

# US 30- Controlled Access Freeway



**9/18/2019**

## **PUBLIC INPUT SESSION # 2**

# US 30- Controlled Access Freeway

## Agenda



**7:00-7:15**

**PRESENTATION**

**7:15-8:00**

**TABLE TOP  
DISCUSSION**

**8:00-8:30**

**PUBLIC COMMENT**

# US 30- Controlled Access Freeway

## Agenda



**7:00-7:15**

**PRESENTATION**

# *US 30- Controlled Access Freeway*

## **Agenda**



- **INTRODUCTION OF PRESENTERS**
  - **County Commissioner Cary Groninger**
  - **Warsaw Mayor Joe Thallemer**
  - **City Planner Jeremy Skinner**
  - **County Planner Dan Richard**
  
  - **MACOG Director James Turnwald**
  - **Appian Consultant Laurie Maudlin**

# US 30 Controlled Access Freeway



## **Kosciusko County Local Stakeholders**

Mayor

THALLEMER, JOE

County Commissioner

GRONINGER, CARY

City Planner

SKINNER, JEREMY

County Planner

RICHARD, DAN

Orthoworx

BISHOP, BRAD

Farm Bureau

BISHOP, BOB

REMC

CARVER, KURT

Chamber of Commerce

PARKER, ROB

# US 30 Controlled Access Freeway



## **Kosciusko County Local Stakeholders**

EMS

Kosciusko County Council

Warsaw City Council

Town of Pierceton

Town of Etna Green

Town of Winona Lake

Warsaw Wayne Fire Ter.

Warsaw Police Dept.

SIGGERFOOS, SCOTT

WIGGINS, ERNIE

WILHITE, JACK

KREGER, JERRY

CLAASSEN, KEITH

ALLEBACH, CRAIG

WILSON, MIKE

SHERWIN, BRYAN

# US 30 Controlled Access Freeway



## **Kosciusko County Local Stakeholders**

Kosc. Co. Sheriff

DUKES, KYLE

Area School Districts

HOFFERT, DAVID

Logistics/Business

TRUEX, RON

Construction

BROWN, DAN

County Administrator

MCSHERRY, MARSHA

County Fire

MCSHERRY, KEVIN

# US 30 Controlled Access Freeway



## **Kosciusko County Local Stakeholders**

KEDCO

Depuy-Synthes

Zimmer-Biomet

TIO, ALAN

EKDAHL, ANDREW

MARTIN, ANDREW



# US 30 Controlled Access Freeway



## **Kosciusko County Local Stakeholders-Invitees**

State Senator

HON. RYAN MISHLER

State Representative

HON. DAVE WOLKINS

INDOT

KAISER, JASON

MACOG-RPO

TURNWALD, JAMES

Appian-Consultant

FAULKENBERG, DENNIS

# Why is US 30 freeway needed?

- High truck volumes
  - Traffic reaches 30k vehicles per day
  - By 2035, some areas will have 31% trucks
  - Converting to fully controlled access, volumes could reach 81k
- There are 344 potential impact points
- Crash severity is an issue
- Converting to freeway would:
  - Lead to 323 fewer total accidents per year
  - 4 fewer fatalities per year
  - Result in \$716M in accident cost savings

# US 30 CONTROLLED ACCESS FREEWAY

## CURRENTLY

*CARS:*

30,000/day

*TRUCKS:*

6000/day

(20% total traffic-high)

## PROJECTED-2035

*CARS:*

38,000/day

(INDOT projected)

*TRUCKS:*

11780/day

(INDOT projected 31% total traffic)

# **CRASH DATA US 30**



## **2011 - July 2019**

· Data provided by Michiana Area Council of Governments (MACOG)

· 1ST COUNTS 2011 THRU 2016

· **RECENTLY UPDATED 2017- July 2019**

# **CRASH DATA US 30**



## ***FOX FARM ROAD TO 325 E***

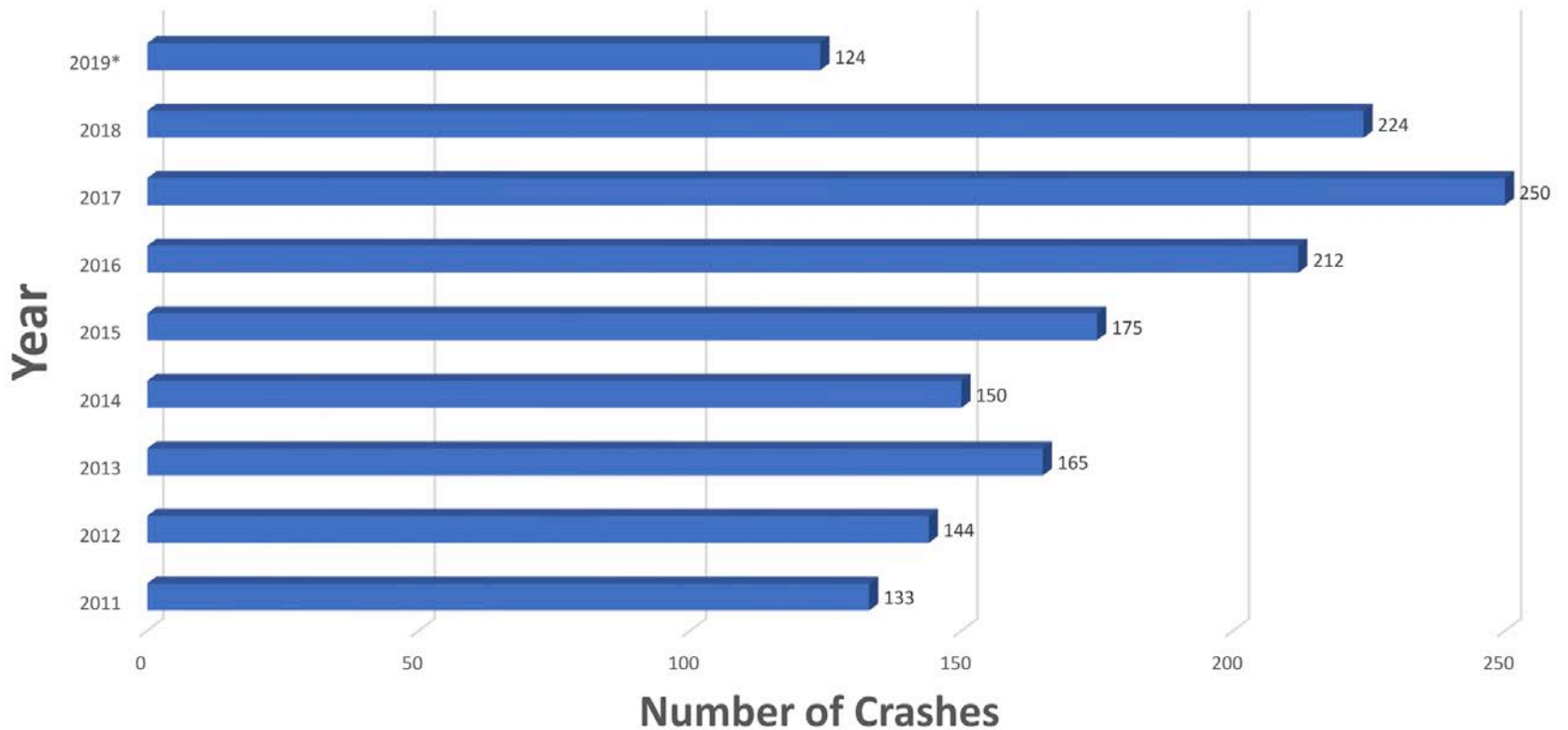
**2011 - July 2019**

- ***1424 Crashes total (span)***
- ***Annual average 162 crashes/  
yr.***
- ***5% annual increase since 1/17***

# *Crash Data US 30*



## Crashes by Year - Between Fox Farm Road & 325 E



# **CRASH DATA US 30**



## ***FOX FARM ROAD TO 325 E*** **2011 - July 2019**

- 35% following too closely

# **CRASH DATA US 30**



## ***Parker Street intersection*** **2011 - July 2019**

- **220 crashes total**
- **Annual average 26 crashes/yr.**
  - **57% increase since 1/17**



# **CRASH DATA US 30**



## ***Anchorage Road intersection*** **2011 - July 2019**

- **137 crashes total**
- **Annual average 16 crashes/yr.**
  - **62% increase since 1/17**

# **CRASH DATA**



## ***Old US 30 intersection*** **2011 - July 2019**

- **153 crashes total**
- **Annual average 18 crashes/yr.**
- **12% increase since 1/17**

# **CRASH DATA**



## ***US 30 SR 15 intersection*** **2011 - July 2019**

- **76 crashes total**
- **Annual average 9 crashes/yr.**
- **18% Decrease since 1/17**

# US 30 Controlled Access Freeway



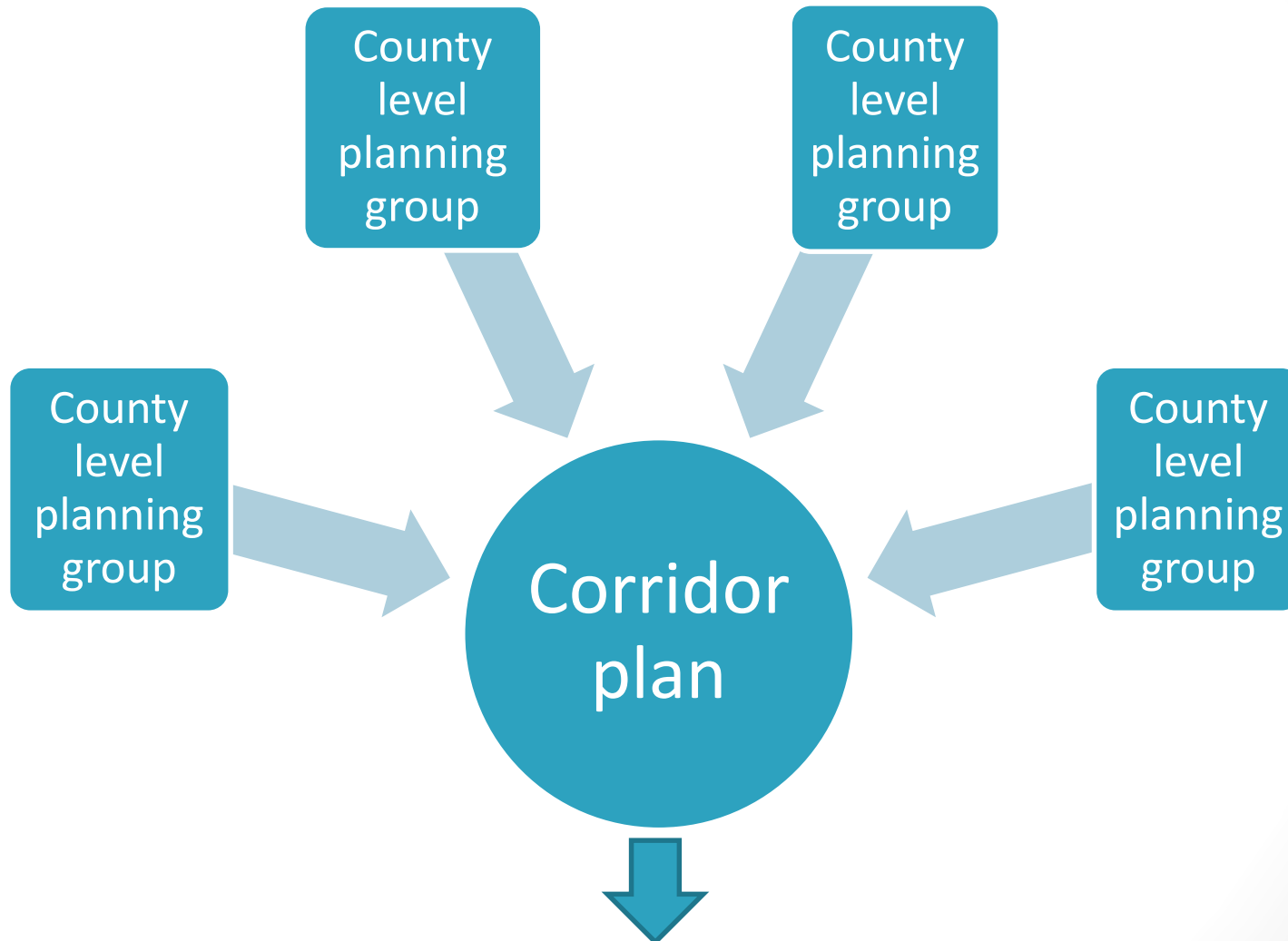
## Corridor Wide Process

### ***“US 30 COALITION”***

15 member board (Allen, Whitley, Kosciusko, Marshall, Starke, Laporte, and Porter Counties)

- elected officials (3 mayors, 2 commissioners)
- key local staff
- economic development representatives from all seven counties
- industry representatives (trucking, road construction, etc.)

# US 30 Coalition Background



US 30 Coalition then works with various groups to share the vision

# US 30 Controlled Access Freeway



## Corridor Wide Process

- Focus of Coalition- **SAFETY**
  - Concentrate on **COMMUNITY FOCUSED PLANNING** to address local needs through
    - Formation of Local Stakeholder Group
    - Public meetings (already being held in other 6 counties)
    - Lobby for project

# US 30 Controlled Access Freeway



## **Local Process**

- City/County Collaboration
- Local organization-Stakeholder Committee
- PUBLIC INPUT

# Existing Route Option



*City Planner Jeremy Skinner*



# Existing Route Option



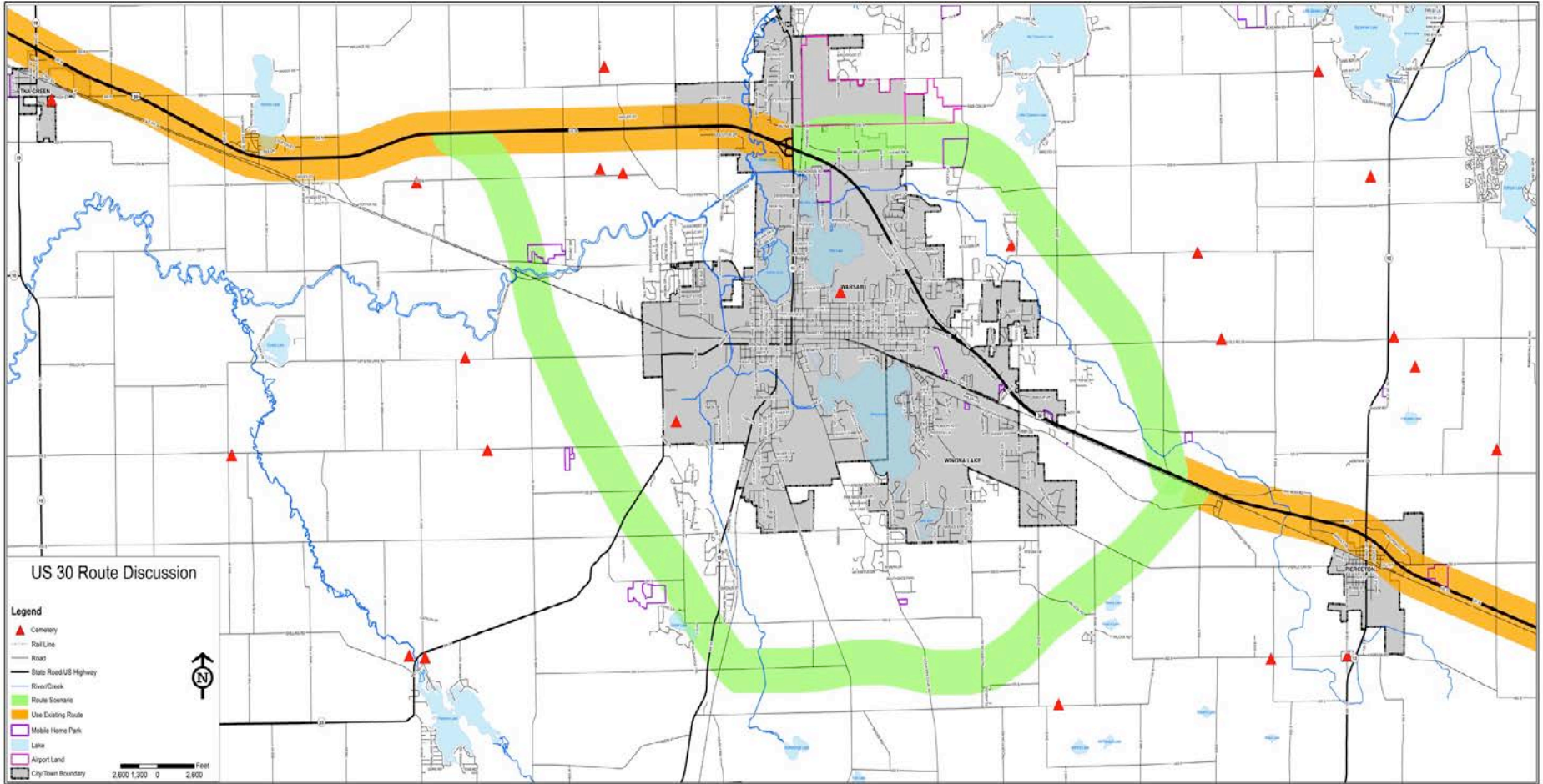
# Northern Route Bypass Option



*Kosciusko County Commissioner*  
***Cary Groninger***

*Kosciusko County Planner*  
***Dan Richard***

*Kosciusko County Asst. Planner*  
***Matt Sandy***



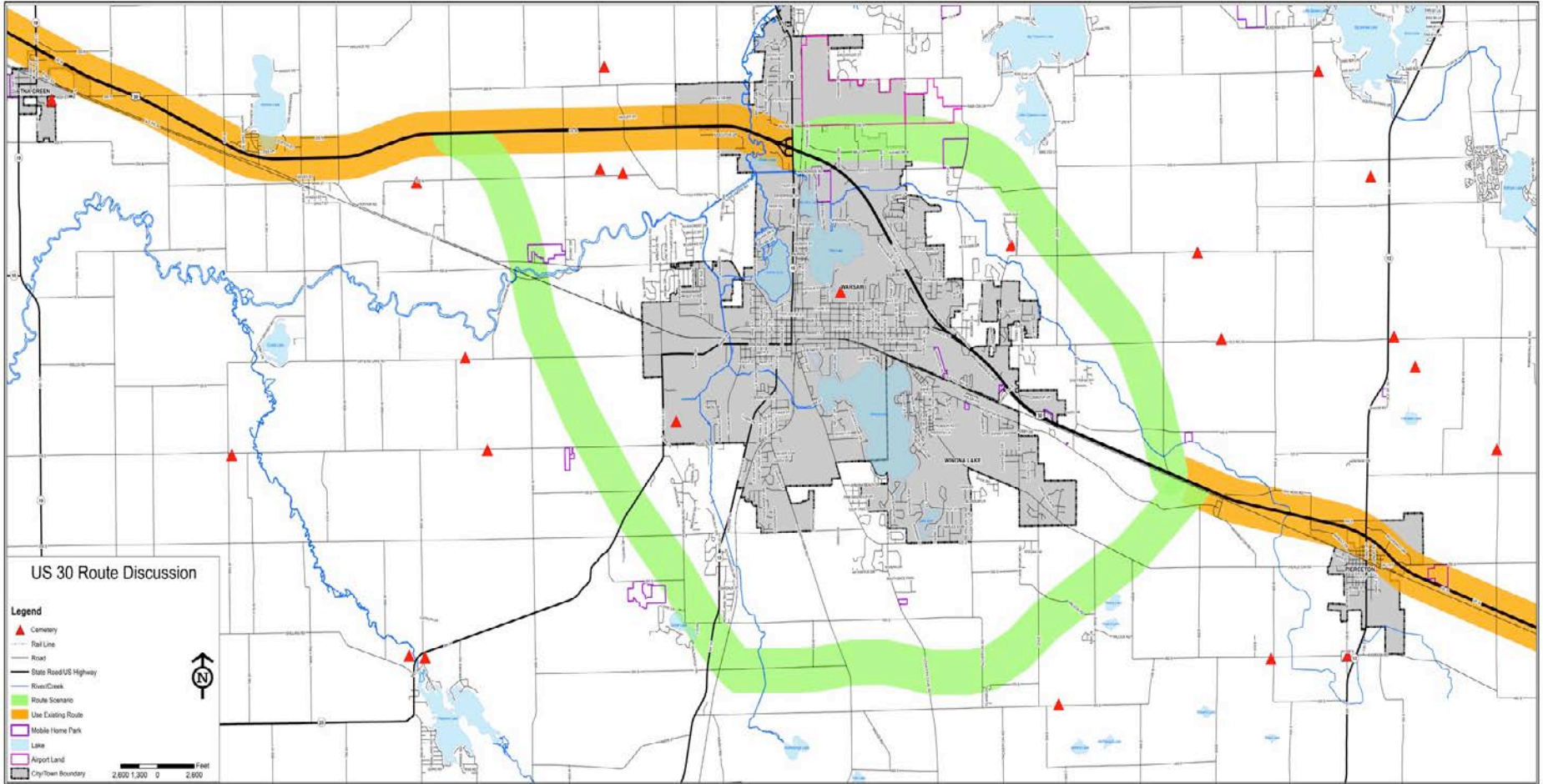
# Southern Route Bypass Option



*Kosciusko County Commissioner*  
***Cary Groninger***

*Kosciusko County Planner*  
***Dan Richard***

*Kosciusko County Asst. Planner*  
***Matt Sandy***



# US 30- Controlled Access Freeway Agenda



**7:15-8:00**

**BREAKOUT SESSION-TABLE  
TOP REVIEWS AND PUBLIC  
INPUT**

# US 30- Controlled Access Freeway

## Agenda



**8:00-8:30**

**PUBLIC COMMENT**

# US 30 Controlled Access Freeway



## 931 CORRIDOR BUSINESS ANALYSIS

**Presented by**

Scottie Pennington

Kyle Johnson

Scott Chain

Nathan Kring





# US 30 Controlled Access Freeway



## **Data Conclusion**

- Regions 2 and 3 show increased sales
- Businesses in these areas generally believe that the new bypass has not had a negative impact
- Some businesses in Regions 1 and 4 have reported that sales volumes have been negatively impacted
- All businesses agree the new bypass has helped solve traffic congestion
- Made the area more accessible to local drivers who are using 931  This improvement has positively impacted the area immediately surrounding SR22
- Some businesses on the north and south edges that relied heavily on high volume traffic have been hurt by the redirection of traffic