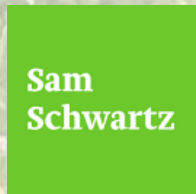




CALUMET AVENUE & RIDGE ROAD STREETScape

TOWN OF MUNSTER

PUBLIC OPEN HOUSE | MARCH 16, 2021 | VIDEO-CONFERENCE

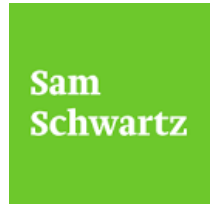


PROJECT TEAM + MEETING AGENDA



Teska Associates | Community Planning + Landscape Architecture

Jodi Mariano, PLA, Principal Landscape Architect

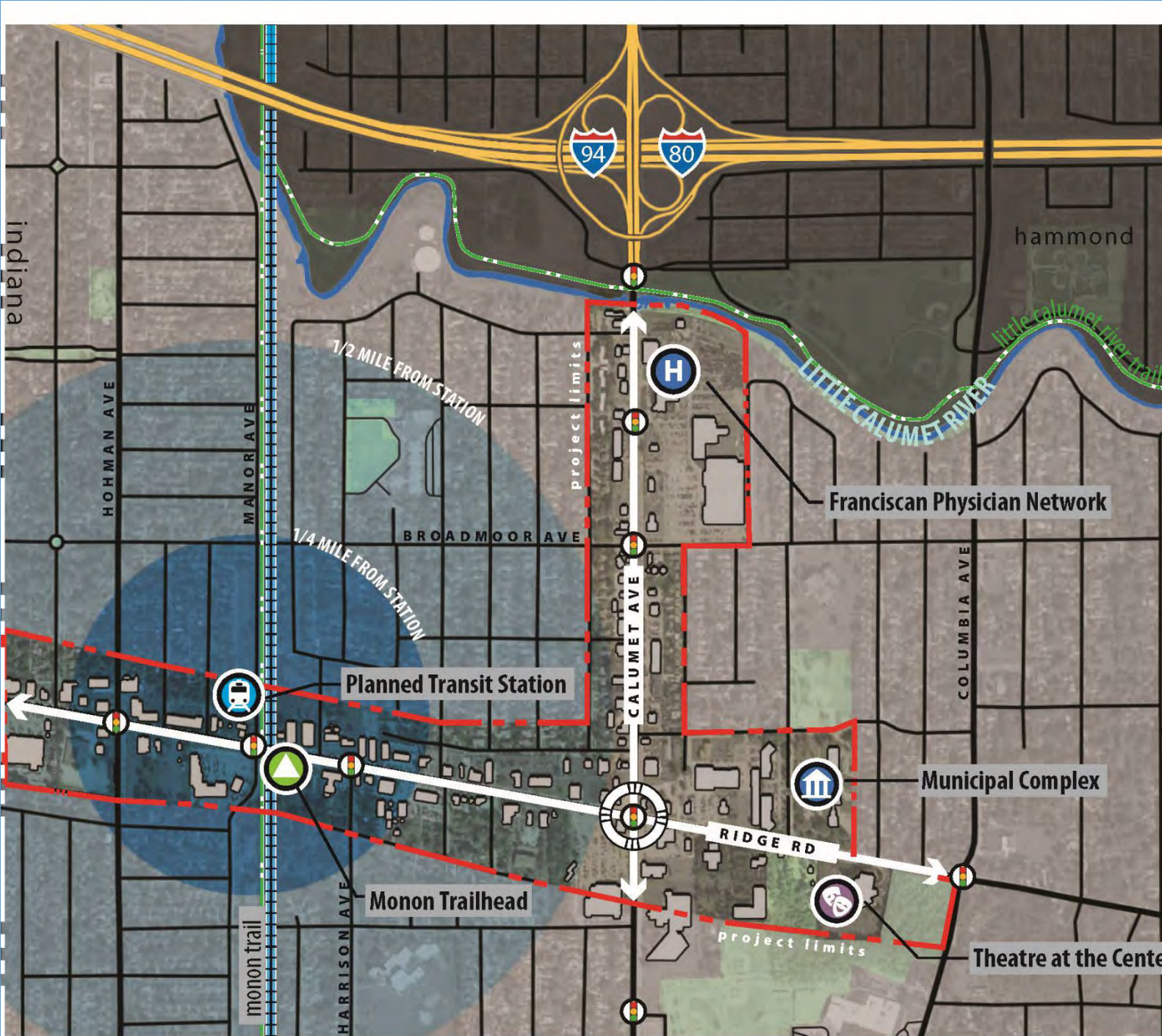


Sam Schwartz Consulting | Transportation + Traffic Planning

Stacey Meekins, AICP, Principal + Director of Transportation

MEETING AGENDA

- 1. Introductions, Project Goals + Scope Review**
- 2. Community Outreach Recap**
- 3. Preferred Concept Plan Presentation**
- 4. Implementation Strategies**
- 5. Next Steps: Draft Report, Committee Review, Council Presentation**



STUDY AREA

PROJECT GOAL

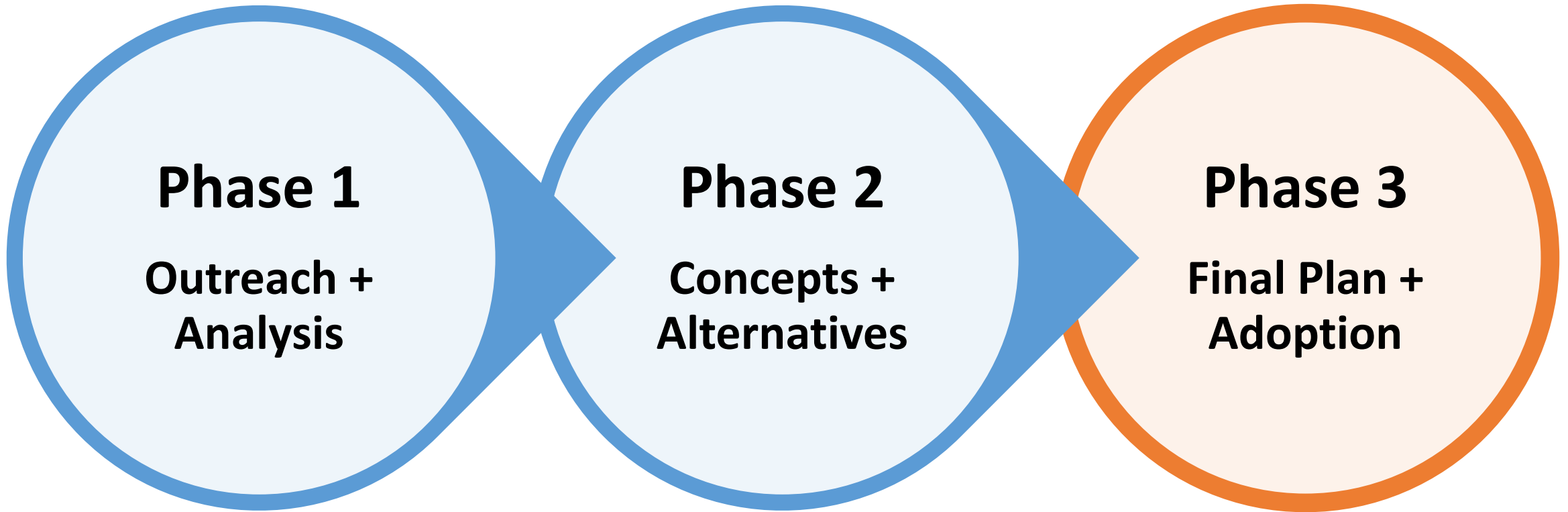
The goal of this project is to develop **a more welcoming environment for walking, biking, to reinforce a sense of place in our community, and to enhance the ability to absorb stormwater and reduce flooding.**

KEY THEMES

- A **safe and comfortable** pedestrian environment
- A functional streetscape providing **stormwater benefits**
- A consistent and **beautiful public realm**
- A **sense of arrival** and identity
- A multimodal system that balances **access and mobility**

FUNDING FOR THE STREETScape PLAN

National Oceanic and Atmospheric Administration + the Indiana Department of Natural Resources Lake Michigan Coastal Program. **“The Coastal Grant”**



MAY – JULY 2020

**Analysis / project website
Staff meeting**

Committee meeting #1

Neighborhood poll #1

Stakeholder interviews

Farmers market pop up

AUG – DEC 2020

Concept development

Committee meeting #2

Neighborhood poll #2

Agency meetings

Public open house

JAN 2020 – JUNE 2021

Final plan + pilot project

Committee meetings #3-4

Public meeting

Town Council meeting

OUTREACH | Recap

FACE TO FACE MEETINGS

- Public works meeting (06/18)
- Committee meeting #1 (07/15)
- Community Market (08/04)
- Stakeholder interviews (7/27 – 9/23)
- Public works meeting (10/19)
- Agency review meetings (11/2 - 11/13)
- Committee meeting #2 (11/18)
- Plan commission meeting (12/08)
- Public open house #1 (12/10)
- Public open house #2 (03/16)**

ONLINE INTERACTIONS

- Project Website (06/18 – present)
- Neighborhood Poll #1 (07/22 – 10/31)
- Neighborhood Poll #2 (12/8 – 03/05)
- Rendering Inputs (12/8 – 03/05)

munster-streetscape.org

Calumet-Ridge Streetscape Plan Virtual Open House

March 16, 2021, 7-8:30 pm, via zoom webinar

Big thanks to our friends in Munster! We heard your comments about calming traffic, improving pedestrian safety and adding greening along Calumet Avenue and Ridge Road. Please join us to review the Conceptual Streetscape Plan and to provide your input.



596 participants / 677 comments
470 participants / 832 comments
245 participants

OUTREACH | Calumet Avenue key concerns + concepts

KEY CONCERNS

- Speeding, congestion, stop + go movements
- Inhospitable pedestrian environment
- Needs a welcoming entry
- Lacks greening and pervious space

KEY OPPORTUNITIES

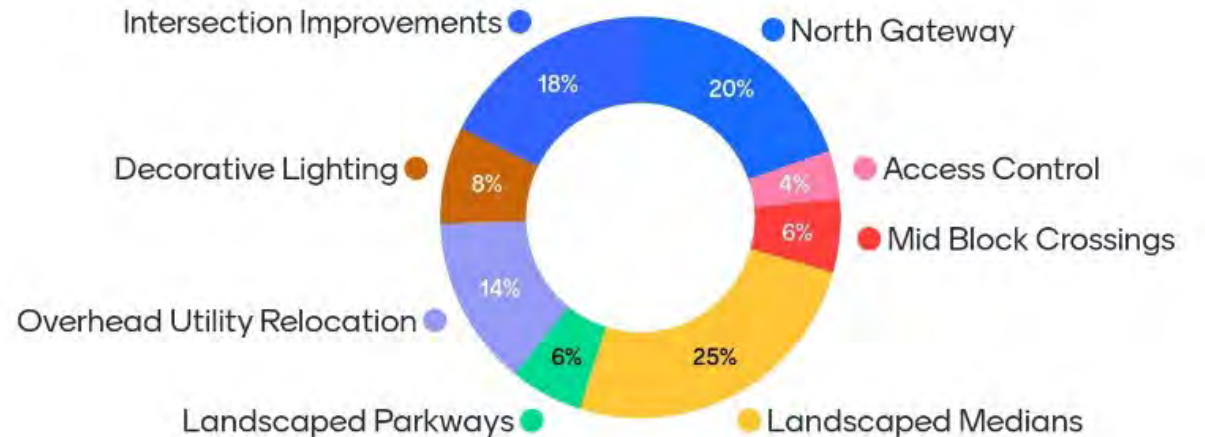
Access control (left turn restrictions)

- When asked whether participants were concerned about limited left turn access concepts, most responded that they were *not* concerned.

Top improvement preferences:

- 25% landscaped medians
- 20% north gateway
- 18% intersection improvements
- 14% overhead utility relocation

Calumet Avenue Improvements: select your top 3 features.



POLL #2 RESULTS | CALUMET AVENUE

Traffic calming was identified as a need along Calumet Ave. In your opinion, which type of traffic calming is most appropriate for Calumet Ave? (select one)

Landscaped center median



Mid-block crossing / refuge island



Parkway trees + lawn plantings



POLL #2 RESULTS | CALUMET AVENUE



Trees + plantings were noted as important features of the streetscape. In your opinion, which planting treatments are the best fit for Munster? (select one)

Bioswale plantings + decorative gravel



Rain gardens



Native grasses + plantings



POLL #2 RESULTS | CALUMET AVENUE

Paint us a picture along Calumet Avenue: Thinking ahead to the future, please describe a scene you wish to see along Calumet Avenue.

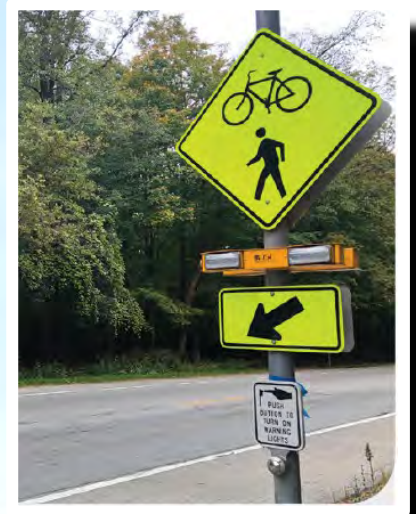
KEY THEMES

- Calmer traffic
- More pedestrian friendly
- Updated buildings
- Greening
- Munster identity

QUOTED

- *“Living in Munster for decades, it would be nice to see a more inviting atmosphere driving down Calumet Ave. I would like to see businesses that bring people in, shops, live music and more food places, living spaces like condos, and a place where you want to walk or bike there and just enjoy the atmosphere.”*
- *“Honestly, I’d just love to be able to feel protected from traffic while riding my bike with my family to get an Italian Ice.”*
- *“People from these neighborhoods should be encouraged to walk to the stores as I always have. However, it’s always stressful crossing Broadmoor and Calumet. I would definitely love to see greener spaces with native trees and wild grasses between the sidewalks and the street. No more concrete jungles pretty please! I want Munster to be more lush and inviting!”*









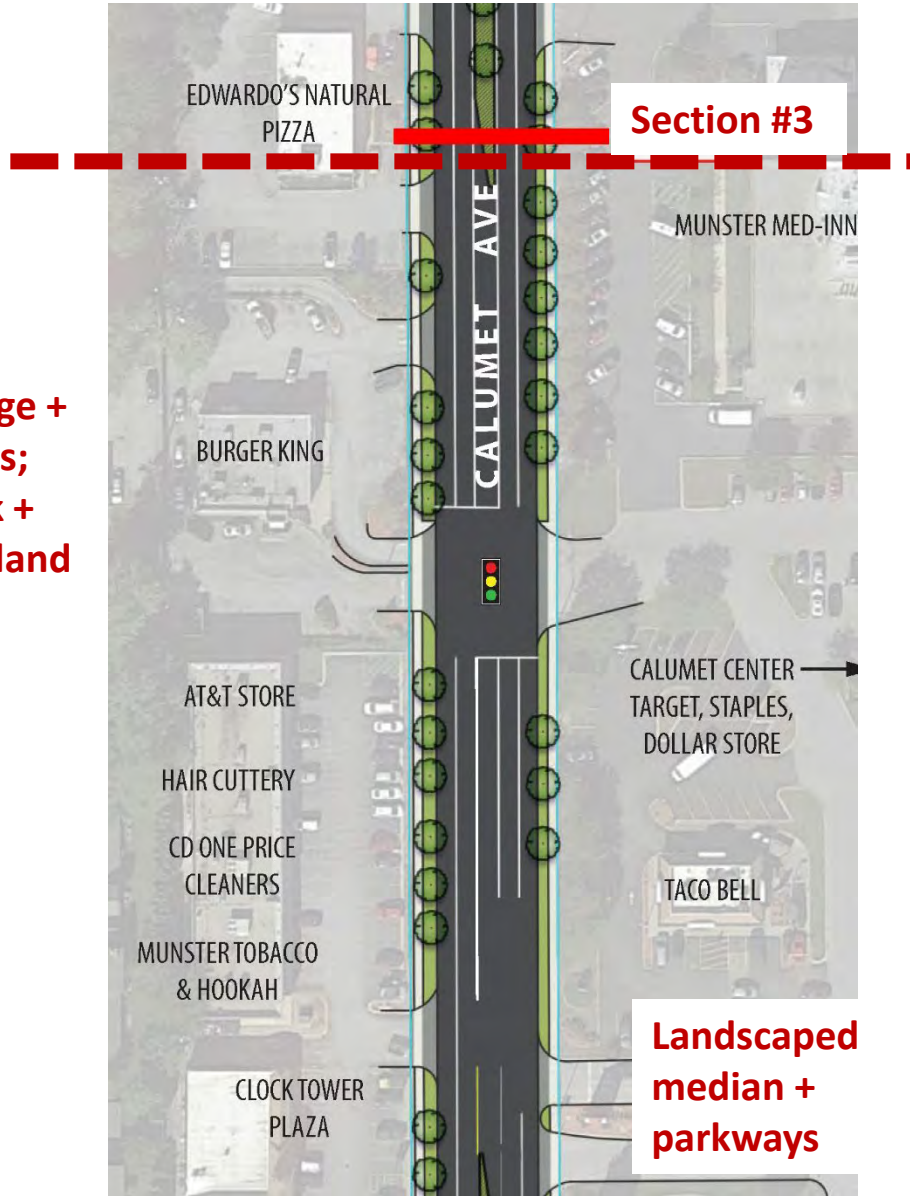
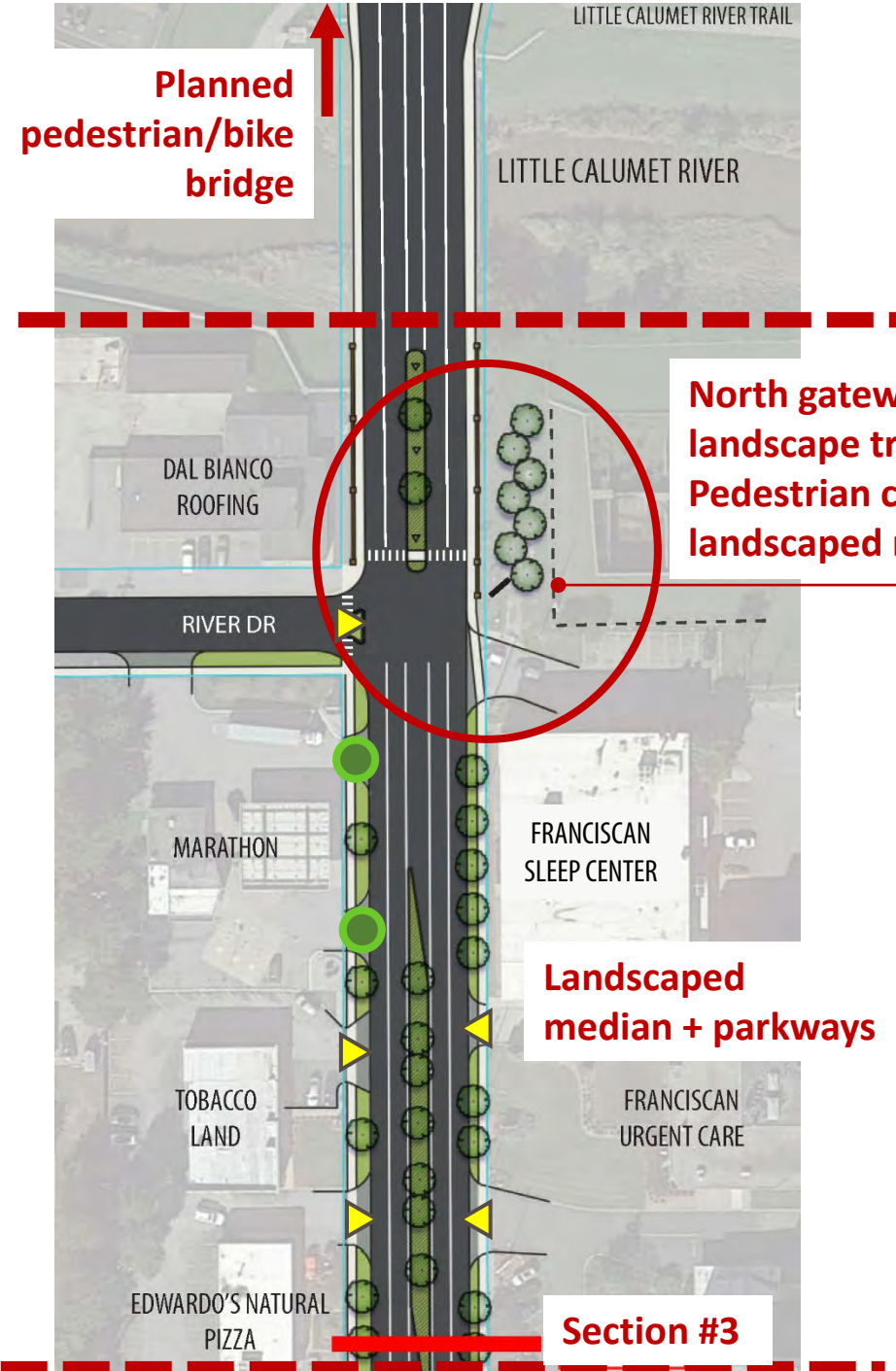
NORTH CALUMET AVE GATEWAY – POLL #2 INPUTS
THUMBS UP: 85 // THUMBS DOWN: 24

- Maintenance
- Safety + Sight Lines
- Pedestrian Crossing North of River Drive
- Murals

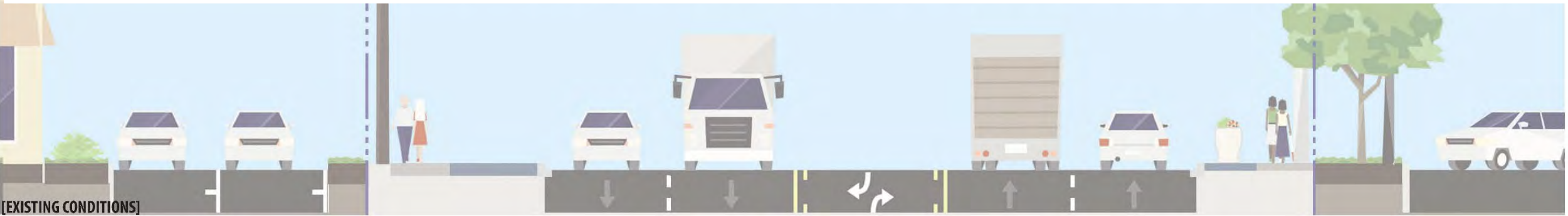
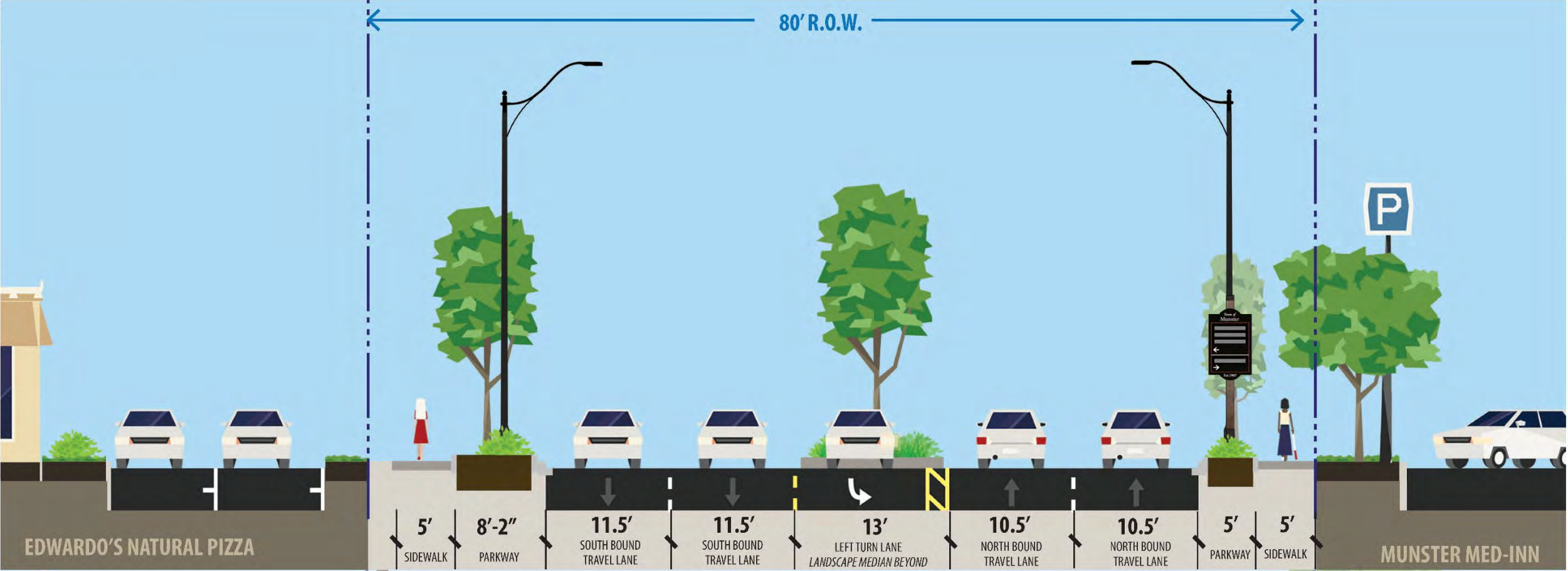
Calumet Avenue

North boundary to Calumet Center (Target)

-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT
-  CLOSED CURB-CUT
-  NEW CURB CUT







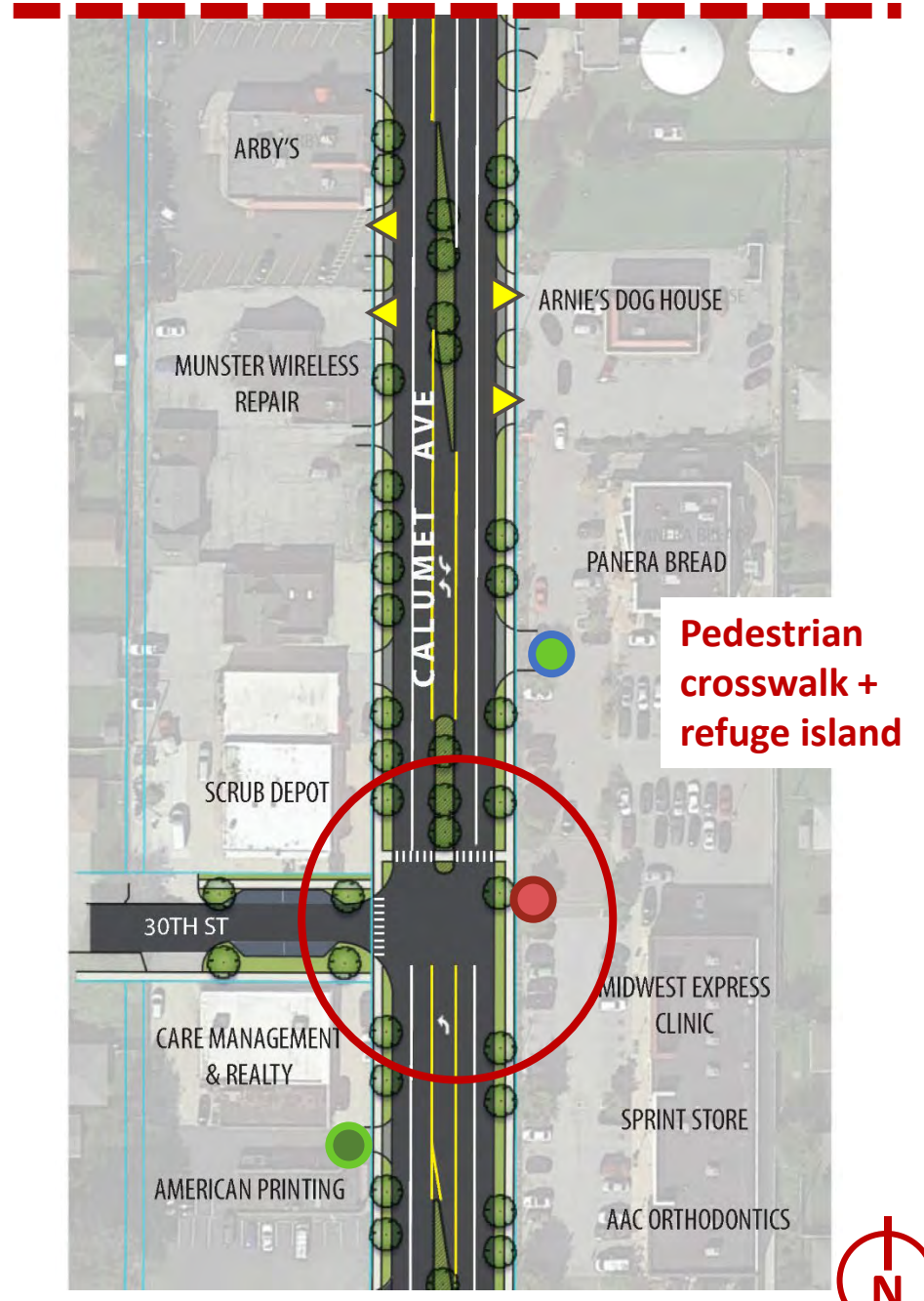
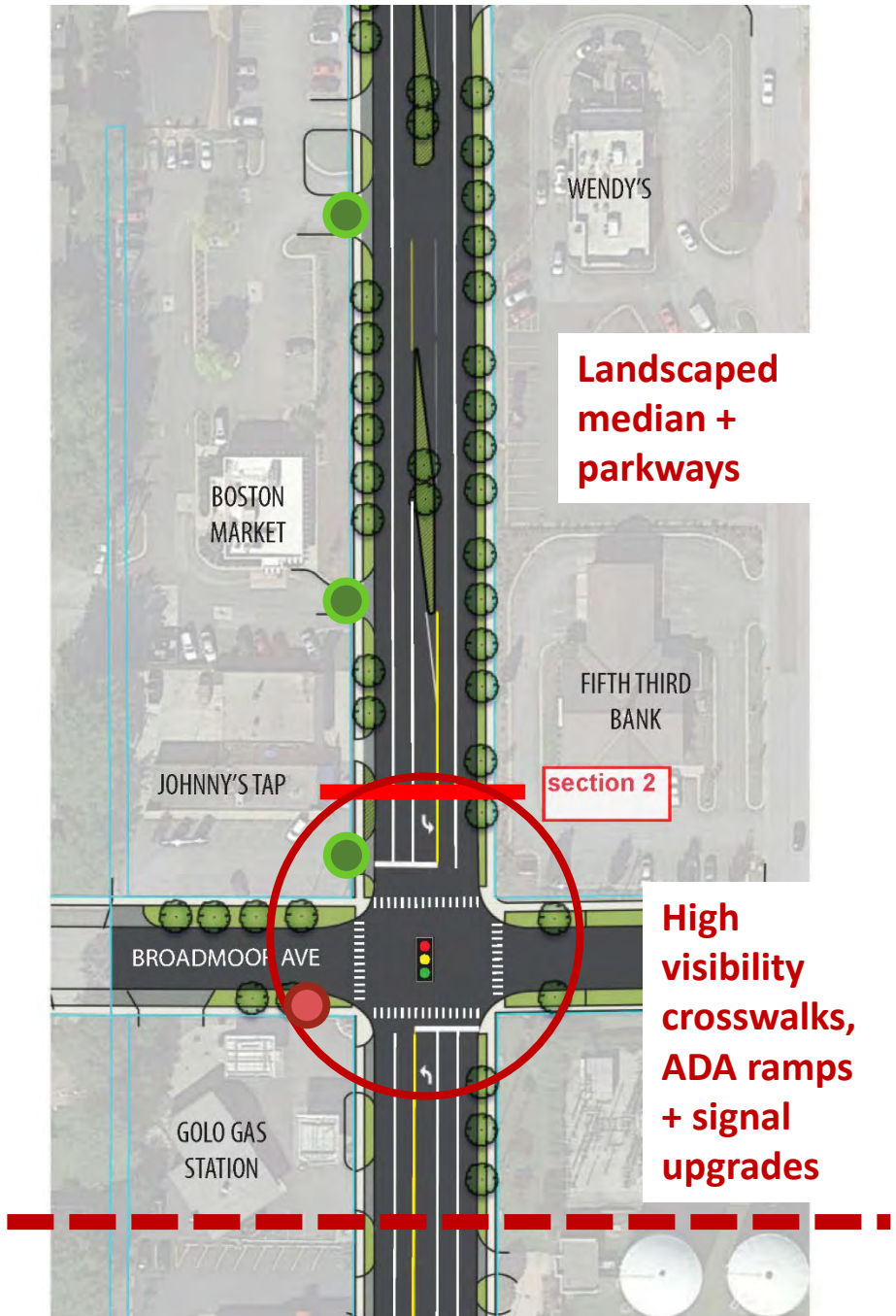
Calumet Ave Section | South of River Drive



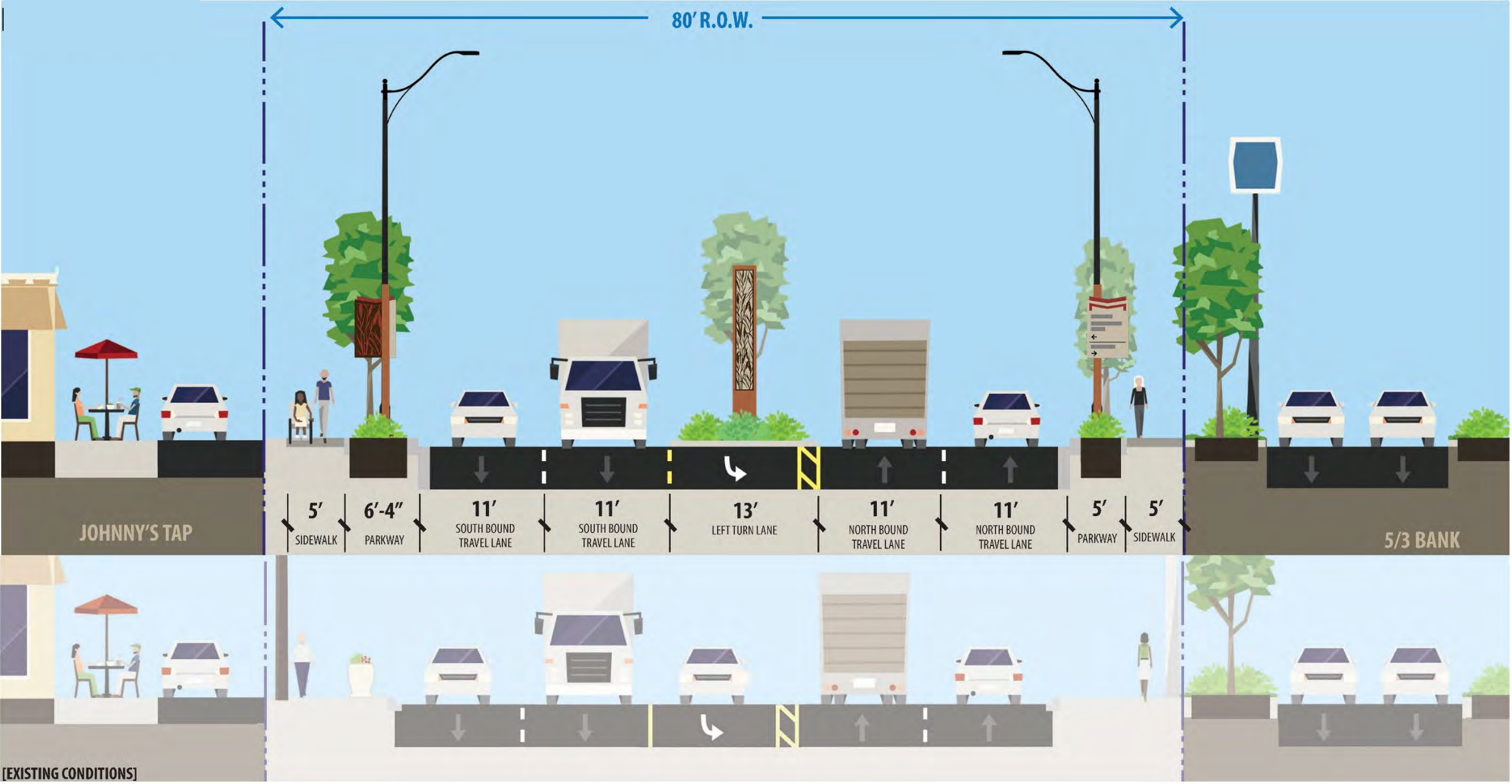
Calumet Avenue

Calumet Center (Target) to 30th Street

-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT
-  CLOSED CURB-CUT
-  NEW CURB CUT



Calumet Ave Section | North of Broadmoor Ave

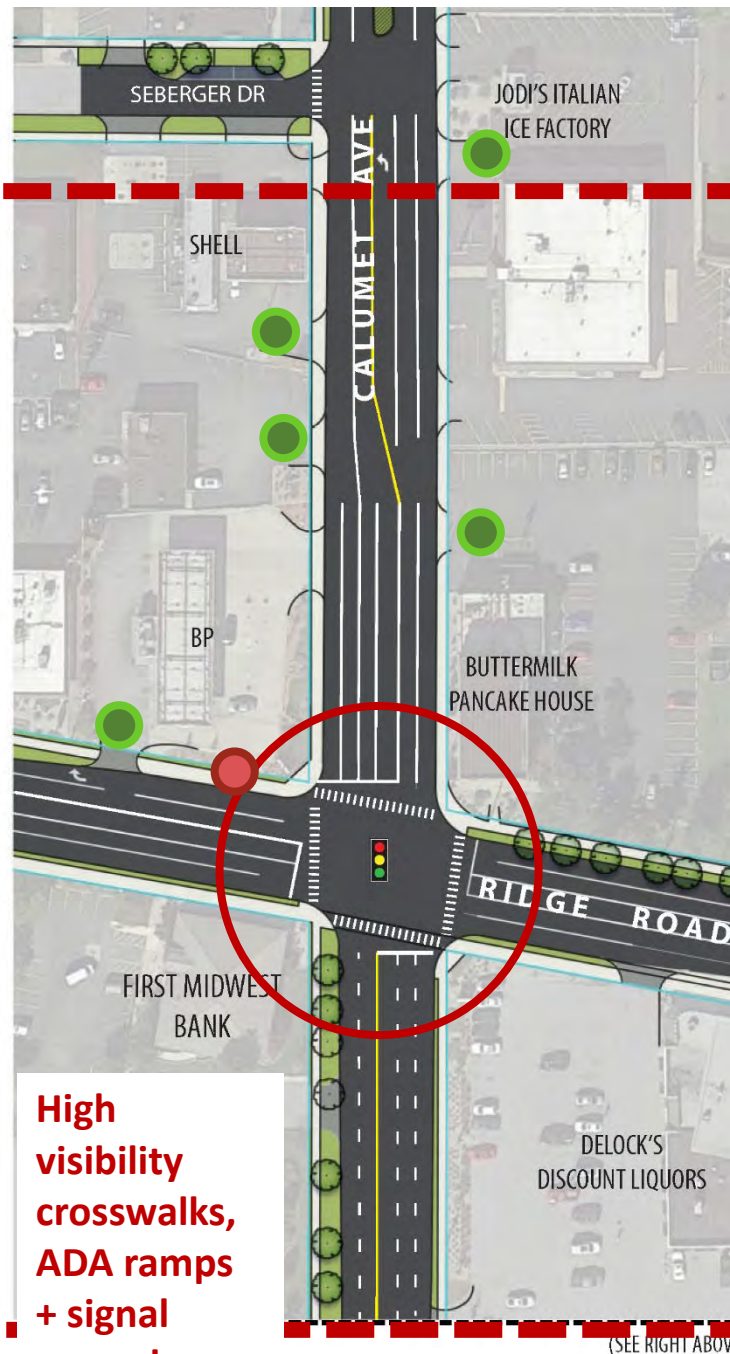


Calumet Avenue

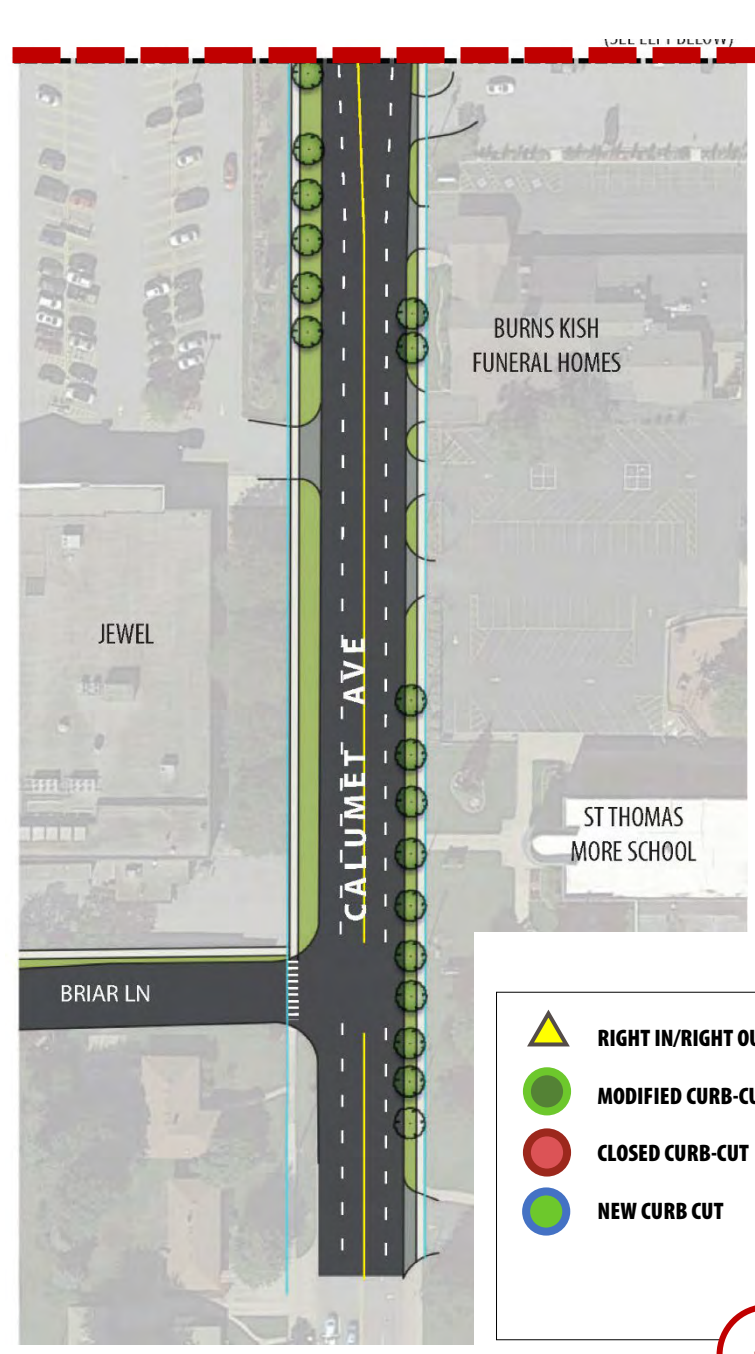
south of
30th
Street to
Briar Lane





Pedestrian
crosswalk +
landscaped
refuge island

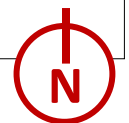
section 1



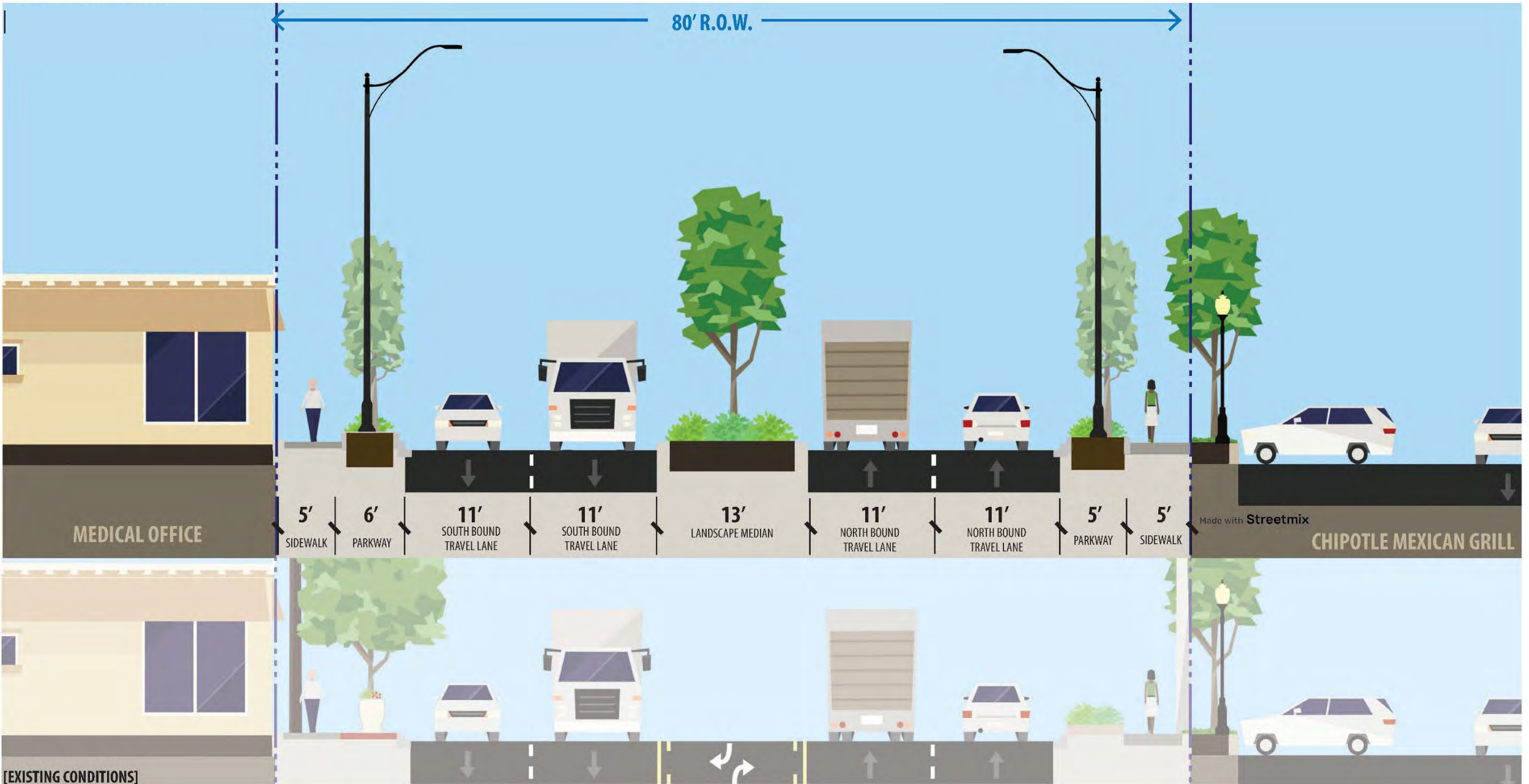
High
visibility
crosswalks,
ADA ramps
+ signal
upgrades



-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT
-  CLOSED CURB-CUT
-  NEW CURB CUT



Calumet Ave Section | South of 30th Street





Buttermilk Pancake House

RIDGE ROAD

Pancake House

Pizza Hut



OUTREACH | Ridge Road key concerns + concepts

KEY CONCERNS

- Businesses are not supported by the environment
- Does not invite people to walk here
- Lacks a sense of place
- Needs greening and landscaping

KEY OPPORTUNITIES

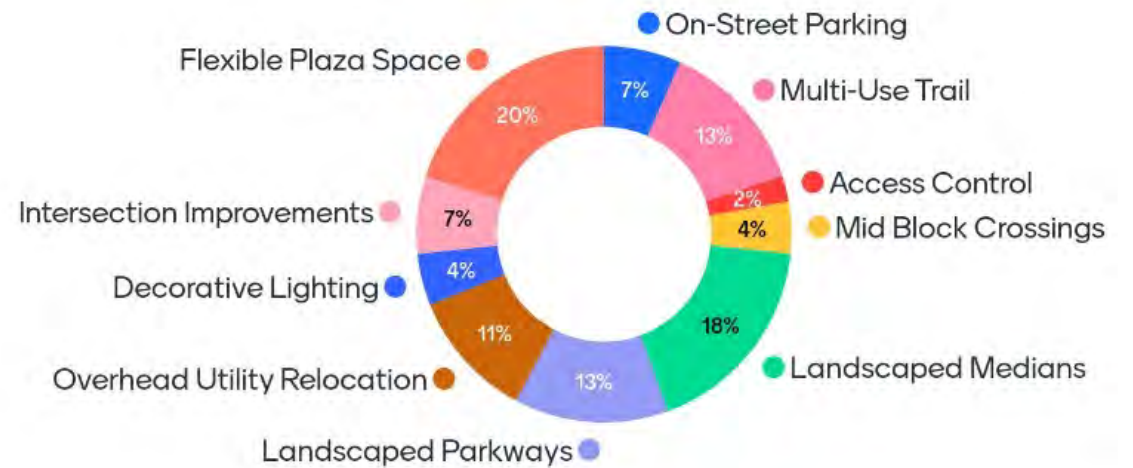
Road diet amenities

When asked whether participants were concerned that the road diet would cause approx. 1-3 minutes travel delay between Hohman and Calumet, most participants responded they were not concerned.

Top improvement preferences:

- 20% flexible plaza space
- 18% landscaped medians
- 13% multi-use trail
- 13% landscaped parkways

Ridge Road Improvements: select your top 3 features.



POLL #2 RESULTS | RIDGE ROAD



A vibrant downtown environment was noted as a key opportunity along Ridge Road. In your opinion, which streetscape treatment is the best fit for Ridge Road? (select one)

Wider sidewalks for outdoor seating + dining



Active trails + strolling



Sculptural seating + lush plantings



POLL #2 RESULTS | RIDGE ROAD



Earlier comments suggested that a bike trail should be protected. In your opinion, which trail treatment is preferred for Ridge Road? (select one)

Off-street concrete bikeway at sidewalk level



On-street concrete bikeway with landscape buffer



Off-street asphalt bikeway with landscape buffer



POLL #2 RESULTS | RIDGE ROAD



In your opinion, which pedestrian scale light is the best fit for Ridge Road? (select one)

Shepherd's
Crook

55%



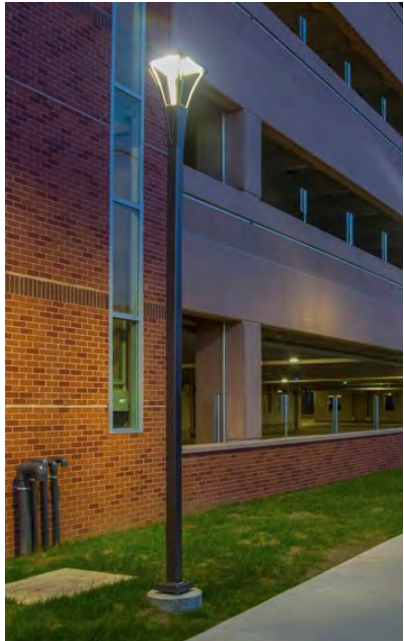
Caged Acorn
(Hohman Avenue)

34%



Post
Top

11%



POLL #2 RESULTS | RIDGE ROAD

Paint us a picture along Ridge Road: Thinking ahead to the future, please describe a scene you wish to see along Ridge Road.

KEY THEMES

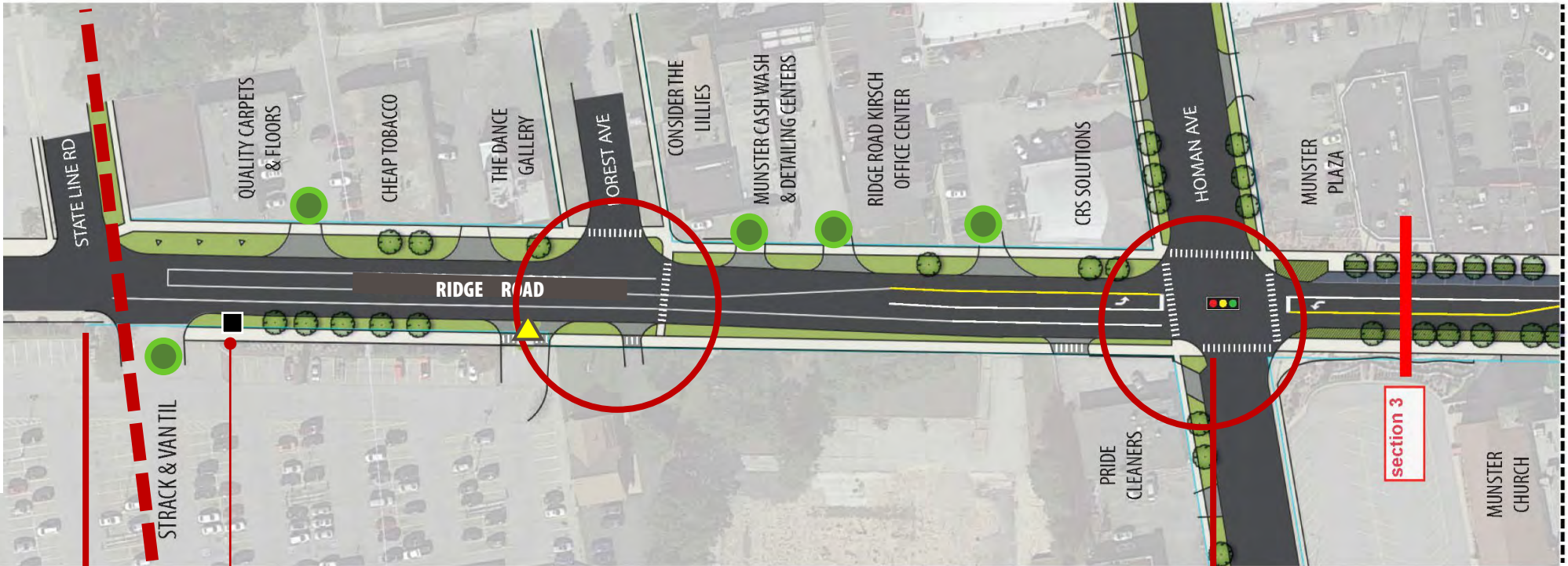
- **Calm + manage traffic**
- **More parking**
- **Outdoor seating**
- **Bike path**
- **Greenery**
- **Family friendly, neighborhood vibe**





QUOTED

- *“....10 years from now I would love to feel comfortable knowing my daughters could ride their bikes east on Ridge Road from White Oak to Columbia in order to get to MHS. The bike lanes would be really nice. Also bike lanes on Ridge Road would help connect to the new bike lane on Hohman Ave.”*
- *“People strolling and not feeling scared to be hit by a speeding car. Areas to stop and eat outside. Love for our town to be more of a walking/biking community.”*
- *“Calmer, more accessibility to the businesses with wider sidewalks. Lansing, Highland and Griffith have vibrant small businesses and Munster doesn’t have that same feel.”*

Ridge Road | State Line Rd to east of Hohman Ave

Provide a left-turn lane into Strack + Van Til instead of two EB through lanes.
 Recommend coordination with Lansing to reduce number of EB through lanes to 1 lane on the Illinois side for a smoother transition to Munster



-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT
-  CLOSED CURB-CUT
-  NEW CURB CUT

West gateway sign and plantings – to be coordinated with property owner.

WEST GATEWAY ENTRY

WALKABLE DOWNTOWN CORE





Shop

OPEN

223

THE PRICE IS RIGHT

CALL 215-261-1100

227 Ridge Rd.

Dashing Dots Nails
by Judy

215-251-1100

RIDGE RD

MEADOW LN

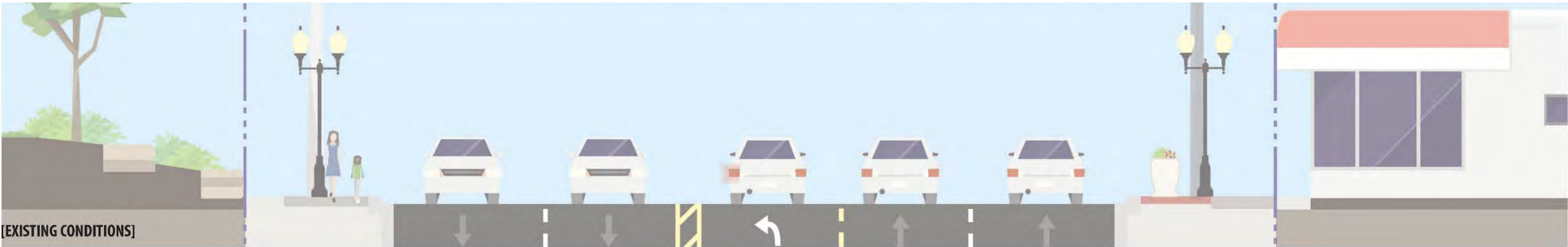
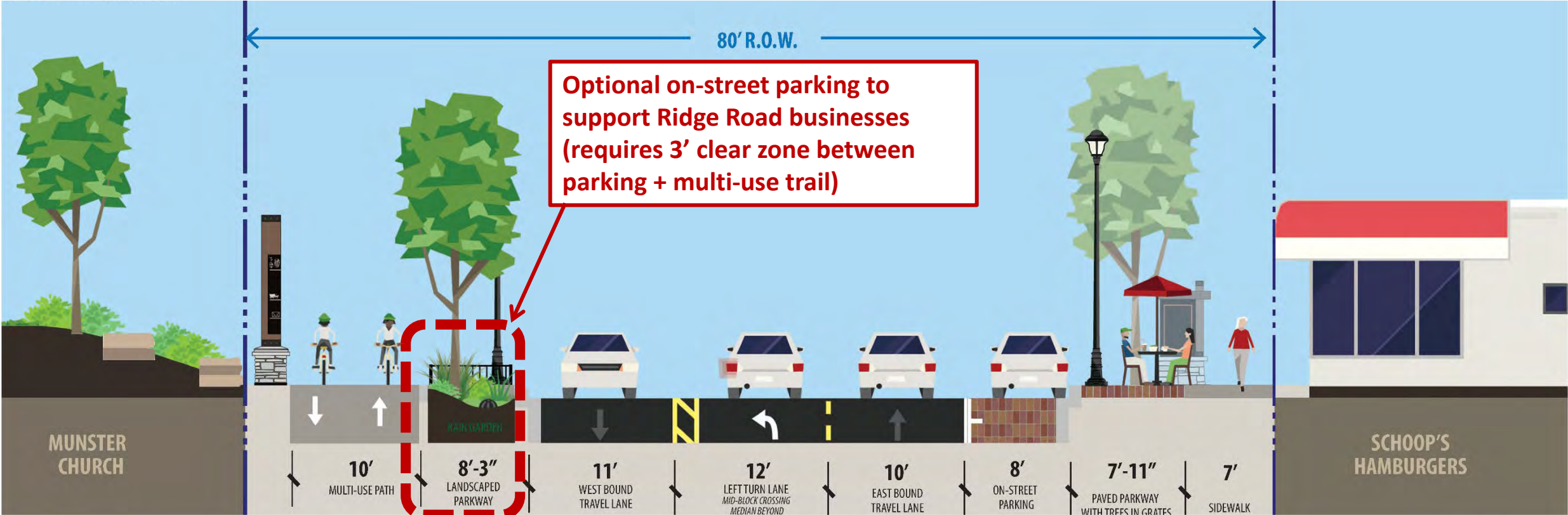
RIDGE ROAD AT MEADOW LANE – POLL #2 INPUTS

THUMBS UP: 111 // THUMBS DOWN: 25

- Maintenance
- Traffic + Meadow Lane Closure
- Business Facades
- Murals



Ridge Road Section | East Hohman Ave (west of Meadow Lane)

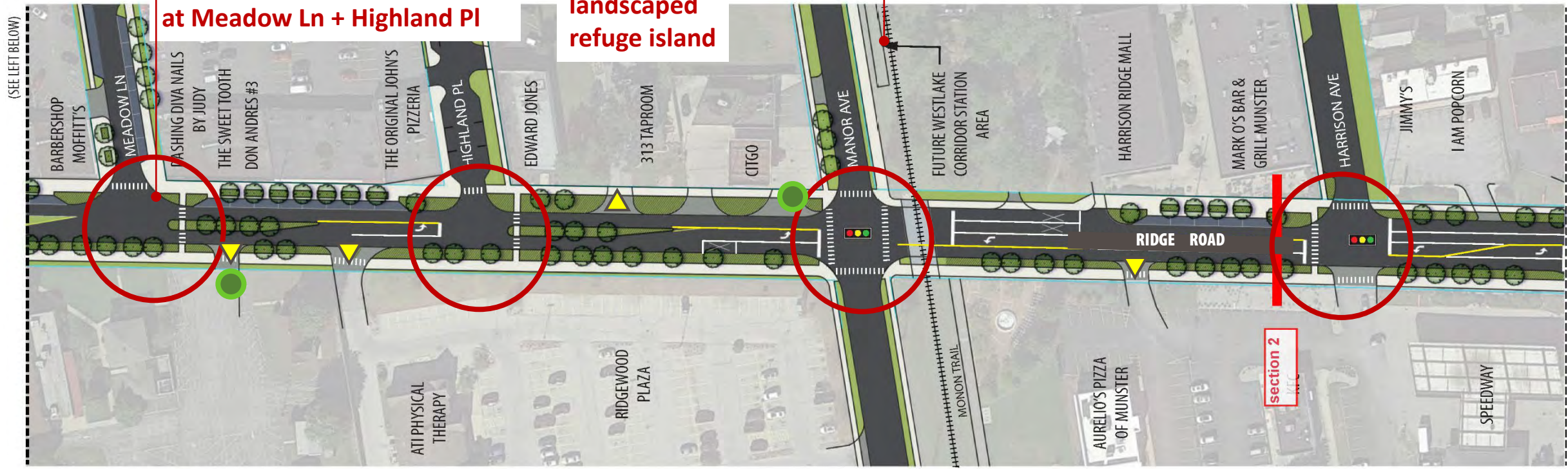






Ridge Road | west of Meadow Lane to Harrison Ave (west)

Flexible parking plaza opportunities at Meadow Ln + Highland Pl

Pedestrian crosswalk + landscaped refuge island

Future Westlake Corridor Station Area



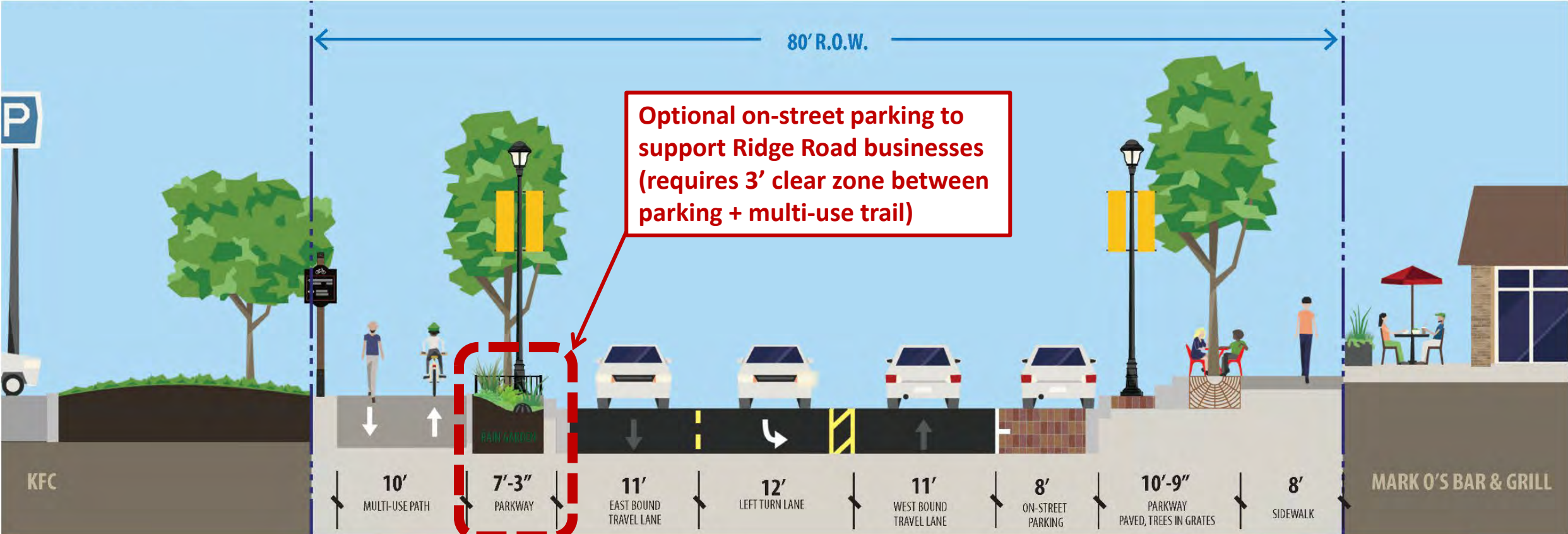
-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT
-  CLOSED CURB-CUT
-  NEW CURB CUT



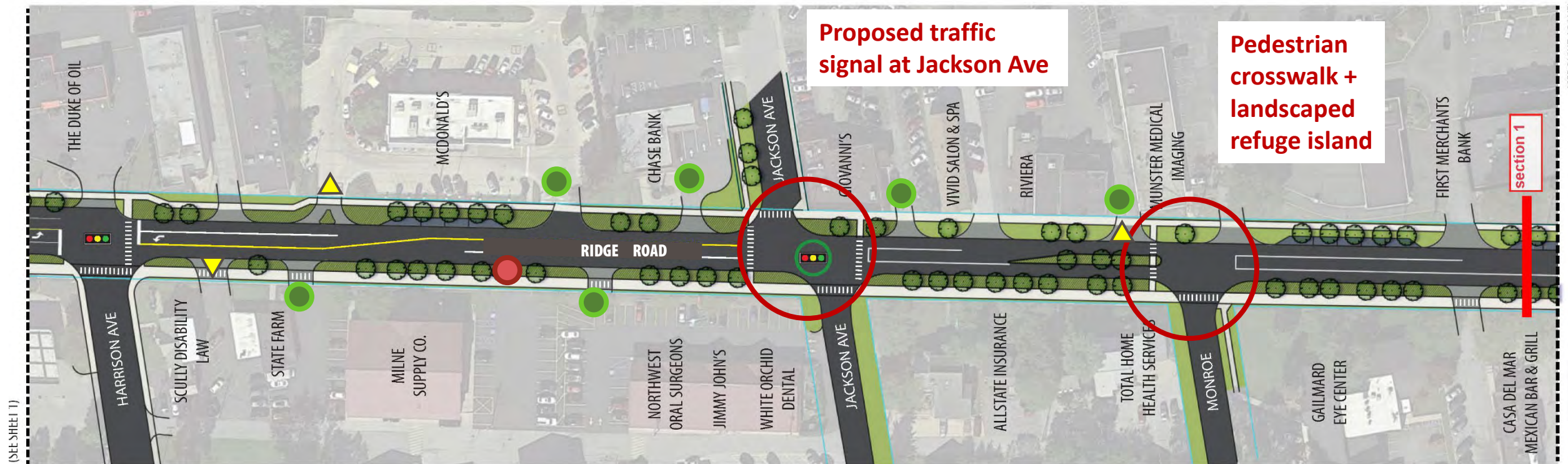




Ridge Road Section | West of Harrison Ave (west)



Ridge Road | Harrison Ave (east) to east of Monroe







Proposed traffic signal at Jackson Ave

Pedestrian crosswalk + landscaped refuge island

section 1

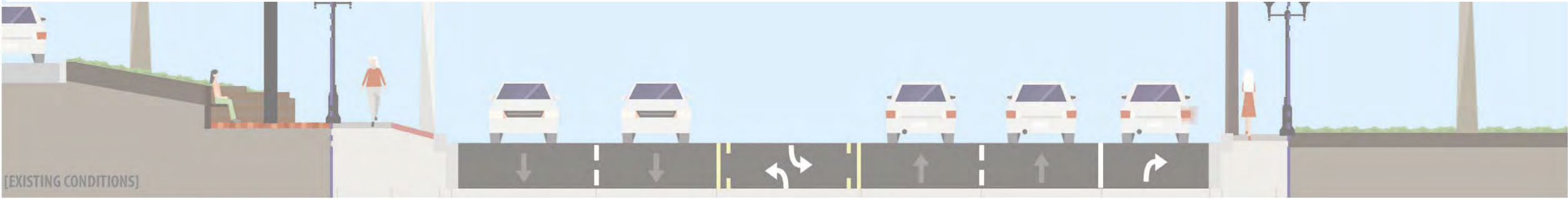
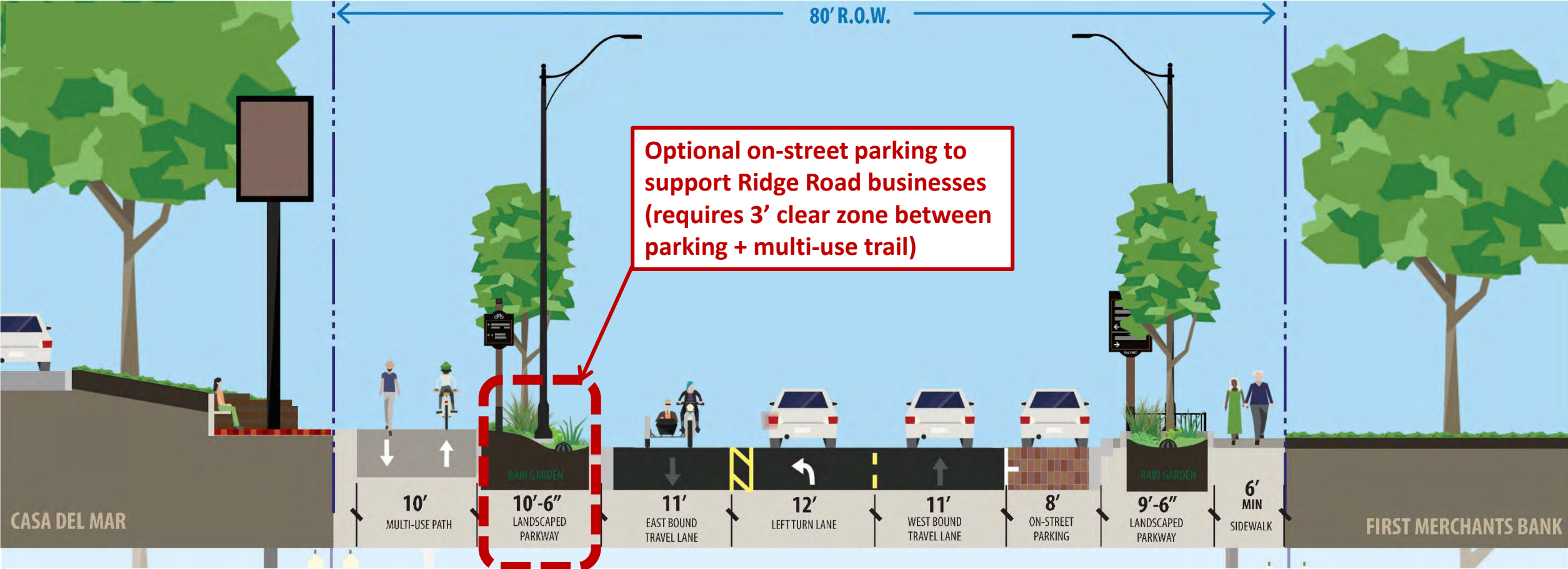
WALKABLE DOWNTOWN CORE

CALUMET TRANSITION AREA

-  **RIGHT IN/RIGHT OUT**
-  **MODIFIED CURB-CUT**
-  **CLOSED CURB-CUT**
-  **NEW CURB CUT**

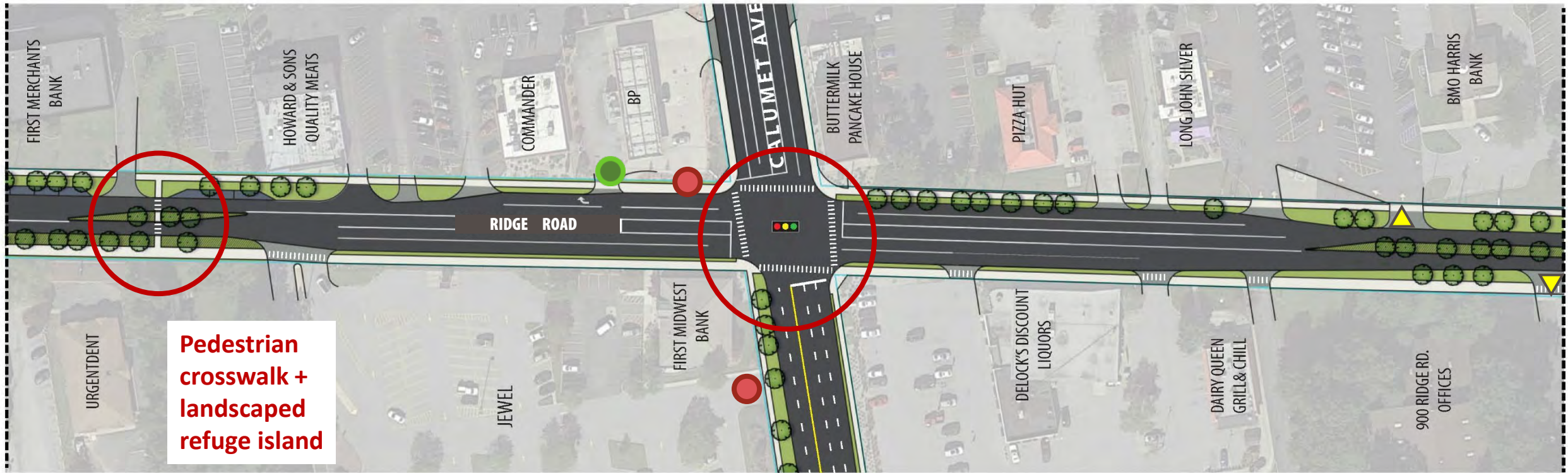


Ridge Road Section | West of Calumet Ave







Ridge Road | Calumet Ave intersection area

(SEE LEFT BELOW)



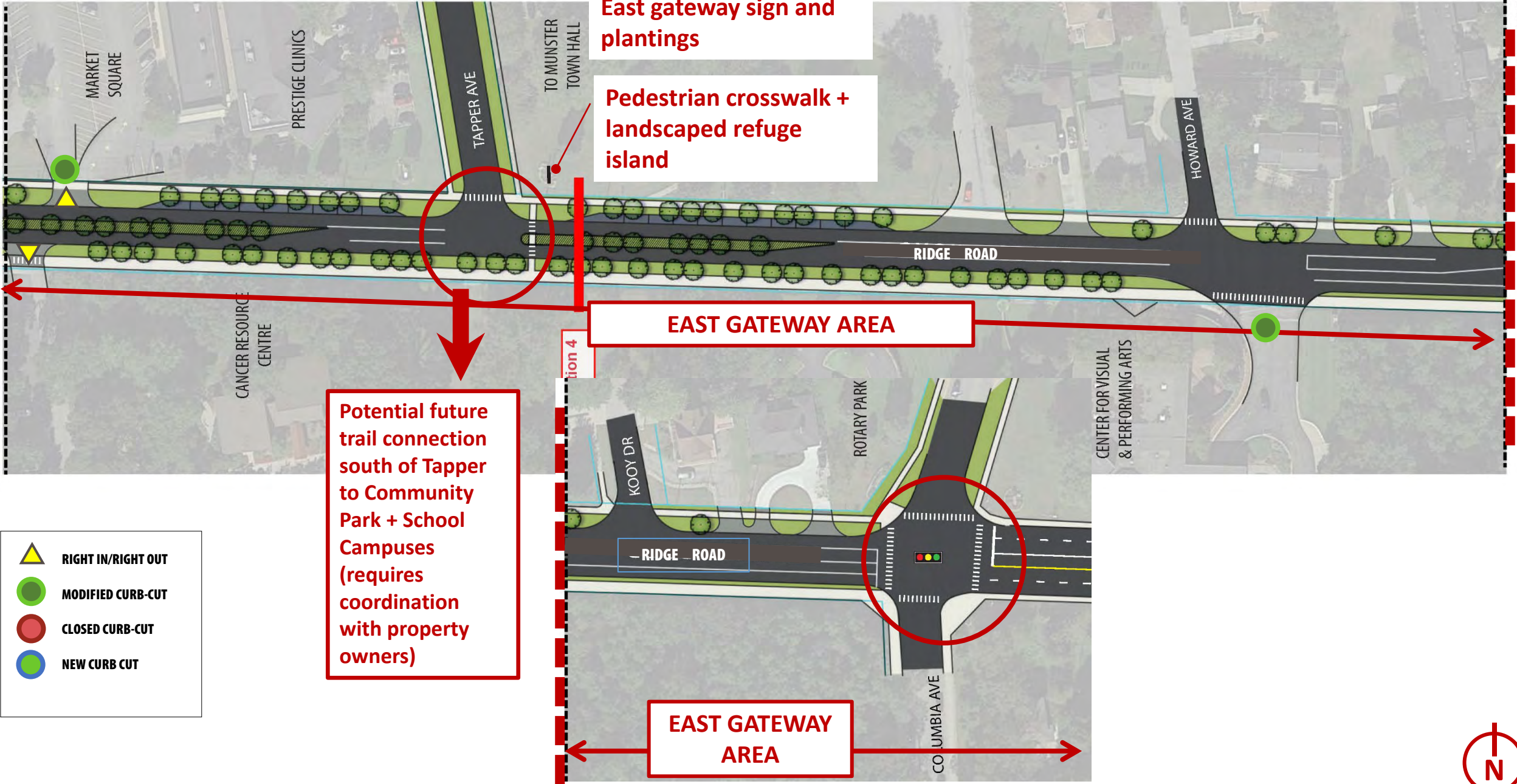
Pedestrian crosswalk + landscaped refuge island

CALUMET AVE TRANSITION AREA

-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT
-  CLOSED CURB-CUT
-  NEW CURB CUT



Ridge Road | west of Tapper Ave to Columbia Ave







East gateway sign and plantings

Pedestrian crosswalk + landscaped refuge island

EAST GATEWAY AREA

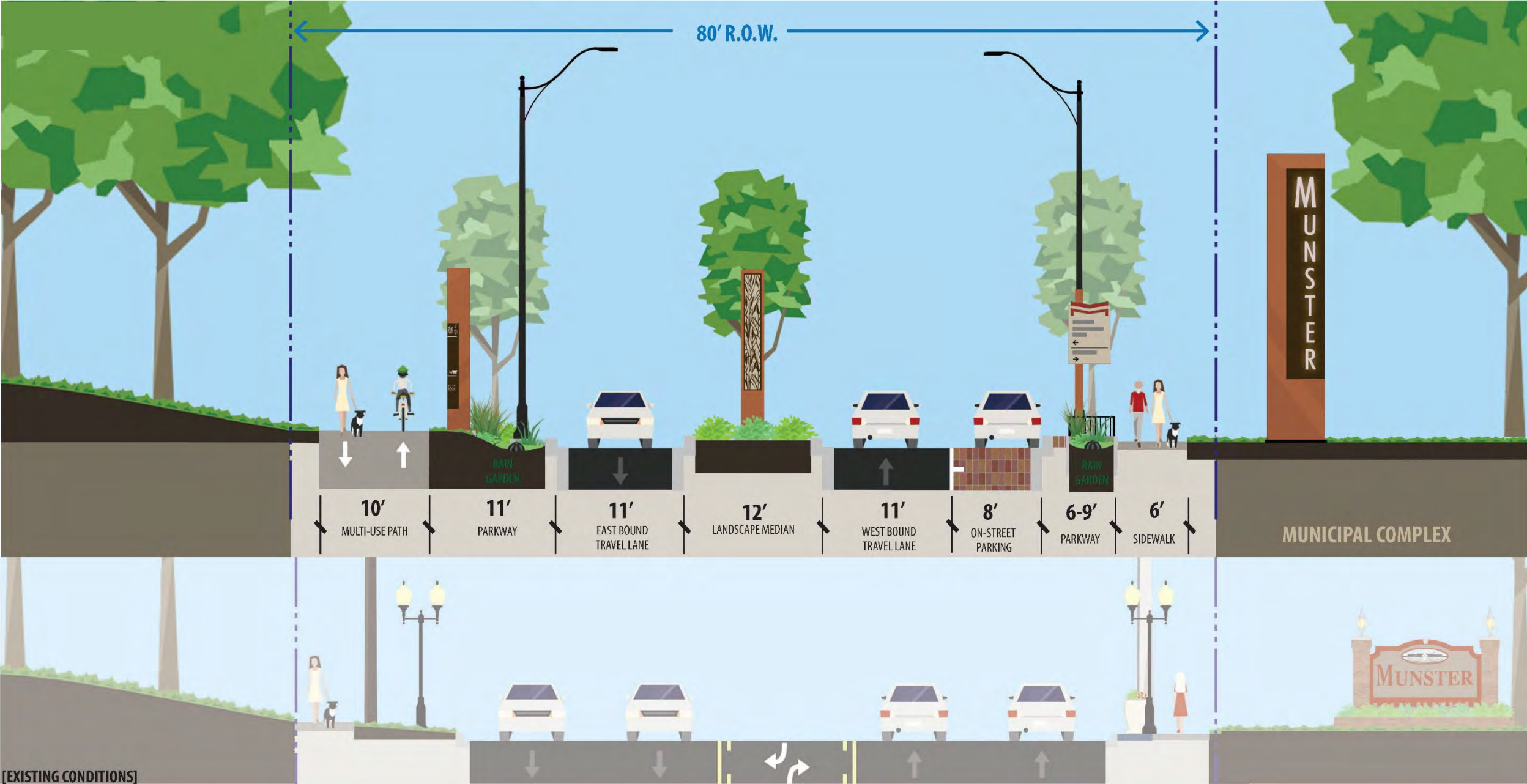
Potential future trail connection south of Tapper to Community Park + School Campuses (requires coordination with property owners)

EAST GATEWAY AREA

-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT
-  CLOSED CURB-CUT
-  NEW CURB CUT



Ridge Road Section | East of Tapper Ave (Town Hall)



IMPLEMENTATION | concept level costs + strategies for development

OVERHEAD UTILITY TYPES	RIDGE ROAD	CALUMET AVE
OVERHEAD ELECTRICAL TRANSMISSION WIRE (LF)	0	12000
OVERHEAD ELECTRICAL DISTRIBUTION WIRE (LF)	26000	18000
OVERHEAD TELECOM WIRE (LF)	8000	5000
OVERHEAD CABLE (LF)	8000	5000

UTILITY RELOCATION CONCEPTUAL COSTS	RIDGE ROAD	CALUMET AVE
OPTION A EXISTING REMOVAL + BURIAL	\$13,650,000	\$13,000,000
OPTION B EXISTING REMOVAL + RELOCATION	\$ 3,150,000	\$ 3,000,000

**concept level costs based on INDOT unit pricing and general contractor form of project delivery.
Costs provided for streetscape discussion + planning purposes.*

IMPLEMENTATION ROADWAY + STREETScape COSTS*	RIDGE ROAD 7,000 LF	CALUMET AVE 4,600 LF
UTILITY REMOVAL + RELOCATE (OPTION B)	\$ 3,150,000	\$ 3,000,000
DEMO, ROADWAY + SIGNALIZATION	\$ 9,105,295	\$ 5,458,700
HARDSCAPE	\$ 758,275	\$ 101,900
SITE FURNISHINGS	\$ 176,000	\$ 57,000
LIGHTING	\$ 1,480,000	\$ 720,000
GATEWAY + WAYFINDING SIGNAGE	\$ 371,000	\$ 313,000
PLANTINGS	\$ 1,571,175	\$ 486,609
SUBTOTAL	\$16,611,745	\$10,137,209
MAINTENANCE OF TRAFFIC (5%) + MOBILIZATION (4%)	\$ 1,495,057	\$ 912,349
DESIGN ENGINEERING: PH1 (5%), PH2 (5%), PH3 (10%)	\$ 3,322,349	\$ 2,027,442
TOTAL	\$21,429,151	\$13,077,000
<i>COST PER LF</i>	\$ 3,061	\$ 2,843

**concept level costs based on INDOT unit pricing and general contractor form of project delivery.
Costs provided for streetscape discussion + planning purposes.*

CALUMET AVENUE PHASED IMPLEMENTATION

PHASE	PROJECT TYPES	COST	PARTNERS
NEAR TERM	North Gateway Pilot Project	\$52K (materials only)	Staff/public works/ Little Cal Development
	Roadway Restriping (landscaped medians)	\$14K (materials only)	Staff/public works
	Left Turn Controls (define prohibited left turns)	\$3K (materials only)	Staff/public works
	East side of Calumet: replace light poles, parkway plantings + trees	\$439K	Staff/public works/ Little Cal Development
	Clean up overhead cables + select aerial lines	Per NIPSCO	NIPSCO
	Phase 1 Engineering Study	\$507K	NIPSCO/ consultant
MID TERM	Signalized Intersection Improvements (Broadmoor, Calumet Shopping Cntr)	\$600K	Staff/public works
LONG TERM	Construct Calumet Ave north of Broadmoor (Broadmoor to municipal limits (1,650 lf or 0.35))	\$4M	
	Construct Calumet Ave south of Broadmoor (Broadmoor to Briar 2950 lf or 0.65)	\$7.4M	

RIDGE ROAD PHASED IMPLEMENTATION

PHASE	PROJECT TYPES	COST	PARTNERS
NEAR TERM	Meadow Lane Pilot Project + Demonstration	\$44K (materials only)	Staff/public works/ businesses
	Roadway Restriping (define on-street parking with paint, temporary barricades and signage)	\$23K (materials only)	Staff/public works
	Left Turn Controls (define prohibited left turns via temp signage)	\$3K (materials only)	Staff/public works
	Signalized Intersection Enhancements (Calumet, Hohman + Manor – pavements, paint, signals, black poles + mast arms)	\$900K	Staff/public works
	Clean up overhead cables + select aerial lines	Per NIPSCO	NIPSCO
	Phase 1 Engineering Study	\$830K	NIPSCO/ consultant
MID TERM	Construct Ridge Road sections west of Calumet Ave (Calumet to State Line: 4,675 lf or .66)	\$13.1M	
LONG TERM	Construct Ridge Road sections east of Calumet Ave (Calumet to Columbia: 2,325 lf or .33)	\$6.5M	



NEXT STEPS:

- **Streetscape Plan Report**
- **Present to Committee + Town Council**

THANK YOU! WHAT QUESTIONS CAN WE ADDRESS?

Back of deck slides

CONCEPT PLAN ELEMENTS | Sign Family - Metal



1/4" Alum. Routed "Reed" Pattern
Backlit Routed Graphics



GATEWAY PIER

3-Sided Corten Sign Structure
4' Sides x 20' ht.
Internal Tubing
Backlit Channel Mounted Lettering



IDENTITY PIER



3-Sided Corten Sign Structure
2' Sides x 15' ht.
Internal Tubing
Backlit Routed Graphics



Historical Timeline
Ancient Shoreline (12,000 B.C.)
Settlement (1837)
Incorporated (1907)



2-Sided
1/8" Alum. Panel
3" or 4" Letters

8" Sq.
Corten Post/
Option: I-Beam

DIRECTIONAL
SIGN



8" Sq.
Corten Post/
Option: I-Beam

PARKING
SIGN



2-Sided
1/8" Alum. Panel



BICYCLE
DIRECTIONAL

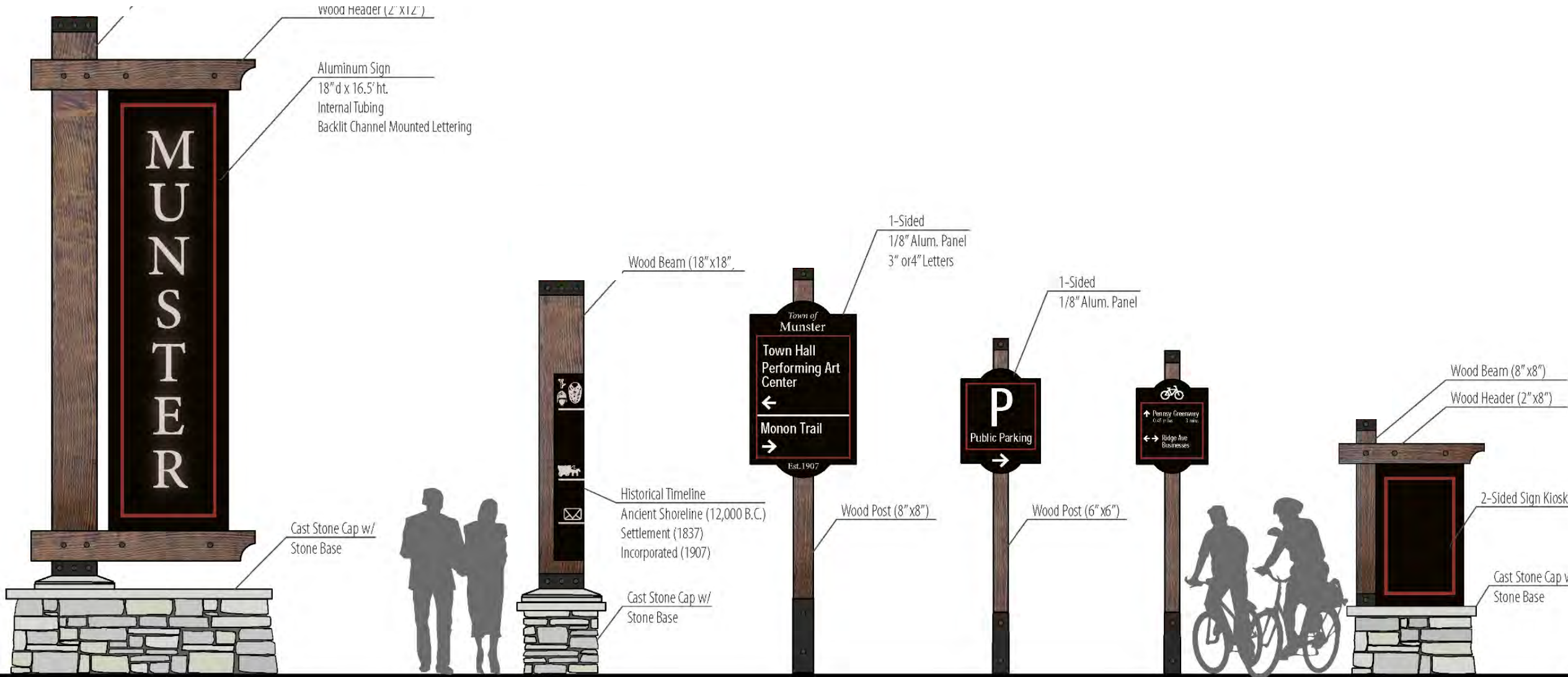


2-Sided Kiosk
3' w. x 1' d. x 7' ht.
Internal Tubing

Corten Routed
"Reed" Pattern
Backlit Routed
Graphics

KIOSK

CONCEPT PLAN ELEMENTS | Sign Family – Timber + Stone



GATEWAY PIER

IDENTITY PIER

DIRECTIONAL SIGN

PARKING SIGN

BICYCLE DIRECTIONAL

KIOSK

CONCEPT PLAN ELEMENTS | Furnishings - Rustic



CONCEPT PLAN ELEMENTS | Furnishings - Refined



WOOD + ALUMINUM BENCH BACKLESS
LANDSCAPE FORMS GENERATION 50 BENCH



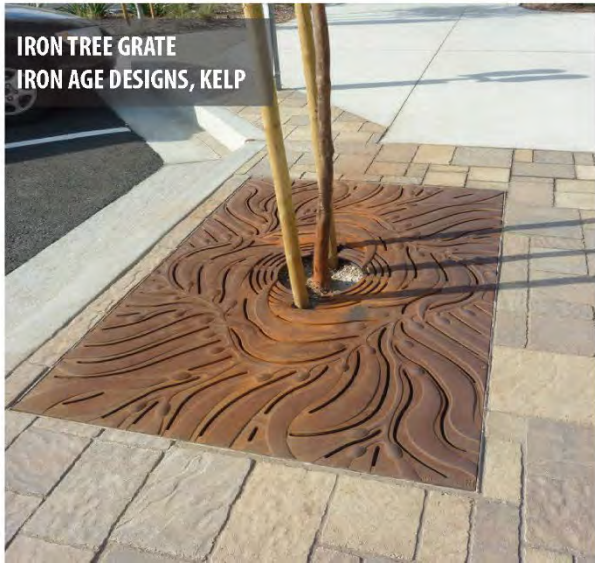
WOOD + ALUMINUM BENCH WITH BACK
LANDSCAPE FORMS AUSTIN BENCH



ALUMINUM BIKE RACK
LANDSCAPE FORMS, BOLA BIKE RACK



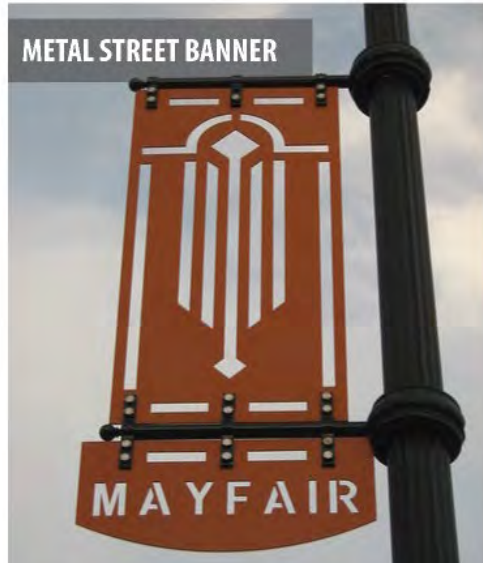
WOOD + ALUMINUM
LITTER + RECYCLING RECEPTACLE
LANDSCAPE FORMS GENERATION 50



IRON TREE GRATE
IRON AGE DESIGNS, KELP



IRON TRENCH GRATE
IRON AGE DESIGNS, MINNIONE



METAL STREET BANNER



FABRIC STREET BANNER

CONCEPT PLAN ELEMENTS | Plantings



American Hornbeam
Cornus caroliniana
Mature Height: 25'
Mature Width: 25'
Pollinators: Butterflies/Moths



Black Tupelo
Nyssa sylvatica
Mature Height: 45'
Mature Width: 50'
Pollinators: Bees



Common Hackberry
Celtis occidentalis
Mature Height: 65'
Mature Width: 50'
Pollinators: Butterflies/Moths



Kentucky Coffeetree
Gymnocladus dioica
Mature Height: 50'
Mature Width: 50'
Pollinators: Butterflies/Moths



Ohio Buckeye
Aesculus glabra
Mature Height: 30'
Mature Width: 30'
Pollinators: Bees & Hummingbirds



Red Maple
Acer rubrum
Mature Height: 45'
Mature Width: 40'
Pollinators: Bees & Butterfly Moths



Swamp White Oak
Quercus bicolor
Mature Height: 50'
Mature Width: 40'
Pollinators: Butterflies



Yellowwood
Cladastis kentuckea
Mature Height: 40'
Mature Width: 40'
Pollinators: Butterflies/Moths



Dwarf Bush Honeysuckle
Diervilla lonicera
Mature Height: 1'-3'
Mature Width: 3'-5'
Flower Color: Red/Orange/Yellow
Pollinators: Butterflies & Hummingbirds



Kalm's St. John's wort
Hypericum kalmianum
Mature Height: 2'-3'
Mature Width: 3'-4'
Flower Color: Yellow
Pollinators: Bees



New Jersey Tea
Ceanothus americanus
Mature Height: 2'-3'
Mature Width: 2'-3'
Flower Color: White
Pollinators: Bees, Butterflies/Moths, & Hummingbirds



NOTE: Mature tree heights and widths are dependent on soil conditions and maintenance practice.

CONCEPT PLAN ELEMENTS | Roadway Lights, Signals + Ped Lights



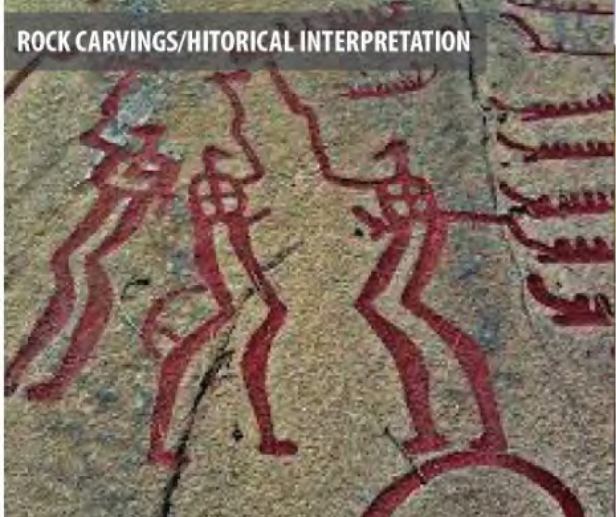
45th and Calumet Ave

Shepherd's
Crook

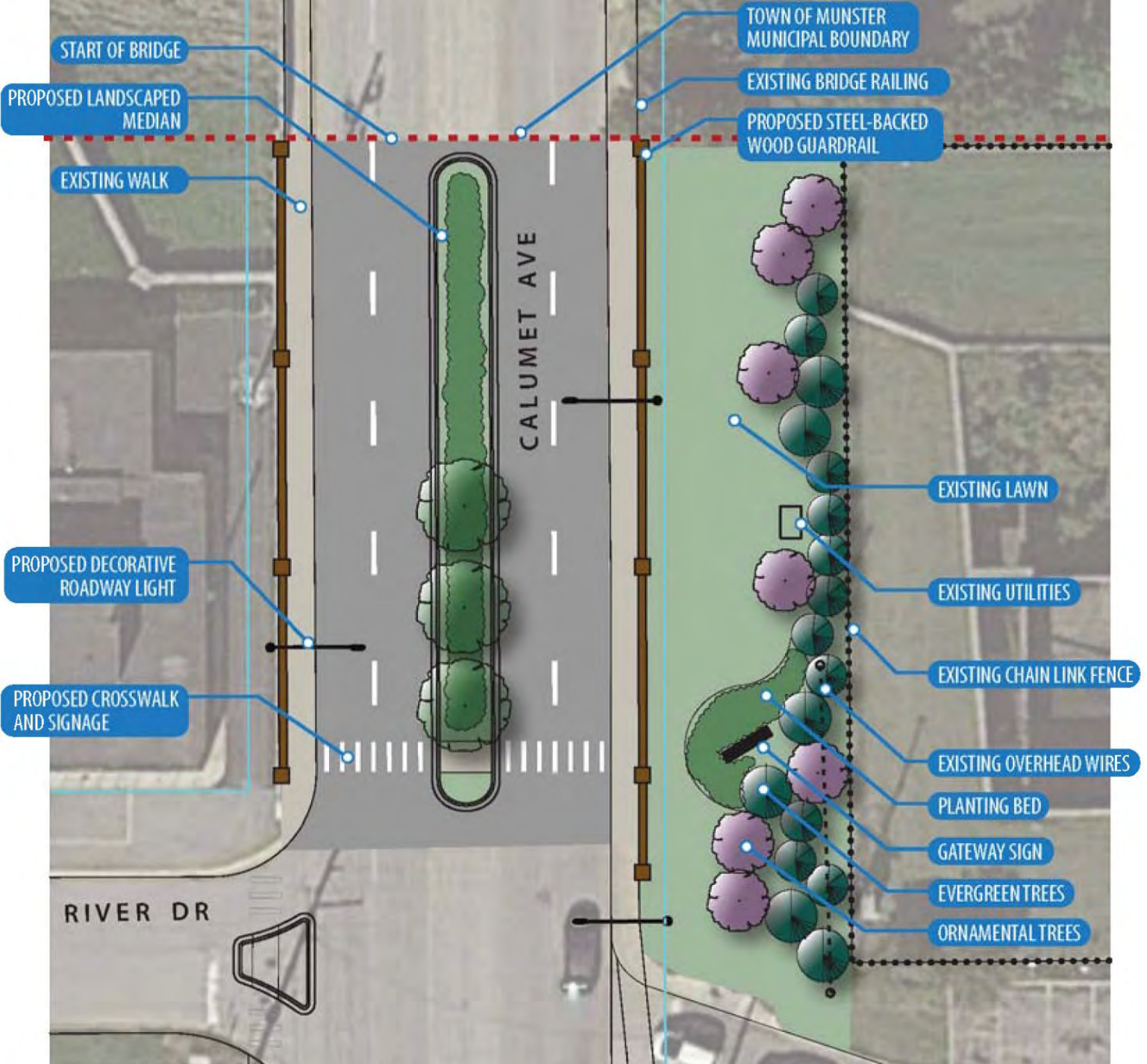
Post Top

Caged Acorn
(Hohman Ave)

CONCEPT PLAN ELEMENTS | Public Art



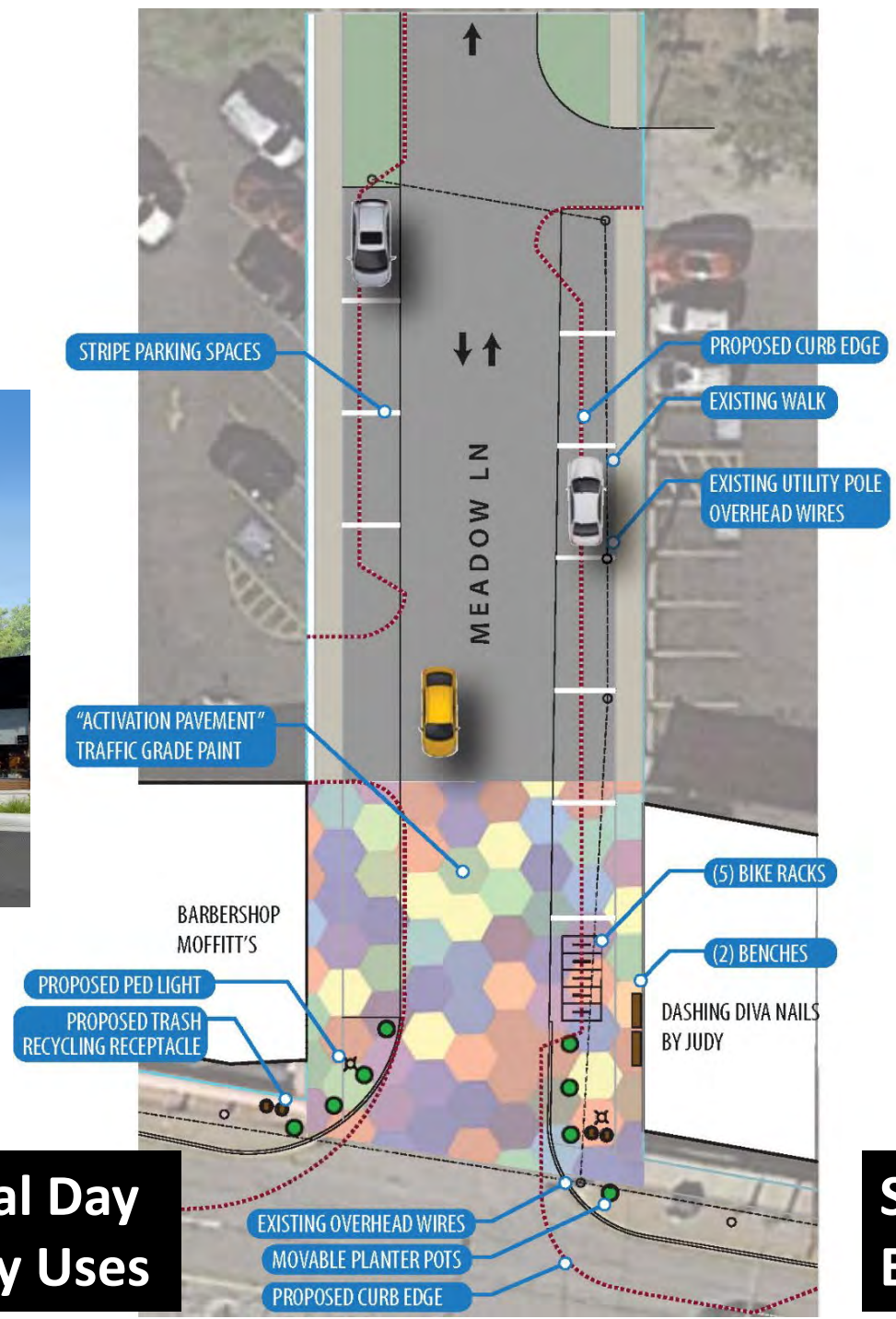
PILOT PROJECT | North Calumet Avenue Gateway



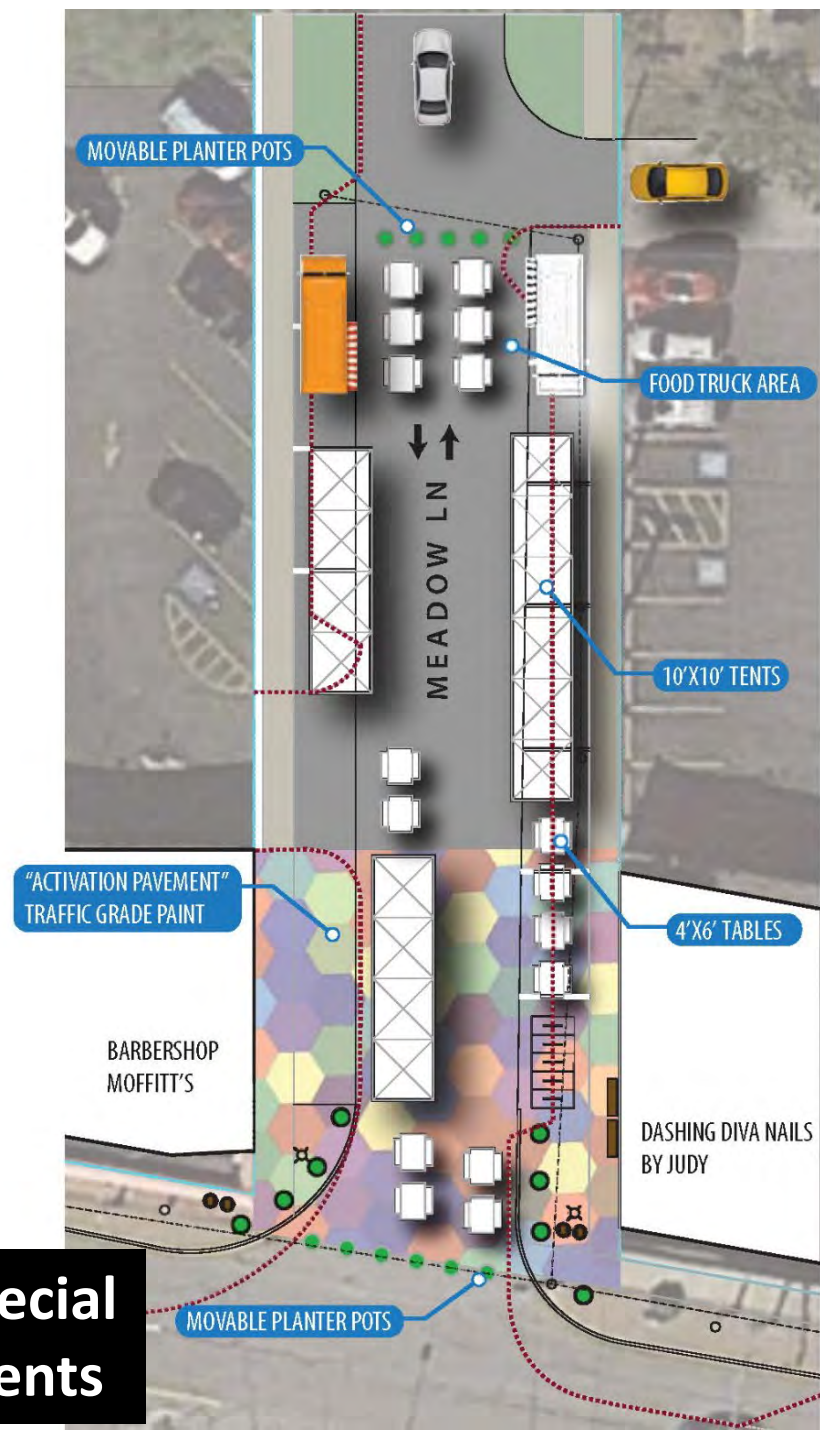
PILOT PROJECT + STREETScape DEMONSTRATIONS | Meadow Lane



Typical Day to Day Uses



Special Events



CONCEPT PLAN | Min vs Max

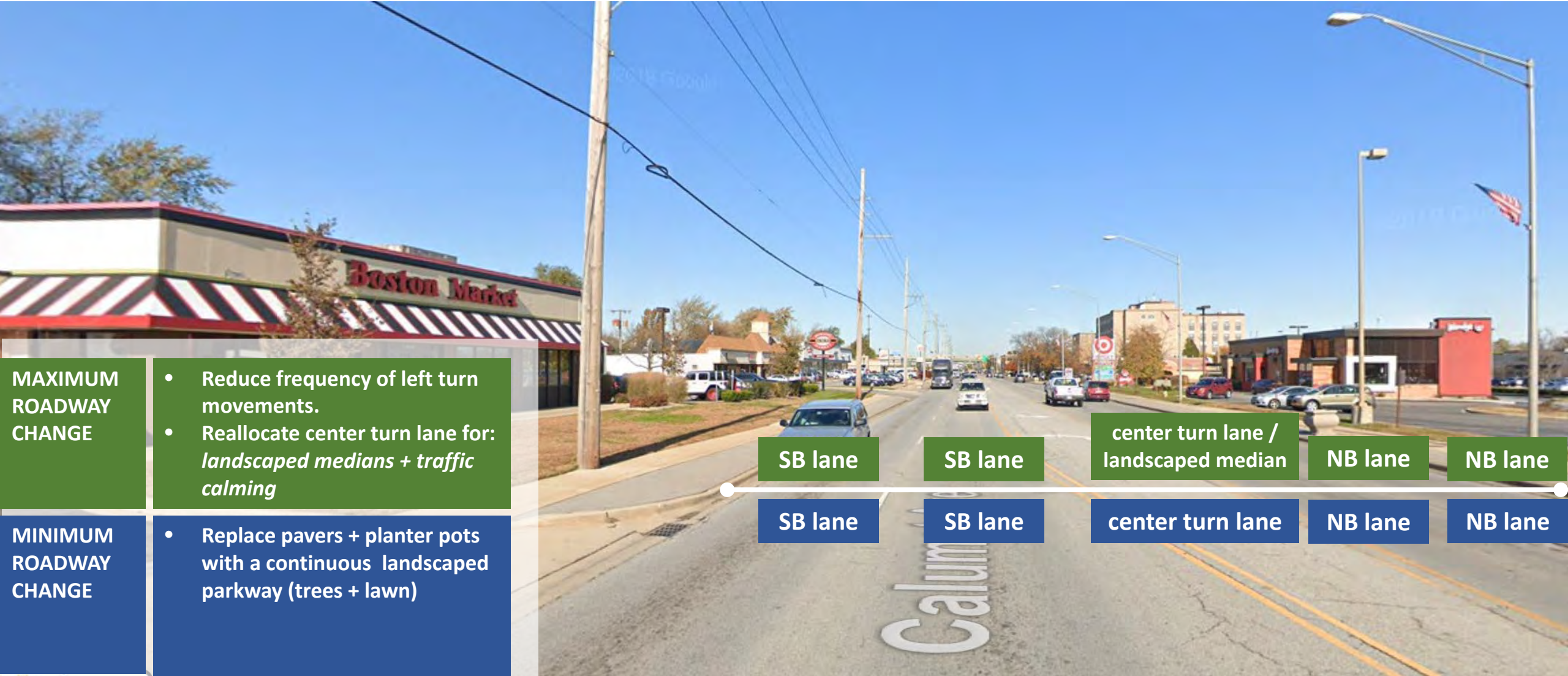
**MINIMUM
ROADWAY
CHANGE:**

**Add amenities within available
right of way areas without
modifying traffic patterns.**

**MAXIMUM
ROADWAY
CHANGE:**

**Reallocate some traffic spaces
for additional amenities.**

CONCEPT PLAN | Min vs Max Intro – Calumet Avenue



MAXIMUM ROADWAY CHANGE

- Reduce frequency of left turn movements.
- Reallocate center turn lane for: *landscaped medians + traffic calming*

MINIMUM ROADWAY CHANGE

- Replace pavers + planter pots with a continuous landscaped parkway (trees + lawn)

SB lane

SB lane

center turn lane / landscaped median

NB lane

NB lane

SB lane

SB lane

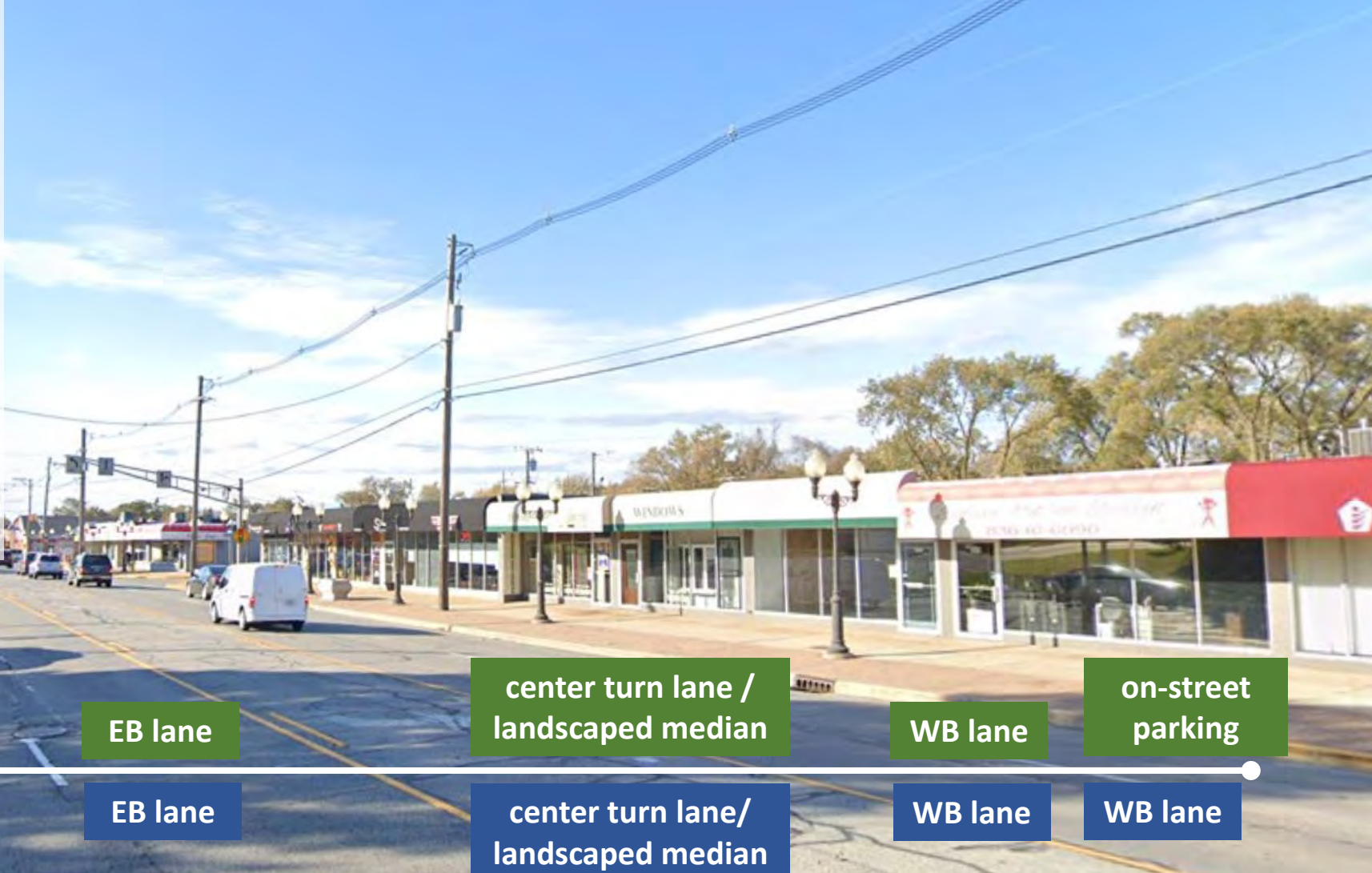
center turn lane

NB lane

NB lane

CONCEPT PLAN | Min vs Max Intro – Ridge Road

<p>MAXIMUM ROADWAY CHANGE</p>	<ul style="list-style-type: none"> • Reduce 5 travel lanes to 3 travel lanes. • Reallocate 2 travel lanes for: <i>on street parking, wider sidewalks, multi-use trail, landscaping + traffic calming</i>
<p>MINIMUM ROADWAY CHANGE</p>	<ul style="list-style-type: none"> • Replace pavers + planter pots with continuous streetscape planting treatments • Replace striped areas with landscaped medians



multi-use trail

EB lane

center turn lane / landscaped median

WB lane

on-street parking

EB lane

EB lane

center turn lane / landscaped median

WB lane

WB lane

OUTREACH | Stakeholder interviews

July 2020	August 2020	September 2020
Lee Ann Mellon, Committee; Town President	Dan Straka, Committee; Sweet Tooth	Steve Tripinfeldas, Asst Superintendent, School Town of Munster
Dan Buksa, Board of Zoning Appeals	Bill Baker, Chair Plan Commission; Little Cal River Basin Development	Steve Tulowitski, Council Member
Brian Specht, Plan Commission	Bruce Boyer, Local developer (Munster Shops)	
Ken Schoon, Committee; Town Council	Patrick Owens, Resident	
Don Erminger, Strack and Van Til	Ginny Dickman-Lopez, Resident, MOMs club president in Munster	
Rachel Branagan, Committee; Architect,	Joe Austin, Resident, Researcher at U of C	
Hope Martin, Committee, HWC Engineering	Joe Sinclair, Resident, Scout leader	
Chuck Gardiner, Former Parks Director; Council member and Plan Commission	Paul Nelson, Resident, What's Up Munster FB	
Eman Ibrahim, Planner, NIRPC	Paul Rotatori, Committee; South shore trails advocacy group	
Scott Milne, Milne Plumbing, property owner		
Anthony Christopher, Committee, Top Tier Nutrition		

METRICS | IMPERVIOUS VS PERVIOUS SPACE

RIDGE ROAD

	EXISTING	MIN	MAX
IMPERVIOUS SPACE	100%	89%	75%
PERVIOUS SPACE	0%	11%	25%

CALUMET AVENUE IMPERVIOUS VS PERVIOUS SPACE

	EXISTING	MIN	MAX
IMPERVIOUS SPACE	100%	90%	86%
PERVIOUS SPACE	0%	10%	14%

METRICS | PARKWAY WIDTHS + TREES

RIDGE ROAD			
	EXISTING	MIN	MAX
PARKWAY WIDTH	4'-6" to 9'-2"	3'-0" to 9'-2"	5'-0" to 17'-0"
TREES	0	123	255

CALUMET AVENUE			
	EXISTING	MIN	MAX
PARKWAY WIDTH	5'-0" - 12'-0"	3'-6" - 12'-0"	3'-6" - 12'-0"
TREES	8	132	132

METRICS | PEDESTRIAN CROSSINGS

PEDESTRIAN CROSSING DISTANCE (TYPICAL)

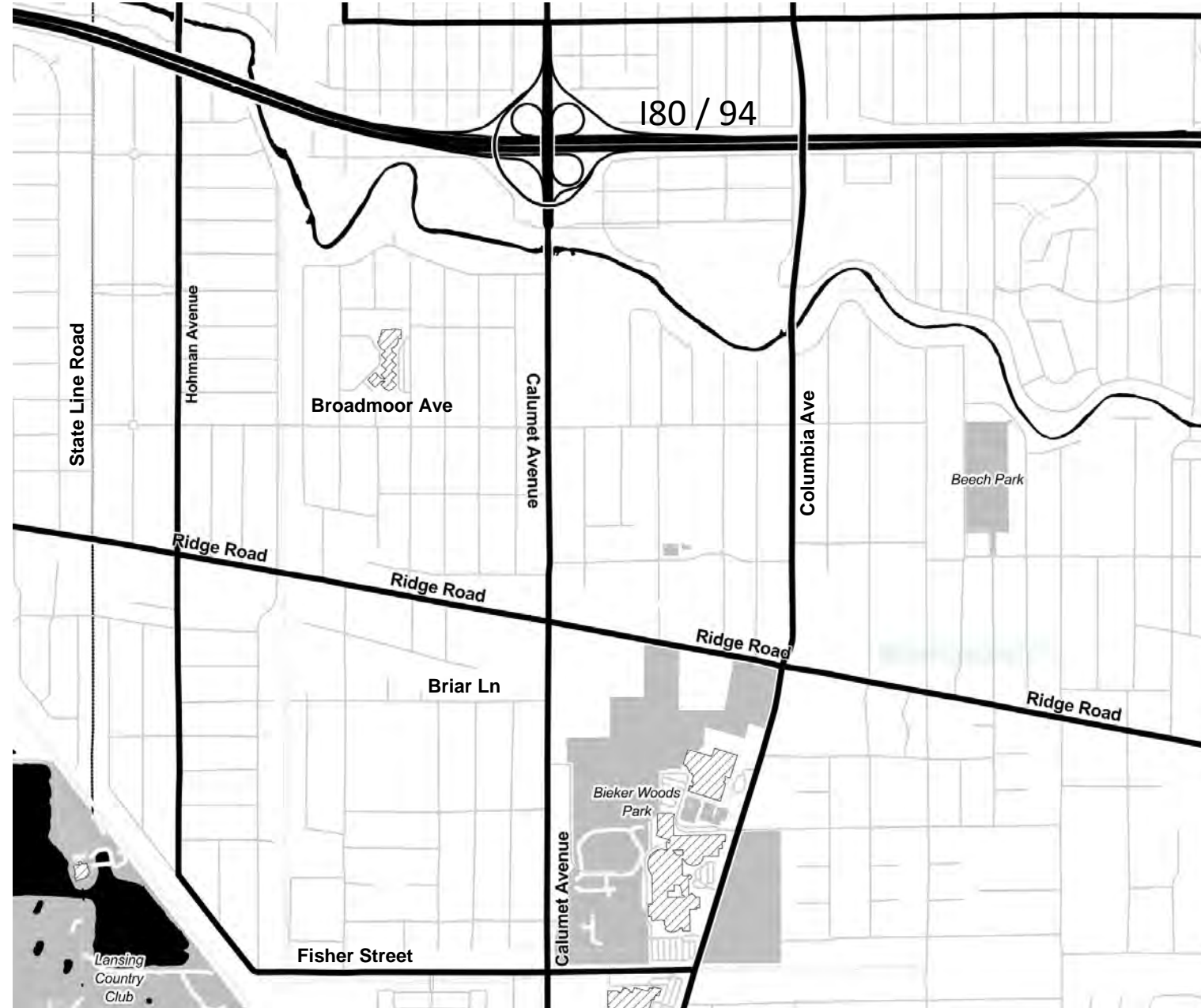
	EXISTING	MIN	MAX
Ridge Road	55-70'	55-70'	35-70'
Calumet Avenue	55-75'	55-75'	55-75'

SIDEWALK WIDTH (TYPICAL)

	EXISTING	MIN	MAX
Ridge Road	4'	5-6'	6-8' along north side 10' multiuse path along south side
Calumet Avenue	4'	5'	5'

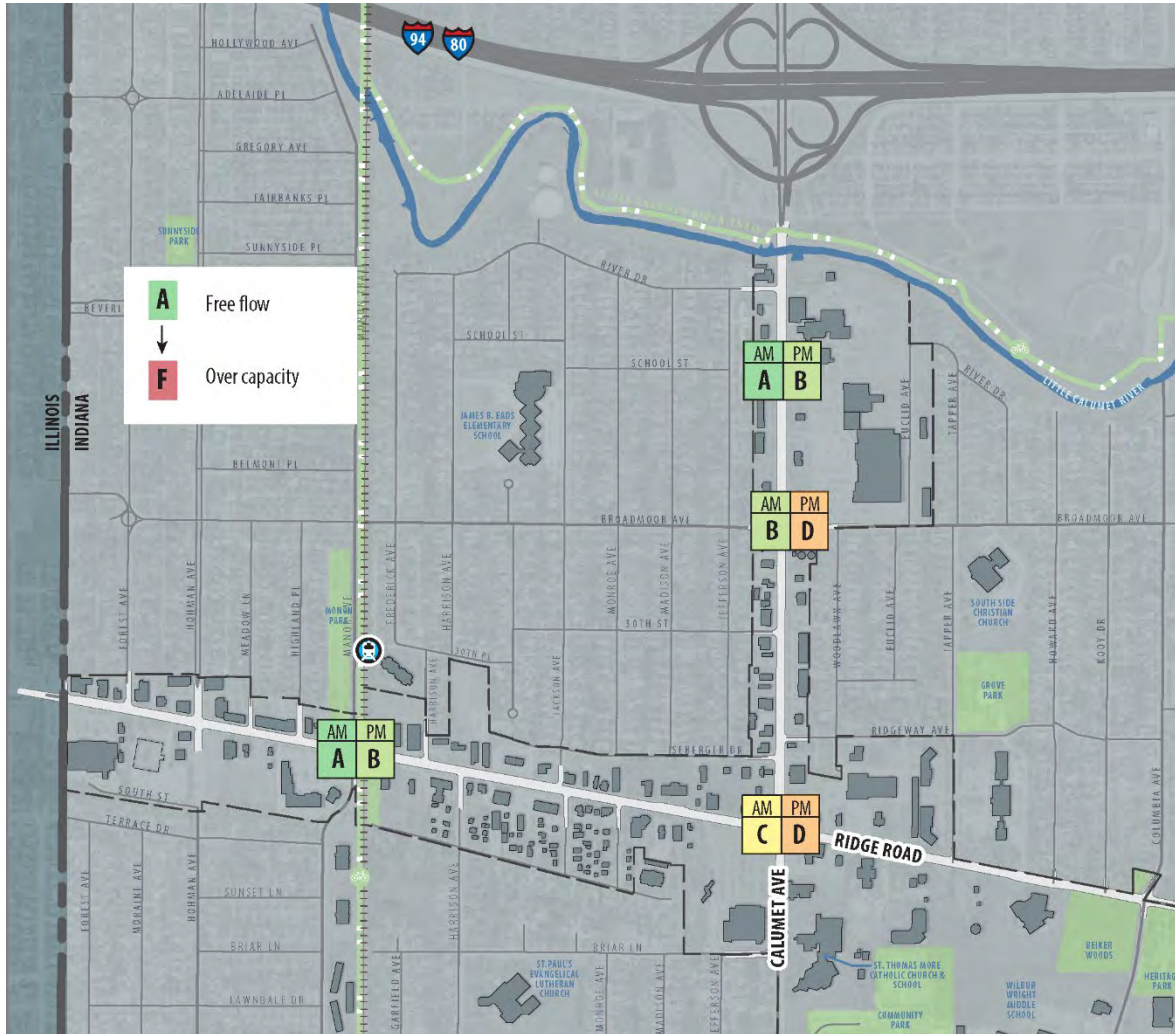
APPROACH TO FUTURE TRAFFIC ANALYSIS

- Build on 2014 conditions (Town-provided data)
- Extrapolate to 2020 based on INDOT growth trends
- Apply NIRPC projections reflecting area infrastructure improvements
- Add RDA development projections
- Further engineering study to be performed when design begins

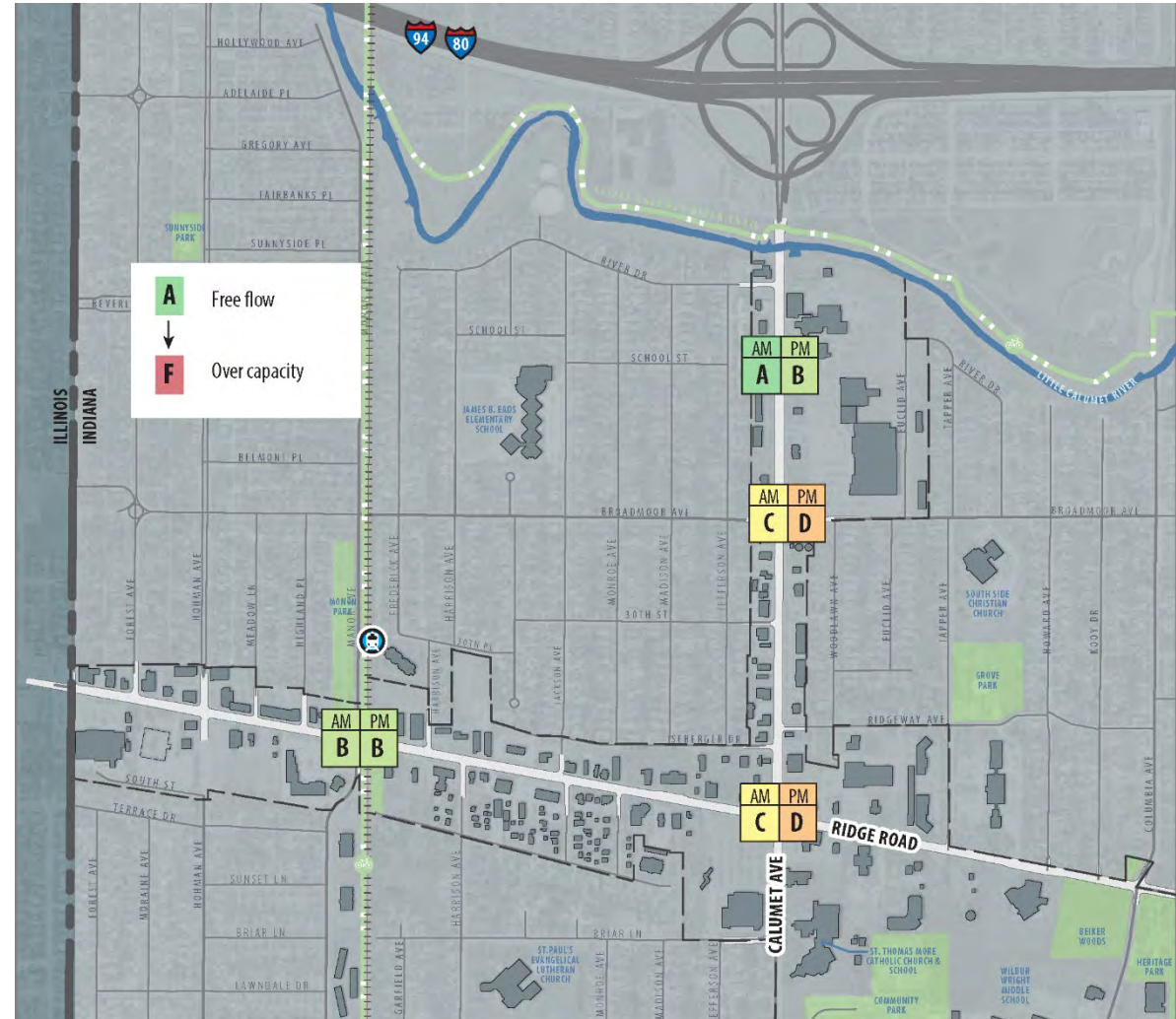


INTERSECTION LEVELS OF SERVICE

Future Min Scenario

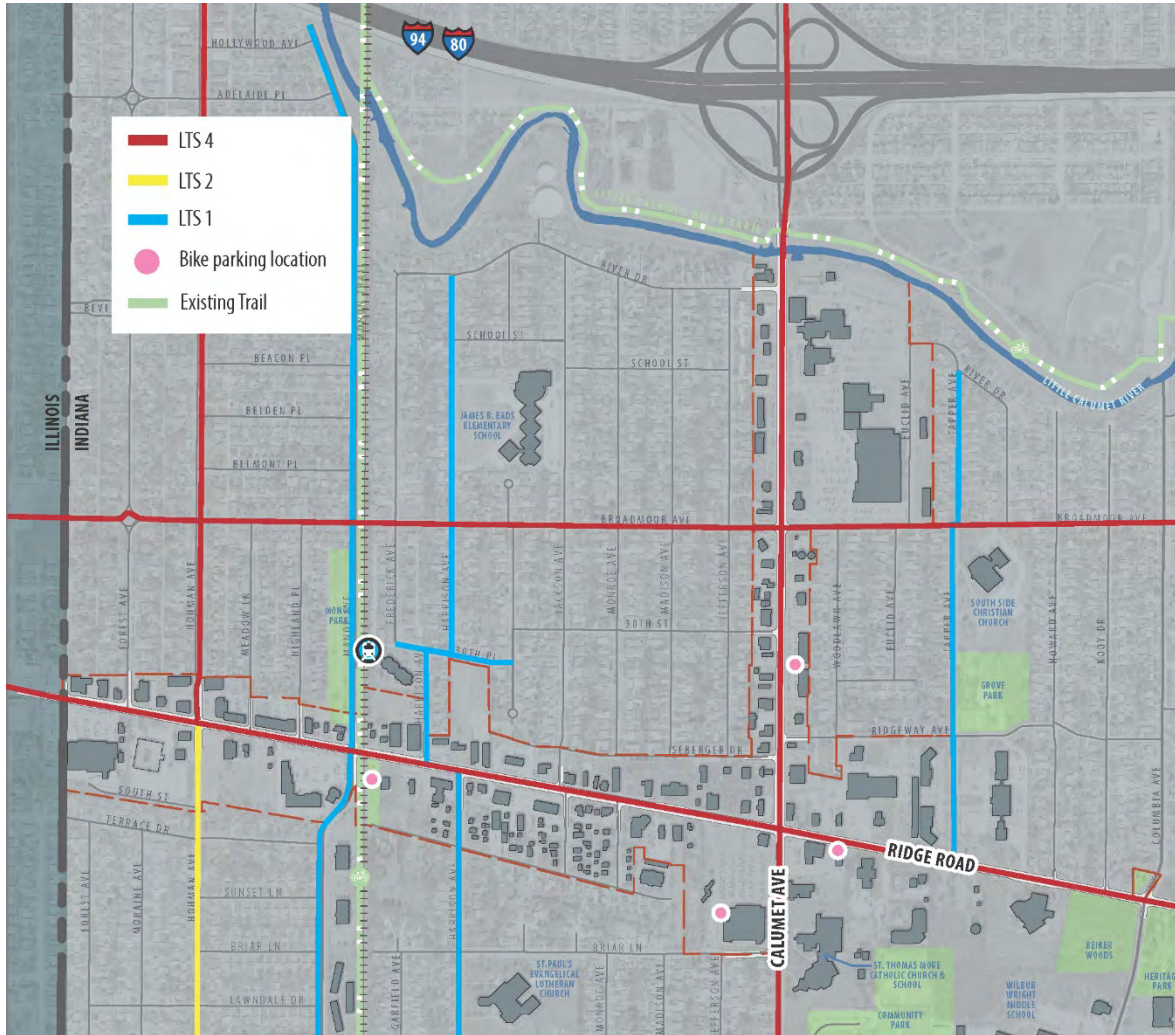


Future Max Scenario

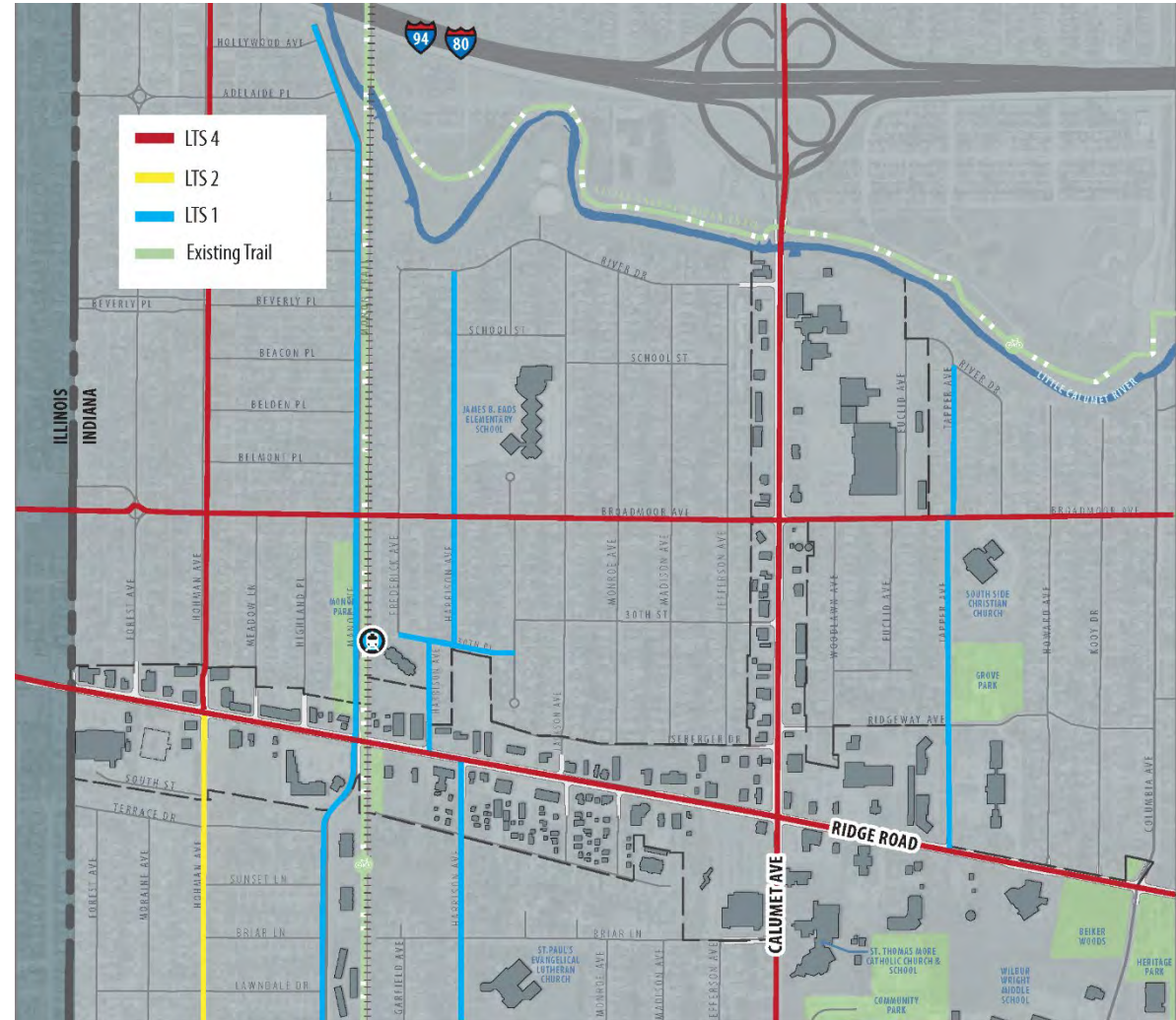


BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

Existing

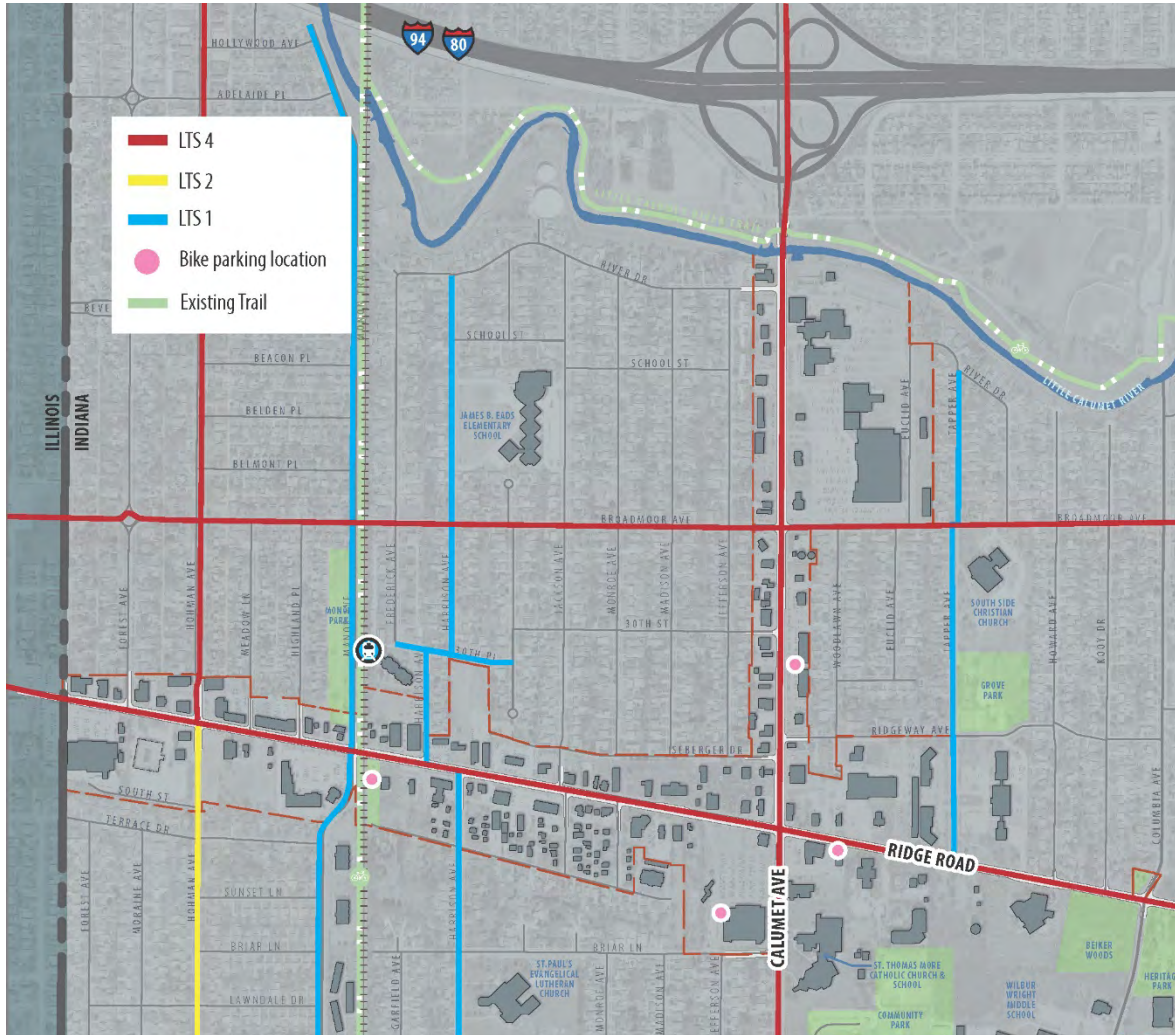


Future Min Scenario

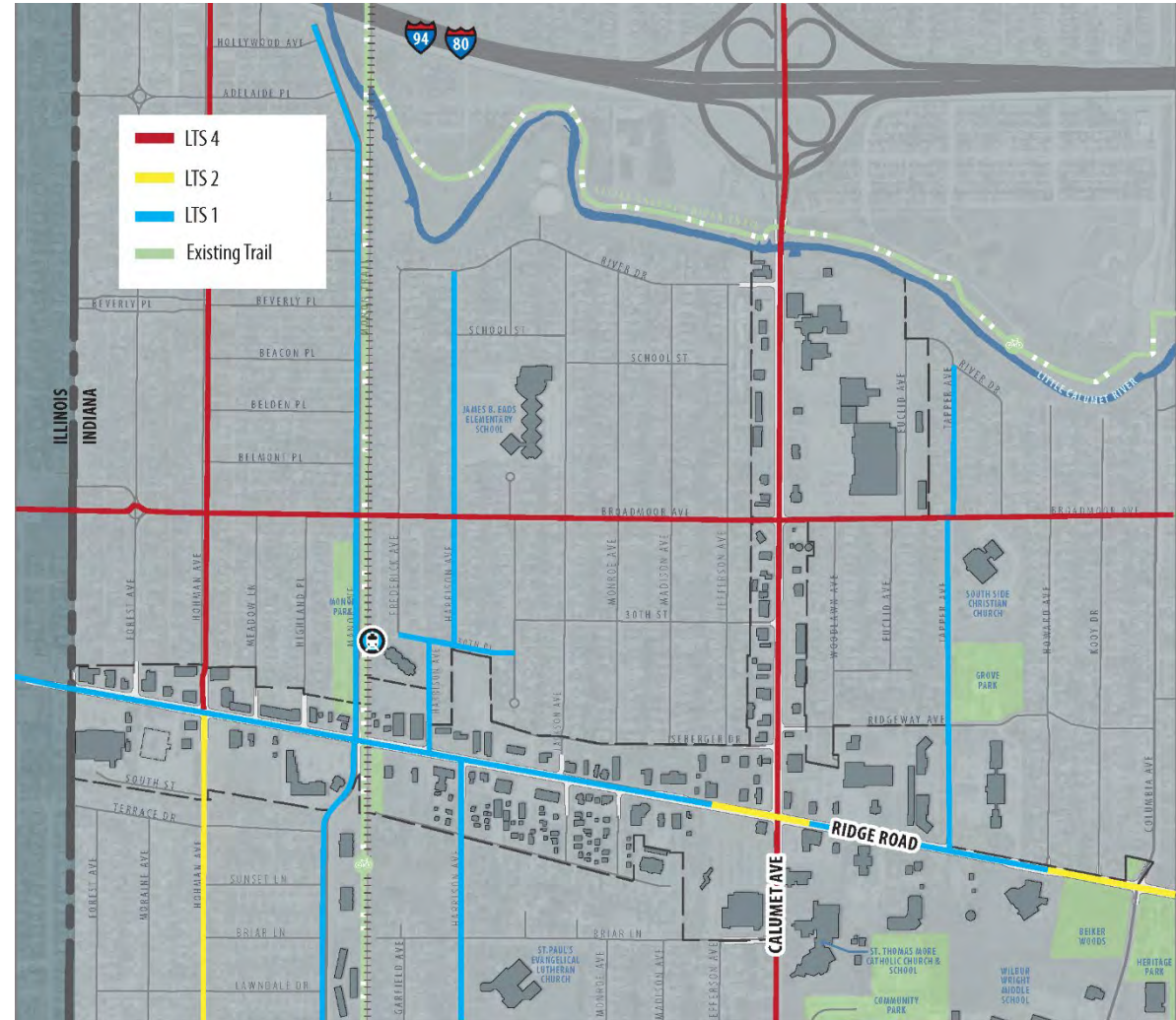


BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

Existing



Future Max Scenario



METRICS | TRAFFIC

DISTANCE BETWEEN PEDESTRIAN CROSSINGS

	EXISTING	MIN	MAX
Ridge Road	300'-2,300'	275'-1,200'	275'-1,200'
Calumet Avenue	860'-1,820'	390'-1,340'	390'-800'

NUMBER OF CURB CUTS

	EXISTING	MIN	MAX
Ridge Road	59 total (~9 per 1,000 ft) <ul style="list-style-type: none"> 58 full access 1 limited access 	56 total (~8 per 1,000 ft) <ul style="list-style-type: none"> 50 full access 6 limited access 	56 total (~8 per 1,000 ft) <ul style="list-style-type: none"> 44 full access 12 limited access
Calumet Avenue	56 total (~13 per 1,000 ft) <ul style="list-style-type: none"> 56 full access 0 limited access 	54 (~12 per 1,000 ft) <ul style="list-style-type: none"> 54 full access 0 limited access 	55 total (~13 per 1,000 ft) <ul style="list-style-type: none"> 36 full access 19 limited access

METRICS | TRAFFIC

NUMBER OF PARKING SPACES

	EXISTING	MIN	MAX
Ridge Road	0	0 during peak hours, 58 during off-peak hours	58

** Additional on-street parking at Highland Pl, Meadow Ln and Forest Ave.
Approx 10 spaces per street = 30 spaces*

Calumet Avenue	0	0	0
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** Additional on-street parking at Seberger Dr (2) 30th St (4) = 6 spaces*

METRICS | TRAFFIC

VEHICLE DELAY (BY INTERSECTION)

	EXISTING	MIN	MAX
Ridge/Calumet	30.9 AM	31.3 AM	32.8 AM
	41.1 PM	45.0 PM	51.6 PM
Ridge/Manor	12.8 AM	8.9 AM	11.9 AM
	18.0 PM	10.8 PM	19.9 PM
Calumet/Broadmoor	24.5 AM	16.8 AM	24.8 AM
	42.5 PM	38.8 PM	43.8 PM

VEHICLE QUEUES

	EXISTING	MIN	MAX
Ridge Road	126-237' AM	93-229' AM	105-227' AM
	240-434' PM	83-270' PM	194-544' PM
Calumet Avenue	80-593' AM	330-706' AM	318-657' AM
	115-572' PM	453-851' PM	446-837' PM

AGENCY OUTREACH + CONSIDERATIONS

NICTD	<ul style="list-style-type: none">• Station area plans at 30%• Anticipated construction completion by 2025
NRPC	<ul style="list-style-type: none">• Support complete streets approach• Funding opportunities for streetscape: <i>Next Level Trails; Transportation Enhancement Funds (INDOT); Green Streets Funds</i>• NRPC could fund a Transportation Master Plan
Little Calumet River Basin Development	<ul style="list-style-type: none">• Funding opportunities for streetscape: <i>The Tree Grant; Plantings associated with north Calumet gateway.</i>
Indiana DNR	<ul style="list-style-type: none">• Potential funding programs: <i>FEMA BRIC (Building Resilient Infrastructure and Communities); GLRI (Great Lakes Restoration Initiative); DNR Small Grants (wayfinding, green infrastructure)</i>
NIPSCO	<ul style="list-style-type: none">• Calumet Ave is a transmission corridor• Ridge Rd is mostly distribution• Opportunities to consolidate aerial crossings at Ridge Rd and to consolidate utilities as part of the station development.