

1. TRANSPORTATION

Introduction

Transportation is defined as the act of transporting something from one location to another. Transportation planning is a collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over time, and evaluates alternatives for the transportation system, and the best use of local, state, and federal transportation funding.

Comprehensive transportation planning considers all modes (mass transit, automobile, air, rail, etc.) of transportation and treats them all as a single system.

With a growing reliance on the automobile and development of highways, many cities across the nation have been impacted with congestion, air pollution and a decrease in healthy lifestyle. Alternative modes of transportation are being researched and developed to combat some of these issues.

Process

Civic Alliance members reviewed public feedback on community issues and then met with or surveyed a number of key stakeholders in the community. After further research and discussion they decided on the following as key issues for this topic area. City staff provided technical support.

Statement 1

Transportation emphasis remains on automobiles instead of on alternatives that emphasize service, availability, safety for the environment, convenience and affordability.

Facts and Supporting Information

- Increased automobile use is harmful to the environment (*Source: EPA*):
 - Unburned hydrocarbons and the oxides of nitrogen in automobile exhaust increase air pollution.
 - Carbon dioxide produced by burning gasoline is the leading cause of the greenhouse effect which may cause global warming.
- The 2001-2003 TRANSPO ridership shows a decline in the number of people taking the bus. 2004 ridership numbers show an increase of 4% from the 2003 ridership numbers. (*Source: INDOT & TRANSPO*)

Cities	2000	2001	2002	2003	2004
South Bend	2,628,401	2,751,039	2,627,101	2,517,184	2,620,267
Evansville	1,310,003	1,514,121	1,562,278	1,588,160	NA
Fort Wayne	1,363,927	1,420,822	1,438,431	1,557,321	NA
Gary	1,813,052	1,739,696	1,304,092	1,289,824	NA

- MACOG's Ride Share program, designed to match persons to encourage the formation of carpools, has not been successful. Marketing for the program is done through the annual MACOG commercials on local TV stations. The program receives inquiry from a few people every year but there is no one currently signed up for it. (*Source: MACOG*)

Strengths and Opportunities

- TRANSPO provides good transit service to the community (South Bend and Mishawaka). They are currently in the process of redoing their routes to make bus trip more efficient.
- Some pedestrian and bike pathways currently exist in South Bend. A better network of these pathways would offer more choices to residents.
- Alternative modes of transportation can be a factor in increasing the economical development of a community. They offer opportunities to revitalize the inner city.

Benefits of Addressing the Issue

- Encouraging the public to use alternate forms of transportation may discourage sprawling development.
- Inner city neighborhoods may begin to improve as they become more accessible by other forms of transportation.
- Alternative transportation may add more capacity to existing roads, and reduce the need for new roads and road expansions.

Stakeholders

The following stakeholders were consulted:

- City of South Bend, Department of Public Works
- Downtown South Bend, Inc (DTSB)
- TRANSPO
- Michiana Area Council of Governments (MACOG)

General stakeholder reaction:

Most stakeholders agree that South Bend is an auto friendly city. During the City Plan visioning sessions, some residents expressed the desire to live close to their work place and commute using public transportation. They said that other choices were very limited.

Statement 2

Multi lane one-way streets, such as St. Joseph Street and Main Street, in the downtown promote higher traffic speeds and are a detriment to pedestrian activity.

Facts and Supporting Information

- Many national experts who visited South Bend as part of the American City Guest Speaker Series expressed concern over the one-way streets downtown. Stefanos Polyzoides, an expert in urbanism, stated that one-way streets are unsafe for pedestrians and lead to a decline in downtown activity and economic development. (Source: Stefanos Polyzoides. 2003. *The Vibrant City: American City Speaker Series*)
- There is an ongoing national debate on the effectiveness of one-way streets in downtowns. Many cities across the nation such as Austin, Berkeley, Cambridge, Chattanooga, Cincinnati, Louisville, Palo Alto, Sacramento, San Jose, Seattle, St. Petersburg, and Tampa, among others are considering converting their one-way streets into two-way streets.
- The community perceives one-way streets as unsafe for crossing multiple lanes of traffic - especially when it is moving at a high rate of speed and in large packs. (Source: Capraro Consulting Services. 2004. *Elements of a Vision for South Bend*)

Strengths and Opportunities

- Study underway to see the impact of one-way streets being converted to two-way in downtown South Bend. (Source: DTSB, Inc. & City of South Bend)
- Wide main arterial (such as Main St.) can be converted back to two-way without widening and may be able to be narrowed and landscaped with median plantings, allowing volume to remain the same.
- Converting one-way street to two-way has been a national trend lately because of the economic opportunities that it offers. It creates more opportunity for housing and mixed use development.
- Traffic calming techniques promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents. (Source: US Department of Transportation: Federal Highway Administration. Retrieved from www.fhwa.dot.gov/environment/tcalm/part1.htm)

Benefits of Addressing the Issue

- Pedestrian activity in Downtown may increase.
- More pedestrian oriented businesses may be encouraged to locate downtown.
- Safer streets may provide better connections between Downtown and the East Bank.
- Drivers who pass through may be encouraged to stop.

Stakeholders

The following stakeholders were consulted:

- City of South Bend, Department of Public Works
- Downtown South Bend, Inc (DTSB)

General stakeholder reaction:

The City along with DTSB is currently working on a study to see the impact of two way streets in South Bend's downtown and how that may change traffic patterns. City officials were not opposed to the idea of converting one-ways to two-way streets but would like to model traffic patterns first and study their impact in the downtown. Some stakeholders suggested that the conversion of one-way streets to two-way in a downtown will be effective only with a broader strategy for the downtown area.

Statement 3

The current Amtrak station on Washington Street is not centrally located and has no visual appeal.

Facts and Supporting Information

- The trend is toward centrally located stations in other cities. Centrally located railroad stations have been preserved in major cities that have Amtrak connections with South Bend, such as Boston, Chicago, New York, and Washington.
- Amtrak provides service on two long-distance lines, the Capitol Limited (Washington D.C. to Chicago) and the Lakeshore Limited (Boston/ NYC to Chicago). On all days of the week, provides two trips leaving South Bend to Chicago at 7:46 a.m. and 9:21 a.m., and two trips returning at 8:03 p.m. and 10:03 p.m.
- Smaller cities such as Schenectady and Utica in New York have worked to renovate their downtown stations. Schenectady viewed its station renovation as part of a plan to "revitalize" its downtown.

Strengths and Opportunities

- Amtrak provides an additional service for our community.
- Communities of the size of South Bend often don't have multiple rail options; South Bend has the South Shore service to Chicago and the Amtrak.
- Amtrak is a major east/west rail service.

Benefits of Addressing the Issue

- A centrally located, more visible station may attract more riders.
- Visitors may get a more favorable impression of the city when they use a new central station.

Stakeholders

The following stakeholders were consulted:

- TRANSPO
- Northern Indiana Commuter Transportation District (NICTD)
- St. Joseph County Airport Authority
- Common Council Representatives

General stakeholder reaction:

Some stakeholders agreed that the Amtrak station could better serve the community if it were centrally located. They said that a recent opportunity was lost to bring Amtrak station to TRANSPO station downtown.

Statement 4

The scheduling and travel time for the South Shore service from South Bend to Chicago attracts only a few commuters.

Facts and Supporting Information

- The length of the ride (2 hrs 20 min) is just beyond an acceptable commuting time. (Source: NICTD Official)
- South Bend Regional Airport offers one connecting train service through NICTD on the South Shore line. On weekdays, the South Shore provides five trips to Chicago from 6:35 a.m. to 8:48 p.m. and provides five trips returning from Chicago from 8:56 a.m. to 7:29 p.m. (Source: South Bend Regional Airport. Retrieved from <http://sbnair.com>)
- Trains do not run often enough on weekdays. The current train schedule is not conducive to daily business commuting into Chicago.
- Rolling stock has a fixed life span; improvements can be integrated into replacement hardware.
- Train scheduling doesn't meet commuter requirements. (Source: NICTD Official)
- The current plans for hi-speed rail show it by-passing South Bend.

Strengths and Opportunities

- Low parking costs at the South Bend Airport. Rates:
 - Short term parking: 15 minutes - free; 16 min. to 1 hour - \$1.50; additional hours - \$1:50 each.
 - Long term parking: \$1 an hour; \$7 for 24 hours.
 - Economy parking: \$.50 and hour; \$6 for 24 hours; \$30 for 1 week.
 - Valet parking: \$5 for 1 hour; \$13 for up to 24 hours.
- Wi-Fi options are a growing trend in commuter trains across the nation. Business travelers can benefit from on-line capabilities. The current South Shore service does not have Wi-Fi service.
- South Bend Regional Airport is one of several airports in the United States to have developed a multi-modal transportation center offering air, intercity rail and interstate bus service all at one location. (Source: NICTD Official)
- Reasonable commuting fares are offered between South Bend and Chicago. One way fares are \$10.35.
- Lincoln Way rerouting will eliminate about 20 minutes from the South Bend - Chicago commute.
- Since planned high-speed rail may bypass South Bend, there has been some governmental willingness to improve South Bend to Chicago rail service.
- Increased raised platform boarding reduces stop time significantly.

Benefits of Addressing the Issue

- The Chicago job market may become more accessible to residents of South Bend.
- The South Bend housing market may become more attractive to homebuyers from Chicago.
- South Bend may be better able to market itself to Chicago residents.

Stakeholders

The following stakeholders were consulted:

- Northern Indiana Commuter Transportation District (NICTD)
- St. Joseph County Airport Authority

General stakeholder reaction:

Stakeholders recognized the travel and track impediments between the South Bend and Chicago commute. They talked about the importance of better connection between the two cities. They were also confident that some improvements would take place.

Statement 5

South Bend and the state capital of Indianapolis are not well-connected by air, rail, car & bus transportation.

Facts and Supporting Information

- Indianapolis is the capital of the state, a hub for government travel and business travel.
- The Federal Transit Administration (FTA) provides planning funds through the Section 5303 Program to aid in transportation planning for urban areas over 50,000 population. Funds are passed through to Metropolitan Planning Organizations (MPO's) that are required to do long range and short range transportation planning and programming in their defined study area. Transportation planning includes all modes: transit, bicycle and pedestrian, rail, air, and highway. Each MPO develops a 25-year Transportation Plan that describes the future needs of the transportation system based on sound planning practices. This Plan is updated every 3 - 5 years. MPO's are also required to develop a Transportation Improvement Program (TIP) which is a short range program of transportation projects funded with federal funds during the next 3 years. (Source: INDOT. *Modes of Transportation*. Retrieved from www.state.in.us/dot)
- There is no direct train service between South Bend and Indianapolis. Amtrak service is available directly from South Bend on multiple routes, all of which are East/West. Any travel in a North/South direction must be done with a connection in Chicago. Currently, this means that an Amtrak trip to Indianapolis is 6 hours and 8 minutes one-way.
- Many segments of existing US 31 currently experience traffic congestion problems and exhibit vehicular accident rates that are higher than statewide averages for similar facilities. Expected future increases in traffic volumes will only compound the traffic congestion and accident problems already seen by this facility if major improvements are not undertaken. (Source: *INDOT US 31 Study*)
- The highway connection between South Bend and Indianapolis (US 31) has many stoplights and access points. In one of the most congested areas, in Kokomo, 15 stoplights occur within a 12 mile distance. There are no limited access highways between South Bend and Indianapolis. US 31 serves the fastest growing county in Indiana (Hamilton County).
- Current Greyhound service to Indianapolis departs from South Bend once daily (5 pm), and multiple times with connections through Gary or Chicago. Travel times vary from a minimum of 3 hrs 45 minutes to 8hrs 20 minutes for the total commute. (Source: *Greyhound website: www.greyhound.com*)

Strengths and Opportunities

- South Bend has services not available to all communities such as Greyhound bus service, Amtrak train service, and a strong regional airport.
- INDOT has produced a preferred alternative route for the US31 corridor between South Bend and Plymouth. It recently also produced a "Preferred Alternative and Mitigation Package" (PAMP) for the US 31 - Plymouth to South Bend Corridor.
- The US 31 Plymouth to South Bend Project is a study with the goal of identifying transportation needs/improvements that will reduce congestion, improve safety, and improve mobility along US 31 from Plymouth to South Bend, in Marshall and St. Joseph Counties, Indiana. (Source: www.us31study.org)
- Existing US 31 is designated a "Statewide Mobility Corridor" and "Commerce Corridor" in Indiana's Long Range Transportation Plan. The INDOT 2000-2025 Long Range Plan and the Michiana Area Council of Governments Transportation Plan identify the need to improve the existing US 31.
- Creating stronger links to the state capitol would be an asset for South Bend, encouraging personal and business travel both to and from central Indiana.

Benefits of Addressing the Issue

- South Bend's sense of isolation from its state capital may improve.
- Commerce and tourism may increase with better connections.

Stakeholders

The following stakeholders were consulted:

- Northern Indiana Commuter Transportation District (NICTD)
- St. Joseph County Airport Authority

- Michiana Area Council of Governments (MACOG)

General stakeholder reaction:

All stakeholder consulted about this issue agree that something needs to be done about the connection between South Bend and Indianapolis. No specific recommendations were received about this issue. Stakeholders mentioned the current discussions about the air service to Indianapolis and the US 31 upgrade project by INDOT.

Statement 6

Transportation planning by agencies in St. Joseph County lacks adequate coordination and involvement of the public.

Facts and Supporting Information

- The Michiana Area Council of Governments (MACOG) is a regional intergovernmental agency established to foster cooperative, coordinated and comprehensive planning activities. The MACOG region represents Elkhart, Marshall and St. Joseph Counties in Indiana, and is the designated "Metropolitan Planning Organization" (MPO) in North Central Indiana. As an MPO, MACOG, in coordination with state departments of transportation and public transit operators, is responsible for carrying out the transportation planning process for urbanized areas. In addition to transportation planning, MACOG serves as a broad range planning forum for decision makers, local elected officials, and planning agencies. (Source: *Michiana Area Council of Governments. 2004. Retrieved from www.macog.com*)
- MACOG's Transportation Technical Advisory Committee (TTAC) includes Engineers, Planners, Transit Operators and the Airport Director. It meets the first Wednesday of every month at 9 a.m. All meetings are open to, but are rarely attended by, the public.
- The city does not have a comprehensive plan in place to guide decision making.
- Roadway improvements funded through local dollars are carried out by the Department of Public Works, City of South Bend. Significant roadway improvements in the region require Federal dollars and have to be listed as projects in MACOG's Long Range Transportation Plan to qualify for funding. Once the Long Range Plan is completed, MACOG's public review includes one or two "open house" style meetings for feedback. Other public feedback is expected through MACOG's TTAC meetings which are open to the public.
- The Bureau of Streets (Department of Public Works) is responsible for snow removal on all public right-of-ways within the city limits, dead animal removal, street sweeping, maintenance, resurfacing of streets (paving, slurry seal, crack filling, pot hole repair), alley grading, alley reconstruction, and fall leaf pick-up.
- The recent South Bend Regional Airport expansion plan led to relocation of a number of residential units in the area, which has upset the neighborhood. The plan was developed with minimal resident involvement.

Strengths and Opportunities

- The following plans offer opportunities to coordinate transportation planning for the region:
 - Comprehensive Plan for South Bend and St. Joseph County, Indiana
 - MACOG 2025 Transportation Plan
 - The South Bend Regional Airport Master Plan
- Opportunity to develop a transportation management plan that goes hand in hand with redevelopment and economic growth.
- There are several plans in place for localized roadway improvements.
 - South Bend example: Public officials involved neighbors in the planning process, for Juniper Road and Eddy Street improvements, through a series of public meetings.

Benefits of Addressing the Issue

- Transportation planning impacts land uses. Adequate coordination and public involvement may create better growth and development of the city.
- Public buy-in may be achieved for transportation changes in the region.
- May offer better opportunities for long term planning.

Stakeholders

The following stakeholders were consulted:

- City of South Bend, Department of Public Works
- Common Council Members
- Michiana Area Council of Governments (MACOG)
- St. Joseph County Airport Authority

General stakeholder reaction:

There was general agreement by stakeholders that transportation planning could be better coordinated in this region. They suggested that regional cooperation was essential. Some stakeholders commented that transportation planning in the region does not include adequate public involvement in decisions that impact local neighborhoods.

Statement 7

Discovering and locating prominent local destinations upon entering the city limits is difficult for visitors due to the lack of appropriate guide signs.

Facts and Supporting Information

- The Manual on Uniform Traffic Control Devices or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways. Signs are defined by their function as follows: (*Source: U.S. Department of Transportation. 2003. Manual on Uniform Traffic Control Devices*)
 - Regulatory signs give notice of traffic laws or regulations.
 - Warning signs give notice of a situation that might not be readily apparent.
 - Guide signs show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, or cultural information.
- The two types of guide signs relevant to direct visitors to prominent local destinations are: 1) Destination Signs, and 2) Recreation or Cultural Interest Area Signs. (*Source: U.S. Department of Transportation. 2003. Manual on Uniform Traffic Control Devices.*)
 - A destination sign is a tourist-oriented directional sign that displays the identification of, and directional information for businesses, services, and activities.
 - The purpose of recreation and cultural interest area signs is to guide road users to a general area and then to specific facilities or activities within the area. Recreational attractions include such facilities as parks, campgrounds, gaming facilities, and ski areas, while examples of cultural attractions include museums, art galleries, and historical buildings or sites.
- Signs to welcome visitors to South Bend on the commercial corridors are outdated.
- There is no official plan for guide signs in South Bend.
- Exits to South Bend from the 80-90 Toll Road do not provide sufficient information on local destinations.

Strengths and Opportunities

- The Bureau of Traffic & Lighting (part of the Department of Public Works) installed or repaired 868 street signs. The City is now 90% complete replacing older signs with new, larger, more reflective signs. The department bought two new message boards to provide better information for motorists. (*Source: State of the City Address.2005*)
- TRANSPo received a grant for signage and will be implementing trolley signs for the downtown.
- The Mayor's office is in the process of updating the entryway signs into the city.

Benefits of Addressing the Issue

- Will create a positive image of the city for residents and visitors.
- More opportunities to attract visitors and customers to prominent local destination.
- Will highlight the community's assets.
- Distinctive signage would create a "city identity".

Stakeholders

The following stakeholders were consulted:

- Downtown South Bend, Inc. (DTSB)
- City of South Bend, Department of Public Works
- TRANSPo

General stakeholder reaction:

There was general agreement from all stakeholders on this issue. Department of Public works commented that the City is aware of this issue and is in the process of developing better signage. Many stakeholders said that visitors entering the city through the major corridors have a difficult time finding area attractions and landmarks.

Statement 8

Pedestrian activity in some parts of the city is discouraged by absence of adequate sidewalk infrastructure and street lighting.

Facts and Supporting Information

- The City has 500 miles of streets, most of which have sidewalks on both sides. Most of those sidewalks have a curb or separation between the vehicle travel lanes and the sidewalk. (Source: *Department of Public Works, City of South Bend*)
- The City of South Bend policy is not to pave sidewalks for property owners. They are responsible for the maintenance of their sidewalks.
- During the City Plan visioning sessions (Oct - Dec '03), residents mentioned the need for better connectivity throughout the city.
- The Department of Parks has no official policy on including sidewalks in their existing parks or while developing new parks. (Source: *Department of Parks and Recreation, City of South Bend*)
- United States Department of Health and Human Services states that 40% of adults in the United States do not participate in any leisure-time physical activity, and that 61% of Americans are obese. Walking is a way to be active.

Strengths and Opportunities

- Some neighborhoods of the city have sidewalks and traffic controls, and are pedestrian friendly.
- In 2004 the City started a lamppost shared cost program. 83 customers have signed up to light up their neighborhoods. (Source: *State of the City Address.2005*)
- The City of South Bend offers a matching grant program to aid homeowners who need to improve or repair deteriorated or absent infrastructure in the public right-of-way. The City of South Bend will pay for 60% up to a maximum of \$1000/per site for these improvements, or the City will pay for 50% up to a maximum of \$1000/per site for the installment payment plan option. (Source: *City of South Bend website*)
- Neighborhoods such as Park Avenue near the downtown are brick paved and are pedestrian friendly.
- Neighborhood revitalization efforts have helped improve sidewalk conditions in many inner city neighborhoods.
- City of South Bend's Commercial Corridor program has helped improve sidewalk infrastructure along some corridors into the city.
- The City of South Bend Subdivision Ordinance requires new subdivisions close to city limits to have sidewalks. (Source: *City of South Bend Subdivision Ordinance*)

Benefits of Addressing the Issue

- Creates a positive image for all sections of the community.
- Pedestrian activity and experience may be enhanced.
- Offers more opportunity and safety for recreation such as walking, bike-riding, running etc.

Stakeholders

The following stakeholders were consulted:

- City of South Bend, Department of Public Works
- Downtown South Bend, Inc. (DTSB)
- Michiana Area Council of Governments (MACOG)

General stakeholder reaction:

Most stakeholders felt that sidewalks should be consistent throughout the city. The main issue with implementing this would be money, but a plan would still need to be in place. The City requires property owners to maintain their sidewalks. Caleb Congrove, a stakeholder in Phase II of the City Plan process, stated:

- Existing street lighting is usually not scaled for people; it is also unattractive. Moreover, lighting nearly everywhere in the city is more appropriate for highways than for city streets.
- Lack of infrastructure for pedestrians has negative consequences for health, the economy, and general quality of life.

- Sidewalks fail when they are not kept clear in the winter. Presently, the city does not seem to enforce the ordinance respecting this responsibility, forcing pedestrians to walk in the street.

Statement 9

A coordinated system of bike trails, paths and lanes with bike parking facilities is absent in South Bend.

Facts and Supporting Information

- Many participants in the City Plan Visioning Sessions (held Oct 03 - Dec 03) expressed the need for a more bike friendly South Bend. (Source: Capraro Consulting Services. 2004. Elements of a Vision for South Bend)
- Bike systems can be classified into Bike lanes, Bike paths and Bike Trails.
- Encouraging bicycling is a simple way towards improving public health. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness. Bicycle-friendly towns are also often seen as places with a high quality of life. This can translate into increased property values, business growth and increased tourism. (Source: www.bicyclefriendlycommunity.org)
- Richard Florida, a professor at Carnegie Melon University, states: “My focus groups and interviews with Creative Class people reveal that they value outdoor recreation very highly. ...The Creative Class people in my studies are into a variety of active sports, from traditional ones like bicycling, jogging and kayaking to newer, more extreme ones like trail running and snowboarding.” (Source: Florida. R. 2002. The Rise of the Creative Class: and how it’s transforming work, leisure, community and everyday life. p173)

Strengths and Opportunities

- There are about six miles of multipurpose bikeway/walkways built expressly for that purpose and meeting the design standard for bikeway/walkway facilities at the time they were constructed. In addition there are 9400 lineal feet (1.78 miles) of bicycle lanes on Twyckenham between McKinley and South Bend Avenue. The Portage Improvements from Lathrop to the Toll Road Bridge (6000’ = 1.05 mi) will include a ten-foot wide bikeway/walkway on the west side of the street. The Riverside Trail project will start construction this year. The three phase project will create 3.2 miles of bikeway/walkway parallel to the river from Angela Blvd. to Darden Road on the west bank of the river. A ten-foot wide bikeway/walkway is also programmed for the Miami Street widening project from Kern Road to Jackson Road. (Source: Carl Littrell. Department of Public Works. City of South Bend)
- MACOG continues to work with the Bicycle and Pedestrian Committees for both St. Joseph and Elkhart Counties as part of the 2025 Transportation Planning process. These committees were formed in 1993 to assist MACOG in preparing the Bicycle/ Pedestrian Element of the 2015 Transportation Plan. This plan is currently being updated to the year 2025. Transportation Enhancement (TE) Projects and Congestion Mitigation/Air Quality (CMAQ) Projects that relate to bike/pedestrian facilities are as follows: (Source: MACOG)

Description # & Jurisdiction	Federal \$’s Construction	Project Description	Year Programmed or Completed
9507130; South Bend	CMAQ \$800,000	Bike/Pedestrian Facility - Conrail RR - Madison Center to Angela Blvd.	Programmed FY2000
0100830; South Bend	CMAQ \$800,000	Bike / Pedestrian Facility - Riverside Dr. - Phase I	Programmed FY 2004
9681130; South Bend	TEA \$120,000	Bike/Pedestrian Facilities East Bank trail from Cedar to Hagerty Phase II	Programmed FY2000
9981700; South Bend	TEA \$41,000	Bike/Pedestrian Facility RW Acquisition Conrail’s Plymouth Industrial Line	Programmed FY2000

- More discreet bike lanes, expanded rail to trails efforts, continuation to expand existing trails.
- All TRANSPO buses are equipped with bike racks which encourage bike ridership.
- South Bend has many extra-wide roads that could be used for bike lanes by either designating them as bike lanes or by expanding the sidewalks to accommodate bike paths.

- Inactive railroad spurs have a potential for future use either by their conversion to trails (Rails for Trails) or if maintained properly they can be used as railroad tracks again. Possible reuse of large inactive spur connecting into University of Notre Dame from west.

Benefits of Addressing the Issue

- May be easier to attract bicycle tourists.
- People who like to ride bikes will have more options: bike paths, trails or lanes.
- Use of automobile may decrease with more alternatives.
- May have a positive impact on the future economic development of the area.
- More opportunities for recreation may help increase the health of the community. According to the United States Department of Health and Human Services Environmental “In addition to weight control, physical activity helps prevent heart disease, helps control cholesterol levels and diabetes, slows bone loss associated with advancing age, lowers the risk of certain cancers, and helps reduce anxiety and depression.”

Stakeholders

The following stakeholders were consulted:

- Michiana Area Council of Governments (MACOG)
- TRANSPO
- Northern Indiana Commuter Transportation District (NICTD)

General stakeholder reaction:

Stakeholders viewed the bike lane and path option as trendy and said that it was highly attractive to a significant portion of the population. They also commented on the discontinuity in implementation of a bike plan.