

Part II
Article X

INTERMODAL TRANSPORTATION PLAN

Section 1000: Purpose and Objectives

The City of Valparaiso has adopted an Official Intermodal Transportation Plan (OITP) to develop the safest walking, biking, rail, air, and vehicle traffic flow and access points possible, now and for future growth of the City. The OITP's object is to guide the future growth and development of the City along with the Comprehensive Plan and other Articles in the Zoning Ordinance.

The OITP also guides development that provides the most beneficial relationship between uses of land and buildings, and circulation of all intermodal traffic, particularly congestion in the streets, and appropriate pedestrian traffic. Circulation of intermodal traffic is achieved by creating options for travel throughout the City, and by establishing safe traffic patterns that allow cross-city traffic on arterials and collectors, and allow safe cross-neighborhood traffic on Local-Collectors and Local streets. Plans for undeveloped land should also consider the safe circulation of intermodal traffic. The OITP should be used as a guide to provide for the public health, safety and welfare of the City.

Section 1010: Definitions

Arterial - a street designated to carry large volumes of traffic. Certain arterial streets may be designated as Limited Access Highways to which entrances and exits are provided only at controlled intersections and access is denied to abutting properties.

Bike Lane – a designated portion of a roadway, a minimum of four (4) feet wide (excluding curbs and gutters), that is signed, striped and marked for bicycle use. A bike lane is a one-way facility that carries bike traffic in the same direction as motor vehicle traffic.

Bike Path – designated area, minimum of eight feet wide, that is not part of the roadway, but in the right-of-way area, for the use of pedestrians and non-motorized vehicles such as bikes, skates, scooters, etc.

Bike Route – an area for bicycling, either paved or unpaved, that includes bicycle signage.

Collector - a street planned to facilitate the collection of traffic from local streets and to provide circulation within neighborhood areas and convenient ways for traffic to reach arterial streets.

Frontage Road – a designated area parallel to a street right-of-way that connects to a public street at major access points, but is designed to allow destination traffic to separate from through traffic and access parcels or buildings. The Board of Works and Safety can determine when a frontage road is not needed.

Intermodal – all forms of transportation from walking to flying.

Local Street - a street designated primarily to provide access to abutting properties.

Local Collector Street - a local street lying within a subdivision which, although not shown as a collector on the OTP, is built to collector specifications and standards at the request of the Commission.

Park N' Ride lot – a designated area for commuter parking.

Right-of-Way – a designated area for a form or forms of intermodal transportation that are dedicated to the public.

Sidewalk - a designated area in a right-of-way, parallel to a street that is a minimum of four feet wide and designed for pedestrians and non-motorized vehicles.

Street - a thoroughfare which affords traffic circulation and a principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, road, and any other thoroughfare, except an alley. Improved public streets are those constructed according to standards existing at the time of new construction.

Thoroughfare – any area designated to move people and/or vehicles.

Trail – an area designated for pedestrians that is dedicated to the public or part of a private property owners' system.

Section 1020: Official Intermodal Transportation Plan and Scope of Regulations

The Streets and Thoroughfares Article of the Zoning Ordinance of Valparaiso consists of Article X and a map entitled "[OFFICIAL INTERMODAL TRANSPORTATION PLAN PLAT](#)"; said map as periodically revised by the Commission and Common Council. This map shows the location of existing and proposed thoroughfares and intermodal facilities both within and without the jurisdiction of the Commission is hereby made a part of this Article. Notations, references, indications, and other details shown therein are as much a part of this Article as if they were fully described in the text of this Article. That part of the map which shows existing and proposed thoroughfares and intermodal facilities in areas outside the jurisdiction of the Commission is intended as advisory only until such time as any part of this area comes within the jurisdiction of the Commission, at which time all paths, trail, routes, sidewalks, intermodal facilities, street locations, notations, and references applying to said area shall become a part of this Article.

Section 1030: General Requirements

A. Designation of Thoroughfares

The major streets and highways included in Article X are hereby classified on the basis of proposed width and type and in accordance with their proposed function as Arterial,

Collector, or Local as described in the current Ordinance Providing Standards for Acceptance of Municipal Improvements.

B. Opening or Widening of Streets

Whenever a street classified in this Article is to be platted as a part of a subdivision or the required right-of-way is to be widened or extended, width for such street shall be as specified in this Article, provided that where a street borders a tract of land to be subdivided, the owner of such land shall be required to plat only one-half of the right-of-way designated for such street measured at ninety (90) degrees to the center line thereof.

C. Board of Works and Common Council

The Board of Public Works and Safety and Common Council shall be guided by, and give consideration to, the general policy and pattern of intermodal development set out in this Article for the authorization, construction, and widening, alteration, relocation, or abandonment of public streets, highways, and related structures.

D. Vacation of a Public Way

No public way shall be vacated until the Commission shall have first given notice and held a public hearing regarding said proposed vacation. After proper consideration of the matter the Commission shall then forward its recommendation to the Board of Public Works and Safety for comment and to the Common Council for final action.

E. Variances from Plan

Variances from the Official Intermodal Transportation Plan may be granted by the Board of Public Works and Safety if said variance does not significantly affect or impact the intent of the Plan. A request for such a variance shall be considered by the Commission and a recommendation regarding it forwarded to the Board of Public Works and Safety for final action.

F. Bike Lane

A bike lane is a minimum of four feet wide (excluding curbs and gutters) designated in the paved area of roadway with 14-foot minimum lanes. It is a one-way facility that carries bike traffic in the same direction as motor vehicle traffic. Where street parking is allowed, bike lanes should be a minimum of five feet in width, and placed between the moving traffic and the parked vehicles.

Any additional right-of-way needed for such bike route shall be dedicated. The transfer of development rights in exchange for the additional right-of-way can be considered by the Plan Commission for all subdivisions and PUDs. The transfer of development rights in exchange for the additional right-of-way can be considered by the Site Review Committee for all other projects. All other development standards have to be met or variances sought. All routes shall be signed and striped according to current safety standards. Those standards include at-grade manhole covers, and smooth pavement. This standards exclude parallel drainage grates.

- G. **Bike path**
All bike paths as designated on the Official Intermodal Thoroughfare Plan maps are to be a minimum of eight feet wide, and signed and marked for use. A bike path should be sited on streets with heavy traffic counts. Where a bike path crosses an intersection, the bike path should be marked as a bike crossing. Where ever possible, right turns at intersections should be on the shoulder of the roadway, if the bike path or bike lane does not continue. The Plan Commission requires all bike path right-of-way to be delineated and finalized at the time of Site Review, and added to all primary plats. The developer is required to dedicate the right-of-way for the bike path. If the developer builds the bike path, a development right in exchange for the right-of-way shall be granted by the Plan Commission if requested by the developer of a subdivision or PUD. If the developer of any other project builds the bike path, a development right in exchange for the right-of-way shall be granted by the Site Review Committee, if requested by the developer. All other development standards have to be met, or variances sought. All paths shall be signed according to current safety standards.
- H. **Bike route**
All bike routes as designated on the Official intermodal Transportation Plan maps shall be designated on all site plans and primary plats.
- I. **Trail**
All trails, private or public, should be marked as such, and maintenance responsibilities should be determined at the time of a primary plat.
- J. **Frontage Road**
Frontage road right-of-way shall be 40 feet, with size of paved area to be determined by the City Engineering Office. Location, ownership, and maintenance of frontage roads shall be determined at the time of primary plat or site review processes.
- K. **Sidewalks**
Sidewalks are required as part of any and all developments in the City unless the Site Review Committee recommends a waiver. If a waiver is executed, the Site Review Committee can call in the waiver whenever they deem it necessary for the health, welfare, and safety of citizens.
- L. **Park N’Ride lot**
Park N’Ride lots shall be designated at the time of planning for intermodal facilities. The size of the lot shall be determined by joint planning between the City and the intermodal provider. All lots shall follow the Tree and Landscape Ordinance, Article XXXI.
- M. **Where applicable, as defined in the Manual of Uniform Traffic Control Devices, intersections shall be stripped and signed as crosswalks according to this manual.**

Section 1040: Location of Streets

Whenever location of a street is indicated on the "OFFICIAL INTERMODAL TRANSPORTATION PLAN PLAT" as following an existing road or street, or a section or half-section or other established property line, the location of the street shall conform to such location; however, a street wholly within a subdivision and not designated as following an existing road or established property line may be varied in its alignment when such variance promotes the plan of a neighborhood development unit in accordance with good site planning principles and if such alignment provides for the continuity of traffic movement.

Section 1045: Location of other transportation facilities

Whenever location of any intermodal route or facility is indicated on the "OFFICIAL INTERMODAL TRANSPORTATION PLAN PLAT" the route or facility shall conform to such location as designated on the Official Intermodal Transportation Plan Map and/or required as part of the Signature Street Overlay Ordinance. This includes bike paths, bike routes, sidewalks, trails, commuter rail and bus stations, and frontage roads.

Section 1050: Permits

Any permits authorized under this ordinance, including but not limited to SITE PERMITS or BUILDING PERMITS, permitting the erection, alteration or relocation of structures and/or other improvements falling under the jurisdiction of this ordinance, shall be issued only, if, in addition to satisfying the requirements of this and other ordinances, the land which lies between the existing right-of-way and the proposed right-of-way, as provided in section 1070 herein, is dedicated to the City of Valparaiso in care of the Board of Public Works and Safety.

Any permits authorized under this ordinance, including but not limited to SITE PERMITS or BUILDING PERMITS, permitting the erection, alteration or relocation of structures and/or other improvements falling under the jurisdiction of this ordinance, shall be issued only, if, in addition to satisfying the requirements of this and other ordinances, all improvements required to cause the road/street and right-of-way to meet the City standards for that classification of street are included for construction under the permit(s). Said improvements shall include, but not be limited to, pavement, pavement widening, curb and gutter, ADA compliant sidewalk ramps and sidewalks. Where recommended and approved by the City Engineer, the applicant may provide the approved cost of constructing all or portions of the improvements in lieu of constructing them.

The Board of Public Works and Safety shall have the authority to waive the requirements of this section as it deems appropriate.

Section 1060: Continuing Authority of Commission

Subsequent to the passage of this Ordinance, the Commission may determine the need for the modification of this Article and so recommend said modification to the City Council. If the Council approves the recommendation, the Council shall order the City Engineer to change the map entitled "OFFICIAL INTERMODAL TRANSPORTATION PLAN PLAT" and order the City Planner to make the corresponding changes in article X of the Zoning Ordinance.

Section 1070: Arterial and Collector Designation

All the thoroughfares comprising this section of Article X are hereby classified Arterial or Collector, as shown on the map entitled "OFFICIAL INTERMODAL TRANSPORTATION PLAN PLAT." The thoroughfares are classified on the basis of type, width and proposed function. Streets not included in this section are local or local collector streets. Where the proposed width is "as platted," no dedication of additional right-of-way is desired or required; the existing right-of-way is sufficient.

ARTERIALS

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>PROPOSED WIDTH</u>
Burlington Beach Road	Campbell Street	E City Limits	80 feet
Calumet Avenue	N. City Limits	Vale Park	100
Calumet Avenue	Vale Park	Morgan	80
Campbell Street	Lincolnway	Brown	80
Campbell Street	Brown	West	AP
Campbell Street (AKA Meridian)	Lincolnway	N. City Limits	80
County Road 175W	CR 500 N	N. City Limits	80
County Road 600N	Meridian	State 149	60
Evans Avenue	Calumet	E. city Limits	80
Froberg Road(150W)	SR 130	N. City Limits	80
Hayes Leonard Rd.	Morthland (US 30)	S. City Limits	80
Horseprairie	West Street	S. City Limits	80
Joliet Road	Lincolnway	Hayes Leonard Rd.	60
Joliet Road	Hayes Leonard	W. City Limits	80
LaPorte	Lincolnway	E. City Limits	100
Lincolnway	Joliet	Sturdy	80
Lincolnway (AKA State 130)	Joliet	W. City Limits	100
Morgan	Lincolnway	Calumet	AP*
Roosevelt	Lincolnway	Vale Park	80
Silhavy	LaPorte Ave.	N. City Limits	80
Smoke	State Route 2	Division	
State Route 2	Morthland Drive	City Limits	80
State Route 2	State Route 49	East City Limits	80
Sturdy	Morthland Drive	LaPorte	100
Tower Rd (250W)	US 30 (Morthland)	S. City Limits	80
Vale Park	E. City Limits	W. City Limits	80
Washington	Lincolnway	S. City Limits	AP*
West	Horseprairie	Campbell	80

COLLECTORS

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>PROPOSED WIDTH</u>
Axe	Morthland	Union	60
Beech	Calumet	Sturdy	AP*
Beech	Sturdy	Chicago	60
Brown	Napoleon	Campbell	AP*

Brown	Washington	Morgan	AP*
Bullseye Lake	Campbell	Calumet	60
Calumet	Morgan	Franklin	AP*
Chicago	Lincolnway	Roosevelt	AP*
Chicago	Roosevelt	Silhavy	60 (1)
Cityview Drive	Smoke Road	US 30	60
Comeford	Sturdy	Morthland	AP*
County Club	Calumet	Silhavy	60
County Rd. 375N	Froberg Rd.	SR 130	60
Eisenhower	Roosevelt	Silhavy	50 (2)
Evans	Washington	Calumet	60
Franklin	Glendale	Brown	AP*
Franklin	Brown	South	60
Garfield	Union	Beech	AP*
Glendale	Campbell	Silhavy	60
Goodrich Road	Ransom	North City Limits	60
Harrison	Calumet	Campbell	AP*
Harrison	Campbell	W. City Limits	60
Hayes-Leonard	Joliet	Morthland	60
Hayes-Leonard	Morthland	South City Limits	60
Howe	Lincolnway	Yellowstone	60
Indiana	Campbell	Garfield	AP*
Jefferson	Roosevelt	Weston	AP*
Joliet	Lincolnway	W City Limits	60
LaPorte	Garfield	Lincolnway	AP*
Linwood	Union	Morthland	60
Martinal Road	Sager	Sturdy	60
Michigan	Calumet	Brown	AP*
McCord	Calumet	Silhavy	60
Monroe	Napoleon	Garfield	AP*
Morgan	Calumet	Union	AP*
Murvihill Road	West City Limits	East City Limits	60
Napoleon	Brown	Chicago	AP*
Nickel Plate	Franklin	Axe	60
Old Oak	Harrison	Vale Pk/Goodrich	60
Park	Yellowstone	Campbell	60
Penna Hill	Silhavy	Sturdy	60
Ransom	Campbell	W City Limits	60
Roosevelt	Lincolnway	LaPorte	60
Sager	Cityview Dr.	Division	60
Silhavy	LaPorte Ave.	S. City Limits	60
South	Washington	Franklin	60
St. Clair Road	State 149	Meridian	60
Strongbow Centre	Penna Hill	Morthland	AP
Sturdy	LaPorte	Vale Park	60
Sturdy	Morthland	South City Limits	60

Thornapple Way	Morthland	State Route 2	AP
Tower Rd. (250W)	US 30 (Morthland)	N. City Limits	60
Union	Morgan	Garfield	60
Valparaiso	Evans	Burlington Beach	60
Washington	Glendale	Brown	AP*
West	Morthland	Horseprairie	60
Yellowstone	Lincolnway	Harrison	60
325 E	Division	Murvihill	60

* As Platted

(1) This extension of Chicago Street shall not include extensions of Mayfield or Harmel streets.

(2) Right-of-Way width as platted through Worthington Gates and Whitcombs subdivisions.