



3 COMPREHENSIVE MOBILITY

THEME 3 | GOALS

Goal 1: Expanded Network

Our mobility network will support existing and future development, providing necessary access, locally and regionally, and aligning with future community goals.

Goal 2: Streets for All

Our mobility network will connect people and places, sustaining a safer and more efficient network that promotes walkability and biking and provides access to key destinations within the community.

Goal 3: Route to Success

Our mobility will be a main contributor to the success of our vibrant districts, corridors, and Downtown area, supporting economic development, wellness, and safety.

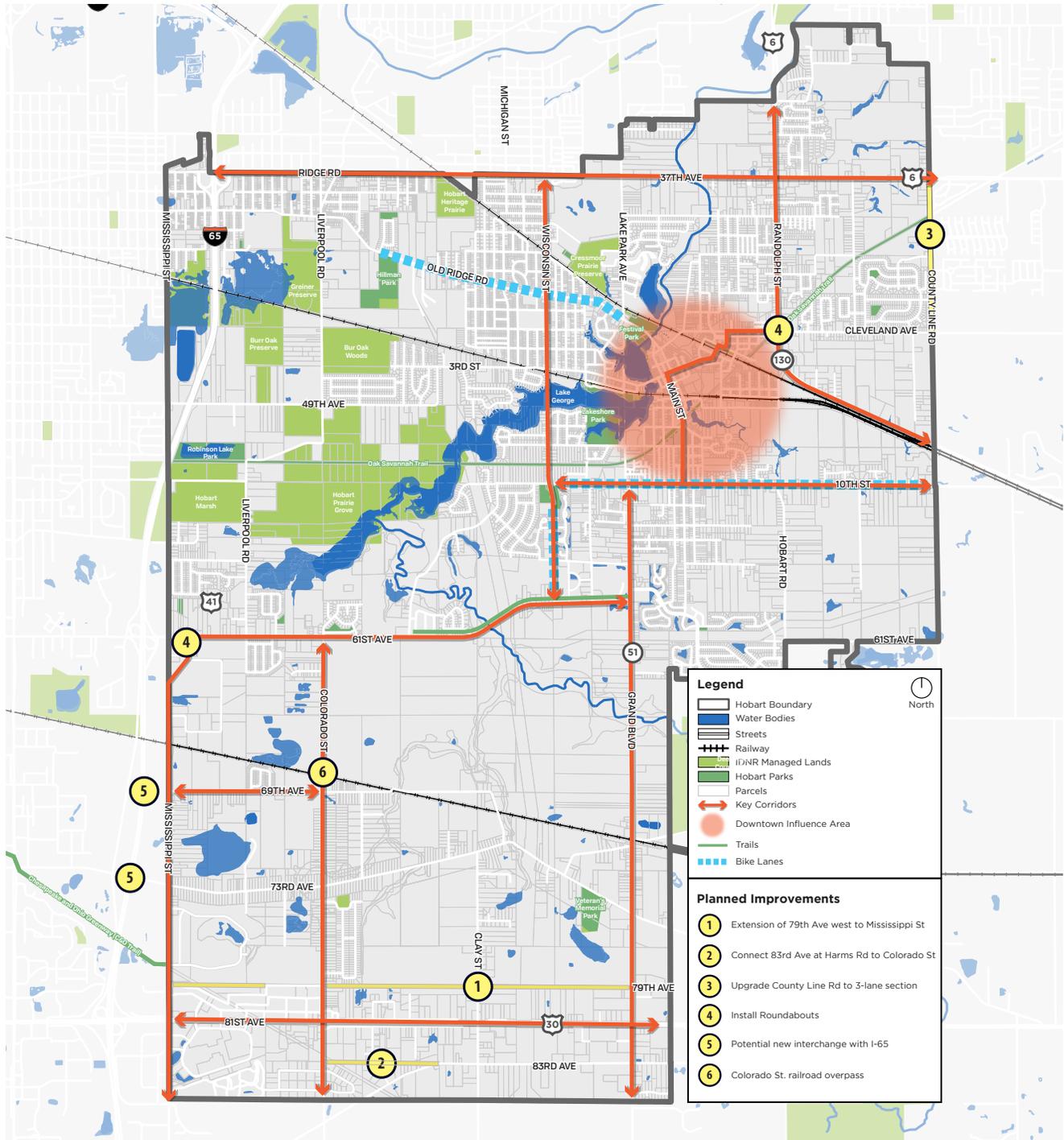
Goal 4: Alternative Transportation

Our mobility will be responsive to the growing and changing needs of the community, supporting a forward-looking and sustainable transportation system.

Hobart's 2040 Plan includes five community Themes. The following section describes Hobart's vision for Theme 3: Comprehensive Mobility. A summary of the existing conditions analysis along with community input received over the course of the process are shared in the next few pages. Following that is a list of Strategies and Actions for each of the goals listed above.

MOBILITY & CONNECTIVITY

Fig 17: Mobility & Connectivity Map



ROADWAY NETWORK

Hobart's roadway network provides adequate routing throughout the community and to Northwest Indiana, as well as nearby major regional transportation hubs such as Chicago and Indianapolis. US Route 30 runs east-west along the southern portion of the community and provides access to I-65, Schererville, Dyer, and IL-394 to the west of Hobart. East of the City, US Route 30 is a primary route connecting to Valparaiso and eventually Fort Wayne while continuing east into Ohio. In addition to US Route 30, Hobart also maintains two interchange access points along I-65 at 61st Avenue and US Route 6 (37th Avenue-Ridge Road). I-65 provides excellent regional mobility and connects to I-80/94 and I-90 to the north, as well as continuing south to Indianapolis, Louisville, Nashville, and beyond. I-80/94 and I-90 connect with the Chicagoland area to the west, as well as Detroit and Cleveland to the east. Quick and easy access to these regional routes are desirable to businesses allowing them to ship and receive goods, which can help to attract and positively contribute to economic development within Hobart.

The City recently updated its Thoroughfare Plan in 2019, which provides a framework for the design of new roadways and intersections, as well as an inventory and modification of existing roadways. The key elements of the Thoroughfare Plan, listed below, will be further expanded upon during the planning process:

1. Categorization and definitions of the types of roadways within the City – Freeways/Highways, Arterials, Collectors, and Locals – and the transportation form and function with which they are intended to provide.
2. Greenways, bikeways, and pedestrian accommodations should generally be provided with all future developments, with a focus on connecting to existing amenities such as the Oak Savannah Trail and coordinating with the most recently approved City Park and Recreation and Trail System Plan.
3. The Southwest Area of Development Traffic Study completed in 2016 and the recognition that future growth may be focused in this area and the accompanying transportation improvements, such as upgrades along 61st Avenue, 69th Avenue (completed), as well as a potential new interchange along I-65 at 73rd Avenue or 69th Avenue, that may be needed to accommodate that future growth.
4. The Canadian National (CN), Chicago District, and the Canadian North/Grand Trunk & Western (CN/GTW) Railroads, which bisect the community from northwest to southeast, present vehicular transportation and circulation challenges as most north-south roadways maintain at-grade crossings with these railroads.
5. Intersections at arterials and collector roadways within the City shall include roundabouts unless deemed infeasible, impractical, or unbuildable.
6. The traffic circulation pattern within and between subdivisions should be integrated to permit circulation but discourage through movements on local streets.
7. Direct curb cuts should only be permitted on Local and Collector roadways.

MOBILITY IN HOBART

Traffic issues are top of mind for Hobart residents, including traffic patterns, access, and congestion. Safety was also one of the top concerns expressed by many, followed by bicycle and pedestrian access. Almost all community members who provided feedback drive to and from their destinations. Approximately half of the participants occasionally walk to their destinations, while 30 percent occasionally bike as a means of commuting. Survey results showed that many community members would like to use alternative modes of transportation more frequently, including walking (45%), using public transit (40%), and biking (38%). The information, ideas, and visions provided by the community indicate that mobility improvements aimed at enhancing safety and increasing accessibility will have the greatest community benefit.

Pedestrian Conditions

Community members appreciate the walkability of downtown Hobart and hope to increase accessibility and connectivity throughout the entire City with an enhanced sidewalk network that incorporates safer pedestrian crossings and conditions. Community members responded favorably to safety improvements such as enhanced or painted crosswalks, mid-block crossings, pedestrian refuge islands, bollard lights, and roundabouts with prominent pedestrian crossings. Community feedback revealed that the Hobart Road (IN 130) and Cleveland Avenue intersection is perceived as dangerous for both pedestrians and cyclists. Several community members support the planned roundabout at this intersection and suggested implementing additional roundabouts at other high-traffic intersections, to improve conditions for non-vehicular travelers. Community members recognize the importance of protecting pedestrians while also reducing traffic congestion. Many suggested the implementation of pedestrian bridges over high-traffic intersections, such as Cleveland Avenue and County Line Road. Overall, community members would like to see a continuous, well-maintained sidewalk network that allows pedestrians to traverse the City with less barriers.

FUNCTIONAL CLASSIFICATION

The roadways within the City are classified by the Indiana Department of Transportation (INDOT) according to the character of the service they are intended to provide. This functional classification process recognizes a hierarchy of roadways and the fact that they do not operate independently, but instead collectively as a system-wide supportive network. The following provides a list of major routes within Hobart and their classifications:

Interstate/Freeways - Designed to move high volumes of traffic at higher speeds amongst communities with no/few curb cuts or traffic signals. Interstates/Freeways in Hobart include I-65.

Principal Arterial - Designed to move large volumes of traffic at moderate speeds to provide community mobility or connect neighboring communities. Intersections generally support traffic signals or roundabouts. Principal Arterials in Hobart include US Route 30, US Route 6 (Ridge Road-37th Ave., S.R. 51, 61st Ave., and S.R. 130.

Minor Arterial - Designed to carry moderate volumes of traffic and provide community mobility through connection to principal arterials and major and minor collectors. Minor Arterials in Hobart include 3rd St. (West of Main St.), 10th St. (East of S.R. 51), Colorado St., 73rd Ave., and Mississippi St.

Major and Minor Collector - Designed to collect a moderate amount of traffic from neighborhoods or commercial areas and distribute it to arterials or other collectors. Major and Minor Collectors in Hobart include Main St., Old Ridge Rd., and County Line Rd.

Local Streets - Designed to move small amounts of traffic at low speeds through neighborhoods or commercial developments, often to distribute to a collector, while providing a high level of access to adjacent properties. Most neighborhood streets are considered local streets in Hobart.

ROADWAY JURISDICTION

A roadway jurisdiction is an important factor in roadway maintenance and overall functionality. A few of the major roads serving the City are under the jurisdiction of INDOT, such as I-65, S.R. 51, S.R. 130, US Route 30, and US Route 6 east of Hobart Rd. Several bridges are under the jurisdiction of Lake County. All other roadways within Hobart are under local City jurisdiction. With a sizable number of roads under the City's jurisdiction, the City has flexibility to control access and make improvements to align with the community's interests. However, Lake County and INDOT's involvement in the comprehensive planning process is crucial to ensure that plan recommendations are implementable along roadways where Lake County or INDOT maintain jurisdiction, and adequately balance the needs of the City, the County, and INDOT.

TRUCK ROUTES

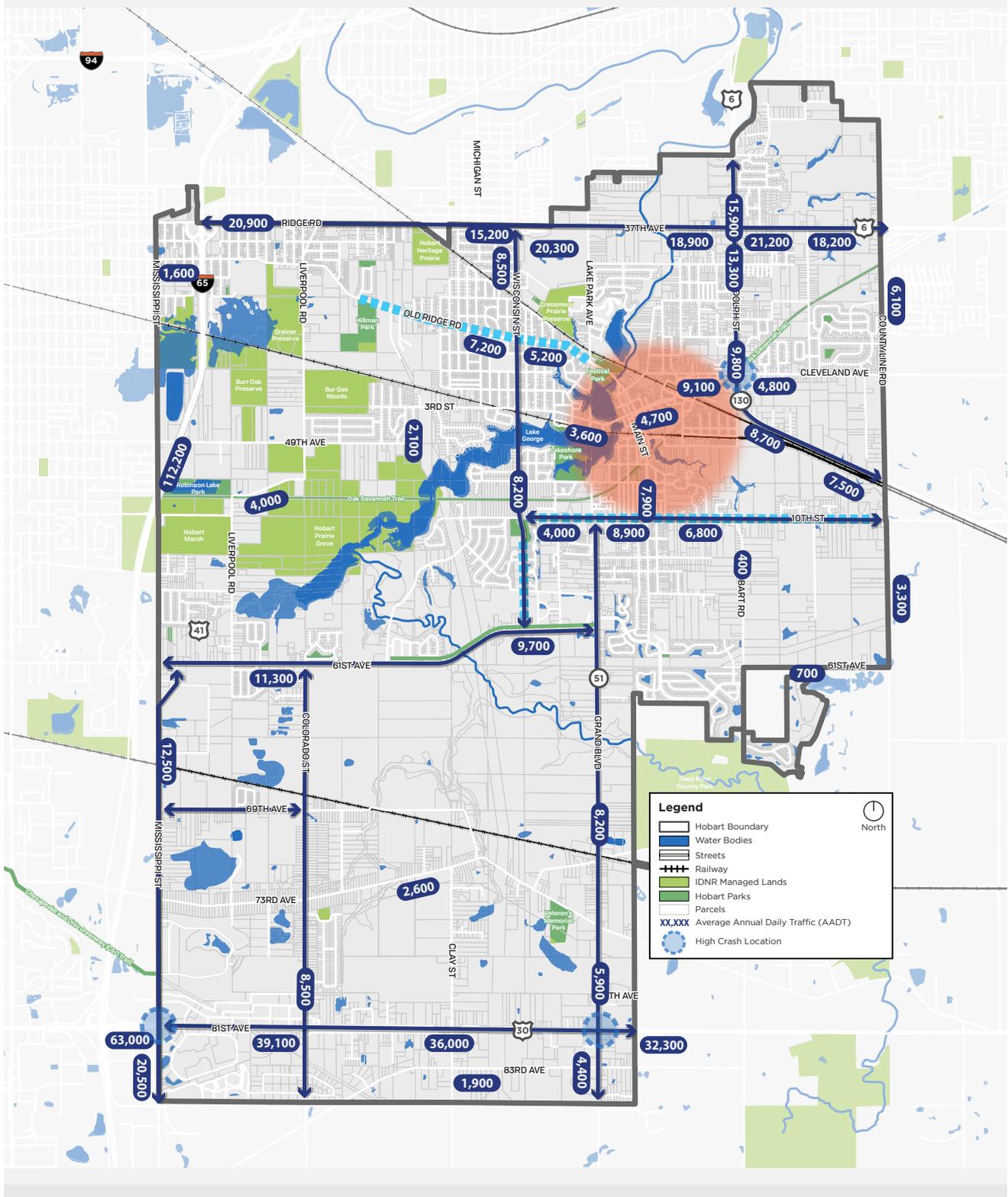
Hobart has well-defined truck routes that tend to direct heavy vehicles along the interstates, (I-65 or I-90/94) in and around the City. Generally, State routes are designed to standards that support heavy freight truck traffic. Routes that support local or regional truck traffic and increase connectivity to local business, such as US Route 30, S.R. 51, S.R. 130, and US Route 6 north and east of S.R. 130 provide adequate markings and signage that indicate changes to speed and weight limits on various roads.

Looking at the intersection of Center St. and 3rd St.



TRAFFIC VOLUME

Fig 18: Traffic Volumes Map



Theme 3: Comprehensive Mobility

Traffic volume is one factor that can help define roadway operations. These volume measurements are measured in several ways, one standard being Annual Average Daily Traffic (AADT). INDOT published AADT data referencing streets throughout the City of Hobart. As expected, the highest AADT volumes were found along US Route 30, with the vehicles per day (vpd) count ranging from 63,300 near I-65 to 32,300 around S.R. 51. The AADT on US Route 6 ranged from 21,200 vpd near Hobart Road to 20,900 vpd closer to I-65. The major streets throughout downtown Hobart consist of Main Street, which serves 7,900 vpd, and 3rd Street which serves approximately 4,000 vpd. Traffic volumes are appropriate along these corridors, based on the number of lanes available on each roadway. These volumes are generally moderate with the exception of US Route 30, which is on the higher end of vpd. However, this roadway provides a six-lane pavement section (three lanes in each direction) with dedicated left- and right- turn lanes at most intersections to accommodate the higher AADT. As the planning process moves forward, Hobart's roadway network should be seen as an advantage to leverage in supporting future growth.

Looking at US Route 6 / Mississippi St



Looking at Main St / 4th St in Downtown Hobart



COMMUNITY TRANSPORTATION AND COMMUTING CHARACTERISTICS

Characteristics on vehicular commuting patterns for Hobart residents were obtained from the U.S. Census Bureau and are summarized below:

These characteristics are typical for the Northwest Indiana region, as the manufacturing industries provide a sizable number of jobs and are generally located in Gary, East Chicago, and Whiting. Additionally, the proximity to Illinois and Chicagoland draws some residents across the border for work. Residents traveling outside the community for work increases the number of vehicles miles traveled (vmt), which leads to greater wear and tear on roadways, more traffic, and increased emissions. As such, it has been beneficial for the local economy and the environment that just over 70 percent of residents work in Lake County, encompassing 25% of total residents working in Hobart.

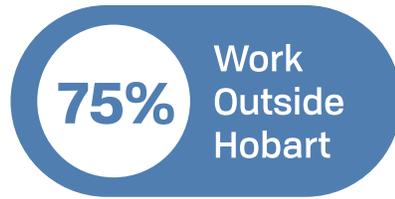


Table 8: Residents Work Locations

Worked in County of Residence	71%
Worked outside County of Residence	16%
Worked outside State of Residence	13%
TOTAL	100%

Additional community transportation characteristics were referenced from the Center for Neighborhood Technology (CNT) data and compared with four neighboring communities: Merrillville, Valparaiso, Crown Point, and Schererville. Based on this data, it is notable that Hobart has higher greenhouse gas emissions per household, higher transportation costs per household, and more vehicles per household than its peer communities:

Providing increased opportunities for safe and convenient non-motorized active transportation options, as well as establishing future land use and development frameworks that promote walking and biking can reduce dependency on vehicles for everyday transportation needs.

Table 9: Transportation Metrics in Peer Communities

City/Town/Village	AVG. Greenhouse Gas Emissions Per Household	AVG. Number of Vehicles Per Household	Transportation costs per household
Hobart	9.57 Tons	1.93 Tons	\$14,390/yr
Merrillville	9.03 Tons	1.82 Tons	\$13,597/yr
Valparaiso	8.39 Tons	1.77 Tons	\$13,252/yr
Crown Point	9.07 Tons	1.86 Tons	\$13,913/yr
Schererville	9.30 Tons	1.85Tons	\$13,793/yr

PARKING

Off-street parking is generally provided via parking lots for the commercial areas and businesses throughout the community, including the stretches along US Route 6, US Route 30, and within Downtown. Maintenance of on-street parking spaces for commercial businesses is largely focused on Downtown and cater to employees, patrons, and visitors. The minimum off-street parking provisions within Hobart's Zoning Ordinance ensure adequate parking is provided when future development occurs. Often, if minimum parking requirements are set too high, then the viability of the City's land uses can decrease as more space is dedicated to parking than is necessary. As a practical matter, some businesses along US Route 6 and most businesses along US Route 30 can be considered "over-parked", meaning the parking lots are providing more capacity than necessary, given the current demand. The excess parking capacity detracts from a desirable character and presents an opportunity for infill development and other uses that achieve a higher and better use of visible and valuable properties.

Traffic Pattern, Access, and Congestion

Traffic patterns, access, and congestion were among the top concerns for many. The majority of Hobart is only easily accessible by car and almost 100 percent of community survey respondents drive to and from destinations. Community members explained that congestion often hinders mobility throughout the community, particularly on Main Street, County Line Road, US 51, US 61, IN 130, Route 6, and Route 30. In downtown Hobart, community members explained that the main causes of congestion are the railroad tracks on Main Street, popular businesses, such as Dairy Queen, that lead to lines of left-turning cars, and narrow downtown streets that leave little room for parking. Many community members would like to see the introduction of one-way streets and right-turn-in and out across downtown to avoid congestion. Community members expressed the need for more signalized intersections, traffic light optimization, and increased visibility outside of the downtown area. While some are against the addition of more roundabouts in the City, many think that such an improvement would be beneficial at key intersections.



Looking at Hobart Plaza parking lot along US Route 6



Looking at Downtown Public Parking at Center St / 2nd St



PLANNED IMPROVEMENTS

The following is a list of major planned or proposed improvements that will impact transportation circulation within the City. These projects and plans will be reviewed and incorporated into the Comprehensive Plan.

- » **78th / 79th Avenue (proposed)**
Extension of 79th Avenue west from S.R. 51 to Mississippi Street
- » **83rd Avenue (proposed)**
Connect 83rd Avenue at Harms Road to Colorado Street
- » **County Line Road (approved)**
Upgrade to a 3-lane section (one travel lane in each direction with a center left-turn lane and sidewalks between US Route 6 and Cleveland Avenue
- » **S.R. 51 / S.R. 130 (approved)**
Reconstruction converting the intersection into a roundabout by INDOT in 2023
- » **61st Avenue / Marcella Blvd (planned/approved)**
Reconstruction converting the intersection into a roundabout by the City in 2023
- » **I-65 Interchange at 69th Avenue or 73rd Avenue (proposed)**
Previous plans have indicated the desire to install a new interchange along I-65 at 69th Avenue or 73rd Avenue. INDOT has indicated a catalyst development increasing traffic would be required to achieve this.
- » **Mississippi Street at 69th and 79th Avenues – (planned/approved)**
Both intersections are located in Merrillville and proposed to be converted into roundabouts.
- » **Colorado Street Railroad Overpass (planned/approved)**
Construction of a CN/GTW railroad overpass spanning Colorado Street in late 2022.
- » **Colorado Street / US 30 – (planned/approved)**
Reconstruction of the intersection to improve sight lines, reconfigure drive access points, and add dual left-turn lanes onto US 30.
- » **69th Avenue (recently completed)**
Reconstruction and widening of 69th Avenue and conversion of 69th Avenue / Colorado Street into a roundabout.



Recently reconstructed 69th Avenue near Meadowview Ln



Oak Savannah Trail Crossing at Main Street

NON-MOTORIZED TRANSPORTATION MODES

In general, Hobart can be considered a car-dependent city with limited to no public transportation options. However, non-motorized transportation is still possible throughout the City via an adequate network of sidewalks and trails. There are a few off-street, paved or gravel trails within the City. The Oak Savannah Trail traverses nine miles east-west through the community starting near I-65 at Liverpool Road and continuing into Downtown to eventually bend northeast and transition to the Prairie Duneland Trail once it reaches County Line Road and continues on to Chesterton. West of I-65, the trail continues through Merrillville and ends near Colfax St. in Griffith. In addition to the Oak Savannah Trail, the Chesapeake and Ohio Greenway (C&O Trail) runs through Merrillville from northwest to southeast, terminating at Mississippi Street just north of US Route 30. The Hobart Parks and Recreation Master Plan states the City's intention to continue this trail southeast along the abandoned C&O railroad corridor. A key challenge with this extension is traversing around the Southlake Mall and its adjacent developments. The planned extension of 79th Avenue west may offer a good opportunity to extend this trail. The Comprehensive Plan will seek to examine future off-street trail connections and locations with the goal of increasing recreational and mobility opportunities throughout the community and expanding the existing system.

In addition to its limited number of trails, the City has one side path along 61st Avenue. Side paths are shared multi-use paths that support bicycling and walking and follow within the right-of-way of collector or arterial roadways. There is great opportunity within Hobart to provide a network of side paths along most collector or arterial roadways, such as S.R. 51, US Route 6, Wisconsin Street, Cleveland Avenue, and US Route 30. Generally, these accommodations could be installed in tandem with reconstruction or resurfacing maintenance.

Hobart also maintains on-street bike lanes along 10th Street between S.R. 51 and County Line Road, as well as along Old Ridge Road between Hansen Blvd and Lake Park Avenue. The bike lanes along 10th Street provide connectivity to Hobart High School from the residential areas to the west, while the bike lanes along Old Ridge Road provide connectivity between Hillman Park in the northwest and Festival Park just before reaching Downtown. Both bike lanes are of typical size, 5 feet wide, and the striping that comprises the bike lanes is in adequate shape. There is no buffer protection between the bicycle lanes and vehicle travel lanes, which can greatly increase the comfortability and usability for cyclists. Exploring the feasibility of adding buffer protection, as well as restriping with colored striping, can help to increase the effectiveness of the existing facilities.

Expansion of the City's on-street bicycle facilities through additional bike lanes or shared bicycle markings (commonly referred to as "sharrows") can increase Hobart's bicycle mobility options in a way that is often inexpensive compared to trails or side paths. There is opportunity near Downtown and its adjacent neighborhoods to explore these expansions. Good examples could be Center St., 3rd St., Main St./Lincoln St./Cleveland Ave. (SR. 51), and Liverpool Rd.



Oak Savannah Trailhead at Robinson Lake Park

Bicycle Conditions

Several community members enjoy biking throughout Hobart and the surrounding area, through numerous off-road paths that connect to a system of parks and natural areas. Cyclists are able to explore the region through this network of paths and trails. However, community members and key stakeholders explained that Hobart's on-road biking conditions can be unsafe or inconvenient due to an incomplete bicycle infrastructure network, lack of visibility for bikers and drivers, and lack of wayfinding. Community members would like to see enhanced bike infrastructure, such as protected bike parking and additional off-road trails. Additionally, participants expressed the need for downtown streets to be converted to one-ways in order to make room for bike lanes, allowing for an extended network throughout the City. Many explained that roundabouts tend to be safer for cyclists and want to see more of them introduced at high-traffic intersections. Wayfinding is also important to community members, and many suggested that the introduction of signage at trail access points could help cyclists traverse the City and find key points of interest, such as downtown Hobart and business districts.



Public Transit

A number of Hobart residents expressed the need for some form of public transportation. Participants explained that vulnerable populations, such as seniors, people with disabilities, or residents with medical conditions must rely on the Hobart Fire Department to transport them to appointments and other critical services. Some recommended the introduction of a demand-response (dial-a-ride) shuttle, to help these populations reach destinations throughout the City. Many would also like to have a shuttle or trolley available for the general public in order to alleviate congestion, support lower-income community members, and draw more people into downtown Hobart. Many community members also suggested implementing e-bike or scooter share stations throughout the City, which could supplement other public transportation services.

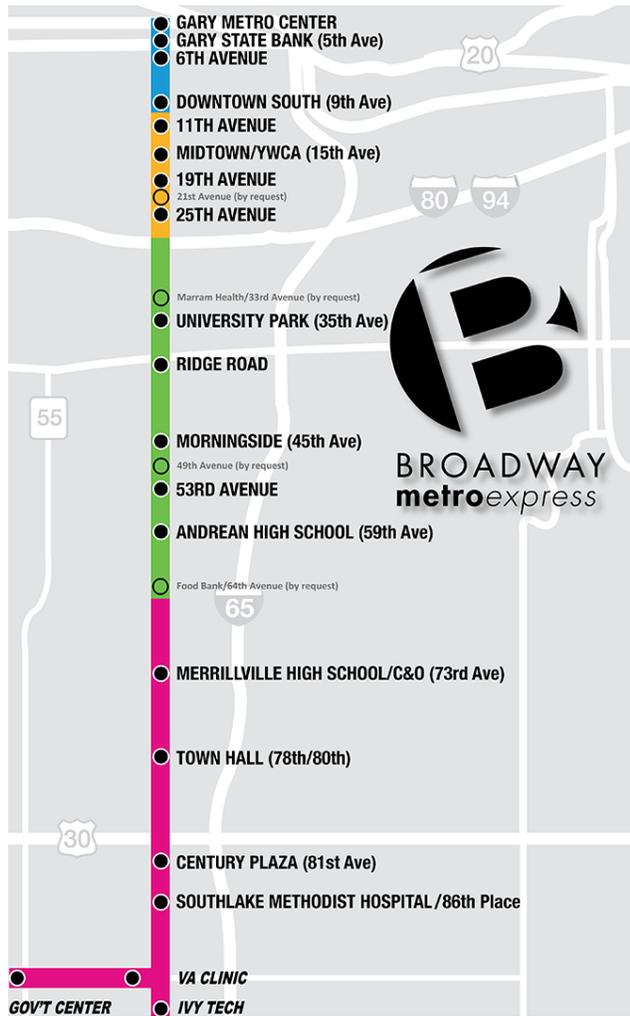
PUBLIC TRANSIT

The City of Hobart does not have its own public transportation/bus service. This is likely due to the nature of Hobart's geographic location and land use framework, which makes the feasibility of a fixed-route public transit fairly low. This can make it difficult for residents who do not own a vehicle or bicycle, such as senior citizens, to get around town. However, beginning in February 2018, the City of Gary Public Transportation Corp (GPTC) began operation of a public bus route – The Broadway Metro Express (BMX) – that provides service between downtown Gary and Merrillville along SR. 53. There is a feeder route, the US30 Shuttle (Route R2), that provides access to the BMX route through connecting service every 60 minutes at Century Plaza and operates along US 30 including a few stops at Meijer, Southlake Mall, Sam's Club, and Walmart. Additionally, the Merrillville Shuttle (Route R5), is another feeder route for the BMX route and operates within Hobart near Marcella Blvd and 69th Avenue with a stop on Northwind Pkwy.

In addition to fixed-route transit, GPTC also provides Access219 Paratransit service to all of Gary and within three quarters of a mile within their fixed routes. This means that portions of the far west side of Hobart have access to this service. Rides on this service cost \$4 when outside Gary city limits and they offer discounts for multiple ride passes. Riders of this service need to apply to become eligible. There may be opportunity for the City of Hobart to partner with GPTC to bring fixed-route service or further expand the reach of Paratransit service into Hobart. The population density near Downtown Hobart or St. Mary Medical Center may support the economics needed behind route/service expansion.



Fig 19: GPTC Broadway Metro Express Route Map



Bicyclist traversing unmarked County Line Road near Camelot Estates



Bicyclist traversing unmarked 3rd Street near Main St

GOAL 1: EXPANDED NETWORK

Our mobility network will support existing and future development, providing necessary access, locally and regionally, and aligning with future community goals.

Since the late nineteenth century, Hobart’s street network has connected residents, visitors, and patrons to the economic, social, recreational, and cultural opportunities that comprise the City many know and love today. The current network has been well-planned and provides quick and easy access to key regional routes, such as US Route 30 and Interstate-65. This access can help attract business and investment, as well as positively contribute to all forms of development within the City. However, there are still gaps within the network, as well as infrastructural and environmental challenges to roadway expansion and connection, such as railroads, Lake George, Sprout Ditch, and Deep River. These barriers can limit network growth and progress.

The most recent 2019 Thoroughfare Plan for Hobart has laid the groundwork for the continued expansion of the roadway network to facilitate growth and development within the City for the next 10-20 years and to address gaps in the network. Goal 1, ‘Expanded Network’ represents Hobart’s commitment to expanding the roadway network. It also underscores the importance of growth potential in Hobart and signals to public agencies, private investors, and outside parties that the City is a willing partner in future investment.

Some of the strategies and action steps outlined below can be found in relevant City plans and documents. Outlining these steps in one document can be valuable while applying for grant opportunities from State or Federal Agencies, such as the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), and when communicating with potential investors. These strategies and action steps will lead to a well-balanced roadway network that increases economic opportunity by providing access to new development potential, recreational opportunities, social and cultural opportunities, and helps to alleviate congestion experienced on existing corridors such as US Route 30.

STRATEGY 1: Ensure key routes and corridors are properly supporting the transportation network that expands the network through improvements where necessary.

-  **Action 1.1:** Talk to key stakeholders, including key businesses, to understand their transportation needs for corridors such as US 30, S.R. 51, and Ridge Road. Focus conversations on vehicular, bicycle, and pedestrian access to businesses, safety, and ease of travel.
-  **Action 1.2:** Update and modernize the 2019 Thoroughfare Plan and its guiding principles to reflect best practices and community objectives. The updated plan should provide

- planning level cost estimates, establish grant opportunities to aid in funding for design, and take into account future land use established in the Comprehensive Plan.
-  **Action 1.3:** Ensure the design and construction of new corridors, as well as the improvements of existing corridors and intersections are in-line with the updated Thoroughfare Plan.
-  **Action 1.4:** Continue to establish budget allowances for infrastructure improvements the City will fund in the CIP, and pursue grant opportunities established in the Thoroughfare Plan while communicating with INDOT and other agencies to aid in funding improvements.

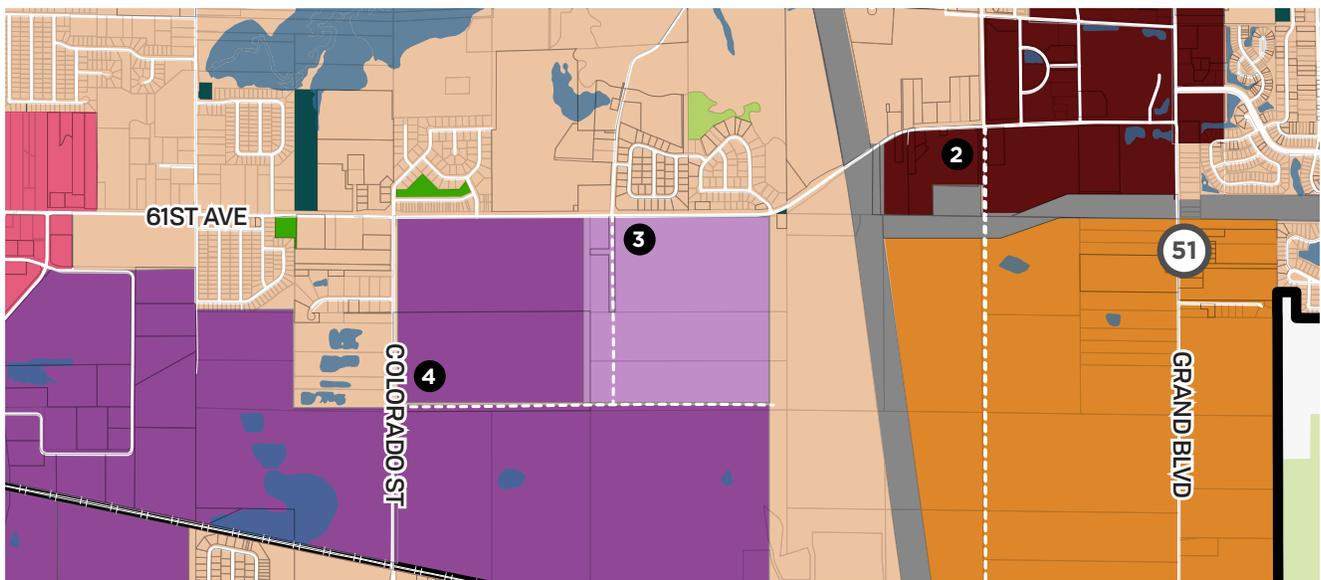
STRATEGY 2: Align transportation improvements with future development projects.

- Action 2.1:** Cross reference review of development proposals with the updated Thoroughfare Plan to ensure access to future development is aligned with future street network improvements.
- Action 2.2:** Maintain conversations with INDOT to explore a potential I-65 interchange at 69th Avenue. explore a potential I-65 interchange at 69th Avenue. As development proposals come in near this area, ensure INDOT is kept up to date.
- Action 2.3:** As development and redevelopment occurs throughout Hobart (particularly the southwestern region of the city), apply to the INDOT Rail Office for Railroad Grade Crossing Fund (RRGCF) to improve safety and visibility of at-grade crossings at S.R. 51 (Grand Blvd and 3rd Street), Front Street, Lake Park Avenue, 69th Avenue, and County Line Road).

+ Action 2.4: Construct or extend the following streets in order to accommodate future development on key sites. Leverage the investment that private development brings to help fund construction or expansion of the below corridors where appropriate.

- » 78th Avenue between Mississippi Street and Clay Street
- » Iowa Street between 73rd Avenue and Merrillville Cross
- » Arizona Street from 61st Avenue to (undeveloped 65th Avenue)
- » 65th Avenue from Arizona Street to Colorado Street
- » Wisconsin Street from 61st avenue to 69th Avenue
- » Colonial Drive north of Ridge Road

- Ongoing
- 5 - 10 yr.
- 3 - 5 yr.
- 1 - 3 yr.
- 0 - 1 yr.



Proposed street extensions displayed in the Future Land Use Map (2. Wisconsin St; 3. Arizona St; 4. 65th Ave)

GOAL 2: STREETS FOR ALL

Our mobility network will connect people and places, sustaining a safer and more efficient network that promotes walkability and biking and provides access to key destinations within the community.

Hobart's street network was largely developed with the automobile as the primary mode of transportation. In general, the City can be considered car-dependent with metrics such as average greenhouse gas emission per household, average number of vehicles per household, and transportation cost per household all ranking higher than peer communities such as Merrillville, Valparaiso, Crown Point, and Schererville. More pollution tends to lead to an unhealthier population, while higher transportation cost can mean people have less money to spend on the many other goods and services offered in Hobart.

Along with these challenges comes great opportunity. Designing streets for all travel modes, including pedestrians, bicycles, cars, and trucks, all ages, and all abilities can start to move the previously mentioned metrics in a better direction, while also maintaining increasing economic prosperity. The policies and actions listed below are largely low- or medium-cost items that can help the City bring more people together and decrease barriers to mobility for all. access to new development potential, recreational opportunities, social and cultural opportunities, and helps to alleviate congestion experienced on existing corridors such as US Route 30.

STRATEGY 1: Guide visitors and residents to key destinations.

- **Action 1.1:** Establish a community Wayfinding Plan or Policy Statement that outlines desired form of physical infrastructure to communicate wayfinding (signage), placement within the community, and framework to implement and install.
- **Action 1.2:** Establish a budget allowance for public works to implement wayfinding to communicate access routes to key destinations throughout the community.
- **Action 1.3:** Provide an updated bicycle map in key locations throughout the City, such as City Hall, trailheads, parks, the Southlake Mall, and Downtown to educate residents and visitors on the existing and planned bicycle routes throughout Hobart.

STRATEGY 2: Enhance bicycle and pedestrian connectivity between key destinations for recreational and everyday transportation.

- **Action 2.1:** Explore the feasibility of and potential funding for dedicated or shared-use bicycle facilities along key corridors: US Route 6, US Route 30, S.R. 51, 61st Street, 69th Street, Wisconsin Street (north of 10th Street), and Liverpool Road.
- **Action 2.2:** Proceed with design tasks and seek pertinent grant funding based on the results of feasibility analysis.
- **Action 2.3:** Draft and adopt a complete streets policy which incorporates a new approach for the City to integrate the needs of all ages, abilities, and travel modes in street design. The policy should include, but not be limited to these items: purpose, definition, vision and intent, policy, applicability, exceptions, performance measures, and implementation.

Action 2.4: Establish a budget allowance for public works to install low-cost tactical mobility enhancements, such as curb bump-outs with plastic bollards and striping, shared bicycle pavement markings, speed humps, and general crosswalk striping. These should be installed in areas of most need, such as near schools, institutions, parks and trails, and along commercial corridors.

Action 2.5: Create an ADA (Americans with Disabilities Act) transition plan establishing a framework for ensuring all access to buildings, public parks, and institutions are all ADA compliant.



Downtown Naperville Wayfinding
Master Plan Signage Concepts

STRATEGY 3: Create multi-modal connections in and around the heart of the community, while also focusing on linking development on the periphery to amenities and destinations within the Downtown and surrounding area.

Action 3.1: Identify and develop a plan to address sidewalk gaps and the quality of pedestrian pathways providing access to Downtown and eventually work this into the Capital Improvement Plan (CIP) with an annual budget allowance.

Action 3.2: Review linkages to the Oak Savannah Trail throughout Hobart to identify key routes and wayfinding opportunities to provide access to destinations like commercial centers, Downtown, and open spaces.

Action 3.3: Conduct a pedestrian safety and accessibility audit to ensure the development of safe and accessible pedestrian infrastructure, including crosswalks at key intersections. This will identify areas of most need to focus resources for improvements.

Action 3.4: As development proposals are reviewed, ensure they have ample and comfortable space dedicated to pedestrians in addition to just sidewalks, including pedestrian plazas, streetscape amenities, outdoor dining areas, gathering spaces, as well parks and recreational areas that are connected to each other and adjacent land uses.

Ongoing
5 - 10 yr.
3 - 5 yr.
1 - 3 yr.
0 - 1 yr.

GOAL 3: ROUTE TO SUCCESS

Our mobility will be a main contributor to the success of our vibrant districts, corridors, and Downtown area, supporting economic development, wellness, and safety.

- Ongoing
- 5 - 10 yr.
- 3 - 5 yr.
- 1 - 3 yr.
- 0 - 1 yr.

US Route 30, Downtown, and Ridge Avenue are all successful districts that contribute to the many economic, social, and recreational opportunities that Hobart provides, many of which are underpinned by transportation infrastructure. This transportation infrastructure has largely been designed in a way that conforms with previous design paradigms, such as the thought that roadways should be constructed to move the highest amount of traffic in the most efficient way possible, or that excess parking should be provided for maximum convenience. This approach has not led to the highest and best use possible for land and real estate viability and value throughout Hobart.

Streets, sidewalks, and trails all serve to connect the people of Hobart not only to the community, but to the broader region and State. Transportation infrastructure should not be viewed in a vacuum, but in a connected ecosystem that comprises Hobart's economy. Good design and investment in infrastructure can lead to tangible benefits for the City and its residents. The strategies and actions below shift the transportation infrastructure design paradigm toward one that is more focused on right-sizing infrastructure to increase economic opportunities, wellness, and safety.

STRATEGY 1: Leverage transportation infrastructure to boost sales, property values, and investment, as well as broad community objectives related to mobility and quality of life.

Action 1.1: Consider a festival street or other similar transportation design elements that promote a welcoming environment to pedestrians and bicyclists, improve foot traffic, and increase economic development in the Downtown area to create a vibrant and unique character ideal for events and gatherings.

Action 1.2: Enhance biking/walking accommodations to/from and within Downtown to provide an active transportation environment that supports businesses, institutions, and residents.

Action 1.3: Seek opportunities to think about pedestrian spaces beyond just sidewalk, but more comprehensively including streetscape amenities, outdoor dining areas, gathering spaces, as well parks and recreational areas that are connected to adjacent land uses.

Action 1.4: Maintain a balance of parking to support Downtown uses, while exploring the use of underutilized lots for economic development opportunities. Reference the parking study recommended in Strategy 2, Action 2.5 to determine if adequate parking is currently provided.

STRATEGY 2: Manage parking assets and establish new parking policy and design guidelines to support the success of businesses while right-sizing supply as a means to achieving more efficient use of land as its highest and best use.

Action 2.1: Evaluate the parking requirements and update rates to reflect modern characteristics, desired site design standards, and to allow real estate to achieve its highest and best use. Consider incorporating parking maximums to avoid wasteful use of available land.

- **Action 2.2:** Establish a shared-parking ordinance for complementary land uses to maximize efficiency of land and parking resources.
- **Action 2.3:** Update parking lot design standards to enhance character, incorporate best practices in green infrastructure, and create additional landscape opportunities. Updated standards should also incorporate proper screening from adjacent land uses and the public right-of-way to reduce the negative visual impact of parking lots.
- **Action 2.4:** Add bicycle parking into City ordinance.
- **Action 2.5:** Conduct a parking study throughout the Downtown and other commercial districts area once every five to ten (5-10) years to determine if current supply is adequate or as otherwise warranted based upon perceived changes to parking demand, market characteristics, and changing land uses.

STRATEGY 3: Support the evolution of the U.S. 30 Corridor in a way that balances regional and local transportation needs with a successful commercial corridor.

- **Action 3.1:** Right-size parking supply to unlock development potential for highest and best use of available land and identify additional development opportunities.
- ⊕ **Action 3.2:** Construct proposed 79th Avenue and 83rd Avenue extensions to alleviate congestion along US 30 and provide alternatives for more local traffic.
- ⊕ **Action 3.3:** Explore adding more stop lights, crosswalks, and other pedestrian safety improvements to promote walkability and the use of other non-motorized transportation options along this traditionally auto-oriented corridor.

Downtown Action Plan

LEBANON, INDIANA

The City of Lebanon outlined a plan to identify vital public investments, augment Main Street events, bring the Big 4 Urban Trail to Courthouse Square, and provide incentives to prompt an immediate private real estate investment response. The City engaged a multidisciplinary team of preservation architects, civil engineers, landscape architects, and market analysts to prepare the August 2017 Action Plan. This plan has spurred a number of projects including schematic design concepts for a Meridian Street event space, a downtown urban trail, a conceptual redevelopment land use plan for approximately 40 acres, and additional pedestrian realm improvements and streetscape renovations around the Boone County courthouse square.



GOAL 4: EVOLVING TRANSPORTATION NEEDS

Our mobility will be responsive to the growing and changing needs of the community, supporting a forward-looking and sustainable transportation system.

Since the first streets were paved in Hobart, the primary mode of transportation has been, and continues to be, gasoline-powered vehicles. Additionally, public transit, whether on-demand or fixed route, is largely unavailable throughout most of Hobart, with the exception of service provided by Gary Public Transportation Corporation (GPTC). The trend toward a more sustainable transportation network across the Country has begun, with electric vehicles (EVs) becoming more prevalent on our roadways and a greater awareness of the lack of transit options available to those who need it most.

The trend toward EVs is only anticipated to accelerate given increased Federal and State funding. In addition to EVs, autonomous vehicles (AVs) and mobility as a service (MaaS) such as bikeshare, are transportation technologies that can impact Hobart’s transportation network and the ways in which residents, visitors, and patrons move about the city. Staying on top of these trends and maintaining forward-looking policy that allows adequate preparation and adoption of these technologies where the City and its residents see fit is important to maintaining an efficient and equitable transportation network that provides mobility options for all.

The strategies and actions listed below not only provide the City with a playbook to evolve with the ever-changing landscape of transportation technologies, but also outline existing transportation options, such as on-demand transit, that can be explored to provide mobility options to disadvantaged populations.

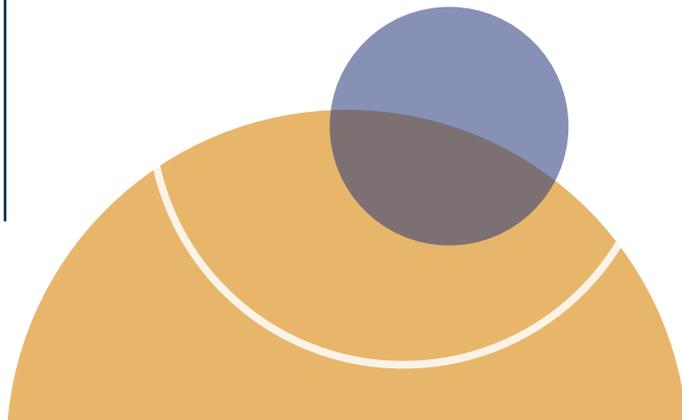
STRATEGY 1: Prepare for future mobility options.

Action 1.1: Development an Electric Vehicle (EV) readiness plan that establishes an infrastructure framework incorporating both public right-of-way and private property. As EV’s become more prevalent, it is important for Hobart to accommodate EV charging in longer-stay parking areas, such as schools, shopping centers, hotels, public institutions, and workplaces.

Action 1.2: Establish a committee or task force that meets regularly to identify and evaluate the evolving landscape around new technologies and mobility trends affecting infrastructure and transportation strategies within Hobart. Committee members should include City staff, residents, pertinent interest groups or clubs, and business representatives.

Action 1.3: Coordinate with the industrial and business community to support the transition to autonomous trucking and distribution. The established committee or task force mentioned in Action 1.2 above could check-in with the industrial/business community on a bi-annual basis to determine the pace of adoption for autonomous trucking and distribution.

- + Ongoing
- 5 - 10 yr.
- 3 - 5 yr.
- 1 - 3 yr.
- 0 - 1 yr.



STRATEGY 2: Explore alternative transportation options that could benefit the community, particularly low-income residents, essential workers, seniors, and people with disabilities.

- **Action 2.1:** Explore on-demand services for carless individuals with low incomes, seniors, and those with disabilities. Reach out to the Gary Public Transportation Corporation (GPTC) to establish the feasibility of partnering to expand the reach of their paratransit service into Hobart.
- **Action 2.2:** Explore a partnership with St. Mary Medical Center to subsidize transportation for carless individuals with low incomes, seniors, those with disabilities, and essential workers.

On-Demand Transit Partnership

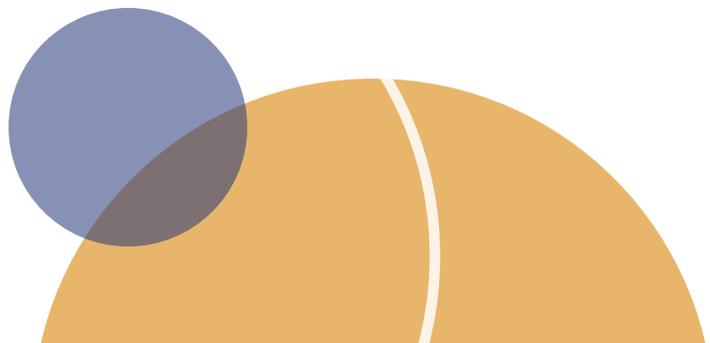
FREEPORT, ILLINOIS

In communities like Hobart that do not have existing public transit service or dense concentrations of population, the economics of providing on-demand service can be unfeasible. To overcome these limitations, a municipality or smaller transit provider will partner with other agencies or businesses to pool resources to make this vital service a reality.

Pretzel City Area Transit (PCAT) is an on-demand transit service operating in Freeport, IL and Stephenson County. This service is funded through a partnership between the City of Freeport and the Senior Resource Center, a senior center in town. PCAT operates 14 vehicles with 25 drivers and provides over 83,000 rides per year. In general, the service cost \$3 each way, and due to high demand, rides often need to be scheduled in advance.

- **Action 2.3:** Explore the potential of using shuttles for community events, such as sports games, community festivals, concerts, and other major attractions. This service would need to be economically feasible for the City and could be tested on concerts held at the Brickie Bowl. Action 2.4: Add bicycle parking into City ordinance.
- **Action 2.4:** Explore creating dedicated rideshare pickup spaces throughout the community, particularly in denser, higher-activity nodes. This can be beneficial near Downtown or the Southlake Mall for restaurants as the prevalence of rideshare delivery services increases. Strategy 3: Support the evolution of the U.S. 30 Corridor in a way that balances regional and local transportation needs with a successful commercial corridor.
- **Action 2.5:** Explore bikeshare opportunities, such as a City-sponsored bikeshare program or partnership with an external Transportation as a Service (TaaS) company. This service would need to be economically feasible for the City and may become more so into the future as development and density, along with increased bicycle accommodations (trails, on-street facilities) continues.
- **Action 2.6:** Continue and Monitor Use of Golf Cart Mobility Network. Title VII (Traffic Codes), Chapter 70 (General Provisions) of the City's Municipal Code outlines the law around "Operation of Golf Cart and Recreational Off-Road Vehicles" in Hobart. While operation of such vehicles is allowed and evident throughout the community, several parameters are defined in the code regarding driver requirements (valid driver's license), allowable locations (streets under the City's jurisdiction with a speed limit of up to 30 mph), permit requirements (annual permit issuance), and more. Golf carts and similar vehicles provide a convenient mobility option for many residents. However, regulation and behavior operating such vehicles should be monitored and enforced to maintain expectations and safety for all roadway users.

THEME 3 STRATEGIES & PARTNERS	
Goal 1: Expanded Network	
MEDIUM	<p>STRATEGY 1: Ensure key routes and corridors are properly supporting the transportation network that expands the network through improvements where necessary.</p> <p>Partners: City of Hobart, INDOT, Engineering Consultant</p>
HIGH	<p>STRATEGY 2: Align transportation improvements with future development projects.</p> <p>Partners: City of Hobart, Real Estate Community, INDOT, Engineering Consultant, Large private landowners</p>
Goal 2: Streets for All	
LOW	<p>STRATEGY 1: Guide visitors and residents to key destinations.</p> <p>Partners: City of Hobart, Hobart Park Department, NIRPC, Lake County Parks & Recreation Department</p>
MEDIUM	<p>STRATEGY 2: Enhance bicycle and pedestrian connectivity between key destinations for recreational and everyday transportation.</p> <p>Partners: City of Hobart, NDOT, INDOT Complete Streets Coalition, NIRPC, Consultants</p>
HIGH	<p>STRATEGY 3: Create multi-modal connections in and around the heart of the community, while also focusing on linking development on the periphery to amenities and destinations within the Downtown and surrounding area.</p> <p>Partners: City of Hobart, INDOT, NIRPC, Consultants, Real Estate Community, Hobart Park Department, Lake County Parks & Recreation Department</p>



Goal 3: Routes to Success	
HIGH	<p>STRATEGY 1: Leverage transportation infrastructure to boost sales, property values, and investment, as well as broad community objectives related to mobility and quality of life.</p> <p>Partners: <i>City of Hobart, INDOT, NIRPC, Consultants</i></p>
MEDIUM	<p>STRATEGY 2: Manage parking assets and establish new parking policy and design guidelines to support the success of businesses while right-sizing supply as a means to achieving more efficient use of land as its highest and best use.</p> <p>Partners: <i>City of Hobart, Consultants</i></p>
HIGH	<p>STRATEGY 3: Support the evolution of the U.S. 30 Corridor in a way that balances regional and local transportation needs with a successful commercial corridor.</p> <p>Partners: <i>City of Hobart, INDOT, NIRPC, Property Owners, Business Owners, Consultants</i></p>
Goal 4: Alternative Transportation	
LOW	<p>STRATEGY 1: Prepare for future mobility options.</p> <p>Partners: <i>City of Hobart, NIRPC, Consultants, Industrial Developers, Indiana Motor Truck Association (IMTA)</i></p>
MEDIUM	<p>STRATEGY 2: Explore alternative transportation options that could benefit the community, particularly low-income residents, essential workers, seniors, and people with disabilities.</p> <p>Partners: <i>City of Hobart, Gary Public Transportation Corporation (GPTC), St. Mary Medical Center, Network of Local Senior Living Community, NIRPC</i></p>