

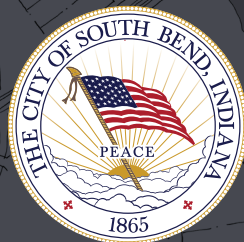
# RESTORING THE NEIGHBORHOOD:

THE MARKET DISTRICT  
IMPROVEMENT PROJECT

2022 RAISE GRANT APPLICATION

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SOUTH BEND, IN  
APRIL 2022





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# SECTION I

## PROJECT DESCRIPTION

**2022 RAISE GRANT APPLICATION**  
CITY OF SOUTH BEND, INDIANA

# SECTION I

## PROJECT DESCRIPTION

The Market District in South Bend, Indiana is an area scarred by urban renewal from the 1960s, when freeway-like ramps and bridges were imposed along the St. Joseph River on land that once belonged to a redlined neighborhood. The stated goal of this infrastructure was to facilitate ease of movement for the worker's at the Studebaker factory, which was the city's largest employer at the time. Ironically, the Studebaker factory closed in December of 1963, just as the ramps were introduced.



An aerial view of the current project site

The impact of the ramps was immediate and severe. The infrastructure changed the grade of the street network, physically severing the district's connection to the adjoining neighborhoods. Large green freeway signs signaled to drivers to speed up on the local streets as they approached the ramps, making the area especially dangerous for pedestrians. This disconnection caused once thriving businesses to close their doors.

Today, both sides of the river are dominated by surface parking lots, abandoned buildings, and wide roads with speeding traffic. The ramps aren't freeway entrances, as their design indicates, but instead perform the function of intersections—a need that can easily be met with a series of stop lights, stop signs, and an occasional roundabout, rather than the grossly overscaled and outdated infrastructure.

And yet, despite the failing infrastructure and vacant land, at the heart of the district is a nearly hundred-year-old Farmers Market and a neighborhood grocery store from the 1950s, recently joined by boutique establishments including a cheese shop, a local bakery, and a chocolate shop, as well as event spaces.

It's this contrast between businesses surviving, despite the harsh conditions, and the vast amount of vacant and underperforming land, that make this district ideal for restoration into a thriving regional destination.

### The cornerstone goals of this project are to:

- **Remove Barriers:** Replace outdated freeway-infrastructure with a network of complete streets to prepare this site for new investment and physical regeneration.
- **Activate the River:** Engage the riverfront with an enhanced riverside walk and pedestrian connections back into the adjoining neighborhoods.
- **Support Businesses and Create New Jobs:** Draw activity to the area that will bring customers to legacy businesses, as well as the new businesses that have taken the risk to invest in this area.
- **Attract Mixed Income Housing Choice:** Provide a framework to allow the development of missing middle housing types, such as duplexes, multiplexes, cottage courts, on the reclaimed street network, as well as encouraging infill housing in existing neighborhoods.
- **Placemaking:** Create a regional destination that is built incrementally over time by introducing new businesses, residences and a high-quality public realm of streets and parks.

# SECTION II

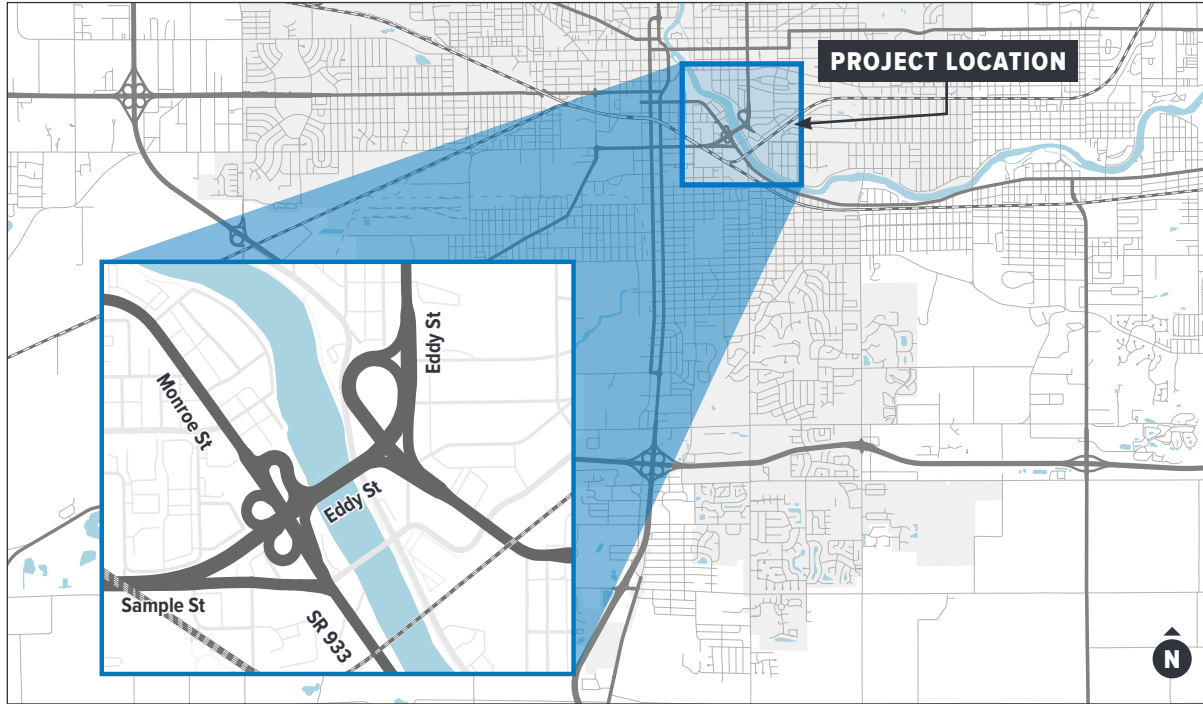
## PROJECT LOCATION

**2022 RAISE GRANT APPLICATION**  
CITY OF SOUTH BEND, INDIANA

# SECTION II

## PROJECT LOCATION

The project is located in the partial areas of Section 12 TWP 37N Range 2E, Section 7 TWP 37N Range 2E, Section 13 TWP 37N Range 2E, and Section 18 TWP 37N Range 3E. The Latitude is 41.66920 Degrees North and Longitude is -86.23581 Degrees West.

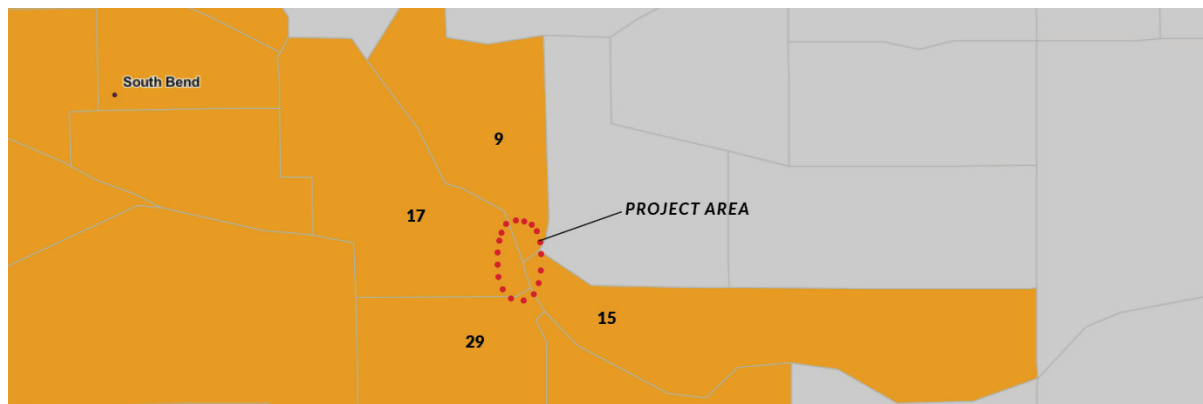


## GEOGRAPHICAL DESCRIPTION

The project site lies to the southeast of downtown South Bend. Indiana State Road 23 runs through the project area creating on and off ramps, the core subject of the neighborhood restoration program. The site also lies adjacent to the St. Joseph River, a tributary of Lake Michigan. The site is surrounded by mostly residential uses to the north and east with some retail, light industrial and mixed uses to the west and south.

## HISTORICALLY DISADVANTAGED AREA

The site falls within the federally designated Historically Disadvantaged Community as shown below:



Source: USDOT Transportation Disadvantaged Census Tracts

## AREA OF PERSISTENT POVERTY

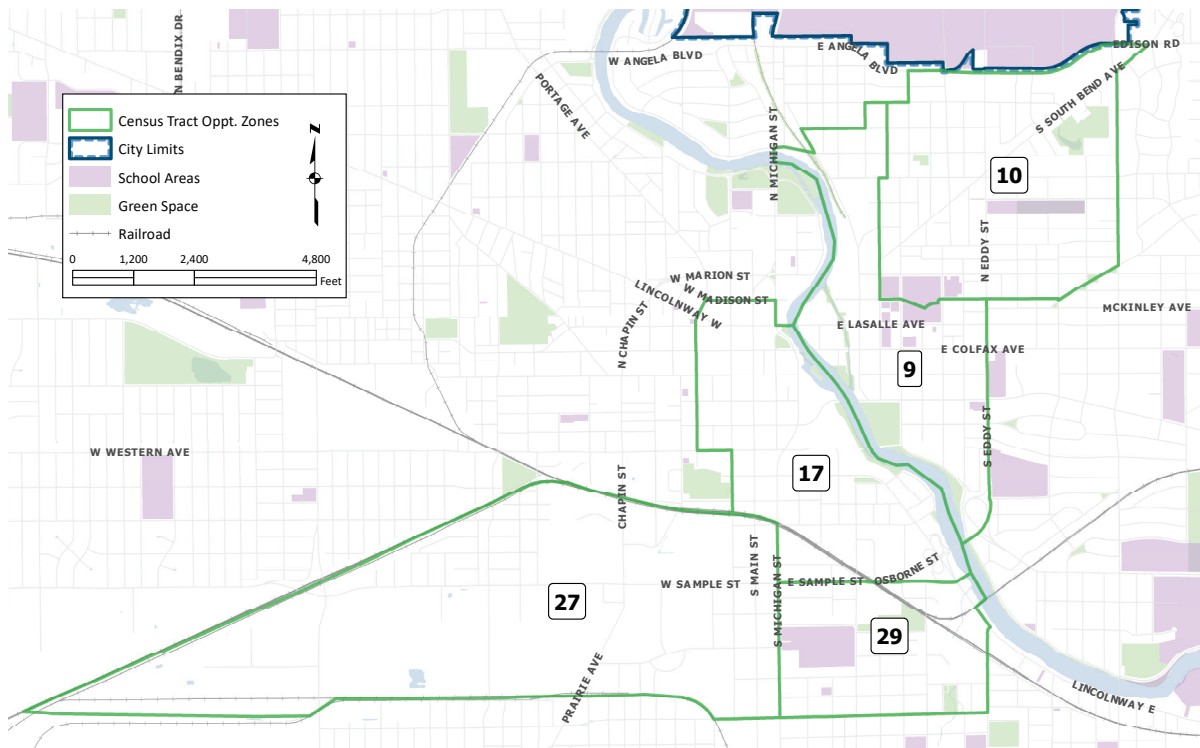
The project site is located within the following Census Tracts in St. Joseph County, Indiana: Census Tract 9, 15, 17 & 29. Per the data below from the American Community Survey, the percentage of the Census Tract population below poverty level is consistently above the federal limit of 20%.

	POVERTY RATE				
	2014	2015	2016	2017	2018
Census Tract 9	34.8%	29.6%	27.8%	28.1%	26.2%
Census Tract 15	36.4%	44.2%	43.3%	39.7%	35.4%
Census Tract 17	43.9%	45.1%	43.3%	37.8%	37.8%
Census Tract 29	42.4%	35.6%	32.1%	30.9%	33.7%

## OPPORTUNITY ZONES

Most of the project site is located within a certified Opportunity Zone. Specifically, the site touches the following Opportunity Zones Census Tracts in St. Joseph County: Census Tracts 9, 17 & 29.

City of South Bend - Opportunity Zone Census Tracts





# SECTION III

## GRANT FUNDS, SOURCES, AND USE OF PROJECT FUNDING

2022 RAISE GRANT APPLICATION  
CITY OF SOUTH BEND, INDIANA



# SECTION III

## GRANT FUNDS, SOURCES, AND USE OF PROJECT FUNDING

The total cost of the RAISE planning project is anticipated to be \$3,000,000 as shown in table below. All 13 projects are in census track areas classified as persistent poverty and historically disadvantaged communities. Though a request of 100% federal share for planning projects for these types of areas is acceptable under this program, the City of South Bend is committed to contributing matching funds of \$600,000. No additional federal funds are expected to be allocated for this project.

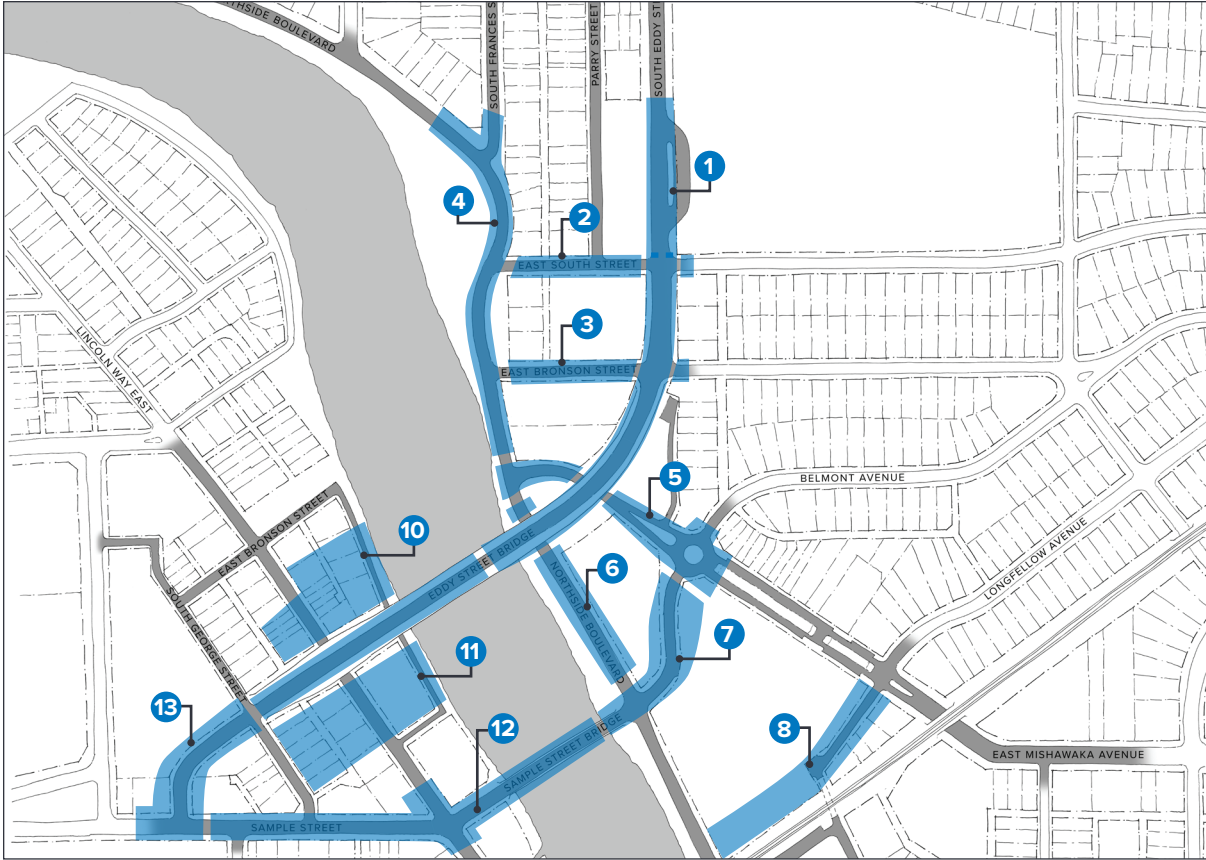
Please see Appendix B for documentation of the City local match funds.

ID	PROJECT NAME	PLANNING COST*	RAISE GRANT	LOCAL MATCH
01	Eddy Street - East	\$329,905	\$263,924	\$65,981
1A	Eddy Street East Ramp Removals	\$98,926	\$79,141	\$19,785
1B	Jefferson MS Bumpout	\$50,328	\$40,262	\$10,066
1C	Jefferson MS Park	\$38,133	\$30,506	\$7,627
02	East South Street	\$157,627	\$126,101	\$31,525
03	East Bronson Street	\$205,042	\$164,033	\$41,008
04	Northside Boulevard - North	\$231,616	\$185,293	\$46,323
4A	Notre Dame Boathouse Connection	\$9,374	\$7,499	\$1,875
4B	Pocket Parks	\$12,468	\$9,975	\$2,494
05	Mishawaka Avenue Extended	\$204,769	\$163,815	\$40,954
5A	Roundabout	\$399,072	\$319,257	\$79,814
06	Northside Boulevard - South	\$123,316	\$98,653	\$24,663
07	Belmont Ave Extended	\$126,229	\$100,983	\$25,246
08	Beyer Street	\$134,965	\$107,972	\$26,993
8A	Market Plaza	\$7,008	\$5,606	\$1,402
09	Eddy Street - West	\$258,464	\$206,771	\$51,693
10	Lincolnway East - North Ramps	\$89,188	\$71,351	\$17,838
11	Lincolnway East - South Ramps	\$39,407	\$31,525	\$7,881
12	Sample St	\$250,546	\$200,437	\$50,109
13	Eddy Street to Sample Street Connection	\$233,618	\$186,895	\$46,724
<b>TOTAL</b>		<b>\$3,000,000</b>	<b>\$2,400,000</b>	<b>\$600,000</b>

\*Cost estimates are based on conceptual planning stage.

### PLANNING COSTS TO INCLUDE THE FOLLOWING:

- Survey
- Equity Study
- Environmental/Start NEPA
- Traffic Analysis
- Public Involvement
- Begin 20% Design on ID 1-8



Project segments based on conceptual redesign of streets in the neighborhood.  
 Source: South Bend Market District Study



# SECTION IV

## MERIT CRITERIA

2022 RAISE GRANT APPLICATION  
CITY OF SOUTH BEND, INDIANA

# SECTION IV

## MERIT CRITERIA

### SAFETY

This planning grant will allow design work to be completed on the 13 key infrastructure projects resulting in the improved safe movement of goods and people, particularly for pedestrians and bicycles. Streets will be redesigned following the South Bend Complete Street policy to calm traffic, invite pedestrians, and support local businesses by improving public safety and better access to surrounding neighborhoods and developments. Currently, the area is defined by aging, freeway-like infrastructure and unsafe local streets.

The proposed redesign of several city streets will create a network of narrow, interconnected, multimodal complete streets improving safety for motorists, bicyclists and pedestrians. Some streets will undergo road diets, reducing travel lanes from two lanes to one lane in each direction. This proven technique will create safe, balanced, and active corridors for all. Our proposed design will improve safety for motorists, pedestrians, and bicyclists by adding features like on-street parking and trees to separate pedestrians and bicycles from moving vehicles. These features will also serve to slow traffic making drivers more cautious when traveling. We also propose the addition of new sidewalks and multi-use pathways.

#### Existing conditions in the corridor are especially dangerous for pedestrians and bicyclists in three main ways.

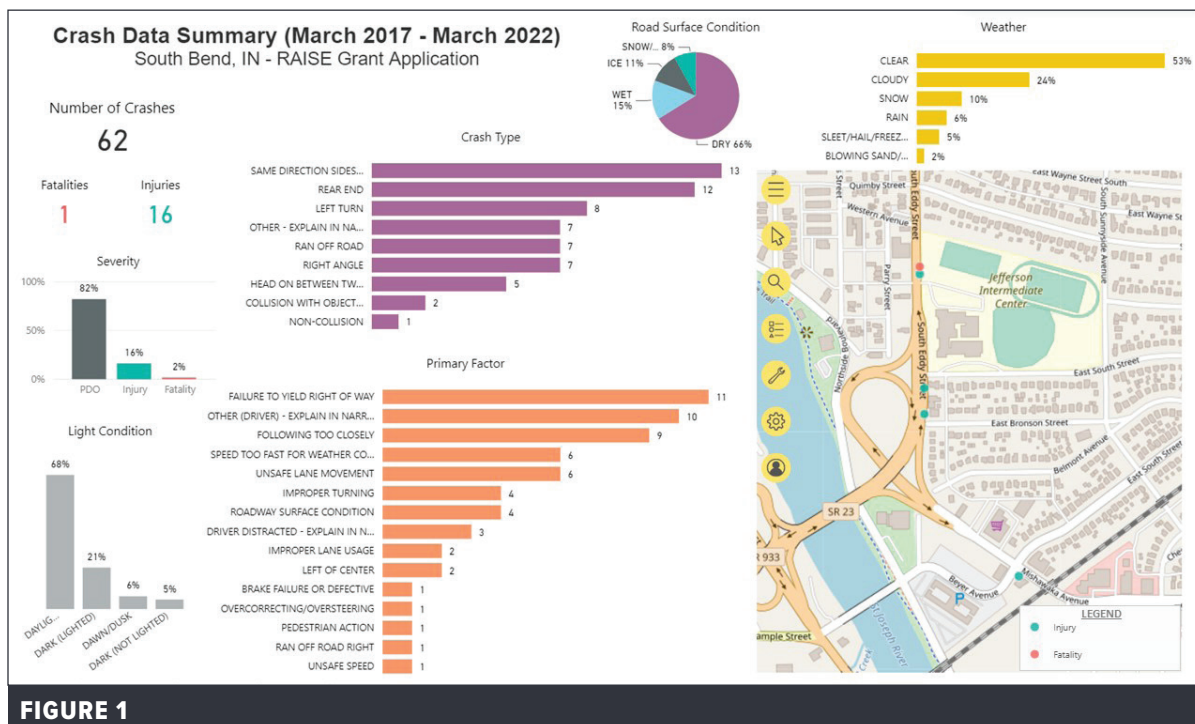
- 1 Wide lanes make it easier for motorists to speed.
- 2 Green freeway-like signage encourages drivers to speed up to merge into traffic, even when there is no traffic to merge into.
- 3 The lack of sidewalks, bike lanes or multi-purpose paths on many streets creates an unsafe condition for pedestrians and bicyclists forcing them to walk next to moving vehicles or on the street.

A review of the latest five years of crash data from March 2017 to March 2022 revealed that 87 crashes occurred in the vicinity of the project area, resulting in 2 fatal crashes and 17 injury crashes. The predominant crash types were rear end, same direction side swipe, left turn, ran off road, and right angle crashes. The most common contributing factors were failing to yield right of way, following too closely, speed too fast for weather conditions, and unsafe lane movement.

Two fatal crashes occurred in the focus area in the segment of S Eddy Street between Bronson Street and Sunnymede Avenue/Quimby Street. One of these crashes was a collision with a pedestrian in dark (not lighted) conditions, while the other one involved a motorcycle right-angle collision with a vehicle traveling southbound on S Eddy Street.

The 17 injury crashes resulted in 24 injuries. Injury crashes were concentrated along Eddy Street between Bronson Street and Sunnymede Avenue/Quimby Street, and the intersections of Sample Street & Lincoln Way, and Mishawaka Avenue & Beyer Avenue/Longfellow Avenue.

**Crash data analysis is summarized in Figure 1 on the following page.**



**FIGURE 1**

The proposed realignment of the streets leading to/from the Eddy Street Bridge is anticipated to improve safety in this area as existing conditions resembling those typical of a freeway will be avoided with the removal of the existing ramps. This change will remove the existing conflict points in areas that are prone to higher operating speeds. The proposed realignment of the roadway network in the vicinity of the bridge is anticipated to have a traffic calming effect on the local streets.

FHWA's Crash Modification Factor (CMF) Clearinghouse is used to obtain the expected safety performance of a countermeasure based on observed results. The anticipated effect of implementing area-wide traffic calming (CMF ID 586) is a reduction of 11 percent in injury crashes, and 5 percent in property damage only (PDO) crashes.

The intersection crashes were primarily caused by failure to yield on opposing turns and red light running. Potential crash mitigation measures proposed by this project include converting the signalized intersection of Mishawaka Avenue & Sample Street Bridge/Beyer Avenue/Longfellow Avenue to a roundabout, improving lane delineation through signal and pavement markings, and increasing curb radii/constructing bump-outs (curb extensions) for pedestrian accommodations, increased on-street parking, and vehicular speed reductions as traffic calming measures.

Conversion of the existing signal to a modern roundabout is anticipated to produce a significant safety benefit (66 percent per CMF 4185). This is applicable to the proposed roundabout conversion for the subject intersection of Mishawaka Avenue & Beyer Avenue/Longfellow Avenue, where injury crash types were mostly left turn and angle crashes. These crash types are subject to correction by implementation of the proposed Mishawaka Avenue & Sample Street Bridge/Belmont Avenue roundabout. Furthermore, the roundabout is anticipated to reduce vehicle entering speed, which is expected to reduce crash severity and improve overall safety of the facility.

The proposed reconfigured intersection of Mishawaka and Longfellow avenues is expected to reduce traffic significantly with the realignment of the Sample Street Bridge/Beyer Avenue. Therefore, the existing traffic signal is anticipated to be removed. Removing the signal is anticipated to have a positive impact on safety as the presence of a signal is associated with rear end crashes.

## **ENVIRONMENTAL SUSTAINABILITY**

The RAISE Project directly supports South Bend's 2019 Climate Action Plan (CAP). The CAP is based on a community-wide greenhouse gas (GHG) emissions inventory, which identified and quantified the primary sources of emissions from South Bend. Transportation-related activities account for approximately 32% of the community's GHG emissions and energy accounts for approximately 62%. The CAP outlines strategies to reduce our GHG emissions, including "prioritizing infrastructure investments that advance access to active transportation options".<sup>1</sup>

### **Reducing GHG Emissions and Improving Air Quality**

The RAISE project will result in improved air quality and decreased greenhouse gas (GHG) emissions by reducing the number of vehicle miles traveled, increasing the number of trees and open green space in the designated project area, and limiting the amount of time that engines idle.

This project will allow more people to travel safely by biking and walking. Increased active transportation will not only cut the GHG emissions and lower air pollution, but it will also put less stress on the existing infrastructure than driving. A modal shift therefore has an even greater impact because it could reduce the emissions produced by the petroleum-intensive materials and operation of heavy equipment required to repave roads and haul away waste.

The addition of trees and open green space will also reduce our community's carbon footprint. Trees act as a carbon dioxide sink and provide shading. When planted correctly, they can help lower the energy needed to cool a building during the summer. Trees also deflect harsh winds, saving energy on heating buildings in the winter. Shading also extends the useful life of street pavement by as much as ten years, which would reduce the emissions resulting from street repair.

Furthermore, the construction of new roundabouts through this project will lead to less idling, reducing vehicle emissions and fuel consumption.

### **Adapting to the Impacts of Climate Change and Improving the Resilience of At-Risk Infrastructure**

Reduced pavement and more green space will lower our community's vulnerability to urban heat island effects. Hard, dry surfaces in urban areas provide less shade and moisture than trees and vegetation and therefore contribute to higher temperatures. The number of days that exceed 95°F in South Bend is expected to grow from an average of three per year to an average of 20-29 days by 2050.<sup>2</sup> As the average temperature rises, the likelihood of extreme heat days also increases, which can be particularly dangerous for historically underserved and marginalized populations like children or the elderly, and those without air conditioning.

An expansion in the tree canopy and green space will also help prepare our community for extreme precipitation events and enhance our stormwater management. Vegetation lowers runoff and improves water quality by absorbing and filtering rainwater. Annual precipitation in South Bend is expected to increase by more than four inches by mid-century, and heavy rainfall events (top 2% of rainfall rates in a year) are expected to increase by an average of 1.2 days per year.<sup>3</sup> As Indiana continues to warm, more precipitation will fall in the form of rain, as opposed to snow, which can increase the risk of flooding in the winter and spring. The project is a critical step in improving the city's green infrastructure and building resilience to the local impacts of climate change.

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<sup>1</sup> South Bend Carbon Neutral 2050 <http://southbendin.gov/CAP>

<sup>2</sup> Purdue University. Indiana's past & future climate change: A report from the Indiana Climate Change Impacts Assessment. 2018. <https://ag.purdue.edu/indianacclimate/indiana-climate-report/>

<sup>3</sup> Purdue Climate Change Research Center, Indiana Climate Change Impacts Assessment: Finding Useful Information for the Transportation Sector (2016). [https://mygeohub.org/resources/1175/download/IN\\_CCIA\\_Transporation.pdf](https://mygeohub.org/resources/1175/download/IN_CCIA_Transporation.pdf)

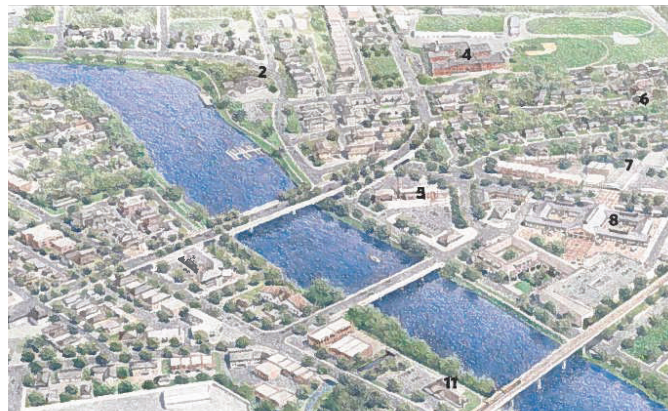
## QUALITY OF LIFE

The Market District Improvement Project will offer residents a greatly improved quality of life with enhanced accessibility to businesses, housing, and recreational opportunities, especially along the St. Joseph River.

The present configuration of streets and ramps in the Market District create a freeway environment centered around polluting, fast-moving vehicles. These characteristics are hostile to pedestrians, and they have degraded the neighborhood atmosphere. Following the installation of the highway ramp system in the early 1960s, many neighborhood businesses along Eddy Street and Mishawaka Avenue closed. The locations of some thriving businesses became vacant lots or desolate parking lots. The remaining commercial buildings still open are often underutilized. Properties are used for storage instead of actively serving the neighborhood. With the district's overly wide streets, walking and biking through the area is uncomfortable at best, and pedestrians and bicyclists are prohibited from using the ramp system. The houses along Eddy Street lost their direct street access in favor of an on-ramp. The design of local streets contributed to the Market District losing more than a quarter of its population since 1960.

In contrast, the proposed Market District Improvement project will focus on quality-of-life amenities. Through the elimination of unnecessary travel lanes and ramps, excessive speeds on the neighborhood's streets will be reduced. The sidewalks will be widened, the bicycle lanes will become protected, and shared use paths will be added to promote active transportation modes. The design also will support the comfortable use of local Transit agency, Transpo's Route 9 bus that runs on Eddy Street and Mishawaka Avenue. Connectivity to the nearby employment centers of downtown and the Indiana University South Bend campus will be improved. These street changes will encourage better health by encouraging more active neighborhood lifestyles.

With the restoration of a walkable connected network of streets, the Market District can be reestablished as a neighborhood and regional commercial center. Residents, especially lower-income populations to the northwest, east, and south of the project area, will have improved connection to neighborhood-based businesses. Among these businesses are a small grocery store and the South Bend Farmers Market, the only places in a nearly 1.25-mile radius that offer fresh food. The project will also position the Farmers Market, the region's largest, as a greater draw.



An artist's rendering of the proposed street network

Vacant and underutilized properties along Mishawaka Avenue, combined with up to five acres of developable land where the cloverleaf ramps currently sit, offer an excellent opportunity for further mixed-income residential development. With fixes to the Market District infrastructure, the area could become quite desirable. Preliminary plans note the potential for townhouses and small apartment buildings that would provide greater variety in housing choices and price points than can currently be found in the neighborhood.

Finally, the Market District Improvement Project would improve connections to recreational and other neighborhood amenities. The project would provide multiple new or improved routes for residents east of Eddy Street to connect to recreational resources along the St. Joseph River, including the Northside Trail, Governor Joseph Kernan Park, and the University of Notre Dame Boathouse. Portions of the land opened by the cloverleaf ramps removal could be added to the riverfront park system adjacent to Kernan Park. About one mile of riverfront would be activated with the project, and the neighborhood would be linked into the regional shared use path system running along the river. Access to Jefferson Middle School, Howard Park, and Veterans Park also all become easier and more pleasant.

## **MOBILITY AND COMMUNITY CONNECTIVITY**

A key goal of the proposed street network is to reestablish neighborhood connectivity that was lost by the introduction of freeway-like ramp infrastructure in the 1960's.

### **The existing conditions are especially dangerous for pedestrians because:**

- Wide lanes make it easier for cars to speed.
- Freeway-like signage encourages drivers to speed up to merge into traffic, even when there is no traffic to merge into.
- Many streets lack protected sidewalks, meaning the few pedestrians in the area must walk directly next to speeding cars or even on the streets.
- Significant areas of the existing street pattern are designated for the automobile only. This creates barriers for pedestrians and limits other modes of transportation.

### **The proposed design addresses these issues by creating a network of narrow, interconnected, multimodal streets that are safe for both cars and pedestrians by:**

- Narrowing the drive lanes so traffic naturally follows the speed limit.
- Offering several routes through the area so traffic is defused onto multiple streets.
- Providing protected sidewalks by adding on-street parking and street trees to separate people on foot from moving cars.
- The proposed street network offers a range of multi-model transportation options including automobiles, bicycles and pedestrians.

Recognizing that the freeway-like ramps west of the river replaced a historically redlined community, the newly proposed streets follow the historical pattern of the neighborhood streets lost to the urban renewal infrastructure.

## **ECONOMIC COMPETITIVENESS**

Economic development and competitiveness are now correlated to quality of life. Furthermore, as cities implement strategies to restore their deteriorated urban fabric using Complete Streets principles, their quality of life is exponentially enhanced. When common sense urban design principles of connected street networks, transportation choices, and mixed-use developments are followed, struggling cities find themselves rejuvenated, as evidenced in South Bend and many other cities around the nation. In South Bend, the application of Complete Streets principles to convert downtown one-way arteries into two-way streets has yielded more than \$150 million in private investment in the form of mixed-use housing, office, and retail growth since 2014.

While only in the early planning stages, the City envisions a significant opportunity for growth in the Market District due to the proposed infrastructure work. Development opportunities, particularly for new mixed-income housing, will be created along with enhanced recreation where the highway ramps are currently located. The Market District will become an attractive area where people desire to move and be a part of the neighborhood, all while being closer to the heart of downtown and their place of work.

Quality housing is a crucial quality of life and employment attraction variable. Employers began to notice an interesting decrease in employee productivity based on their workers' distance from the office. Studies have shown that workers whose commutes are less than 30-minutes gain seven days worth of productive time compared to those who commute more than a half-hour . South Bend businesses employ 57,438 individuals, and 41,191 of those employees (71.7 percent) lived outside that same area in 2019 (see Inflow/Outflow Map below) . Approximately 20.6 percent or 11,788 of those employees have a commute of 25 miles or more and exceed the 30-minute commute time<sup>3</sup>. Increasing the desirability of nearby neighborhoods would attract a percentage of those commuters to live closer to work. Attracting

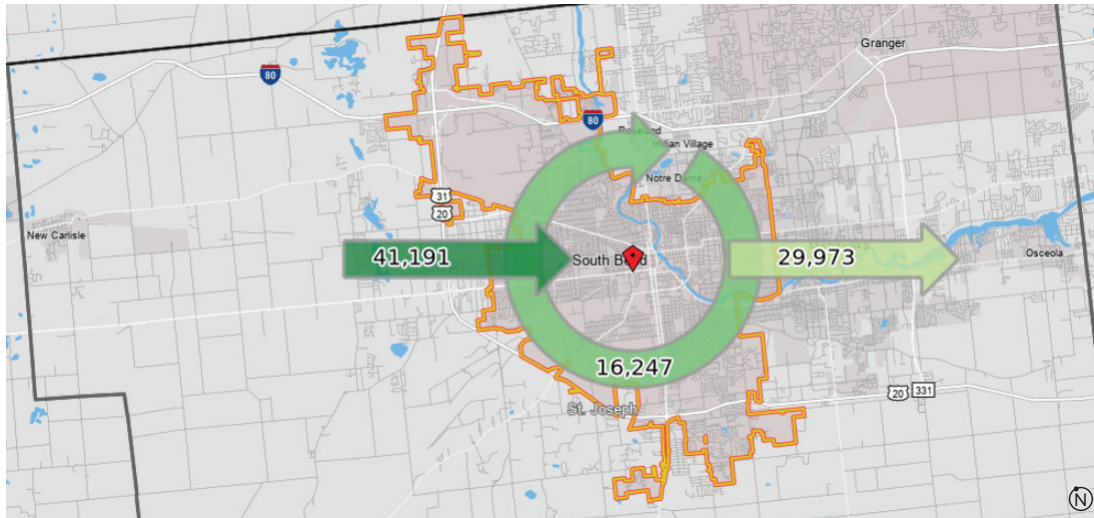
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<sup>1</sup> <https://housingmatters.urban.org/articles/four-reasons-why-employers-should-care-about-housing>

<sup>2</sup> <https://onthemap.ces.census.gov/>



those workers closer to their place of business could potentially increase 82,000 productive workdays in the target area.



Inflow/Outflow map

As a result, major employers have taken two approaches: one, move to where better housing is located, or two, offer incentives for workers to live closer to the office. Employee Proximity to the workplace also results in higher retention rates and stems the loss of revenue created by workforce turnover. Therefore, policies that support and encourage the (re)development of desirable neighborhoods with diverse housing options are a vital component of business attraction to have employees live closer to work and increase the available workforce.

### **STATE OF GOOD REPAIR**

The current freeway like infrastructure in the project area was built nearly 60 years ago and is nearing its functional life. The proposed plan will create a more desirable neighborhood scale infrastructure that promotes Complete Streets and creates safer conditions for pedestrians and bicyclists.

The removal of the freeway ramps will also reduce future maintenance costs or the need for a costly rebuild of those ramps at the end of their lifecycle, and will replace them with newly rebuilt and easier to maintain surface streets. These will also have a smaller asphalt footprint and be subjected to less wear and tear due to lower travel speeds. In addition, Low Impact Development (LID), including items like rain gardens, bioswales, pervious pavement, etc., will be used to further reduce the asphalt footprint.

### **PARTNERSHIP AND COLLABORATION**

This proposal represents a collaboration between the City of South Bend, Indiana, the Indiana Department of Transportation (INDOT), the University of Notre Dame School of Architecture, nationally known transportation planning experts, neighborhood organizations, local business owners and community leaders.

The design concepts for this proposal were developed as part of a study by the School of Architecture at the University of Notre Dame at the request of the City to explore the removal of the freeway-like infrastructure that degraded this neighborhood.

The study team utilized a charrette process to develop the planning concepts for the project area. The process included a series of stakeholder listening sessions, leading to a four day charrette where the team iterated through design solutions while continuously getting feedback from experts and local stakeholders.

While the study included initial neighborhood and stakeholder engagement, additional collaboration work is needed to make this vision a reality. If awarded the grant, the City intends to conduct an equity analysis to make sure that the conceptual ideas proposed will serve all populations in an equitable manner. Further engagement with area stakeholders, neighborhood organizations, businesses and community leaders will ensure that this project has community wide buy in.



### **INNOVATION**

The City of South Bend and the University of Notre Dame spearheaded a study of the entire Market District in 2021, providing valuable input for a vision of redevelopment and regeneration.

The City has adopted the Complete Streets policy advocating for the design of streets to enable safe and comfortable access for all users, including pedestrians, motorists, bicyclists, and transit riders. The City plans to improve public safety, promote good health, provide economic benefits, enhance environmental quality, and ensure long-term savings on the projects by encouraging innovation through the Complete Streets policy. In addition, the City also is committed to pursuing innovative construction cost savings and time-savings strategies to deliver the project in a timely manner to meet the community's goals.



# SECTION V

## PROJECT READINESS INFORMATION

2022 RAISE GRANT APPLICATION  
CITY OF SOUTH BEND, INDIANA

# SECTION V

## PROJECT READINESS INFORMATION

### TECHNICAL ASSESSMENT

The City envisions that the RAISE planning grant will be used to select a qualification based consultant to assist the City in advancing 13 transportation projects (see Section II for full project listing) from conceptual level to preliminary engineering design stage. Assuming the contract will be executed during the fourth quarter of 2022 with USDOT, it is anticipated that the schedule for the planning/preliminary engineering phase of this project will commence in Q1 2023 and could be completed by Q4 in 2025 as shown in the schedule below.

### Project Schedule

PLANNING PHASE	2022		2023				2024				2025			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Award	■													
Contract with USDOT		■												
Design Consultant Selection			■											
Preliminary Engineering				■	■	■	■	■						
Right-of-Way Design									■	■				
NEPA Process					■	■	■	■	■	■	■	■	■	■

### Future Tasks

- Land Acquisition
- Permitting
- Final Design
- Construction

### State and Local Planning

The project is supported by several partners, including legislators, businesses, and other stakeholders, as evidenced by the letters of support received (see Appendix A). The City of South Bend plans to work with local Metropolitan Planning Organization (MPO) Michiana Area Council of Governments (MACOG) and INDOT to include this project in the next Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). The City will work collaboratively with INDOT to get the necessary approvals to construct the project as it has on many occasions in the past, most notably on the downtown two-way street conversion.

### Environmental Approvals

Due to the complexity of the project with new alignment, right-of-way impacts, and traffic pattern alteration, a Categorical Exclusion Level 4 document would likely be required. It is anticipated that the environmental process should take approximately 30 months to complete and receive approval. The duration is shown in the Project Schedule. During the final design phase, the 13 projects will be prioritized and broken out individually. Each sub project will require an Additional Information document and regulatory environmental permits for construction.

### Right-of-Way Acquisition and Final Design

Since this application falls under the Planning portion of the RAISE grant, right-of-way acquisition and final design will be included in the next phase of this project.

### FINANCIAL COMPLETENESS REVIEW

The RAISE Planning grant will provide the funding needed to advance the conceptual design to preliminary engineering stage.

In addition to the \$600,000 for the local match of the RAISE Planning grant, the City plans to continue to look for future funding and/or grant opportunities (such as RAISE Capital grant, INDOT 2028 NOFA grant, etc) to assist in constructing these projects. INDOT has also expressed interest in providing some financial support in improving Eddy Street since it is part of the state road network.

### PROJECT COST

ID	DES/PROJECT NUMBER/MTP ID	TYPE	PROJECT NAME	PROJECT LIMITS	CONSTRUCTION COST (FUTURE)	PLANNING/ PRELIM ENG. COST	FINAL ENGINEERING	CONSTRUCTION INSPECTION	PROJECT CONTINGENCY	PROJECT COST
01	Reconstruct	Reconstruct	Eddy Street - East	Eddy St Bridge Approach to 140' South of Sunnymede Ave/ Quimby St	\$3,625,000	\$329,905	\$362,500	\$453,125	\$715,580	\$5,487,000
1A	Demolition	Demolition	Eddy Street East Ramp Removals	NB to EB Mishawaka, WB Mishawaka to NB Eddy, SB Eddy to EB Mishawaka, WB Mishawaka to SB Eddy	\$1,087,000	\$98,926	\$108,700	\$135,875	\$214,575	\$1,646,000
1B	Reconstruct	Reconstruct	Jefferson MS Bumpout	Eddy St to Eddy St	\$553,000	\$50,328	\$55,300	\$69,125	\$109,163	\$837,000
1C	New Construction	New Construction	Jefferson MS Park	Public Park across from Jefferson MS	\$419,000	\$38,133	\$41,900	\$52,375	\$82,711	\$635,000
02	New Construction	New Construction	East South Street	Northside Blvd to 95' East of E South St Alley	\$1,732,000	\$157,627	\$173,200	\$216,500	\$341,899	\$2,622,000
03	New Construction	New Construction	East Bronson Street	Northside Blvd to 110' East of E Bronson St Alley	\$2,253,000	\$205,042	\$225,300	\$281,625	\$592,993	\$3,558,000
04	Reconstruct	Reconstruct	Northside Boulevard - North	S Notre Dame Ave to Mishawaka Ave Extension	\$2,545,000	\$231,616	\$254,500	\$318,125	\$502,386	\$3,852,000

ID	DES/PROJECT NUMBER/MTP ID	TYPE	PROJECT NAME	PROJECT LIMITS	CONSTRUCTION COST (FUTURE)	PLANNING/ PRELIM ENG. COST	FINAL ENGINEERING	CONSTRUCTION INSPECTION	PROJECT CONTINGENCY	PROJECT COST
4A	New Construction	New Construction	Notre Dame Boathouse Connection	Park and Boat Launch connected along the Riverwalk Path	\$103,000	\$9,374	\$10,300	\$12,875	\$20,332	\$156,000
4B	New Construction	New Construction	Pocket Parks	Pocket Parks along the River	\$137,000	\$12,468	\$13,700	\$17,125	\$27,044	\$208,000
05	New Construction	New Construction	Mishawaka Avenue Extended	Northside Blvd to Alley East of Emerson Ave	\$2,250,000	\$204,769	\$225,000	\$281,250	\$444,153	\$3,406,000
5A	New Construction	New Construction	Roundabout	Sample St / E Mishawaka Ave	\$4,385,000	\$399,072	\$438,500	\$548,125	\$865,605	\$6,637,000
06	Reconstruct	Reconstruct	Northside Boulevard - South	Mishawaka Ave to Belmont Ave Extension	\$1,355,000	\$123,316	\$135,500	\$169,375	\$267,479	\$2,051,000
07	Reconstruct	Reconstruct	Belmont Ave Extended	Sample St Bridge Approach to Belmont Ave Alley	\$1,387,000	\$126,229	\$138,700	\$173,375	\$273,796	\$2,100,000
08	New Construction	New Construction	Beyer Street	Local Street to 170' North of Mishawaka Avenue	\$1,483,000	\$134,965	\$148,300	\$185,375	\$292,746	\$2,245,000
8A	New Construction	New Construction	Market Plaza	Extension of the Main Concourse of the Farmers Market	\$77,000	\$7,008	\$7,700	\$9,625	\$15,200	\$117,000
09	Reconstruct	Reconstruct	Eddy Street - West	Eddy S Bridge Approach to Future South George Street	\$2,840,000	\$258,464	\$284,000	\$355,000	\$560,620	\$4,299,000
10	Demolition	Demolition	Lincolnway East - North Ramps	NB Lincolnway to WB Eddy, WB Eddy to NB Lincolnway, WB Eddy to SB Lincolnway	\$980,000	\$89,188	\$98,000	\$122,500	\$193,453	\$1,484,000
11	Demolition	Demolition	Lincolnway East - South Ramps	NB Lincolnway to EB Eddy, SB Lincolnway to EB Eddy	\$433,000	\$39,407	\$43,300	\$54,125	\$85,475	\$656,000
12	Reconstruct	Reconstruct	Sample St	Northside Blvd to Eddy Street Connection	\$2,753,000	\$250,546	\$275,300	\$344,125	\$543,446	\$4,167,000
13	Reconstruct	Reconstruct	Eddy Street to Sample Street Connection	Future South George Street to Sample Street	\$2,567,000	\$233,618	\$256,700	\$320,875	\$506,729	\$3,885,000

**PLANNING COSTS TO INCLUDE THE FOLLOWING:**

- Survey
- Traffic Analysis
- Equity Study
- Public Involvement
- Environmental/Start NEPA
- Begin 20% Design on ID 1-8



# APPENDIX A

## LETTERS OF SUPPORT

**2022 RAISE GRANT APPLICATION**  
CITY OF SOUTH BEND, INDIANA

JACKIE WALORSKI  
2ND DISTRICT, INDIANA

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON WORKER  
AND FAMILY SUPPORT  
RANKING MEMBER

SUBCOMMITTEE ON OVERSIGHT

COMMITTEE ON ETHICS  
RANKING MEMBER

466 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-3915

2410 GRAPE RD, SUITE 2A  
MISHAWAKA, IN 46545  
(574) 204-2645

Congress of the United States  
House of Representatives  
Washington, DC 20515-1402

April 13, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

I write regarding the City of South Bend's FY 2022 RAISE planning grant application for Restoring the Neighborhood: The Market District Streetscape Improvement Project.

It is my understanding the City of South Bend's project will remove an antiquated system of highway ramps and turn the neighborhood's main corridor into an active thoroughfare. The revamped street network design will make the area more accessible to all modes of transportation resulting in the improved safe movement of goods and people, particularly for pedestrians. The City of South Bend is requesting \$2.4 million in funding with a local match of \$600,000 for design work to complete the main infrastructure components of the project. I have been informed that these changes will foster redevelopment in South Bend's Market District and reconnect it to the St. Joseph River. The separated neighborhoods will regain access to the riverfront and reconnection to the rest of the city.

I am supportive of efforts to ensure the City of South Bend has the opportunity to offer residents a greatly improved quality of life with enhanced accessibility to businesses, housing, and recreational opportunities, especially along the St. Joseph River. I respectfully ask that the U.S. Department of Transportation give full and fair consideration toward this application, as is permissible within all applicable laws, rules, and regulations.

Thank you for your consideration.

Sincerely,



Jackie Walorski  
Member of Congress



TODD YOUNG  
INDIANA

United States Senate  
WASHINGTON, DC 20510

COMMITTEES  
FINANCE  
FOREIGN RELATIONS  
COMMERCE  
SMALL BUSINESS

April 12, 2022

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590-0001

Dear Secretary Buttigieg,

I write in support of a proposal submitted by the City of South Bend, for the consideration of funding offered through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

This proposal seeks to foster redevelopment in South Bend's Market District and reconnect it to the St. Joseph River through the removal of an antiquated system of highway ramps. By doing this, neighborhoods that were once divided and destroyed through urban renewal will regain access to the riverfront and reconnection to the rest of the city.

As this proposal demonstrates a clear public benefit to the residents of South Bend, I know this proposal will receive the serious consideration it deserves, within applicable laws and regulations.

If I can provide you with any additional information, please contact my grants coordinator, Kevin Sulc. He can be reached by email, [Kevin\\_Sulc@young.senate.gov](mailto:Kevin_Sulc@young.senate.gov). Thank you in advance for your assistance.

Sincerely,



Todd Young  
United States Senator

WASHINGTON, D.C.  
185 DIRKSEN SENATE OFFICE BUILDING  
WASHINGTON, D.C. 20510  
PHONE (202) 224-5623

INDIANAPOLIS  
251 NORTH ILLINOIS STREET  
SUITE 120  
INDIANAPOLIS, IN 46204  
PHONE (317) 226-6700

NEW ALBANY  
3602 NORTHGATE COURT  
SUITE 15  
NEW ALBANY, IN 47150  
PHONE (812) 542-4820

EVANSVILLE\*  
101 MARTIN LUTHER KING JR. BLVD.  
SUITE 110  
EVANSVILLE, IN 47708  
PHONE (812) 465-6501

FORT WAYNE\*  
1300 SOUTH HARRISON STREET  
SUITE #3161  
FORT WAYNE, IN 46802  
PHONE (260) 422-7397

[young.senate.gov](http://young.senate.gov)

\* APPOINTMENTS ARE REQUIRED FOR SERVICE AT THIS LOCATION

## United States Senate

April 4, 2022

Secretary Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing to express my support for the City of South Bend's FY 2022 RAISE planning grant application for *Restoring the Neighborhood: The Market District Streetscape Improvement Project*.

If this application is selected for grant funding, it will foster redevelopment in South Bend's Market District and reconnect it to the St. Joseph River through the removal of an antiquated system of highway ramps. By doing this, neighborhoods that were once divided and destroyed through urban renewal will regain access to the riverfront and reconnection to the rest of the city.

The project will also turn the neighborhood's main corridor, East Mishawaka Avenue, into a bustling thoroughfare. It's revamped complete streets design — narrower streets, expanded sidewalks, trees, lighting and bike lanes intended to ultimately slow traffic — will make the area more accessible to all modes of transportation.

I respectfully request that you extend full and fair consideration to the City of South Bend's grant application. If you have any questions or concerns, please do not hesitate to reach out to my Indianapolis office at (317) 822-8240. Thank you for your time and attention to this request.

Sincerely,



Mike Braun  
United States Senate

April 13, 2022

Secretary Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my support for the City of South Bend's FY 2022 RAISE planning grant application for *Restoring the Neighborhood: The Market District Streetscape Improvement Project*. As the Metropolitan Planning Organization, the Michiana Area Council of Governments is responsible for the coordination of transportation planning in the region. We recognize the value and impact of this project; enhancing both accessibility and livability in South Bend.

If this application is selected for grant funding, it will foster redevelopment in South Bend's Market District and reconnect it to the St. Joseph River through the removal of an antiquated system of highway ramps. By doing this, neighborhoods that were once divided and destroyed through urban renewal will regain access to the riverfront and reconnection to the rest of the city.

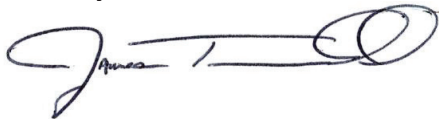
The project will also turn the neighborhood's main corridor, East Mishawaka Avenue, into a bustling thoroughfare. It's revamped complete streets design — narrower streets, expanded sidewalks, trees, lighting and bike lanes intended to ultimately slow traffic — will make the area more accessible to all modes of transportation.

The City has already seen success through this type of street reconfiguration. Starting in 2016, the Smart Streets Project converted one-way downtown streets to two-way traffic patterns that better accommodate motorists, transit riders, cyclists and pedestrians. Not only did Smart Streets improve the streetscape, it enhanced the overall quality of life by contributing to a more vibrant atmosphere and attracting economic development.

Should the Restoring the Neighborhood: The Market District Streetscape Improvement Project receive funding, its goal would be to replicate the success of Smart Streets in the Market District to the benefit of City residents and visitors.

Thank you very much for your attention to this matter. If you have any questions, please feel free to contact my office for further information.

Sincerely,



James Turnwald  
Executive Director



April 12, 2022

Secretary Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: RAISE Planning Grant Application

Dear Secretary Buttigieg,

I am reaching out today on behalf of my 1,300 member businesses that employ more than 70,000 people in Northern Indiana and Southwest Lower Michigan. Our business community pays close attention to key development opportunities in our region and actively advocates for improvements to areas that we believe offer great potential. We are asking for your support for the City of South Bend's FY 2022 RAISE planning grant application for *Restoring the Neighborhood: The Market District Improvement Project*.

We believe grant funding will spur redevelopment in South Bend's Market District and reconnect it to the St. Joseph River through the removal of an antiquated system of highway ramps. The result will be that neighborhoods that were once divided by urban renewal will regain access to the riverfront and reconnection to the rest of the city.

We see great potential in the East Mishawaka Avenue area, the neighborhood's main corridor, it is helps transform into a bustling thoroughfare. Its revamped complete streets design — narrower streets, expanded sidewalks, trees, lighting and bike lanes intended to ultimately slow traffic — will make the area more accessible to all modes of transportation.

The City has already seen success through this type of street reconfiguration. Starting in 2016, the Smart Streets Project converted one-way downtown streets to two-way traffic patterns that better accommodate motorists, transit riders, cyclists and pedestrians. Not only did Smart Streets improve the streetscape, it enhanced the overall quality of life by contributing to a more vibrant atmosphere and attracting economic development. We see an opportunity to replicate that success here through the *Restoring the Neighborhood: The Market District Improvement Project*.

Thank you very much for your attention to this matter. If you have any questions, please feel free to contact my office for further information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Rea'.

Jeff Rea, President & CEO



# APPENDIX B

## CITY LOCAL MATCHING FUNDS

2022 RAISE GRANT APPLICATION  
CITY OF SOUTH BEND, INDIANA



**CITY OF SOUTH BEND**  
MAYOR JAMES MUELLER  
OFFICE OF THE MAYOR

April 13, 2022

Secretary Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Buttigieg,

On behalf of the City of South Bend, I acknowledge the commitment of funds to support the local match towards the City's 2022 RAISE Planning Grant.

The City commits to matching 20% or \$600,000 toward the project's total estimated cost of \$3,000,000. The projection of the City's share of the funds is to come from the River West Development Area Tax Increment Financing (TIF) District, and the City currently has the funding available.

Thank you for your consideration and support for this project that will foster redevelopment in South Bend's Market District and reconnect it to the St. Joseph River by removing an antiquated system of highway ramps.

Sincerely,

A handwritten signature in blue ink, appearing to read "J Mueller", is written over the signature line.

James Mueller  
Mayor

