

JULY  
2020

MICHIANA ON THE  
**MOVE** →  
transportation plan **2045**

# AMENDMENTS

**RESOLUTION 37-20**  
**A RESOLUTION ENDORSING AN AMENDMENT TO THE**  
**MICHIANA ON THE MOVE: 2045 TRANSPORTATION PLAN**

WHEREAS, the Fixing America's Surface Transportation (FAST) Act requires the development of a Transportation Plan with a minimum 20-year horizon.

WHEREAS, the Michiana Area Council of Governments (MACOG), the duly designated Metropolitan Planning Organization for the South Bend and Elkhart/Goshen Transportation Management Area, and the Rural Planning Organization for Marshall and Kosciusko Counties, has coordinated with local government units, implementing agencies, and multi-modal interests and intermodal activities to the best of its ability in developing the 2045 Transportation Plan.

WHEREAS, MACOG has used state of the art network modeling equipment, local input, obtained public input and comment from groups and individuals, and has coordinated the activities of all area modes available.

WHEREAS, MACOG has considered the requirements listed in the FAST Act to the extent possible and has complied with the Clean Air Act Amendments and requirements as they pertain to the development and conformity of Transportation Plans.

WHEREAS, MACOG has completed a transportation conformity determination for the 1997 Ozone National Ambient Air Quality Standards (NAAQS) and is compliant with transportation conformity regulation 40 CFR 93.109 and subsequent agency guidance.

BE IT THEREFORE RESOLVED, that the Michiana Area Council of Governments Policy Board, after careful consideration, ample opportunity for public input and this final occasion for public review, finds that the Amendment to the 2045 Transportation Plan meets the requirements set forth in the FAST Act and is hereby endorsed.

**RESOLVED This 9<sup>th</sup> Day of September, 2020**

Michiana Area Council of Governments

  
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Ernest Wiggins, Policy Board Chair

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# Amendments to the 2045 Transportation Plan

The Michiana on the Move: 2045 Transportation Plan acts as a blue-print for how the Michiana region will address its transportation needs and how federal, state and local funds will be invested into highways, public transit, freight, bikeways, and pedestrian walkways. This amendment modifies an existing project of the transportation plan, adopted in October 2019. Also being amended into the transportation plan is an analysis of the potential impacts of self-driving cars, also known as a connected and autonomous vehicles (CAV), to the transportation network in the future.

## McKinley Avenue from Division Street to Elder Road

McKinley Avenue is an important corridor that provides a direct connection between South Bend, Mishawaka, and Elkhart. As a result, this route is a direct link between South Bend and Elkhart, functioning as an Other Principal Arterial, and carrying more than 15,000 vehicles per day.

The existing project on McKinley Avenue from Division Street to Fir Road is a 2-lane facility in Mishawaka and includes an at-grade crossing of the Canadian National railroad. The intersection with Division Street marks the start of a 5-lane section extending 1.3 miles to the west. East of Byrkit/Fir Road, the route continues as a 2-lane facility for another 0.75 miles, before transitioning into a 5-lane corridor that extends east towards Elkhart for another 3 miles. This added capacity project involves widening the corridor from 2-lanes to 5-lanes and will be opened to traffic by 2035.



— 2025  
 — 2030  
 — 2035  
 — 2040  
 — 2045  
 - - - Existing McKinley Avenue Project

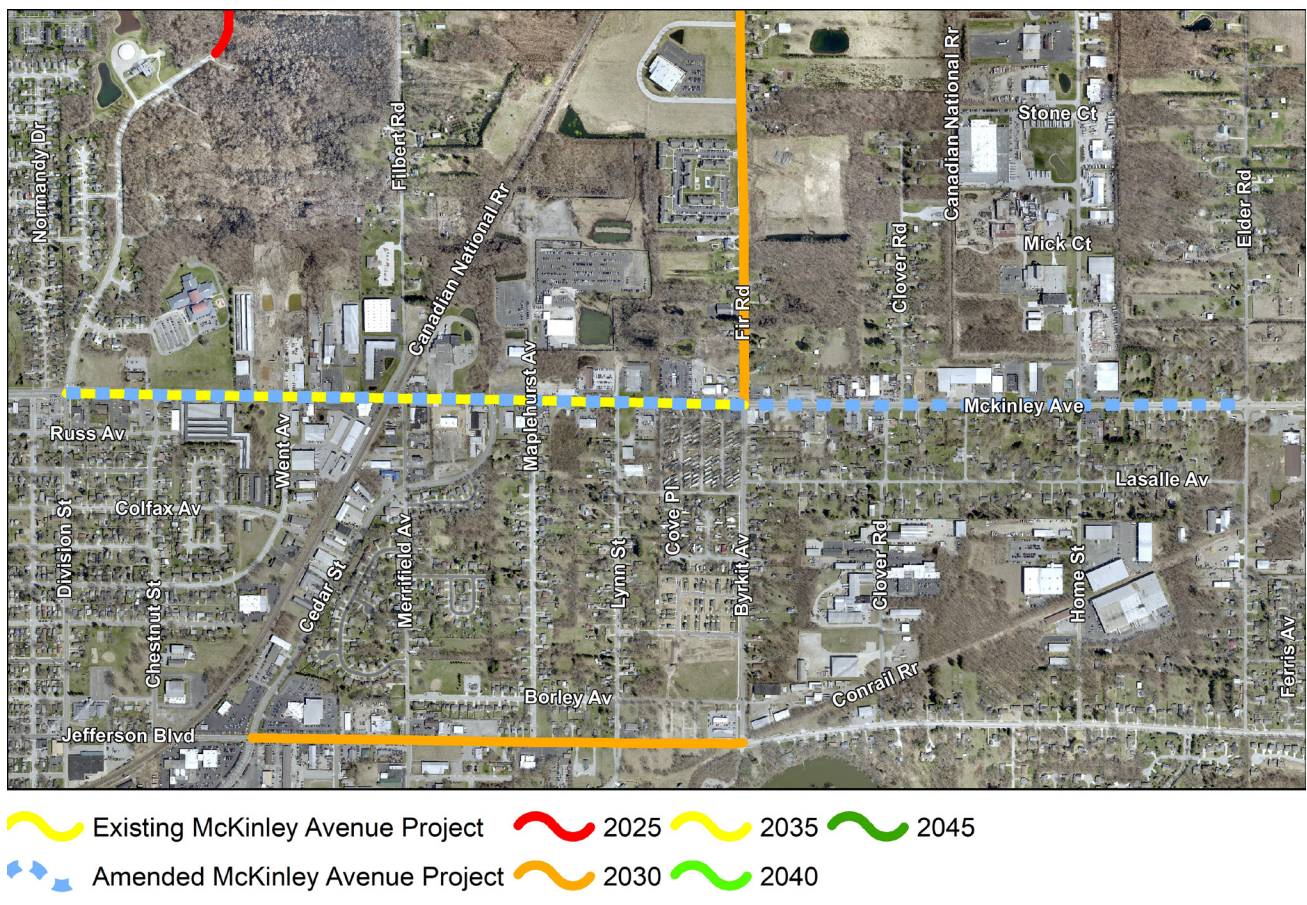


While most of the corridor is already 5-lanes, the gap between Division Street and Elder Road is still considered a bottleneck. Unable to handle the forecasted 18,000 to 20,000 vehicles per day relying on the corridor, most of the segment will be considered moderately congested with a level of service E, resulting in an unstable flow of traffic. This worsens to a heavily congested area, with a failing level of service, near the railroad crossing. Meanwhile, the segments to the west of the project termini are able to support up to 22,200 trips per day while maintaining an ideal level of service C, balancing available capacity against forecasted demand. To the east, approaching Capital Avenue, the existing 5-lane segment supports more than 20,000 trips per day at a level of service C.

Along the existing project termini, to the west of Byrkit/Fir Road, the corridor has a posted speed limit of 35 mph with a 43 mph 85th percentile speed in 2018. However, without the

improvements to the segment, the modeled speed drops to 20 mph during peak periods of congestion by 2045. The extended section of the corridor, to the east of Byrkit/Fir Road, has a posted speed limit of 45 mph. However again, without the improvements to the segment, the modeled speed drops to between 27 to 30 mph during peak periods of congestion and depending on the direction of travel.

As a result, Mishawaka has decided to extend the planned added capacity project to Elder Road with the new project termini being from Division Street to Elder Road. The railroad crossing will remain at-grade with added travel lanes and supplemental safety measures. The City also anticipates the project to be completed sooner, and open to traffic by 2030. Along with another project from St. Joseph County on McKinley Highway, the two planned projects will result in a 7.3-mile, 5-lane corridor from Mishawaka to the Elkhart County line.



In addition, there are plans for a sidewalk along the north side of the corridor with a multi-use path along the south side of the roadway. To the west of the project area, the new sidewalk will connect to the existing residential network off McKinley Avenue, providing the area with improved access to businesses along the project corridor and encouraging future re-development of the businesses. In addition, the sidewalk will extend to the existing sidewalks along the SR 331 / Capital Avenue corridor. The multi-use path will serve the same purpose as the new sidewalk, connecting the residential areas to SR 331 / Capital Avenue as well as businesses along the improved corridor. The path however, will also connect to a planned north-south trail along Byrkit/Fir Road. This planned trail will link proposed trails on Douglas Road and Day Road to the north of McKinley Avenue, eventually turning east onto Evergreen Road / Beacon Parkway, currently in development, and providing another link to SR 331 / Capital Avenue. To the south, the planned trail connects to a walking path on Jefferson Road, which will link to the Mishawaka-Elkhart Connector to the east.

## Connected and Autonomous Vehicle Analysis

MACOG coordinated with staff from the Resource Systems Group (RSG) to refine three Mobility as a Service (MaaS) and Connected/Autonomous Vehicle (CAV) scenarios to be evaluated for the Michiana on the Move 2045: Transportation Plan. The scenarios represented best and worst case CAV scenarios in 2045 as well as a MaaS/CAV scenario for an interim year, 2035. This work serves as an exploratory study about potential CAV impacts on regional travel.

The three MaaS/CAV scenarios were designed to help understand the range of uncertainty around the potential disruptions Mobility on Demand (MoD), MaaS, and CAV could have to the transportation system in the future. Two scenarios were set in the year 2045 and assumed the vehicle fleet has largely or completely been replaced with CAVs. One of these two scenarios

was designed to make the “best” assumptions for congestion minimizing potential (“Best CAV Scenario”), while the other was designed to make the “worst” assumptions for congestion minimizing potential (“Worst CAV Scenario”). A third scenario was set in the year 2035 and assumed that fully autonomous vehicles have only been achieved for freeway driving and that only half of the vehicle fleet has this technology (“Interim CAV Scenario”).

The technical memo, Scenario Testing for MoD/MaaS and CAV, is being amended into the 2045 Transportation Plan as Appendix I and details the assumptions defining the three scenarios as well as covering the results of the three scenarios.

## Conformity Process for the 1997 Ozone NAAQS

As part of the amendment process, the Michiana Area Council of Governments (MACOG) completed the transportation conformity process for the amended Michiana on the Move: 2045 Transportation Plan and SFY 2020-2024 TIP. The report documents that the amended 2045 Transportation Plan and SFY 2020-2024 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

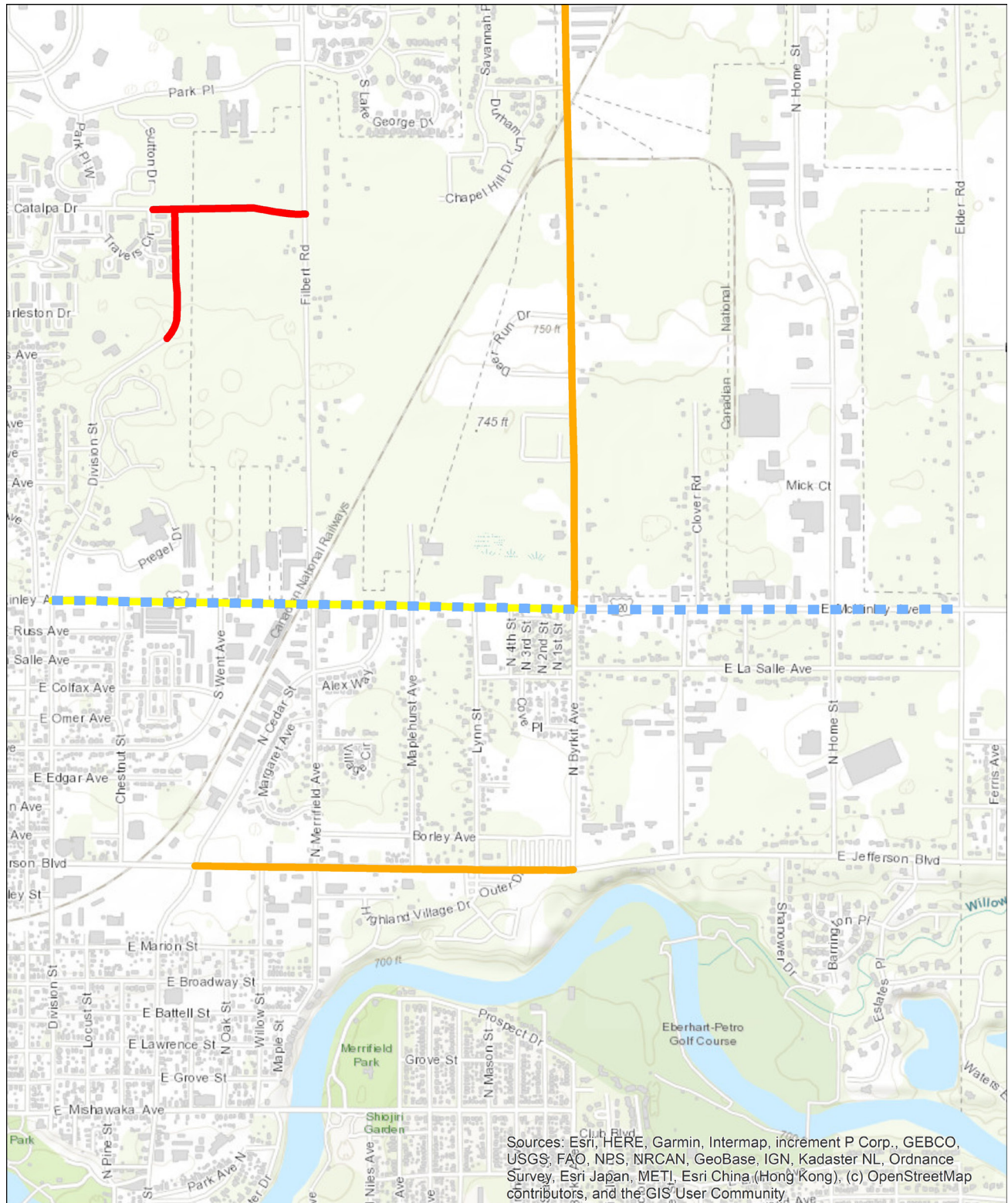
Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.



On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 Ozone NAAQS when the 1997 Ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The South Bend-Elkhart area was a maintenance area at the time of the 1997 Ozone NAAQS revocation on April 6, 2015 and was designated unclassifiable / attainment for the 2008 Ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, a conformity determination is being made for the 1997 Ozone NAAQS on the Transportation Plan and TIP.

The conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

## Appendix A - Project Area Map



- Existing McKinley Avenue Project
 2025
 2035
 2045  
 Amended McKinley Avenue Project
 2030
 2040





## Appendix B - Public Comments

MACOG made this report and the accompanying conformity documentation available for public review and comment between July 29, 2020 and August 31, 2020. The Michiana Area Council of Governments:

- issued an official public notice to the South Bend Tribune, Elkhart Truth, and El Puente
- included the public comment opportunity in the bi-weekly Gazette e-newsletter
- posted the public comment opportunity to MACOG's Facebook page

MACOG also held two virtual open houses to allow time for public comment and discussion. No comments were received during the public comment period, or were made during the virtual open houses.





## 2045 Transportation Plan AMENDMENTS



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