

COMMON COUNCIL OF THE CITY OF HOBART, INDIANA

RESOLUTION NO. 2019-01

A Resolution Amending Chapter 5 Thoroughfare Plan of the Comprehensive Plan for Future Land Use of the City of Hobart

WHEREAS, the Common Council ("Council") of the City of Hobart, Indiana ("City") has received the recommendation of The Plan Commission of the City of Hobart ("Plan Commission") to adopt an amended Chapter 5 Thoroughfare Plan of the Comprehensive Plan for Future Land Use of the City of Hobart ("Comprehensive Plan") and

WHEREAS, The Plan Commission, by unanimous vote, recommended that it's Petition No. PC 19-03 be adopted and that said Chapter 5 Thoroughfare Plan of the Comprehensive Plan, be amended by striking the current Chapter 5 Thoroughfare Plan and inserting in lieu thereof the new Chapter 5 Thoroughfare Plan shown in Exhibit A; and

WHEREAS, the Plan Commission commenced a duly advertised Public Hearing on January 3, 2019 to hear public comment from interested persons on the proposed amendment to Chapter 5 Thoroughfare Plan of the Comprehensive Plan of the City of Hobart; and

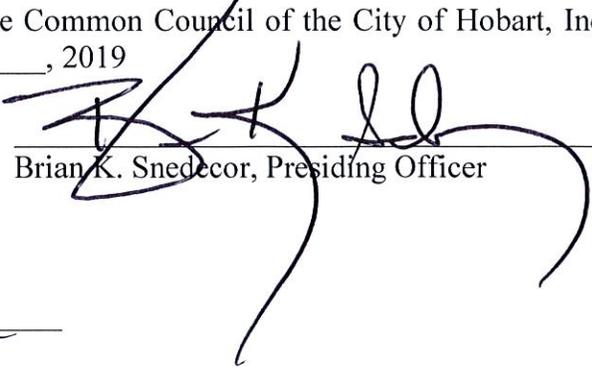
WHEREAS, the Council concurs in the recommendation of the Plan Commission as to the proposed amendment and now desires to approve and add such provisions to the Comprehensive Plan through this resolution pursuant to the authority granted to the Council by I.C. §§36-7-4-509 and 511.

IT IS, THEREFORE, RESOLVED, by the Common Council of the City of Hobart, Indiana as follows:

SECTION ONE. The Comprehensive Plan of the City of Hobart, Indiana ("Plan") Future Land Use Map entitled "Chapter 5 Thoroughfare Plan," is hereby amended, by striking out in its entirety the current Chapter 5 Thoroughfare Plan, and inserting in lieu thereof, the following new Chapter 5 Thoroughfare Plan included as Exhibit "A" as attached hereto and made a part hereof.

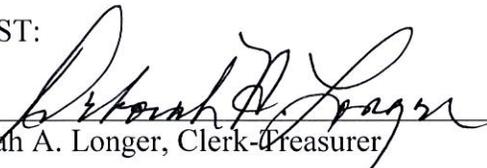
SECTION TWO: The City Planner is hereby authorized to amend the remaining sections of the Plan, to incorporate references as needed to include this amended Chapter 5 Thoroughfare Plan. This Resolution shall become effective upon approval.

ADOPTED and APPROVED by the Common Council of the City of Hobart, Indiana on this 7th day of JANUARY, 2019



Brian K. Snedecor, Presiding Officer

ATTEST:



Deborah A. Longer, Clerk-Treasurer

EXHIBIT A

CHAPTER 5

THOROUGHFARE PLAN

The ability to move goods and people quickly, safely and efficiently both through and within a community has positive planning benefits which resound in every land use classification.

THOROUGHFARE CLASSIFICATION

Thoroughfares are typically subdivided into the following classifications:

1. Freeway - Designed to move high volumes of traffic at high speed, usually among communities; no standard intersections, but rather acceleration/deceleration ramps, no direct curb cuts, no or few traffic signals.
2. Arterial - Designed to move large volumes of traffic at moderate speeds to connect neighboring communities or different neighborhoods of the same community; curb cuts for intersecting streets only, signal or stop only when intersecting street is also an arterial.
3. Collectors - Designed to collect a modest amount of local neighborhood traffic at low speed and effectively transport it to the nearest arterial, or another local street.
4. Local - Designed to move small amounts of traffic at low speed through individual neighborhoods, either to a collector or to another part of the same neighborhood.

The following roadways are classified as listed:

Freeways –

- I-65
- U.S. 30

Arterials –

- U.S. 6/37th Avenue/Ridge Road
- Liverpool Road
- S. R. 130
- S. R. 51
- Cleveland Avenue
- 3rd St./49th Ave./LaSalle St.
- 10th Street
- Wisconsin Street

- 61st Ave./Bracken Rd.
- County Line Road (north of 10th Street)
- Colorado Street (south of 61st Avenue)
- 73rd Avenue
- Harms Rd./83rd Avenue
- Marcella Boulevard/Mississippi Street (south)
- Center Street

Collectors –

- Lincoln St. (Bracken Pkwy to SR51)
- 12th St. (Sr51 to Lincoln)
- Arizona St./Decatur St.
- 10th Street (Decatur St. to Lake Park Ave.)
- 3rd St. (Crestwood Dr. to LaSalle St.)
- Driftwood Dr.
- Colorado St. (39th Ave. to 37th Ave.)
- 41st Ave. (Wabsh St. to Wisconsin St.)
- W. Cleveland Ave (Wabash to Pennsylvania)
- Pennsylvania St. (Cleveland to Old Ridge)
- Colorado St. (3rd St. to Cleveland Ave.)
- Wabash St. (Cleveland Ave. to 41st Ave.)
- W. 39th Ave. (Wisconsin St. to Colorado St.)
- 39th Ave. (Liverpool Rd. west to city limits)
- Montgomery St. (north of Old Ridge Rd.)
- 8th St. (Wisconsin St. to SR51)
- Rand St. - North Lake Park to SR 51
- Kelly Street (Rand St. to Home Ave.)
- Illinois St. (Cleveland Ave. to Home Ave.)
- Home Ave. (Illinois St. to Kelly St.)
- Hickey Street (Kelly St. to SR51)
- Front Street
- Union St. (US6 to Cleveland Ave.)
- 53rd Ave./Mississippi St./57th Ave.
- Grand Boulevard (south of US30)
- E.84th St./E.84th Place (west of Colorado St.)
- Clay Street
- Ainsworth Road
- E. 69th Ave. (Mississippi St. to Colorado St.)
- 62nd Ave. (Mississippi to North Wind Pkwy)
- E. 61st Avenue
- Csokasy Lane
- W. 14th St. (Wisconsin St. to SR51)
- Tanager St. (Bracken Pkwy to Bracken Pkwy)
- S. Hobart Road
- Lake St. (Sr51 to 5th St.)
- 5th St. (Lake St. to 6th St.)
- 6th St. (5th St. to S. Indiana St.)

- S. Indiana St. (6th St. to Georgiana St.)
- W. 49th Ave. (west of Liverpool Rd.)
- Arbor Lane
- Hemlock Dr. (Arbor Ln. to Barberry Dr.)
- Barberry Dr. (Hillcrest Ave. to Hemlock Dr.)
- Hillcrest Ave. (Hickey St. to Barberry Dr.)
- E. Hickey St. (Union St. to Hillcrest Ave.)
- Coral Drive
- Eastin Ave.
- McAfee Dr. (Eastin Ave. to Coral Dr.)
- St. Joseph Pl.
- E. 34th Ln. (St. Joseph Pl. to SR51)
- Lake Park Ave. (north of Old Ridge Rd.)

The following Collectors are not shown as Collectors on NIRPC's latest Functional Classification Map:

- Crabapple/3rd Place
- Crestwood Drive
- Wild Rose Drive
- Wilson St. (41st Ave. to Cleveland Ave.)
- Colorado St. (Cleveland to Old Ridge Rd.)
- High Street (Linda St. to SR51)
- High St./Shelby St./Division St.

Roadways not listed previously are considered Local.

PURPOSE

Since the Thoroughfare Plan was written and adopted in 1975 there has been only one update completed in the late 1990's. Since then, there has been no official update nor review until this plan update. The city recognizes that it is important that a plan for the future transportation network in place and available. That plan needs to utilize the latest information to accurately set priorities and layout a vision for the future. Recent and forecasted new development in the Hobart area during the next twenty years will place increasing demands upon the community's thoroughfare system. Much of this demand is being placed on what has been described as the Southwest Area of Development bound by 83rd 61st Avenue (north), State Road 51 (east), 61st Avenue (south), and 83rd Avenue (south). The Thoroughfare Plan through this revision continues to propose an inter-related system of highways, roads, and streets serving the area which will meet the increased demands both within the city, and to and from other destinations outside the city. The streets which comprise this network are classified according to the functions they perform within the overall system. The proposed thoroughfare system is depicted on the accompanying map.

The thoroughfare system performs three basic functions: it moves traffic within the community, between points within the community and points in the surrounding areas, and between the community and other more distant locations. These include other communities and important land use concentrations such as the industries located both to the south and north of Hobart. Ideally, the system should provide safe, rapid and efficient movement for all three categories of traffic.

HISTORICAL PERSPECTIVE

When the Hobart area was rural in character, the first two traffic circulation functions were more important to the community. These provided for the movement of people between residential neighborhoods and other neighborhoods, stores, churches, schools and public buildings. The second gave farmers in surrounding rural areas access to the community's market place and its rail lines. As the residential character of the community increased, however, and the economy became more dependent on residents who commuted to work outside the city, the third function becomes increasingly important.

Transportation facilities were a primary reason for the original location of the City of Hobart. Specifically, the city grew around the vicinity of the Norfolk and Western Railroad and the Pennsylvania Central Railroad. Over the years, with the steady decrease in rail passenger travel, the railroads have been replaced by the street system as the most essential means of transportation to the community. Although they still provide important freight and passenger service, the railroad lines, originally so important to the community, present hazards and barriers to traffic circulation. Since there are few overpasses or underpasses, traffic is stopped many times each day by passing trains, and vehicles are frequently backed up on the busy streets which cross the business section.

Lake George is a natural barrier that also affects the traffic circulation system. The number of passable streets are limited by the necessity of bridging Lake George and the tributaries thereto. Interstate 65 is a manmade barrier which helps traffic reach the City, but at the same time hinders east-west travel within the city as well as travel from the city to other communities to the west.

OVERALL PRINCIPLES

The Thoroughfare's Plan delineates a realistic road, street, and highway system to serve Hobart. As streets are permanent features of the community, and very costly to relocate, this plan recognizes the limitations of correcting the existing system. This is made further apparent by the fact that Hobart has many undeveloped areas, which have serious access challenges. Designations of right-of-ways through undeveloped areas without knowledge of actual development plans requires some flexibility in location, but not in purpose.

As development is proposed in these undeveloped areas, the Hobart Plan Commission, through the implementation of the community's Comprehensive Plan, is obligated to make sure that all proposed designs are suitable in location, width, and improvement to accommodate increased traffic, and allow suitable access for police, firefighting, snow removal, sanitation, and road-maintenance equipment. In this way, new roadways become part of the overall coordinated circulation system, in order to avoid undue hardships to adjoining neighborhoods and or the creation of traffic safety hazards. Furthermore, the Thoroughfare Plan, because of its direct effect on land use, must be consistent with the City's land use goals and objectives.

Collector streets in the city are lined with residences and therefore perform local access functions due to the existing pattern of streets in the city. As a result of this pattern, residential streets are straight and long, except where interrupted by railroad tracks or topographic breaks, such as those along Lake George, and tributaries, thereto.

In some cases, especially in residential neighborhoods, these interruptions and jogs are beneficial to the thoroughfare system, since they discourage the use of residential streets by collector or truck traffic. The awkward jogs and intersections along the city's more heavily traveled streets, however, result in inconvenience and safety hazards.

An appropriate level of connectivity should be provided throughout the Hobart road system to provide for effective delivery of emergency and special services. The traffic circulation pattern within and between subdivisions should be integrated to permit circulation but discourage through movements on local streets. Where feasible, and especially in commercial areas, access roads should be provided connecting one business use to another. These roads, whenever possible should be located along the rear lot lines and should access into existing intersections, rather than individual private curb cuts.

Intersections at arterials and collector locations within the city shall be roundabouts unless deemed infeasible, impractical, or unbuildable by the City. All other intersections shall first be reviewed to determine if a roundabout is feasible before alternative intersections are considered. It has been found that in most cases a roundabout will provide a higher level of service, safety, reduction in congestion, and improvements to the overall transportation network. An analysis to determine the appropriate number of circulating, approach, and receiving lanes shall be performed for proper sizing.

FREEWAYS AND HIGHWAYS

Freeways and highways vary in size from the two-lane state routes, which carry traffic between neighboring communities at moderate speeds to high speed, limited access, grade-separated interstate highways such as Interstate 65. Interstate 65 runs along the west edge of city. U.S. 30 passes through the Ross Township portion of the City providing primary access to a large commercial service area, as well as high counts of through traffic.

The recently begun Interstate 65 reconstruction and widening project which will provide three (3) thru lanes in each direction, will more effectively connect U.S. 30, 61st Avenue, and U.S. 6 to Interstate 94. S.R. 130 travels through the east portion of the city connecting Porter County to S.R. 51, and eventually Interstate 94.

These regional routes are all Federal or State Highways, and all are constructed and maintained to high standards. Their primary purpose is to move large volumes of traffic, without the need for signalization, at speeds at or above 45 MPH. Even though the city is not responsible for constructing or maintaining the highways in this classification, certain minimum design standards for these routes inside city limits will be followed. The right-of-way should be 100 to 160 feet. No parking will be allowed alongside the highway. Acceleration and de-acceleration lanes are to be determined by the State but should be a minimum of 350 feet long. Distance between driveways is to be determined by the State but a minimum of 550 feet is to be provided.

ARTERIALS

Hobart is bisected by one of the most dysfunctional state highways, S.R. 51, which includes twelve (12) right angle turns from 10th Street to Cleveland Avenue. Even though the street is a state highway, it functions as an arterial. Route 51 does provide an important connection from the downtown area to Interstate 94 to the north, and to U.S. 30 on the south. U.S. 6 has been converted by multiple curb cuts and outdated traffic signals to a functional arterial.

Arterial Streets are defined as streets which pass through most of the community carrying large volumes of traffic. They connect major traffic generators such as industrial sites, business districts, and residential areas to the regional highways. To properly perform their intended functions, arterials should meet certain design standards governing such factors as alignments, intersection intervals, sight distances, gradients, surface types, right-of-way widths, pavement widths, and traffic controls. Engineering standards for the City of Hobart have been established and should be frequently updated which contain detailed specifications for all new or improved thoroughfares in the community. The following paragraphs summarize these design standards and relate them to the proposed transportation network established by the Thoroughfares Plan.

Arterial streets should be designed so as to have the greatest possible distance of uninterrupted traffic flow. Stop signs should, under no circumstances, be utilized for speed control. Traffic control signal design standards, for arterial streets, are found in the Indiana Department of Transportation's Manual for Uniform Traffic Control Devices. The right-of-way reserved for arterial streets should have a minimum width of 80 feet. Local arterial streets should be required to have designated left turn lanes, where they intersect other arterials. No parking should be allowed. Whenever possible, curb cuts and driveways should be eliminated, but where they cannot be avoided, a 200-foot minimum spacing should be maintained. Posted speed limits of 30 to 45 MPH in undeveloped areas should be capable of being maintained.

COLLECTORS AND LOCALS

Collector Streets carry traffic from local streets in residential neighborhoods to the arterial streets or major land uses, such as the central business district, the U.S. 30 business district or industrial districts. The City of Hobart has identified 3 types of Collector streets in the City of Hobart Design Standards including Residential, Industrial, and Commercial Collectors. Collectors in general should be designed to accommodate an efficient flow of traffic at moderate speeds; 25 to 35 MPH. All collector street systems should be designed to include an 80 ft. minimum right-of-way, usually two travel lanes, with no parking. Curb-cuts and driveways should be kept to a minimum, but where they are unavoidable, a 100 feet minimum space between cuts should be maintained. Traffic control signal design should follow City of Hobart Design or State DOT Standards. The city has identified in the thoroughfare map intersection locations where roundabout intersections are preferred. The City desires the use of roundabout intersections wherever practical. Local Residential Streets should be designed to discourage through traffic. Posted speed limits on local streets should be 20 to 30 MPH. A right-of-way of 60 feet in width should be reserved along normal local streets. Parking should be discouraged but permitted when off-street capacity is exceeded. Alleys should be avoided in residential neighborhoods but should be encouraged in commercial and industrial districts where they serve to provide off-street loading access. Cross streets should be spaced so that the length of each block under normal circumstances is between 450 and 600 feet.

GREENWAYS, BIKEWAYS, AND PEDESTRIAN WAYS

A greenway is a corridor of protected open space managed for conservation, recreation, and non-motorized transportation. One major greenway, the Oak Savannah which travels along the abandoned Erie, Joliet, & Elgin Railroad right-of-way, cuts right through the midpoint of Hobart, connecting Robinson Park and the downtown to an existing greenway in Portage, which starts at the county line and continues all the way to Chesterton. Several connecting bike trails could be incorporated on existing roadways in Hobart, in order to take full advantage of the recreational benefit which the Oak Savannah provides. Pedestrian ways are also available in portions of the community, including continuation of the Lakefront Path. All future development projects, regardless of private or public funding, should consider the development and implementation of bicycle and pedestrian plans as part of overall planning process. In addition, they should be coordinated with the most recently approved City Park and Recreation Trail System Plan.

Sidewalks are also encouraged and standards for their use on the various functional roadways have been developed in the City of Hobart Design Standards. These standards should be reviewed and updated on a regular basis.

Recognizing the importance of pedestrian connectivity within the transportation network, the City of Hobart has and should continue the integration of pedestrian ways where possible when performing transportation network improvements. As such the City is encouraged to consider formal adoption and implementation of various Complete Streets Policies.

THOROUGHFARES AND LAND USE

New thoroughfares should be located so as to avoid disruption of existing land uses. Minor modifications in the existing land use pattern may be permitted, however, only in cases where the installation of new thoroughfares will result in a significant improvement to the overall traffic flow. As a general rule, all future thoroughfares should be located so as to encourage planned future residential, industrial, and commercial development, which is compatible with Hobart's Comprehensive Plan.

OFF-STREET PARKING

Areas for off-street parking should be provided in sufficient quantity to adequately serve any future building or land use to be installed in the city. The off-street parking provisions of the Hobart Zoning Ordinance, if enforced, will ensure this. Whenever possible, on-street parking along local streets in residential subdivisions should be discouraged, through requiring sufficient off-street capacity. The downtown has historically had a parking problem, which is beyond the scope of being corrected using private development funds. The City has wisely chosen to participate in the provision of necessary parking in a combined effort to increase the viability of the downtown area, while also encourage the use of the lakefront recreational opportunities.

COSTS FOR LOCAL STREETS

The cost of building local streets in future subdivisions should be the responsibility of the developer. The Hobart Subdivision Control Ordinance should require that all streets, curbs, shoulders, drainage infrastructure, intersection improvements and cul-de-sacs platted for each subdivision be constructed by the developer to the standards set forth in the City of Hobart's Design Standards. The city will accept responsibility for maintaining streets once they are properly installed, inspected, and approved.

The financial burden of street construction in residential subdivisions will thus be shared by those benefitting most from these streets, rather than by all of the city's taxpayers. In addition, the assurance that adequate streets will be constructed in all new subdivisions will improve the environment of the subdivision. The city should not have to pay for premature maintenance of inadequately designed or constructed streets.

SOUTHWEST AREA OF DEVELOPMENT

The City is poised well for future development thanks to its location and proximity to major highways including U.S. 30, I-65, and I-80/94. As a result, the City has seen growth in the southwest area of the City, namely light industrial and commercial businesses. Recognizing this, the City completed the Southwest Area Traffic Study in February 2016, aimed to take a macroscopic review of the City's transportation infrastructure in that area. The results of this study were to identify roadway network improvements that will likely be needed to accommodate future traffic growth in the area. The study area was bound by S.R.53, 53rd Ave., S.R.51, and 83rd Ave.

The study concluded several improvements would be needed on major arterials including 61st Avenue, 69th Avenue, and extensions or improvements to intersections would be needed. It also concluded a new interchange with I-65 in the vicinity of 73rd Avenue would likely be needed. Refer to the Southwest Area Traffic Study for more detailed information on these recommendations.

Using the Southwest Areas Development Area Traffic Study as the basis, the City

initiated the beginning steps of an Interchange Study noting the findings related to the increased need of a new interchange in the vicinity of I-65 and 73rd Avenue. The Interchange Study provided a preliminary assessment of the potential 73rd Ave interchange with respect to the eight FHWA policy points, however, did not go into the same level of detail as a formal Interchange Justification Report at that time. Preliminary efforts were completed to compare the costs of a new interchange with the costs to upgrade existing facilities. The facilities that would be in need of upgrade include the intersections in the vicinity of the existing U.S. 30 and 61st Avenue interchanges with I-65. The preliminary assessment suggested that the intersection of 61st Avenue and Marcella Blvd. and the intersection of U.S. 30 and Mississippi St. would most likely operate with poor levels of service for the design-year traffic as right-of-way may not be available to perform the needed improvements. Meetings were held with INDOT and FHWA at which both agencies stated a catalyst project is needed to further the investigation of a new interchange. Refer to the 73rd Avenue Interchange Study for more detailed information.

Further review of the Southwest Area of Development identified the carrying capacity of U. S. 30 an extremely challenging transportation problem. Its capacity is dramatically decreased by a series of local trips from one retail outlet to another. In the past the City has tried diligently to put the pieces together to link Southlake Mall, Target, Home Depot, and other shopping centers with a local traffic parallel route connecting private parking lots, so traffic could move freely between all the retail stores from Mississippi to Colorado without ever entering U. S. 30. The City has determined it is feasible to consider parallel east-west routes on both the north and south of U.S. 30 by constructing new east-west arterials to the north behind Merrillville Crossings as an extension of 79th Avenue as well as extending and improving 83rd Avenue to the south of U.S. 30. These are significant undertakings with large benefits to the distribution of traffic that will aid in the reduction of congestion on U.S. 30 and support businesses in the area.

The City of Hobart, Town of Merrillville, and the Northwest Indiana Regional Planning Commission (NIRPC) completed a Safety Study along the U.S. 30 Corridor in 2017. This study further identified traffic and pedestrian improvements that would improve safety and reduce congestion along the U.S. 30 corridor from S.R. 53 to S.R. 51. This study identified the need to provide alternative modes of transportation by way of pedestrian ways, improve safety, and considerations related to intersection improvements and alternative roadway extensions, i.e. 83rd and 79th Avenue extensions. This study also provided recommendations for aesthetic treatments in the area to balance transportation infrastructure with pedestrian scale accents aimed at providing an attractive development and redevelopment corridor. Refer to the U.S. 30 Safety Study for more details.

CONCLUSION

As development occurs, the function of each thoroughfare must be considered and preserved. A practice which has occurred in the past which has placed limitations on the carrying capacity of arterials has been the fronting of residential and commercial development. This practice attempts to use the arterial as a local, which robs the arterial of capacity. It allows a developer to front lots on a roadway in which he has not invested, by which he is deriving benefit. Direct curb cuts should only be permitted on Locals and Collectors.

When examining the deficiencies intrinsic in the system, it is apparent that the high number of railroad tracks and the positions they occupy, along with Lake George, present considerable transportation challenges. Due to cost considerations and wetland and waters of the United States limitations, the Lake can effectively only be crossed at two locations; Wisconsin and 3rd Street. That, coupled with the fact that numerous tributaries or outlets (such as Duck Creek, Deep River, Frog Creek and Turkey Creek), also serve as transportation barriers, results in a system with many deficiencies with little ability to correct within reason. It would be unrealistic to recommend several major Lake and tributary bridges in order to correct transportation deficiencies. Rather, the attempt has been made to concentrate in areas where development has not substantially occurred. However, if identified in advance, the roadway extensions and improvements could be made a cost of development, thereby relieving the municipality of this financial burden and avoiding past mistakes.

Overall, much of Hobart's future growth is located primarily in the Southwest Area of the City and considerations to previous completed studies shall be made when considering future development plans. The Studies referred to in this Plan have provided a larger understanding of the City's transportation network than had been previously available and are intended to provide direction related to the future roadway network of the City.

This Thoroughfare Plan is intended to be a living document and updated regularly as improvements are completed and more data is made available. The City's Thoroughfare Map depicts general alignments that are subject to minor shifts or intersection location changes pending development and factors such as environmental considerations or other red flag considerations.

PRIORITY THOROUGHFARE FROM-TO

<u>Priority</u>	<u>Roadway</u>	<u>Segment</u>
1	Wisconsin Street	61 st Ave. to Clay St.
1	Arizona Street	61 st Ave. to 69 th Ave.
1	79 th Avenue	S.R. 51 to Mississippi St.
1	83 rd Avenue	Curve at Harms Rd. to Southlake Mall
1	County Line Road	73 rd Ave. south to U.S. 30
1	Northwind Parkway	to 61 st Ave.
2	Rand Street	Shelby St. to County Line Rd.
2	Union Street	Cleveland Ave. to 10 th St.
2	14 th Street	S.R. 51 to County Line Rd.
2	Colborne Street	W. 40 th Ave. to S. Liverpool Rd.
2	S. LaSalle Street	Southwest to Liverpool Rd.
2	69 th Avenue	Dekalb St. to S.R. 51
2	Iowa Street	69 th Ave. to U.S. 30
3	83 rd Avenue	Randolph St. to County Line Rd.
3	89 th Avenue	Harms Rd. to Randolph St.
3	84 th Place	Mississippi St. to terminus
3	12 th Street	to County Line Rd.
3	12 th Street	to S.R. 51
3	16 th Street	Lincoln St. to County Line Rd.
4	Sycamore Street	Arizona to stub in Deep River Estates
4	High Street	S.R. 51 to Shelby St.
4	High Street	Union St. to County Line Rd.
4	Division Street	Shelby St. to Union St.
4	Wild Rose Drive	W. 2 nd St. to Liverpool Rd.
5	75 th Place	Colorado St. to terminus
5	75 th Place	Dekalb St. to S.R. 51
5	Dekalb Street	75 th Pl to 79 th Ave.
5	Union Street	E. 31 st Ave. to E. 37 th Ave.
5	E. 34 th Lane	to County Line Rd.
5	Kelly Street	Rand St. to E. 37 th Ave.
5	E. 6 th Street	Hobart Rd. to Union St.
5	Gibson Street	terminus to south
5	Hobart Road	10 th St. to S.R. 130

Reconstructed Thoroughfares

During the planning period the following thoroughfares have been identified for reconstruction in order of importance:

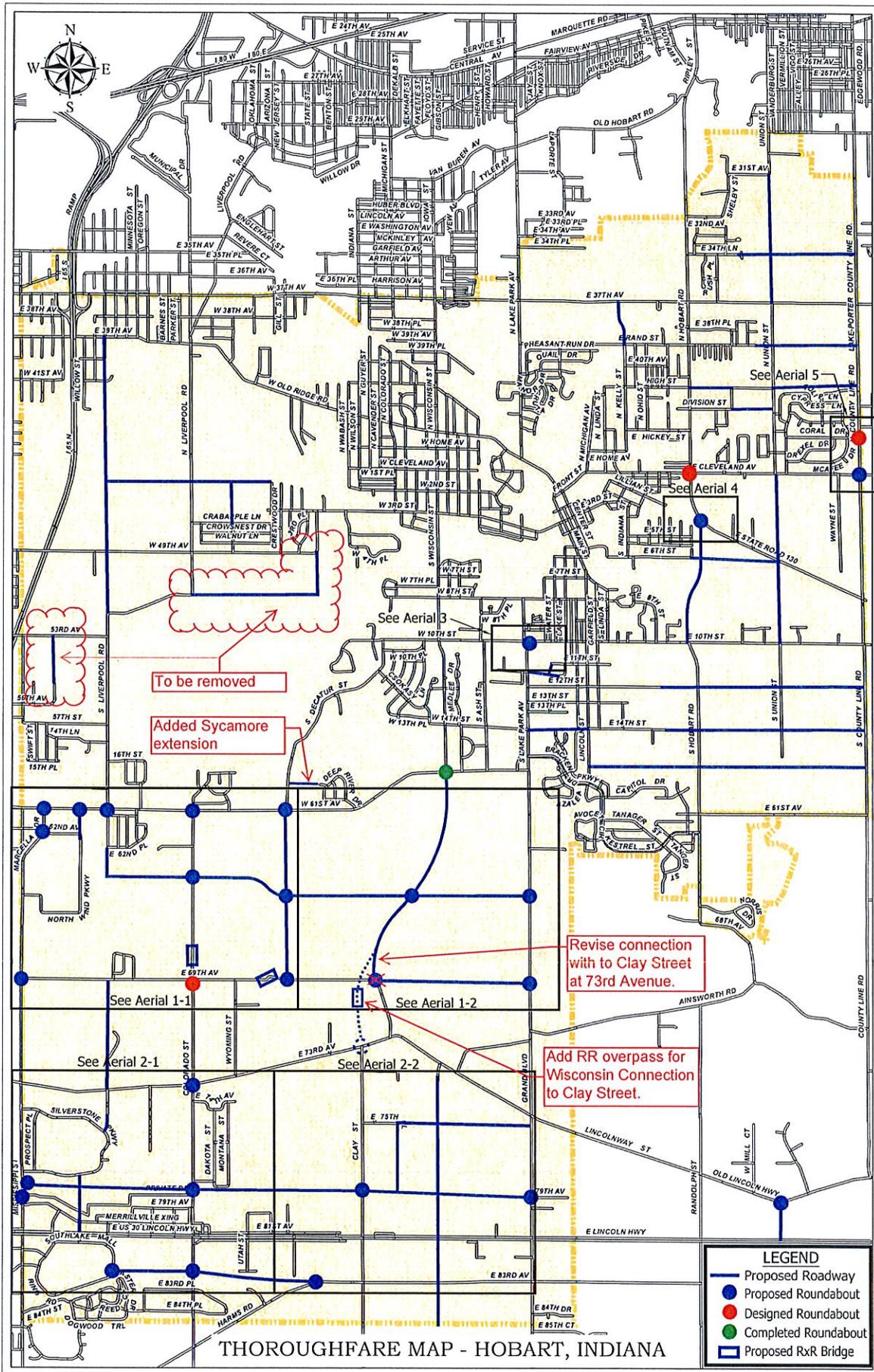
<u>Priority</u>	<u>Roadway</u>	<u>Segment</u>
1	County Line Road	North Boundary to South Boundary
1	69th Avenue	Mississippi to Colorado
1	Colorado Street	61st Avenue to U.S. 30
2	73rd Avenue	Mississippi to Eastern Boundary
2	Old Ridge Road	Guyer to Dearborne
2	10th Street	Lincoln to Linda
2	Lake Park Ave	37th Ave. to Old Ridge Road
3	8th Street	Wisconsin to Linda
3	Wisconsin Street	37th Ave. to Old Ridge Road

The City of Hobart maintains an asset management plan which is updated annually. This Asset Management Plan includes all road segments in the City with associated PASER Ratings for use in determining condition of the pavement surfaces and what associated repairs are needed to cost effectively improve the facility. The city recognizes the importance of continued maintenance of its current Assets and therefore, intends to annually complete projects considered preventative maintenance. The City's Asset Management Plan shall be reviewed for further information related to annual and future road rehabilitation and reconstruction projects.

Intersections

During the planning period, the following intersections will be in need of redesign, design and construction in order of priority:

<u>Priority</u>	<u>Intersection</u>
1	61st and Marcella
1	U.S. 30 and Colorado
1	69th and Colorado
1	79th and Mississippi
1	County Line and Cleveland
2	69th and Mississippi
2	61st and Liverpool
2	62nd and Marcella
2	73rd and Colorado
3	61st and Arizona
3	61st and Colorado
3	S.R.51 and 10th Street
3	61st and Northwind Crossing
4	County Line and 10th Street
4	Wisconsin and 3rd Street
4	Lake Park Avenue and Old Ridge
4	Wisconsin and Old Ridge
5	County Line and U.S. 30
5	Grand Blvd. and 73rd Avenue





County Line Rd. @ Cleveland Ave.
Aerial Display 5

HOBART

INDIANA

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**CERTIFICATION AND REPORT TO
COMMON COUNCIL OF THE CITY OF HOBART ON
AMENDMENT OF THE ZONING ORDINANCE**

CERTIFICATION TO: Common Council of the City of Hobart

FROM: Ross Pietrzak, Zoning Administrator/Planner I

RE: Amendment of Chapter 5 of the Comprehensive Plan
(Thoroughfare Plan)

DATE: January 4, 2019

PETITIONER: City of Hobart Plan Commission
414 Main Street,
Hobart, Indiana 46342

REQUEST: To amend Chapter 5 Thoroughfare Plan of the City of Hobart
Comprehensive Plan

PLAN COMMISSION PETITION NO.: PC 19-03

DATE OF PLAN COMMISSION ACTION: January 3, 2019

DEADLINE FOR COMMON COUNCIL ACTION: April 3, 2019

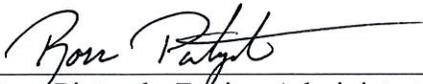
CERTIFICATION

ACTION TAKEN BY PLAN COMMISSION:
(Recommendation to the Common Council to Approve the amendment as requested
(Favorable Recommendation)

CONDITIONS: None

VOTE: 9-0

I certify that the foregoing information accurately represents the action taken on this matter by the City of Hobart Plan Commission.



Ross Pietrzak, Zoning Administrator/Planner I
CITY OF HOBART

MEMORANDUM

DATE: JANUARY 4, 2019

TO: HOBART COMMON COUNCIL MEMBERS
MAYOR BRIAN K. SNEDECOR
CITY ATTORNEY ANTHONY DEBONIS

FROM: ROSS PIETRZAK, Zoning Administrator/Planner I

RE: Petition; Amend Chapter 5 Thoroughfare Plan of the
Comprehensive Plan for Future Land Use of the City of Hobart

Below please find the minutes of the Plan Commission meetings regarding Petition PC 19-03

DRAFT PUBLIC HEARING MINUTES OF THE PLAN COMMISSION MEETING OF JANUARY 3, 2019:

Mr. Pietrzak noted that this is the first amendment to the Thoroughfare Plan with another, more substantial amendment coming soon. The purpose of this amendment is to update the Thoroughfare Map and priorities listed in the Comprehensive Plan in order to meet a January 11th deadline to make certain projects eligible for federal funding.

Mr. Gralik provided a background on the updates, maps and the projects that the City holds as its highest priorities.

Ms. Galka opened the Public Hearing for Petition PC 19-03.

Sandy O'Brien voiced concern over thoroughfares being shown to cross through protected lands and wetlands. Mr. Allen stated that the plan is conceptual and that protected areas and wetlands would be considered with any thoroughfare shown on the plan and in general practice. The plan is meant to show the general vicinity of thoroughfares and the desired linkages between two areas, but not to show the actual physical layout or location of roads.

Ms. Galka closed the Public Hearing for Petition PC 19-03 after receiving no further comments.

Mr. Allen made a Favorable Recommendation to the Common Council for Petition PC 19-03 including all discussion, seconded by Mr. Gralik. All ayes, motion carried. (9-0)

Regular meetings are held on the 1st and 3rd Wednesdays of each month in the Council Chambers, 2nd floor, Hobart City Hall

CITY OF HOBART
AGENDA ITEM REQUEST FORM

(PLEASE PRINT)

Resolution
2019-01

MEETING DATE: January 4, 2019

BOARD OF PUBLIC WORKS (3:30 p.m.)

COMMON COUNCIL (6:00 p.m.)

(5:15 PM)

ITEM TO BE ADDED TO AGENDA PC 19-03

Amend Chapter 5 Thoroughfare Plan of the Comprehensive Plan for
future land use

SUPPORTING DOCUMENTATION ATTACHED Draft Thoroughfare Plan, Resolution & minutes

REQUEST SUBMITTED BY Ross

ADDRESS (DEPARTMENT) Planning/Zoning

PHONE NUMBER (EXT) _____

DATE SUBMITTED January 4, 2019