



# APPENDIX

**A1 – Meeting + Event Summaries**

**A2 – Neighborhood Poll Summaries**

**A3 – Existing Conditions Report**

**A4 – TOD Roadway Planning Memo**

**A5 – Calumet Ave Bridge Concepts**

**A6 – Traffic Signals + Vehicular Lighting Specs**

---

## **A1 – Meeting + Event Summaries**



***[munster-streetscape.org](http://munster-streetscape.org)***

## **CALUMET-RIDGE STREETScape PLAN**

### **STAFF KICKOFF MEETING SUMMARY**

**June 18, 2020 | Munster Town Hall | 9:30 am**

---

The purpose of the staff kickoff meeting was to review the project scope with Town Staff and to receive inputs regarding the corridor study area. The following participants attended this meeting.

#### **Town of Munster**

- Tom Vander Woude, Community Development
- Dustin Anderson, Town Manager
- Stephen Gunty, Public Works Director
- Jill DiTommaso, Engineering
- Chris Spolnik, Superintendent, Public Works
- Anton Petrashevic, Water & Sewer Maintenance
- David White, Public Works, Water & Sewer Division
- Mark Hajduk, Munster Fire Department and Building Department
- Chuck Collins, Community Development, Building Department

#### **Consultant Team**

- Jodi Mariano, Teska Associates
- Heather Faivre, Teska Associates
- Sara Disney-Haufe, Sam Schwartz Consulting

Key topics and discussion points are summarized below.

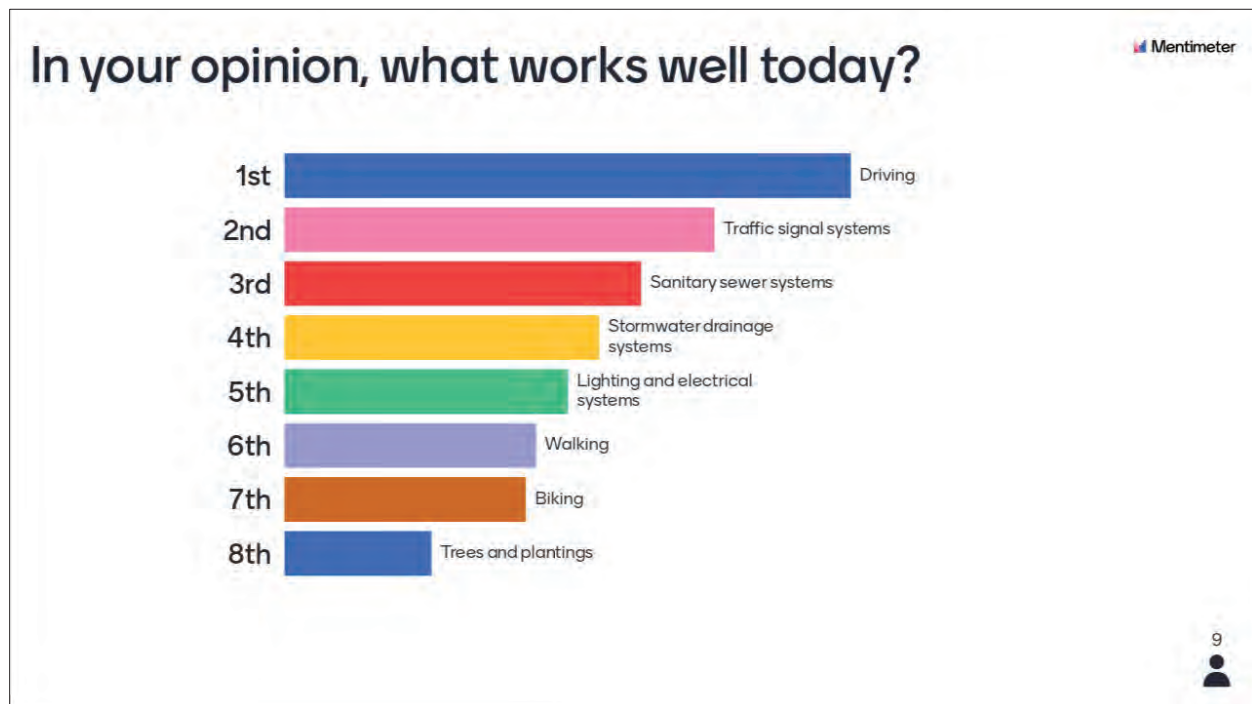
Following introductions, Teska presented the project scope, goals, timeline, and deliverables.

The group participated in a group discussion activity that was guided by a web-based polling program. Discussion items are listed below:



***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #1: In your opinion, what works well today?**



*The group was asked to rank items and prioritize those that generally work well and should be protected. The following 5 items were identified and are described below:*

**1. Driving**

- There was consensus that Calumet – Ridge are heavily auto focused.
- Curb cuts (access to businesses) should be evaluated and reduced where possible.
- It was noted that drivers tend to cut thru parking lots and side streets. These movements should be discouraged in the streetscape.

**2. Traffic signal systems**

- Signals are managed by Midwestern and generally operate well.
- Signal modifications were made following a traffic study by Robinson Engineers (the planning team has a copy of this study) and will be needed again after Calumet/42<sup>nd</sup> is finished.





## ***munster-streetscape.org***

- c. In the future, signals should be reevaluated following planned new developments and associated traffic.
- d. Signals should be updated to smart signals for improved pedestrian / bike movements and to meet current standards (like flashing yellow arrows).
- e. Signals along Ridge will be affected by two future events: the new South Shore Line station at Manor and improvements at Calumet/Ridge.
- f. It was noted that the design team is cognizant of the impacts to traffic due to the coronavirus health emergency. The team was provided with recent historical traffic data that will be referenced as the study begins. Traffic counts are anticipated to take place in the fall, when school is anticipated to be back in session.

### **3. Sanitary sewer systems**

### **4. Stormwater drainage systems**

- a. The inlets along Ridge Road tend to get clogged.
- b. Systems tend to become overloaded during high frequency rain events.
- c. The group agreed that slowing drainage via raingardens could potentially address overloaded drainage systems.

### **5. Lighting and electrical systems**

- a. The current lighting system includes HPS roadway and pedestrian light poles.
- b. The Town would like to upgrade all lighting to LED.
- c. There was a general sense that there are too many decorative pedestrian lights and that they are spaced too closely together.
- d. It was noted that the roadway lights provide sufficient lighting to the roadway and sidewalk. The pedestrian lights were added at some corridor locations as a decorative element. The group generally felt the roadway and pedestrian lights are not visually compatible.
- e. It was noted that the original decorative pedestrian light poles are no longer manufactured, causing issues with part replacements and maintenance.



***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #2: In your opinion, what needs to be addressed?**



*The group was asked to rank items and prioritize those that need to be improved. The following 3 items were identified as priorities for improvement:*

**1. Walking**

- a. The corridor prioritizes auto movements. Traffic speeds, roadway widths, a lack of landscaping and buffering all contribute to an uncomfortable walking environment.
- b. Several utility poles are placed in the center of sidewalks making walkways difficult to traverse.
- c. During the site walk, it was noted that several intersections lack ADA compliant paving. In some cases, non-code compliant detectable warnings direct pedestrians into the street at non-signalized intersections.



***[munster-streetscape.org](http://munster-streetscape.org)***

## **2. Trees and Plantings**

- a. It was noted that preexisting canopy trees planted in the corridor became root bound and were difficult to maintain. As such they were eventually removed.
- b. Where overhead wires exist, small ornamental trees should be selected.
- c. Regarding overhead wires, it was noted that some utilities in the corridor support large scale transmission lines and would be very costly to bury underground. During the site walk it was suggested that utility poles be relocated to the rears of businesses and alleyways.

## **3. Biking**

- a. The Monon and Calumet bike trails are well-traveled regional trails. However, the corridor lacks bike features and amenities which can improve bike comfort, safety and access to corridor businesses.
- b. The Manor/Ridge crosswalk is a poor crossing and should be reviewed for improvements.
- c. A bike share system should be considered.



***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #3: What opportunities do you see?**

*The group was asked to describe opportunities for improvements. The following items were discussed.*

1. Currently, housing in Munster is growing rapidly. Additionally, the future transit station will bring additional activity to the area. New residents will likely expect Munster's commercial corridors to provide improved walkability and character. In particular, Ridge Road has an opportunity to establish a unique streetscape experience.
2. There is an interest in incentivizing Transit-Oriented Development near the future train station. While there are lots of legacy properties in the area, there is an appetite for redevelopment. The Town wants to be prepared for those developments to fit the efforts of this project.
3. The streetscape should promote pedestrian safety and outdoor dining.
4. Green infrastructure treatments should be incorporated, such as permeable paving and rain gardens.
5. Consider a Roundabout at Calumet – Ridge (if it does not impact private properties).



## ***[munster-streetscape.org](http://munster-streetscape.org)***

6. Provide attractive similar themed streetscaping improvements to create a Munster identity and a sense of place... similar to the Centennial Park “wow” effect (when looking over the landscape and lake).
7. Public art should be incorporated throughout the corridor. It was noted that the Town has an established public art program that is funded by a tax abatement.
8. Manhole covers are opportunities to include the Town’s logo or other graphic identifier.
9. There was a comment regarding the lack of public parking in the corridor and whether opportunities exist to include additional public parking.
10. Fiber optic cable installations occur throughout the corridors. The equipment associated with these items tend to be visually unattractive and poorly placed.
11. The existing precast concrete planters should be replaced. It was noted that the model used is no longer available by the manufacturer.
12. During the walking tour, it was noted that some parkways on side streets adjacent to businesses have been paved and are used for auto parking. Moving the parking to the streets is an opportunity for additional on-street parking and enhanced aesthetics.

Following the discussion activity, Teska discussed next steps, including meeting with the steering committee, stakeholder interviews and potential attendance at an upcoming farmers market. Following these activities, a streetscape assessment report would be produced. As concepts are developed during the next phase of work, Town staff will have opportunities to comment.

The meeting adjourned at approximately 10:45am.

Following the meeting, some meeting participants walked the corridor areas to review site conditions.



***[munster-streetscape.org](http://munster-streetscape.org)***

## **CALUMET-RIDGE STREETScape PLAN**

### **COMMITTEE MEETING #1 SUMMARY**

**July 15, 2020 | Munster Town Hall | 4:00 pm**

The purpose of Committee Meeting #1 was to review the project scope with the Committee and to receive inputs to help guide the preparation of concepts and alternatives. The following participants attended this meeting.

Due to the current health crisis, most committee members participated in person with safety measures in place (*masks, socially distant seating, online polling*). Some committee members participated via Zoom teleconference.

<b>COMMITTEE MEMBERS</b>	<b>CONSULTANT TEAM</b>
<ul style="list-style-type: none"> <li>• Tom Vander Woude, Community Development, Town of Munster</li> <li>• Daniel Straka, Business Owner, Sweet Tooth</li> <li>• Eman Ibrahim, NIRPC</li> <li>• Paul Rotatori, Local Cyclist</li> <li>• Lee Ann Mellon, Town Council</li> <li>• Ken Schoon, Town Council</li> <li>• Anthony Christopher, Business Owner, Top Tier Nutrition</li> <li>• Steve Tripenfeldas, Assistant Superintendent</li> <li>• Katie Vallis, Planner IDNR LMCP</li> <li>• Hope Martin, Resident, Civil Engineer</li> <li>• Scott Milne, Business Owner</li> <li>• Don Erminger, Local Business, Strack &amp; Van Til</li> <li>• Rachel Branagan, Resident, Architect</li> </ul>	<ul style="list-style-type: none"> <li>• Jodi Mariano, Teska Associates</li> <li>• Heather Faivre, Teska Associates</li> <li>• Sara Disney-Haufe, Sam Schwartz Consulting</li> </ul>





***[munster-streetscape.org](http://munster-streetscape.org)***

Key topics and discussion points are summarized below.

Following introductions, Teska presented a slide show presentation. The presentation was organized to address the following items:

1. Project scope, goals, schedule, and themes;
2. Existing conditions related to transportation, streetscape and corridor character;
3. Example photos from other communities who have enhanced their corridors and streetscapes.

Following the presentation, the Committee participated in a guided discussion via a web-based polling program.

Outcomes from the polling program and discussion points are provided on the following pages:



***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #1: How is Munster unique from surrounding communities?**

## How is Munster unique from surrounding communities?

Mentimeter



12

Munster is generally perceived to be a safe and attractive community with a small-town feel and access to quality neighborhoods, schools, well landscaped parks and vibrant arts and cultural destinations. There was a common sense that while these characteristics are perceived for the Town as a whole, they are not conveyed in the Calumet / Ridge corridors.



***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #2: How would you describe the character of Calumet Ave / Ridge Road today?**

How would you describe the character of Calumet Ave / Ridge Road today?

Mentimeter



19

The Calumet Ave / Ridge Road areas are generally perceived as auto-dominated corridors that encourage high traffic volumes and a sense of passing thru, rather than community destinations. While the corridors include many attractive businesses, the environments that surround these areas generally lack walkability and character.



***munster-streetscape.org***

**Question #3: Describe your vision for Calumet Ave / Ridge Road in the future.**

**Describe your vision for Calumet Ave / Ridge Road in the future.**

Mentimeter

A destination	Livable	Safe and walkable with character and charm
welcoming space	Added green space with safe passage for all modes of travel	Eating ice cream under a tree
A place to ride bikes to	Cohesive destination with a small-town feel	Slow down traffic, reduce pass through, better off street parking.
Aesthetically Appealing	Want to come into town	Small, walkable blocks
Economically and environmentally sustainable	Unique identity	Plazas, landscapes medians, combine curb cuts,
Combined access	Quaint feel	Outside dining

The Committee's vision can be organized as follows:

- A welcoming and livable space that prioritizes pedestrians and bicyclists.
- A cohesive destination with a small-town feel, including a quaint feel and pedestrian friendly features, such as walkable blocks, plazas, and outside dining.
- An economically and environmentally sustainable place that includes public parking, green spaces and landscaping.

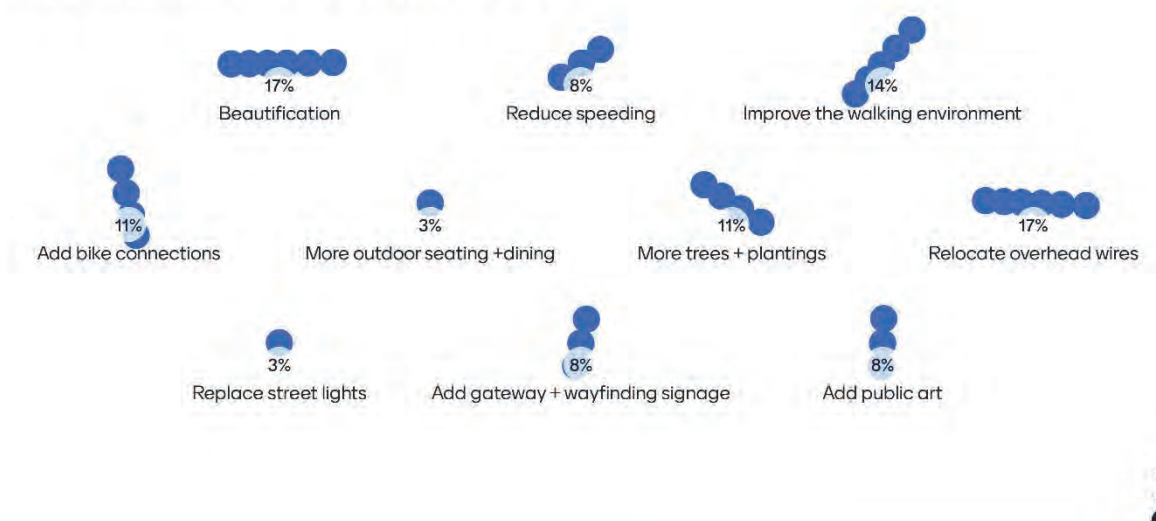


***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #4: In your opinion, what about Calumet Ave needs the most improvement? (select 3)**

**In your opinion, what about Calumet Ave needs the most improvement? (select 3)**

Mentimeter



The following priority items were discussed for Calumet Avenue:

- Relocate overhead wires – consider relocating overhead wires instead of burying overhead wires to save on costs.
- Beautification
- Improve the walking environment



***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #5: In your opinion, what about Ridge Road needs the most improvement? (select 3)**



The following priority items were discussed for Ridge Road:

- Improve the walking environment
- More outdoor seating and dining
- Add public parking
- Add public art



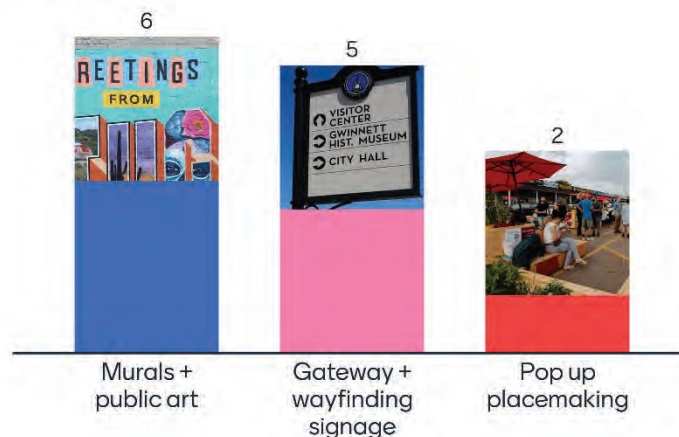


***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #6: In your opinion, what near term streetscape projects offer the most value?**

**In your opinion, what near term streetscape projects offer the most value?**

Mentimeter



13

Murals and public art as well as gateway and wayfinding signage were ranked as potential near-term projects over pop up placemaking. This led to a discussion about the benefits of a unified gateway and wayfinding signage program. The group discussed the following signage types that may be considered for the corridor:

- Gateway signs
- Bike directional signs
- Business sign kiosks



***[munster-streetscape.org](http://munster-streetscape.org)***

**Question #7: As we embark on concept development, what else should we focus on?**

**As we embark on concept development, what else should we focus on?** Mentimeter

Use this as a way to brand the town	Not sure, I think you're off to a great start.	How it will impact the existing business
Create a down town character	Long term sustainability	Focus on community and small businesses
Ease of maintenance	Consider how people get to this corridor and what other options are around for using or bypassing it.	Desires of the business community.
Walkable shops and dining safely.	Use current character to guide project by districts. ie, Ridge Road East of Calumet has several bungalow, arts and crafts design. Plus the south shore arts. This could be the "Art District"	Some feature that is unique to Munster.
There's no safe way to bike east/west to get to the train and connect the east side quadrant of the town		

The following items were noted and discussed

- **Promote Munster's brand and character.** Establish a positive brand identity and downtown character for Munster. Consider building upon character rich areas, such as established neighborhoods and the South Shore Arts Center.
- **Support community and small businesses.** Reach out to the business community and incorporate business friendly improvements in the streetscape plans.
- **Provide connectivity.** Establish better connections between the future train station and surrounding businesses and neighborhoods.
- **Consider maintenance.** The streetscape should balance aesthetics with maintenance to ensure long term success.



***[munster-streetscape.org](http://munster-streetscape.org)***

The following additional items were discussed:

1. Little Calumet Bike Trail bridge project. It was noted that Hammond is planning a bike bridge at the Little Calumet Bike Trail crossing over Calumet Avenue. The Town may consider this as an opportunity to partner with Hammond on a gateway entry signage project.
2. Consider promoting the corridor as an Arts and Culture district in partnership with South Shore Arts.
3. Incorporate bike trail signage that encourages visitors to community destinations on and off of the trails.
4. Consider business blade signs and pedestrian kiosks to promote corridor businesses.
5. Broadmoor is a bike route that runs east-west. However bike lanes are not respected by cars.
6. The roadways appear to have peaks and lulls which should be considered in planning.
7. Nearby neighborhoods with character include restored bungalows, arts and crafts buildings and brownstones. Wicker Park Ave and Hollywood Manor were noted as distinct streets.
8. Include truck traffic assessments on the transportation exhibits.

Following the discussion activity, Teska discussed next steps, including attendance at the upcoming Farmers Market (August 4), stakeholder interviews and preparation of a streetscape assessment report. These items will be used as a guide to develop concepts and alternatives during the next phase of work.

The next Committee meeting was preliminarily discussed to occur prior to the Thanksgiving holiday.

Committee members were invited to provide the following:

1. Website distribution. Share the website with friends and neighbors: [munster-streetscape.org](http://munster-streetscape.org)
2. Farmers Market event. Bring friends and neighbors August 4<sup>th</sup>, Community Park, 3-8pm
3. Stakeholder interviews. Who should we talk with?

The meeting adjourned at approximately 5:30pm.

# COMMUNITY MARKET HIGHLIGHTS

## Thanks to everyone who visited our Munster Market Idea Booth to share innovative ideas and input on the Calumet Ridge Streetscape!

Event Date: August 4<sup>th</sup>, 2020 | 3pm – 7pm

Stationed in Community Park, near the Lions Club Shelter, the booth featured tools for folks to share input. Farm fresh-themed idea posters were pinned up, comment maps and image preference boards were posted, open-ended comment sheets were rolled out, and plenty of sanitizer and wipes, of course. Especially in the age of COVID, public placemaking and safer streets continue to be at the forefront of all our minds. From jotting down and mapping ideas to conversation with residents and visitors, the planning team scored so much knowledge, input and ideas on what people viewed as important issues and key opportunities for the Calumet-Ridge Streetscape areas.



### Safety, safety, safety...

First and foremost, one thing was made crystal clear... Calumet Avenue and Ridge Road need to maintain vehicular access while also supporting safer pedestrian and bike movements along and across the corridors. Especially given the proximity to major bike routes along the Monon Trail and Little Calumet River Trail, Calumet Avenue and Ridge Road today are perceived to fall short when it comes to safety and accessibility.





## Questions come with answers...

While chatting with residents and passersby we fielded a few questions about the planning process that are worth circling back on!

**What is a streetscape and why should we care about it?** Streetscape refers to the public rights of way associated with a roadway. This generally includes the roadway itself, sidewalks, parkways and the open spaces in-between. As Munster continues to plan for new high-quality developments, the Calumet-Ridge corridors are opportunities to support walking, biking, and an overall sense of place in the community.

**How is this study funded?** This project is partially funded by the *Indiana Lake Michigan Coastal Program*. The plan will include a potential funding plan for implementing the improvements. Funding for long term projects is available through a variety of public infrastructure grants. Near term projects may be funded by the Town through its capital improvement budget. Some projects can be implemented by private developers as part of a redevelopment project.

**What is going on with the Train Station?** So glad you asked! The Northern Indiana Commuter Transportation District (NICTD) is proposing a southern branch extension of the existing South Shore Railroad to reach Munster. The planned station area is at the northeast corner of Ridge Road and Manor Avenue, just west of the Monon Trail. For more information, please visit the [West Lake Corridor website](#).

**Who is the planning team?** There are four primary members of our planning team and that starts with you! **(1)** Residents, business owners and stakeholders, you are the guiding element of this plan -- share what you want both in-person (workshop to come) and online via the tools herein. Take the [streetscape poll](#) and [share ideas](#). **(2)** Munster's Town staff. **(3)** Our steering committee, which is comprised of community partners, business owners and residents just like you! And lastly, **(4)** creative consultants - we hate that word "consultants" -- we promise we aren't robots. Our consultant team includes urban design and engagement specialists (Teska Associates), and transportation planners (Sam Schwartz Engineering).







## You Said It / We Wrote It / Doodled It...

Now let's get into the good stuff.

**Connections and Gaps.** When asked about connections and gaps along and across the corridor, one thing was common: Calumet Avenue and Ridge Road are generally avoided as pedestrian routes, even for those folks who may live or work nearby. Some specific comments follow below:

- Signal timings at Calumet/Ridge and Calumet/Broadmoor were perceived to be not long enough for pedestrians (especially elderly) to safely cross.
- Where residential neighborhoods abut commercial properties, some reported they would like to see better connections at the rear sides of businesses.
- Sidewalks along Calumet/Ridge are perceived to be too narrow for families with children to feel safe using them.
- Many felt that the South Shore Railroad expansion would bring new development and activity to the area and looked forward to a more walkable character for Ridge Road.
- Calumet Avenue is perceived to be a high-speed corridor and many folks requested street treatments that would calm traffic in this area.

**Street Treatments.** Participants were asked to review a series of images and voted on which street treatments provide the most value. Images and rankings are listed below:

- Plazas + Flex Spaces (11 votes)
- Murals + Public Art (7 votes)
- Protected Bike Lanes (5 votes)
- Wayfinding Signage (4 votes)
- Updated Lighting (3 votes)
- Trees + Plantings (3 votes)
- Safer Intersections (3 votes)
- Wider sidewalks (2 votes)





Of all the great ideas you shared with us at the Community Market in terms of "wants" - the following ideas were the ones reiterated the most:

- Make the streetscape safe and functional first.
- More pedestrian and bike friendly amenities.
- More softscape and greening, including trees, planters, and lawn parkways.
- Calm traffic – cars drive too fast today!
- Bury – or relocate – the overhead utility lines.
- Refer to positive streetscape examples, such as Lansing, Downtown Crown Point Indianapolis, and Arlington Heights (IL).
- Incorporate public art, such as at Highland or Centennial Park.
- Make Ridge Road a destination with unique experiences such as outdoor dining, seating, public art, and food trucks.



Missed the event? Want to tell us more? Our ears are open...

Use the tools on this website! Take the [streetscape poll](#) and [share ideas](#). Stay tuned -- a second neighborhood poll and community workshop are in the works. Click the 'follow' button today to receive project updates direct to your inbox.



### 3-Quick Steps to Get Involved

1. Visit the [website](https://munster-streetscape.org) and click 'follow' today to receive project updates
2. Take the [streetscape poll](#)
3. Send your comments to the [share ideas](#) page

### Thank you, Munster!

Most importantly... thank you for supporting the Town of Munster and taking the time to be a part of the Streetscape Planning effort! We truly value your feedback and look forward to working with you to create a streetscape plan that brings out the best of Munster.

Cheers,  
The Planning Team



***[munster-streetscape.org](http://munster-streetscape.org)***

## **CALUMET-RIDGE STREETSCAPE PLAN**

### **COMMITTEE MEETING #2 SUMMARY**

**November 18, 2020 | videoconference | 2:30 pm**

The purpose of Committee Meeting #2 was to review outcomes from public outreach activities conducted to date and to present preliminary streetscape concepts and alternatives. Due to the current health crisis, the meeting was conducted via Zoom videoconference. A packet containing outreach and concept materials was emailed to the committee in advance of the meeting. A recording of the meeting was forwarded to all committee members and posted to the project website. A direct link follows:

**Munster Streetscape - Committee Mtg #2 Recording | Start Time: Nov 18, 2020 02:24 PM**

<https://zoom.us/rec/share/7jHD12vnxBo39GOsrWx4h1OO2xHJBnPLztcwwptMz1RcVyZ3tkIJ5sPjli7XXvy.WT3gg-8ilXIZUtwN>

The following participants attended this meeting.

<b>COMMITTEE MEMBERS</b>	<b>CONSULTANT TEAM</b>
<ul style="list-style-type: none"> <li>• Tom Vander Woude, Community Development, Town of Munster</li> <li>• Dustin Anderson, Town Manager, Town of Munster</li> <li>• Bill Baker, Plan Commission Chair</li> <li>• Chuck Gardiner, Town Council</li> <li>• Paul Rotatori, Resident, South Shore Trails Member</li> <li>• Ken Schoon, Town Council</li> <li>• Anthony Christopher, Business Owner, Top Tier Nutrition</li> <li>• Steve Tripenfeldas, Assistant Superintendent</li> <li>• Katie Vallis, Planner IDNR LMCP</li> <li>• Hope Martin, Resident, Civil Engineer</li> <li>• Scott Milne, Business Owner</li> <li>• Don Erminger, Local Business, Strack &amp; Van Til</li> </ul>	<ul style="list-style-type: none"> <li>• Jodi Mariano, Teska Associates</li> <li>• Heather Faivre, Teska Associates</li> <li>• Sara Disney-Haufe, Sam Schwartz Consulting</li> </ul>



***[munster-streetscape.org](https://munster-streetscape.org)***

The meeting agenda and presentation topics follow below:

- 1. Introductions, Project Goals + Scope Review**
- 2. Community Outreach:** *Community Market Summary, Community Poll #1 Results Summary, Stakeholder Interviews Summary*
- 3. Concept Plan Presentation:** *Streetscape Elements, Concept Plans + Alternatives*
- 4. Traffic Considerations:** *Methodologies for Data Review + Concept Level Traffic Impacts*
- 5. Agency Outreach + Considerations**
- 6. Workshop Activity + Discussion**
- 7. Next Steps: Community Poll #2, Public Meeting**

Following the presentation, the Committee participated in a workshop activity and guided discussion via a web-based polling program.

Outcomes from the polling program and discussion points are provided on the following pages:



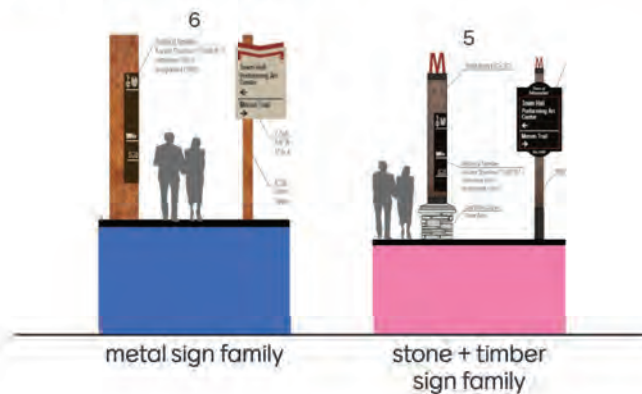




*[munster-streetscape.org](http://munster-streetscape.org)*

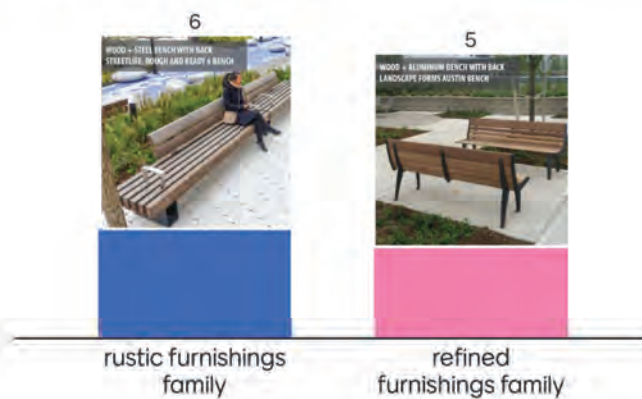
In your opinion, which signage concept best matches Munster's character and identity?

Mentimeter



In your opinion, which furnishings family best matches Munster's character and identity?

Mentimeter

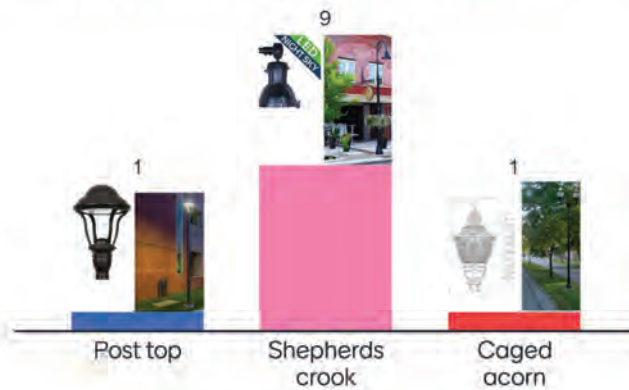




[munster-streetscape.org](http://munster-streetscape.org)

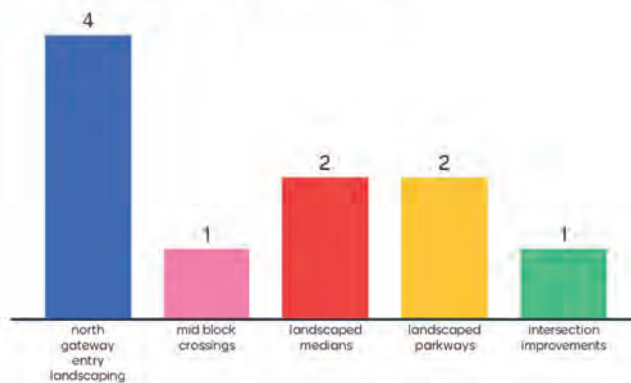
In your opinion, which pedestrian scale lighting best supports Munster's character along Ridge Road?

Mentimeter



Calumet Avenue Min Concept: Select one item that represents the best value for Munster.

Mentimeter

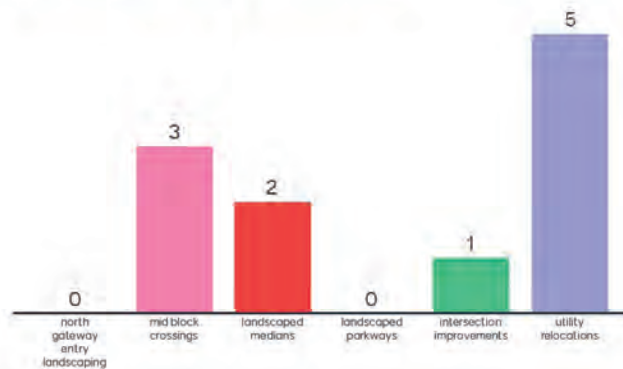




***[munster-streetscape.org](http://munster-streetscape.org)***

**Calumet Avenue Max Concept: Select one item that represents the best value for Munster.**

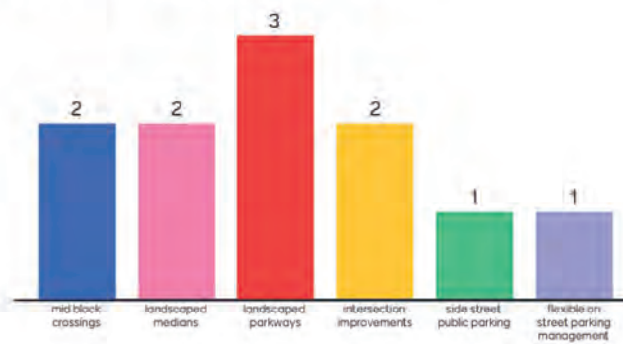
Mentimeter



11

**Ridge Road Min Concept: Select one item that represents the best value for Munster.**

Mentimeter



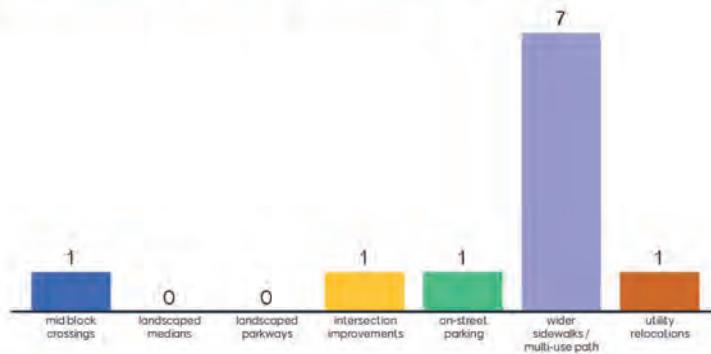
11



[munster-streetscape.org](http://munster-streetscape.org)

Ridge Road Max Concept: Select one item that represents the best value for Munster.

Mentimeter



Which pilot project should Munster focus on implementing first?

Mentimeter





***[munster-streetscape.org](http://munster-streetscape.org)***

What else should we be thinking about? Please list any additional comments here for the Q+A.

Mentimeter

I really think the median landscape  
are the best idea





***[munster-streetscape.org](http://munster-streetscape.org)***

## **ROAD DIET DISCUSSION | The group discussed the road diet as part of the Ridge Road Max Concept**

The existing Ridge Road section includes 5 travel lanes (2 eastbound, 2 westbound, and 1 turning lane). The road diet concept considers 3 travel lanes (1 eastbound, 1 westbound, and 1 turning lane), with adequate transitions at key intersections, including the Calumet Ave / Ridge Road intersection.

Reducing travel lanes along Ridge Road provide additional space for other desired functions, including:

- On-street parking (potential for permeable paving)
- Multi-use trail
- Wider sidewalks
- Wider parkways (potential for raingardens)

Concept level traffic impacts were presented, including conceptual projections that the road diet may result in approximately 1-3 minutes travel delay along Ridge Rd from Hohman Avenue to Calumet Avenue.

Committee comments and discussion points regarding the road diet follow below:

1. 1-3 minutes travel delay time is worth it. *It was noted that the existing travel time along Ridge Road between State Line Road and Columbia Avenue is approximately 3 minutes.*
2. We want people to stop and walk in our community and this concept will provide that function.
3. What about pushing traffic to the side streets (cut thru traffic)? *This is certainly something that needs to be evaluated as part of a more regional approach to the Town's transportation system. It was noted that the Town is preparing to look more holistically at these items concurrent with the streetscape plan.*
4. Any work in this area should limit the disruption to businesses in the area. *Other communities have bid and built streetscape projects that direct contractors to prioritize businesses during construction, this may include incorporating items to the bid documents such as special signage, access control and special campaigns dedicated to driving attention to local businesses during construction.*
5. How does the Town plan for the new station area and the additional traffic that will be generated? *NIRPC expects a slight overall reduction in vehicular traffic after the station opens due to a commuter mode shift toward transit, and NICTD provided data to the team about how many commuters are expected to utilize the station by parking on site or pick-up/drop-off via kiss-and-ride. Station-area development projections were also obtained from the Regional Development Authority and reviewed together with Town staff to determine appropriate development assumptions for the station area. These factors were accounted for in the traffic methodologies and concept planning.*





***[munster-streetscape.org](http://munster-streetscape.org)***

6. Considerations for calming traffic on side streets. *The Town will be looking into these items further. Other communities have implemented traffic calming via devices such as chicanes, speed tables and roadway closures. These will be studied further as needed.*

#### **OTHER DISCUSSION ITEMS**

1. Will the improvements shown in the Ridge Road Max (Road Diet) Concept have a negative impact on emergency vehicle access? *The streetscape options presented herein are concept level at this time. The outcome of this plan is intended to provide guidance to the Town of Munster as to which projects should be undertaken. Any project that has an impact on traffic (such as a road diet), would require further study prior to implementation.*
2. How does snow removal function in the Flex Parking Lanes shown in Ridge Road Min (Flex Parking Concept) Concept? *Implementation of curb bump outs associated with on street parking will require coordination with Public Works as to the Town's ability to maintain this project. Other communities have made accommodations for these types of improvements via internal practices or by contracting out snow removal services.*
3. Some businesses have suggested painting murals on walls. Is this a good idea? *The streetscape concepts support placemaking features such as mural art. Many communities have implemented mural art programs. Those programs take into consideration things such as supporting appropriate art content for public places, durable materials, support for local artists and maintenance considerations.*
4. The Town should consider smart traffic signals as part of this project. *The team can further review this item as planning progresses.*
5. What will the parkway plantings look like? Will they include raised curbs? *The concept identifies planting opportunities in the parkway areas. Along Calumet Avenue, the parkways should be relatively simple as salt and urban tolerant trees planted in lawn parkways. Along Ridge Road, the planting areas should follow the selected design. For instance rain gardens would require a raised curb and; trees in grates would be appropriate in areas between on street parking and businesses.*





***[munster-streetscape.org](http://munster-streetscape.org)***

6. We should consider adding more plazas and open spaces to the corridor. *Separate from the on-street parking and events plaza spaces, the existing Ridge Road rights of way are relatively narrow and the existing spaces are occupied by sidewalks, multi use paths and landscaping. The Town of Munster's adopted Character Based Code provides recommendations for additional outdoor gathering spaces adjacent to the public way.*

Next steps include the following:

- Public meeting. Present the conceptual materials at a public meeting in December, date TBD.
- Community poll #2, concurrent with the public meeting.
- Concept refinement for the next committee presentation in early spring 2021.

The meeting adjourned at 4:30 pm.



## INTRODUCTIONS + PROJECT TEAM



### **Teska Associates | Community Planning + Landscape Architecture**

Jodi Mariano, PLA, Principal Landscape Architect

Heather Faivre, PLA, Associate Landscape Architect

Sam  
Schwartz

### **Sam Schwartz Consulting | Transportation + Traffic Planning**

Sara Disney Haufe, PE, PTOE, Associate + Deputy Director of Traffic Engineering

## PROJECT GOAL

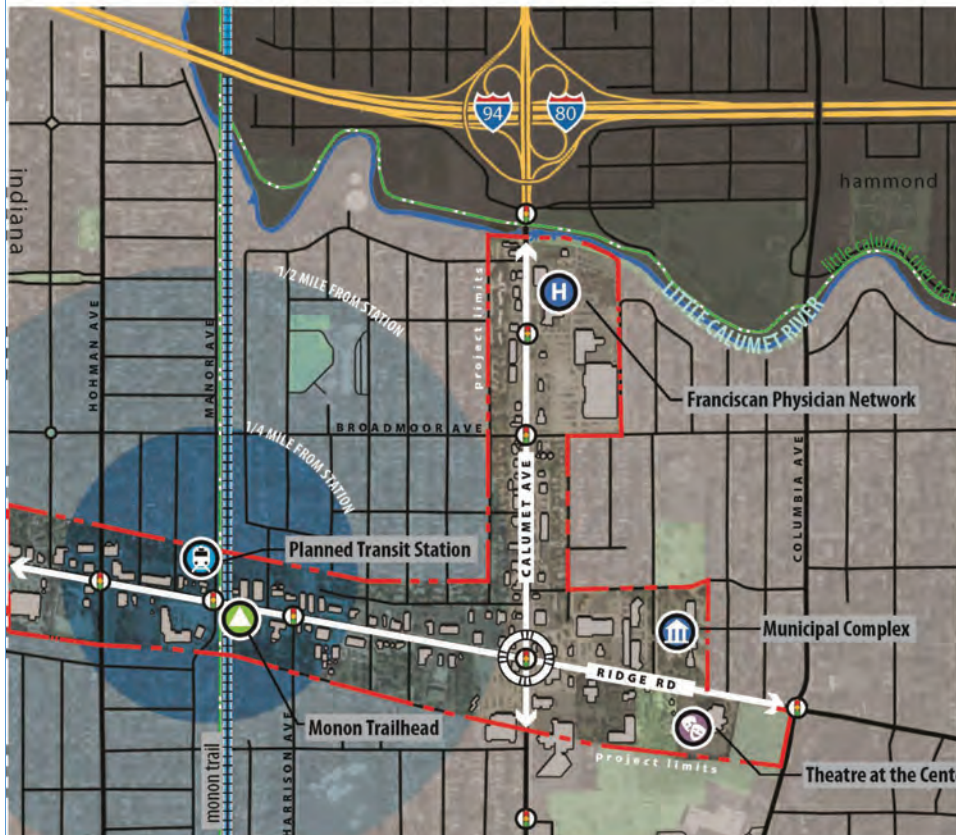
The goal of this project is to develop **a more welcoming environment for walking, biking, to reinforce a sense of place in our community, and to enhance the ability to absorb stormwater and reduce flooding.**

## 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**

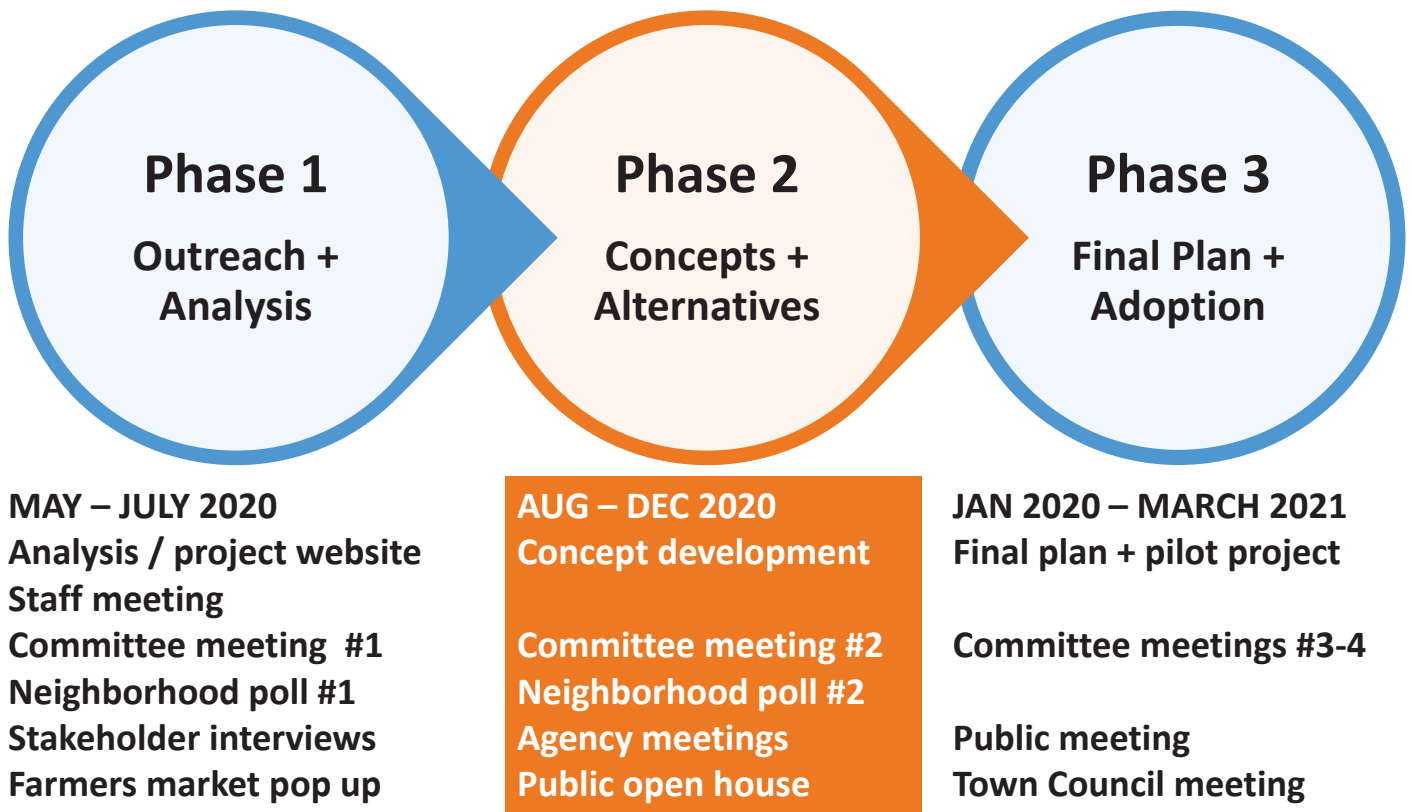
## FUNDING FOR THE STREETSCAPE PLAN

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



## STUDY AREA





## AGENDA

1. **Introductions, project goals + scope review**
2. **Community outreach:** stakeholder interviews, poll #1 results
3. **Concept plan presentation:** elements + concept plans
4. **Traffic considerations:** methodologies + traffic impacts
5. **Agency outreach + considerations**
6. **Workshop activity + discussion**
7. **Next Steps:** poll #2, public meeting



# OUTREACH

- Project Website
- Stakeholder Interviews
- Munster Community Market
- Neighborhood Poll #1

596 Responses +  
677 Individual Comments!



## OUTREACH | Calumet Avenue key takeaways

1. Sidewalks and crossings are generally perceived as unsafe.
2. Speeding traffic should be calmed.
3. Left turning movements are perceived as challenging and unsafe.
4. Utility poles are unsightly.
5. Trees and greening are lacking.
6. The corridor needs an attractive entry to Munster.





## **OUTREACH | Ridge Road key takeaways**

1. Sidewalks and crossings are generally perceived as unsafe.
2. Additional traffic on Ridge Road seems to coincide with I-94 backups.
3. Outdoor seating + dining are positive trends that should be supported in the public way.
4. Businesses need more parking.
5. Trees and greening are lacking.
6. The planter pots and decorative lights are mismatched and appear 'tired'.
7. The corridor has attractive features but lacks a sense of place.

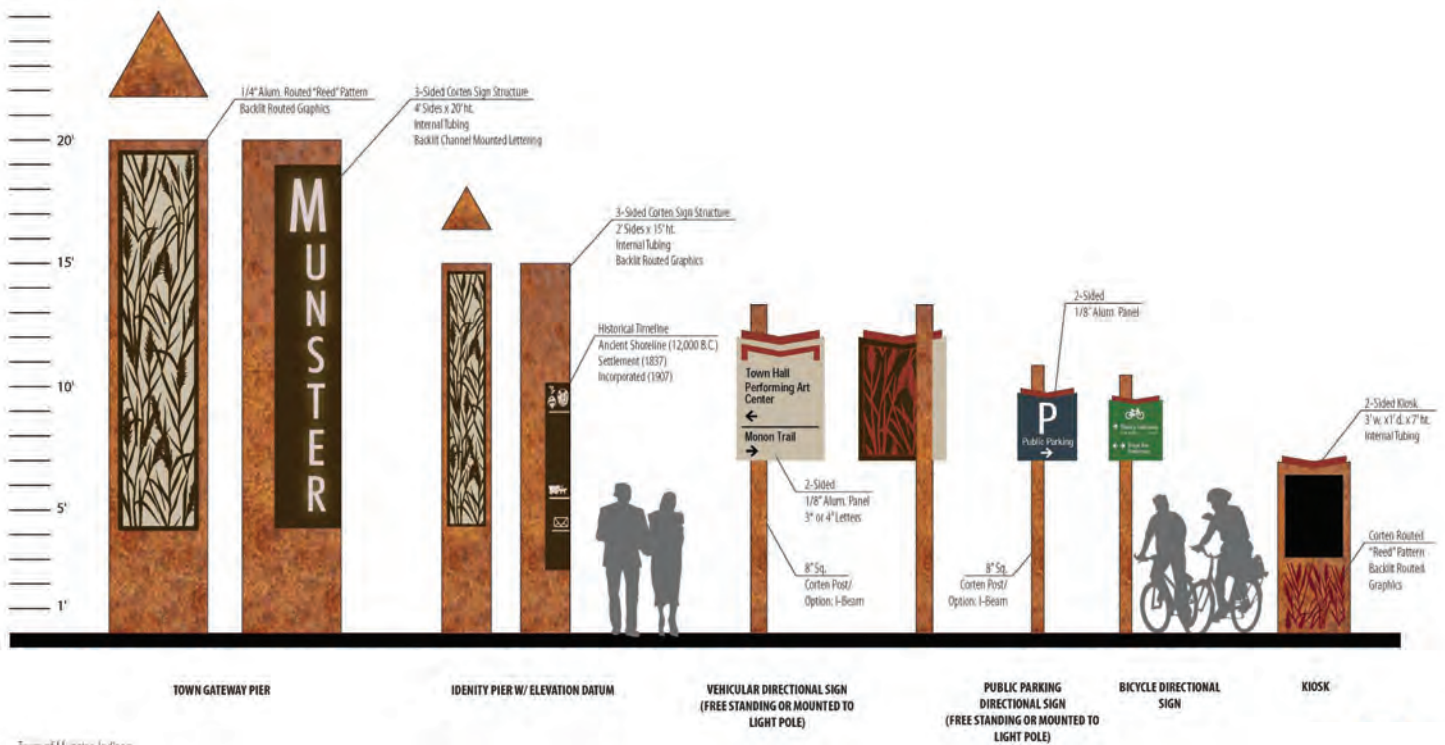


## **OUTREACH | Community poll #1**

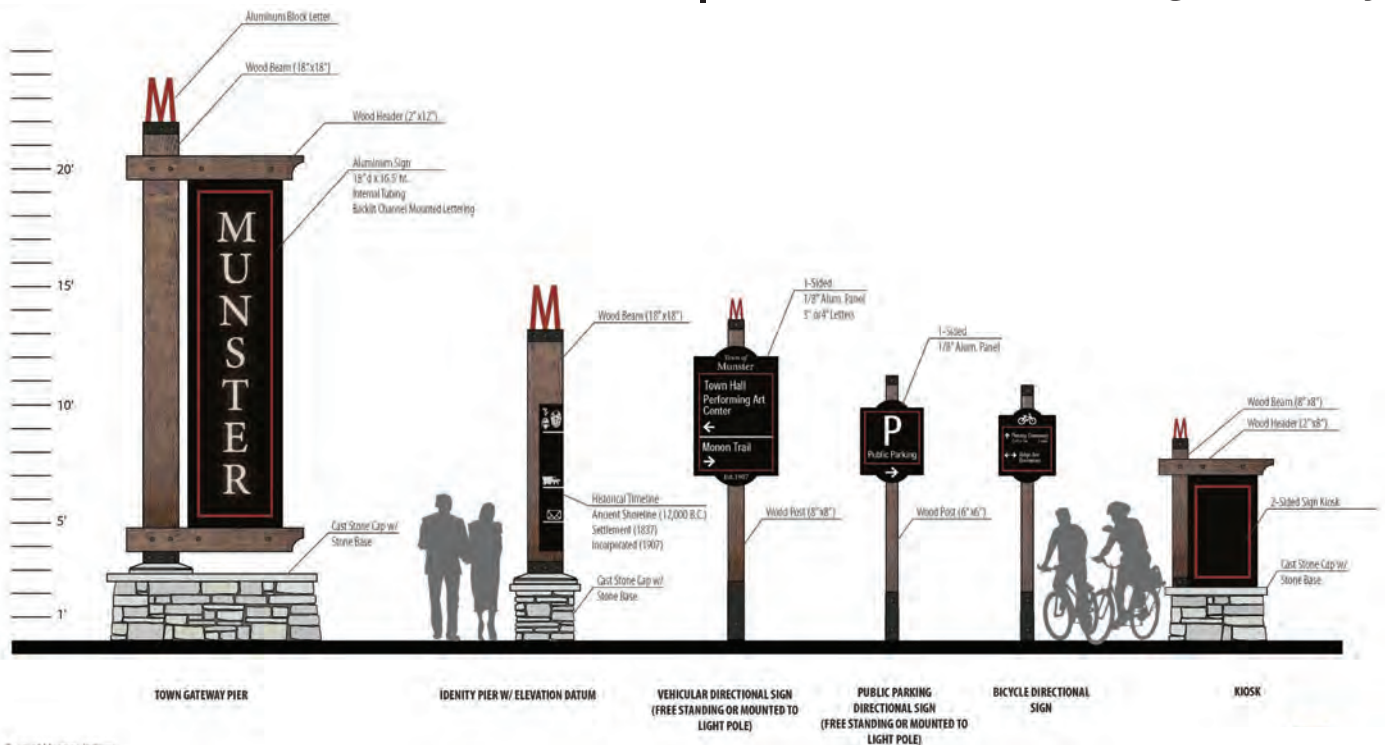
**If you had a magic wand, what would you do to improve the Calumet Ave / Ridge Road Corridor?**

1. Safety first
2. Calm traffic
3. Improve biking and walking
4. Create an attractive atmosphere
5. Declutter the streetscape
6. Make it greener
7. Work with property owners to improve their curb appeal
8. Maintenance is key

# CONCEPT PLAN PRESENTATION | Metal Sign Family



# CONCEPT PLAN PRESENTATION | Stone + Timber Sign Family





## CONCEPT PLAN PRESENTATION | Furnishings - Rustic

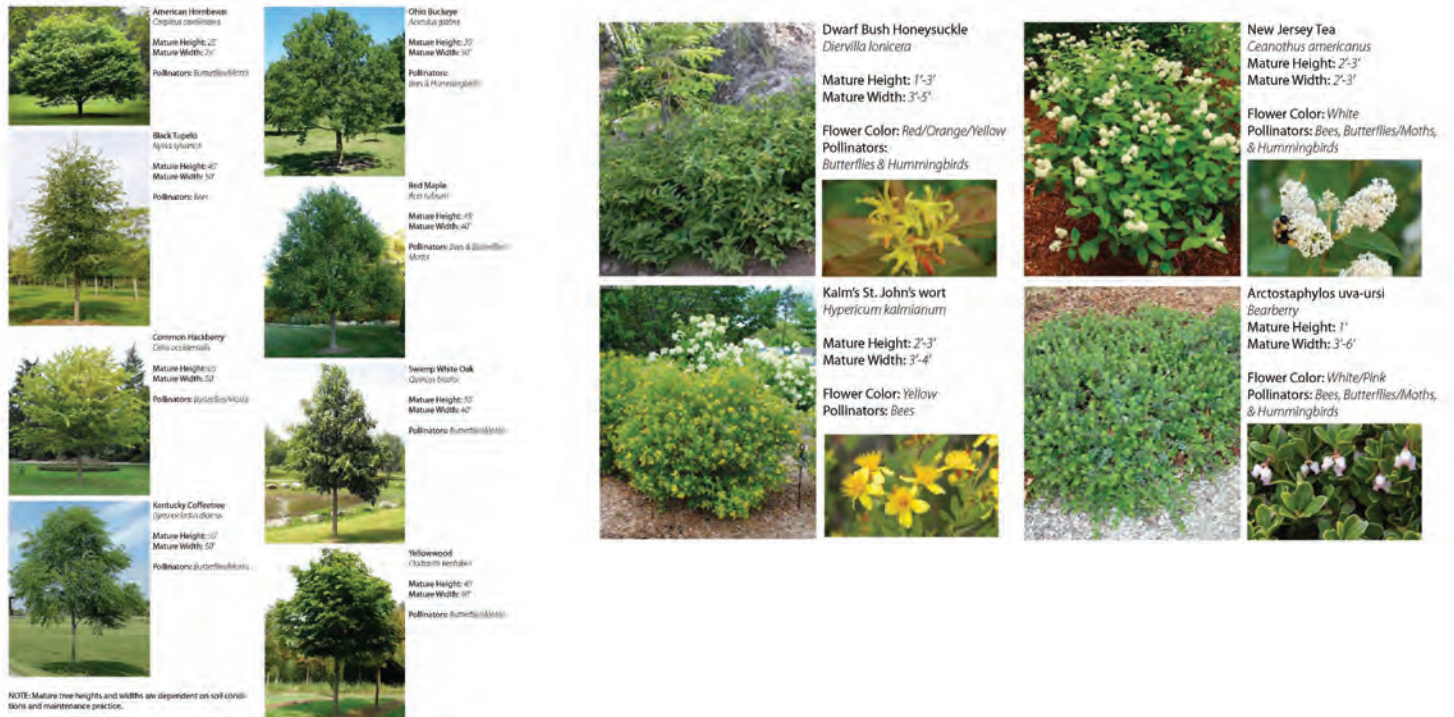


## CONCEPT PLAN PRESENTATION | Furnishings - Refined

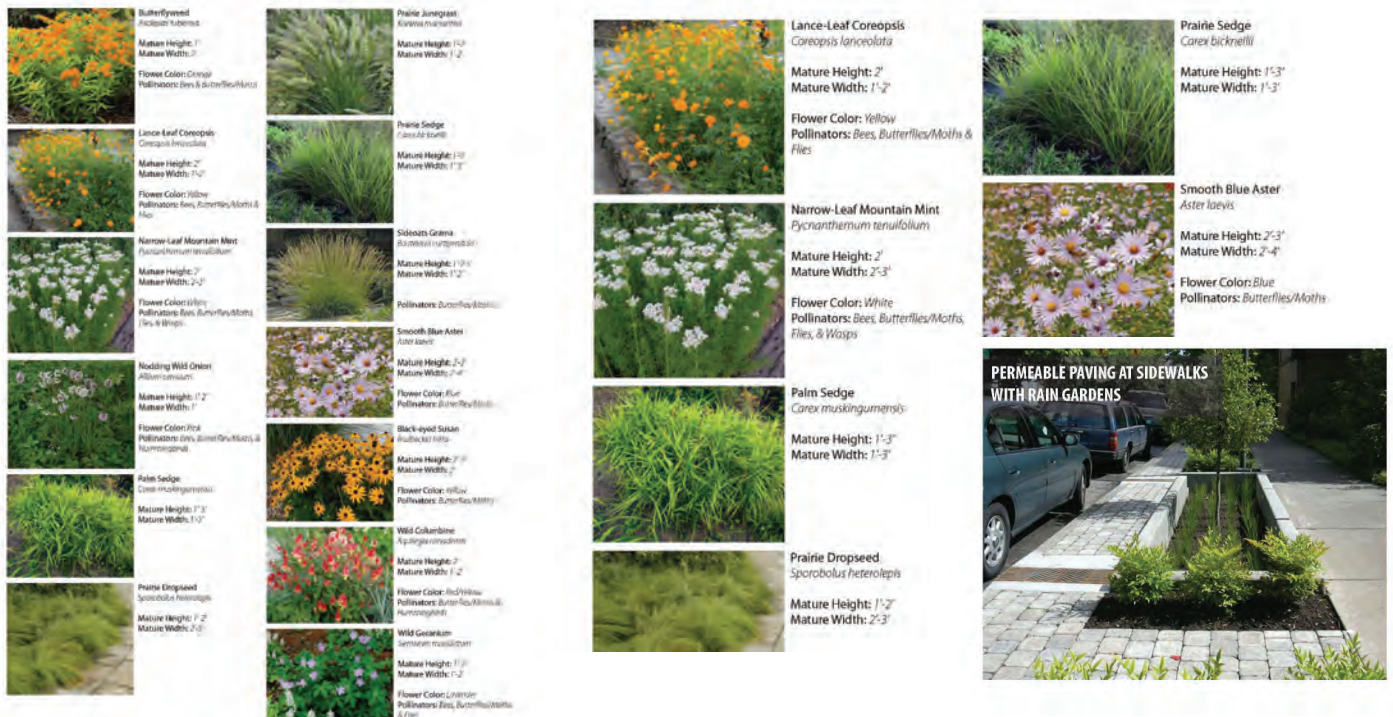




# CONCEPT PLAN PRESENTATION | Plantings



# CONCEPT PLAN PRESENTATION | Plantings





## CONCEPT PLAN PRESENTATION | Roadway Lights + Signals



45<sup>th</sup> and Calumet Ave

## CONCEPT PLAN | Pedestrian Lights Shepherd's Hook Option

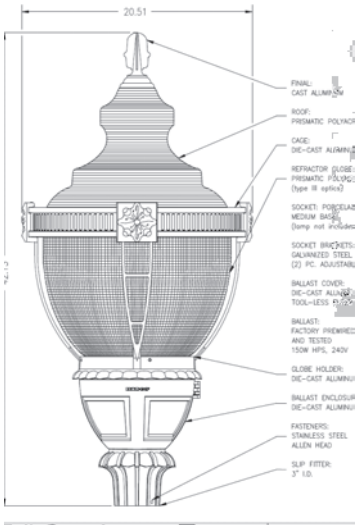
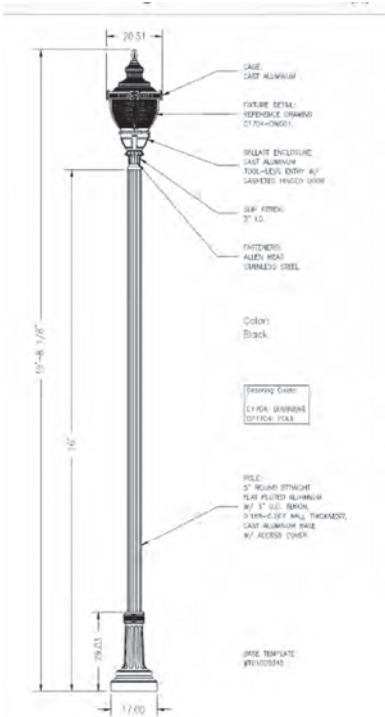




# CONCEPT PLAN | Pedestrian Lights Post Top Option



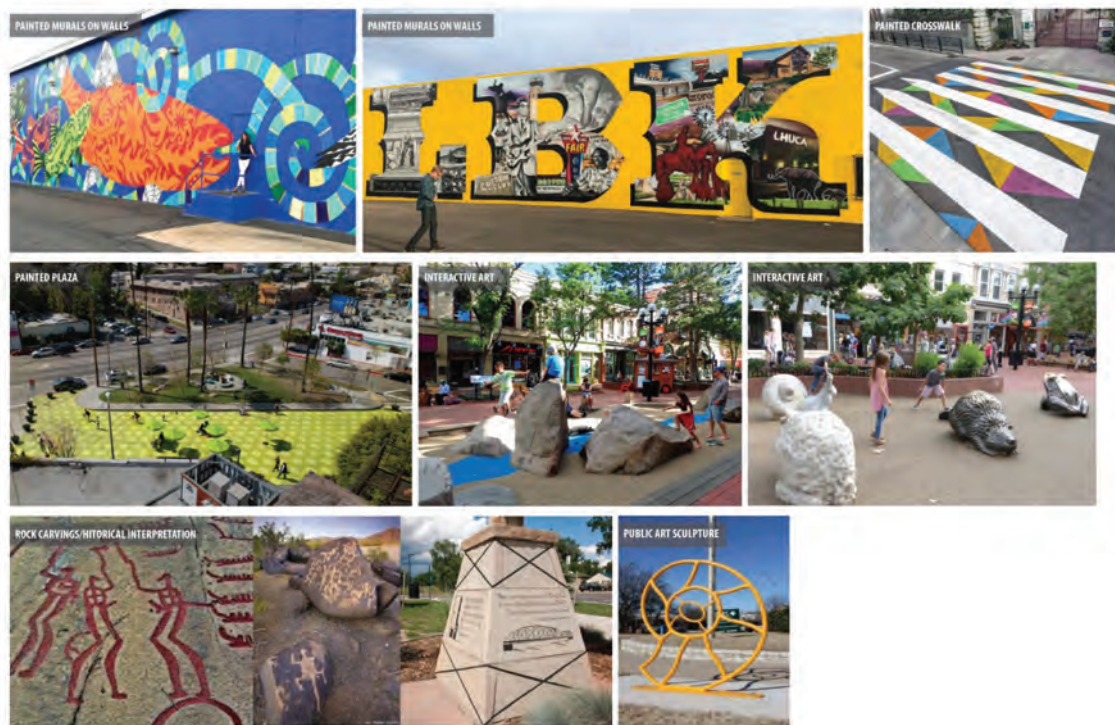
# CONCEPT PLAN | Pedestrian Lights Caged Acorn Option



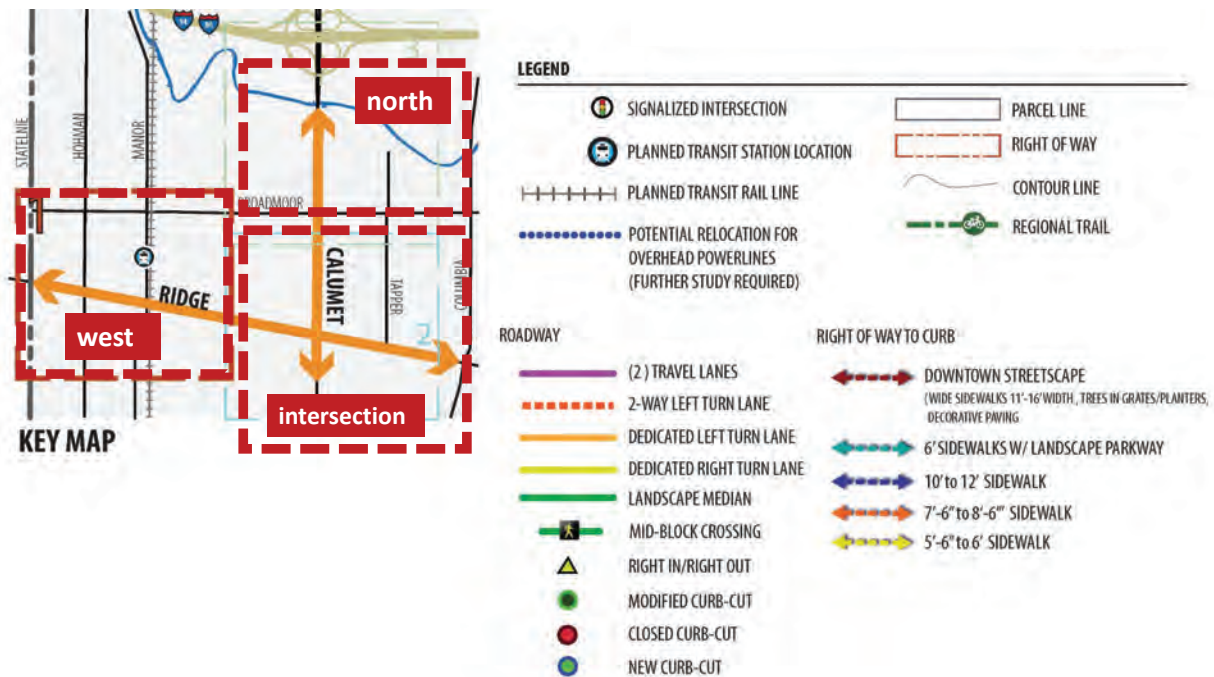
Hohman Avenue



# CONCEPT PLAN PRESENTATION | Public Art

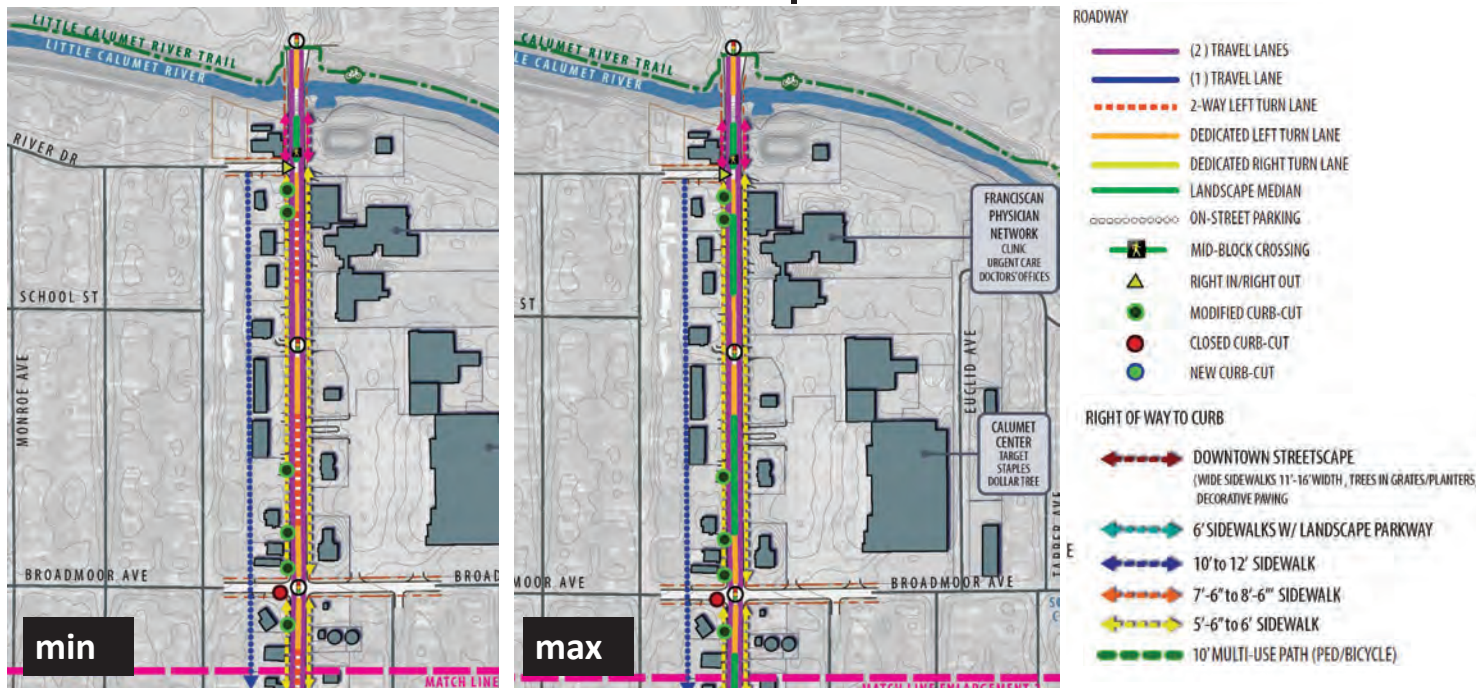


# CONCEPT PLAN | Min vs Max Roadway Change





# CONCEPT PLAN PRESENTATION | Min vs Max - north

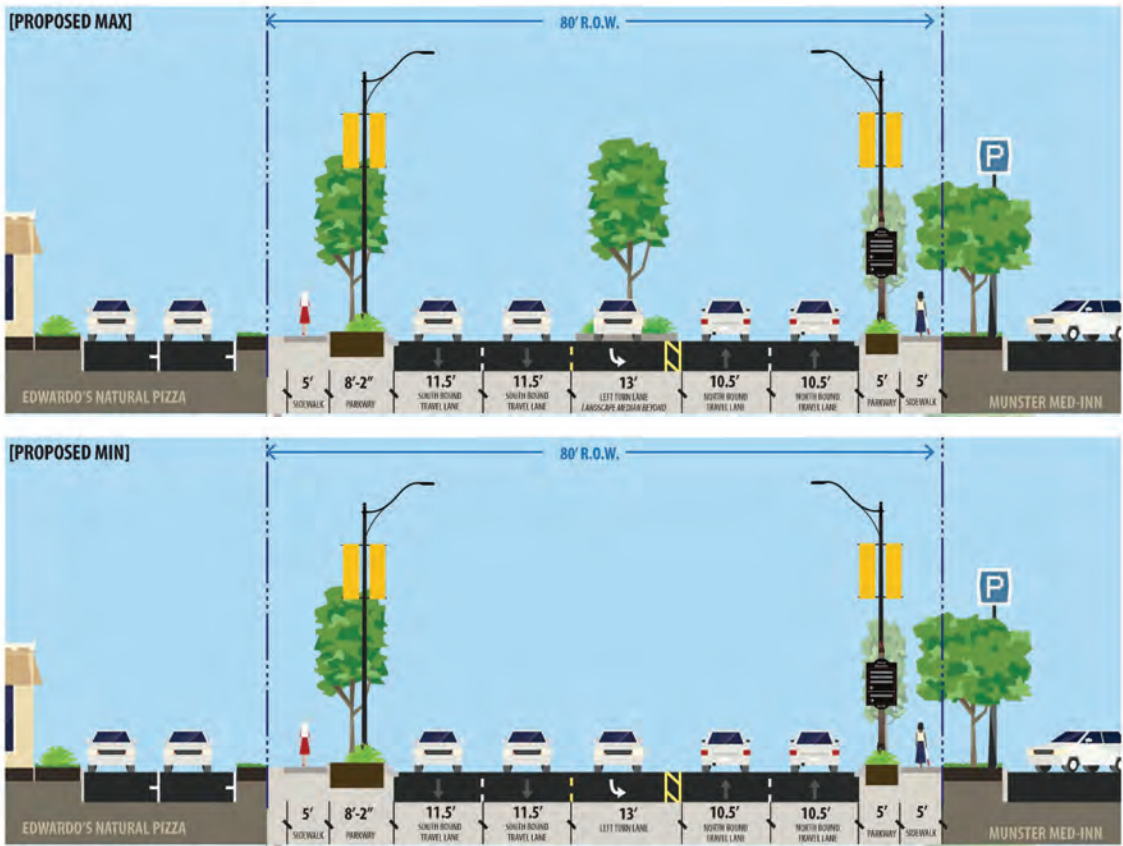


# CONCEPT PLAN PRESENTATION | Photovisualizations



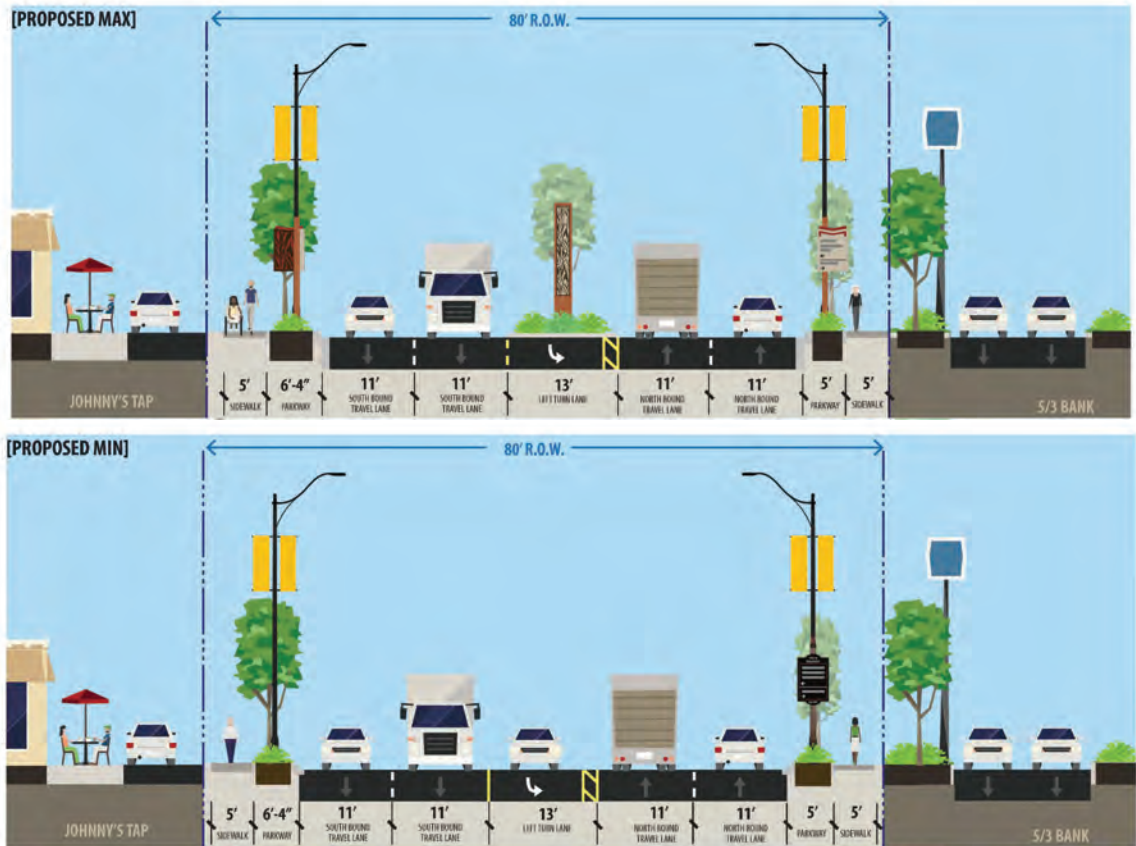
# Calumet Ave Sections

South of River Drive



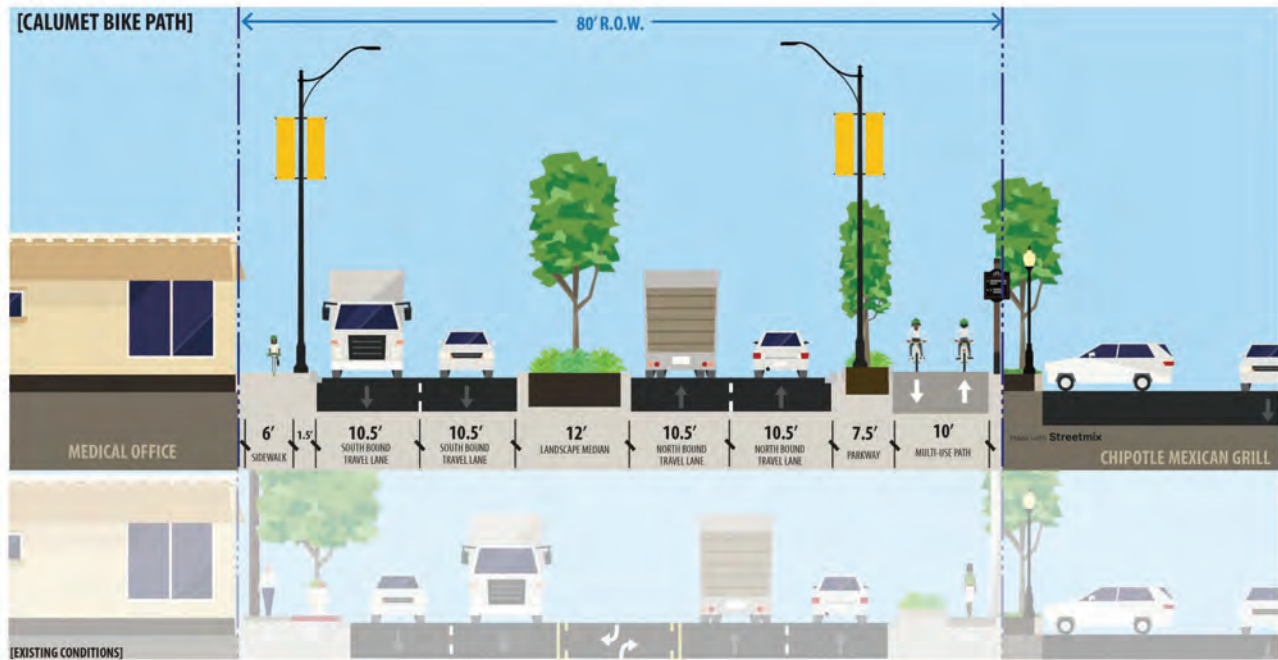
# Calumet Ave Sections

North of Broadmoor Ave





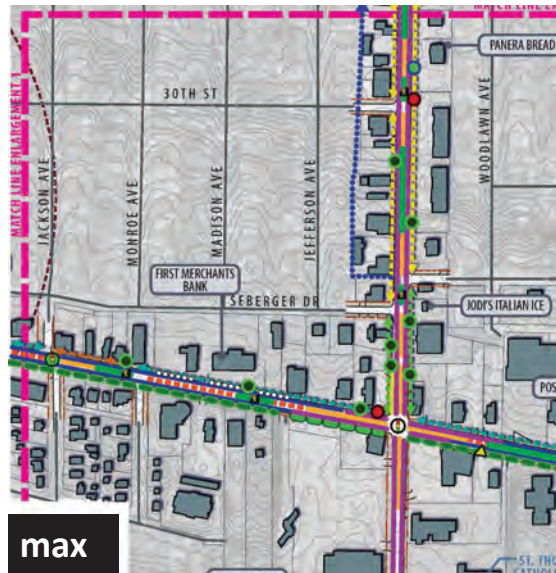
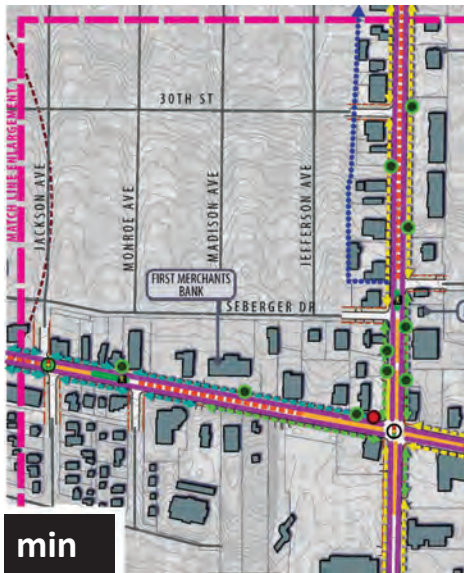
# Calumet Ave Sections | Bike Path Study



## CONCEPT PLAN PRESENTATION | Enlargements



# CONCEPT PLAN PRESENTATION | Min vs Max - intersection



- ROADWAY**
- (2) TRAVEL LANES
  - (1) TRAVEL LANE
  - 2-WAY LEFT TURN LANE
  - DEDICATED LEFT TURN LANE
  - DEDICATED RIGHT TURN LANE
  - LANDSCAPE MEDIAN
  - ON-STREET PARKING
  - MID-BLOCK CROSSING
  - RIGHT IN/RIGHT OUT
  - MODIFIED CURB-CUT
  - CLOSED CURB-CUT
  - NEW CURB-CUT
- RIGHT OF WAY TO CURB**
- DOWNTOWN STREETSCAPE (WIDE SIDEWALKS 11'-16" WIDTH, TREES IN GRATES/PLANTERS, DECORATIVE PAVING)
  - 6' SIDEWALKS W/ LANDSCAPE PARKWAY
  - 10' to 12' SIDEWALK
  - 7'-6" to 8'-6" SIDEWALK
  - 5'-6" to 6' SIDEWALK
  - 10' MULTI-USE PATH (PED/BICYCLE)

## Calumet Ave Sections

South of 30<sup>th</sup> Street





## CONCEPT PLAN PRESENTATION | Enlargements

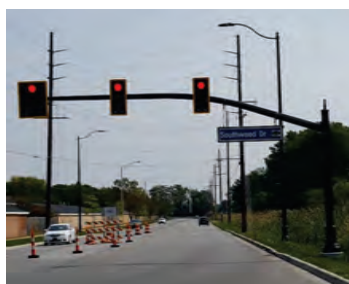


## CONCEPT PLAN PRESENTATION | Photovisualizations

Enhanced crosswalk striping

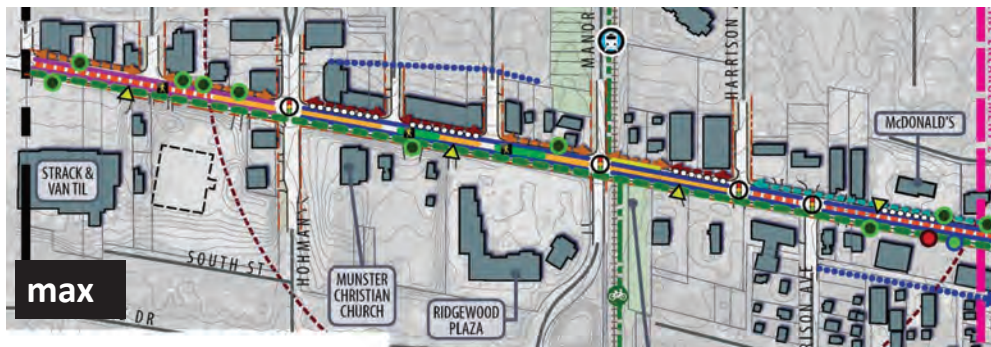
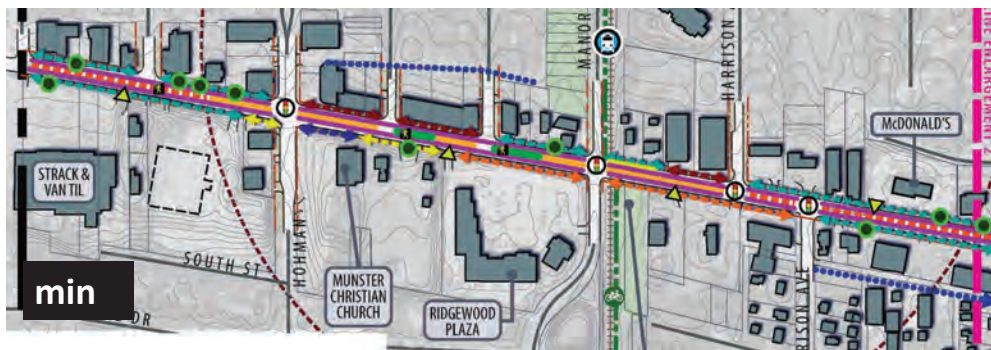
Improved traffic signal enhancements include black poles and mast arms, enhanced pedestrian signalization and timing

Accessible curb ramps with detectable warnings





# CONCEPT PLAN PRESENTATION | Min vs Max - west



## ROADWAY

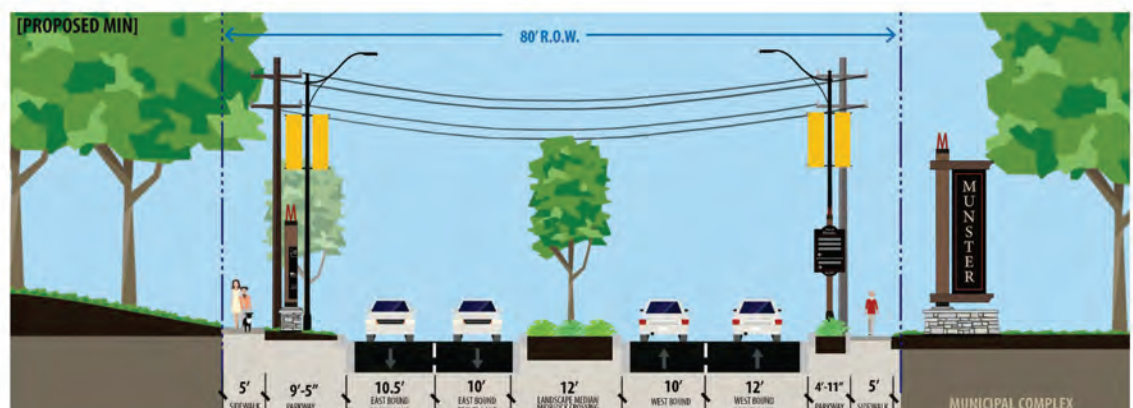
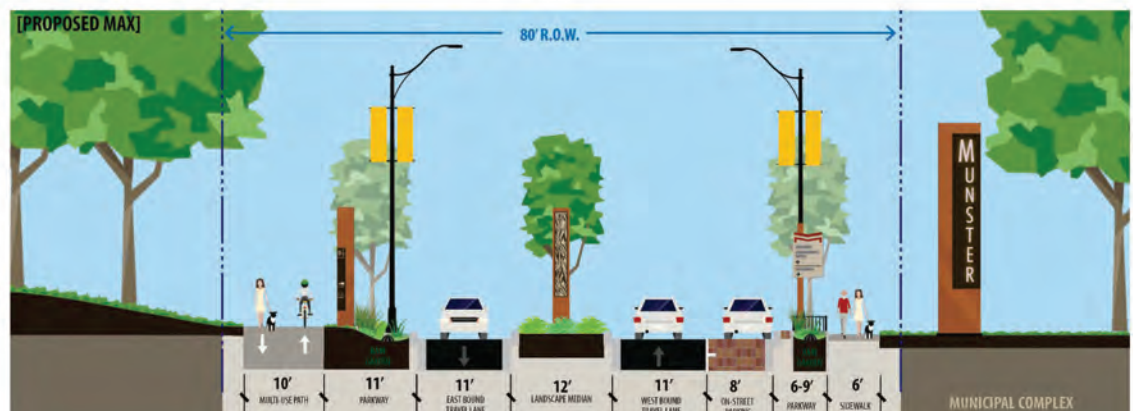
- (2) TRAVEL LANES
- (1) TRAVEL LANE
- 2-WAY LEFT TURN LANE
- DEDICATED LEFT TURN LANE
- DEDICATED RIGHT TURN LANE
- LANDSCAPE MEDIAN
- ON-STREET PARKING
- MID-BLOCK CROSSING
- RIGHT IN/RIGHT OUT
- MODIFIED CURB-CUT
- CLOSED CURB-CUT
- NEW CURB-CUT

## RIGHT OF WAY TO CURB

- DOWNTOWN STREETSCAPE  
(WIDE SIDEWALKS 11'-16" WIDTH, TREES IN GRATES/PLANTERS, DECORATIVE PAVING)
- 6' SIDEWALKS W/ LANDSCAPE PARKWAY
- 10' to 12' SIDEWALK
- 7'-6" to 8'-6" SIDEWALK
- 5'-6" to 6' SIDEWALK
- 10' MULTI-USE PATH (PED/BICYCLE)

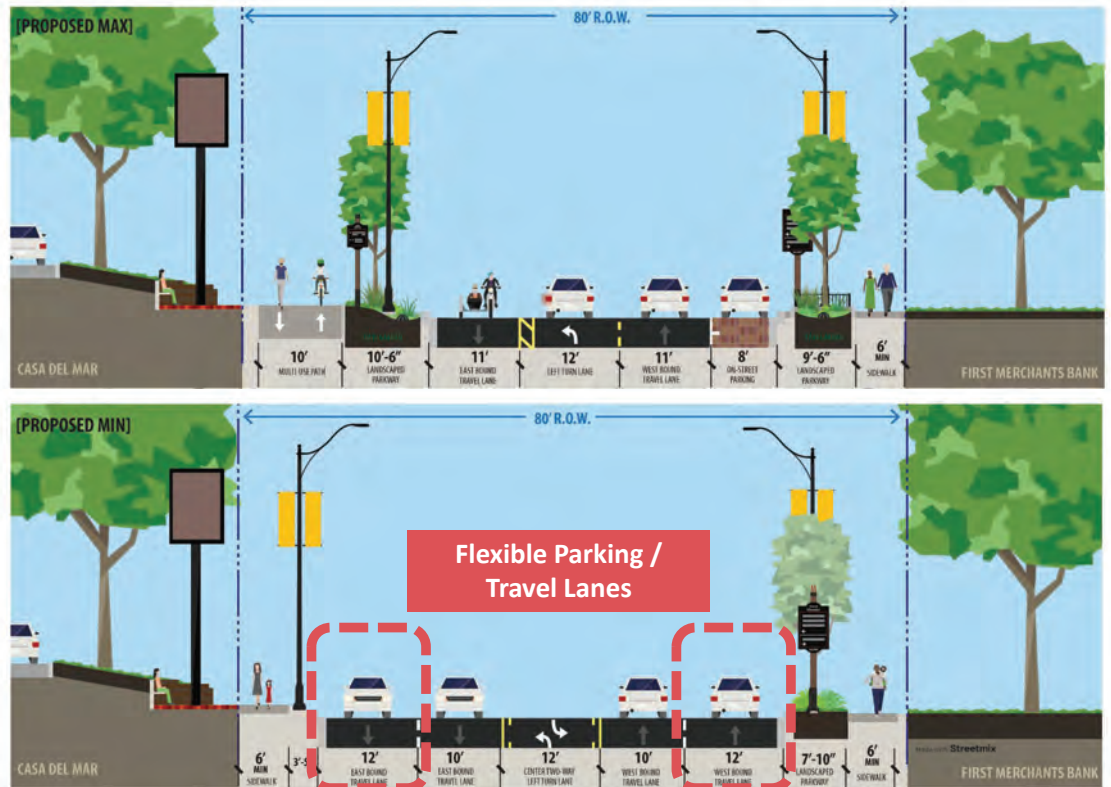
## Ridge Road Sections

East of  
Tapper Ave  
(Town Hall)



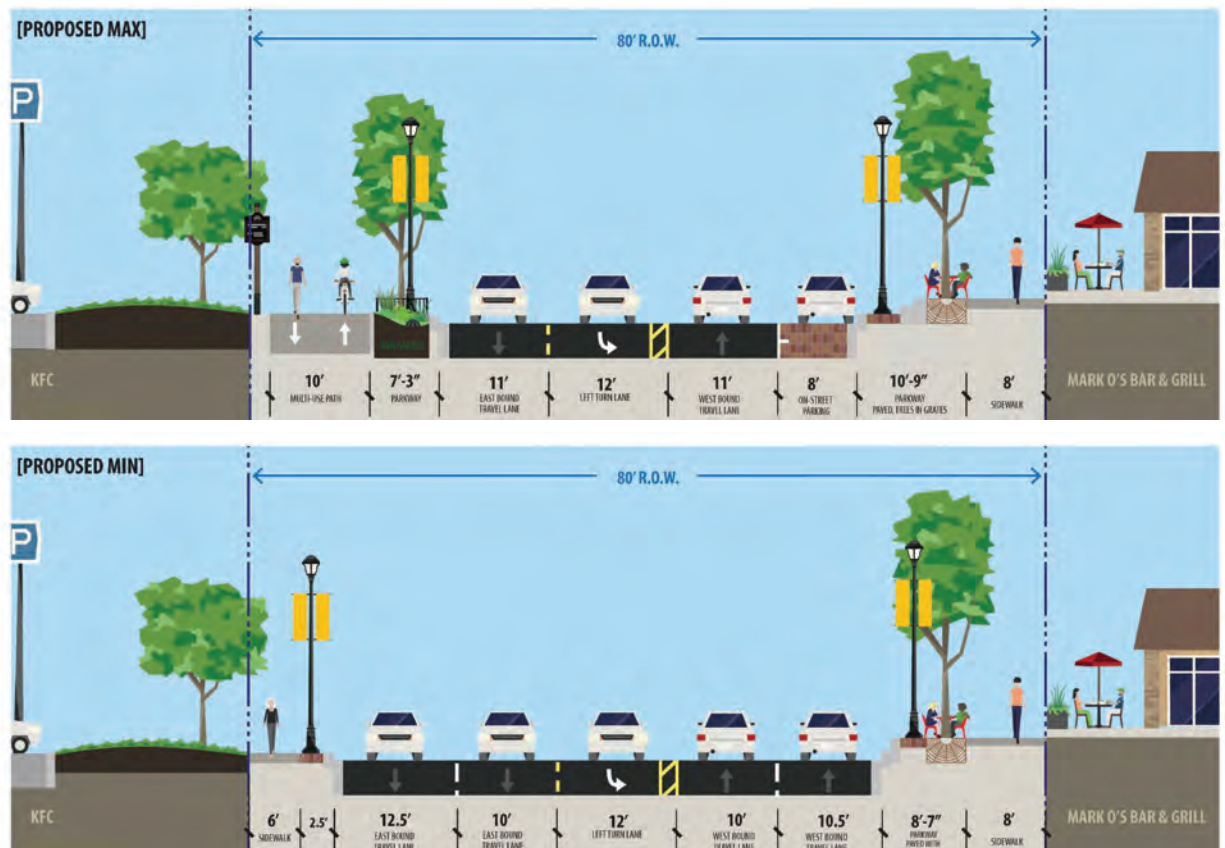
# Ridge Road Sections

West of Calumet Ave



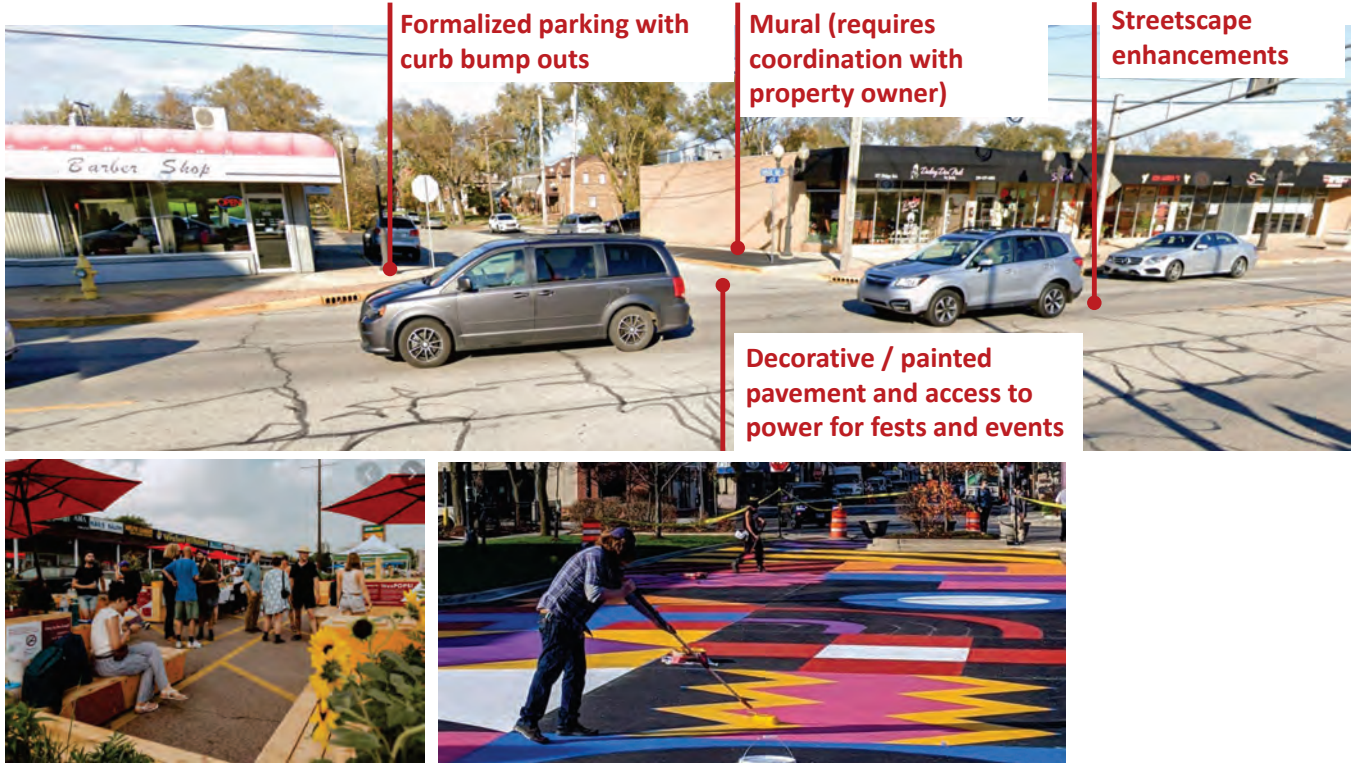
# Ridge Road Sections

West of Harrison Ave (west)



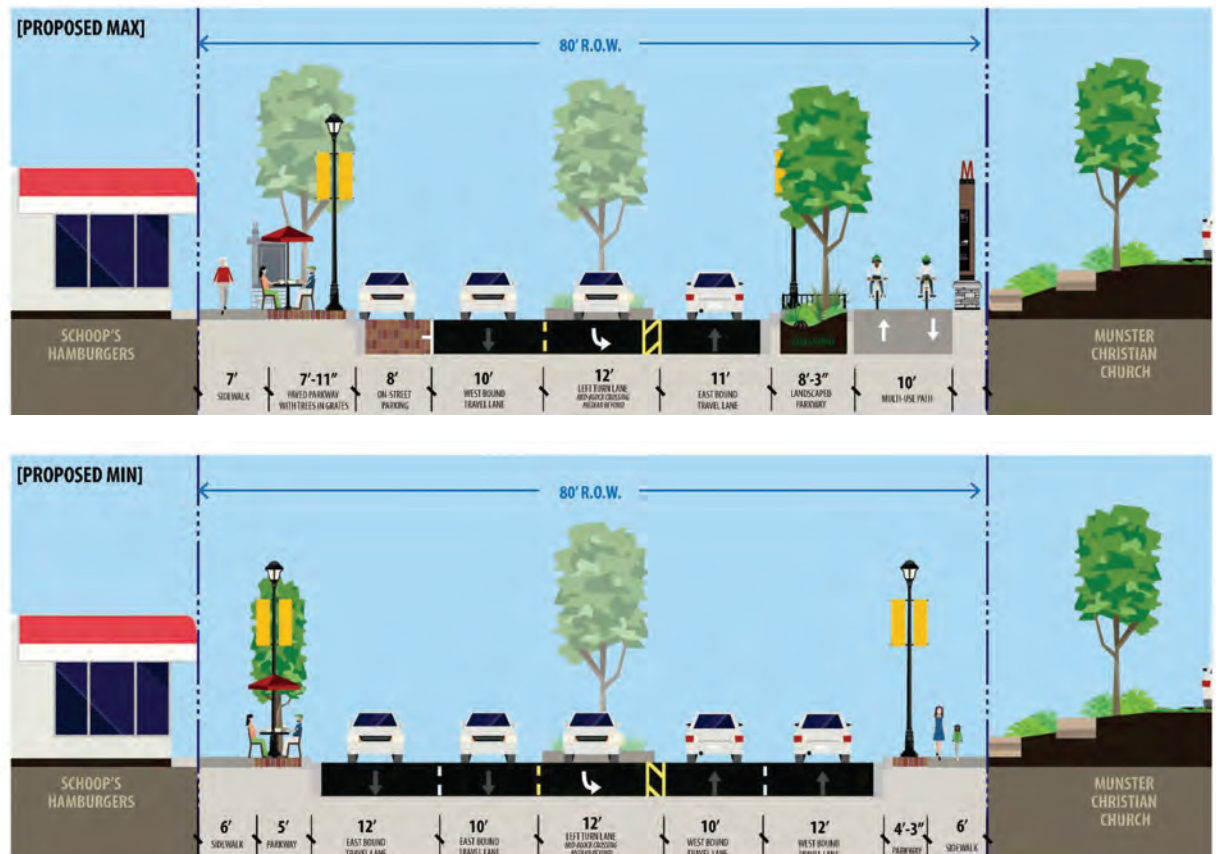


# CONCEPT PLAN PRESENTATION | Photovisualizations



## Ridge Road Sections

East of Hohman Ave  
(west of Meadow Lane)



# CONCEPT PLAN PRESENTATION | Enlargements



# CONCEPT PLAN PRESENTATION | Enlargements





# CONCEPT PLAN PRESENTATION | Photovisualizations



## PILOT PROJECTS | Options



### NORTH CALUMET AVE GATEWAY

- Timber railings
- Gateway sign
- Evergreen tree screening



### MEADOW LANE PARKING PLAZA

- Pavement / building wall murals
- Dedicated staff for events programming
- Electrical access, movable furnishings

# 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)

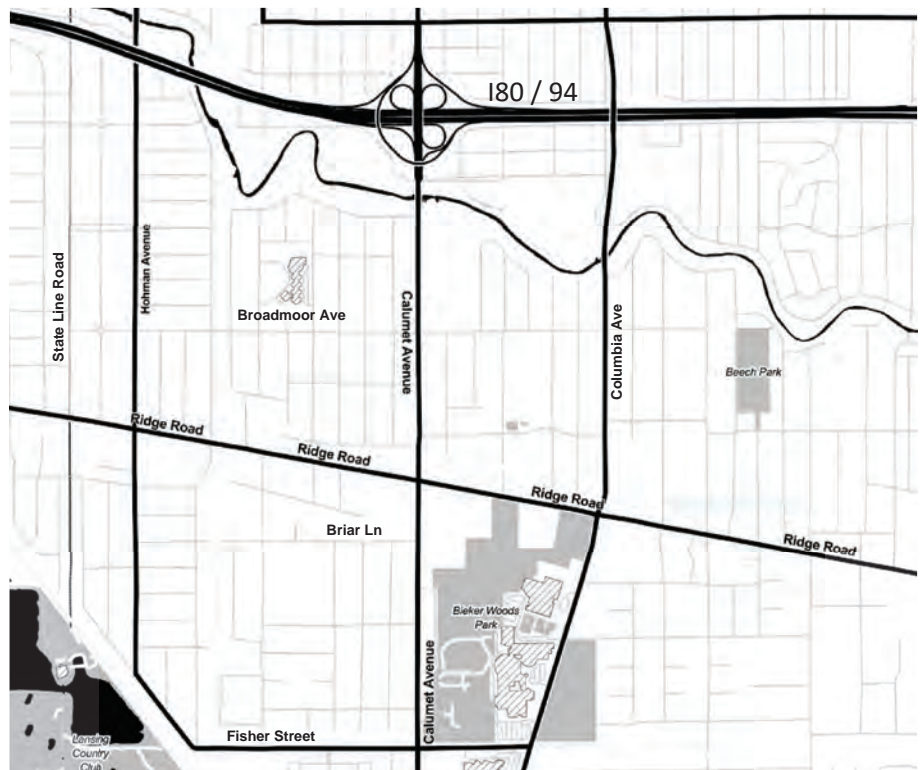
	EXISTING	MIN	MAX
Ridge Road	55-70'	55-70'	35-70'
Calumet Avenue	55-75'	55-75'	55-75'

## 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'

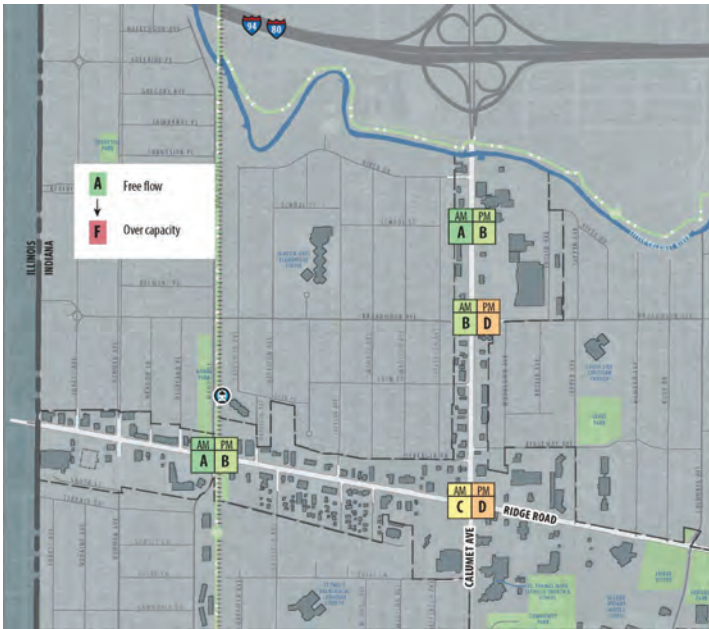
## APPROACH TO FUTURE TRAFFIC ANALYSIS

- 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

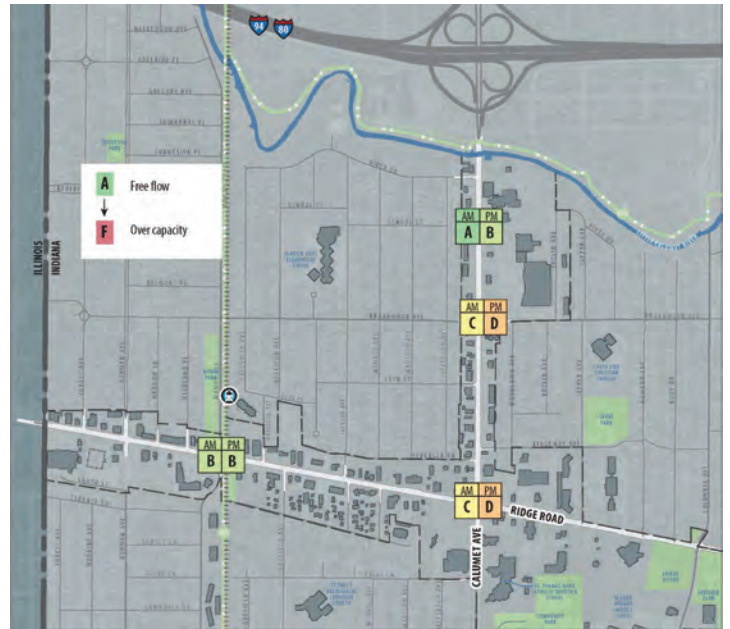


# INTERSECTION LEVELS OF SERVICE

## Future Min Scenario

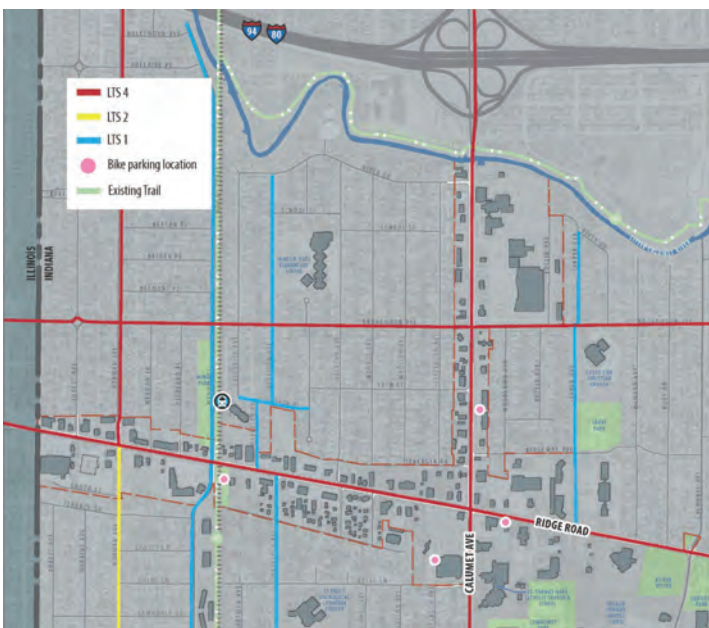


## Future Max Scenario

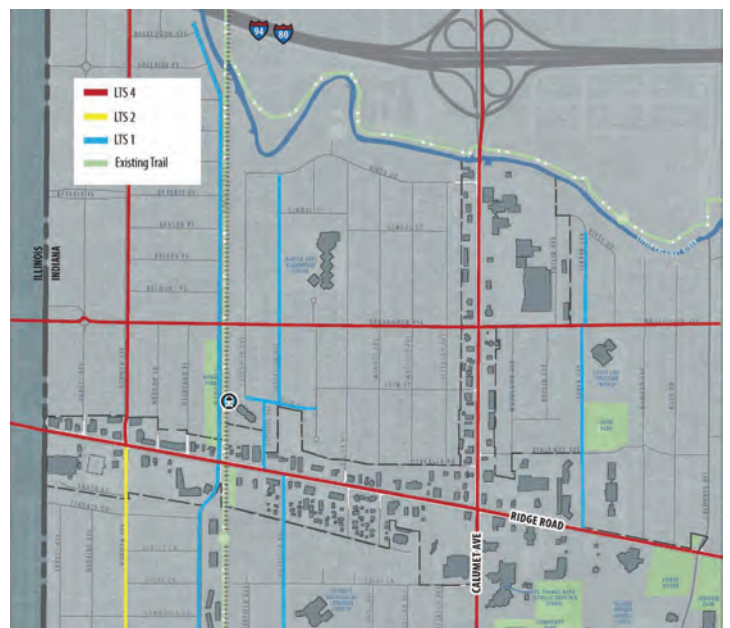


# BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

## Existing

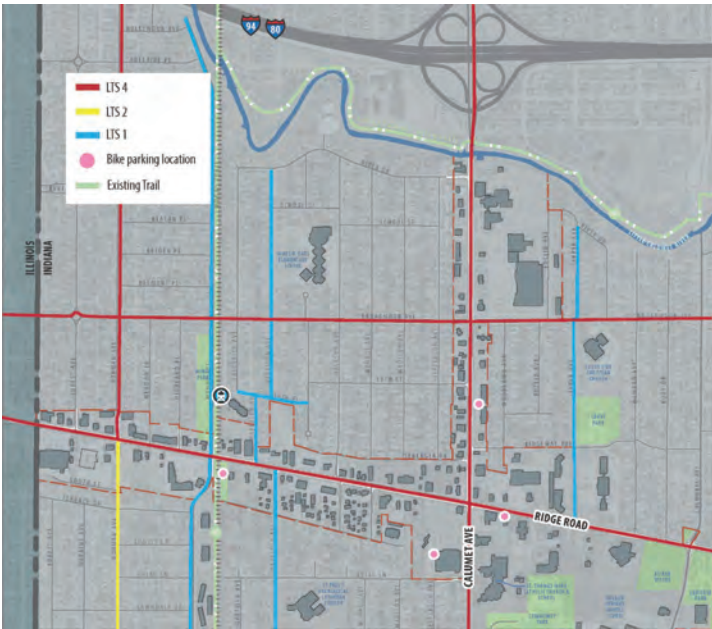


## Future Min Scenario

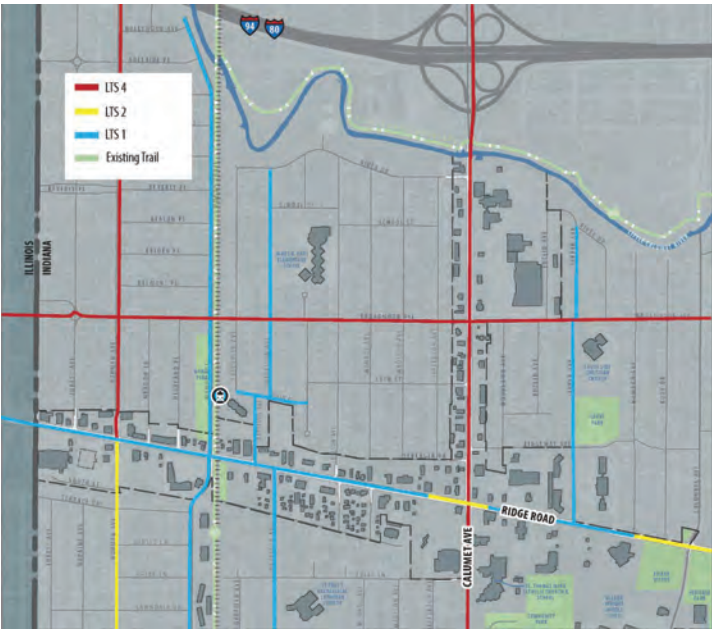


# BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

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"><li>• 58 full access</li><li>• 1 limited access</li></ul>	56 total (~8 per 1,000 ft) <ul style="list-style-type: none"><li>• 50 full access</li><li>• 6 limited access</li></ul>	56 total (~8 per 1,000 ft) <ul style="list-style-type: none"><li>• 44 full access</li><li>• 12 limited access</li></ul>
Calumet Avenue	56 total (~13 per 1,000 ft) <ul style="list-style-type: none"><li>• 56 full access</li><li>• 0 limited access</li></ul>	54 (~12 per 1,000 ft) <ul style="list-style-type: none"><li>• 54 full access</li><li>• 0 limited access</li></ul>	55 total (~13 per 1,000 ft) <ul style="list-style-type: none"><li>• 36 full access</li><li>• 19 limited access</li></ul>



# METRICS | TRAFFIC

NUMBER OF PARKING SPACES			
	EXISTING	MIN	MAX
Ridge Road	0	0 during peak hours, 58 during off-peak hours	58
<i>* Additional on-street parking at Highland Pl, Meadow Ln and Forest Ave. Approx 10 spaces per street = 30 spaces</i>			
Calumet Avenue	0	0	0
<i>* Additional on-street parking at Seberger Dr (2) 30<sup>th</sup> St (4) = 6 spaces</i>			

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

## NEXT STEPS + QUESTIONS?

1. Community Poll #2
2. Public meeting, *mid December*
3. Next Committee Meeting: Draft Streetscape Plan, *after the new year*

**INPUT ACTIVITY**  
**Log on to: MENTI.COM**

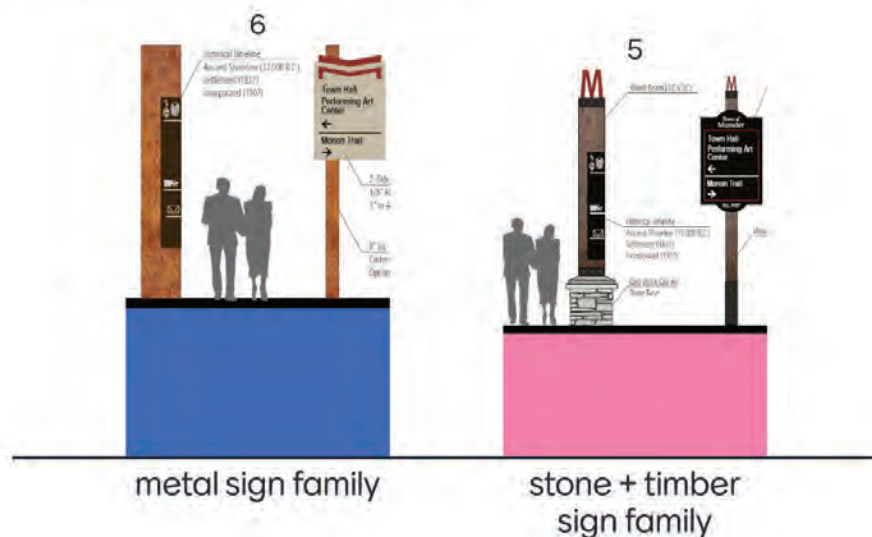


# Munster Streetscape Workshop | Committee Meeting #2

November 18, 2020



In your opinion, which signage concept best matches Munster's character and identity?

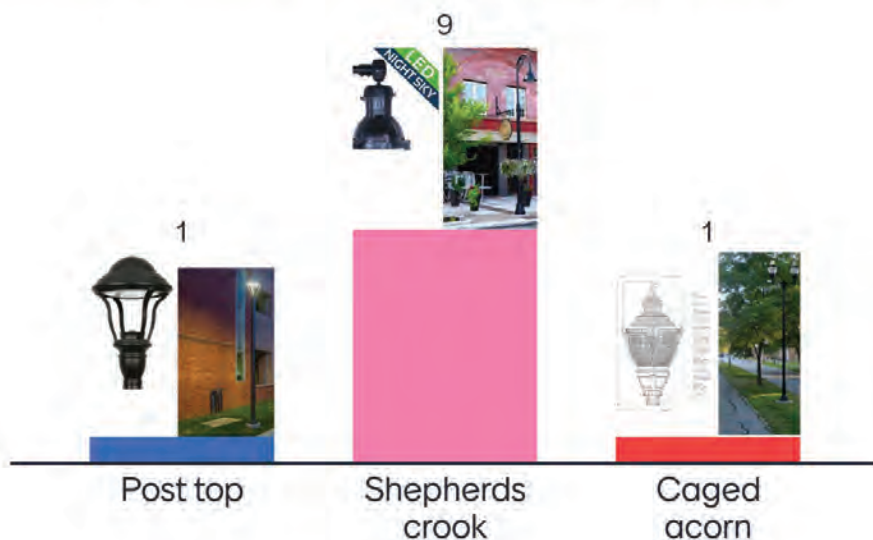




In your opinion, which furnishings family best matches Munster's character and identity?

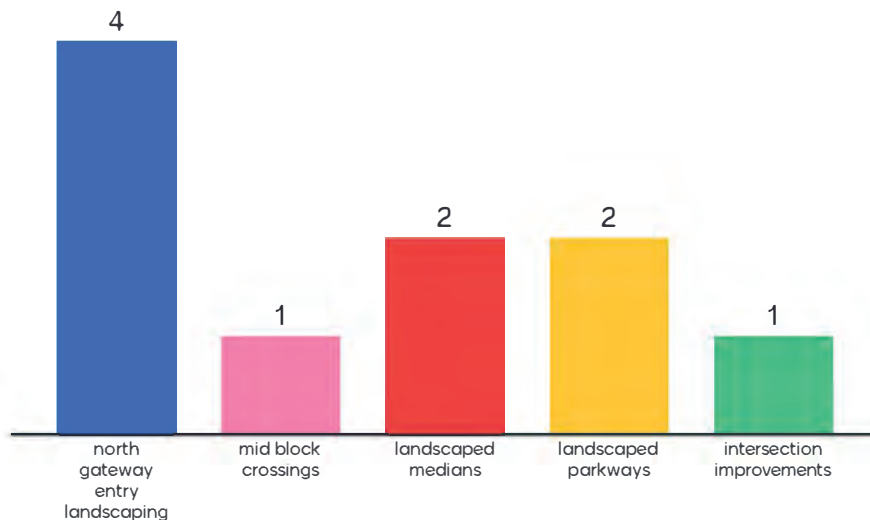


In your opinion, which pedestrian scale lighting best supports Munster's character along Ridge Road?



## Calumet Avenue Min Concept: Select one item that represents the best value for Munster.

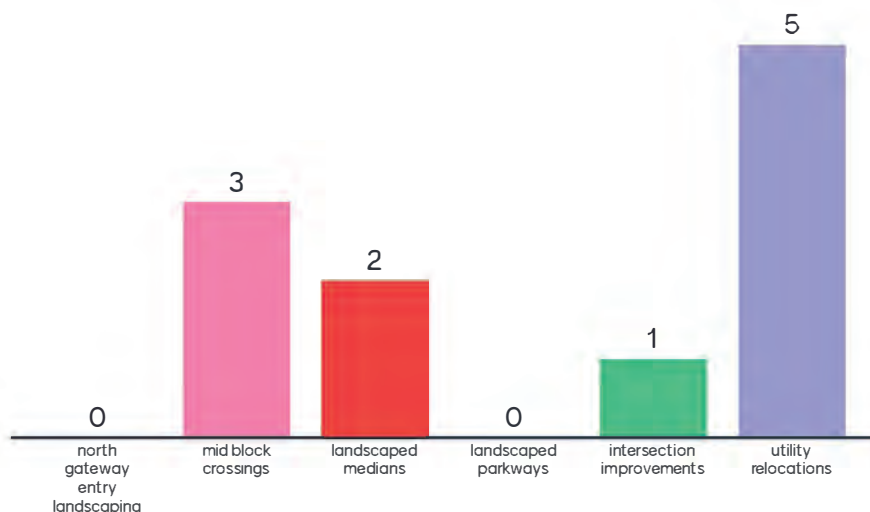
Mentimeter



10

## Calumet Avenue Max Concept: Select one item that represents the best value for Munster.

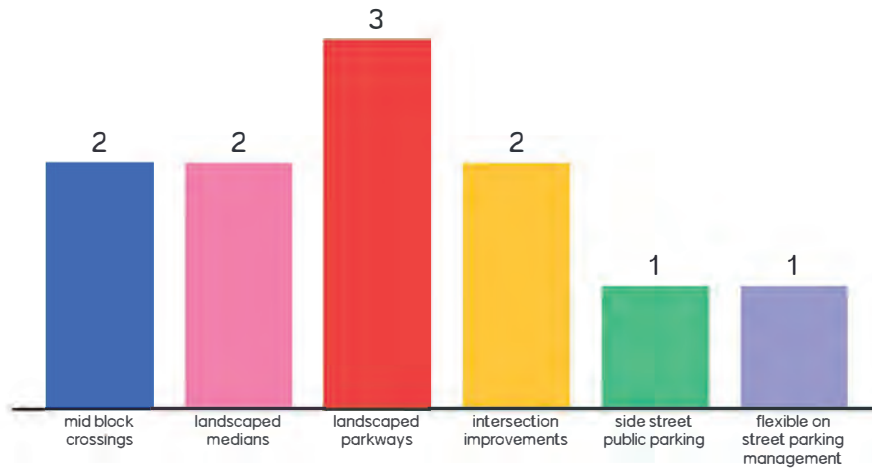
Mentimeter



11

## Ridge Road Min Concept: Select one item that represents the best value for Munster.

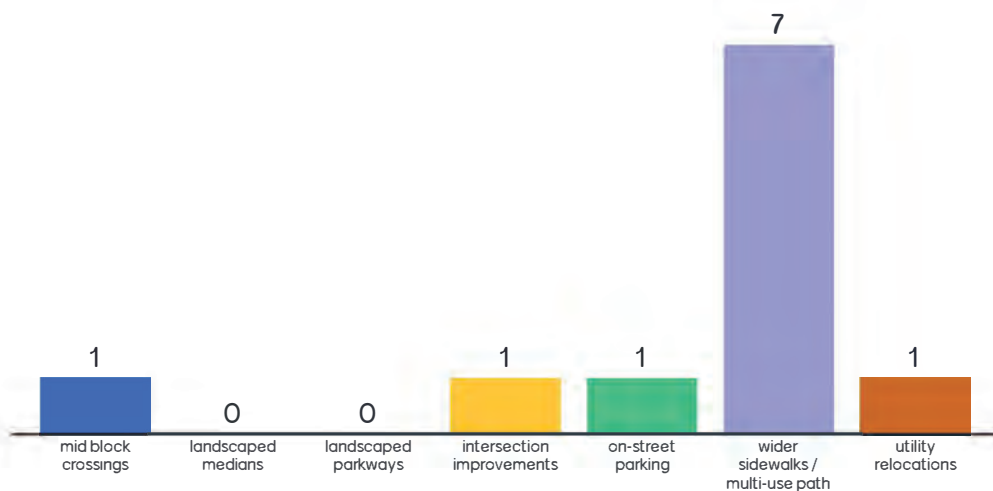
Mentimeter



11

## Ridge Road Max Concept: Select one item that represents the best value for Munster.

Mentimeter



11



# Which pilot project should Munster focus on implementing first?

Mentimeter



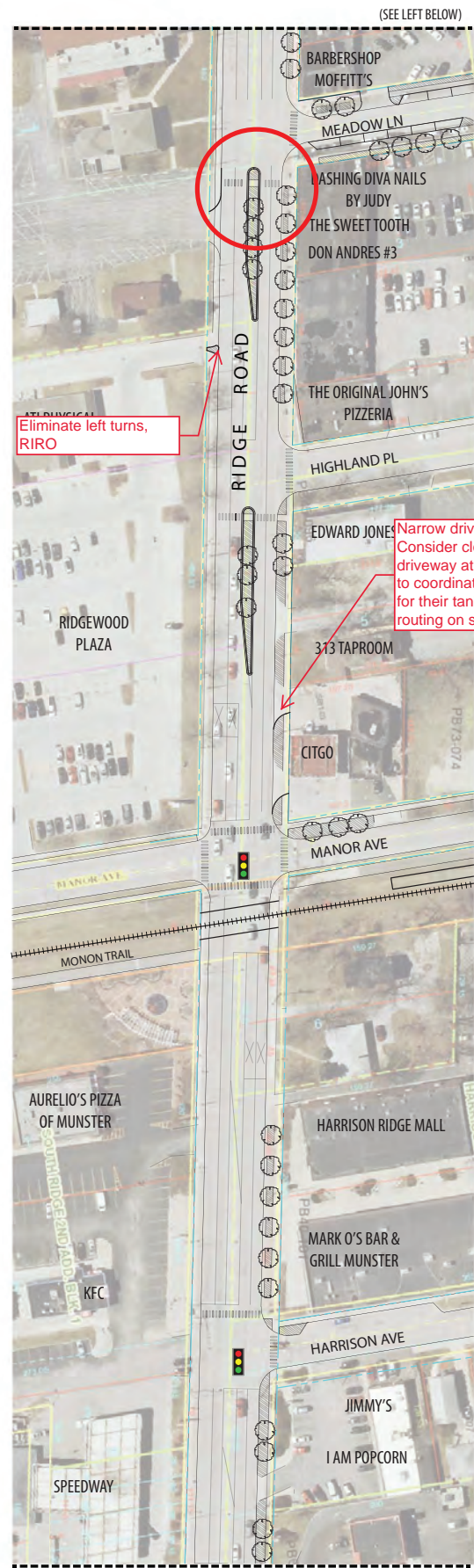
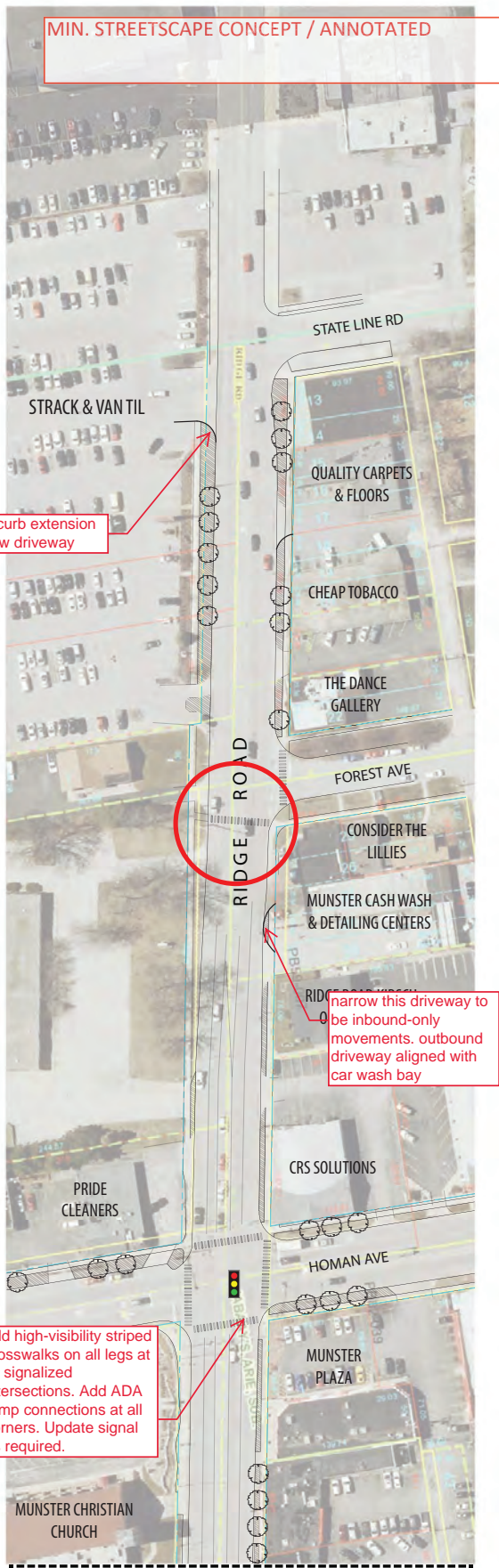
11

## What else should we be thinking about? Please list any additional comments here for the Q+A.

Mentimeter

I really think the median landscape are the best idea

1



Town of Munster, Indiana

# Munster Calumet-Ridge Streetscape

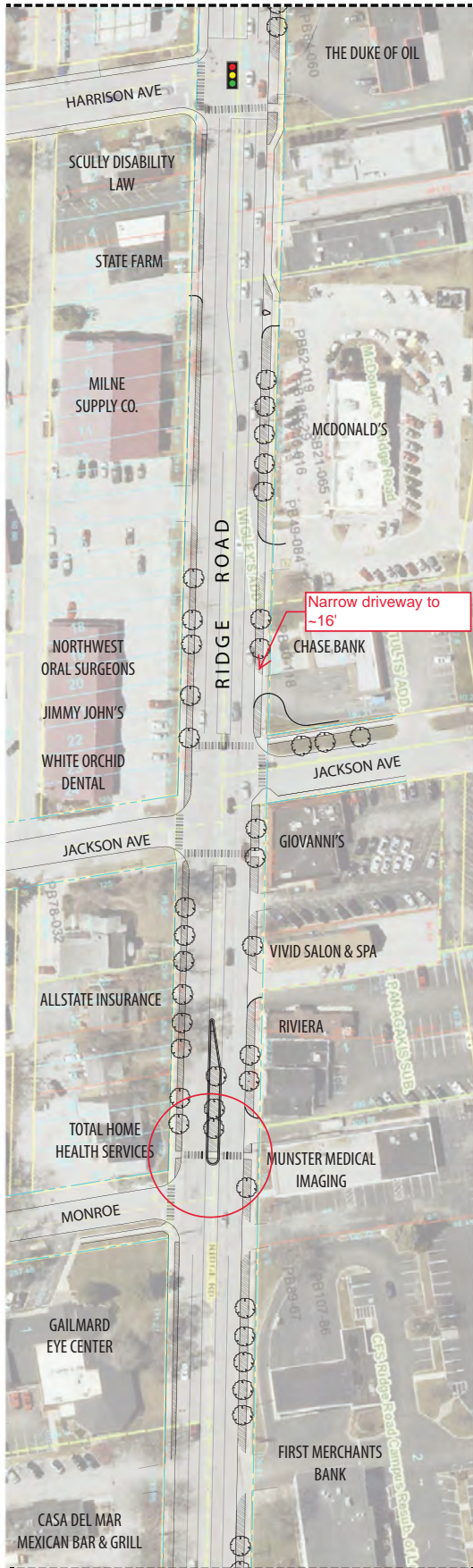
Draft: Min Streetscape Concept - Sheet 1 (Ridge Road)



November 10, 2020



(SEE SHEET 1)



(SEE RIGHT ABOVE)

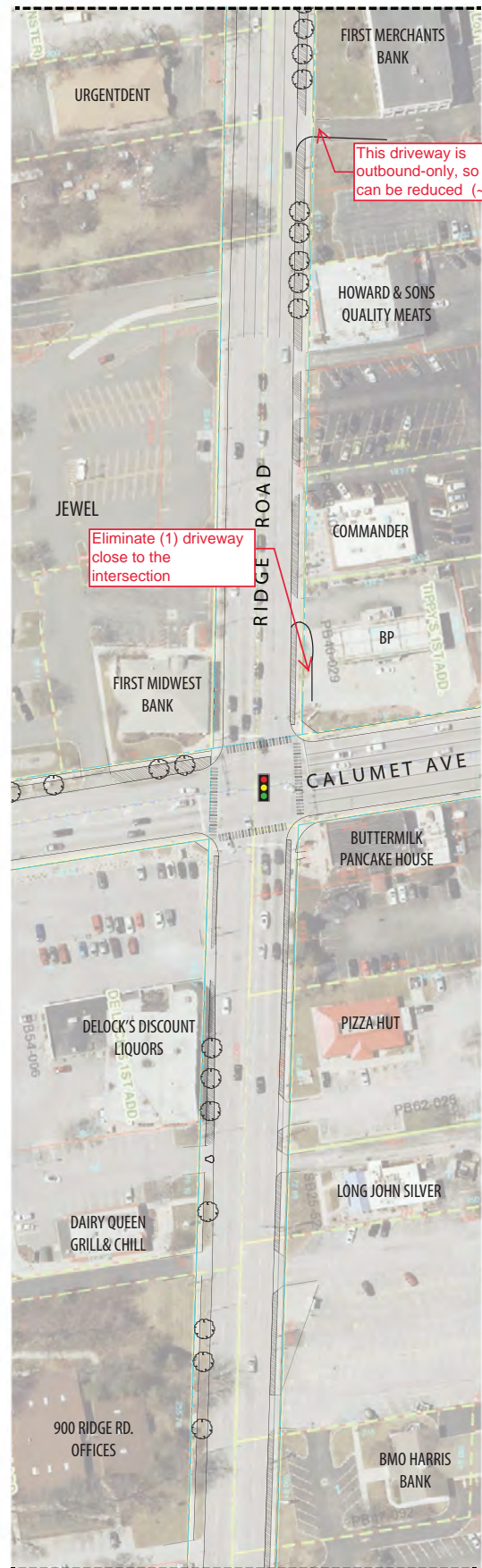


Town of Munster, Indiana

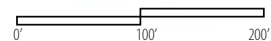
## Munster Calumet-Ridge Streetscape

Draft: Min Streetscape Concept - Sheet 2 (Ridge Road)

(SEE LEFT BELOW)



(SEE SHEET 3)



November 10, 2020

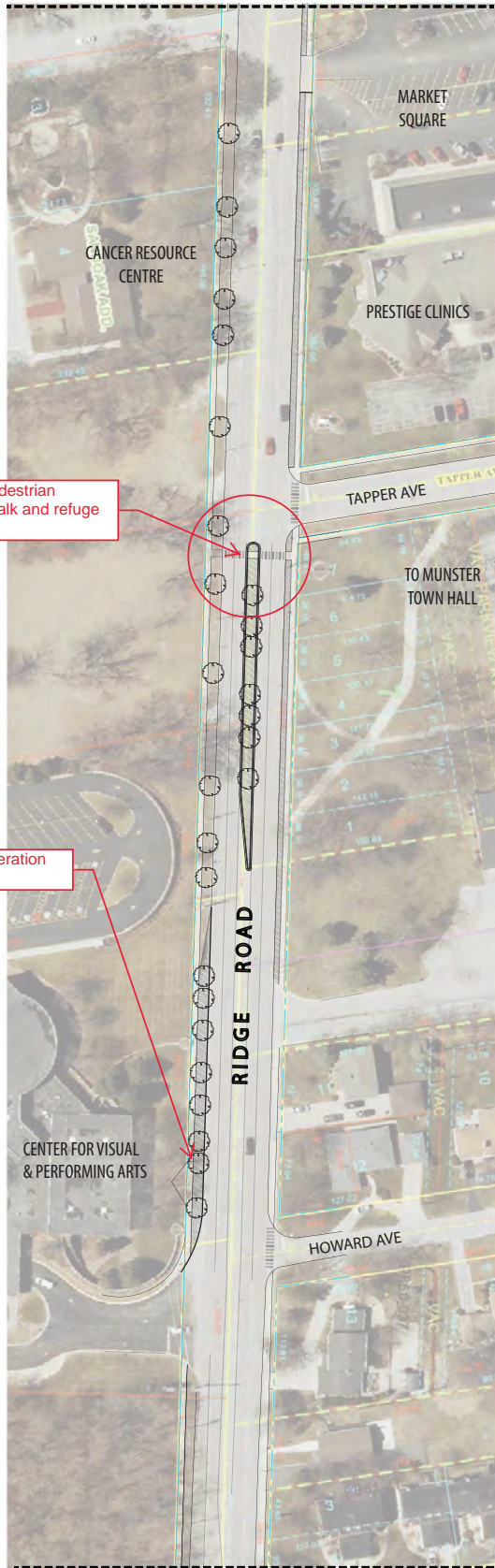


(SEE SHEET 2)

(SEE LEFT BELOW)

Add pedestrian crosswalk and refuge island

Remove deceleration lane



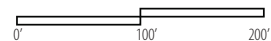
(SEE RIGHT ABOVE)



Town of Munster, Indiana

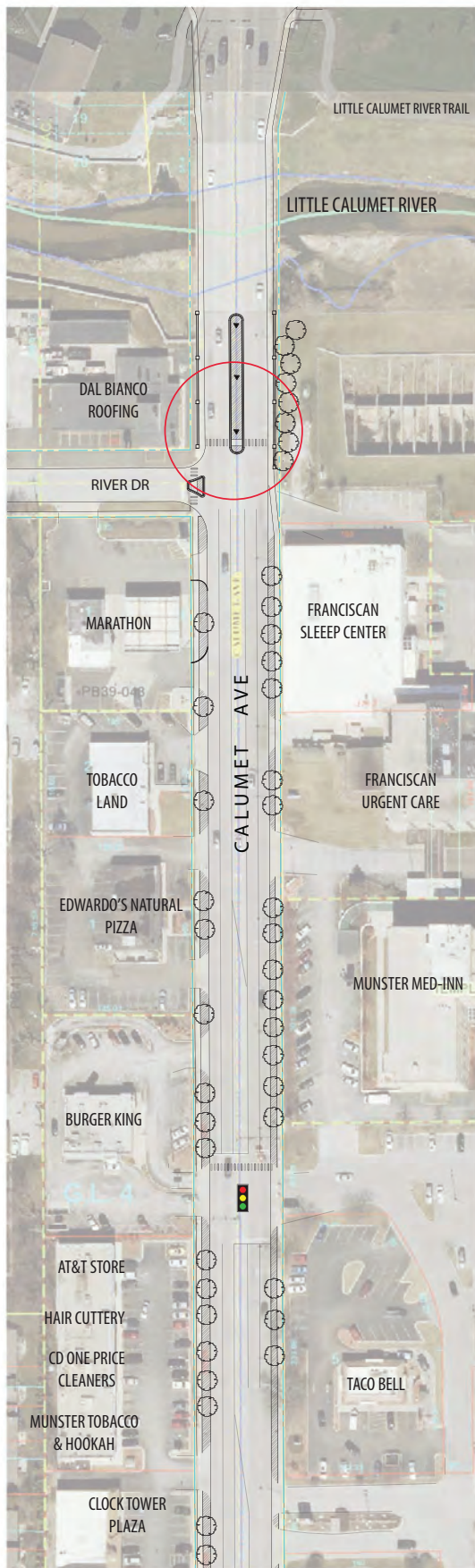
## Munster Calumet-Ridge Streetscape

Draft: Min Streetscape Concept - Sheet 3 (Ridge Road)



November 10, 2020





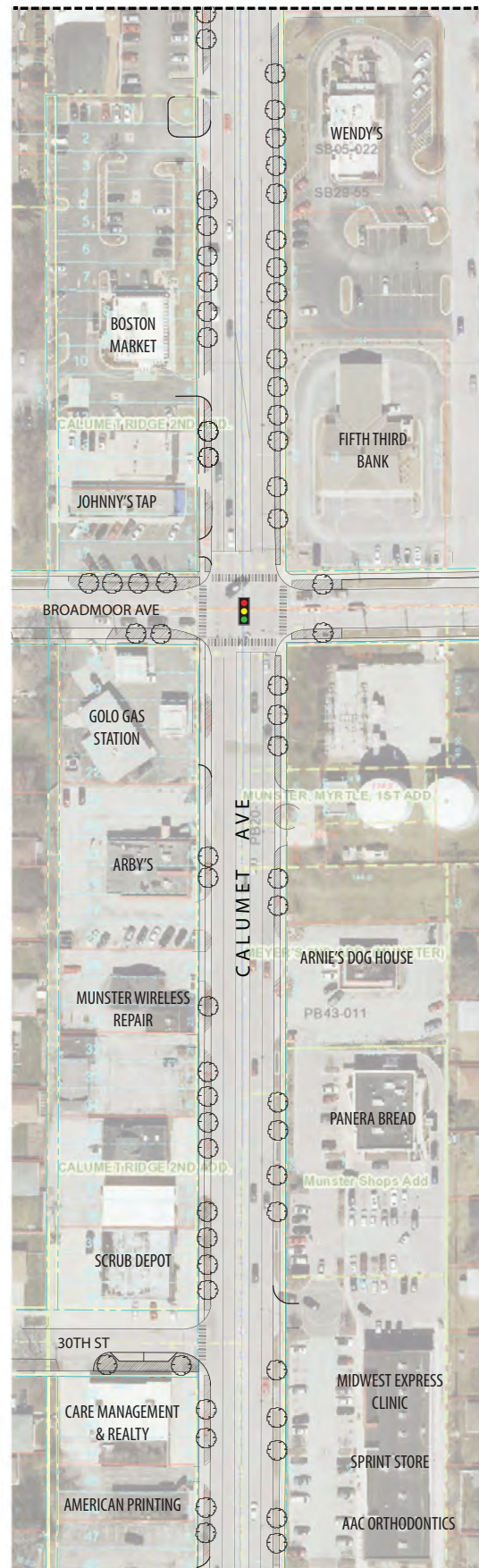
(SEE RIGHT ABOVE)



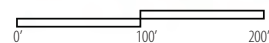
Town of Munster, Indiana

## Munster Calumet-Ridge Streetscape

Draft: Min Streetscape Concept - Sheet 4 (Calumet Avenue)



(SEE SHEET 5)

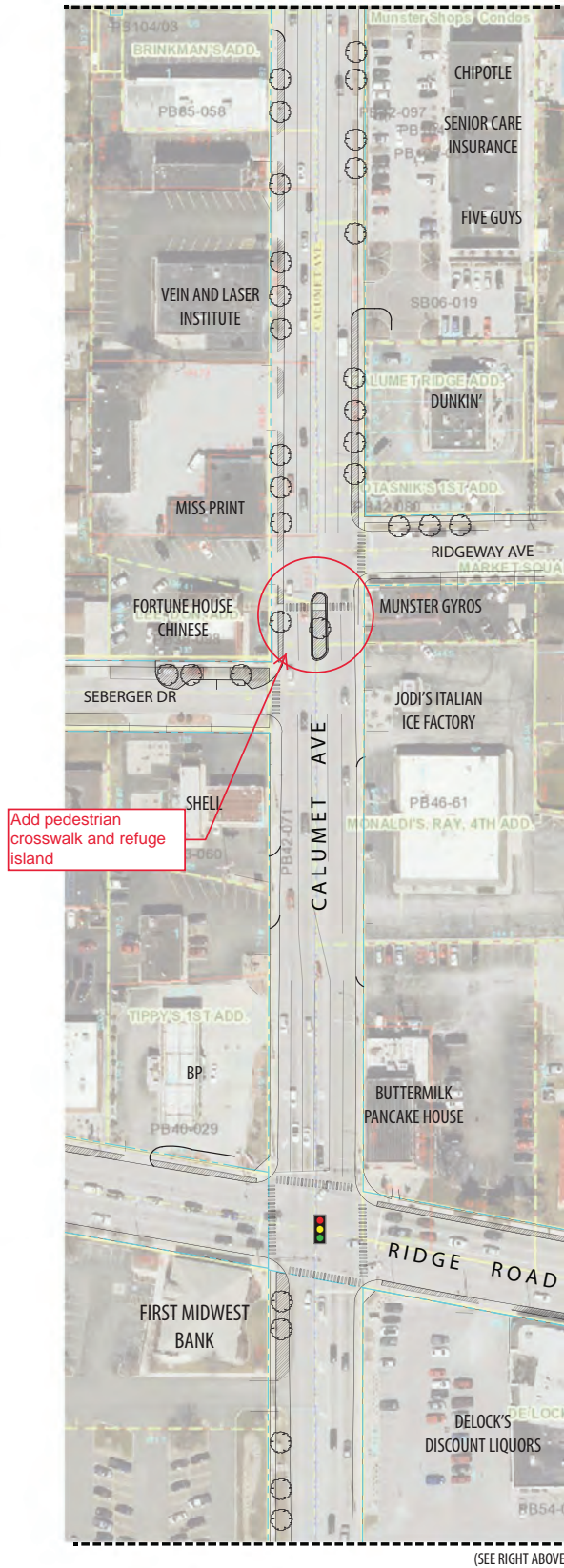


November 10, 2020



(SEE SHEET 4)

(SEE LEFT BELOW)



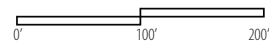
(SEE RIGHT ABOVE)



Town of Munster, Indiana

## Munster Calumet-Ridge Streetscape

Draft: Min Streetscape Concept - Sheet 5 (Calumet Avenue)



November 10, 2020



left-turn lane  
k & Van Til  
two  
d through  
commend  
ion with  
o reduce the  
of eastbound  
anes to 1 lane  
ois side for a  
transition in  
er.

Extend curb extension narrow driveway

Narrow access bound and (1) of driveway aligne Car Wash bay

Add high-visibility striped crosswalks on all legs at all signalized intersections. Add ADA ramp connections and signalization upgrades

PRIDE CLEANERS

MUNSTER CASH WASH & DETAILING CENTERS

CRS SOLUTIONS

STATE LINE RD

FOREST AVE

HOMAN AVE

MUNSTER CHRISTIAN CHURCH

QUALITY CARPETS & FLOORS

CHEAP TOBACCO

THE DANCE GALLERY

CONSIDER THE LILLIES

STRACK & VANTIL

STATE LINE RD

FOREST AVE

HOMAN AVE

PRIDE CLEANERS

MUNSTER CASH WASH & DETAILING CENTERS

CRS SOLUTIONS

QUALITY CARPETS & FLOORS

CHEAP TOBACCO

THE DANCE GALLERY

CONSIDER THE LILLIES

STRACK & VANTIL

extend curb extension  
to narrow driveway

Narrow access for (1) in bound and (1) outbound driveway aligned with Car Wash bay

Add high-visibility striped crosswalks on all legs at all signalized intersections. Add ADA ramp connections and signalization upgrades

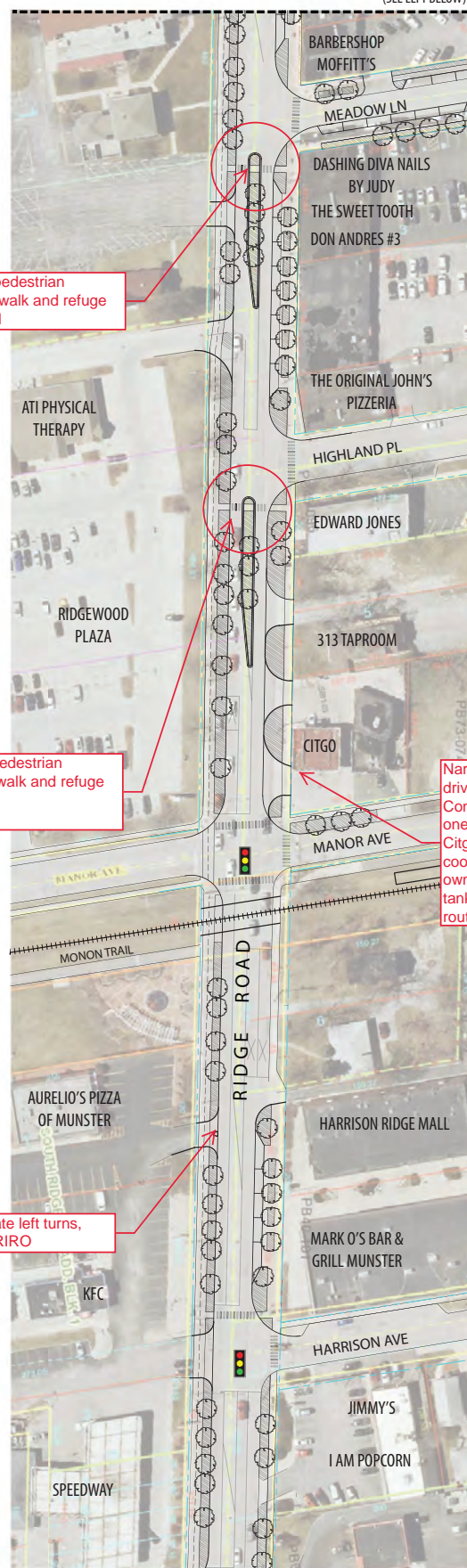
Add pedestrian crosswalk and refuge island

Add pedestrian crosswalk and refuge island

Narrow driveways. Consider closing one driveway at Citgo, need to coordinate with owner for their tanker truck routing on site.

Eliminate left turns,  
make RIRO

(SEE LEFT BELOW)

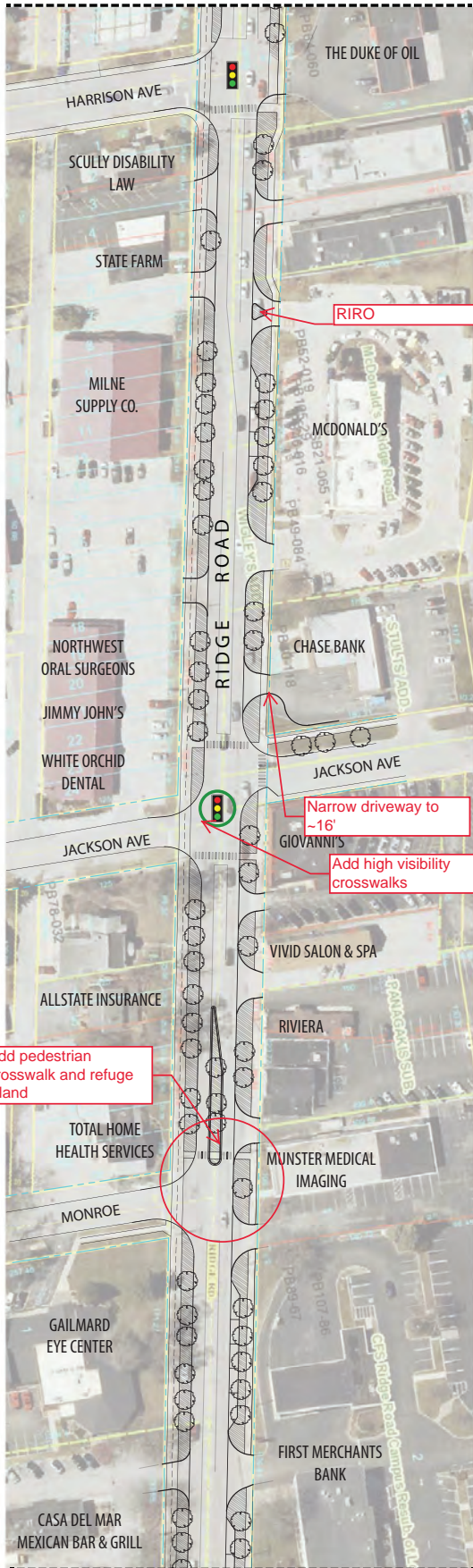


(SEE SHEET 2)





(SEE SHEET 1)



(SEE RIGHT ABOVE)

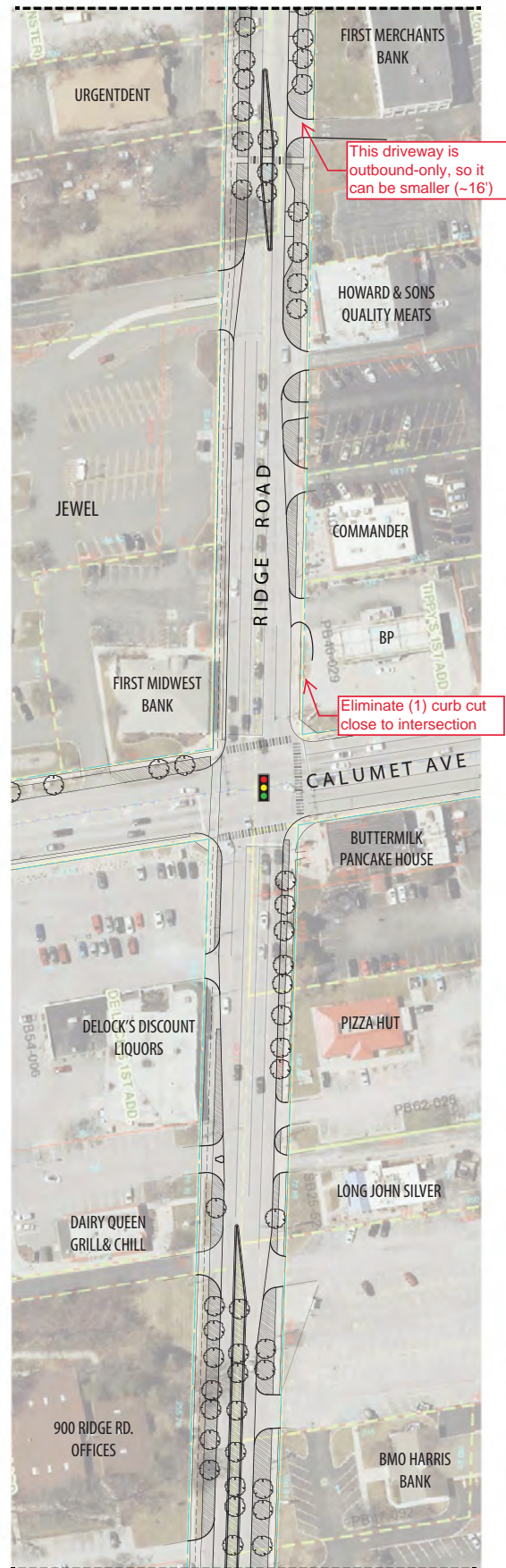


Town of Munster, Indiana

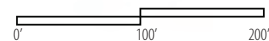
## Munster Calumet-Ridge Streetscape

Draft: Max Streetscape Concept - Sheet 2 (Ridge Road)

(SEE LEFT BELOW)



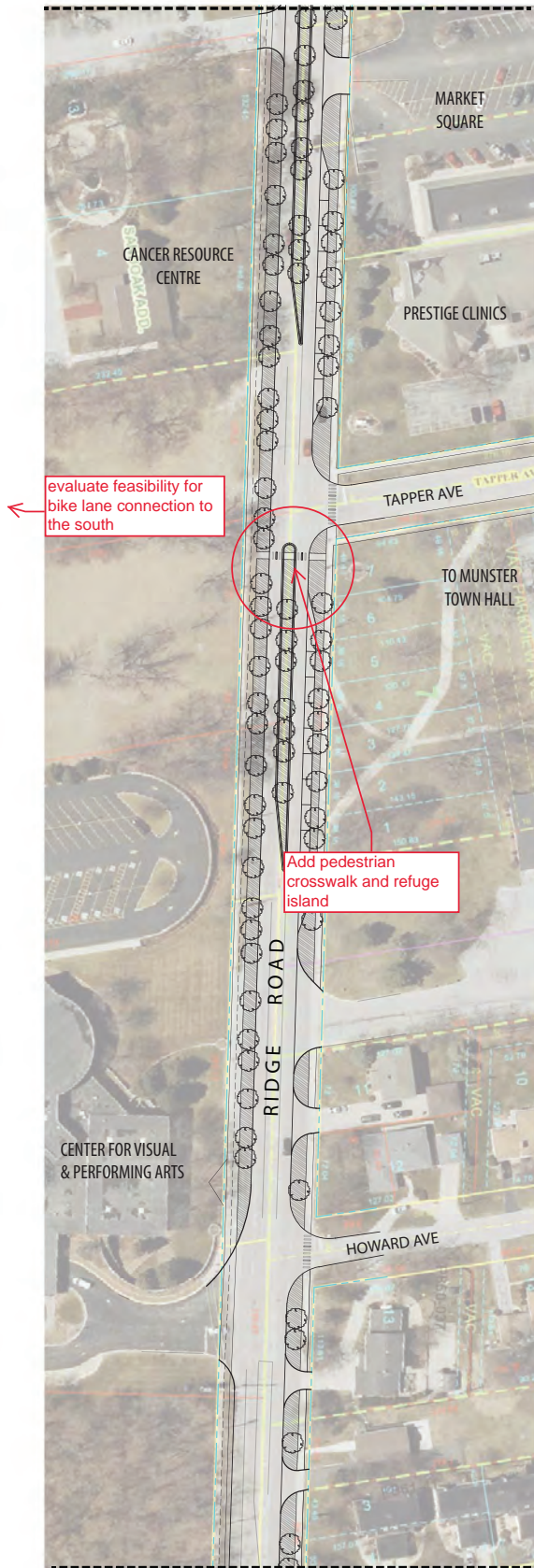
(SEE SHEET 3)



November 10, 2020

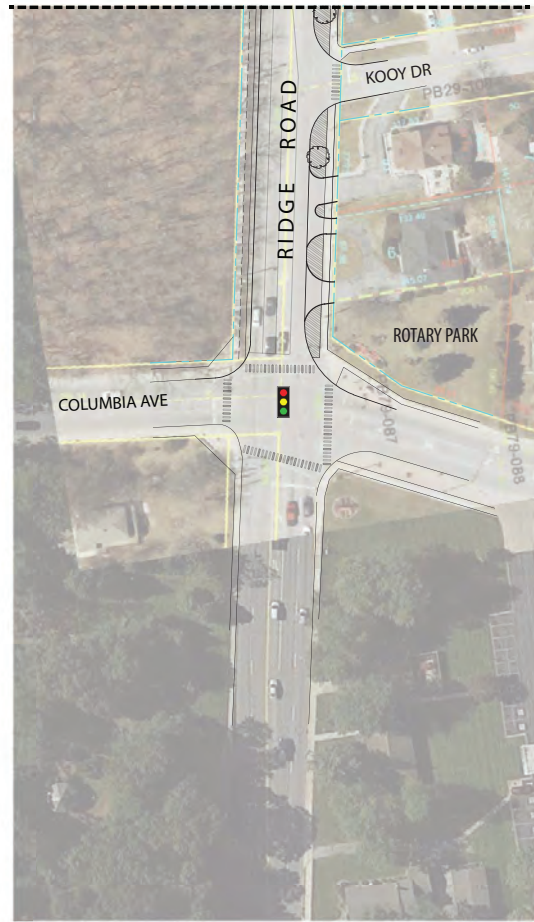


(SEE SHEET 2)



(SEE RIGHT ABOVE)

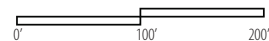
(SEE LEFT BELOW)



Town of Munster, Indiana

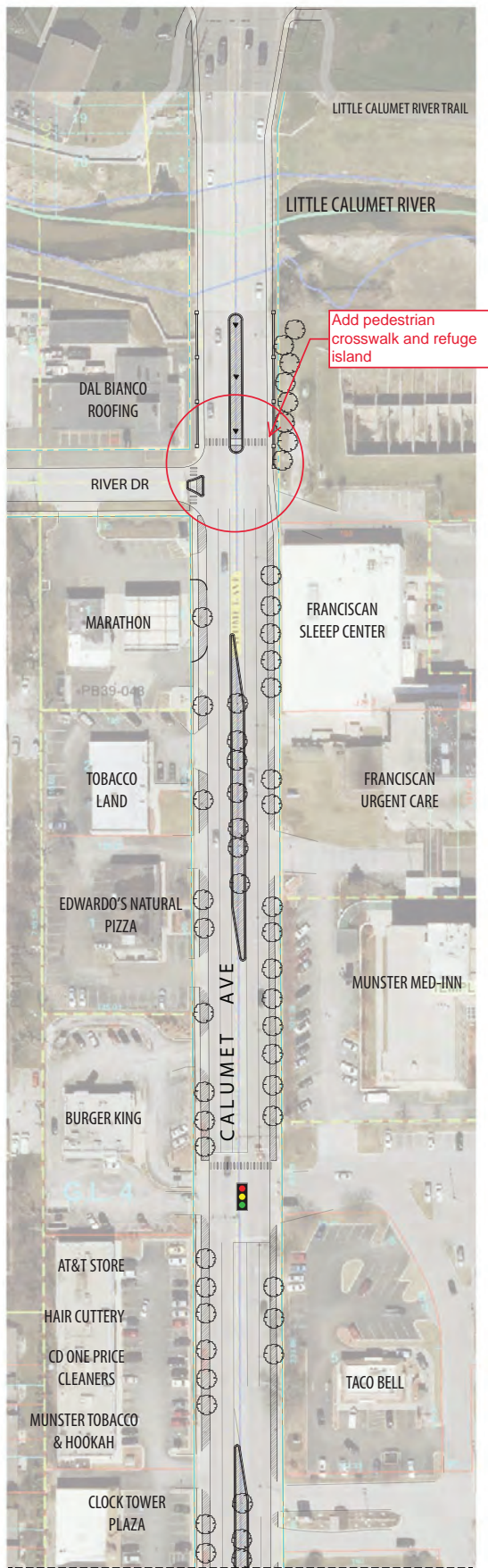
## Munster Calumet-Ridge Streetscape

Draft: Max Streetscape Concept - Sheet 3 (Ridge Road)

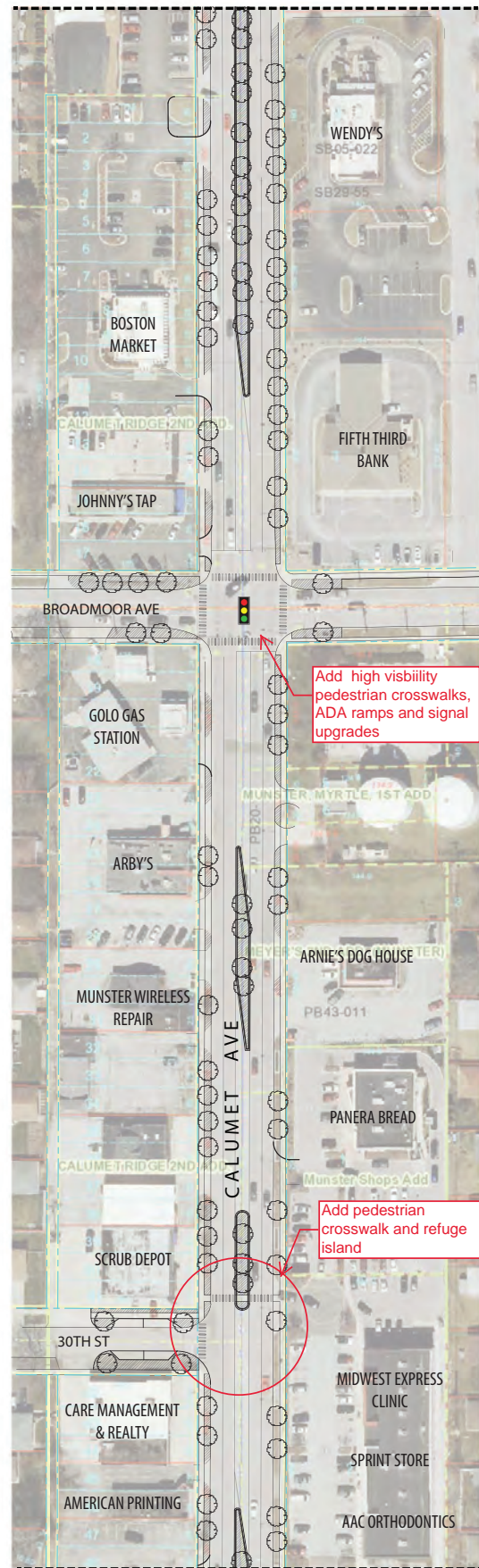


November 10, 2020





(SEE RIGHT ABOVE)



(SEE SHEET 5)



Town of Munster, Indiana

## Munster Calumet-Ridge Streetscape

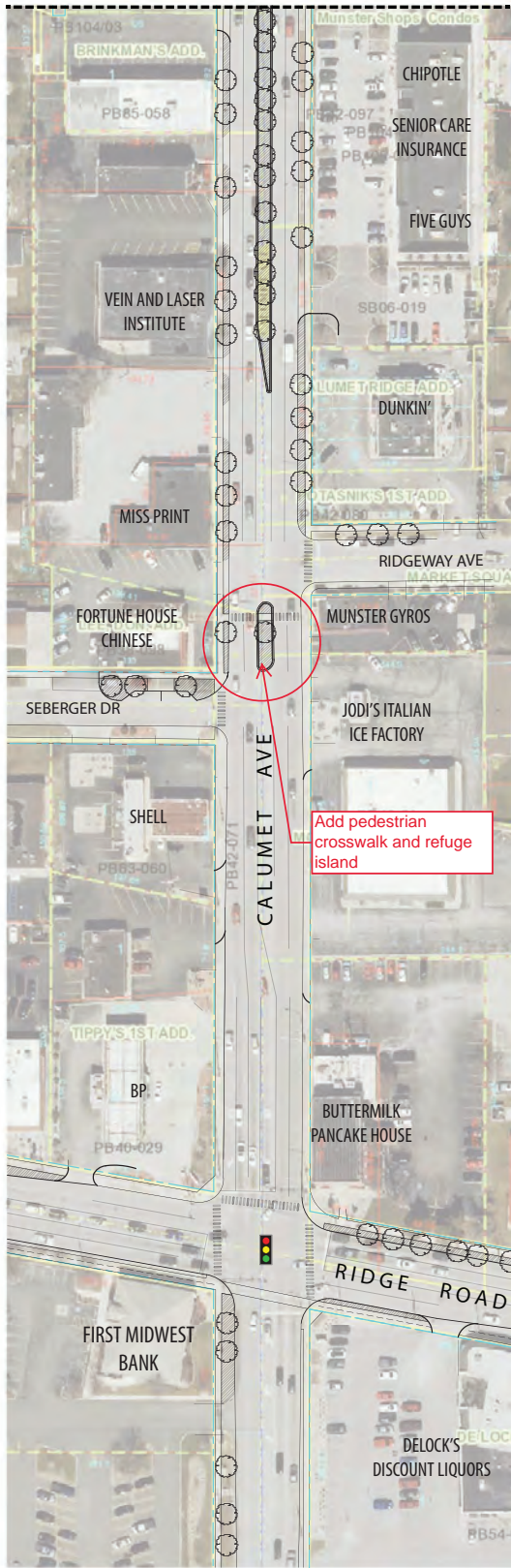
Draft: Max Streetscape Concept - Sheet 4 (Calumet Avenue)



November 10, 2020



(SEE SHEET 4)



(SEE RIGHT ABOVE)

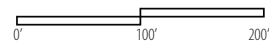
(SEE LEFT BELOW)



Town of Munster, Indiana

## Munster Calumet-Ridge Streetscape

Draft: Max Streetscape Concept - Sheet 5 (Calumet Avenue)



November 10, 2020



***[munster-streetscape.org](http://munster-streetscape.org)***

## **CALUMET-RIDGE STREETScape PLAN**

### **PUBLIC OPEN HOUSE MEETING SUMMARY**

**December 10, 2020 | video webinar and visioning | 7:00 pm**

---

The purpose of the Public Open House was to present streetscape concept plans and alternatives that were developed to date. Concepts and alternatives were based on outcomes of the public outreach activities and the work of the steering committee.

Due to the current health crisis, the meeting was conducted via Zoom videoconference. Meeting invitations and announcements were communicated via the following methods:

- Project website ([munster-streetscape.org](http://munster-streetscape.org)).
- Project website posts sent to the project website's 250+ followers via email.
- Munster website announcements
- Facebook announcements
- Committee email announcements

The emailed communications invited community members to review project documents at the project website in advance of the meeting. <https://munster-streetscape.org/documents/>

**Munster Streetscape – Public Open House Meeting Recording | Start Time: Dec 10, 2020 7:00 PM**

<https://youtu.be/yFV-NGuYFfk>





## ***munster-streetscape.org***

Approximately 27 people attended the public meeting. The following staff and consultant team members attended and presented.

TOWN OF MUNSTER STAFF		CONSULTANT TEAM	
<ul style="list-style-type: none"><li>• Tom Vander Woude, Community Development, Town of Munster</li><li>• Dustin Anderson, Town Manager, Town of Munster</li></ul>		<ul style="list-style-type: none"><li>• Jodi Mariano, Teska Associates</li><li>• Heather Faivre, Teska Associates</li><li>• Sara Disney-Haufe, Sam Schwartz Consulting</li></ul>	
PUBLIC MEETING PARTICIPANTS			
A list of attendees identified by screen names follows:			
<ul style="list-style-type: none"><li>• Andrew Fentress</li><li>• Lea Kilibarda</li><li>• Franco</li><li>• Ken</li><li>• Michael G</li><li>• Steven Millies</li><li>• Aaron Kowalski</li><li>• Jesse Cassiano</li></ul>	<ul style="list-style-type: none"><li>• Chuck Gardiner</li><li>• Lee Millies</li><li>• Maureen Jones</li><li>• Raquel</li><li>• Jose Gutierrez</li><li>• Zak Boswell</li><li>• CJ</li><li>• Auntie Lea</li></ul>	<ul style="list-style-type: none"><li>• Rebecca Manellis</li><li>• Kerry Meyer</li><li>• Anthony Andello</li><li>• Julie O’Connor</li><li>• Ireen Pasia</li><li>• Galaxy A51</li><li>• Jill Dito</li></ul>	

The meeting agenda and presentation topics follow below:

- 1. Introductions, Project Goals, Study Area, Scope and Schedule.**
- 2. Community Outreach:** *Highlights of the various outreach activities and key comments.*
- 3. Concept Plan Presentation: Streetscape Elements:** *sign families, furnishings families, plantings, roadway lights and signals, public art.*
- 4. Concept Plan Organization and Metrics:** *Minimum vs. maximum approaches to streetscape development and applications to Calumet Avenue / Ridge Road, pilot projects options. Reported metrics include: distance between pedestrian crossings, pedestrian crossing distance, sidewalk width, impervious / pervious spaces, parkway widths, tree plantings.*
- 5. Approach to Future Traffic Analysis and Traffic Considerations and Metrics:** *Intersection levels of service, traffic metrics that identify vehicle delay and queues, bicyclist level of traffic stress, curb cuts and on street parking counts.*
- 6. Mentimeter Poll Activity and Q+A**



***[munster-streetscape.org](http://munster-streetscape.org)***

Following the presentation, participants participated in a web-based polling visioning activity.

Outcomes from the polling program and discussion points are provided on the following pages:



**Welcome! Who is joining us tonight? Please add your name:**

Franco	Steven Millies	Chuck
Jesse Casiano	Michael G	Anthony
Jill	Kerry Meyer	jonathan funston

Tom	Kathy Szala	Mike Bacino
Zak Boswell	JOC	Ireen
Raquel	Dustin	



***munster-streetscape.org***

**Calumet Ave: In a few words, describe your biggest concern.** Mentimeter

traffic speed, frequency, noise, safety	It's poor first impression of Munster	Pedestrian Crossing, Traffic delays at lights.
Ugly, not pedestrian friendly, crime	It's ugly	Speed of vehicles, driving in and out of businesses.
Traffic delays.	Congestion, traffic always stopping	Too little greenery

The flow of traffic and speed.	Impervious surfaces as far as the eye can see	No Munster sign, cars blocking traffic
traffic speed	signage, bicycling and walking	No pedestrian-friendly destinations
Bike lane north south	Impossible to cross as pedestrian	No Munster sign. Too busy.

No. I'm concerned about drivers running into the median and destroying the nice structure
---

Key Calumet Avenue concerns include:

1. Speeding traffic, congestion, and stop-and-go movements
2. Inhospitable pedestrian environment
3. Needs a welcoming entrance to the community
4. Lacks greening and pervious spaces



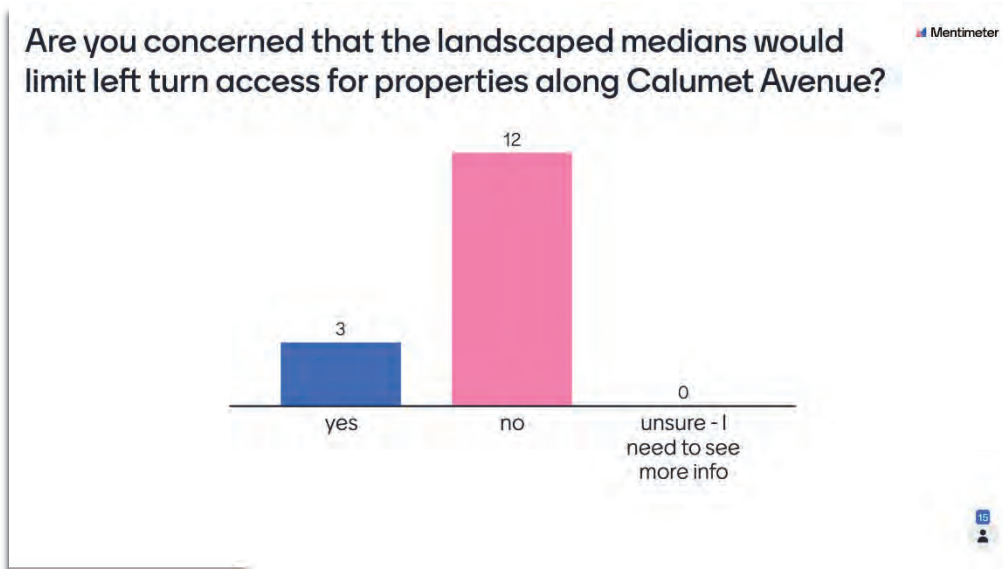


***munster-streetscape.org***

Mentimeter

## Calumet Avenue - access control considerations

During the outreach, we heard desires for traffic calming and additional landscaping. The Calumet Avenue 'Max' Concept incorporates landscaped medians in order to provide these amenities. The traffic impacts include limited left turn access for properties along Calumet Avenue. (U-turns would be permitted at intersections.)



When asked whether participants were concerned about limited left turn access for properties along Calumet Avenue as part of the streetscape Max concept, most participants responded that they were not concerned.



***munster-streetscape.org***



Participants' top features associated with Calumet Avenue include:

- 25% Landscaped Medians
- 20% North Gateway
- 18% Intersection Improvements
- 14% Overhead Utility Relocation



***munster-streetscape.org***

Paint us a picture of Calumet Ave: describe a scene you'd like to see in the future. Mentimeter

slower traffic, where people feel safe	More greenery with public spaces and pedestrians	Green space, gateway, sense of "Munster"
Better flow	Families walking, small shops, biking paths, public spaces	Much better welcoming look to the town of Munster
flowing traffic, more green space	No utility lines, full tree canopy and numerous mid-block crossings with people walking up and down the street along shops that are up to the front of lot with parking in back	Small businesses thriving. Outdoor dining. TREES, beautiful plantings, pots with large plants, Munster pride. Less crime. Bikes, nature

ability to connect with ease to trails, businesses, art center, town hall by walking or bike	Less travel time around town	Occasional street festival, bike riders, walkers, mural, cars trying to turn NOT blocking traffic opposite traffic, many people walking
A nice welcome sign and matching decor versus bandaid fixes. Matching light poles through entire town versus certain sections.	slower traffic, safe crosswalks, little calumet river cleanup and pedestrian areas	Environment that encourages spending more time instead of rushing to get through it
I love Strong Towns	Two couples go to dinner at different restaurants and take the long walk back to the car down the public and well lit greenways. They bump into neighbors they haven't seen in awhile and stop to catch deciding to walk to a nearby bench to catchup	slow traffic, one lane each direction, controls to make sure traffic does not spill into neighborhoods

Murals, bikers, walkers, boutiques, coffee shops, small restaurants, landscaping	slower traffic will route to secondary streets	It's so difficult for those businesses to thrive- it's not the destination it should be- it is an eyesore. There are fabulous businesses that need our support
--	--	--

When asked to envision a future scene along Calumet Avenue, key topics included pedestrian access and safety. Key quotes include:

- *"Much better welcoming look to the town of Munster."*
- *"Green space, gateway, sense of 'Munster'"*
- *"Ability to connect with ease to trails, businesses, art center, Town Hall by walking or bike."*
- *"Two couples go to dinner at different restaurants and take the long walk back to the car down the public and well lit greenways. They bump into neighbors they haven't seen in a while and stop to catch up deciding to walk to a nearby bench to catch up."*





***munster-streetscape.org***

**Ridge Road: In a few words, describe your biggest concern.** Mentimeter

Ridge Road has so much potential and is so underloved.	Pedestrian/bike access	People running red lights, pedestrian crossings, narrow sidewalks.
A real sense of place that draws people towards it and keeps them there	chain restaurants, gas stations, tobacco shops, doesn't have a family friendly, downtown	Lack of character and uniformity
Lacking a downtown feel that it could have.	lack of bike path	excess traffic flowing through to secondary streets

Similar to calumet example of two couples but more about storefronts where you could store hop for holidays from local stores.	The traffic speed is fast from east to west. Need to be consistent with matching light poles etc.	You never see people walking there. I would love it to be walk-inviting
agree with traffic flowing into secondary streets!	Nothing fun to do!	Needs a charm upgrade
Fabulous businesses that are not supported by the structure. An eyesore- not the destination it should be.	Walkability along ridge, more restaurants, dining. Bring a coffee shop! Street fests are a great idea	If you change cal/ridge, need to change broadmoore

We need to connect wicker to community to centennial with walking and bike paths. You could use ridge and calumet for that and lower congestion. Less throughout	Worried about traffic congestion when train station is built	More greenspace!
--	--	------------------

Key Ridge Road concerns include:

1. Local businesses are not supported by the environment
2. Does not invite people to walk here
3. Lacks a sense of place
4. Needs greening and landscaping



***munster-streetscape.org***

Mentimeter

## Ridge Road - road diet considerations

During the outreach, we heard desires for traffic calming, wider sidewalks, a bike trail, on-street parking + landscaping. The Ridge Road Max Concept reduces travel lanes in order to reallocate space for these amenities within the right of way. The traffic metrics tell us that the road diet concept may result in approximately 1-3 minutes travel delay from Hohman Ave to Calumet Ave.

5

Mentimeter

## Are you concerned that the road diet amenities could cause approximately 1-3 minutes travel delay between Hohman Ave and Calumet Ave?

Response	Count
yes	1
no	14
unsure - I need to see more info	1

16

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



***munster-streetscape.org***



Participants' top features associated with Ridge Road include:

- 20% Flexible Plaza Space
- 18% Landscaped Medians
- 13% Multi-Use Trail
- 13% Landscaped Parkways





***munster-streetscape.org***

**Paint us a picture of Ridge Rd: describe a scene you'd like to see in the future.** Mentimeter

I place I would like to go to and not just pass through	Evening out, have dinner, walk to a few shops.	Marriage proposals
Outdoor dining, festivals, bike riders, nice lighting	Ridge Road could look like downtown Valpo, downtown Crown Point or downtown Homewood. Greenspace, nice businesses and restaurants, family friendly	Safe crossing to a variety of local businesses
Parents with kids in strollers browsing through local shops. Stop and sit!	I would love to see public art, benches, a mural.	Outdoor dining, much more of a downtown feel

Vibrant and verdant active corridor	Exactly Lansing	A lot of walking and biking activity on trail, festivals, access control, landscaping improvements
Yes, Lansing	controlled traffic, nicer businesses, more greenspace	can I connect to broader regional trails safely
Small business support, bikes, people walking, beautiful pots, trees, outdoor dining, public art	First Friday concerts at Meadow and Ridge	Street festivals, farmer's market, cafes, ice cream shops, wine bars, art, outdoor dining!

More outdoor dining areas, larger area around the fountain, plaza for art shows or live music, more lighting for walks, train station that fits the neighborhood	Matching lights from west to East. It's great to have green space but you will need to hire more staff to maintain. Ridge Road has been compromised for years. More people are walking Ridge	Photogenic space
streetfests on weekends. A new park with splashpad and gathering for events	Actually see other Munster residents besides micro-community parks	Continue what Lansing has. It works there. Not sure why it is suddenly so busy once in munster.
public art; ADA	Both are nice but maintenance an issue over years	Neither

Rustic with low maintenance
-----------------------------

When asked to envision a future scene along Ridge Road, key topics included a vibrant, pedestrian and bicyclist friendly business district. Key quotes include:

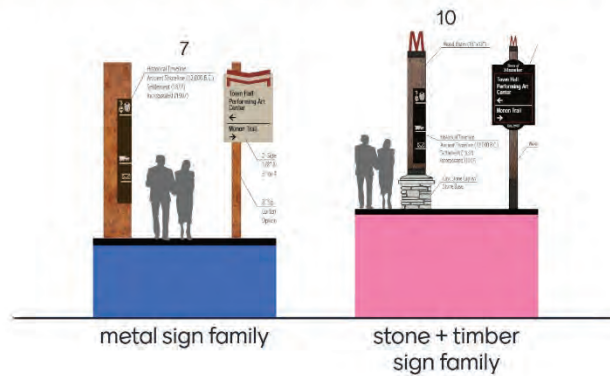
- *"Vibrant and verdant active corridor."*
- *"Evening out, have dinner, walk to a few shops."*
- *"A lot of walking and biking activity on trail, festivals, access control, landscaping improvements."*
- *"More outdoor dining areas, larger area around the fountain, plaza for art shows or live music, more lighting for walks, train station that fits the neighborhood."*



[munster-streetscape.org](http://munster-streetscape.org)

## Which signage concept do you prefer?

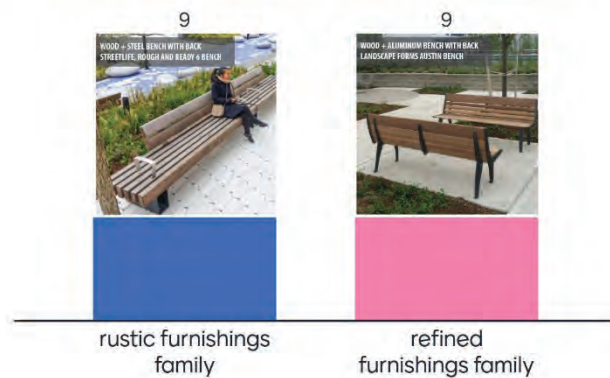
Mentimeter



17

## Which furnishings family do you prefer?

Mentimeter



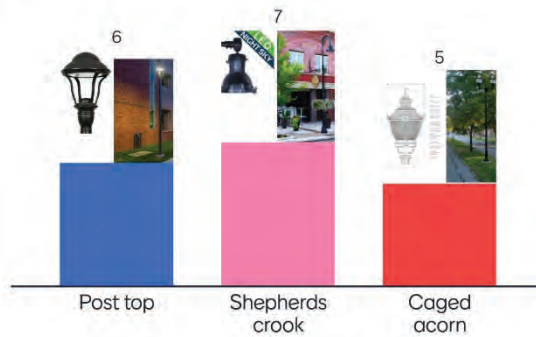
18



***munster-streetscape.org***

Which pedestrian scale light do you prefer for Ridge Road?

Mentimeter



16

Which pilot project should Munster focus on implementing first?

Mentimeter



17





***munster-streetscape.org***

**What have we missed? Please add your suggestions + comments here:**

Mentimeter

Facade Improvements?	Can we landscape the off ramp/on-ramp?	Thank you! We love your services!
Thank you!	The only comment is... we would really REALLY like to see these max improvements to happen!	Preliminary cost of project
Thank you	Max, Baby, max!	The poor attendance might be due to lack of knowledge that this meeting was taking place

are we taking a perspective of impacts/planning for the next 10, 20, 30 years? what shifts (driving preferences, delivery truck use, aging populations, public wifi)?	Connect all parks with bike paths and walk lanes. Neighborhoods are isolated. It's a drivable town only.	What can be done to prevent the crime that has been taking place
Max for sure	what night time safety infrastructure is being considered? eg purple light stations on university campuses	No place to have consistent outdoor, community, festival, celebratory events
This was a very well-done presentation	The planters in front of Giovanni's are an example of how not to landscape	Look at the original drawings of Munster. The green space was 10x the currently

The original plan is on the wall at the front entrance of town hall between the two sets of doors. Really look at it and you can feel how great that community would be.
--

The comments and questions were further addressed in the Q+A, described on the following pages.

Mentimeter

**Thank you! Please enter your comments + questions in the Zoom meeting chat.**

♥



***[munster-streetscape.org](http://munster-streetscape.org)***

**MEETING Q + A.** Meeting participants added their questions and comments to at the end of the Mentimeter activity and in the Zoom Chat. Tom Vander Woude read questions aloud. A list of questions and responses follow below:

**Q1: The corridor today seems to have patterns of crime that target local businesses and use Calumet Avenue / I80/94 access as a ‘fast getaway’. Can something be done about easy-in and easy-out in terms of crime?**

*A1: Addressing crime specifically is not part of the streetscape scope. However, the streetscape plan proposes improvements that may have an indirect impact on the easy-in/easy-out nature of the corridor. Streetscape features, traffic calming and an increased presence of pedestrians and bicyclists tend to result in a feeling of safer places.*

**Q2: We are concerned about maintenance and upkeep of the streetscape. How will this be addressed?**

*A2: The planning assignment began with conversations with the Town’s public works department, including existing maintenance challenges and successes. These conversations with public works are continuing as the planning proceeds. Streetscape and landscape materials should be specified to be extremely durable given the harsh environment of the roadways in all seasons. A commitment to maintaining the streetscape areas is needed to ensure success.*

**Q3: The presentation addresses the proposed levels of traffic service grades for the Min and Max scenarios. What are the current levels of service?**

*A3: Due to the current configurations and projected growth due to the anticipated station and surrounding development, the existing levels of traffic service will closely match the future max scenario.*

**Q4: What about larger scale roadway enhancements, such as a roundabout. Could this be considered?**

*A4: The current streetscape scope focuses on the available public rights of way. A roundabout would require taking private property to accommodate this type of improvement. The Town is currently taking steps to look more broadly at surrounding roadways in Munster. The Teska/Sam Schwartz team has been recently retained to study the expanded network of traffic as it connects and relates to the corridor areas. By conducting studies like these, the Town is taking proactive steps to plan for and influence the characteristics and behaviors of Munster’s roadway and public rights of way.*

**Q5: Are there mechanisms in place to encourage NIPSCO to move / bury overhead power lines?**

*A5: The consulting team and staff have discussed these topics with NIPSCO as part of the current assignment. We understand the complex nature of relocating and/or burying the various types of overhead wires along the corridors. Although it is complicated, it will ultimately come at a cost to the Town. There are some ‘low hanging fruit’ utility relocations that are less complicated to address, such as relocating the telephone lines and some aerial lines along Ridge Road.*



***munster-streetscape.org***

**Q6: Is there a way to incentivize the types of businesses that come to Munster?**

*A6: Although economic development is not the scope of this assignment, we have seen successful examples from other community streetscape projects that demonstrate how public investment tends to influence private investment and enhancement. Improving public spaces are often catalysts for business improvements.*

**Q7: How does the streetscape address safety at nighttime? For instance, should we consider enhanced lighting / emergency call boxes like what is seen at college campuses?**

*A7: The streetscape concepts prioritize open access and clear views throughout. As such landscape plantings are either less than 3' ht or above 7' ht, maintaining an open viewshed between the top of shrubs/groundcover and the base of canopy trees. Similarly, light levels need to maintain standards for lighting at public pavement areas. openness and visibility.*

**Q8: Is it possible that Ridge Road traffic calming would decrease traffic to the businesses?**

*A8: Traffic calming along Ridge Road intends to reduce traffic speed to create a multi-modal environment. More pedestrians and bicyclists will have more exposure to businesses. Also, congestion is often an indicator of a strong business district.*

**Q9: Will the planted medians inhibit snow plowing?**

*A9: The planted median design and species selections should be developed to coexist with snow plowing operations. The species selections provided in the concept plan are tolerant of deicing salts.*

**Q10: The concept plans address left turning movements for businesses along Calumet Avenue. What about left turning lanes (and stacking) onto the cross streets?**

*A10: The intent of the concept plans is to provide continued access to cross streets throughout the corridor. The concept plans identify conceptual traffic queuing currently. Final engineering will address the exact lengths of tapers / required stacking spaces.*

**Q11: Does the traffic modeling anticipate future commercial and residential developments in the south part of Munster?**

*A11: The team worked closely with NIRPC and incorporated available traffic modeling which considers known plans and developments. If the streetscape plan is adopted, then this too will be incorporated into NIRPC's modeling for future and developments.*

**Q12: What about artificial plant materials? Would these be appropriate for the streetscape?**

*A12: Artificial turf is very engineering intensive, requiring substantial drainage infrastructure and base course layers to be installed properly. It is worth noting that the expectations of the grant and the Town include a sustainable approach to streetscape and landscape design. As such, our design direction includes the specifications of native and durable plant materials to meet those environmental benefits.*





***[munster-streetscape.org](http://munster-streetscape.org)***

**Q13: Have any Environmental Impact Statements (EIS) been conducted for this project?**

*Q13: The scope of the Streetscape Master Plan is a conceptual level study which is intended to provide guidance to the Town of Munster for project implementation. As such no EIS has been completed, nor is required, as part of this planning effort.*

Next steps include the following:

- Final Streetscape Plan Development. Based on inputs gathered tonight and during past activities, a final streetscape plan will be documented. This plan will be presented at a public meeting, preliminarily anticipated to take place in Spring 2021.
- Community poll #2 is out and participants are encouraged to take the poll and share with their friends and neighbors.
- All meeting materials will be saved to the project website under 'documents' for review. Any further comments may continue to be submitted through the project website.

The meeting adjourned at 9:15 pm.



# CALUMET AVENUE & RIDGE ROAD STREETSCAPE TOWN OF MUNSTER

VIRTUAL PUBLIC OPEN HOUSE | DECEMBER 10, 2020 | VIDEO-CONFERENCE



Sam  
Schwartz

## INTRODUCTIONS + PROJECT TEAM



### **Teska Associates | Community Planning + Landscape Architecture**

Jodi Mariano, PLA, Principal Landscape Architect

Heather Faivre, PLA, Associate Landscape Architect

Sam  
Schwartz

### **Sam Schwartz Consulting | Transportation + Traffic Planning**

Sara Disney Haufe, PE, PTOE, Associate + Deputy Director of Traffic Engineering

## PROJECT GOAL

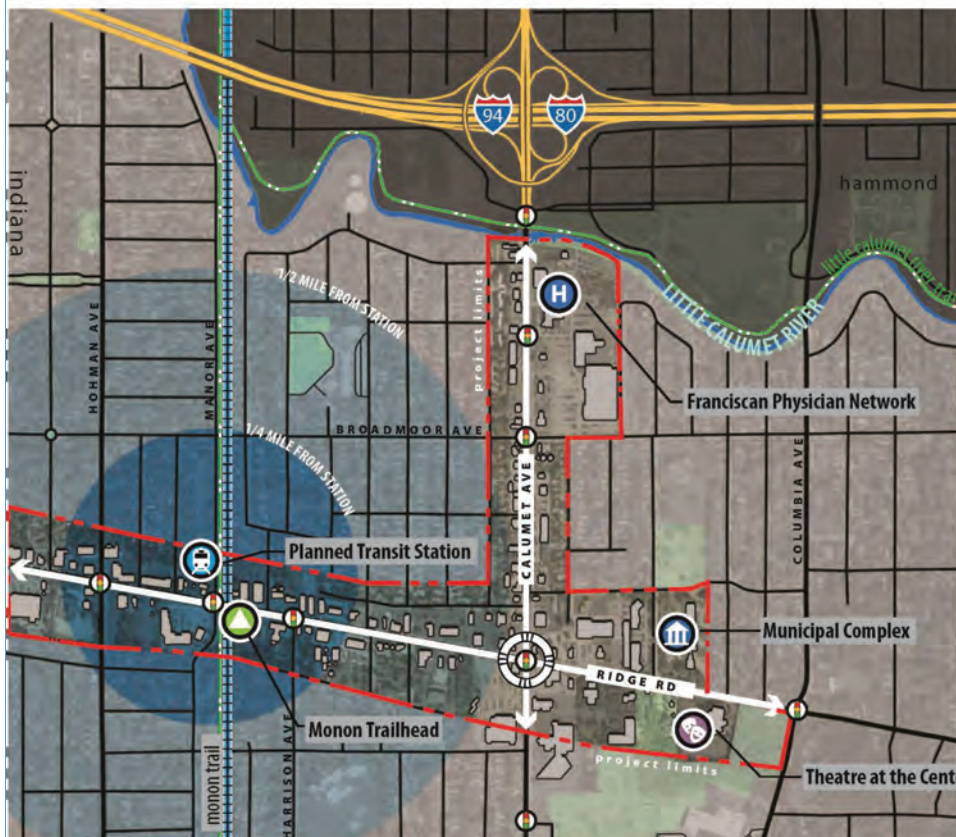
The goal of this project is to develop **a more welcoming environment for walking, biking, to reinforce a sense of place in our community, and to enhance the ability to absorb stormwater and reduce flooding.**

## 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”**



## STUDY AREA





## OUTREACH | Committee Members

Bill Baker	Plan Commission
Anthony Christopher	Local Business, Top Tier Nutrition
Don Erminger	Local Business, Strack + Van Til
Eman Ibrahim	NW Indiana Regional Planning Commission (NIRPC)
Hope Martin	Resident, Civil Engineer
Lee Ann Mellon	Town Council
Scott Milne	Local Business, Milne Supply
Paul Rotatori	Former President, S. Shore Trails Advocacy Group
Ken Schoon	Town Council
Dan Straka	Local Business, Sweet Tooth
Steve Tripenfeldas	School Town, Asst. Superintendent
Katie Vallis	Indiana Dept Natural Resources (IDNR), Lake Mich Coastal Program (LMCP)
Rachel Branagan	Resident, Architect

## OUTREACH | Calumet Avenue key takeaways

1. Sidewalks and crossings are generally perceived as unsafe.
2. Speeding traffic should be calmed.
3. Left turning movements are perceived as challenging and unsafe.
4. Utility poles are unsightly.
5. Trees and greening are lacking.
6. The corridor needs an attractive entry to Munster.

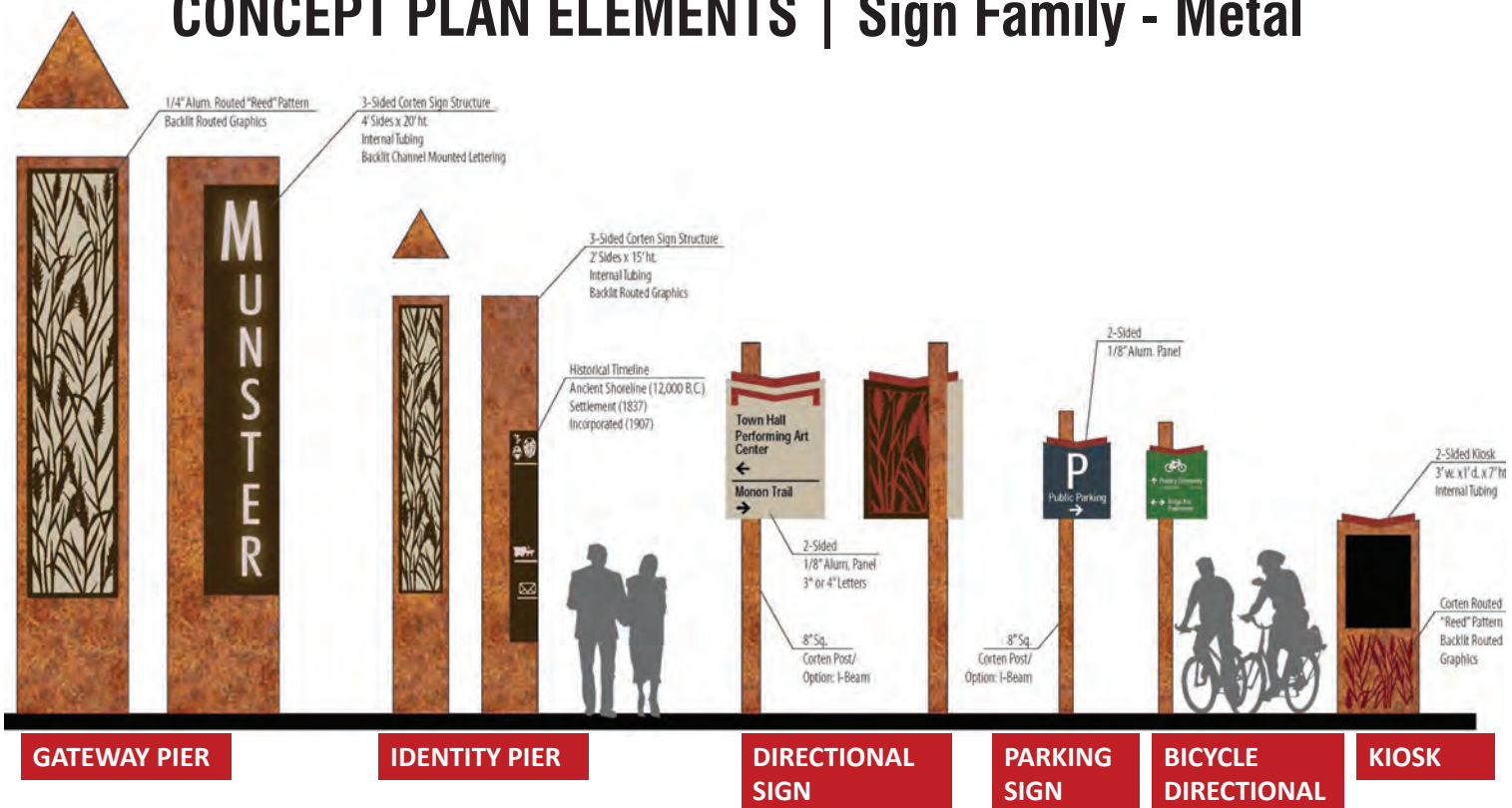


# OUTREACH | Ridge Road key takeaways

1. Sidewalks and crossings are generally perceived as unsafe.
2. Additional traffic on Ridge Road seems to coincide with I-94 backups.
3. Outdoor seating + dining are positive trends that should be supported in the public way.
4. Businesses need more parking.
5. Trees and greening are lacking.
6. The planter pots and decorative lights are mismatched and appear 'tired'.
7. The corridor has attractive features but lacks a sense of place.

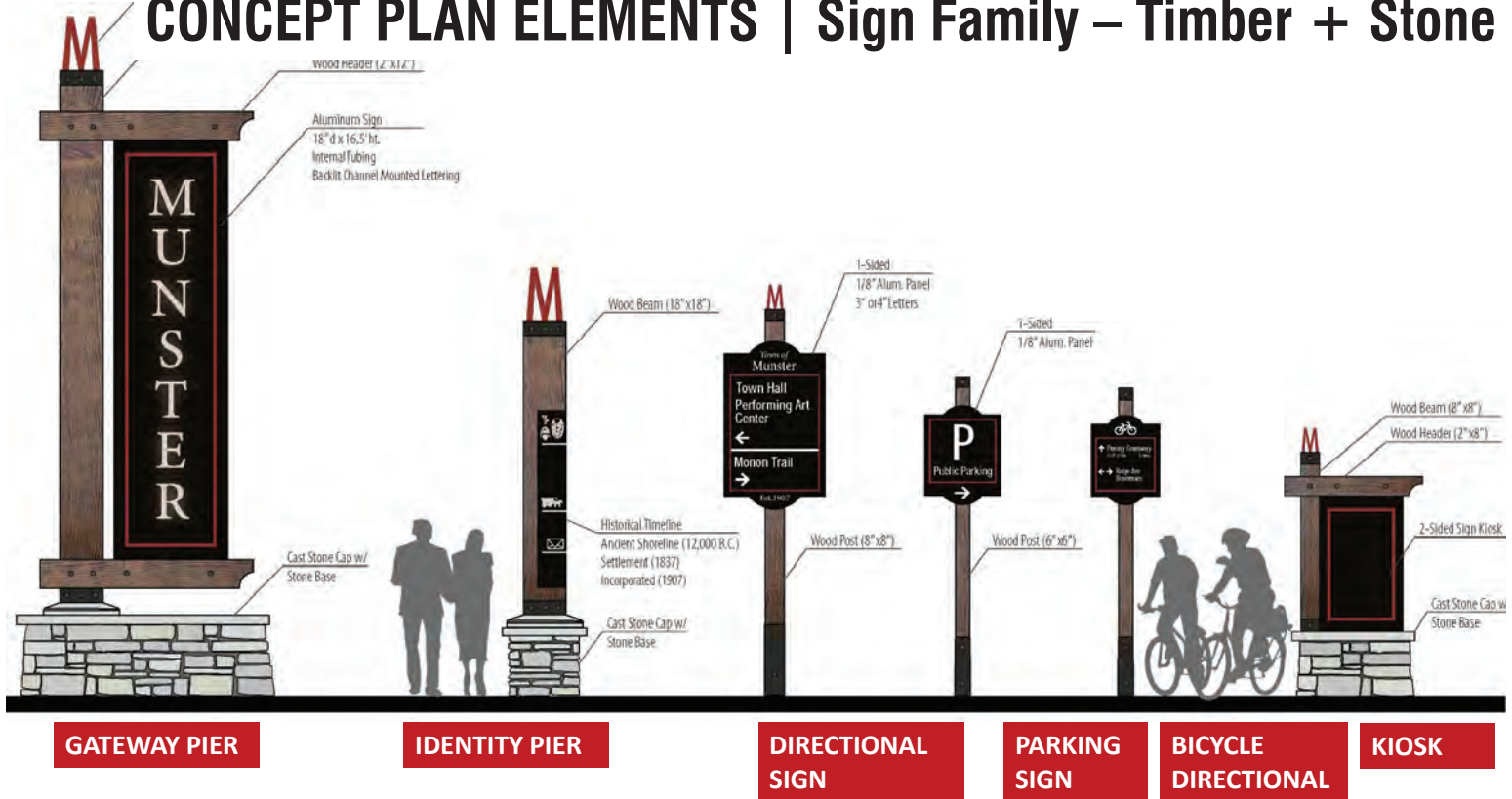


## CONCEPT PLAN ELEMENTS | Sign Family - Metal





## CONCEPT PLAN ELEMENTS | Sign Family – Timber + Stone



## CONCEPT PLAN ELEMENTS | Furnishings - Rustic





# CONCEPT PLAN ELEMENTS | Furnishings - Refined



# CONCEPT PLAN ELEMENTS | Plantings



American Hornbeam  
*Opulus canadensis*  
Mature Height: 22'  
Mature Width: 33'  
Pollinators: Butterflies/Moths



Black Tupelo  
*Nyssa sylvatica*  
Mature Height: 42'  
Mature Width: 33'  
Pollinators: Bees



Common Hackberry  
*Celastrus occidentalis*  
Mature Height: 35'  
Mature Width: 52'  
Pollinators: Bumblebees/Killdeer



Kentucky Coffinweed  
*Oxalis stricta*  
Mature Height: 10'  
Mature Width: 52'  
Pollinators: Butterflies/Moths



Ohio Buckeye  
*Aesculus glabra*  
Mature Height: 30'  
Mature Width: 34'  
Pollinators: Bees & Hummingbirds



Red Maple  
*Acer rubrum*  
Mature Height: 45'  
Mature Width: 42'  
Pollinators: Bees & Killdeer



Swamp White Oak  
*Quercus bicolor*  
Mature Height: 55'  
Mature Width: 42'  
Pollinators: Butterflies



Yellowwood  
*Xanthoxylum*  
Mature Height: 45'  
Mature Width: 42'  
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 practices.



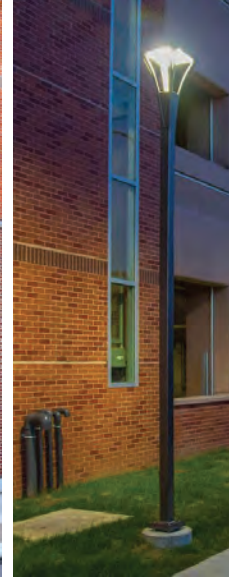
# CONCEPT PLAN ELEMENTS | Roadway Lights, Signals + Ped Lights



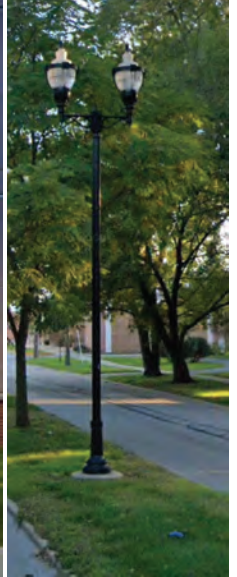
45<sup>th</sup> and Calumet Ave



Shepherd's  
Crook

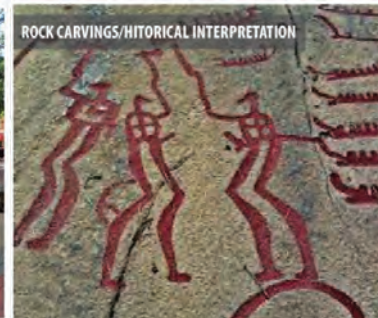


Post Top



Caged Acorn  
(Hohman Ave)

# CONCEPT PLAN ELEMENTS | Public Art





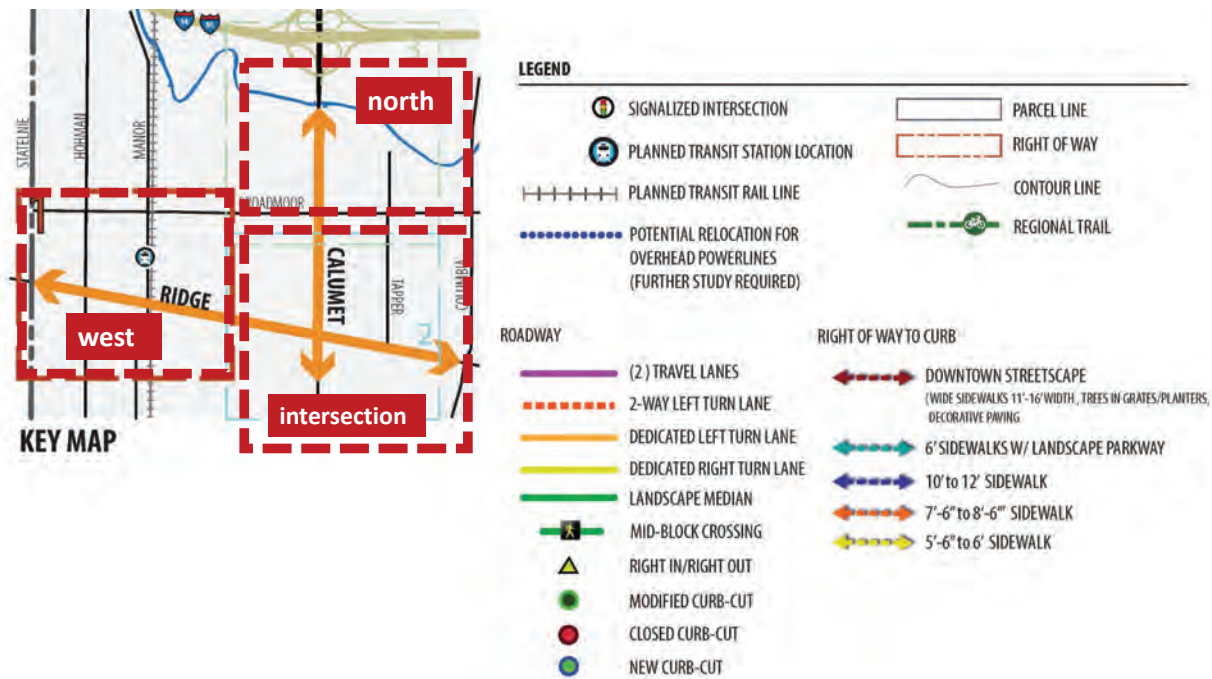
## CONCEPT PLAN | Min vs Max Intro – Calumet Avenue



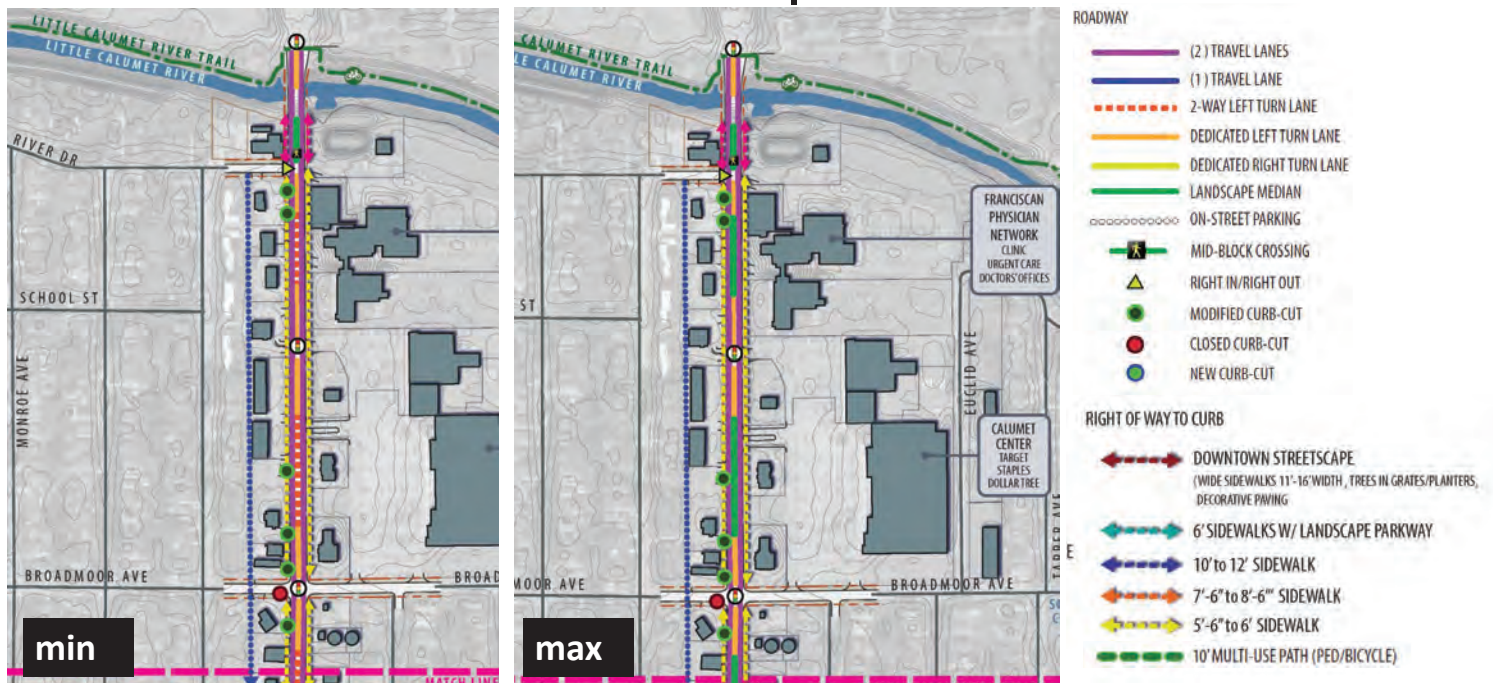
## CONCEPT PLAN | Min vs Max Intro – Ridge Road



# CONCEPT PLAN | Min vs Max Roadway Change



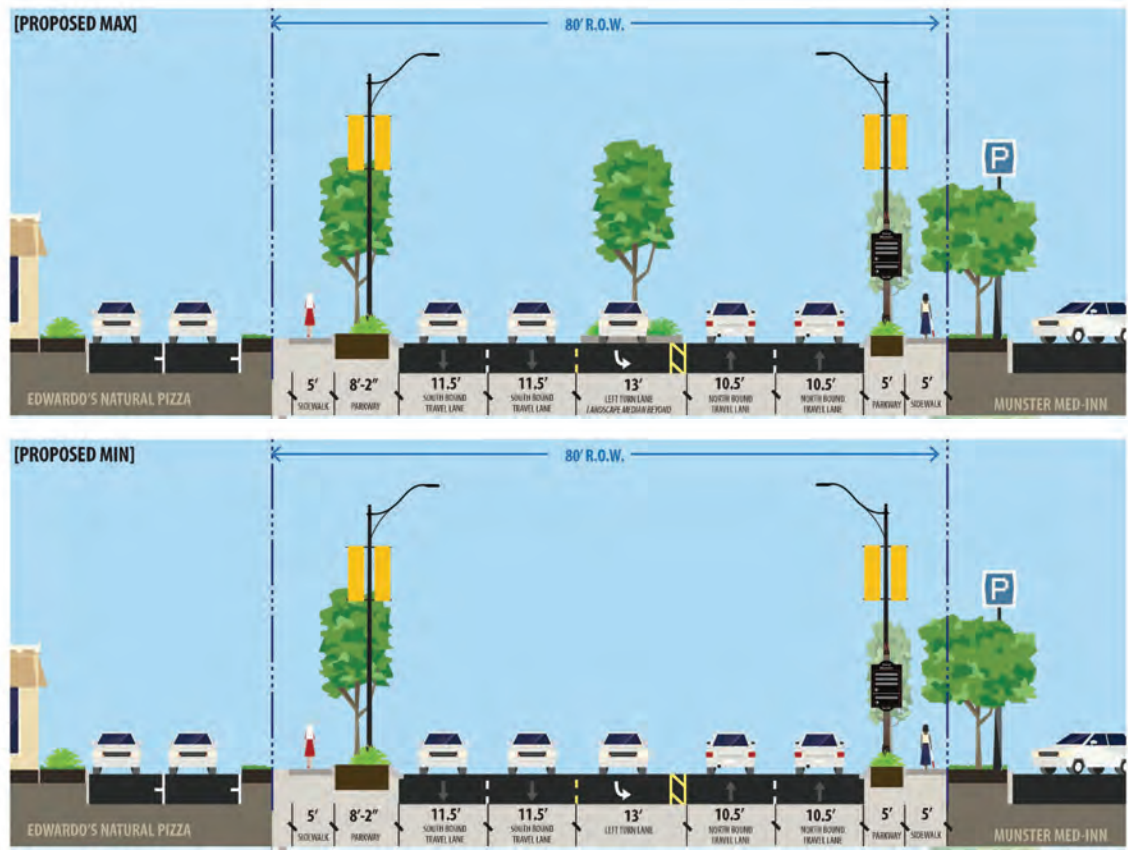
## CONCEPT PLAN PRESENTATION | Min vs Max - north





# Calumet Ave Sections

South of River Drive



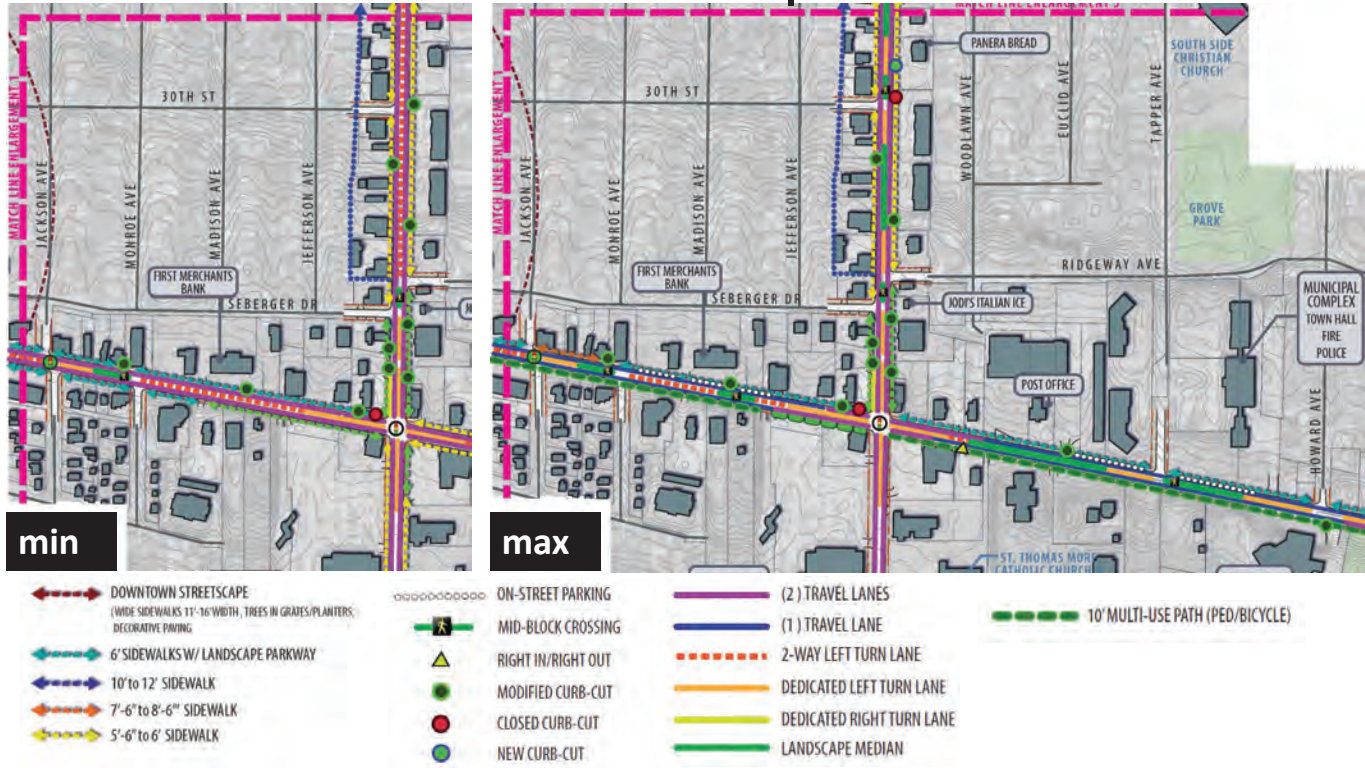
## CONCEPT PLAN PRESENTATION | Photovisualizations

- Gateway entry sign and salt tolerant trees, shrubs + grasses
- Replace railing with steel-backed timber rail
- Mural (requires coordination with Hospital)
- Landscaped median
- Replace railing with steel-backed timber rail





# CONCEPT PLAN PRESENTATION | Min vs Max - intersection



## Calumet Ave Sections

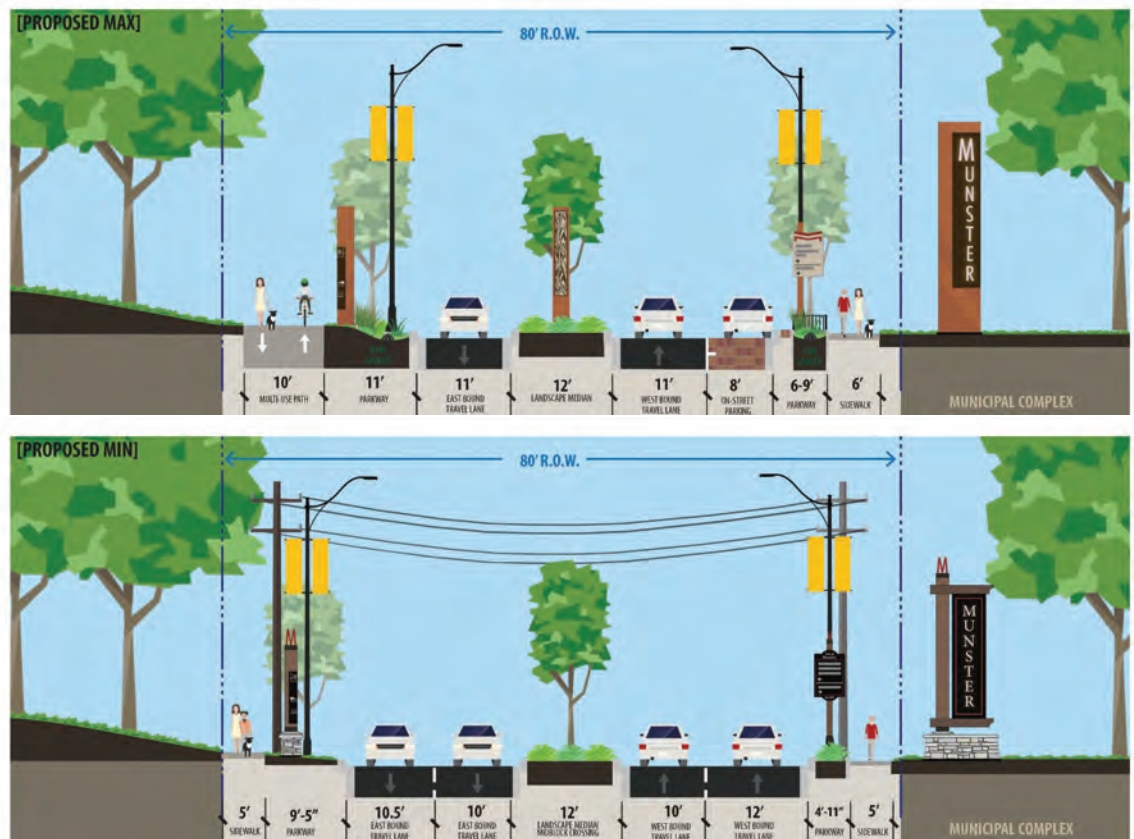
South of 30<sup>th</sup> Street





# Ridge Road Sections

East of  
Tapper Ave  
(Town Hall)

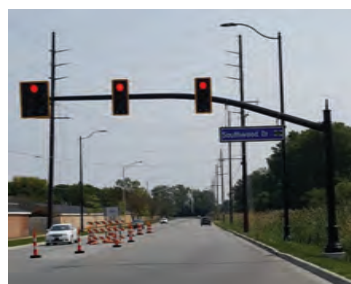


## CONCEPT PLAN PRESENTATION | Photovisualizations

Enhanced  
crosswalk striping

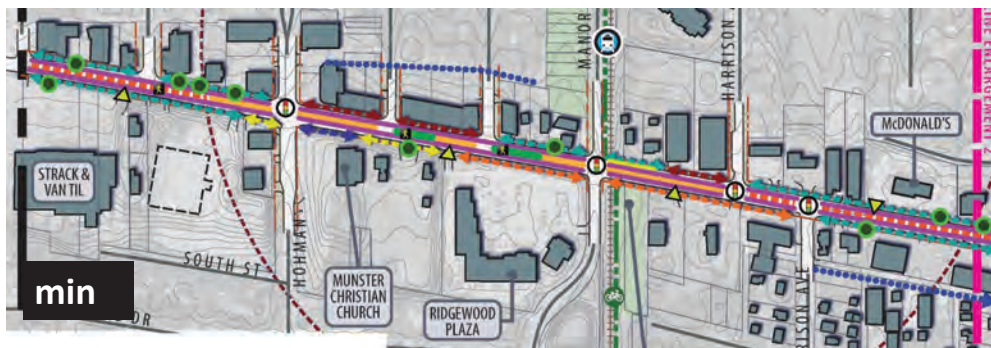
Improved traffic signal enhancements include black poles and mast arms,  
enhanced pedestrian signalization and timing

Accessible curb ramps with detectable warnings

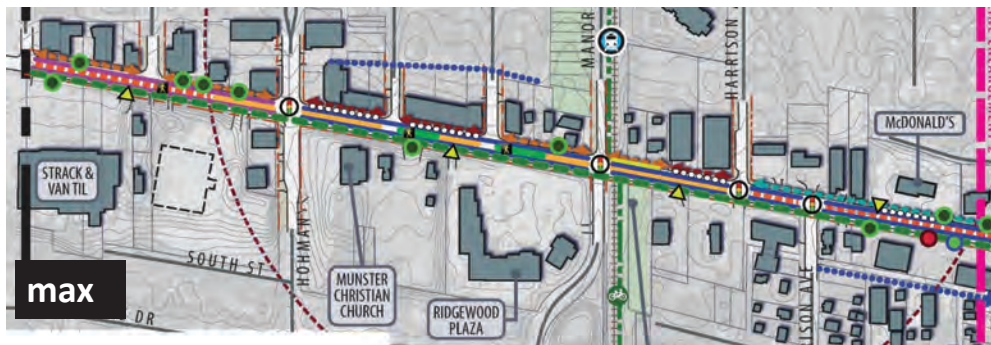




# CONCEPT PLAN PRESENTATION | Min vs Max - west



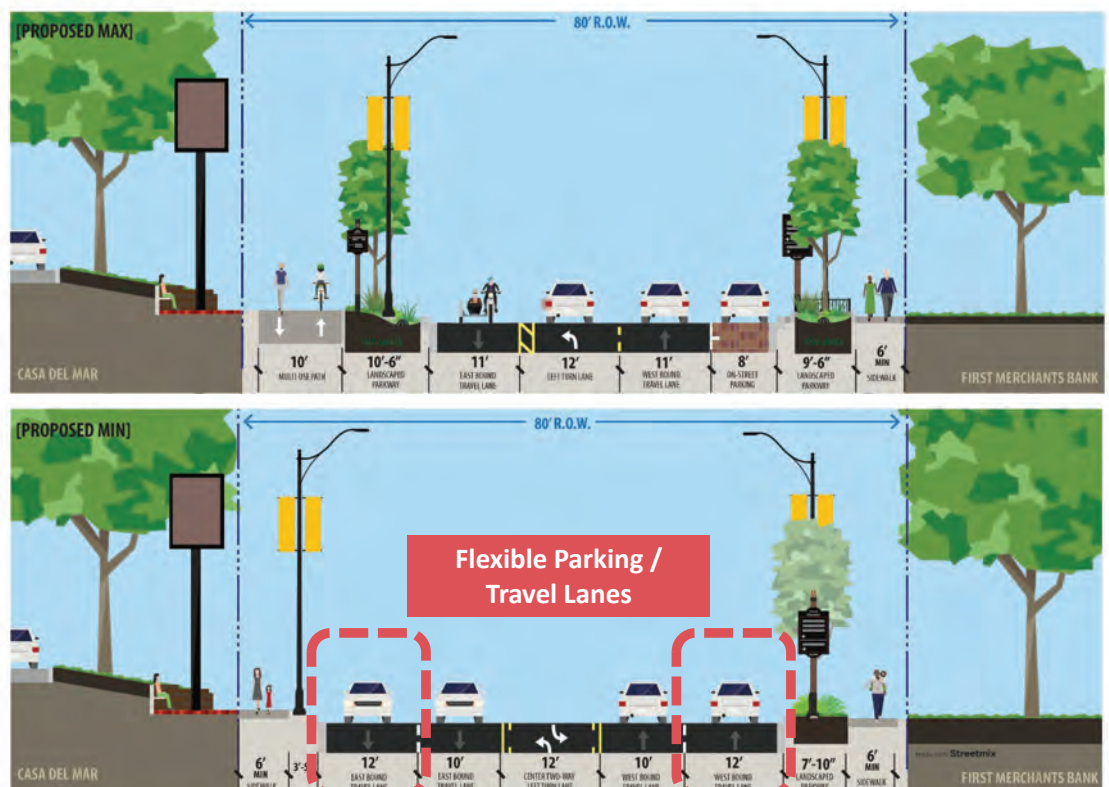
- ROADWAY**
- (2) TRAVEL LANES
  - (1) TRAVEL LANE
  - 2-WAY LEFT TURN LANE
  - DEDICATED LEFT TURN LANE
  - DEDICATED RIGHT TURN LANE
  - LANDSCAPE MEDIAN
  - ON-STREET PARKING
  - MID-BLOCK CROSSING
  - RIGHT IN/RIGHT OUT
  - MODIFIED CURB-CUT
  - CLOSED CURB-CUT
  - NEW CURB-CUT



- RIGHT OF WAY TO CURB**
- DOWNTOWN STREETSCAPE (WIDE SIDEWALKS 11'-16" WIDTH, TREES IN GRATES/PLANTERS, DECORATIVE PAVING)
  - 6' SIDEWALKS W/ LANDSCAPE PARKWAY
  - 10' to 12' SIDEWALK
  - 7'-6" to 8'-6" SIDEWALK
  - 5'-6" to 6' SIDEWALK
  - 10' MULTI-USE PATH (PED/BICYCLE)

## Ridge Road Sections

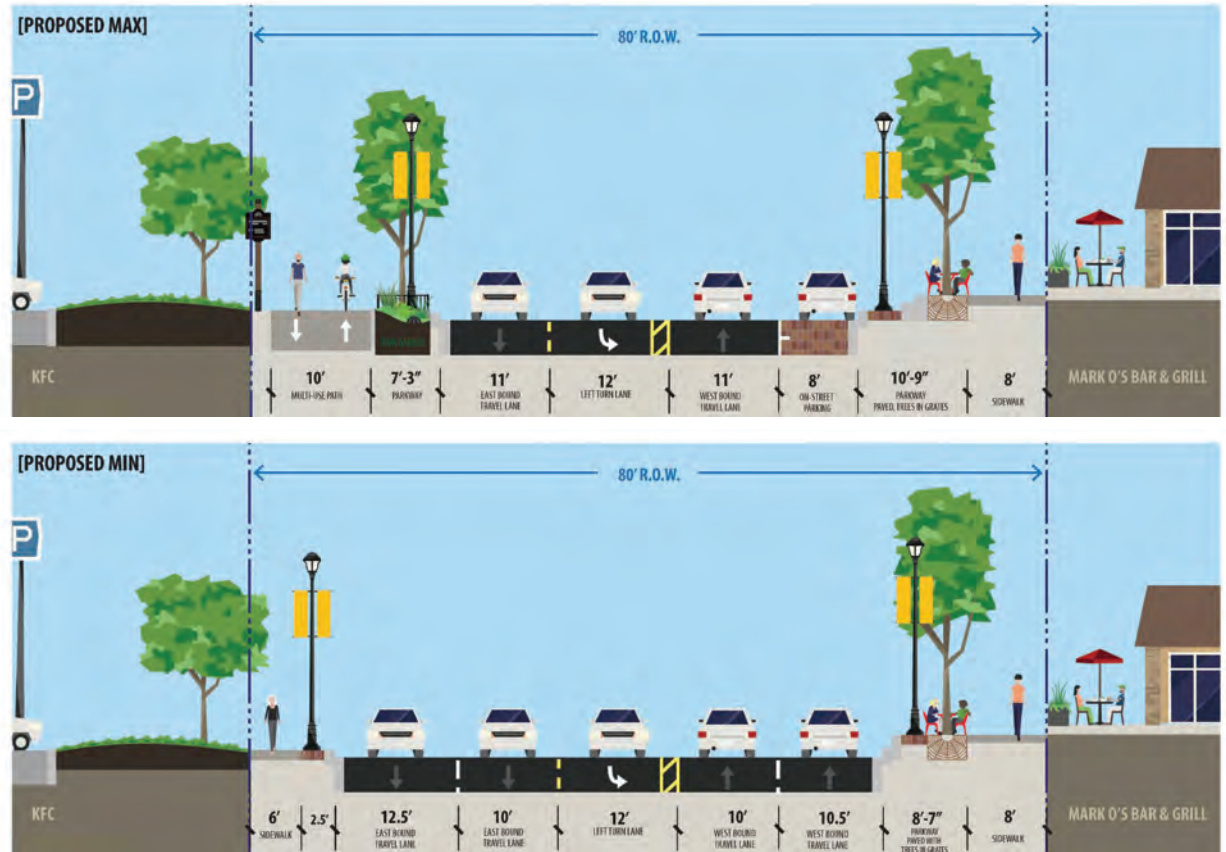
West of Calumet Ave



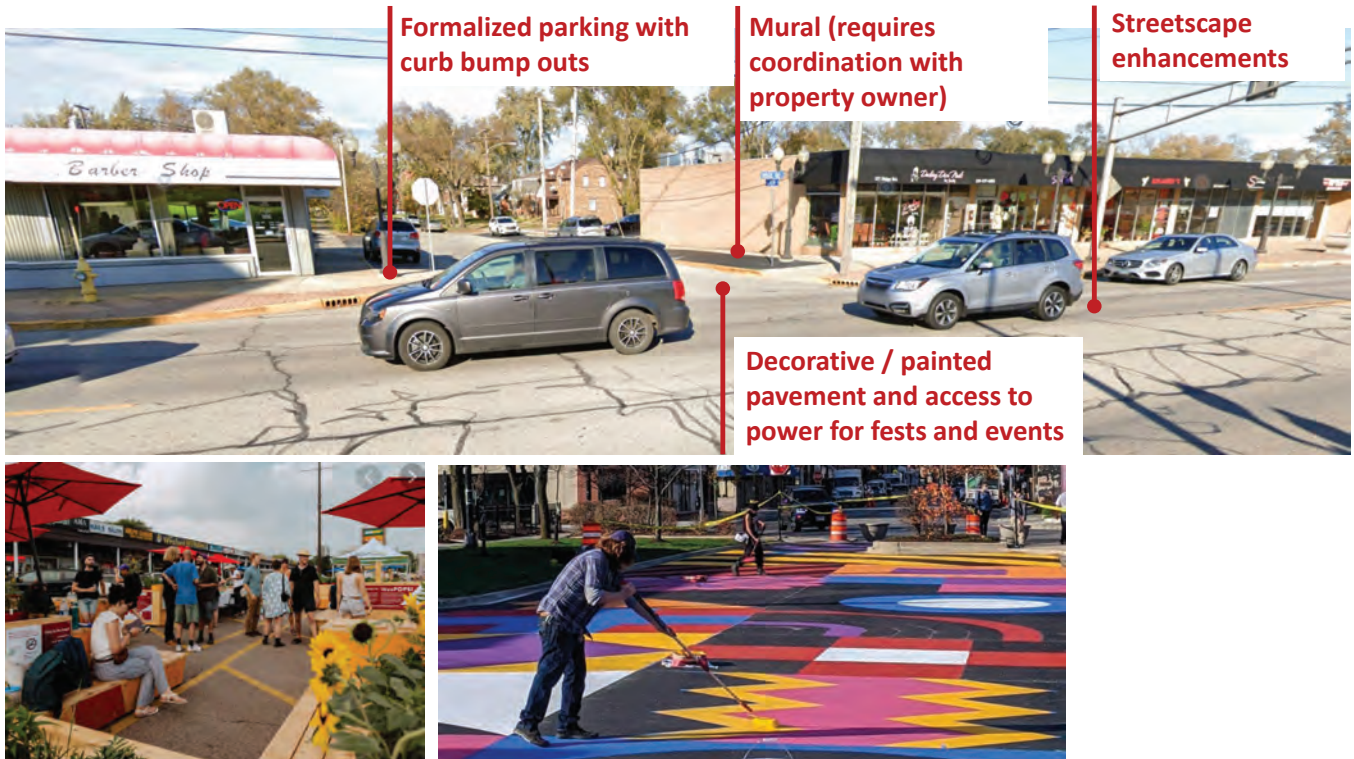


# Ridge Road Sections

West of Harrison Ave (west)



## CONCEPT PLAN PRESENTATION | Photovisualizations



## PILOT PROJECTS | Options



### NORTH CALUMET AVE GATEWAY

- Timber railings
- Gateway sign
- Evergreen tree screening



### MEADOW LANE PARKING PLAZA

- Pavement / building wall murals
- Events programming
- Electrical access, movable furnishings

## METRICS | Pedestrian Space

### PED CROSSINGS + SIDEWALK WIDTHS

RIDGE ROAD				CALUMET AVENUE		
EXISTING	MIN	MAX		EXISTING	MIN	MAX
300'-2,300'	275'-1,200'	275'-1,200'	DISTANCE BETWEEN PEDESTRIAN CROSSINGS	860'-1,820'	390'-1,340'	390'-800'
55-70'	55-70'	35-70'	PEDESTRIAN CROSSING DISTANCE	55-75'	55-75'	55-75'
4'-0"	5-6'	6-8' along north side 10' multiuse path along south side	SIDEWALK WIDTH	4'-0"	5'-0"	5'-0"



# METRICS | Green Space

## IMPERVIOUS VS PERVIOUS SPACE

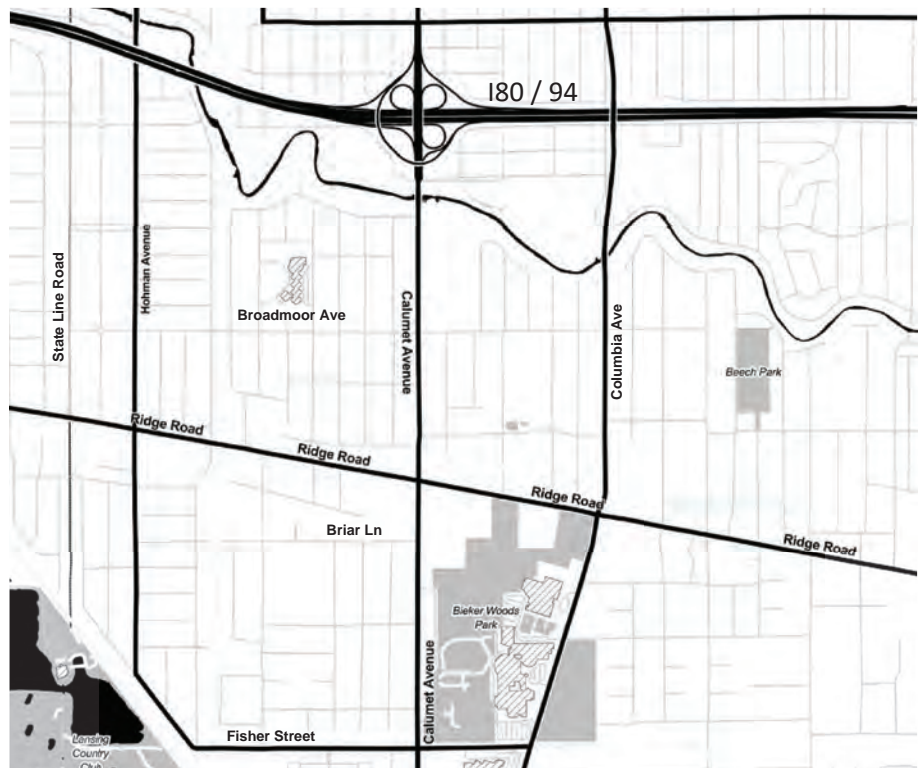
RIDGE ROAD				CALUMET AVENUE		
EXISTING	MIN	MAX		EXISTING	MIN	MAX
100%	89%	75%	IMPERVIOUS SPACE	100%	90%	86%
0%	11%	25%	PERVIOUS SPACE	0%	10%	14%

## PARKWAY WIDTH + TREES

RIDGE ROAD				CALUMET AVENUE		
EXISTING	MIN	MAX		EXISTING	MIN	MAX
4'-6" to 9'-2"	3'-0" to 9'-2"	5'-0" to 17'-0"	PARKWAY WIDTH	5'-0" to 12'-0"	3'-6" to 12'-0"	3'-6" to 12'-0"
0	123	255	TREES	8	132	132

## APPROACH TO FUTURE TRAFFIC ANALYSIS

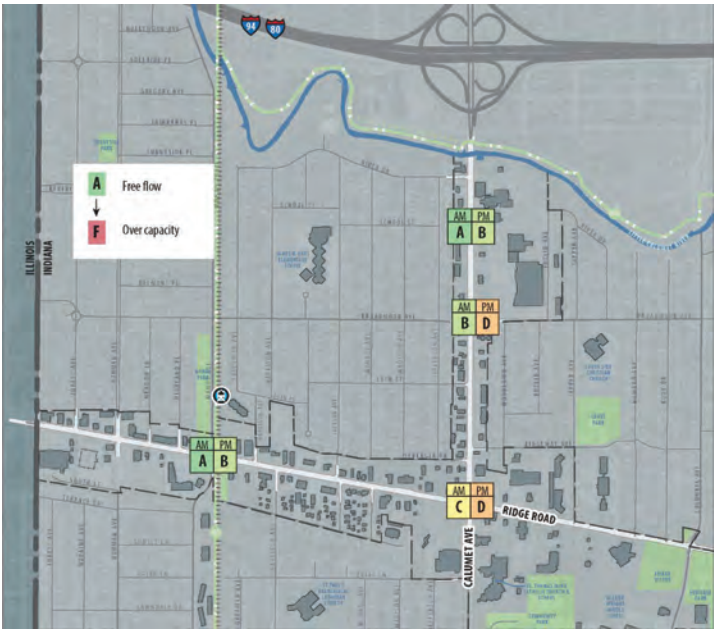
- Build on 2014 conditions (Town-provided data)
- Extrapolate to 2020 based on INDOT growth trends
- Apply NIRPC projections reflecting area infrastructure improvements
- Add RDA development projections
- Further engineering study to be performed when design begins



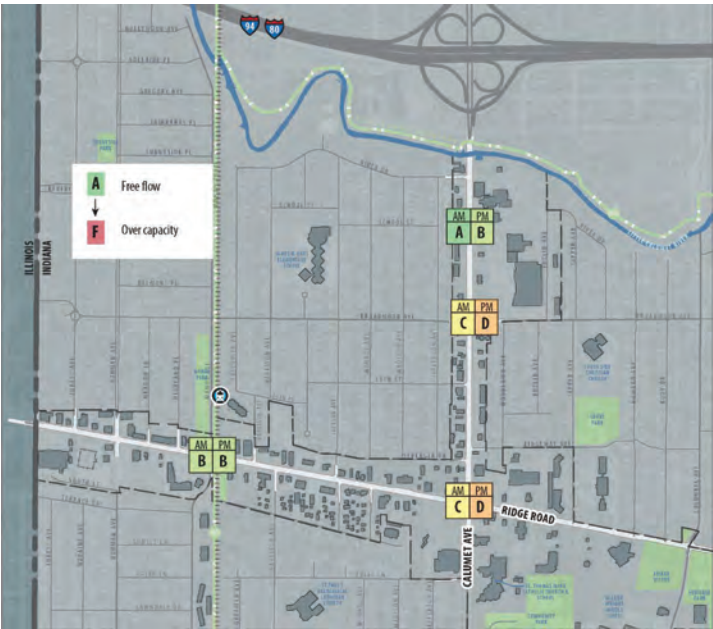


# INTERSECTION LEVELS OF SERVICE

Future Min Scenario



Future Max Scenario



## METRICS | TRAFFIC

VEHICLE DELAY (IN SECONDS, BY INTERSECTION)

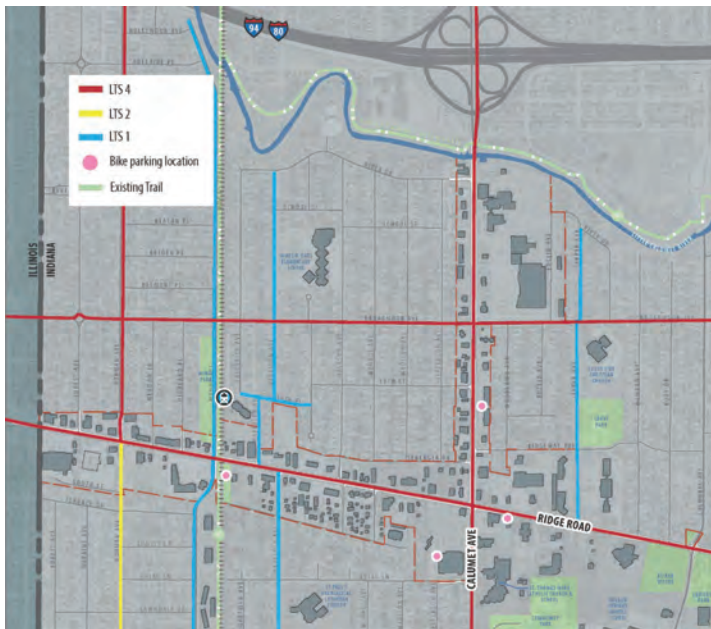
	EXISTING	MIN	MAX
Ridge/Calumet	30.9 AM	31.3 AM	32.8 AM
	41.1 PM	45.0 PM	51.6 PM
Ridge/Manor	12.8 AM	8.9 AM	11.9 AM
	18.0 PM	10.8 PM	19.9 PM
Calumet/Broadmoor	24.5 AM	16.8 AM	24.8 AM
	42.5 PM	38.8 PM	43.8 PM

VEHICLE QUEUES (IN LINEAL FEET, BY INTERSECTION)

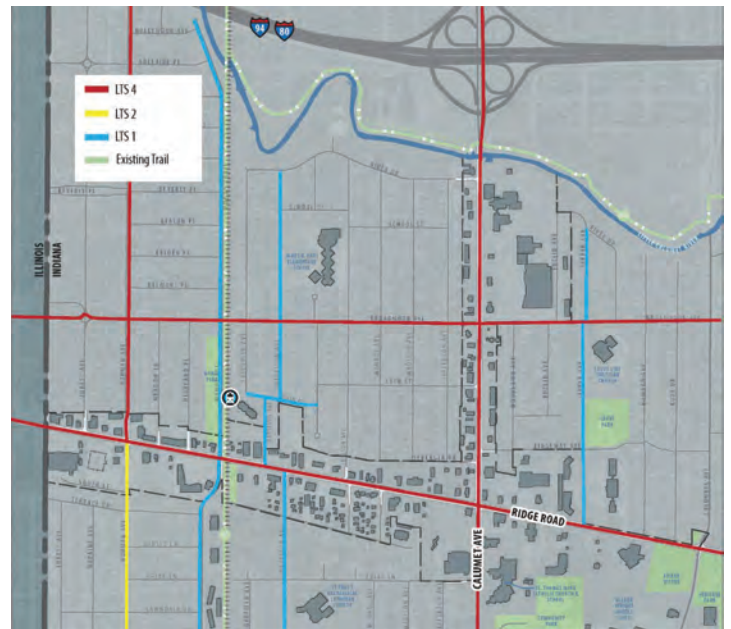
	EXISTING	MIN	MAX
Ridge Road	126-237' AM	93-229' AM	105-227' AM
	240-434' PM	83-270' PM	194-544' PM
Calumet Avenue	80-593' AM	330-706' AM	318-657' AM
	115-572' PM	453-851' PM	446-837' PM

# BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

Existing

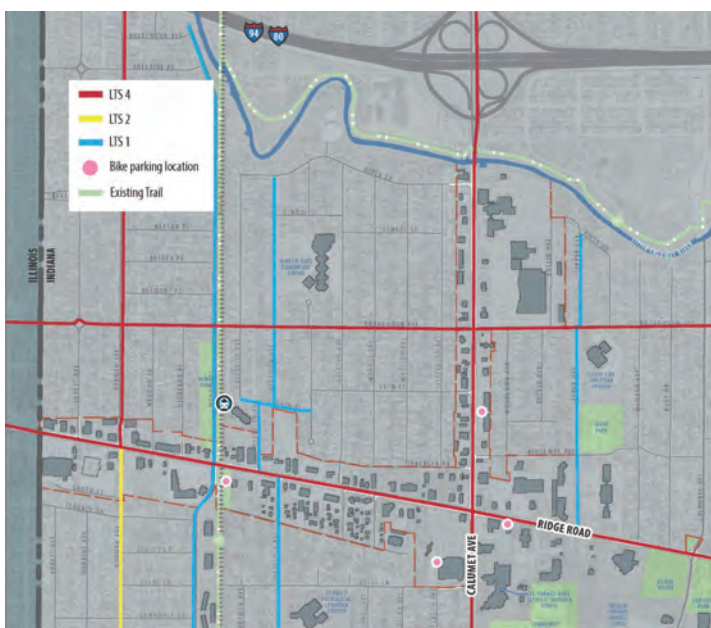


Future Min Scenario

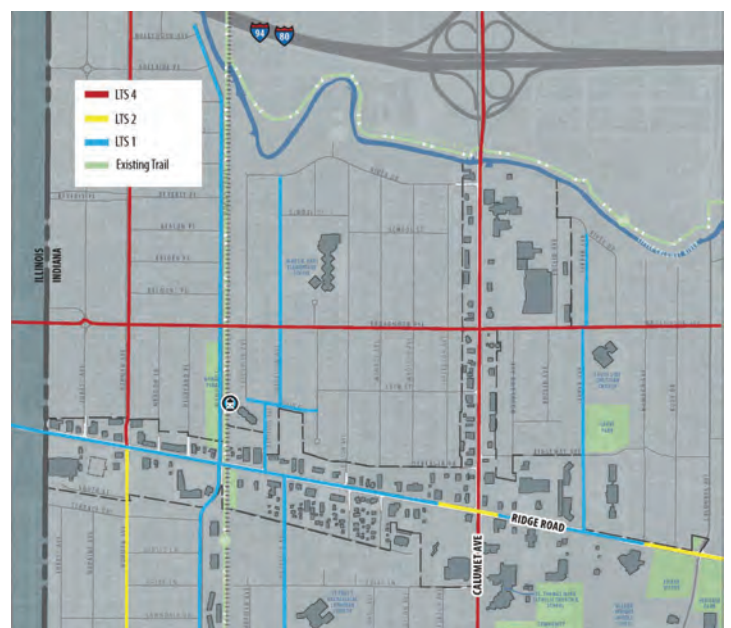


# BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

Existing



Future Max Scenario





# METRICS | traffic control + parking

## CURB CUTS + ON STREET PARKING

RIDGE ROAD				CALUMET AVENUE		
EXISTING	MIN	MAX		EXISTING	MIN	MAX
59 total (58 full access, 1 ltd access)	56 total (50 full access, 6 ltd access)	56 total (44 full access, 12 ltd access)	NUMBER OF CURB CUTS	56 total (56 full access, 0 ltd access)	54 total (54 full access, 0 ltd access)	55 total (36 full access, 19 ltd access)
0	0 (peak hours), 58 (off-peak hrs)	58	NUMBER OF PARKING SPACES	0	0	0
* Additional on-street parking at Highland Pl, Meadow Ln and Forest Ave. Approx 10 spaces per street = 30 spaces				* Additional on-street parking at Seberger Dr (2) 30 <sup>th</sup> St (4) = 6 spaces		

THANK YOU!

Input activity: using your smartphone or other device, log on to:

[menti.com](https://www.menti.com)



## 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		

# AGENCY OUTREACH + CONSIDERATIONS

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

## CONCEPT PLAN PRESENTATION | Enlargements



# CONCEPT PLAN PRESENTATION | Enlargements



# CONCEPT PLAN PRESENTATION | Enlargements





# CONCEPT PLAN PRESENTATION | Enlargements



# CONCEPT PLAN PRESENTATION | Enlargements





***[munster-streetscape.org](http://munster-streetscape.org)***

## **CALUMET-RIDGE STREETScape PLAN**

### **COMMITTEE MEETING #2 SUMMARY**

**February 18, 2021 | videoconference | 4:00 pm**

The purpose of Committee Meeting #3 was to review the draft final streetscape plan in preparation for the public meeting (anticipated to occur Mid-March). Due to the current health crisis, the meeting was conducted via Zoom videoconference. A packet containing the draft final concept materials was emailed to the committee in advance of the meeting.

The following participants attended this meeting.

<b>COMMITTEE MEMBERS</b>	<b>CONSULTANT TEAM</b>
<ul style="list-style-type: none"> <li>• Tom Vander Woude, Community Development, Town of Munster</li> <li>• Bill Baker, Plan Commission Chair</li> <li>• Paul Rotatori, Resident, South Shore Trails Member</li> <li>• Ken Schoon, Town Council</li> <li>• Anthony Christopher, Business Owner, Top Tier Nutrition</li> <li>• Steve Tripenfeldas, Assistant Superintendent</li> <li>• Scott Milne, Business Owner</li> <li>• Don Erminger, Local Business, Strack &amp; Van Til</li> <li>• Dan Straka, Sweet Tooth</li> <li>• Leann Mellon, Town President</li> <li>• Eman Ibrahim, NIRPC</li> <li>• Rachel Branagan, local architect</li> </ul>	<ul style="list-style-type: none"> <li>• Jodi Mariano, Teska Associates</li> <li>• Heather Faivre, Teska Associates</li> <li>• Stacey Meekins, Sam Schwartz Consulting</li> </ul>



***[munster-streetscape.org](http://munster-streetscape.org)***

The meeting agenda and presentation topics follow below:

- 1. Introductions, Project Goals + Scope Review**
- 2. Community Outreach:** *Public meeting recap*
- 3. Final Streetscape Plan Draft:** *Presentation*
- 4. Implementation Costs + Strategies for Development**
- 5. Next Steps: Public Meeting #2**

Following the presentation, the Committee participated in a guided discussion focused on details of the streetscape plan and implementation.

#### **CALUMET AVENUE**

The group discussed details of the streetscape and the proposed traffic modifications.

1. North of Broadmoor Ave – review median lengths and parking lot circulation for access at Clock Tower Plaza and Boston Market.
2. Review U-Turn movements and potential changes to Town policies.
3. The committee recognizes that due to some existing legal non-conforming uses (such as Johnny’s Tap), some corridor properties require curb cuts that may be considered sub-optimal.

#### **RIDGE ROAD**

1. Review emergency vehicle access with Munster Police and Fire.
2. Review maintenance requirements with Public Works.
3. Review access at Jewel / Bank west of Calumet and south of Ridge. Participants commented that turning movements associated with the Ridge / Calumet intersection causes conflicts with these curb cuts.
4. Review proposed roadway taper and access to Commander Restaurant. Consider adding a turn lane.
5. Review proposed roadway taper and access to Dairy Queen. Consider relocating the taper towards the east to maintain access for Dairy Queen.
6. Multi use trail interface with potential new developments along the south side of Ridge Road. Many participants preferred the concept that requires future developments to set buildings back 5’ from the edge of bike trail and to provide additional sidewalk adjacent to the trail. The sidewalk would provide separate walking space and a transition area between multi-use trail and business.





***[munster-streetscape.org](http://munster-streetscape.org)***

## **IMPLEMENTATION**

1. Participants reviewed the overall cost estimate and draft implementation priorities tables. Additional comments include:
  - a. Continue to work with the Lake Michigan Coastal Program towards obtaining grants for implementation. It was noted that the Coastal Program offers some construction related grants.
  - b. Consider prioritizing Ridge Road improvements in tandem with the station area development.

Next steps include the following:

- Public meeting. Present the draft final streetscape plan at a public meeting in March, date TBD.
- Prepare draft report for committee and Town Council review

The meeting adjourned at 5:30 pm.



# CALUMET AVENUE & RIDGE ROAD STREETSCAPE TOWN OF MUNSTER

COMMITTEE MEETING #3 | FEBRUARY 18, 2021 | VIDEO-CONFERENCE



Sam  
Schwartz

## INTRODUCTIONS + PROJECT TEAM



### **Teska Associates | Community Planning + Landscape Architecture**

Jodi Mariano, PLA, Principal Landscape Architect

Heather Faivre, PLA, Associate Landscape Architect

Sam  
Schwartz

### **Sam Schwartz Consulting | Transportation + Traffic Planning**

Stacey Meekins, AICP, Principal + Director of Transportation

## PROJECT GOAL

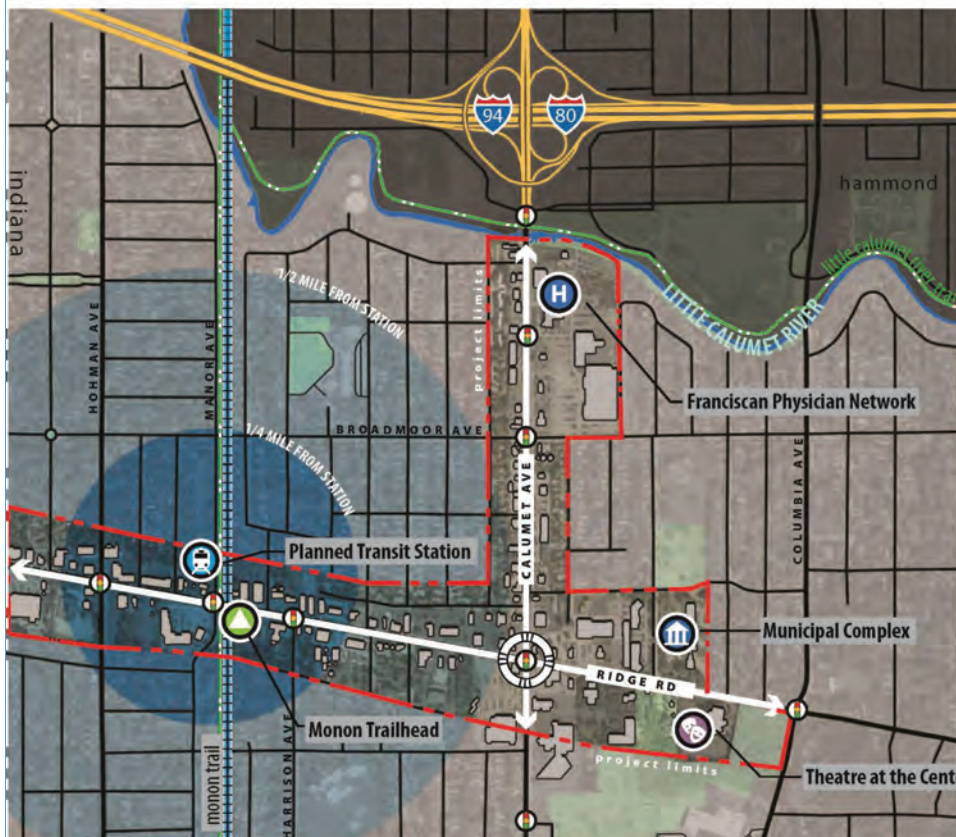
The goal of this project is to develop **a more welcoming environment for walking, biking, to reinforce a sense of place in our community, and to enhance the ability to absorb stormwater and reduce flooding.**

## 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**

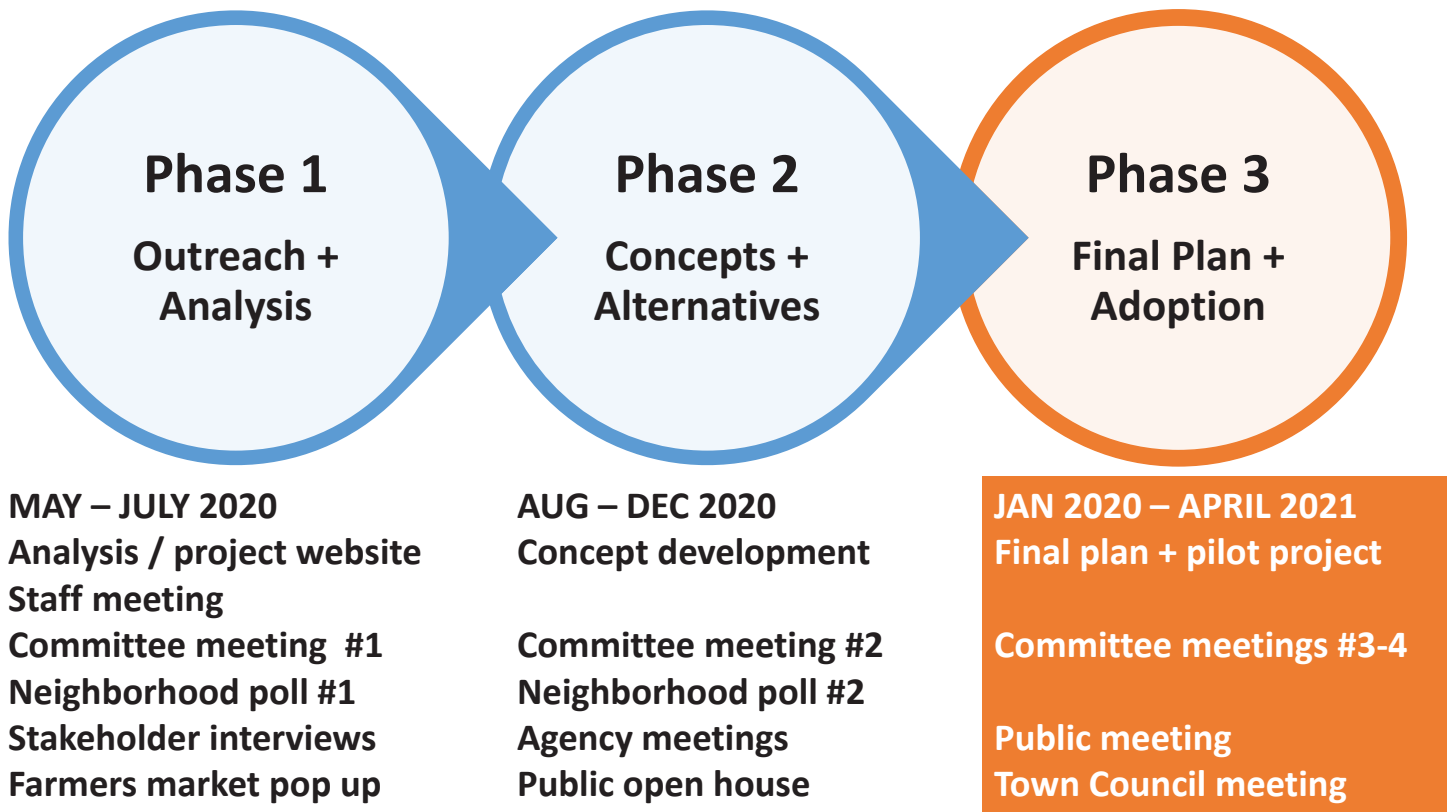
## FUNDING FOR THE STREETSCAPE PLAN

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



## STUDY AREA





## AGENDA

1. Introductions, project goals + scope review
2. Community outreach: public meeting recap
3. Draft Plan presentation
4. Implementation costs + strategies for development
5. Next Steps: public meeting



# OUTREACH | recap

## Steering Committee Mtg #2 (11/18/20):

- Min vs. Max Concepts + Metrics
- Guidance to proceed with the Max Concept

## Public Open House Webinar (12/20/2020):

- Approx 30 attendees
- Invites: project + Town websites, Facebook, email lists
- Meeting summary + presentation posted to project website
- Guidance to proceed with the Max Concept

### Open House Recap

Thank you to all who joined for our first virtual open house on December 10th! If you missed it, head to the [Documents page](#) to view meeting materials, the Zoom recording, and a summary. And scroll down for a preview of some of the concept plan imagery that was featured.

Concept Plan Imagery Presented at 12/10 Virtual Open House

#### CONCEPT PLAN PRESENTATION | Min vs Max - intersection



### Meadow Lane Parking and Temporary Events Plaza

The Meadow Lane concept supports existing on-street parking and access between Ridge Road businesses and neighborhoods. Enhancements such as roadway and building murals, overhead string lighting, freestanding planter pots and furnishings allow the space to be temporarily used as "people-only place," supporting local events in coordination with businesses.



## DRAFT PLAN PRESENTATION | CALUMET AVENUE



## CONCEPT PLAN | Min vs Max Concepts – Calumet Avenue



## 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

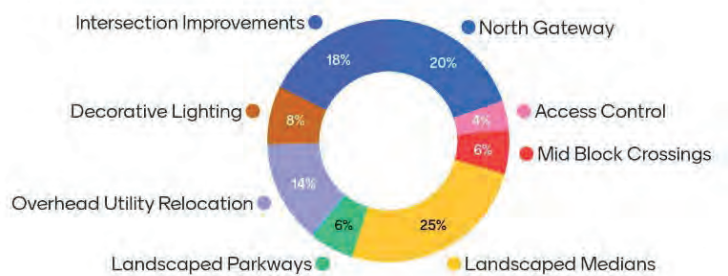
#### Access control (left turn restrictions)

- 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.





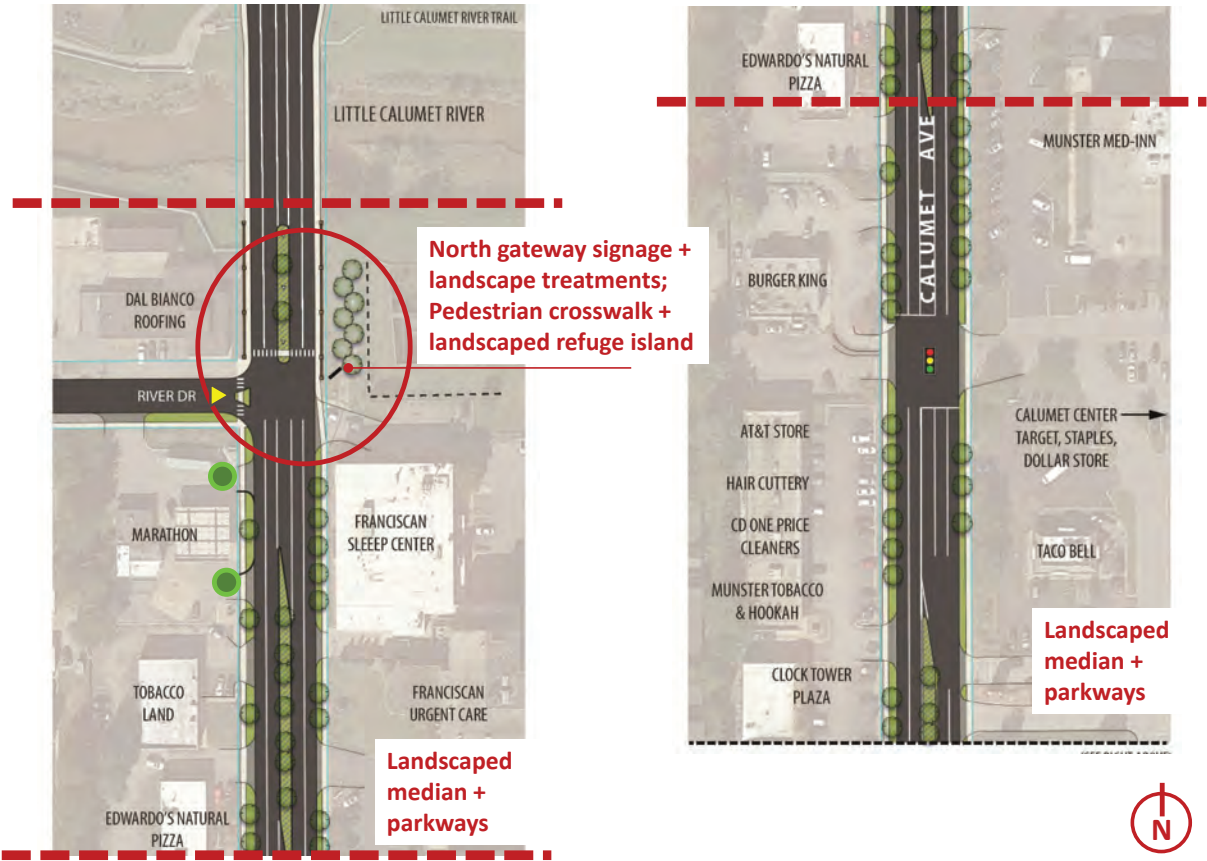
## OUTREACH | "Paint us a picture along Calumet Avenue" key quotes:

- **"Much better welcoming look to the town of Munster."**
- "Green space, gateway, sense of 'Munster'"
- **"Ability to connect with ease to trails, businesses, art center, Town Hall by walking or bike."**
- "Two couples go to dinner at different restaurants and take the long walk back to the car down the public and well-lit greenways. They bump into neighbors they haven't seen in a while and stop to catch up deciding to walk to a nearby bench to catch up."



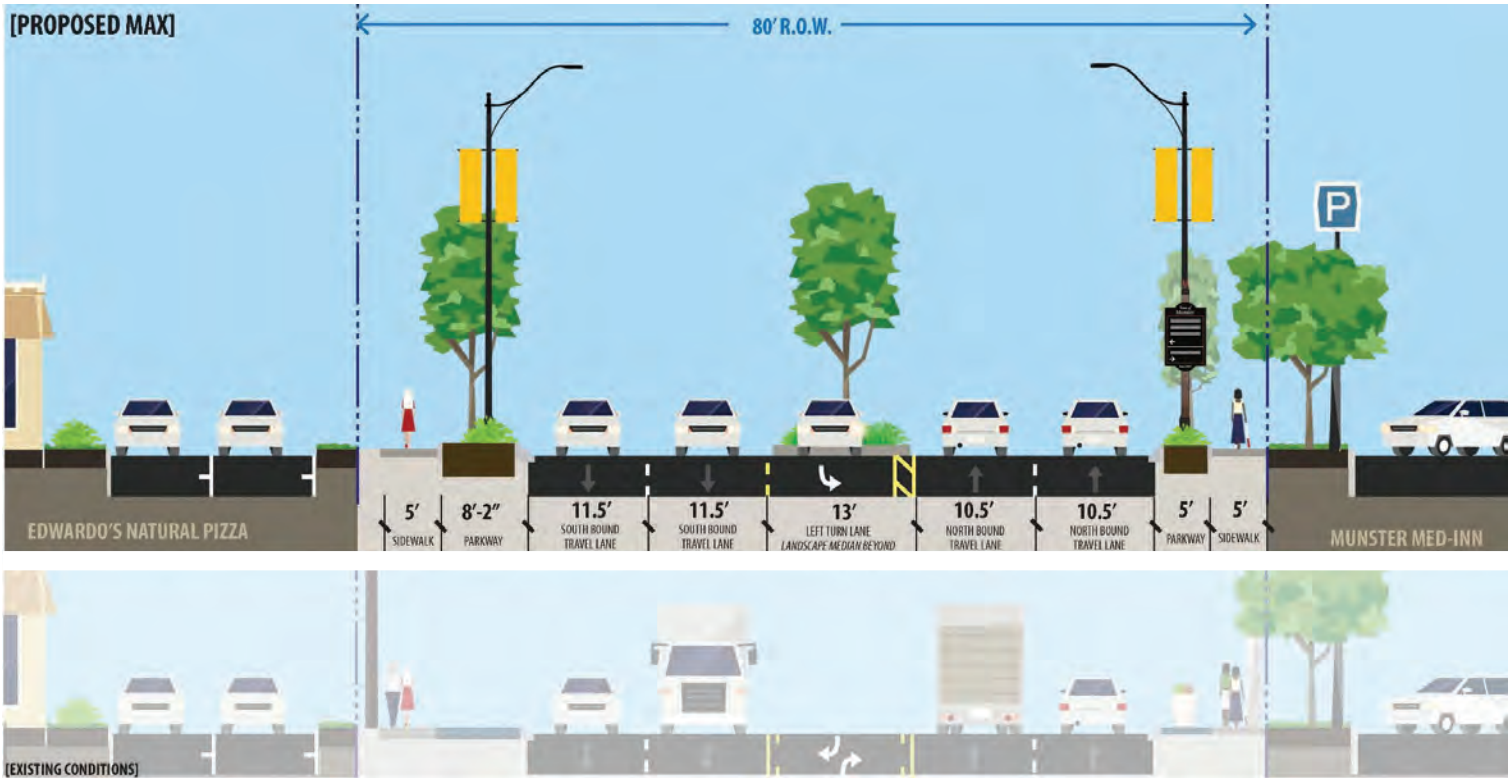


# Calumet Avenue | North boundary to Calumet Center (Target)



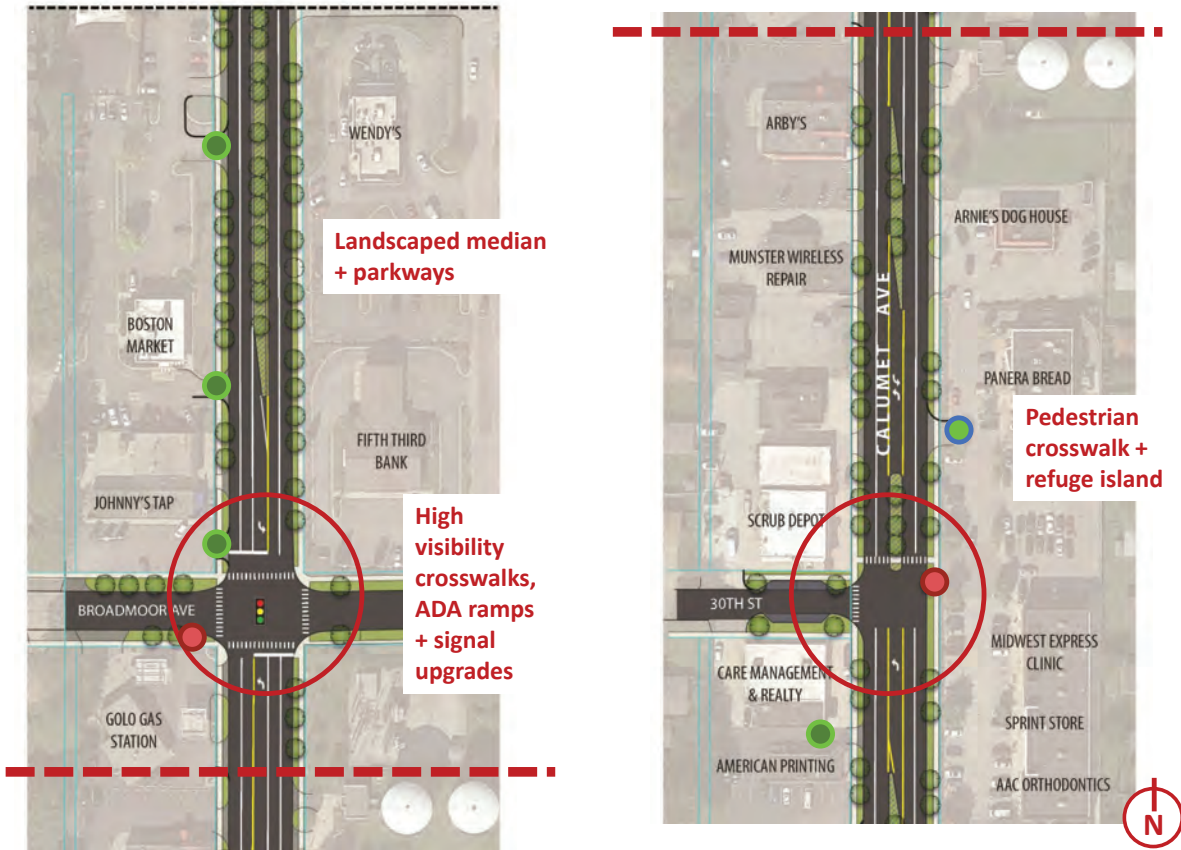


# Calumet Ave Section | South of River Drive



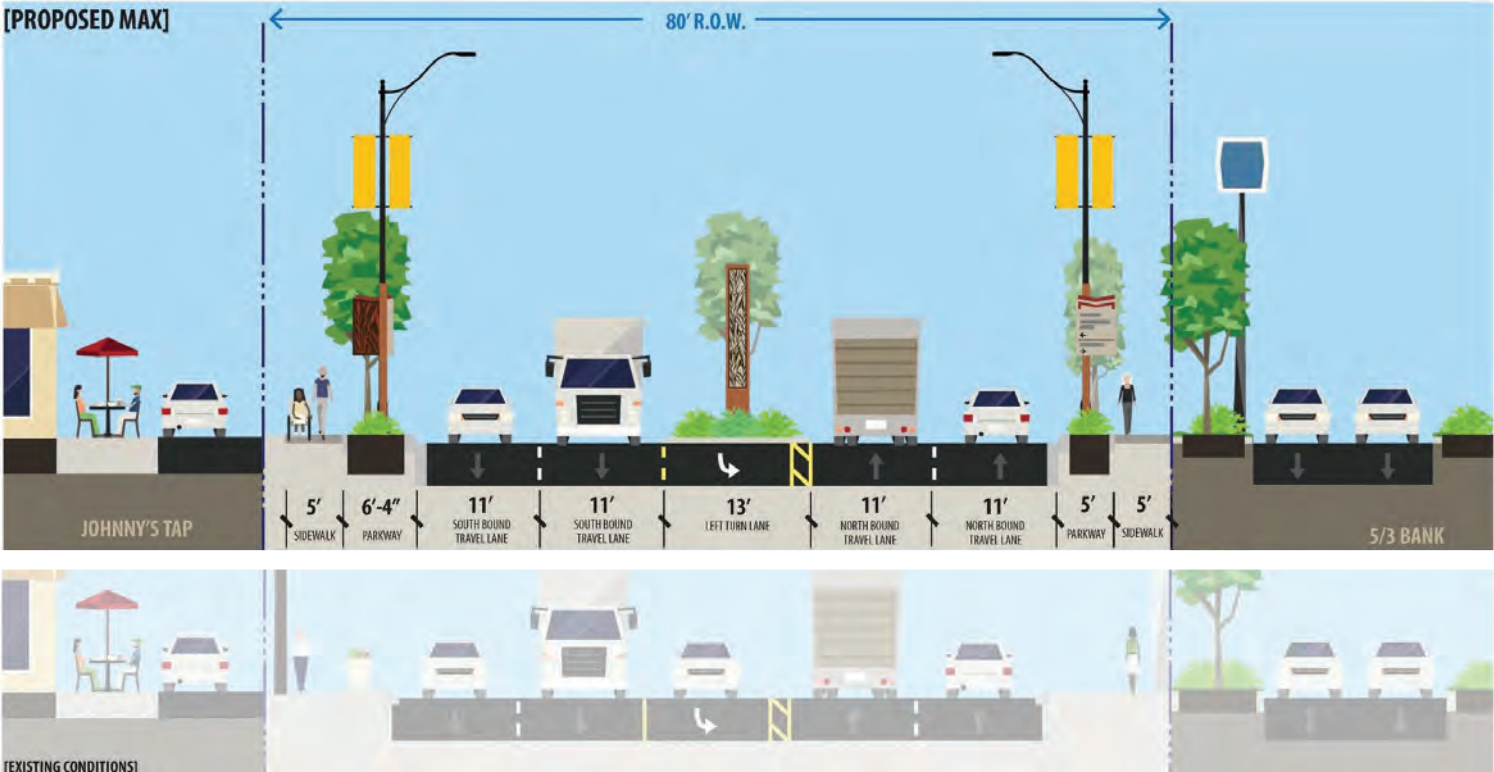
## Calumet Avenue | Calumet Center (Target) to 30<sup>th</sup> Street

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



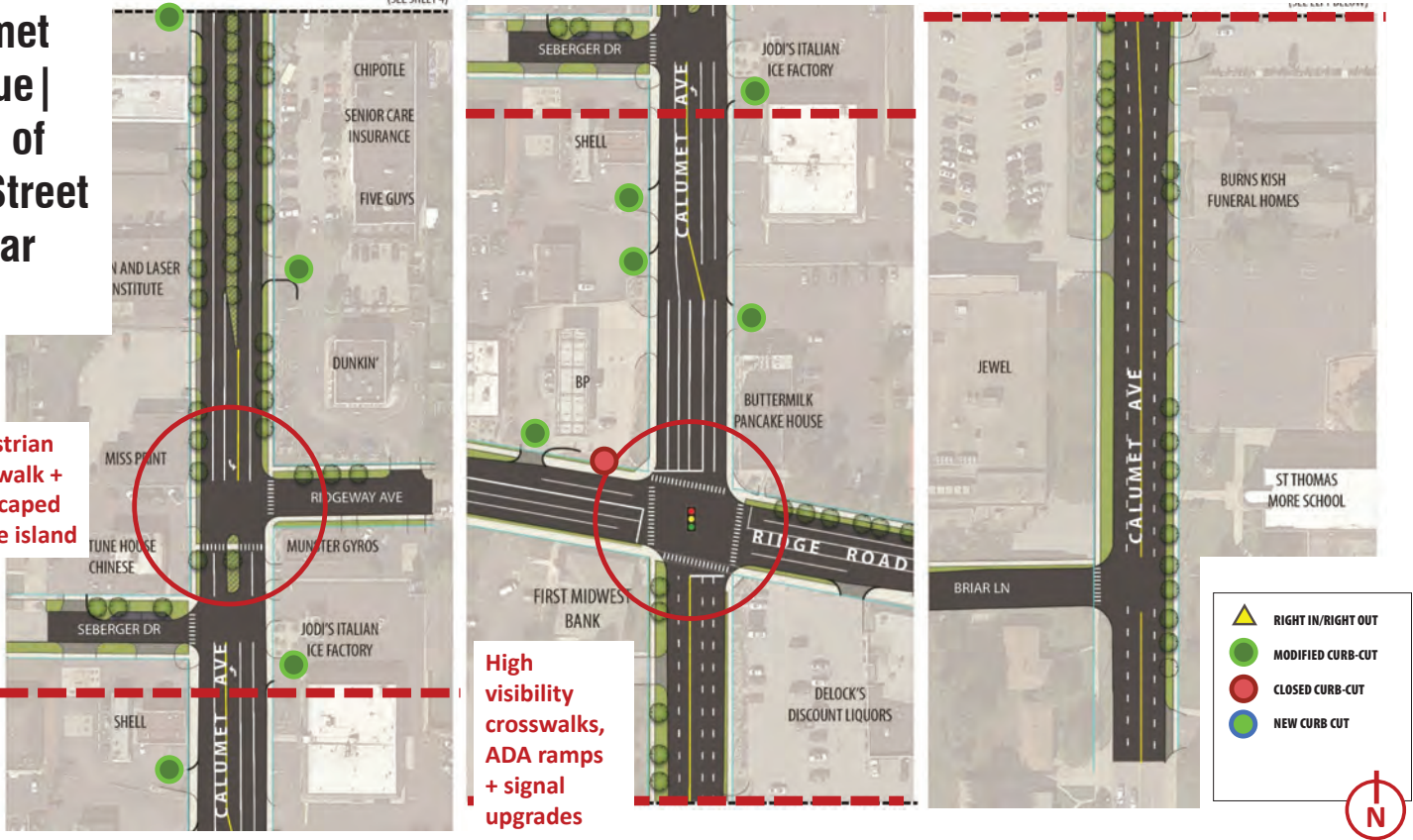


# Calumet Ave Section | North of Broadmoor Ave

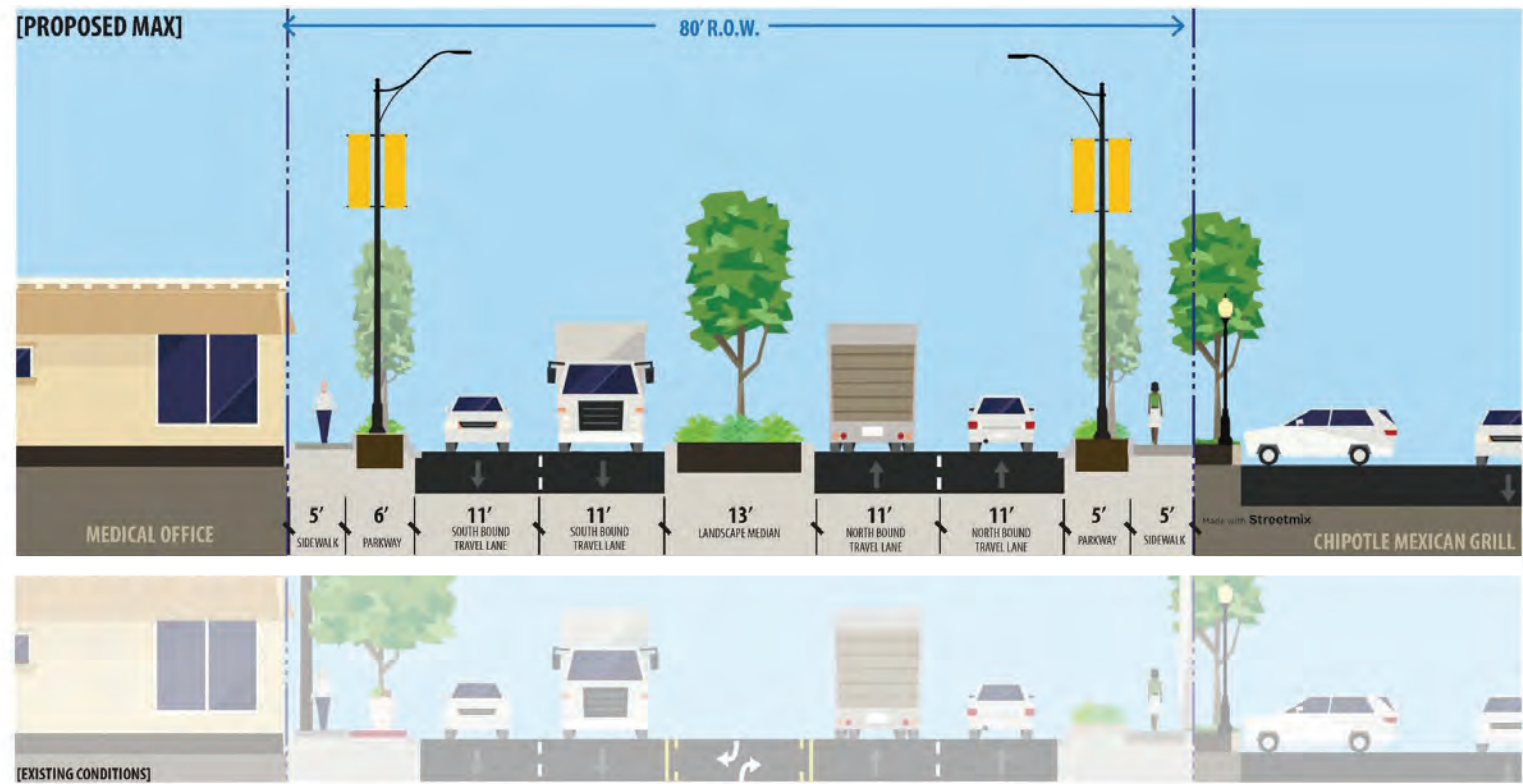


## Calumet Avenue | south of 30<sup>th</sup> Street to Briar Lane

Pedestrian crosswalk + landscaped refuge island



# Calumet Ave Section | South of 30<sup>th</sup> Street







## DRAFT PLAN PRESENTATION | RIDGE ROAD





## CONCEPT PLAN | Min vs Max Concepts – Ridge Road



## 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

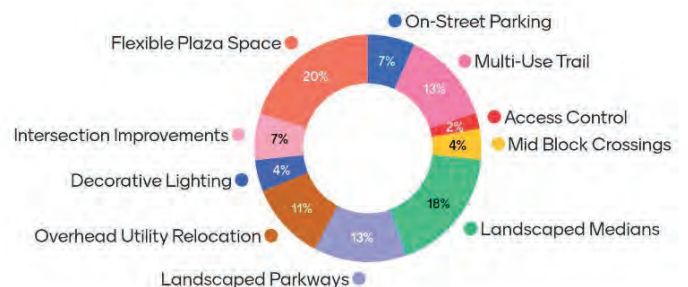
#### Road diet amenities

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.



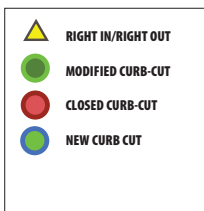
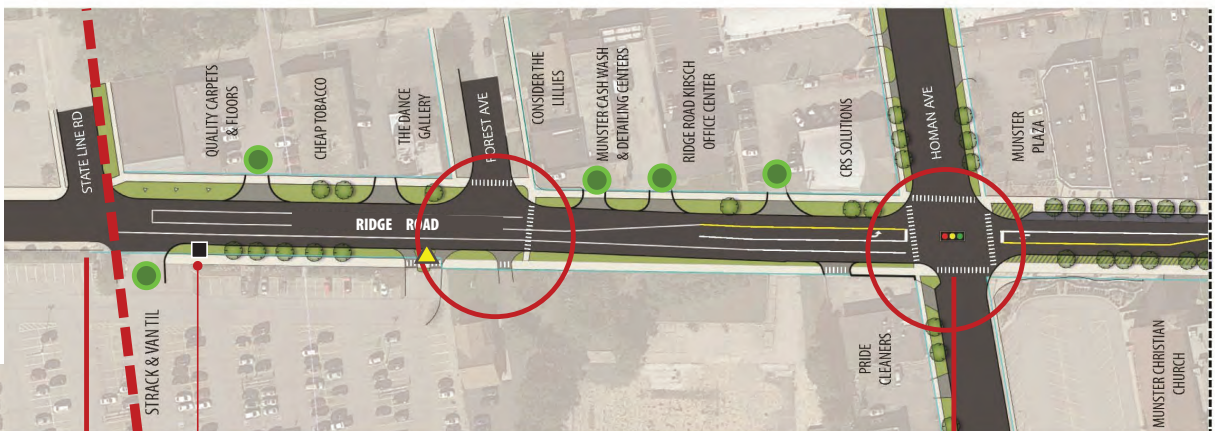
## OUTREACH | “Paint us a picture along Ridge Road” key quotes:

- **“Vibrant and verdant active corridor.”**
- **“Evening out, have dinner, walk to a few shops.”**
- **“A lot of walking and biking activity on trail, festivals, access control, landscaping improvements.”**
- **“More outdoor dining areas, larger area around the fountain, plaza for art shows or live music, more lighting for walks, train station that fits the neighborhood.”**

### 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



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

WEST GATEWAY ENTRY

WALKABLE  
DOWNTOWN  
CORE

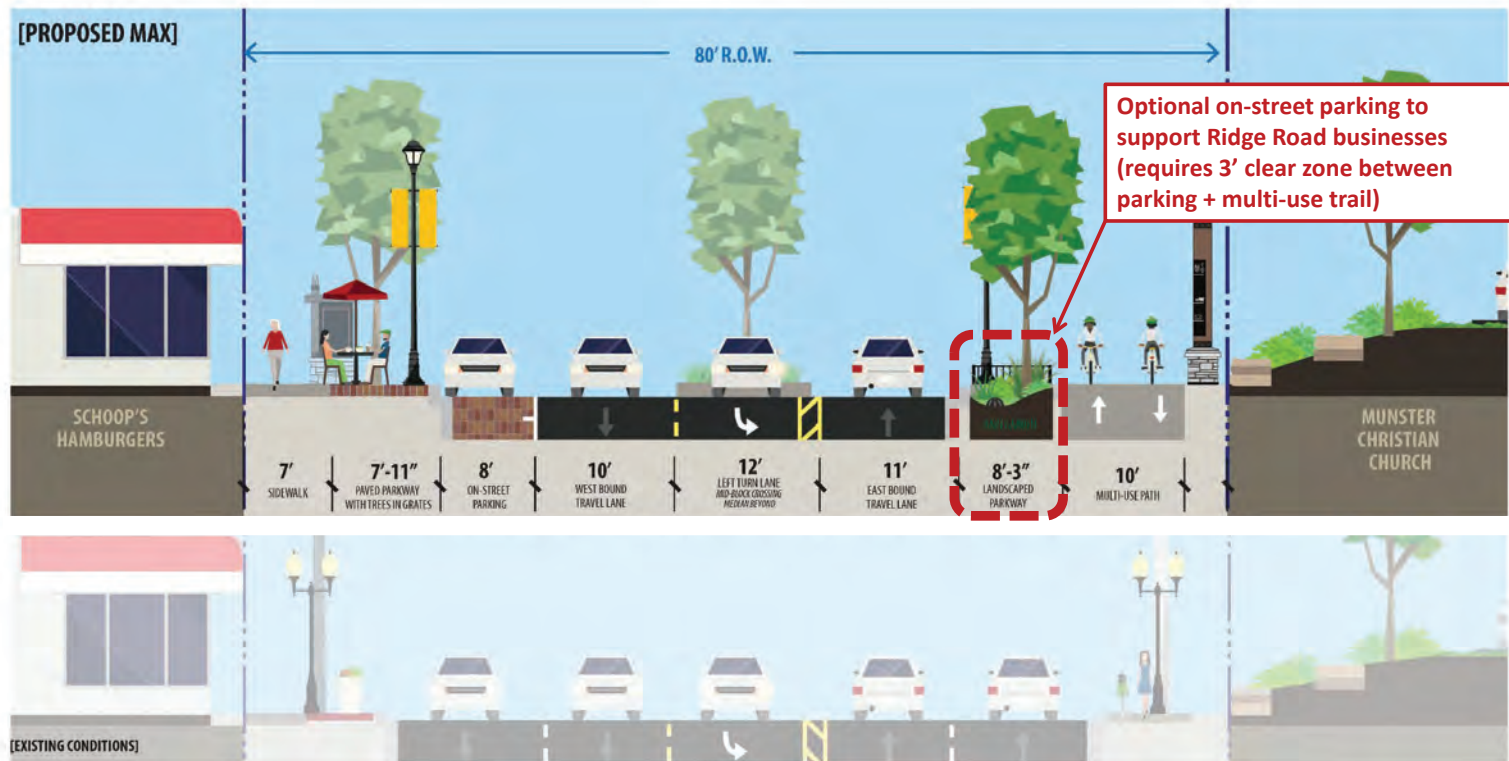




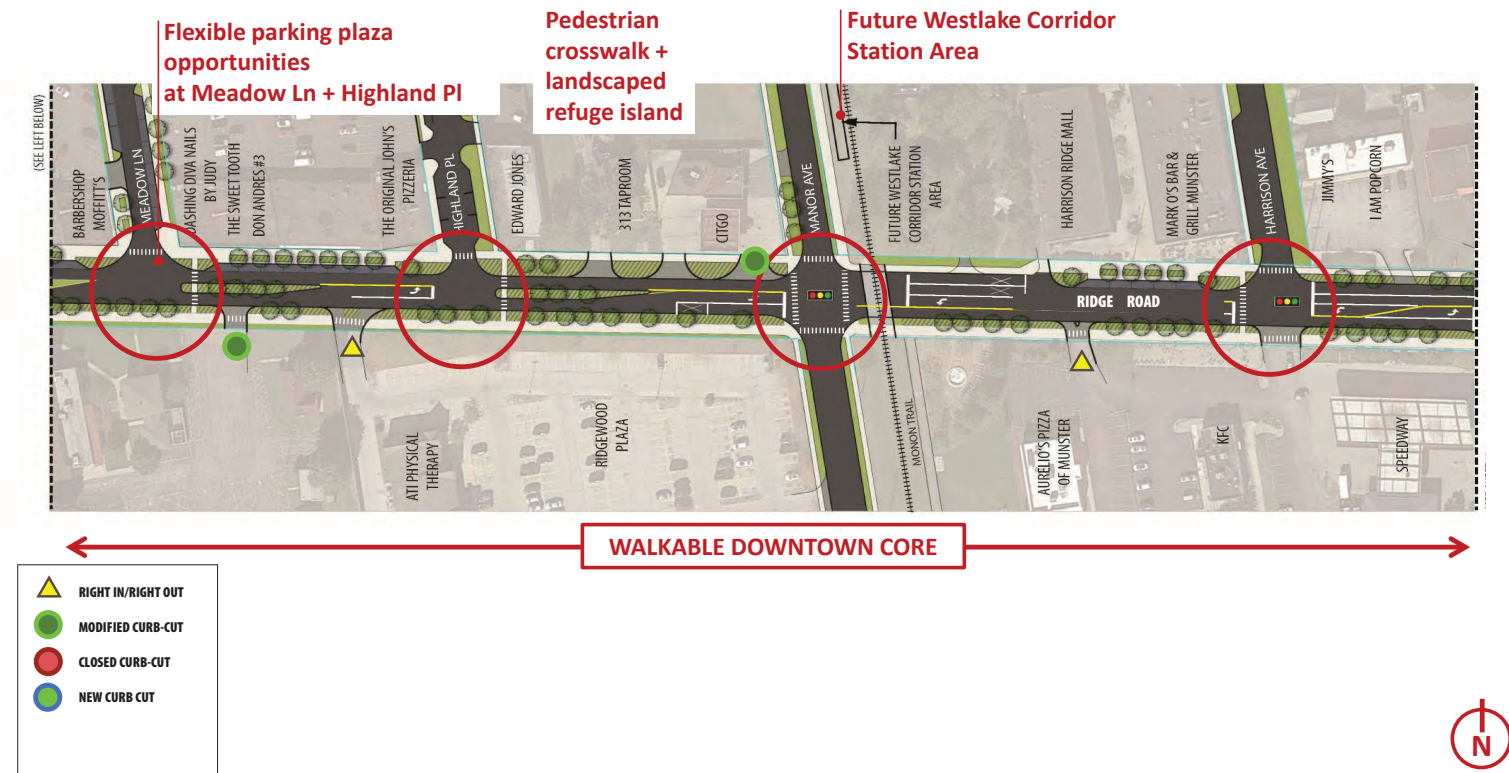




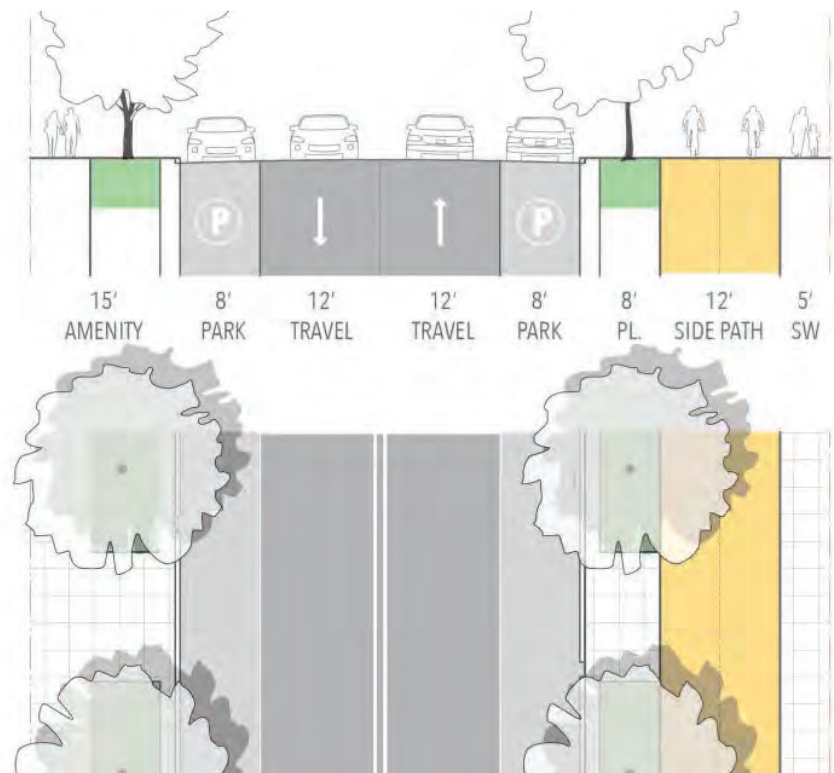
# Ridge Road Section | East Hohman Ave (west of Meadow Lane)



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



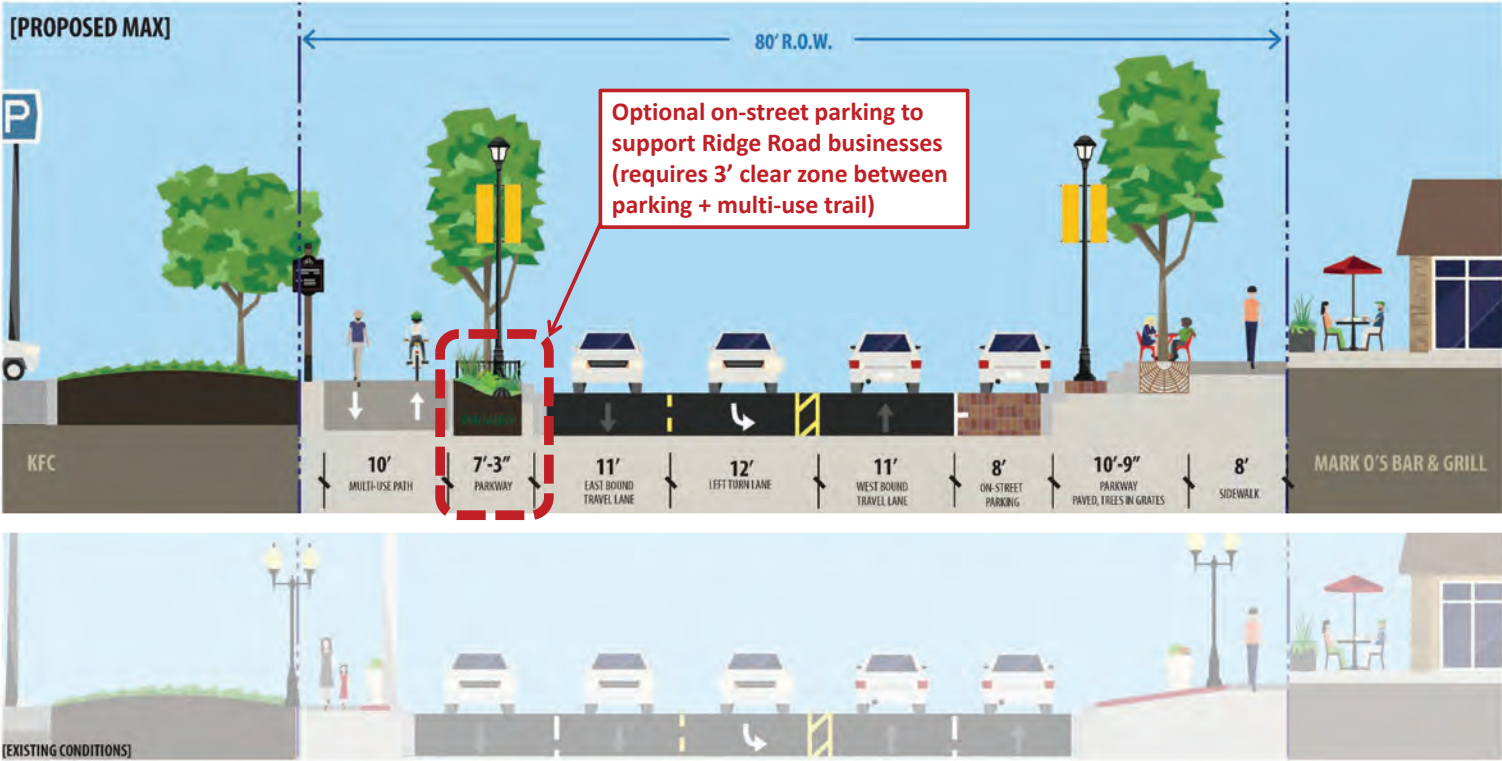
# Multi-Use Path Considerations at Ridge Road





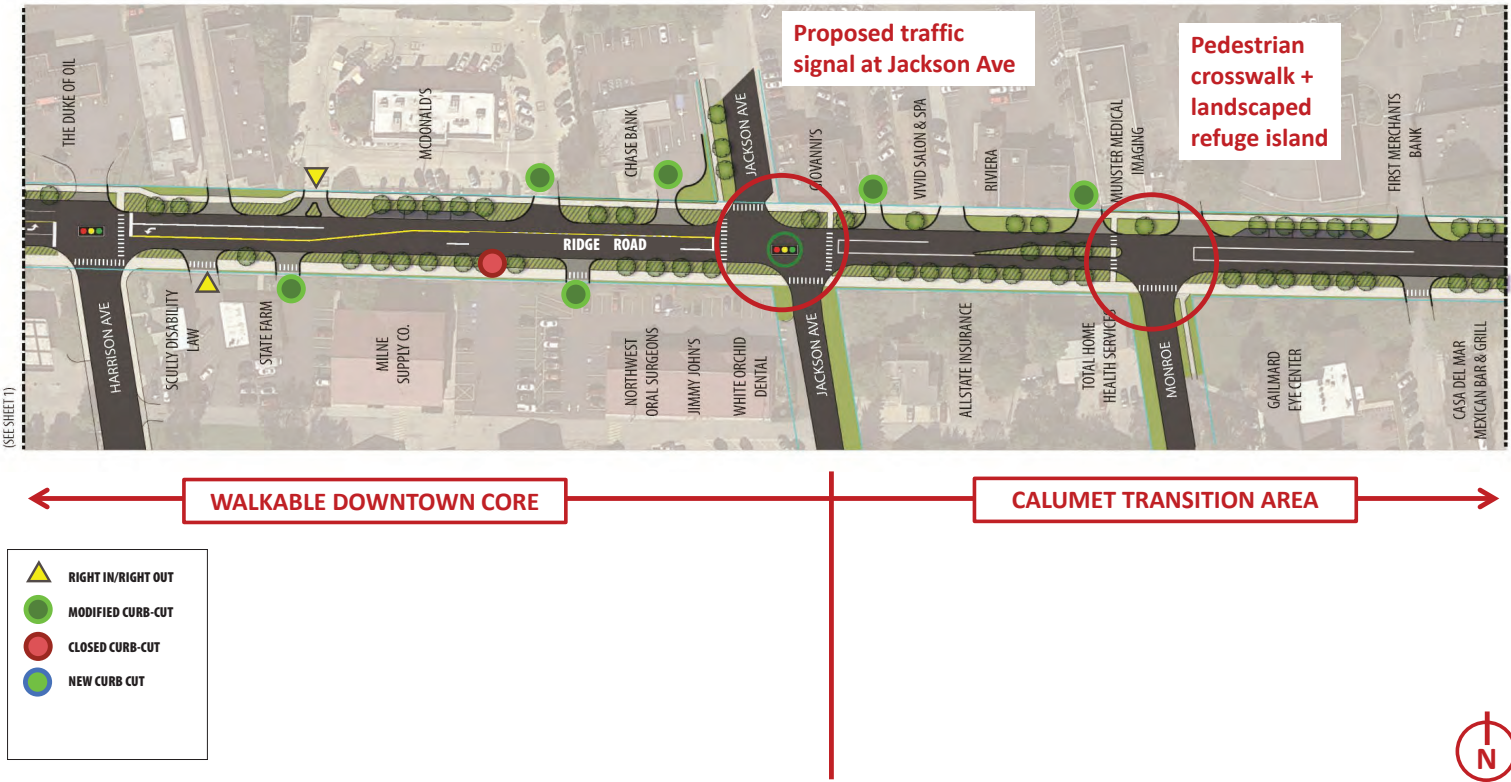


# Ridge Road Section | West of Harrison Ave (west)

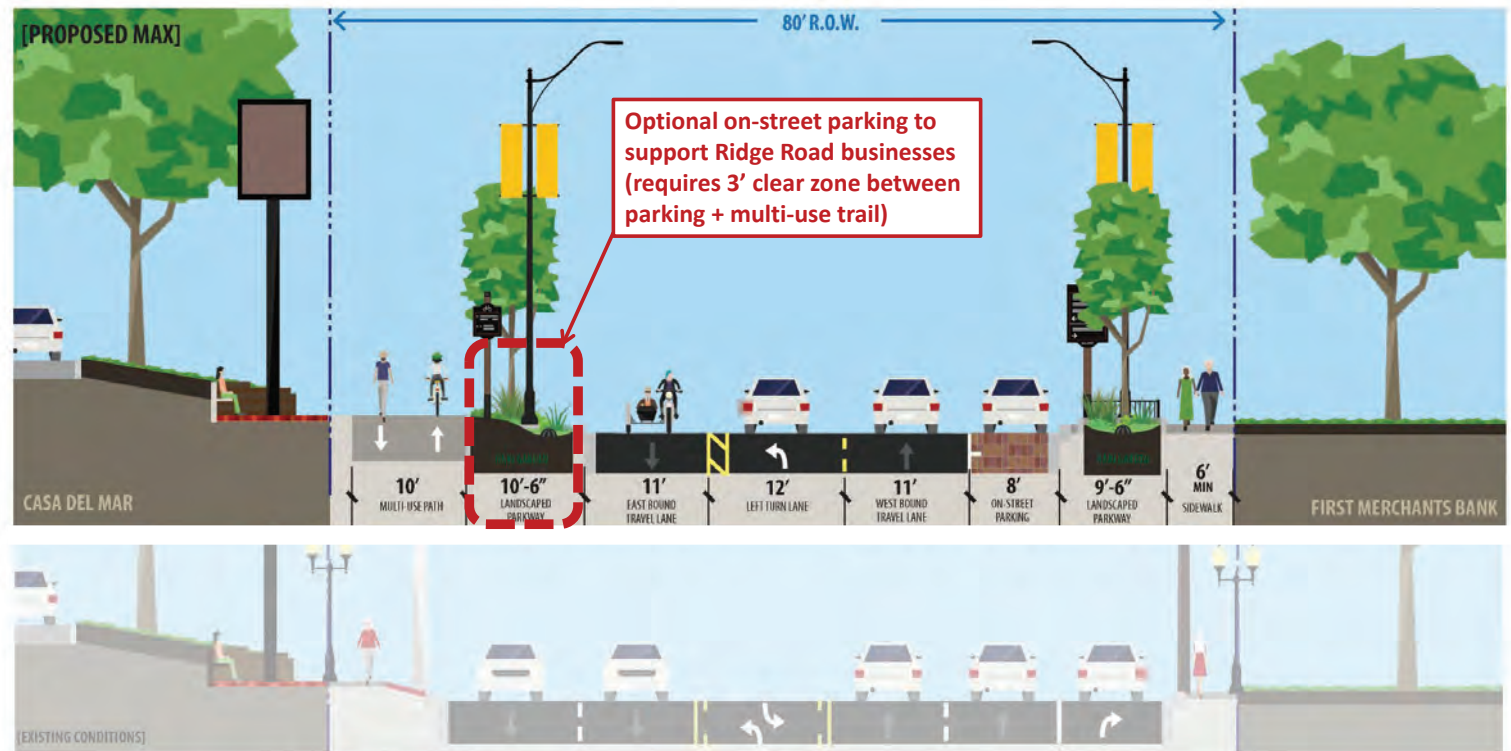




# Ridge Road | Harrison Ave (east) to east of Monroe



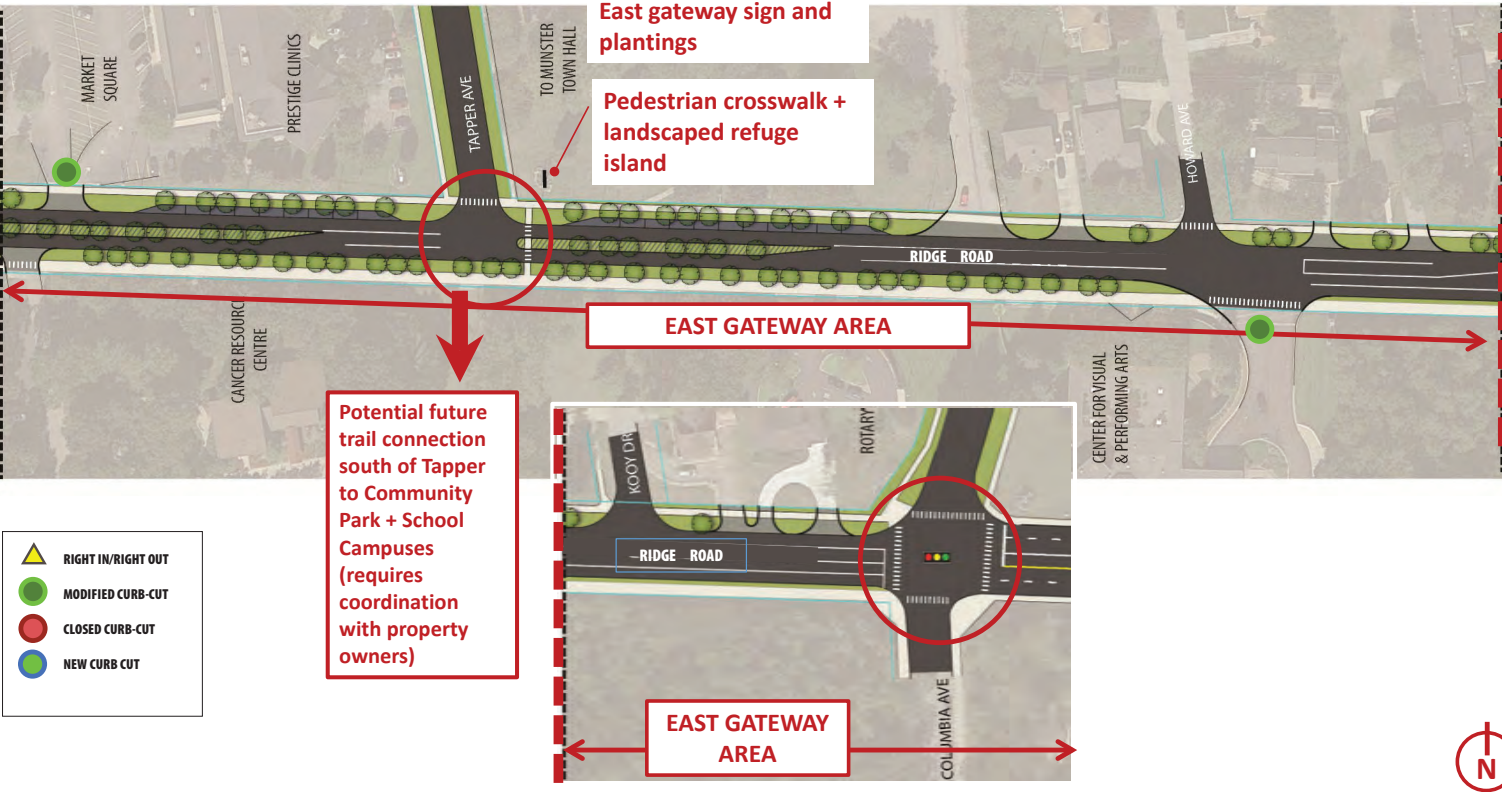
## Ridge Road Section | West of Calumet Ave



# Ridge Road | Calumet Ave intersection area

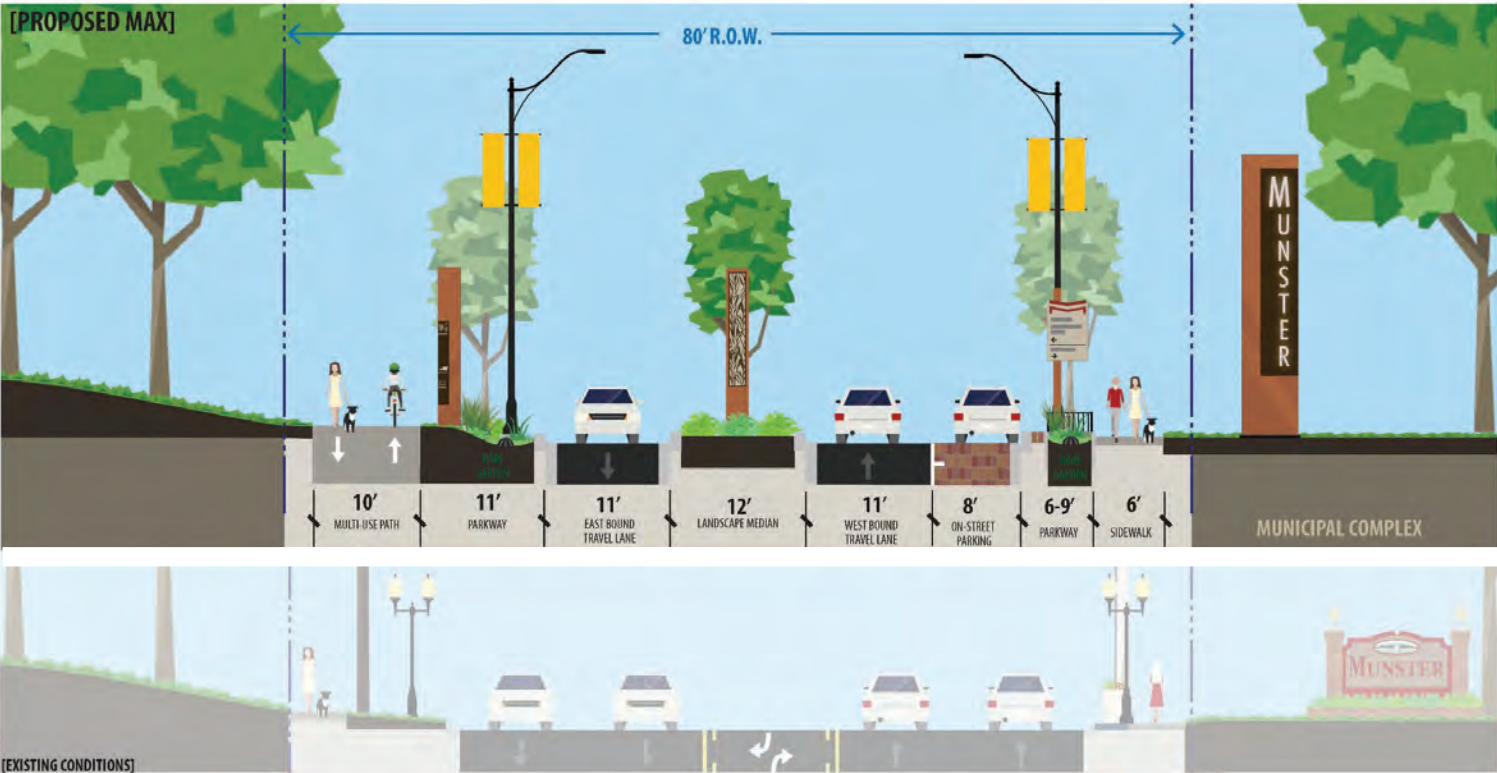


# Ridge Road | west of Tapper Ave to Columbia Ave

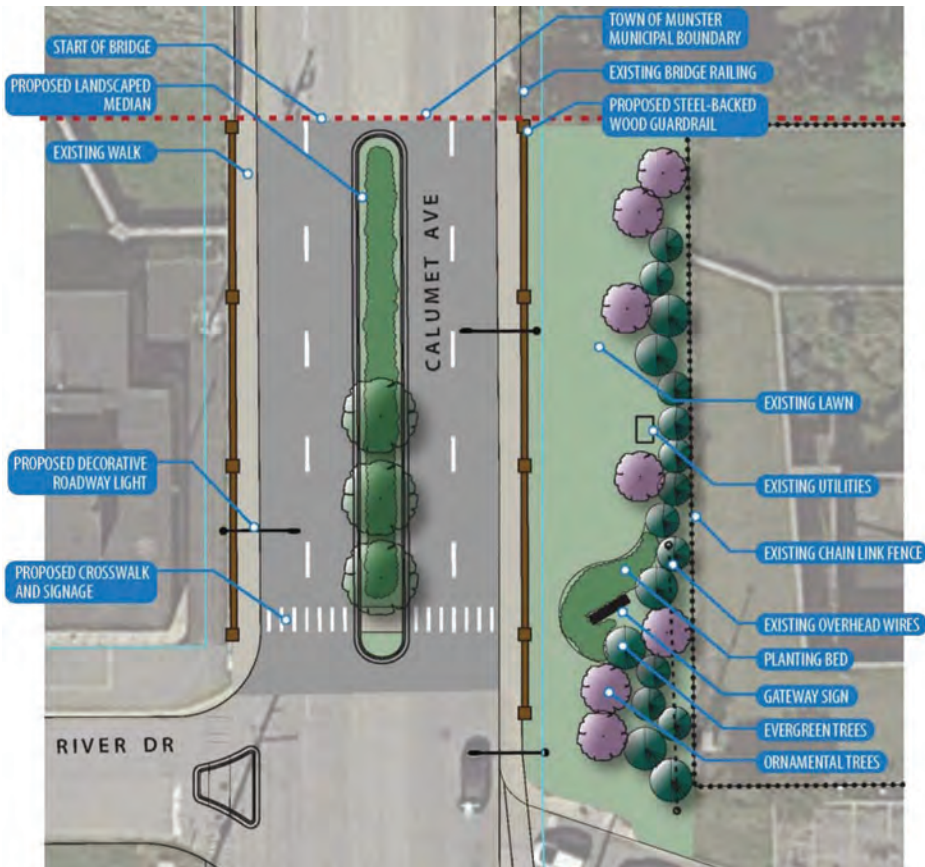




# Ridge Road Section | East of Tapper Ave (Town Hall)

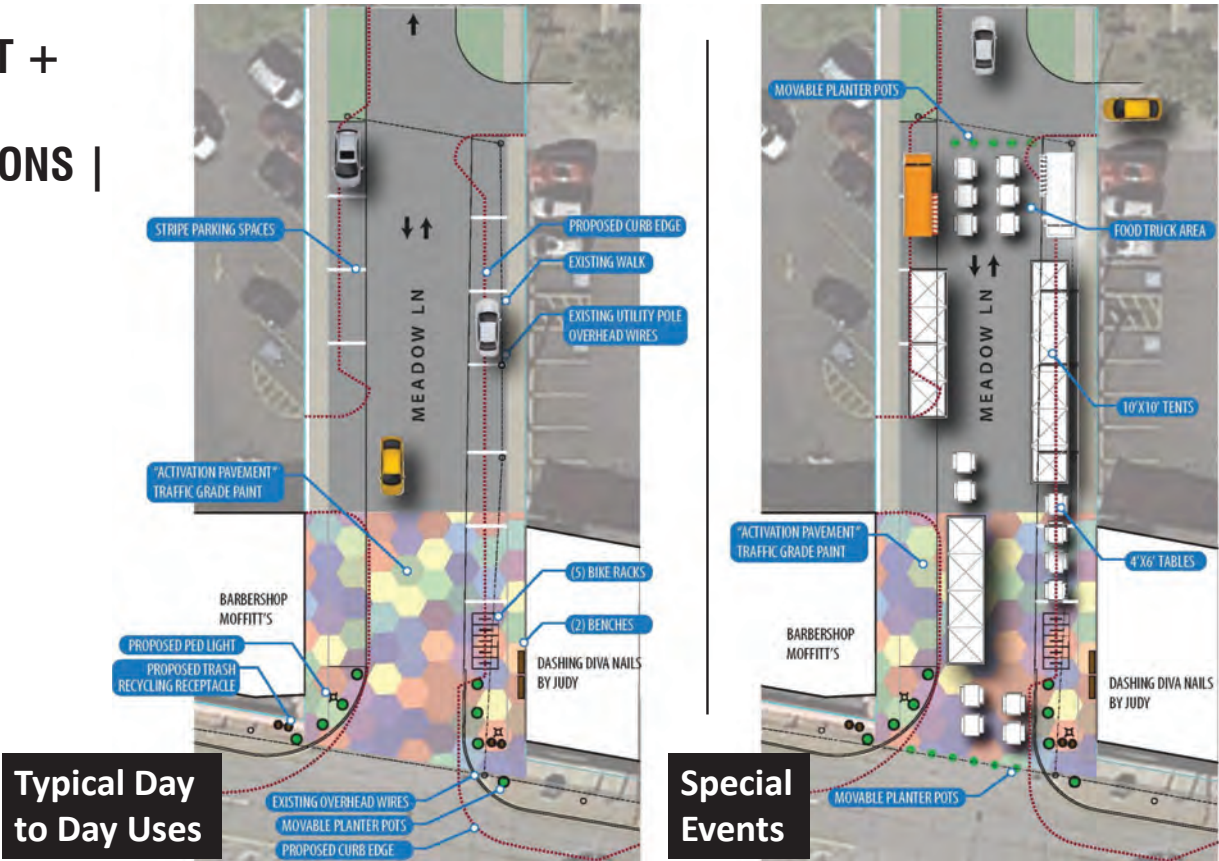


## PILOT PROJECT | North Calumet Avenue Gateway





# PILOT PROJECT + STREETSCAPE DEMONSTRATIONS | Meadow Lane



## 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
<b>SUBTOTAL</b>	<b>\$16,611,745</b>	<b>\$10,137,209</b>
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
<b>TOTAL</b>	<b>\$21,429,151</b>	<b>\$13,077,000</b>
COST PER LF	\$ 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 – DRAFT FOR DISCUSSION + INPUT			
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 – DRAFT FOR DISCUSSION + INPUT

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 + QUESTIONS?

1. Close Community Poll #2 + Host Public Meeting
2. Prepare Streetscape Plan Report
3. Present Report to Committee + Town Council





***[munster-streetscape.org](http://munster-streetscape.org)***

## **CALUMET-RIDGE STREETScape PLAN**

### **PUBLIC OPEN HOUSE #2 MEETING SUMMARY**

**March 16, 2021 | videoconference | 7:00 pm**

---

The purpose of the Public Open House was to present the preferred streetscape concept plan. Plan materials developed to date were based on outcomes of the public outreach activities and the work of the steering committee.

Due to the current health crisis, the meeting was conducted via Zoom videoconference. Meeting invitations and announcements were communicated via the following methods:

- Project website ([munster-streetscape.org](http://munster-streetscape.org)).
- Project website posts sent to the project website's 250+ followers via email.
- Munster website announcements
- Facebook announcements
- Committee email announcements
- Paper flyers posted in local businesses

The emailed communications invited community members to review project documents at the project website in advance of the meeting. <https://munster-streetscape.org/documents/>

**Munster Streetscape – Public Open House Meeting #2 Recording | Start Time: March 16, 2021 7:00 PM**

Meeting Recording:

[https://us02web.zoom.us/rec/share/AMMEt4qedRTO0XtoMgUN1x43Qg9GRnZ0UqcnI0fxyViwfJywYQCcmWoN30uyfLpz.ATi7qQrv\\_IOLh-M](https://us02web.zoom.us/rec/share/AMMEt4qedRTO0XtoMgUN1x43Qg9GRnZ0UqcnI0fxyViwfJywYQCcmWoN30uyfLpz.ATi7qQrv_IOLh-M)



***munster-streetscape.org***

Approximately 38 people attended the public meeting. The following staff and consultant team members attended and presented.

TOWN OF MUNSTER STAFF	CONSULTANT TEAM
<ul style="list-style-type: none"> <li>• Tom Vander Woude, Community Development, Town of Munster</li> <li>• Dustin Anderson, Town Manager, Town of Munster</li> </ul>	<ul style="list-style-type: none"> <li>• Jodi Mariano, Teska Associates</li> <li>• Stacy Meekins, Sam Schwartz Consulting</li> </ul>
PUBLIC MEETING PARTICIPANTS	
A list of attendees identified by screen names follows:	
<ul style="list-style-type: none"> <li>• Aaron Kock</li> <li>• Andy Koultourides</li> <li>• Anthony Christopher</li> <li>• Bill Baker</li> <li>• Chuck Gardiner</li> <li>• Corey Knudsen</li> <li>• Daniel Straka</li> <li>• Erin Swinson</li> <li>• Ireen</li> <li>• Hoss</li> <li>• iPad 3</li> <li>• Jeffery Nixon</li> <li>• Joseph Hemingway</li> <li>• Julie Fatemi</li> <li>• Julie O'Connor</li> <li>• Julie's iPhone</li> <li>• Karl Ackermann</li> <li>• Keith</li> <li>• Ken</li> </ul>	<ul style="list-style-type: none"> <li>• Lisa Cox</li> <li>• Mellon</li> <li>• Michael G</li> <li>• Mike Hawkins</li> <li>• Nancy Konopasek</li> <li>• Mike Hawkins</li> <li>• Nikki Nyhanna</li> <li>• Patrick Donlon</li> <li>• Paul Rotatori</li> <li>• Rachel Branagan</li> <li>• Roland Raffin</li> <li>• Sandra Lyons</li> <li>• Steven Shareef</li> <li>• Ted Vinyard</li> <li>• Tom Largus</li> <li>• Towngal</li> <li>• Julie S.</li> <li>• Wendy Mis</li> <li>• Galaxy Tab</li> </ul>



***[munster-streetscape.org](http://munster-streetscape.org)***

The meeting agenda and presentation topics follow below:

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

Following the presentation, participants participated in an open discussion and Q+A.

**MEETING Q + A.** Meeting participants provided questions in the chat and raised their hands to ask questions of the team. A list of questions and responses follow below:

**Q1: The plan appears to have a nice mix of improvements that is reminiscent of other vibrant districts, such as Austin and Seattle. How does traffic work near the 5 Guys development, which typically has a busy parking lot?**

*A1: The plan proposes a mixture of curb cut modifications (including right in/right outs, closed access at 30<sup>th</sup> St and a new access drive south of Panera) that are designed to limit vehicular access points and provide safer pedestrian crossings and connections.*

**Q2: Ridge Road looks great in the drawings, but I am concerned about traffic flow throughout the street and in the adjacent neighborhoods. How will this be addressed?**

*A2: Based on what we have learned throughout the outreach, Ridge Road carries a lot of cut through traffic today. The purpose of the streetscape plan is to reclaim Ridge Road for those who live in Munster and work in / support Ridge Road businesses. Reducing available traffic lanes on Ridge Road to provide for wider sidewalks, multi-use path and landscaping will strengthen Ridge Road as a walkable center.*

*We understand the potential impact to neighborhood streets and the Teska/SSC planning team are working with Munster on a separate, but parallel project, to evaluate the roadways surrounding the planned station area. This assignment looks at improving roadway and pedestrian route connections as well as recommended traffic calming techniques to improve neighborhood connectivity while calming traffic throughout the area.*

*With the upcoming train station, there is a possibility that commuters may park their cars on neighborhood streets. The Town is looking into various parking management and enforcement strategies to support parking while also protecting residents' needs to park cars on neighborhood streets.*





***[munster-streetscape.org](http://munster-streetscape.org)***

**Q3: How will COVID and/or the new administration affect funding?**

*A3: To obtain funding, municipalities need to have a documented vision that is supported by the community and stakeholders. The purpose of the Streetscape Plan is to document Munster's vision. Anecdotally, the team has seen recent successes with grantors looking to fund shovel ready projects. Once Munster completes a Phase 1 Engineering study, this project would be considered shovel ready.*

**Q4: I am concerned about traffic that stacks up on Calumet Ave in the left turn lane, blocking access to businesses like Munster Donut. How will this be addressed?**

*A4: This planning study is a high-level study that is intended to document Munster's vision. When the Phase 1 Engineering study is conducted, detailed studies will be made on the traffic patterns. We expect that the solution may be a combination of modifications to geometry and signal timing to optimize automobile stacking for turning movements at intersections.*

**Q5: Poll #2 asked participants to select their preferred protected bike path treatment. Should we be concerned that the selected concrete path at sidewalk level is the desire of folks who may not use the bike path?**

*A5: Based on the inputs received to date, including the work of the committee, –some of whom are avid cyclists, the intent of the plan is to provide a facility that is comfortable for the widest cross section of trail users. SSC produced a level of stress study for bike paths. The outcome of that study shows that roadway and curb cut modifications will result in an improved environment for bikers.*

**Q6: What happens to the multi-use trail as it approaches and crosses Calumet Avenue?**

*A6: The roadway transitions back to Calumet Avenue as a 5-lane roadway section. To accommodate this, the available parkway space is reduced. The multi-use trail is intended to continue from the west side of Calumet to the intersection and then cross the intersection at the crosswalk. At the east side of Calumet Avenue, the multi-use trail continues east. The multi-use trail is designed to be a 10' wide trail. That cross section can be reduced to 8' if needed nearby to the Calumet Avenue intersection.*

**Next steps include the following:**

- The planning team will prepare a draft report that documents the preferred plan and outreach.
- The Committee will meet to review the draft report.
- A presentation will be made to Town Council.
- All streetscape exhibits and materials have been posted to the entry hallway at Town Hall. The community is invited to review the exhibits and use the markers provided to provide comment.
- All meeting materials will be saved to the project website under 'documents' for review. Any further comments may continue to be submitted through the project website.

*The meeting adjourned at 8:30 pm.*



# CALUMET AVENUE & RIDGE ROAD STREETSCAPE TOWN OF MUNSTER

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



Sam  
Schwartz

## PROJECT TEAM + MEETING AGENDA



### **Teska Associates | Community Planning + Landscape Architecture**

Jodi Mariano, PLA, Principal Landscape Architect

Sam  
Schwartz

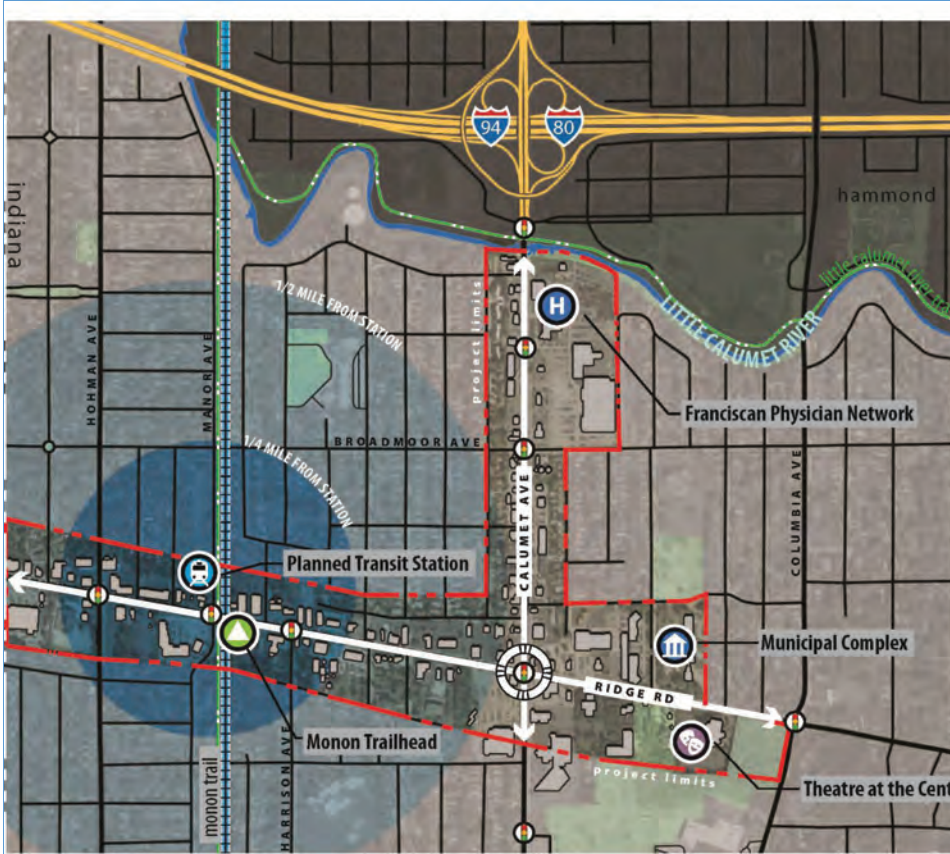
### **Sam Schwartz Consulting | Transportation + Traffic Planning**

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.**

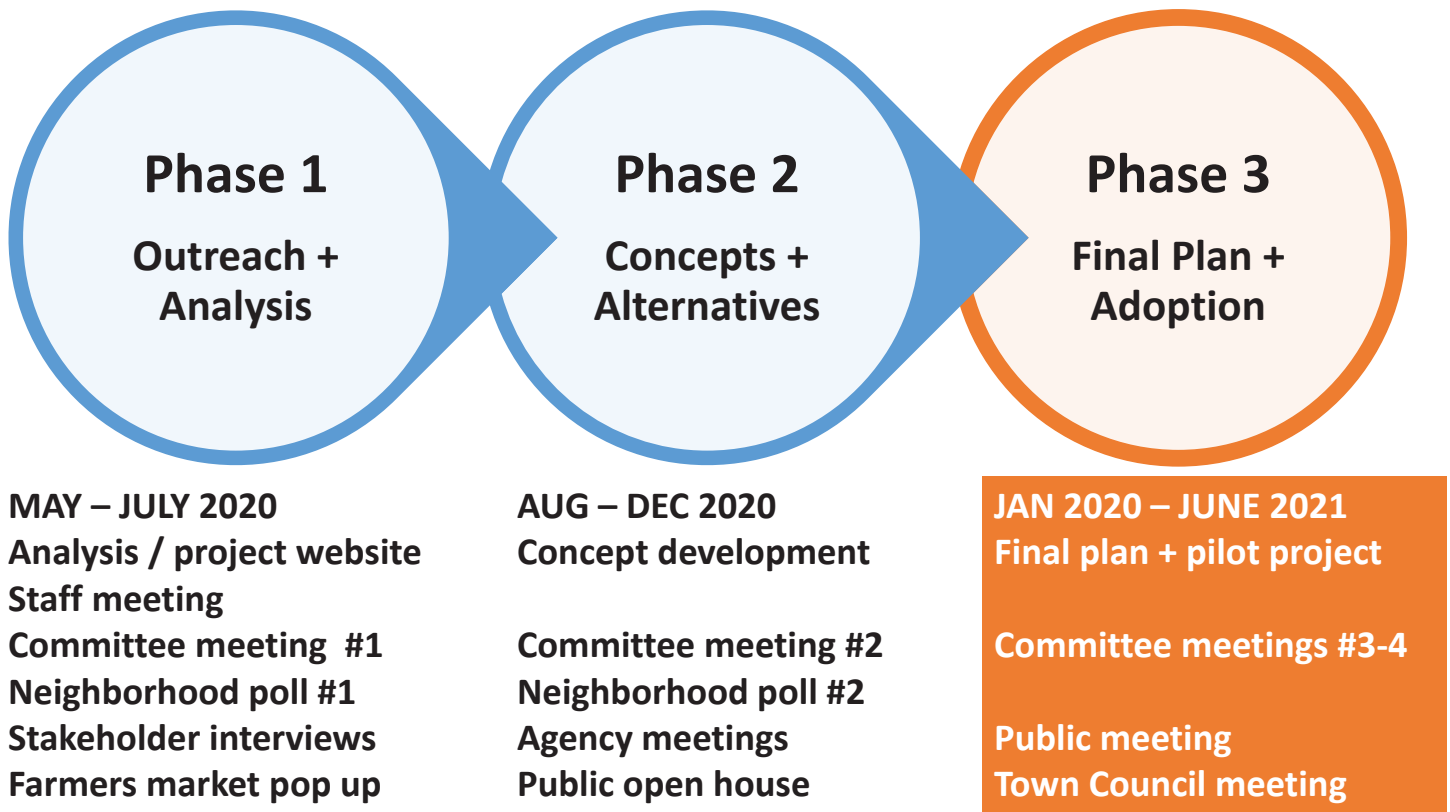
## KEY THEMES

- 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"**





## 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](http://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

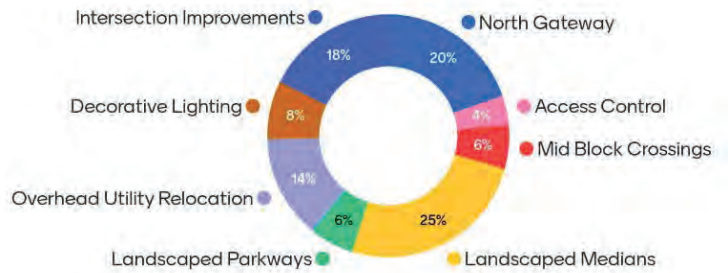
### Access control (left turn restrictions)

- 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

35%



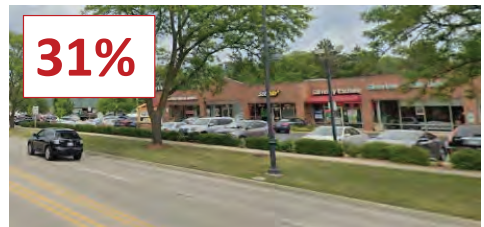
### Mid-block crossing / refuge island

33%



### Parkway trees + lawn plantings

31%



## 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

41%



Rain gardens

36%



Native grasses + plantings

23%



## 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!"*

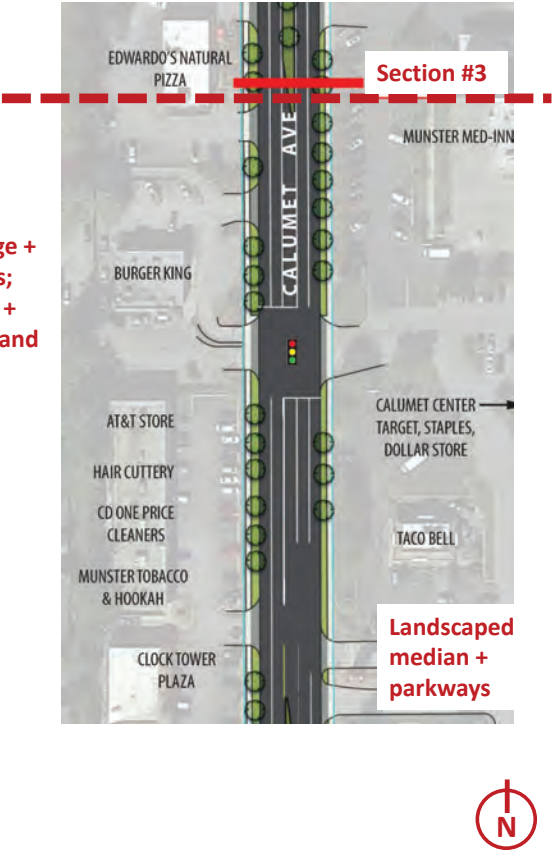
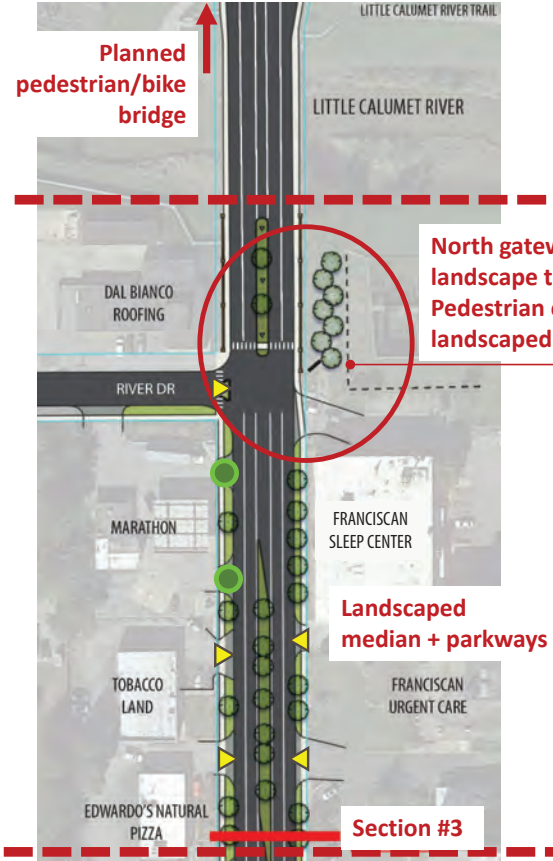




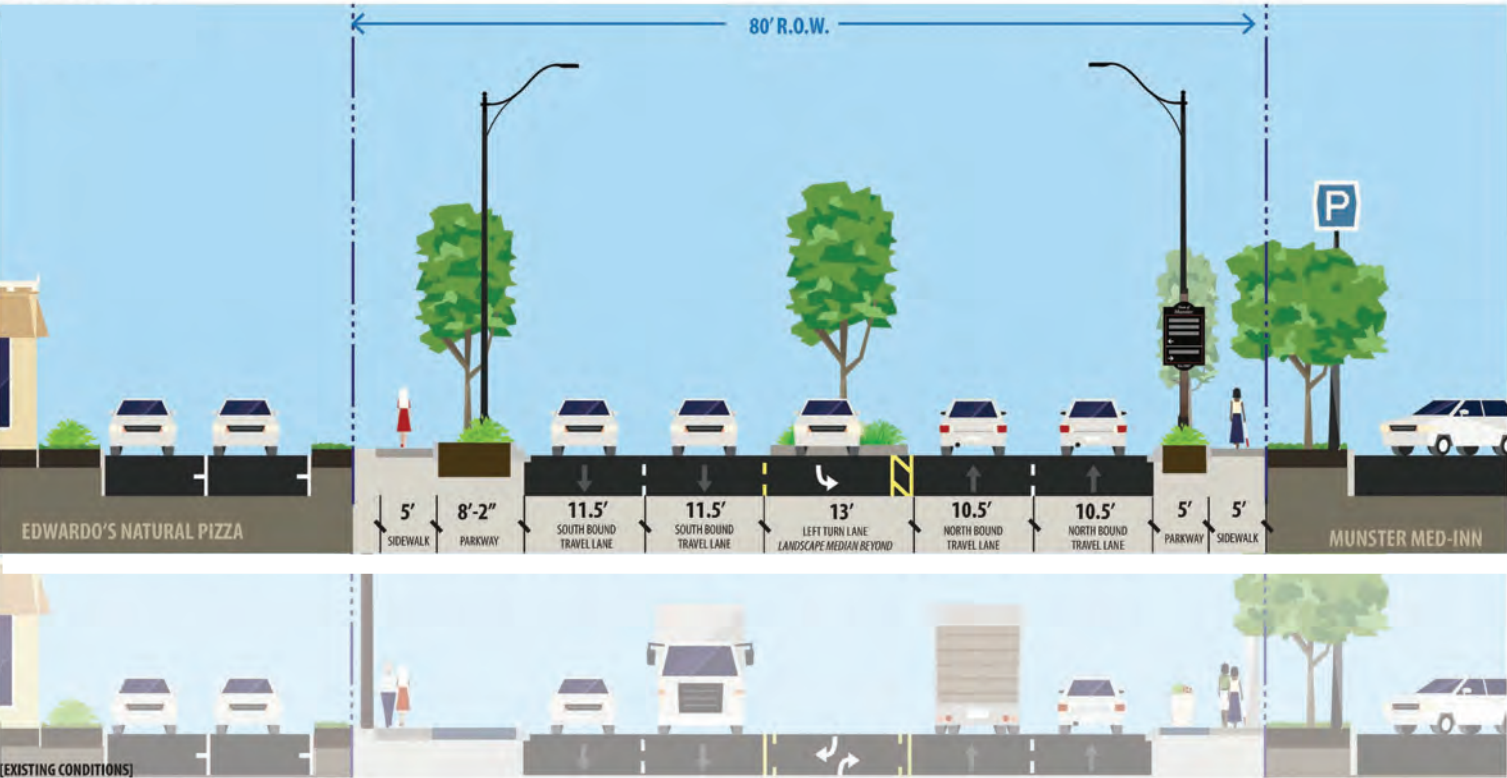
# Calumet Avenue

## 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

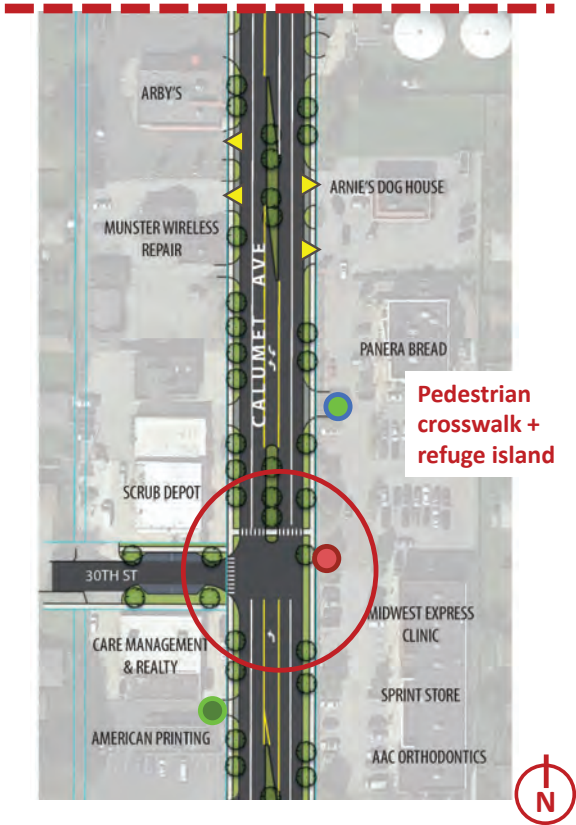
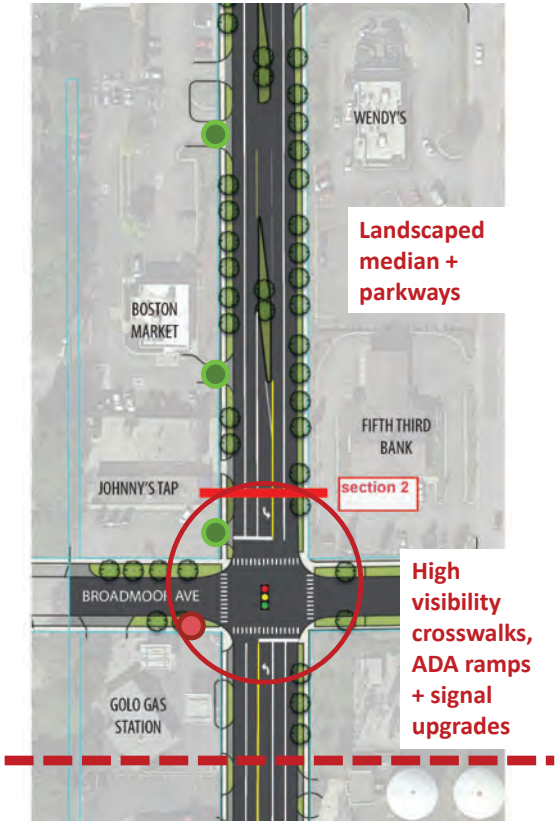




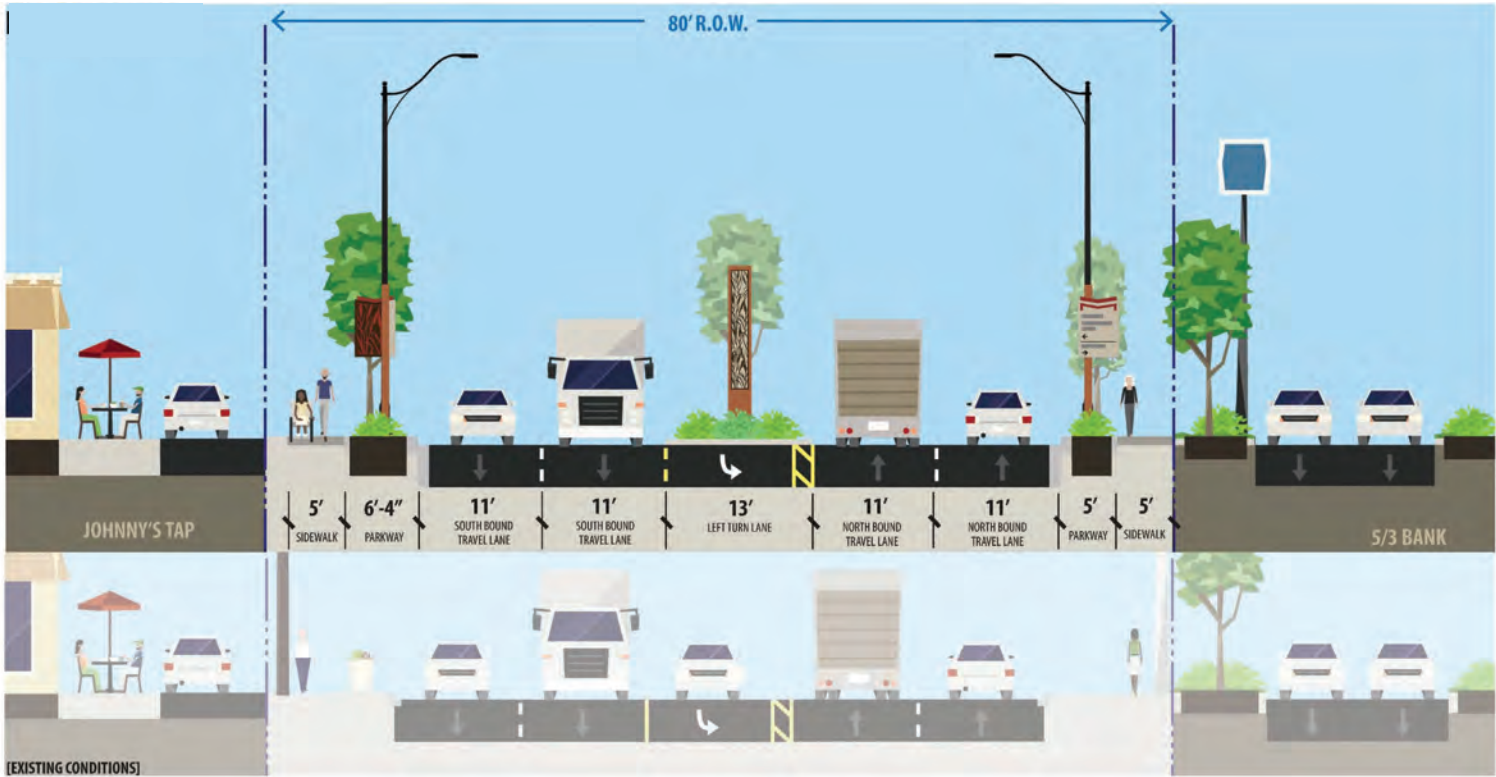
# Calumet Avenue

## Calumet Center (Target) to 30<sup>th</sup> Street

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



## Calumet Ave Section | North of Broadmoor Ave

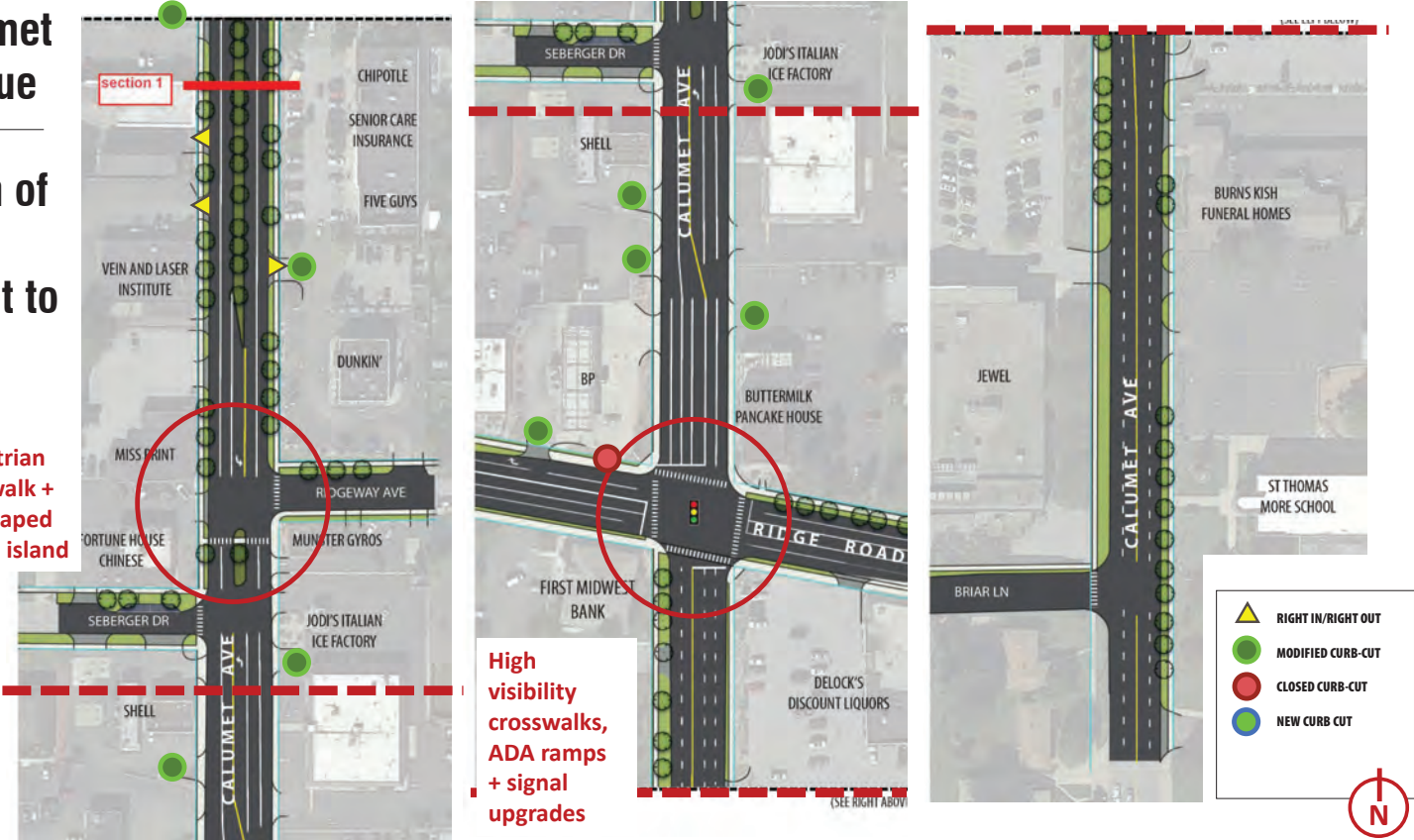




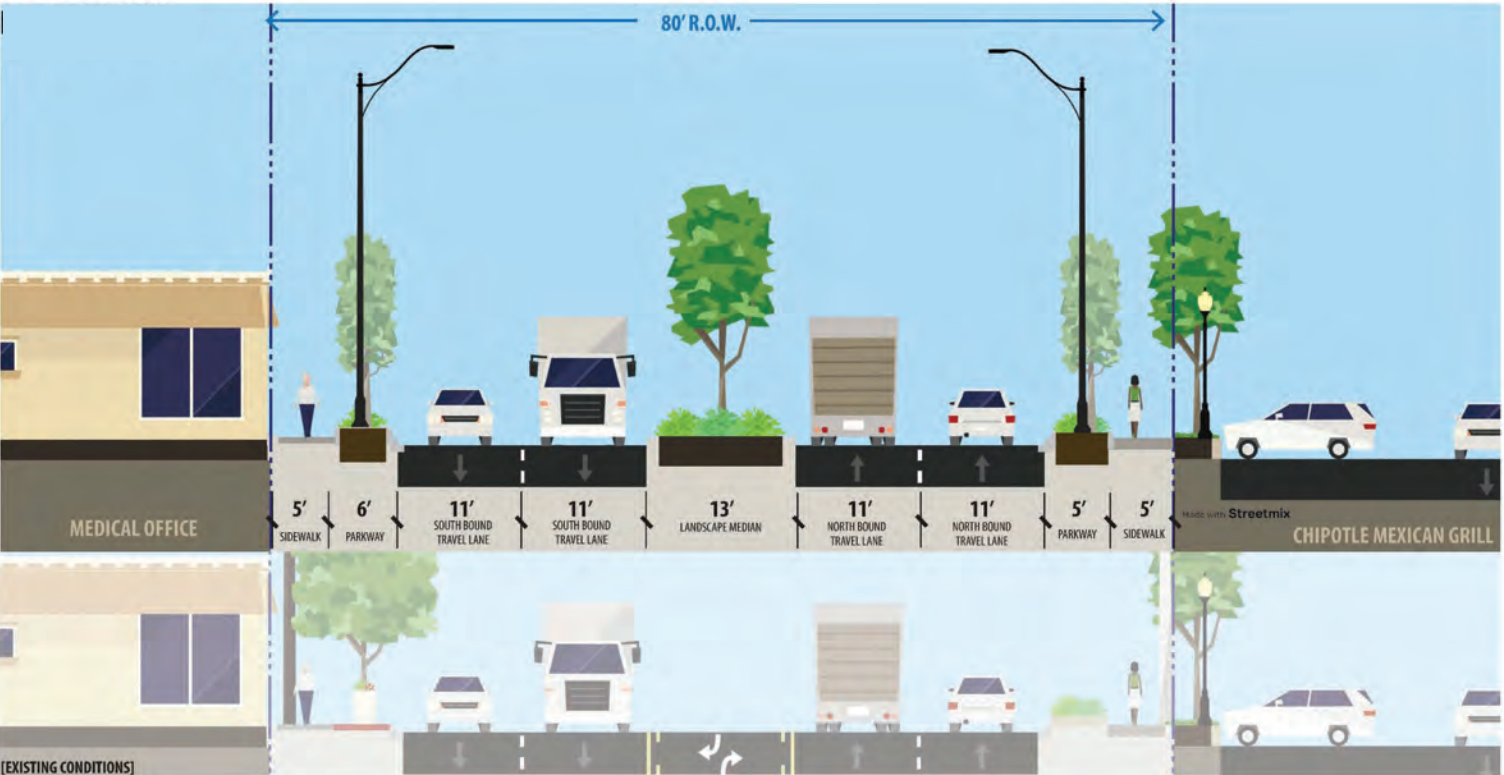
# Calumet Avenue

south of 30<sup>th</sup> Street to Briar Lane

Pedestrian crosswalk + landscaped refuge island



## Calumet Ave Section | South of 30<sup>th</sup> Street







# 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

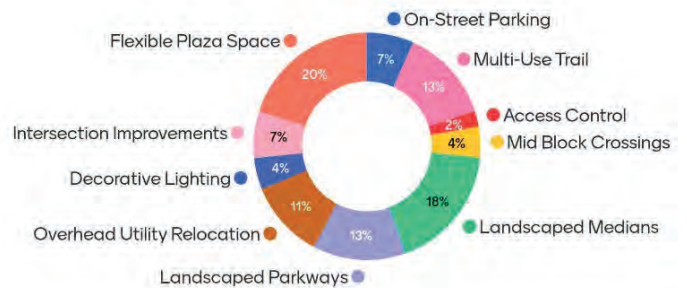
### Road diet amenities

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

40%



On-street concrete bikeway with landscape buffer

31%



Off-street asphalt bikeway with landscape buffer

29%



## POLL #2 RESULTS | RIDGE ROAD



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

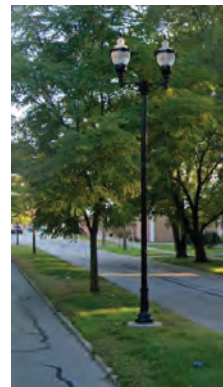
Shepherd's Crook

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

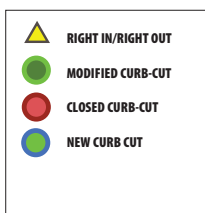
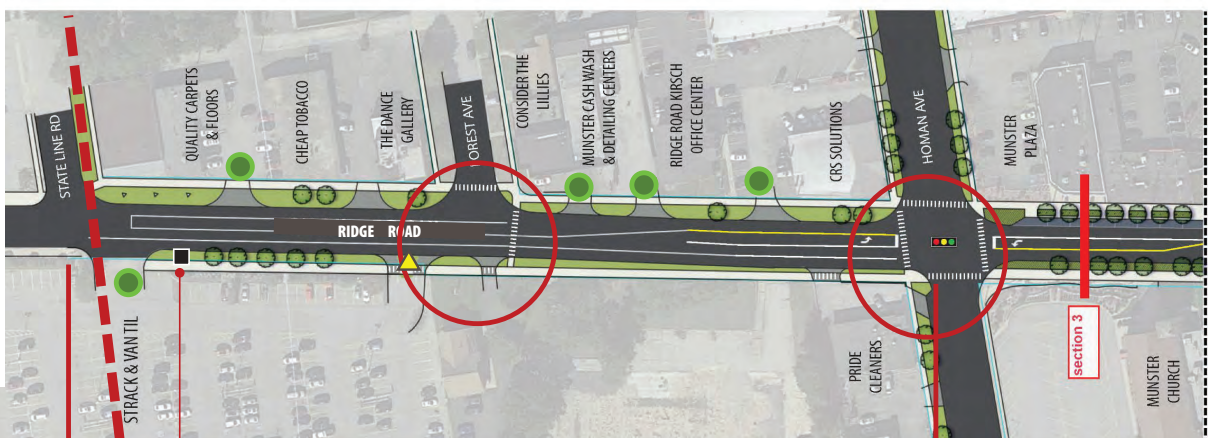
### QUOTED

- “....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



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

WEST GATEWAY ENTRY

WALKABLE  
DOWNTOWN  
CORE

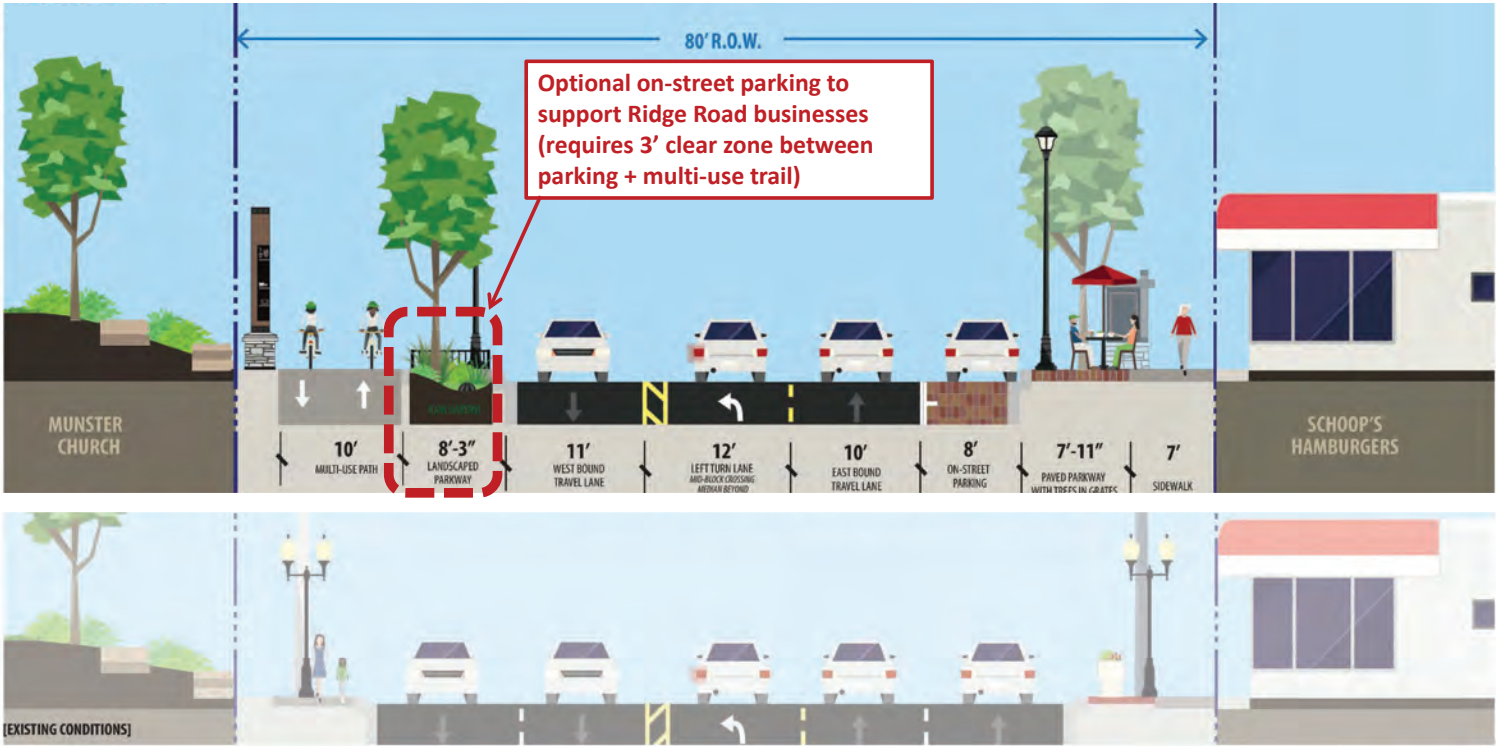




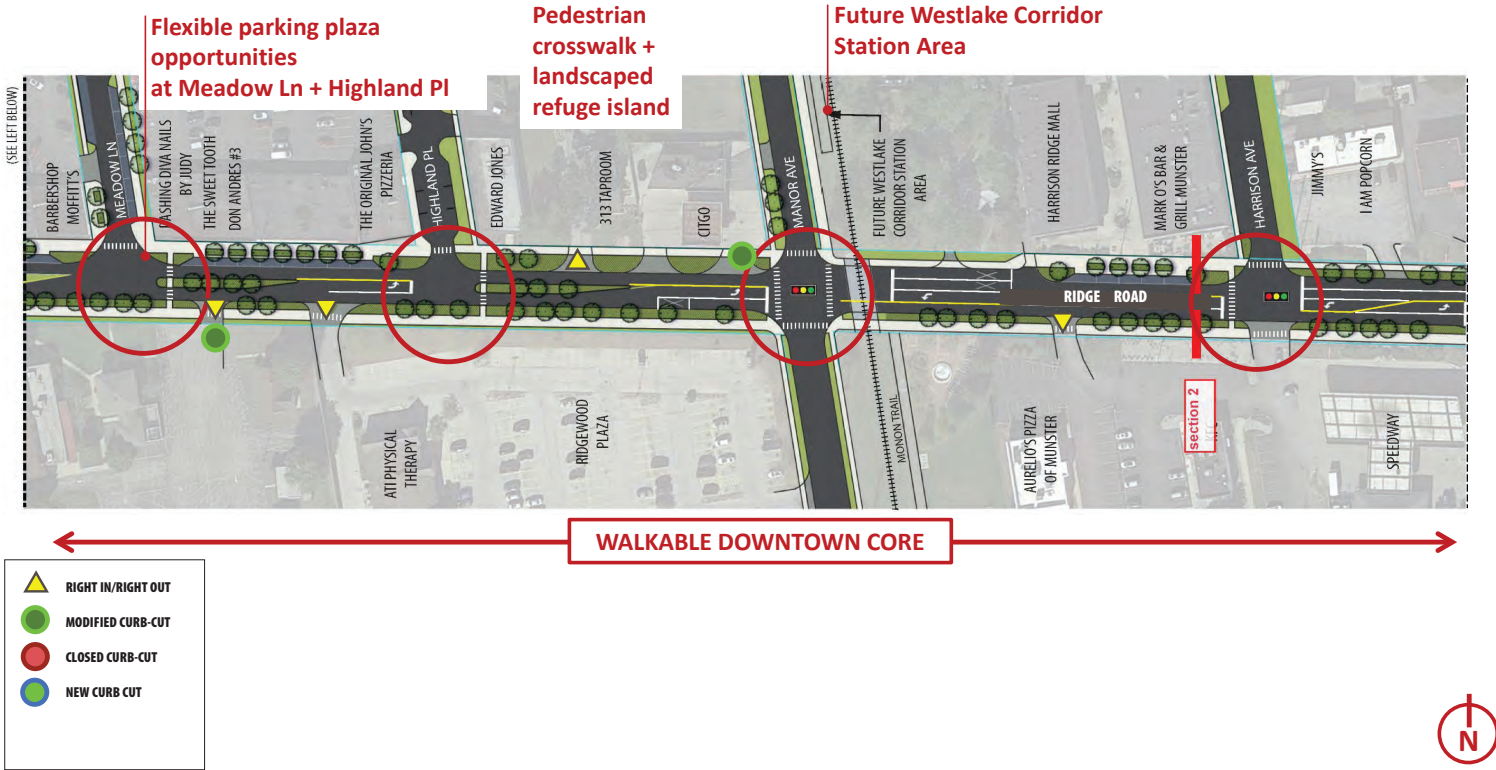




# Ridge Road Section | East Hohman Ave (west of Meadow Lane)



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

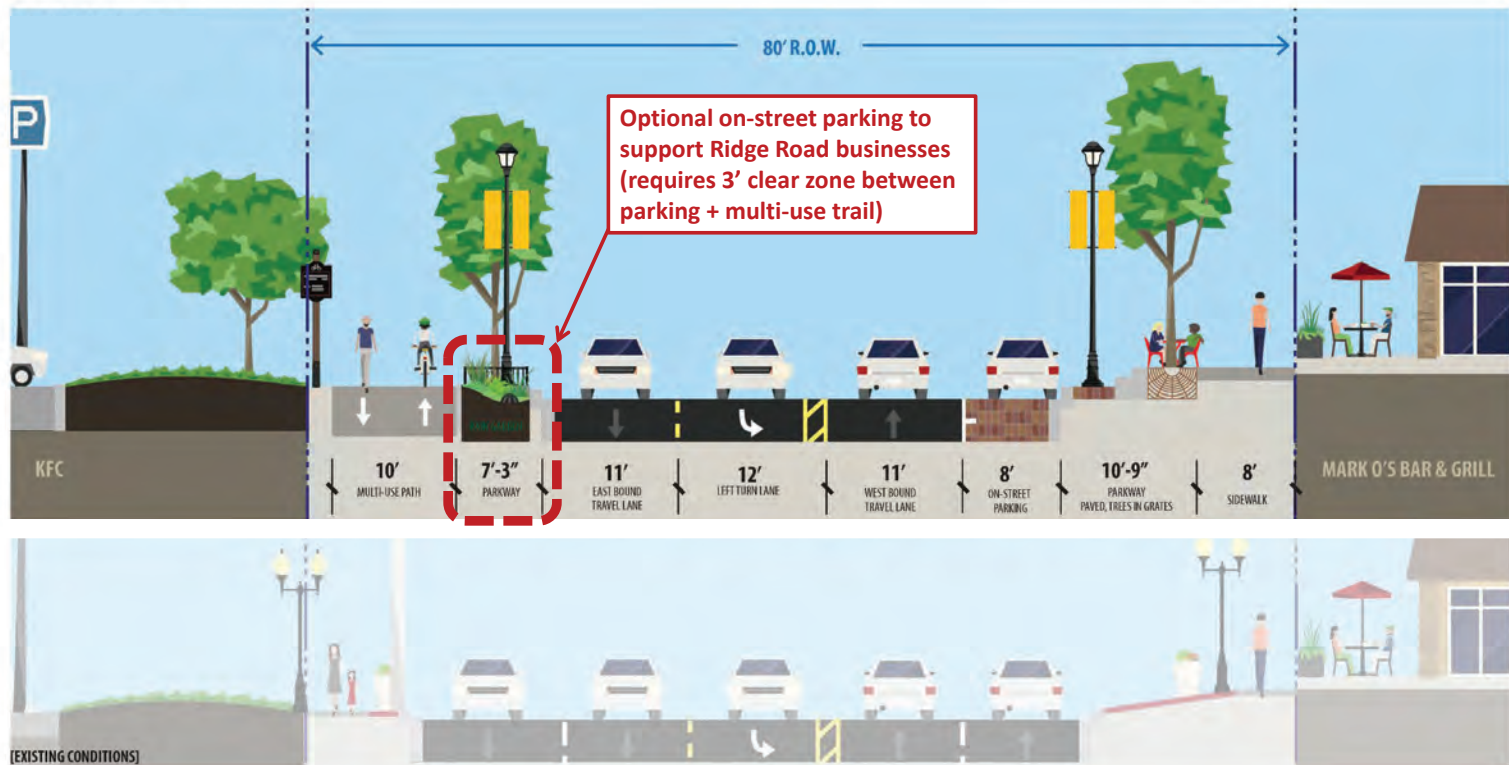




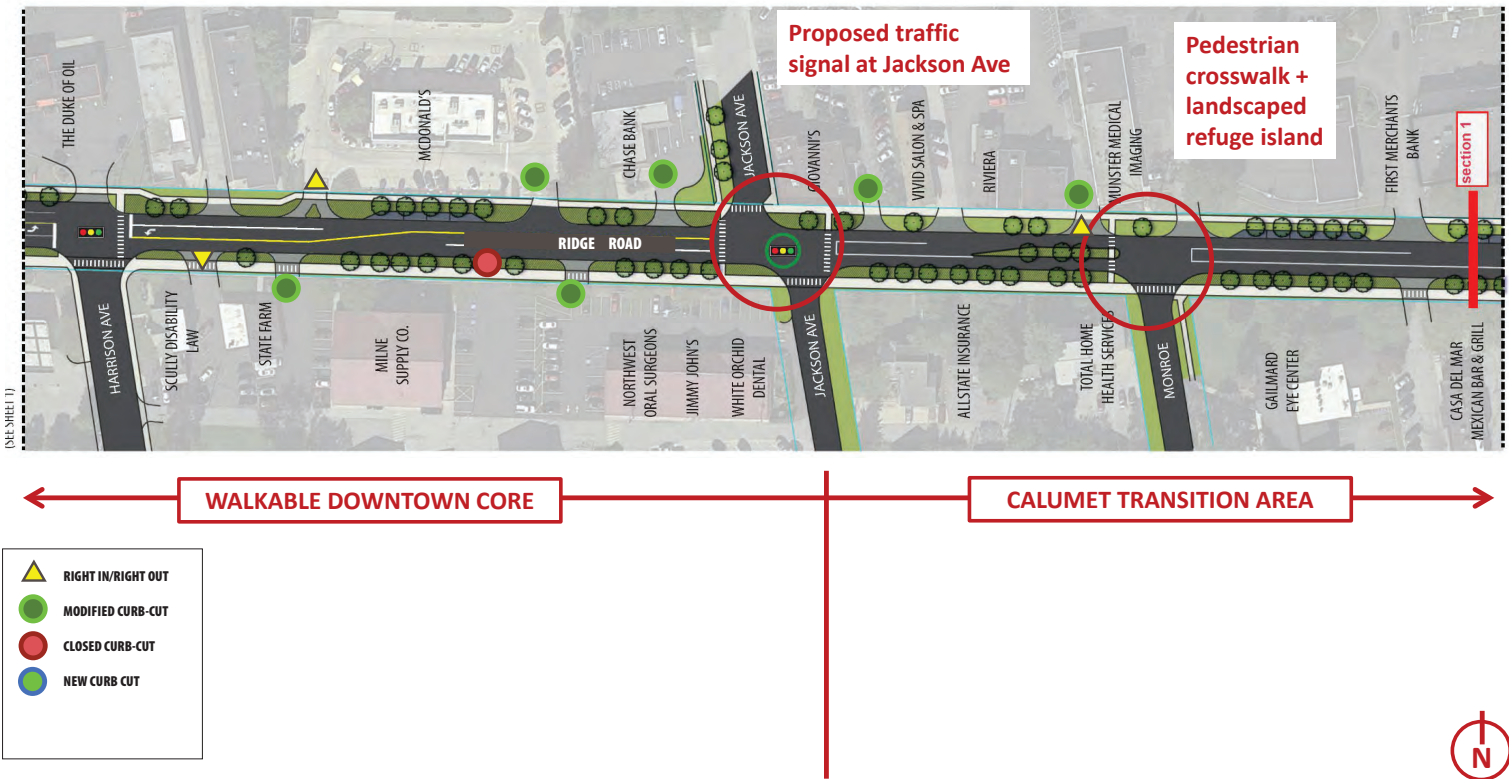




# Ridge Road Section | West of Harrison Ave (west)

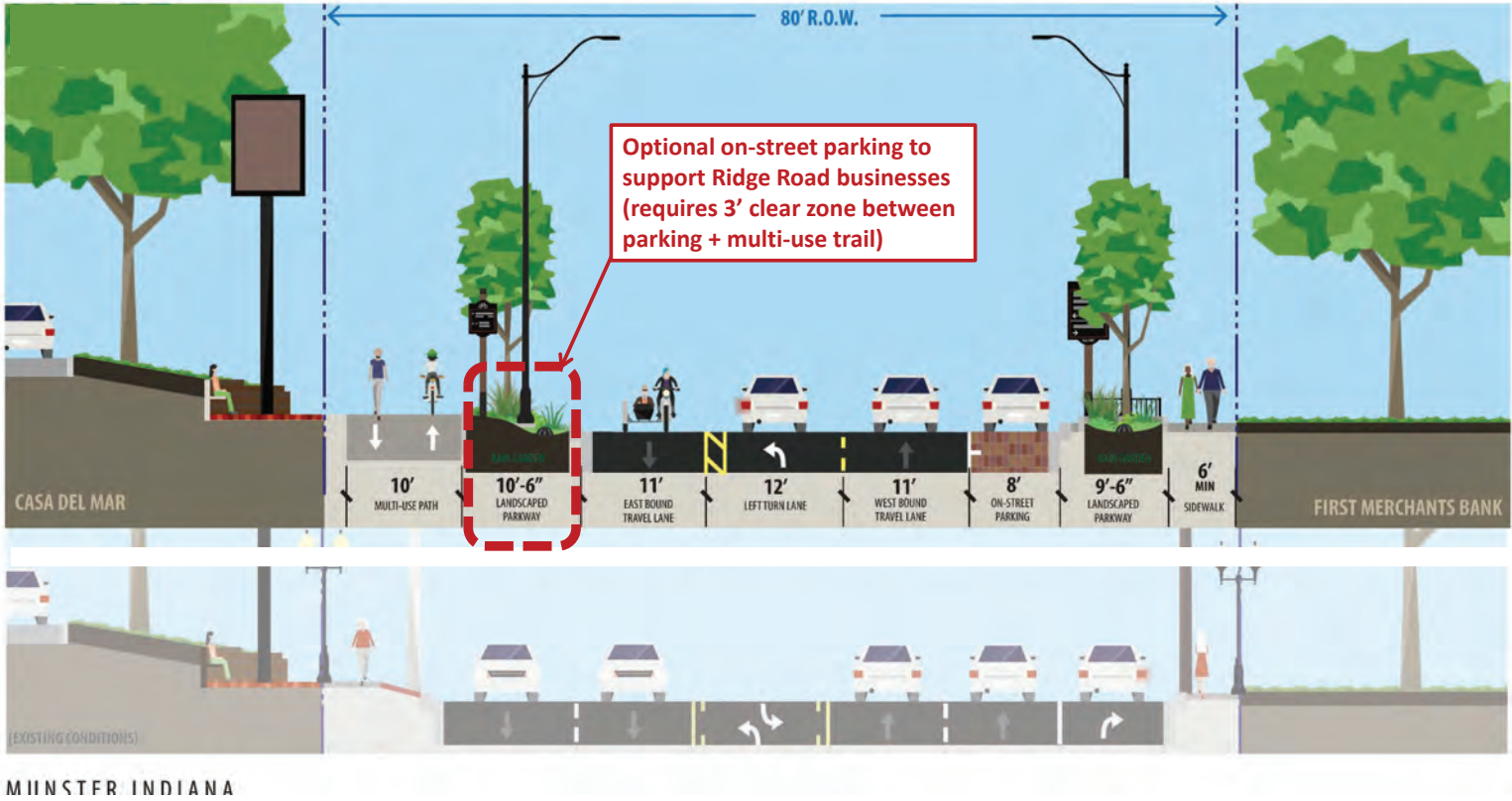


# Ridge Road | Harrison Ave (east) to east of Monroe

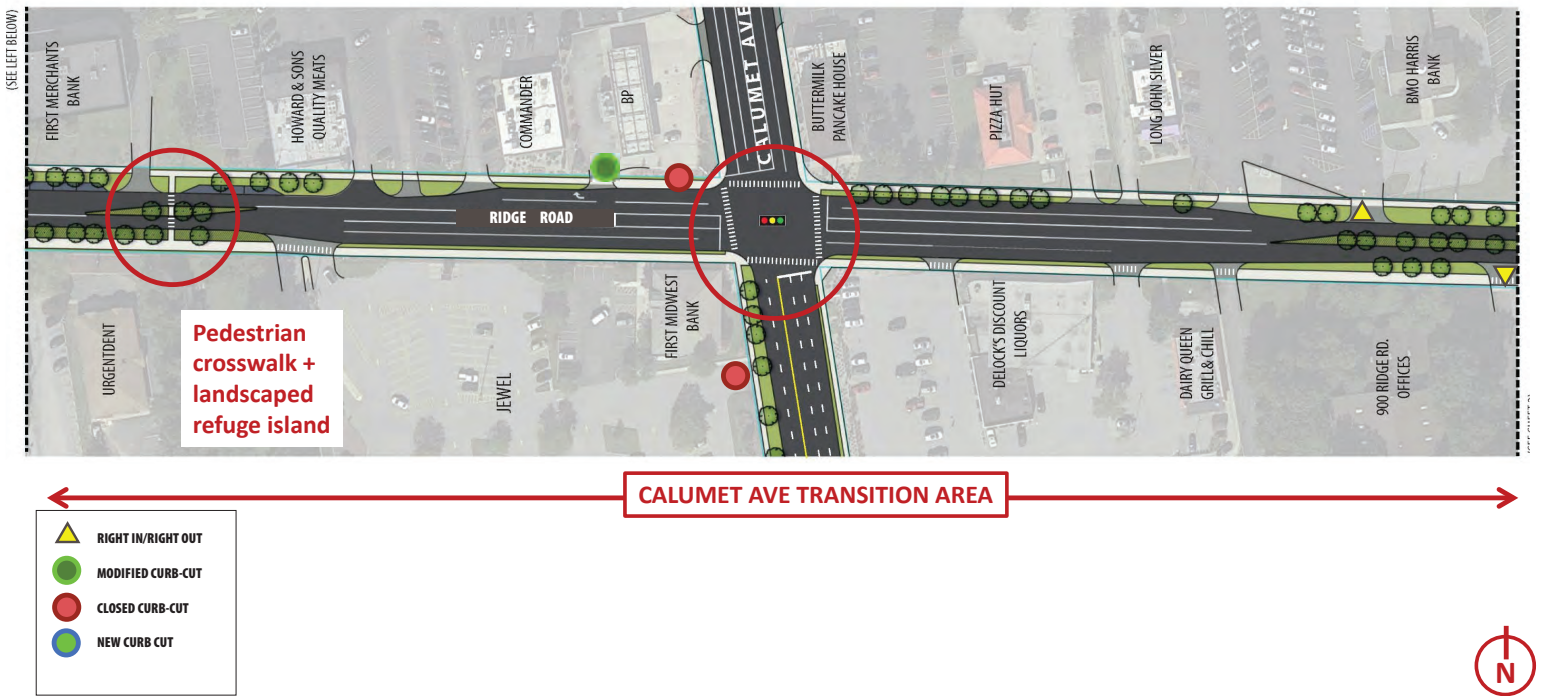




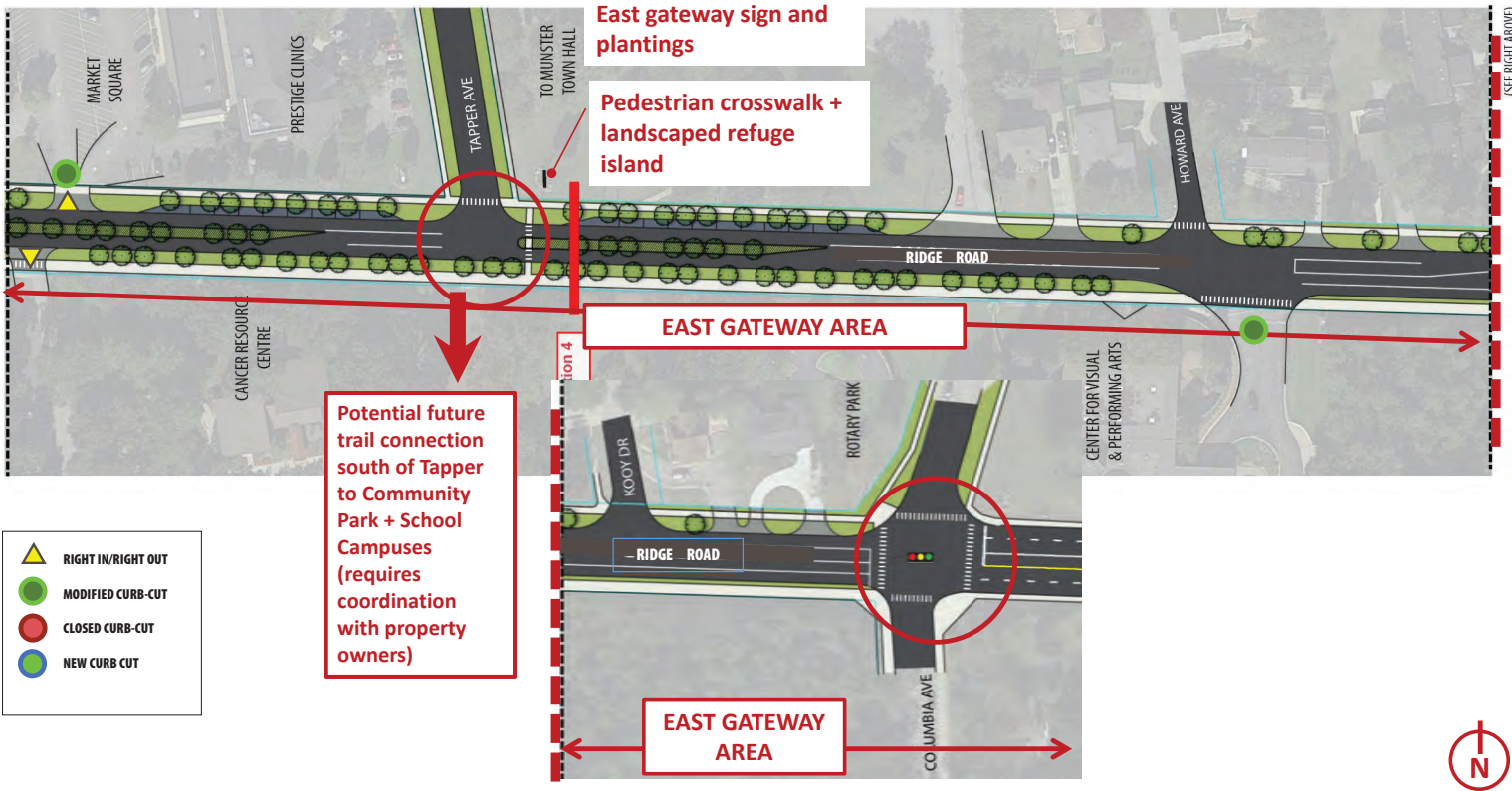
# Ridge Road Section | West of Calumet Ave



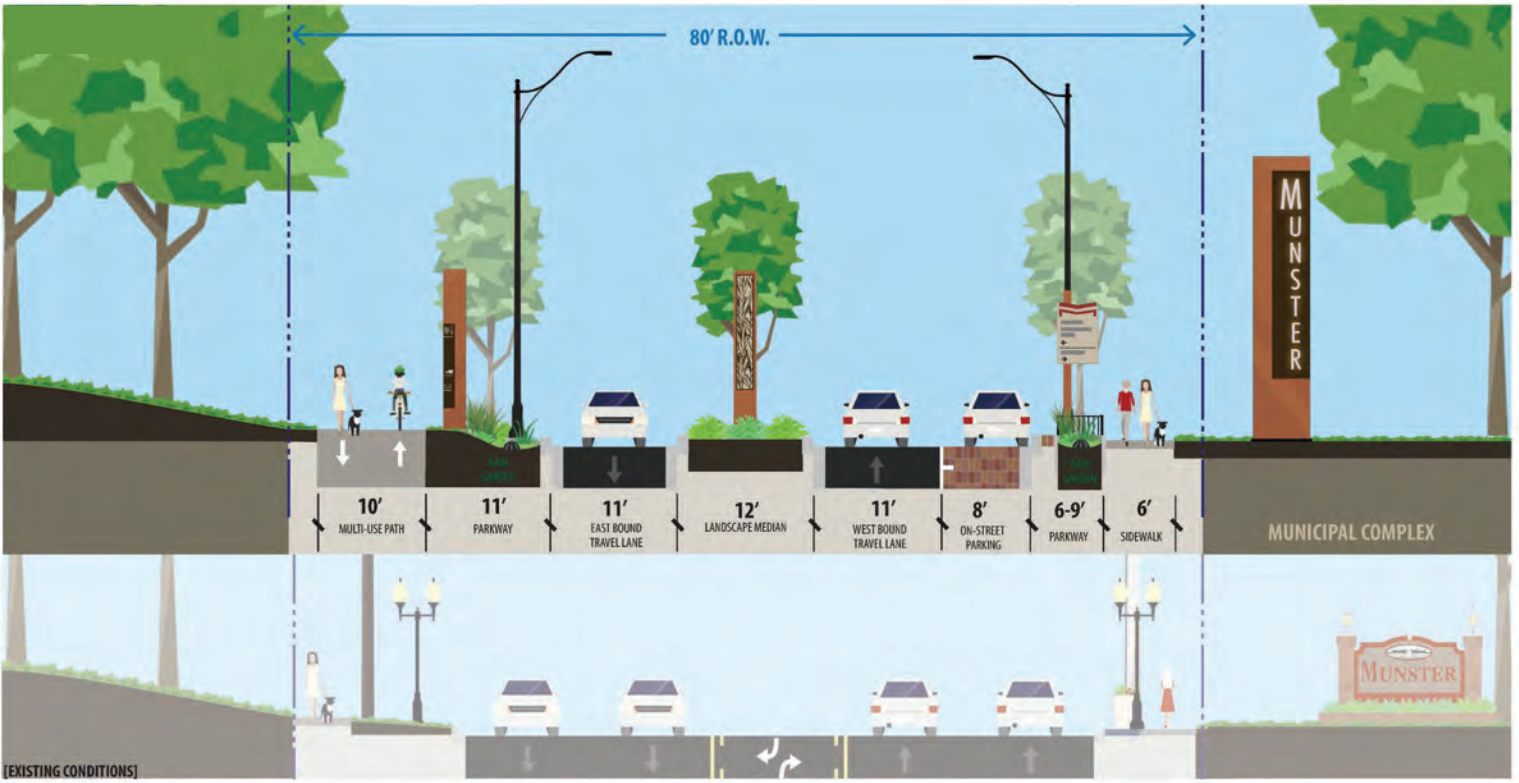
# Ridge Road | Calumet Ave intersection area



# Ridge Road | west of Tapper Ave to Columbia Ave



## 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
COST PER LF	\$ 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	

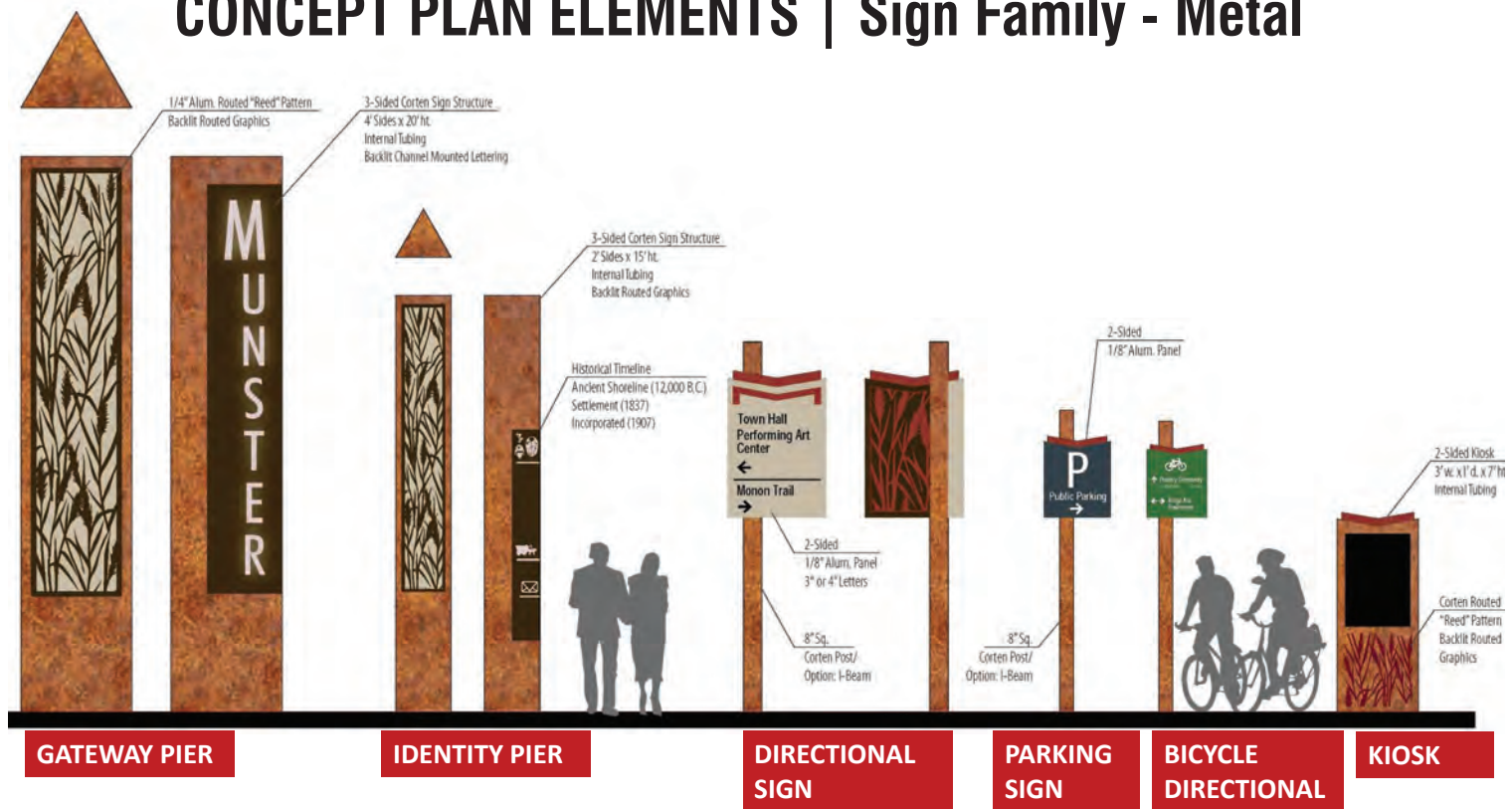
## RIDGE ROAD PHASED IMPLEMENTATION

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	

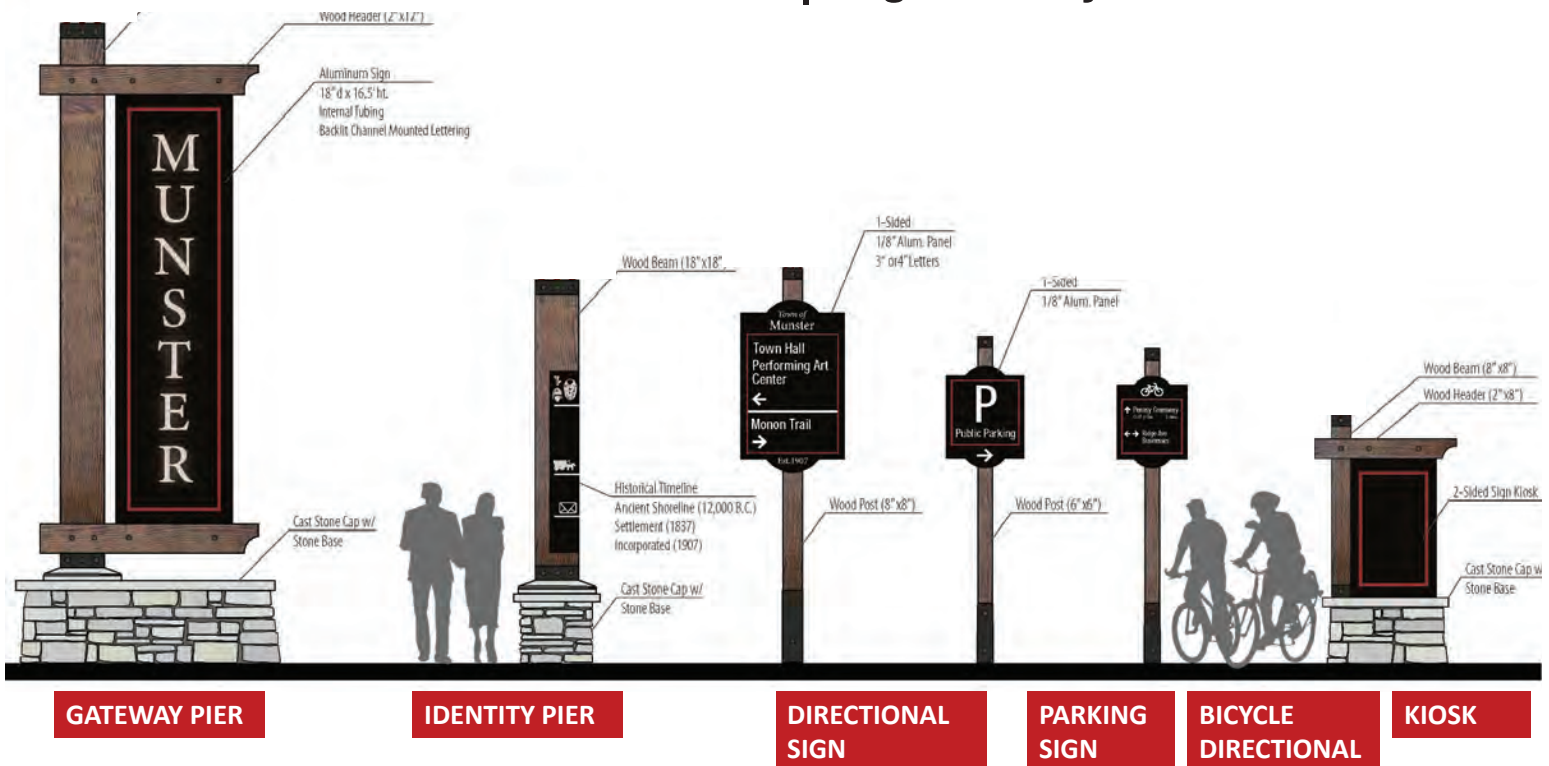


**Back of deck slides**

# CONCEPT PLAN ELEMENTS | Sign Family - Metal



# CONCEPT PLAN ELEMENTS | Sign Family – Timber + Stone





## CONCEPT PLAN ELEMENTS | Furnishings - Rustic




## CONCEPT PLAN ELEMENTS | Furnishings - Refined






# CONCEPT PLAN ELEMENTS | Plantings




**American Hornbeam**  
*Opulus davidiana*  
Mature Height: 25'  
Mature Width: 30'  
Pollinators: Butterflies/Moths



**Black Tupelo**  
*Nyssa sylvatica*  
Mature Height: 40'  
Mature Width: 30'  
Pollinators: Bees



**Common Hackberry**  
*Celtis occidentalis*  
Mature Height: 30'  
Mature Width: 30'  
Pollinators: Birds/Bees/Moths




**Kentucky Coffinweed**  
*Oxycoccus strictus*  
Mature Height: 10'  
Mature Width: 10'  
Pollinators: Butterflies/Moths




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




**Red Maple**  
*Acer rubrum*  
Mature Height: 45'  
Mature Width: 40'  
Pollinators: Bees & Hummingbirds




**Weeping White Oak**  
*Quercus laevis*  
Mature Height: 50'  
Mature Width: 40'  
Pollinators: Butterflies



**Yellowwood**  
*Xanthoxylum*  
Mature Height: 40'  
Mature Width: 30'  
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



**PERMEABLE PAVING AT SIDEWALKS WITH RAIN GARDENS**

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

# CONCEPT PLAN ELEMENTS | Roadway Lights, Signals + Ped Lights



45<sup>th</sup> and Calumet Ave



Shepherd's Crook



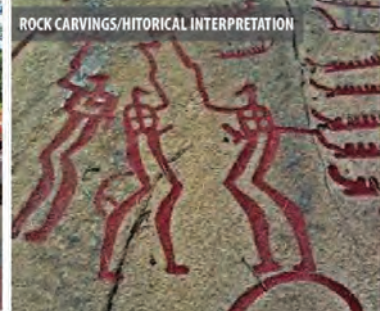
Post Top



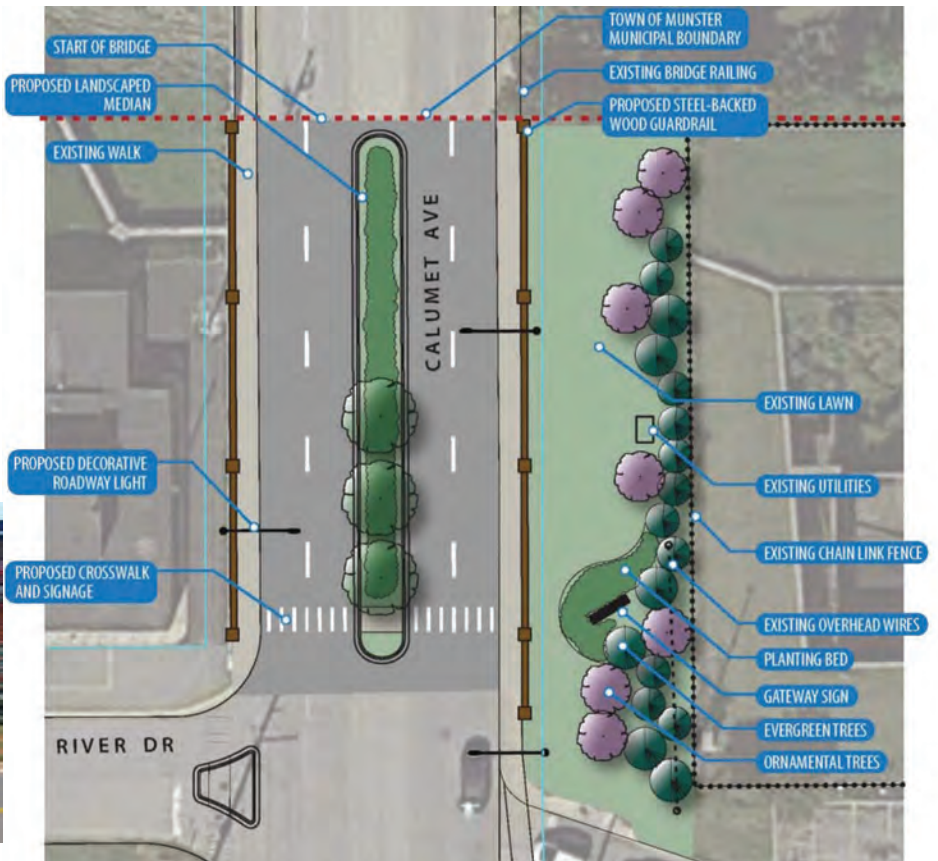
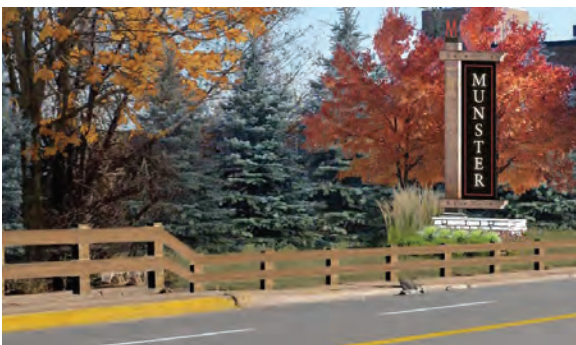
Caged Acorn (Hohman Ave)



# CONCEPT PLAN ELEMENTS | Public Art

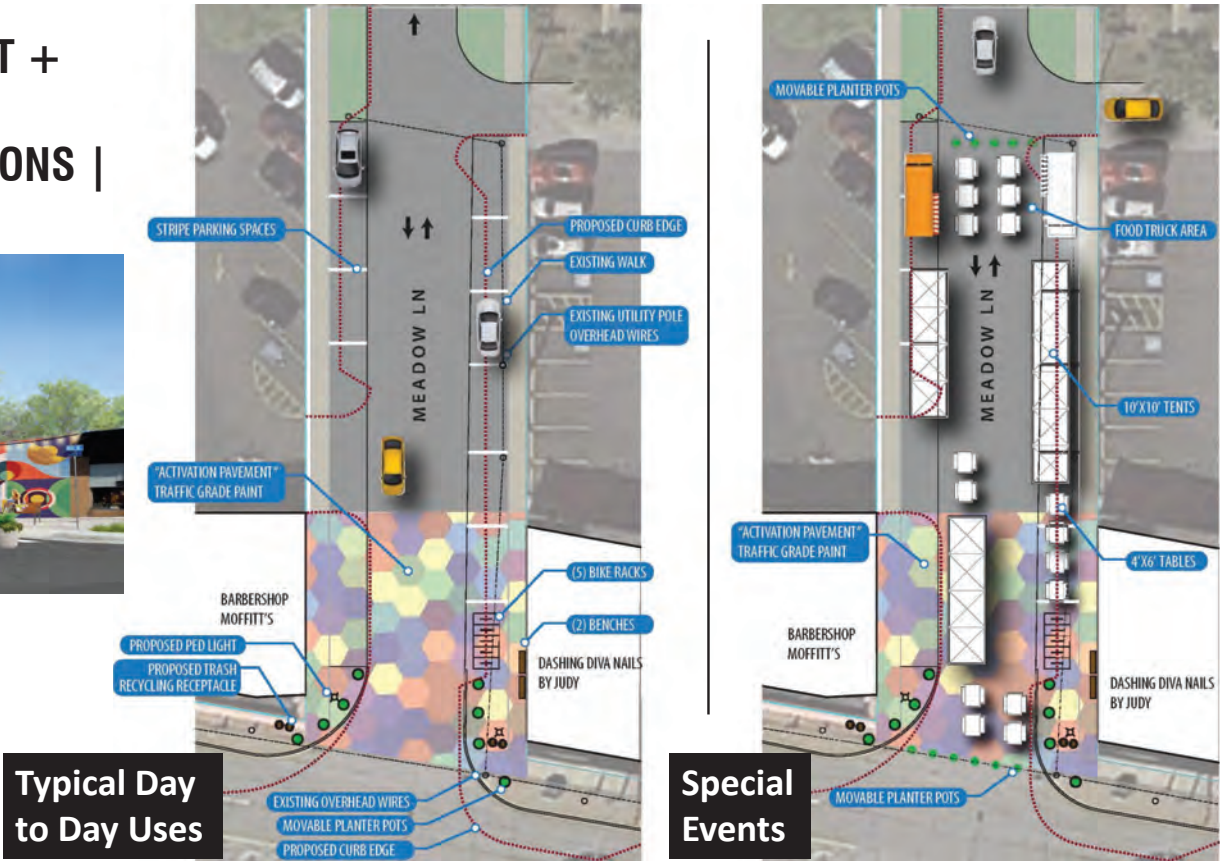


## PILOT PROJECT | North Calumet Avenue Gateway





# PILOT PROJECT + STREETSCAPE DEMONSTRATIONS | Meadow Lane



## 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



## CONCEPT PLAN | Min vs Max Intro – Ridge Road



## 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

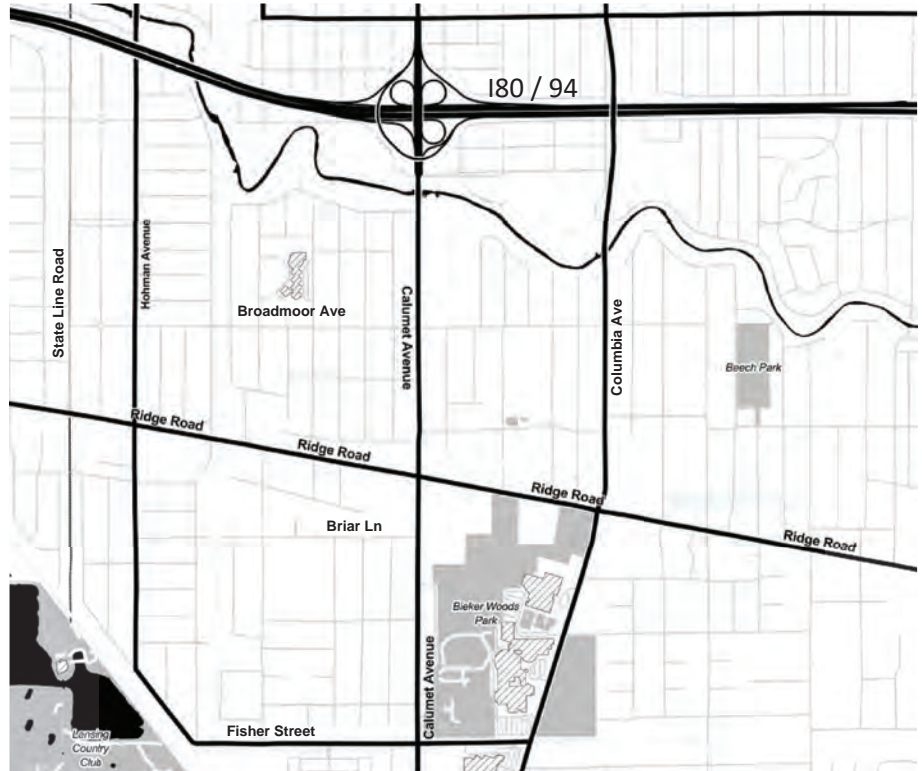
# METRICS | PEDESTRIAN CROSSINGS

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'

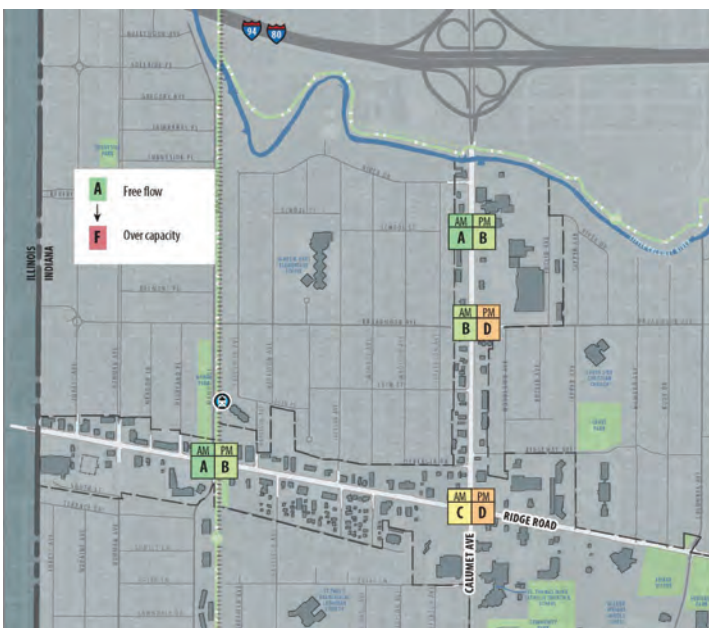
# APPROACH TO FUTURE TRAFFIC ANALYSIS

- 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

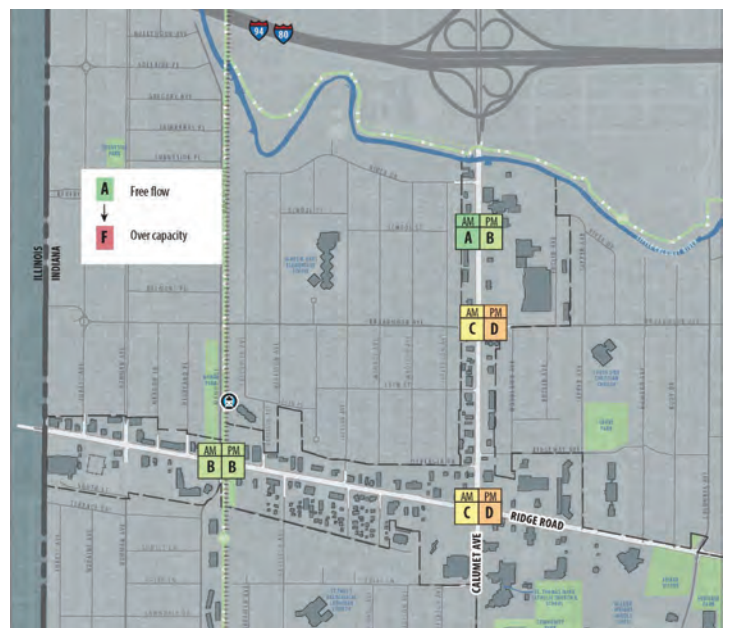


## INTERSECTION LEVELS OF SERVICE

Future Min Scenario

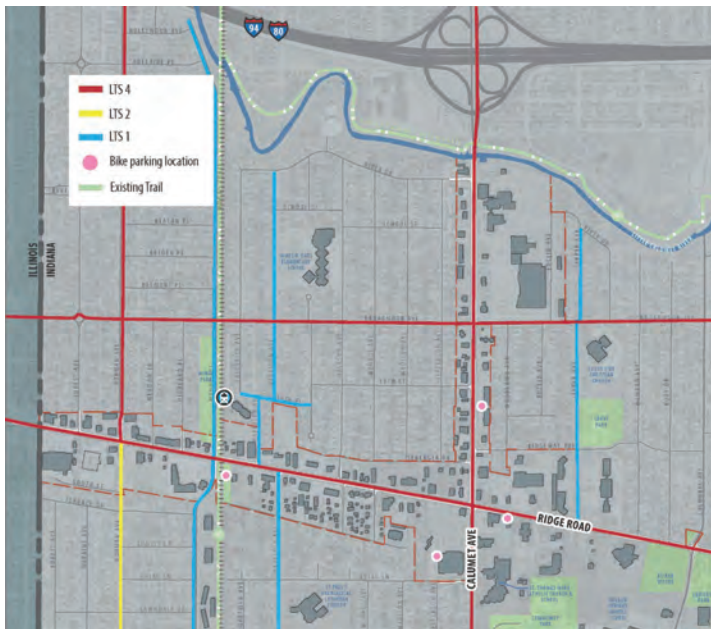


Future Max Scenario

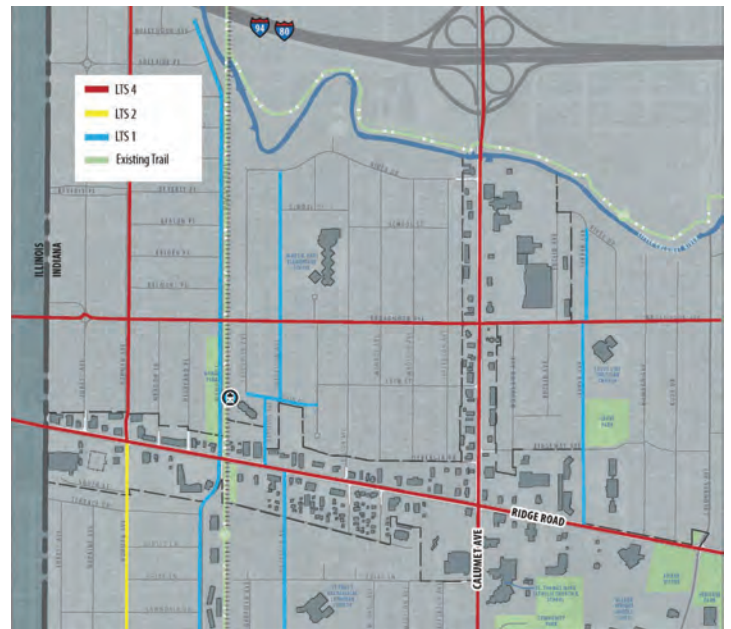


# BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

Existing

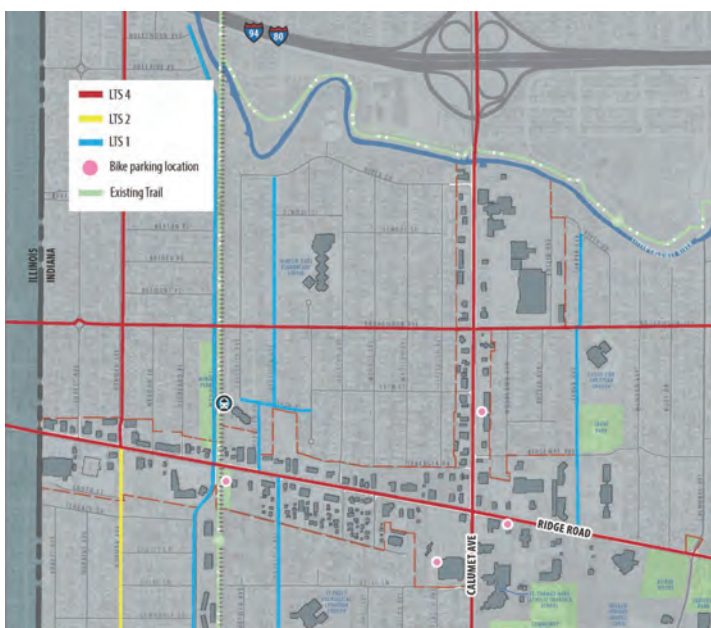


Future Min Scenario

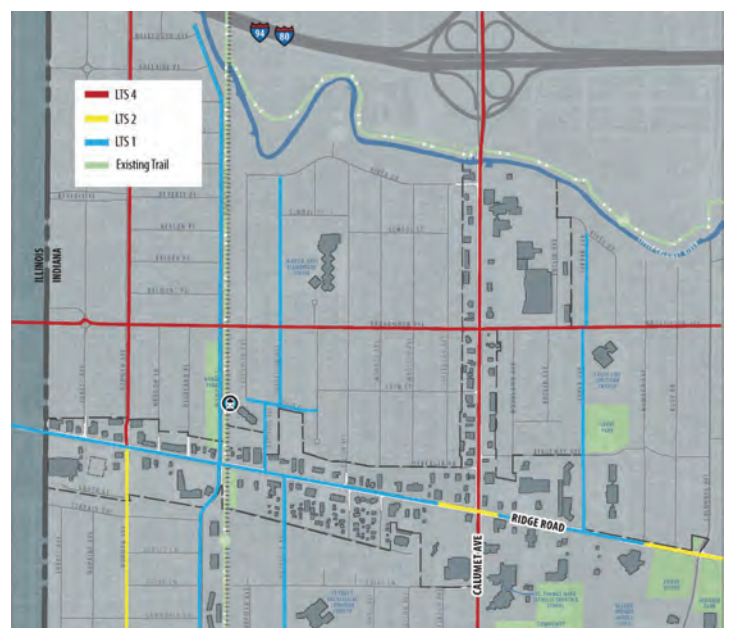


# BICYCLIST LEVEL OF TRAFFIC STRESS (LTS)

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"><li>• 58 full access</li><li>• 1 limited access</li></ul>	56 total (~8 per 1,000 ft) <ul style="list-style-type: none"><li>• 50 full access</li><li>• 6 limited access</li></ul>	56 total (~8 per 1,000 ft) <ul style="list-style-type: none"><li>• 44 full access</li><li>• 12 limited access</li></ul>
Calumet Avenue	56 total (~13 per 1,000 ft) <ul style="list-style-type: none"><li>• 56 full access</li><li>• 0 limited access</li></ul>	54 (~12 per 1,000 ft) <ul style="list-style-type: none"><li>• 54 full access</li><li>• 0 limited access</li></ul>	55 total (~13 per 1,000 ft) <ul style="list-style-type: none"><li>• 36 full access</li><li>• 19 limited access</li></ul>

# METRICS | TRAFFIC

NUMBER OF PARKING SPACES			
	EXISTING	MIN	MAX
Ridge Road	0	0 during peak hours, 58 during off-peak hours	58
<i>* Additional on-street parking at Highland Pl, Meadow Ln and Forest Ave. Approx 10 spaces per street = 30 spaces</i>			
Calumet Avenue	0	0	0
<i>* Additional on-street parking at Seberger Dr (2) 30<sup>th</sup> St (4) = 6 spaces</i>			

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



***[munster-streetscape.org](http://munster-streetscape.org)***

## **CALUMET-RIDGE STREETScape PLAN**

### **COMMITTEE MEETING #4 SUMMARY**

**May 26, 2021 | videoconference | 4:30 pm**

The purpose of Committee Meeting #4 was to review the draft final streetscape plan report. Due to the current health crisis, the meeting was conducted via Zoom videoconference. A link containing the draft final streetscape plan report and appendix was emailed to the committee in advance of the meeting.

The following participants attended this meeting.

<b>COMMITTEE MEMBERS</b>	<b>CONSULTANT TEAM</b>
<ul style="list-style-type: none"> <li>• Tom Vander Woude, Community Development, Town of Munster</li> <li>• Dustin Anderson, Town Manager, Town of Munster</li> <li>• Paul Rotatori, Resident, South Shore Trails Member</li> <li>• Ken Schoon, Town Council</li> <li>• Anthony Christopher, Business Owner, Top Tier Nutrition</li> <li>• Steve Tripenfeldas, Assistant Superintendent</li> <li>• Scott Milne, Business Owner</li> <li>• Don Erminger, Local Business, Strack &amp; Van Til</li> <li>• Dan Straka, Sweet Tooth</li> <li>• Eman Ibrahim, NIRPC</li> <li>• Rachel Branagan, local architect</li> <li>• Chuck Gardiner, Town Council</li> </ul>	<ul style="list-style-type: none"> <li>• Jodi Mariano, Teska Associates</li> <li>• Heather Faivre, Teska Associates</li> <li>• Stacey Meekins, Sam Schwartz Consulting</li> </ul>





***[munster-streetscape.org](http://munster-streetscape.org)***

The meeting agenda and presentation topics follow below:

- 1. Project scope + schedule review**
- 2. Plan report organization**
- 3. Plan revisions made since Committee Meeting #3**
- 4. Questions / comments**
- 5. Next steps:**
  - a. Report comments and digital signatures requested by June 4.*
  - b. Town Council Presentation and Review June 21.*

As the 4<sup>th</sup> and Final Committee Meeting scheduled for this planning effort, Tom van der Woude provided an introduction and thanked the committee for their participation in guiding the plan.

Teska provided an overview of the plan report organization and plan revisions made since the last committee meeting. Those revisions are listed below:

1. Calumet Avenue
  - a. Reduced median lengths for left turn access at Clock Tower Plaza and Boston Market
2. Ridge Road
  - a. Closed access at the Bank building located west of Calumet and south of Ridge (due to close proximity to the intersection)
  - b. Modified / lengthened conceptual roadway tapers at Commander Restaurant and Dairy Queen to allow for additional stacking.
3. It was noted that all roadway and streetscape improvements will require further study and final engineering prior to implementation.

The following comments were provided about the plan document in general:

1. It was suggested that existing light poles to be replaced in the future may be reused / relocated to the Monon Trail.
2. Some community members have expressed concerns about the proposed lane reductions at Ridge Road. It was noted that due to historic and projected traffic patterns, as well as traffic modeling, a lane can be reduced in each direction to provide for improved bike and pedestrian access. The improved bike and pedestrian amenities are supported by the community outreach and desire for a more walkable/bikable and business-friendly downtown environment, which is currently lacking in Munster.



## ***[munster-streetscape.org](http://munster-streetscape.org)***

3. It was noted that anecdotally, congestion seems to occur at signalized intersections. The streetscape plan protects existing signalized intersection geometries as-is and recommends tapers and transitions inbetween intersections to accommodate pedestrian, bike and landscape amenities.
4. Semi-truck traffic using Ridge Road was discussed. It was noted that several businesses work with their delivery drivers to accept deliveries during non-peak times only. Other businesses are encouraged to do the same.
5. Consider adding pedestrian signals / flashing beacons at the non-signalized mid block crossings.
6. The implementation plan was reviewed. The committee generally agreed with the recommended near, mid and long term projects. A suggestion was made to continue to include committee inputs as the Town embarks upon implementation.
7. It was suggested that the crash data and ADT be highlighted in the report.

Next steps include the following:

- Committee to review the draft plan report and provide comments to staff by June 4.
- Town Council presentation: June 21

*The meeting adjourned at 5:45 pm.*



***[munster-streetscape.org](https://munster-streetscape.org)***

## **CALUMET-RIDGE STREETSCAPE PLAN**

### **COMMITTEE MEETING 4**

**May 26, 2021 | Videoconference | 4:30pm**

-----  
Join Zoom Meeting

<https://zoom.us/j/99731284565?pwd=Qkt0OWJBV3V2Z3RaUkISTW5aYTA0dz09>

Meeting ID: 997 3128 4565

Passcode: 403495

Find your local number: <https://zoom.us/u/acCT9qls3>

Link to the Calumet-Ridge Streetscape Plan Report draft, dated 5/19/21

[https://teskaassociatesil-my.sharepoint.com/:f/g/personal/jmariano\\_teskaassociates\\_com/EnZjm0LJGnNAjXvdYUjXPkYBN4dYCIudX9y8lfNqVePTQ?e=J6AD1f](https://teskaassociatesil-my.sharepoint.com/:f/g/personal/jmariano_teskaassociates_com/EnZjm0LJGnNAjXvdYUjXPkYBN4dYCIudX9y8lfNqVePTQ?e=J6AD1f)

#### **Meeting Agenda**

---

- 1. Project scope + schedule review**
- 2. Plan report organization**
- 3. Plan revisions made since Committee Meeting #3**
- 4. Questions / comments**
- 5. Next steps:**
  - a. Report comments and digital signatures requested by June 4.*
  - b. Town Council Presentation and Review June 21.*

For past streetscape planning documents, please visit: <https://munster-streetscape.org/documents/>