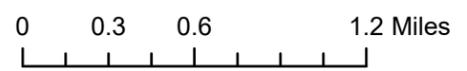
**Frontage Violation** - Multiple private driveways on the same parcel with a minimum separation of 495 feet for 55 mph posted speed limit

**Minimum Separation Violation** - Spacing between unsignalized driveways and other access points falls below the minimum of 300 ft for 40 mph zones and 455 ft for 60 mph zones



**Legend**

- + Full Access Violation
- ▲ Frontage Violation
- Minimum Separation Violation



**US 30 West  
Corridor Access  
Violations**





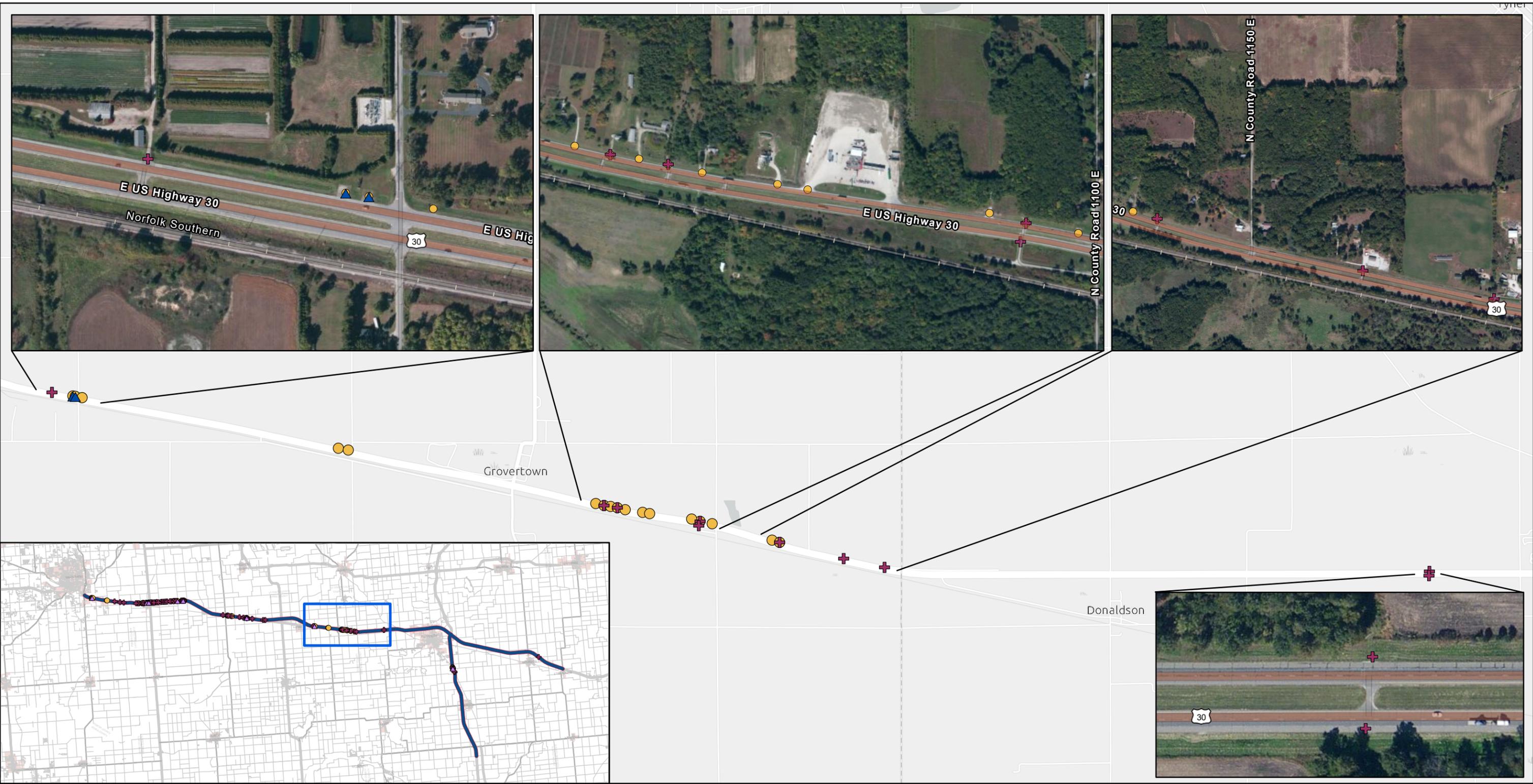
**Legend**

- + Full Access Violation
- ▲ Frontage Violation
- Minimum Separation Violation

0 0.2 0.4 0.8 Miles

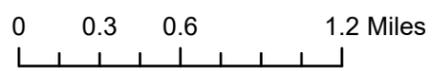
**US 30 West  
 Corridor Access  
 Violations**

**PROPEL**  
 Smarter Transportation.  
 Stronger Communities. **US 30**



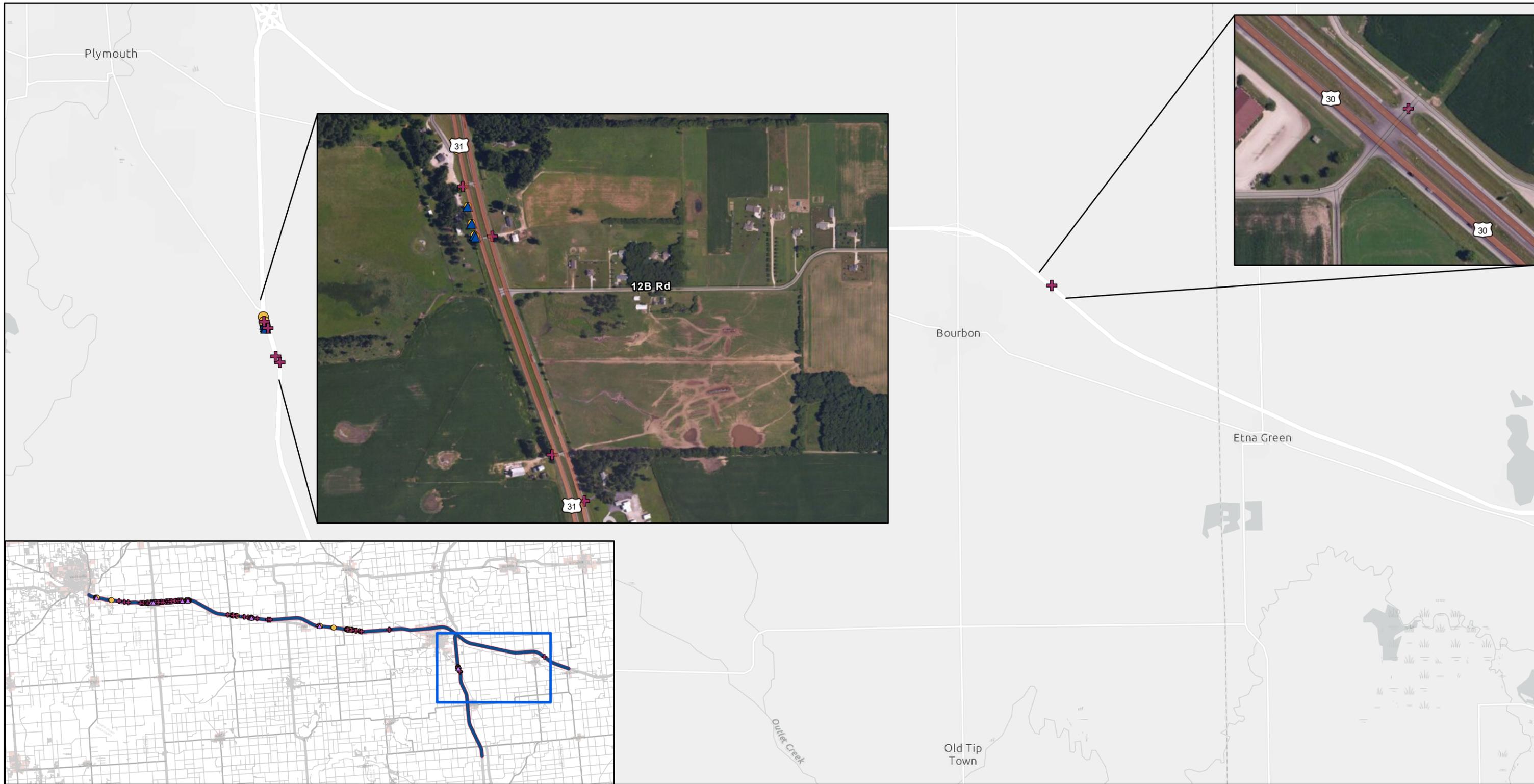
**Legend**

- + Full Access Violation
- ▲ Frontage Violation
- Minimum Separation Violation



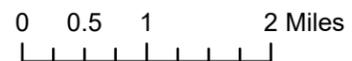
**US 30 West  
Corridor Access  
Violations**





**Legend**

- + Full Access Violation
- ▲ Frontage Violation
- Minimum Separation Violation



**US 30 West  
Corridor Access  
Violations**



# APPENDIX B: PUBLIC COMMENT TOPICS FROM VISION & SCOPING (AUG 2022 – DEC 2022)

Comment Topics	Count	Comment Topics	Count
Keep rural character/aesthetic of corridor	70	RR crossings unsafe	8
Improve crossings	58	Other	8
Safety	56	Bike, pedestrian, transit	7
Consider farming industry	55	Increase roadway capacity	7
Concern over property access (business or personal)	40	Does not support limited access highway	7
Mobility	37	Consider transit and/or rail	6
Add overpass/bypass and/or bridge	25	Speed is an issue	6
Support of limited access highway	25	Project timeline	6
Overall US 30 Corridor	23	Environmental	5
Semis/tractor trailer/large trucks pose safety issue	23	Add intersections	5
Crashes at intersections/dangerous intersections	20	Reduce toll costs (to encourage semis to use toll road)	5
Consider industries along corridor and their use	18	Does not support changes to US30	4
Concern about access to local communities/towns	17	Add charging stations	3
Congestion is problem	17	Natural vegetation plantings along corridor	3
Add bicycle and pedestrian Infrastructure	16	Project outcomes	3
Intersection upgrades	14	Concern over environmental impacts	2
Access	13	Cost of project	2
Remove traffic signals	13	Addition of rail will improve economy	1
Highway will improve economic flow of goods	11	Consider noise pollution countermeasures	1
Congestion hinders economic growth	10	Drainage concerns	1
Concern over emergency access	10	Dislike traveling on US30	1
ROW concerns	10	Improve geometry of US30	1
Upgrade and/or add Interchange	9	Use grade separation at rr/intersections	1
Highway will improve safety	9	Need more Law Enforcement Presence on Highway	1
Add on & off ramps	8		

# APPENDIX C: PUBLIC COMMENT TOPICS FROM PURPOSE & NEED (JAN 2023 – JUL 2023)

Comment Topics	Count	Comment Topics	Count
Consider bicycle or pedestrian infrastructure	45	Dislike traveling on US30	4
Consider transit and/or rail	15	Does not support changes to US30	0
Addition of rail will improve economy	2	Does not support limited access highway	0
Need to support economic development	10	Spot upgrades are needed for facilities and infrastructure throughout US 30	0
Congestion hinders economic growth	1	Reduce toll costs (to encourage semis to use toll road)	33
Improvements to US 30 will support farming, industries and economic flow	65	Remove traffic signals	2
Environmental concerns	1	ROW Concerns	26
Add Charging Stations	1	Support of limited access highway	9
Keep rural character of corridor	22	Safety	111
Consider noise pollution countermeasures	2	Intersections and/or RR crossings are unsafe	26
General access concerns	34	Turning US 30 into an interstate will improve safety	3
Add additional access points to US 30 such as intersections, ramps, crossings	30	Need more Law Enforcement Presence on Highway	1
Concern about access to US 30 for communities and private properties	52	Semis/Tractor Trailer/Large Trucks pose safety issue	5
Improve or upgrade access points	96	Speed is an issue	7
Increase roadway capacity	4	Project Outcomes	7
Add overpass/bypass and/or bridge	16	Project Timeline	8
Congestion is problem	3	Cost of Project	2
Overall US 30 Corridor	10	Other	8