

**TOWN OF MUNSTER**

# CALUMET - RIDGE STREETSCAPE PLAN

Presented to Town Council June 21, 2021



“

“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.” - Community Comment, Poll #2





Dear Munster Town Council,

On behalf of the Calumet-Ridge Streetscape Advisory Committee and Teska Associates, Inc., please find the enclosed strategy for improvements as part of an actional streetscape master plan for Munster. Over the course of the last ten months, a committee of community members has worked diligently with Teska and Town Staff to better understand the fabric of our community, the highlights and the challenges of our business districts, the wants of the business owners and the hopes of our residents. The plan and strategy for implementation presented here is the culmination of those efforts.

The planning goals are consistent, and they are built around the following principals: 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. Our challenge was to draw upon previous planning efforts as well as the infrastructure and physical assets we already possess to take action on the input we heard beginning in June 2020. We believe making Munster more walkable and liveable will also enhance the economic health of our existing businesses and attract new ones in the future.

The current streetscape efforts are all about the business vitality, walkability, bikability and quality of our corridors. We hope you appreciate and promote the efforts of the Committee. We look forward to presenting this to the Town Council at the upcoming June 21, 2021 meeting.

Sincerely,

Calumet-Ridge Streetscape Advisory Committee Members

Bill Baker

Lee Ann Mellon

Rachel Branagan

Scott Milne

Anthony Christopher

Paul Rotatori

Don Erminger

Ken Schoon

Eman Ibrahim

EMAN IBRAHIM

Dan Straka

Hope Martin

Steve Tripenfeldas

# Special Thanks

The Calumet-Ridge Streetscape Plan is the product of a collaborative effort with the Committee, Town Council, Town Staff, and multiple discussions throughout the community during events and meetings. Special thanks to the following individuals for their dedication to this important project for the Town of Munster.

*\* Listed alphabetically by last name*



## Advisory Committee

- Bill Baker, Plan Commission
- Rachel Branagan, Resident, Architect
- 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 President
- Scott Milne, Local Business
- Paul Rotatori, Former President, South Shore Trails Advocacy Group, Resident
- Ken Schoon, Town Council
- Dan Straka, Local Business, Sweet Tooth
- Steve Tripenfeldas, School Town, Assistant Superintendent
- Katie Vallis, Formerly with the Indiana Dept of Natural Resources (IDNR), Lake Michigan Coastal Program (LMCP)

## Town Council

- Ken Schoon, Ward 1
- Lee Ann Mellon, Ward 2
- Chuck Gardiner, Ward 3
- Steve Tulowitzki, Ward 4
- Andy Koultourides, Ward 5
- Wendy Mis, Clerk-Treasurer

## Plan Commission

- William F. Baker, President
- Roland R. Raffin, Vice-President
- Stuart J. Friedman, Member
- Brian Specht, Member
- Chuck Gardiner, Town Council Representative
- Lee Ann Mellon, Town Council Representative
- Steve Tulowitzki, Town Council Representative

## Town of Munster Staff

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



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### **Stakeholder Interview Participants**

- Joe Austin, Resident, Researcher at Univ. of Chicago
- Bill Baker, Chair, Plan Commission, Little Calumet River Basin Development
- Bruce Boyer, Local developer (Munster Shops)
- Dan Buksa, Board of Zoning Appeals
- Rachel Branagan, Committee, Architect
- Anthony Christopher, Committee, Top Tier Nutrition
- Ginny Dickman-Lopez, Resident, MOMs Club president in Munster
- Don Erminger, Committee, Strack + Van Til
- Chuck Gardiner, Former Parks Director, Council Member, Plan Commission
- Eman Ibrahim, Planner, NIRPC
- Hope Martin, Committee, HWC Engineering
- Lee Ann Mellon, Committee, Town Council President
- Paul Nelson, Resident, What's Up Munster Facebook Group
- Patrick Owens, Resident
- Brian Specht, Plan Commission
- Ken Schoon, Committee, Town Council
- Scott Milne, Milne Plumbing, Property Owner
- Dan Straka, Committee, Sweet Tooth
- Paul Rotatori, Committee, South Shore Trails Advocacy Group
- Joe Sinclair, Resident, Scout leader
- Steve Tripinfeldas, Assistant Superintendent, School Town of Munster
- Steve Tulowitski, Council Member

### **Agency Coordination Participants**

- Northern Indiana Commuter Transportation District (NICTD)
  - Kelly Wenger, Purchasing
  - Chris Beck, Project Manager
  - Mike Rowe, Project Manager
- NW Indiana Regional Planning Commission (NIRPC)
  - Mitch Barloga, Transportation Planning Manager
  - Eman Ibrahim, Planning Manager
- Little Calumet River Basin Development (LCRBD)
  - Dan Repay, Executive Director
  - Bill Baker, Vice Chair
- Indiana Department of Natural Resources (DNR)
  - Katie Vallis, Former Coastal Resources Planner
- Northern Indiana Public Service Company (NIPSCO)
  - Dean Garrett, Project Manager
  - Richard Calinski, Director, Public Affairs



“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!” - Community Comment, Poll #2

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The following chapters include the overall findings and recommendations for the Munster Calumet-Ridge Streetscape Plan.

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**“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.” - Community Comment, Poll #2**



## CHAPTER 1

# INTRODUCTION + EXECUTIVE SUMMARY





## Introduction + Executive Summary

Munster is a thriving Northwest Indiana community known for its well-kept neighborhoods, quality schools, attractive parks, and municipal services. Yet for the tens of thousands of residents and visitors who traverse Calumet Avenue and Ridge Road daily, Munster's attractive features are generally masked by auto-oriented corridors that lack welcoming entrances, safe and comfortable pedestrian and bike routes, greening, sustainable practices, and a sense of place.



**Beyond the Ridge Road and Calumet Avenue corridors, Munster is a very attractive community, including:**

- A mix of locally and regionally owned businesses;
- Well-kept neighborhoods with access to great schools;
- Two regional bike routes: the Little Calumet River Trail and Monon Trail and
- Access to natural areas, such as the Little Calumet River, Bieker Woods and Centennial Park.

Munster's past planning initiatives related to the Streetscape Plan were evaluated and are further described in the Appendix. A brief overview of the past plans follows below:

**Westlake Corridor Transit-Oriented Development (ongoing)**

The West Lake Corridor is a planning effort by the Northern Indiana Commuter Transportation District (NICTD). NICTD proposes to expand commuter rail service through an approximate eight-mile extension of the South Shore Line. This project would provide rail service three municipalities in Lake County, Indiana: Hammond, Munster and Dyer and connect via the Metra Electric District line to downtown Chicago at Millennium Station. This project would provide a transportation link that connects northwest Indiana with Chicago, providing additional access and economic development opportunities for Lake County, Indiana. The Munster Ridge Road transit station is planned for the area near the intersection of Ridge Avenue and the Monon Trail. This provides Munster with an opportunity to create a Transit Oriented District (TOD) close to the historic crossroads of Town. Development models under consideration include walkable mixed-use developments, landscaped rowhomes and compact high-density housing. In March 2019, NICTD received a positive Medium-High rating for this project from the FTA. At the time of the Calumet-Ridge Streetscape Plan, NICTD is completing final engineering with a design-build contractor. As new development takes shape, the surrounding streets and open spaces will be charged to adapt to a more welcoming and walkable environment.

**Livable Munster Character Based Code (Adopted 2019)**

Adopted in 2019, the Livable Munster Character-Based Code is a project of the Town of Munster. Unlike traditional zoning ordinances which focus on separation of land uses, the character-based code emphasizes relationships between buildings and the public realm towards developing more synergy within a community. Following the work of the 2010 Comprehensive Plan, including the visioning to establish Munster as a vibrant mixed use community, it was determined that the Town's pre-existing zoning ordinance acted as a barrier to the type of high quality development envisioned by the community. The Character-Based code is intended to act as a tool to help communicate expectations to reorient Munster from an auto-oriented bedroom community to a community of walkable, mixed-use centers linked together by complete streets.

**Munster Parks and Recreation Master Plan (2018)**

The product of a robust outreach process including coordination with the Town of Munster Parks and Recreation Department, staff, consultant team, community leaders and the community, the Parks and Recreation Master Plan was adopted in 2018. The plan's intent is to articulate a vision for parks and recreation within the Department. The plan functions as the Department's long-term action plan, providing guidance to the Department, establishing goals and recommendations, and identifying needs related to existing and future park facilities.

### Comprehensive Plan (2010)

The Comprehensive Plan was adopted in 2010 and identified six guiding principles for future development. Each guiding principle – and items related to the streetscape plan – are listed below:

#### Promote Sustainable Growth

Population growth is expected for the communities south of Munster and there is little undeveloped land remaining in Town. Munster must work to attract new growth while also maintaining high quality of life. The plan focuses on protecting the livability of established areas and focusing new sustainable redevelopment at strategic areas.

#### Support Transit as Critical to a Prosperous Town

Build upon the West Lake Line development from Chicago to Lowell. The station development in Munster is anticipated to be a catalyst for economic development, including mixed use developments and compact walkable housing options nearby to the historic center of Munster.

#### Create a Legacy of Unique Parks and Open Spaces

The Little Calumet River and Monon regional trails, as well as Centennial Park, are successful and important open space amenities within Munster. The plan proposes commitment to providing the community with a variety of parks and open spaces throughout Munster.

The community areas located along Ridge Road, between Calumet Avenue and the State Line are identified as underserved open space areas.

#### Proposed Open Spaces

“Manor Street Park” is identified along the east side of the Monon Trail, south of Ridge Road, as an opportunity. This aligns with the Monon Trailhead area containing a fountain, pergola, and seating area. River Park is indicated for expansion at the Little Calumet River at the west side of Calumet Ave.

### The Appearance Plan for Munster, Indiana (1986)

Issued by the Town of Munster Planning and Development Service, this document identifies the following Goals and Objectives:

#### Goals

- To promote the health, safety, and general welfare of all citizens.
- To enhance property values throughout Munster.
- To increase the attractiveness of Munster to present residents and businesses, as well as to potential residents and investors.

#### Objectives

- To improve the general appearance of buildings, structures, streetscapes, landscaping and open areas.
- To encourage and promote acceptability, attractiveness, cohesiveness and compatibility of new buildings, development, remodeling, and additions.

Munster’s physical assets and natural heritage are highlighted as character giving themes:

- The Ridge is a major topographical feature and should be emphasized with low plantings at the base and large trees at the crest. The ridge should be protected.
- The Little Calumet River should provide recreation, flood control and scenic beauty.
- Wetlands and associated wildlife once occupied much of the Munster landscape. Southward water flow was blocked by a sandy ridge along present Route 30.
- Woodlands comprised of Oak Trees and other natives were found in upland areas and along waterways.
- Agriculture drained the wetlands and farms were once found throughout Munster.

Areas that would most benefit from improvements are identified at the following highly visible locations: Entrances to town, Interchanges, Commercial Districts and Shopping Centers, Institutions and Parks.

## Existing Conditions

Although Calumet and Ridge are both five-lane arterial corridors with a posted speed limit of 35 mph, they have dramatically different characteristics:

- Calumet Avenue is a north south corridor with access to Interstate 80/94, deeper lots, larger developments, auto-dominance, and overhead electrical transmission wires.
- Ridge Road is a east-west corridor with a combination of shallow and deep lots and developments, no on-street parking, some businesses positioned close to the road with alleys and parking behind and overhead electrical distribution wires.

Calumet Avenue and Ridge Road are tasked to accommodate a wide range of functions within relatively narrow areas: driving, parking, walking, biking, conveying utilities, shopping, dining, meeting, gathering, and landscaping. The goal of Munster's Calumet-Ridge Streetscape plan is to re-organize the spaces within the public right of way so that they can better meet community vision and need.

## The Coastal Grant

The Town of Munster's streetscape project goals are aligned with the goals of the National Oceanic and Atmospheric Administration and the Indiana Department of Natural Resources, Lake Michigan Coastal Program (The Coastal Grant). The Coastal Grant provided funding for the Calumet-Ridge Streetscape Planning Efforts.

The project goal 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 of the planning effort include:

- 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.

Streetscape plan features that relate to priorities of The Coastal Grant are identified throughout the report. A summary of those features follows below:

## COASTAL GRANT PLAN FEATURES



Non-motorized travel, with a special focus on safe and pleasant walking and biking experiences.



Stormwater capture, with a special focus on methods and materials that slow, control and enhance stormwater, such as permeable pavements, rain gardens and plant selections that tolerate wet and dry soil conditions.



Tree cover, with a special focus on reducing the effects of urban heat island, improving air quality, and supporting wildlife.



Streetscape plantings, with a special focus on plantings that are native, durable, and salt/urban tolerant.

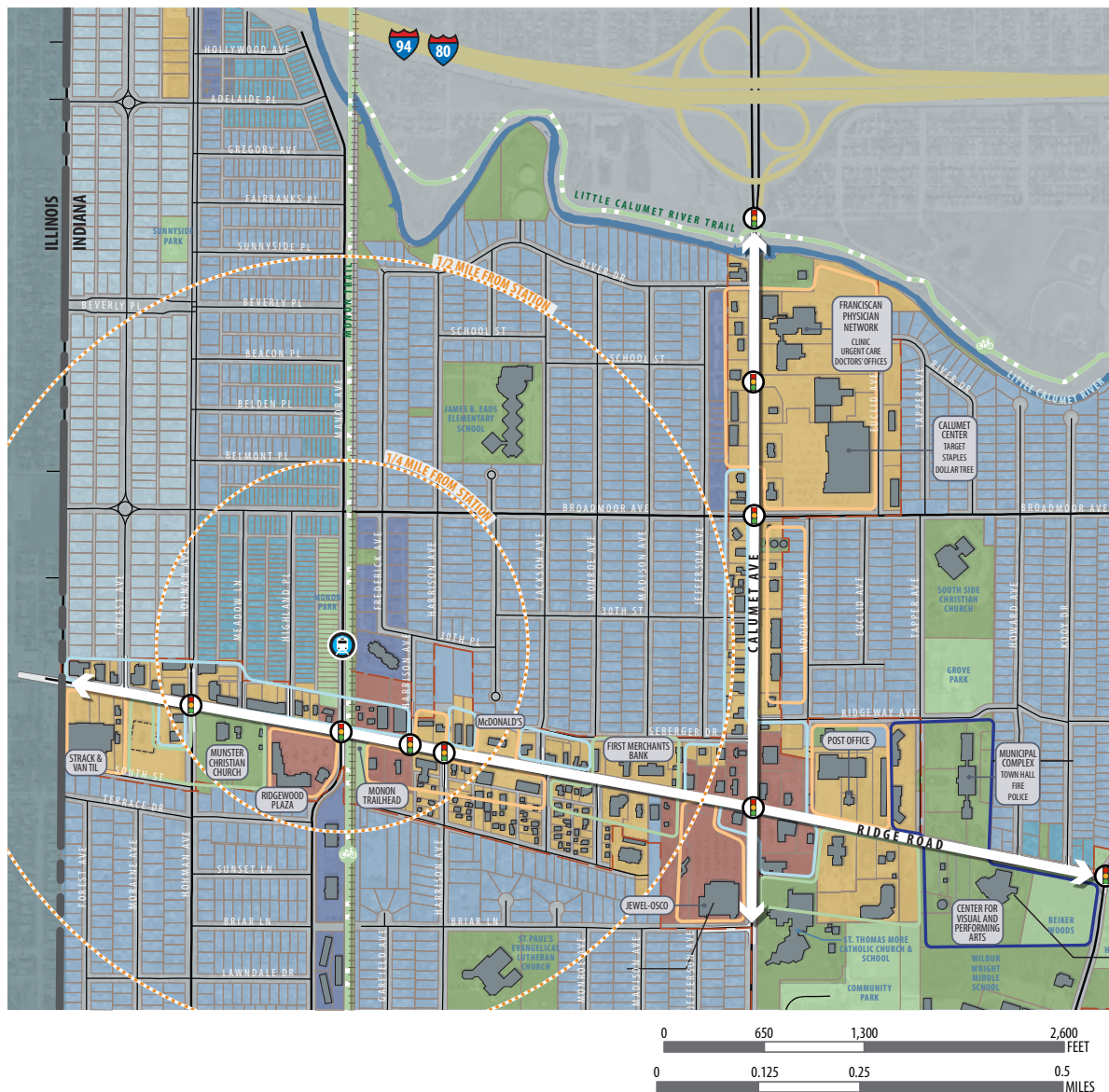


## STUDY AREA

The streetscape study area is defined by the following:

- Calumet Avenue – north municipal boundary (south of the Little Calumet River) to Briar Lane.
- Ridge Road – State Line Road to Columbia Avenue.

The focus of the streetscape plan is the public right of way and municipally controlled properties. Designated land uses and private properties nearby to the public rights of way were reviewed for context and are referenced to better inform the streetscape plan. The streetscape plan includes recommendations for curb cut modifications. Aside from the public rights of way and curb cut recommendations, the streetscape plan contains no recommendations for private properties.



### LEGEND

- SIGNALIZED INTERSECTION
- PLANNED TRANSIT STATION LOCATION
- PLANNED TRANSIT RAIL LINE
- PARCEL LINE
- TIF DISTRICT
- REGIONAL TRAIL

- CD-3.R1 - One Fam Res.
- CD-3.R2 - One Fam Res.
- CD-4.A - General Urban
- CD-4.B - General Urban
- CD-4.R4 General Urban
- CD-5 - Urban Center
- SD-M - Special District Manufacturing
- SD-PUD - Planned Unit Development
- Civic
- Parks

### TYPICAL SITE LAYOUTS

- PARKING LOT FRONTAGE
- GARDEN FRONTAGE
- SIDEWALK FRONTAGE
- CAMPUS

## HISTORY

Ridge Road and the Little Calumet River are two significant landscape features in Munster. Ridge Road is the location of Munster's earliest settlements. Prior to early settlements, Ridge Road was the location of the Calumet Shoreline, an ancient shoreline of Lake Michigan located in the Lake Michigan Basin. This ridge is visible in the form of topographical ridges at the south side of Ridge Road. From Ridge Road, the elevation descends until it reaches the Little Calumet River.

The Little Calumet River is the northern boundary of Munster. It runs west from the Hart Ditch, a stream located along the east boundary of Munster. The Little Calumet River has seen numerous flooding events over the years, including a substantial flood in 2008 after rains associated with Hurricane Ike. The river has also been polluted due to nearby industrial uses. Flood mitigation and improvement initiatives are underway, including efforts by the US Army Corps of Engineers, the Little Calumet River Basin Development Commission, and the Indiana Lake Michigan Coastal Program.

The name Calumet is believed to be derived from one of two origins:

- The French interpretation of the Potawatomi name for the Calumet River ("low body of deep, still water") (1) or:
- A reinterpretation of the Old French term Chalemel, which translates to "reed" (2).

(1) *Calumet River-Frontal Lake Michigan Archived 2015-10-21 at the Wayback Machine, Watershed Central Wiki, U.S. EPA, quoting from the "City of Chicago Calumet Land Use Plan".*

(2) *Moore, Powell A. (1959). The Calumet Region: Indiana's Last Frontier. Indiana Historical Bureau. Retrieved 20 August 2015.*

Following the Revolutionary War, the first settlers arrived in Munster from the Netherlands in 1846. Additional Dutch families, many of which were farmers, arrived in 1855.

Like many communities who established at this time, the Town of Munster was named after the first postmaster, Jacob Munster.

The area was filled with rich farmlands, producing onions, cabbage, potatoes, radishes, and cucumbers. Local farms were known as "truck farms", delivering crops to Gary, Hammond, and Chicago – first by horse and wagon and later by motorized trucks.

Onions were the main local crop and ironically, onions were not harvested for food, but as small bulbs, or "sets", which were sold to other farmers for planting. As stated by Town Councilman, professor at Indiana University, and local historian Ken Schoon, "The Calumet area provided 90 percent of the county's onion sets" (Chicago Post-Tribune, Dutch farmers with familiar names rooted in Munster's history, Nancy Coltun Webster, April 2, 2016.)



*C.P. Schoon is pictured standing in his onion field in the early 1900's near the site of the current Jewel grocery at Calumet Avenue and Ridge Road. Onion sets were grown for sale county-wide. (image provided by Kenneth Schoon to the Post-Tribune, April 2, 2016)*



## **LISTEN:** **Community Outreach**

Commencing in the summer of 2020, the Streetscape Planning efforts were conducted during the COVID-19 pandemic. As such, the Town and Planning Team restructured all meeting and outreach activities to maximize participation while maintaining safety. Face-to-face meetings were conducted to meet Centers for Design Control and Prevention (CDC) guidelines for social distancing, sanitization, and mask-wearing. When possible, face-to-face meetings were conducted outdoors. Other meetings were conducted via video conference and included interactive activities designed to obtain and display community input in real time.

The Planning team made sure to engage the community on many levels. An Advisory Committee of community stakeholders provided much needed insights and plan reviews. Additional stakeholder interviews were conducted with local businesses, agencies, and organizations. The community at large was engaged via an interactive website, online polls, activities at the Munster Community Market and Town Hall Open House activities.

Suffice it to say, there was no shortage of creative ideas, constructive comments, and honest reactions throughout the planning process. The Streetscape Master Plan presented herein is the culmination of these outreach efforts. Though this is the Final Streetscape Plan, it is a concept level study, and will require further design and engineering to guide construction. As such, the Community is encouraged to continue sharing issues and opportunities with the Town of Munster moving forward.



## **JOURNEY:** **Improve Connectivity**

As they exist today, both Calumet Avenue and Ridge Road are automobile-oriented corridors with limited pedestrian and bike access. This design has positioned both roadways as routes through Munster, rather than destinations where residents, workers, and business patrons want to spend a significant amount of time.

The streetscape study strives to meet community objectives for improved walkability, supporting the adjacent business uses, and improved connectivity throughout the Town, including links to regionally significant bike corridors like the nearby Monon Trail and Little Calumet River Levee Trail.

Key transportation objectives explored throughout the plan include:

- Achieve a balanced allocation of space across transportation modes in accordance with demand and community objectives.
- Improve safety for people walking and biking.
- Maintain acceptable traffic flow.
- Better connect residents and visitors to corridor destinations.
- Reinforce a sense of place.





## REINFORCE PLACE: Support Community Vibrancy

Munster has a unique history that is rooted in its location along Ridge Road, the ancient shoreline of Lake Michigan. Additionally, the community has a unique vibe, evident in its local businesses, regional bike trails, and open spaces. The Streetscape Plan and placemaking efforts in particular are developed to convey a sense of entry and identity, improve access to destinations along and across Calumet Avenue and Ridge Road, provide more welcoming spaces for community gathering and events, and promote a sense of place and identity that is unique to Munster.

Key placemaking objectives explored throughout the plan include:

- Enhance corridor entries, identify community destinations, and promote Munster's identity through a coordinated gateway and wayfinding signage program.
- Calm and beautify Calumet Avenue via restricted left turn access, landscaped medians and landscaped parkways while maintaining existing travel thru-lanes as is.
- Transform Ridge Road into a walkable downtown center via reduced travel lanes, expanded sidewalks, multi-use paths, and landscaping.
- Meet sustainability goals set forth by The Coastal Grant including prioritizing bike and pedestrian access, incorporating permeable pavements, rain gardens, tree canopies and native plantings.
- Reduce traffic conflicts and prioritize pedestrian and bike access throughout by reducing curb cuts as practical.
- Reduce the visual impacts of overhead utilities in partnership with NIPSCO.
- Match the Town's roadway lighting and decorative traffic signals on Calumet Ave and Ridge Road. Supplement with decorative pedestrian lights at Ridge Road.
- Develop public gathering spaces at key locations for temporary community fests and events in partnership with local businesses.



## IMPLEMENT: Develop Projects Strategically

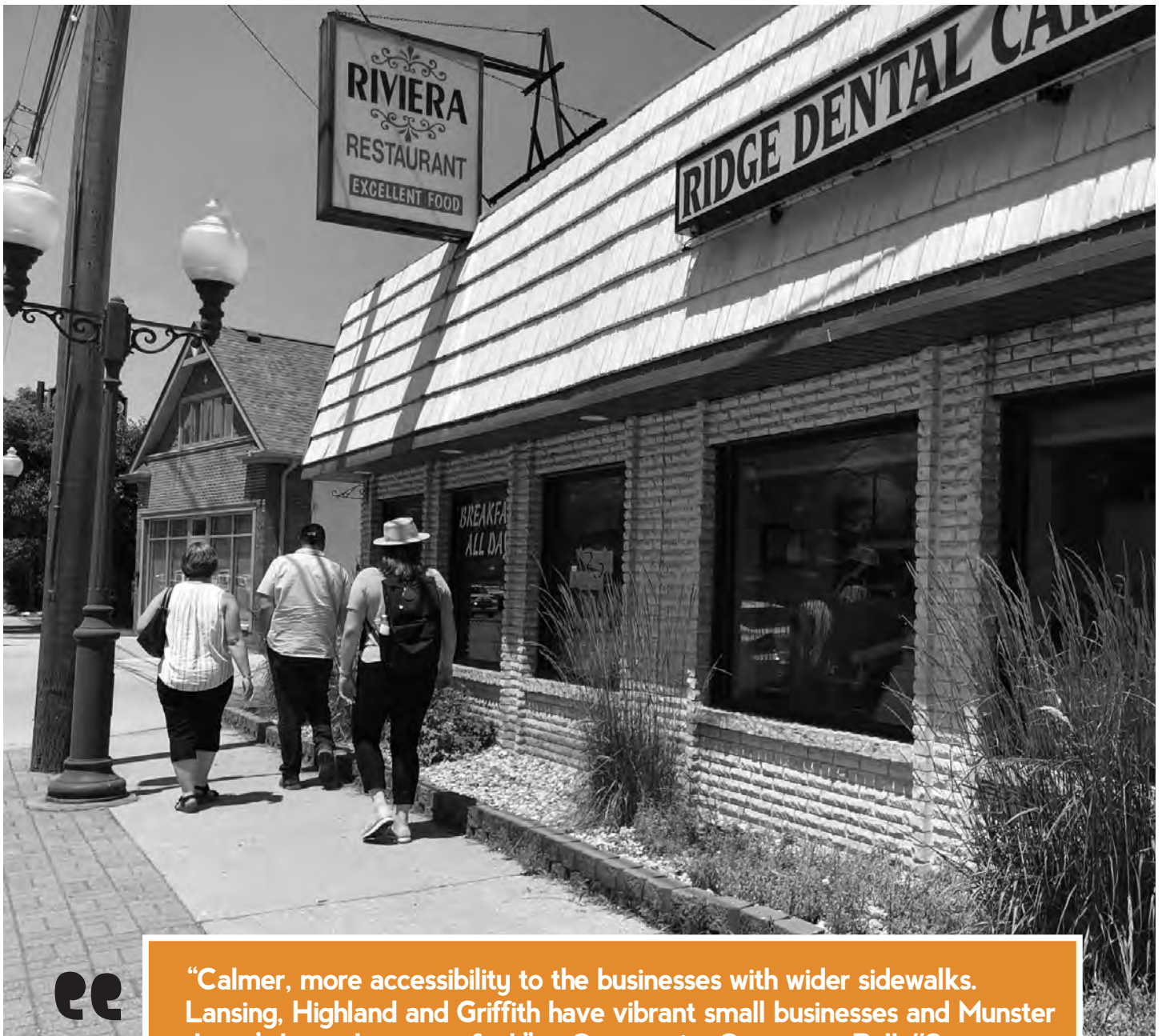
The Calumet-Ridge Streetscape Plan covers a lot of area. Calumet Avenue is 4,600 lf and Ridge Road is 7,000 lf. As such, this plan is presented as a series of implementation phases. The total cost to implement the entire plan is approximately \$34 million. However, major infrastructure plans like the Calumet-Ridge Streetscape are typically not built at once but are developed in multiple well-coordinated phases.

The work completed to date positions Munster well to seek available grants for development of the streetscape.

The Committee recommends a phased approach to implementation, beginning with the North Calumet Avenue Gateway Pilot Project at a cost of \$52,000 and Ridge Road / Meadow Lane Plaza Demonstration Pilot Project at a cost of \$44,000.

Other near-term improvements identified in the plan include:

- Roadway restriping to improve roadway definition and calm traffic.
- Signalized intersection enhancements to improve pedestrian crossings and intersection functionality.
- Clean up select overhead utility lines in partnership with NIPSCO.
- Phase 1 Engineering Studies.



“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.” - Community Comment, Poll #2





## CHAPTER 2

# LISTEN: COMMUNITY OUTREACH



# Community Outreach

Munster residents, businesses, and stakeholders care deeply for the community, including its attractive mix of local and regional businesses, well-maintained neighborhoods, great schools, regional bike routes and access to quality open space areas. Yet, these enviable resources are often masked by the utilitarian quality of Munster's main corridors: Calumet Avenue and Ridge Road. Throughout the course of this assignment, this engaged community shared many opinions about traffic calming, traffic connectivity, pedestrian and bicyclist safety and comfort, sustainable practices, aesthetics and greening.

Following the successful completion of Munster's Character Base Code (adopted 2019) to guide private developments, Munster set out to develop a Calumet-Ridge Streetscape Plan to help guide public rights of way improvements. As locally controlled roadways, Calumet Avenue and Ridge Road are fully located within the Town of Munster's jurisdiction. As such, a comprehensive look and long-range planning for these corridors is an appropriate step to maintain Munster's quality of life.

## COMMUNITY PARTNERS

### Advisory Committee

07/15/2020 Committee Meeting #1  
11/18/2020 Committee Meeting #2  
12/18/2020 Committee Meeting #3  
05/26/2021 Committee Meeting #4

### Public Works

06/18/2020 Public Works Meeting #1  
10/19/2020 Public Works Meeting #2

### Plan Commission

12/08/2020 Plan Commission Meeting

### Town Council

06/21/2021 Town Council Meeting

### Stakeholder Interviews

Northern Indiana Commuter Transportation District (NICTD)  
NW Indiana Regional Planning Commission (NIRPC)  
Little Calumet River Basin Development (LCRBD)  
Indiana Department of Natural Resources (DNR)  
Northern Indiana Public Service Company (NIPSCO)  
Board of Zoning Appeals Members  
Plan Commission Members  
Council Members  
South Shore Trails Advocacy Group  
Local businesses  
Local schools  
Local developers  
Local residents and property owners

### Public Workshops:

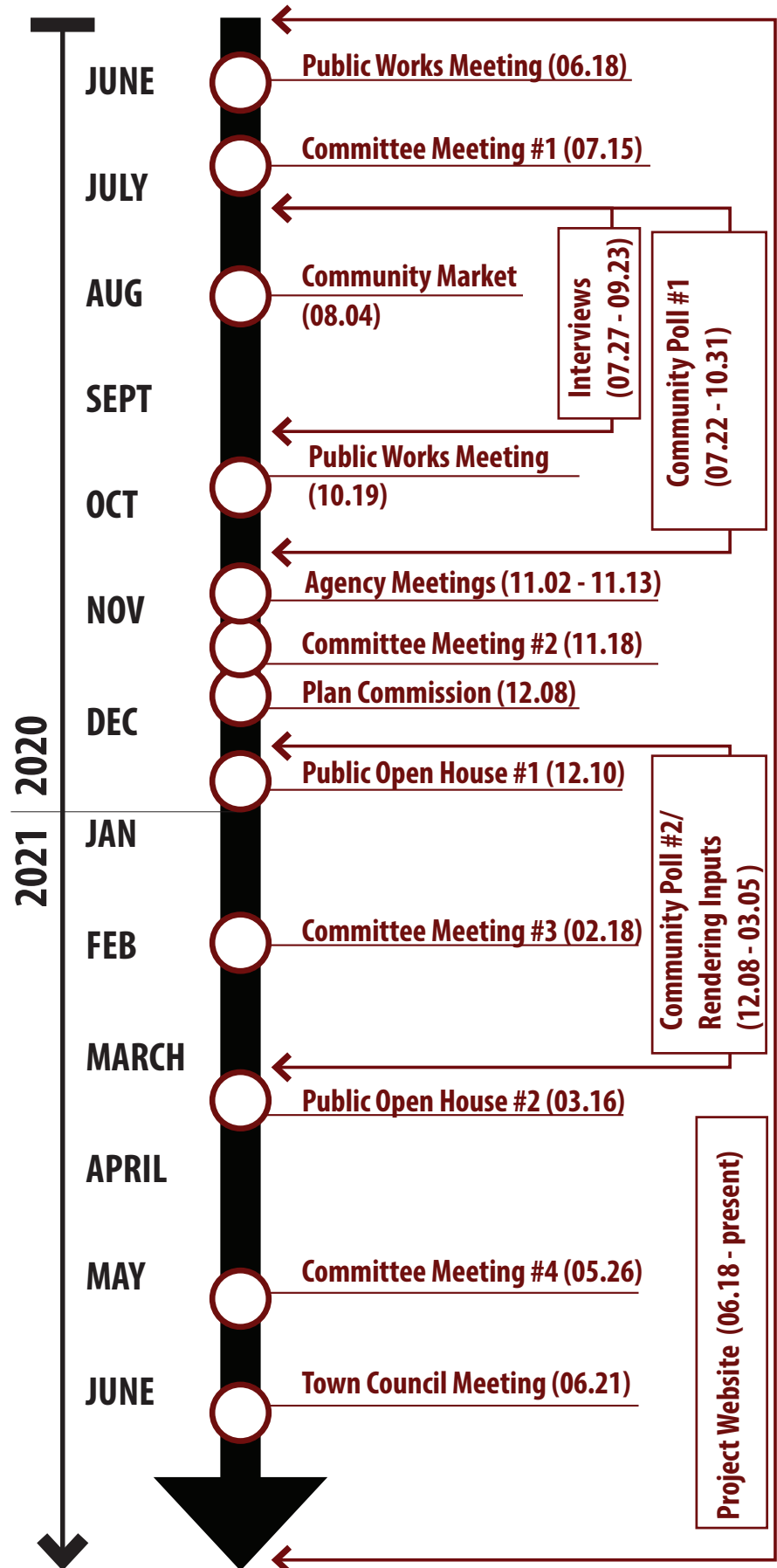
08/04/2020 Munster Community Market  
12/10/2020 Public Open House #1  
03/16/2020 Public Open House #2

### Online Engagement

374 Website Subscribers  
4,400 Website Visits  
245 Website Rendering Comments  
1,066 Poll Responses  
1,509 Poll Comments

## TIMELINE

A timeline of the community outreach activities is at right. Meeting materials, including agendas, presentations, and summaries are in the Appendix.



## PLANNING AND OUTREACH DURING THE PANDEMIC

Commencing in the summer of 2020, the Streetscape Planning efforts were conducted during the COVID-19 pandemic. As such, the Town and Planning Team restructured all meeting and outreach activities to maximize participation while maintaining safety. Face-to-face meetings were conducted to meet Centers for Disease Control and Prevention (CDC) guidelines for social distancing, sanitization, and mask-wearing. When possible, face-to-face meetings were conducted outdoors. Other meetings were conducted via video conference and included interactive activities designed to obtain and display community input in real time.

## COMMUNITY PARTNERS

A Project Advisory Committee was created at the start of the Streetscape Plan, including a variety of local organizations and community members with widespread networks. The Advisory Committee included the following community partners:

- Plan Commission Representative
- Town Council Representatives
- School Town Representative
- South Shore Trails Advocacy Group Representative
- NW Indiana Regional Planning Commission (NIRPC)
- Indiana Dept of Natural Resources (IDNR), Lake Michigan Coastal Program (LMCP)
- Top Tier Nutrition
- Strack + Van Til
- Milne Supply
- Sweet Tooth

Advisory Committee members were invited to help inform goals and ensure the planning team factored in needs unique to each organization's goals. The diverse touch points of the Advisory Committee enhanced engagement, and Committee members acted as liaisons who helped their peers participate in the planning process.

## TOOLS + TOUCHPOINTS

Throughout the 10-month community engagement process, a wide variety of online and in-person outreach tools were used to provide ample opportunities for the community to share ideas. These included:

- Focus groups + stakeholder interviews
- Community meetings
- Pop-up idea booth
- Open house exhibit board presentation
- Print promotions
- Newsletters
- Dedicated project website: [munster-streetscape.org](http://munster-streetscape.org)

## SYNTHESIZING INPUT

Collaboration with the community was invited via the project website, community polls, face to face meetings and virtual meetings. The Advisory Committee and Town Council was responsible for listening to all feedback and moving forward with the Streetscape Plan presented herein. Town Council will prioritize recommendations for streetscape implementation as budgets allow.

The Streetscape Plan will serve as a guide for the Town to pursue both short- and long-term projects, working in partnership with local and regional organizations. The Streetscape Plan should be considered a living document. It will evolve over time based on resources, feasibility and new opportunities and challenges that might arise.

Certain projects are currently underway, such as Munster's partnership with the City of Hammond and Little Calumet River Basin Development to develop the Little Calumet River Trail bike / pedestrian bridge over north Calumet Avenue. Pilot projects have been documented for near-term installation, including the North Calumet Avenue Gateway and Meadow Lane Plaza streetscape demonstration. Other projects such as roadway restriping projects to better define the roadways and calm traffic, signalized intersection enhancements to improve pedestrian crossings and intersection functionality, clean up select overhead utility lines in partnership with NIPSCO and Phase 1 Engineering Studies are attainable near-term projects that can support Munster's long term goals for corridor enhancements.



## SUMMARY OF CONCERNS AND OPPORTUNITIES

Munster wants...

**Methodology:** This feedback is based on the results of two community polls and two public meetings. Respondents were asked to identify concerns and opportunities as well as select specific enhancement projects.

### CALUMET AVENUE

#### Key concerns:

- Speeding, congestion, stop and 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

### RIDGE ROAD

#### Key concerns:

- Businesses are not supported by the environment
- Does not invite people to walk or bike 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 approximately 1-3 minutes travel delay at peak times 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

## 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 "people-only place," supporting local events in coordination with businesses.



### WEBSITE INPUT TOOLS

The website offered interactive tools to test streetscape concepts with the community. Folks were invited to give a "thumbs-up or thumbs-down" and provide individual comments.

Community polls were conducted throughout the planning process to understand a variety of issues related to the Calumet-Ridge Streetscape Plan.

Poll #1 focused on general concepts and themes surrounding the corridor (596 participants, 677 comments)

Poll #2 focused on site specific streetscape enhancements (470 participants, 832 comments)

A website input tool invited inputs about design concepts for specific locations (245 participants)

## OUTREACH FUNNEL

### Community Polls + Rendering Inputs

1,066 total poll responses

245 comments – rendering inputs: design concepts

832 comments – poll 2: streetscape concepts and image based survey

677 comments – poll 1 : streetscape functions and concerns

### Dialogue + Check-Points

27 stakeholder interviews

4 committee meetings

2 public works meetings

1 plan commission meeting

1 town council meeting

### Establish Themes + Findings

Draft strategies

Streetscape concepts and alternatives

Draft and final streetscape plan

*Summary reports of the polls, meetings, and community market event are in the Appendix.*

## 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.



### Three options to join the meeting:

(1) Zoom Meeting link:  
<https://us02web.zoom.us/j/89992547844?pwd=U3NlVFNlVWdDZlJlIDVGJhOUN0SGZmdz09>  
Meeting ID: 899 9254 7844, Passcode: 828496

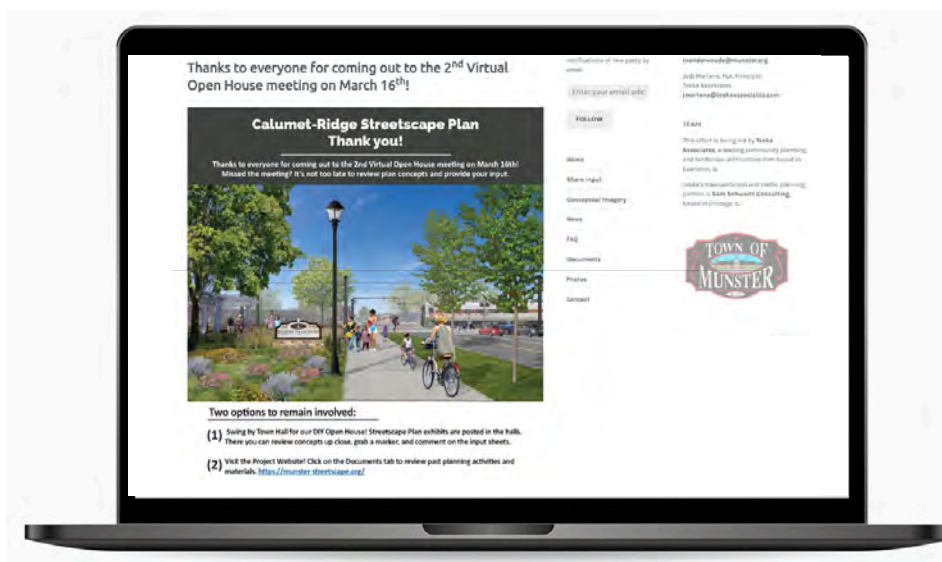
(2) Project Website:  
Visit <https://munster-streetscape.org/> where you can find the meeting link on the home page

(3) Scan the QR code below:



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

## MUNSTER-STREETScape.ORG







## CHAPTER 3

# JOURNEY: IMPROVE CONNECTIVITY



As central corridors in the Town of Munster, Calumet Avenue and Ridge Road are critical connectors between home, work, school, and community amenities. Promoting safe and comfortable travel along these corridors for all users would elevate the vibrancy of the adjacent retail district by creating a more inviting environment to travel, gather, and stroll. With these goals in mind for the Calumet-Ridge Streetscape Plan, existing transportation characteristics and future demands were reviewed to set the stage for corridor design.

## EXISTING CHARACTERISTICS & NEEDS

During the summer of 2020, current transportation conditions were inventoried along Calumet Avenue and Ridge Road with respect to vehicular, pedestrian, and bicycle infrastructure and connectivity. Within an 80-foot right-of-way, both corridors currently provide a five-lane cross-section for vehicular travel (two through lanes in each direction with a center left-turn lane) and no on-street parking. Based on information obtained from the Indiana Department of Transportation (INDOT) website, the Average Daily Traffic (ADT) volume on the two study roadways was last measured in 2018, with Calumet Avenue carrying 37,200 vehicles per day and Ridge Road carrying 16,600 vehicles per day west of Calumet Avenue and 17,600 per day east of Calumet Avenue. The ADT on Calumet Avenue has shown modest annual increases in recent years: 13 percent growth from 2009 to 2018, or approximately 1.4 percent per year. ADT on Ridge Road, on the other hand, has declined by up to 21 percent since 2012. Additionally, INDOT projections for Year 2020 ADT show decreases on both study roadways of roughly 11 percent, presumably due to decreased travel as a result of the COVID-19 pandemic.



An analysis of the weekday morning and evening rush hours along the two study roadways reveals that both corridors provide adequate overall capacity for vehicular traffic, with some intersections operating as well as Level of Service B (denoting relatively little delay for the average driver). These results reinforce field observations that vehicle travel is the most highly prioritized mode of transportation on Calumet Avenue and Ridge Road. Accordingly, all crash history for the study area from 2016 to 2019 is limited to vehicle crashes, with no pedestrian-involved or bicyclist-involved crashes recorded—presumably due to the very low volume of non-auto travel. Of the 473 intersection crashes documented during this time period, more than half were rear-end crashes, and almost one-quarter were right-angle crashes. These crash types can be common along heavily traveled arterials, and rear-end crashes in particular can be a product of signalized traffic control since vehicles must stop for red lights. That said, the streetscape plan can contribute to improved safety by incorporating design elements that encourage appropriate travel speeds and maintain adequate sight lines. It was also noted that nearly 18 percent of all crashes that occurred along the Calumet Avenue and Ridge Road corridors occurred at midblock locations, a safety issue that could be mitigated with improved access management practices along these roadways.

In terms of pedestrian infrastructure, sidewalks are continuously present along both sides of Calumet Avenue and Ridge Road and are generally four to six feet in width. These dimensions satisfy the four-foot minimum required by the Americans with Disabilities Act (ADA), but wider sidewalks are desirable in vibrant retail districts to provide space for higher pedestrian volumes to move and gather. Paved buffers are present through much of the study area between sidewalks and the vehicular travel lanes, which can enhance pedestrian comfort and expand the usable width of sidewalks. Due to elevation changes, however, many of these paved buffers are not comfortably traversable, and the presence of utility poles in the sidewalk space also reduces the functional width for pedestrians. These features, combined with few crossing opportunities and frequent curb cuts that interrupt the sidewalk, contribute to a pedestrian environment with significant room for improvement.

Finally, it was noted that neither Calumet Avenue nor Ridge Road provide space for bicyclists, making these streets viable travel routes for only the most seasoned and fearless cyclists. Dedicated bicycle infrastructure would make the study corridors more accessible to cyclists of all ages and experience levels and would serve as an extension of the area trail network, comprised of the existing Monon Trail and Little Calumet River Levee Trail. Without the ability to expand the available right-of-way of either Calumet Avenue or Ridge Road, however, the provision of dedicated bicycle infrastructure would require a reallocation of space within the existing right-of-way boundaries.

A full account of the existing transportation assessment is included in the Appendix.

## PLANNING FOR THE FUTURE

Public feedback provided throughout the Calumet-Ridge Streetscape Plan process emphasized the desire to promote walkability and multimodal travel, support neighboring businesses, and feature improved aesthetics for a more beautiful Town gateway—but as noted previously, the fixed 80-foot right-of-way for each corridor limits the opportunity to add new amenities without reallocating space that is currently dedicated to another purpose. Given the trend of decreasing daily traffic volumes on Ridge Road and the influence of the recent COVID-19 pandemic on travel behaviors (specifically the increased prevalence of remote work and the heightened value of outdoor recreational activities like biking and walking), the project team undertook an assessment of future transportation needs along the study corridors to determine how to achieve a balanced design.

To create a future traffic model that would inform this assessment, the project team coordinated with the Northwest Indiana Regional Planning Commission (NIRPC) to understand the influence of both known and contemplated capital improvements on area travel behaviors, namely:

- The 45th Street Grade Separation Project, which will provide improved east-west connectivity through Munster roughly 1.5 miles south of the study area.
- The West Lake Corridor Project, which will extend South Shore Line commuter rail service to the new Munster Ridge Road station (to be located on Manor Avenue just north of Ridge Road) and three other stations in Lake County, Indiana.
- The possible implementation of a road diet along Ridge Road, reallocating the cross-section from five vehicular travel lanes to three lanes.















**Public feedback emphasized the desire to promote walkability and multimodal travel.**

To account for future traffic conditions that were not included in the NIRPC model, further coordination was performed with Northern Indiana Commuter Transportation District (NICTD) and the Northwest Indiana Regional Development Authority (RDA). NICTD ridership projections were obtained for the Munster Ridge Road station, and anticipated park-and-ride and kiss-and-ride passengers were incorporated into the future traffic model. Additionally, future developments along Ridge Road and Calumet Avenue were considered based on land uses and densities being developed in an active study for the RDA, and new traffic generated by these developments was accounted for in accordance with direction from Town staff.

With consideration for all of these influences on future travel behaviors, two future traffic models were created: one that assumed no major physical changes to Ridge Road (referred to throughout the project as the “minimum” design) and one integrating the Ridge Road road diet (the “maximum” design). The results of these future traffic models—both of which assumed a reduced 30 MPH posted speed limit on Ridge Road—supported the “maximum” design and revealed an opportunity to right-size Ridge Road with a three-lane cross-section through the majority of the study area, returning to the existing five-lane cross-section at the intersection with Calumet Avenue to provide increased east-west capacity at this critical intersection. This recommendation allows the space currently occupied by the outer travel lanes to be used for other purposes in support of community objectives, including a multi-use path along the south side of the street, an estimated 58 new on-street parking spaces, and space for amenities like landscaping, pedestrian seating, and other decorative features detailed further in the next chapter.



	RIDGE ROAD			CALUMET AVENUE		
	EXISTING	MINIMUM	MAXIMUM	EXISTING	MINIMUM	MAXIMUM
Distance Between Pedestrian Crossings	 300' to 2,300'	 275' to 1,200'	 275' to 1,200'	 860' to 1,820'	 390' to 1,340'	 390' to 800'
Number of Curb Cuts	 59	 56	 56	 56	 54	 55
Number of On-Street Parking Spaces	0	0 (Peak) 58 (Off-Peak)	58	0	0	0

## COASTAL GRANT FEATURES



### ROADWAY DESIGN

- Calumet Avenue - provide better sidewalk connections, including improved intersection crossings and new crossings;
- Ridge Road - reorganize the roadway from a 5-lane to a 3-lane cross section, thereby reallocating the outer travel lanes to wider sidewalks, on-street parking, a multi-use path and additional landscaping.

Along with the recommendation for a reduced vehicular cross-section along Ridge Road, it will be important to reinforce the area's walkable design as parcels along the two study corridors redevelop. Midblock crossing opportunities have been identified along both Calumet Avenue and Ridge Road to reduce the distance between pedestrian crossings and, as a result, make it more convenient to travel on foot. As adjacent parcels redevelop, good access management practices should be applied to reduce the number of curb cuts that disrupt the pedestrian space and increase vehicular points of conflict. Where possible, parcels should share access driveways with adjacent properties or provide access via public alleys or side streets; otherwise, direct access to Calumet and Ridge should be limited to a single driveway. All private driveways should also feature posted stop signs, striped stop bars, and high-visibility crosswalks to clearly delineate pedestrian space at these points where the two modes must cross.

Additional details on the results of the future traffic models and public feedback on these results are provided in the Appendix.

## NEIGHBORHOOD ROADWAY DESIGN AND CONNECTIVITY

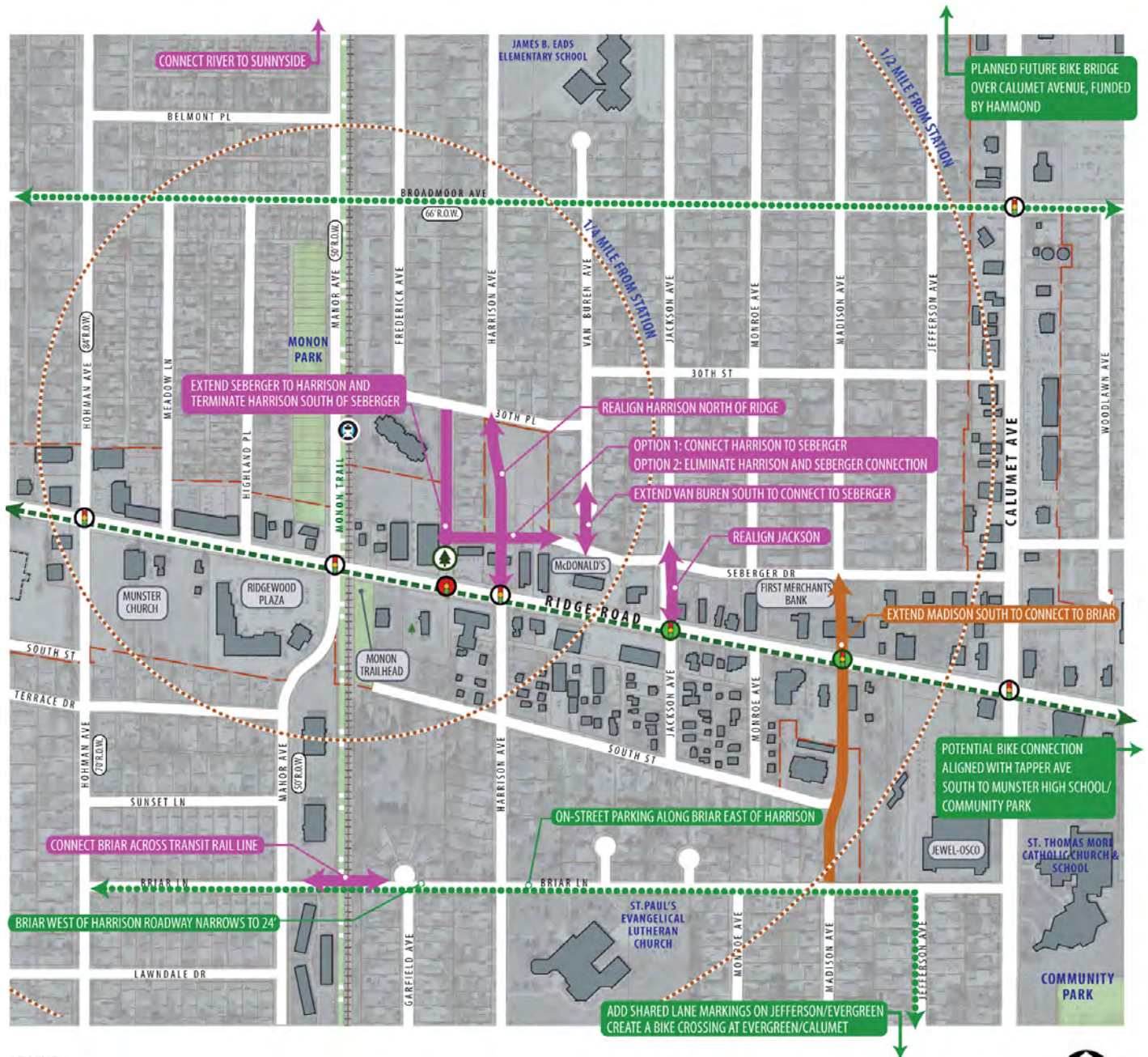
The future Munster Ridge Road South Shore Line Station will bring a significant amenity to the Town and is anticipated to help support the businesses along the study corridors of Ridge Road and Calumet Avenue. To enable the Town to capitalize on the benefits of this station and mitigate potential increased neighborhood traffic due to both the station and changes along the major corridors, the project team assessed opportunities to increase roadway and/or pedestrian and bicycle connections within the neighborhoods north and south of Ridge Road, west of Calumet Avenue. Providing people with more direct paths to get to destinations along Ridge Road and to the future train station will support the objective of a comfortable, walkable corridor along Ridge Road and will reduce traffic on neighborhood streets.

To further address potential traffic concerns along neighborhood streets, the project team developed a toolbox of traffic calming measures that aim to reduce cut-thru traffic and/or slow speeds. The toolbox includes information about where each measure is most appropriate and effective, based on the objectives of the community and the local characteristics of the neighborhood and the street. The toolbox will serve as a guide to the Town in these neighborhoods and on neighborhood streets throughout the Town.

The toolbox can be found in full in the Appendix.



**Providing more direct paths to destinations and the future train station will support the objective of a comfortable, walkable corridor along Ridge Road and will reduce traffic on neighborhood streets.**



## LEGEND

- SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- ELIMINATE SIGNALIZED INTERSECTION
- PROPOSED PUBLIC PLAZA
- PLANNED TRANSIT STATION LOCATION
- PLANNED TRANSIT RAIL LINE
- PARCEL LINE
- TIF DISTRICT

## VEHICULAR CONNECTIONS

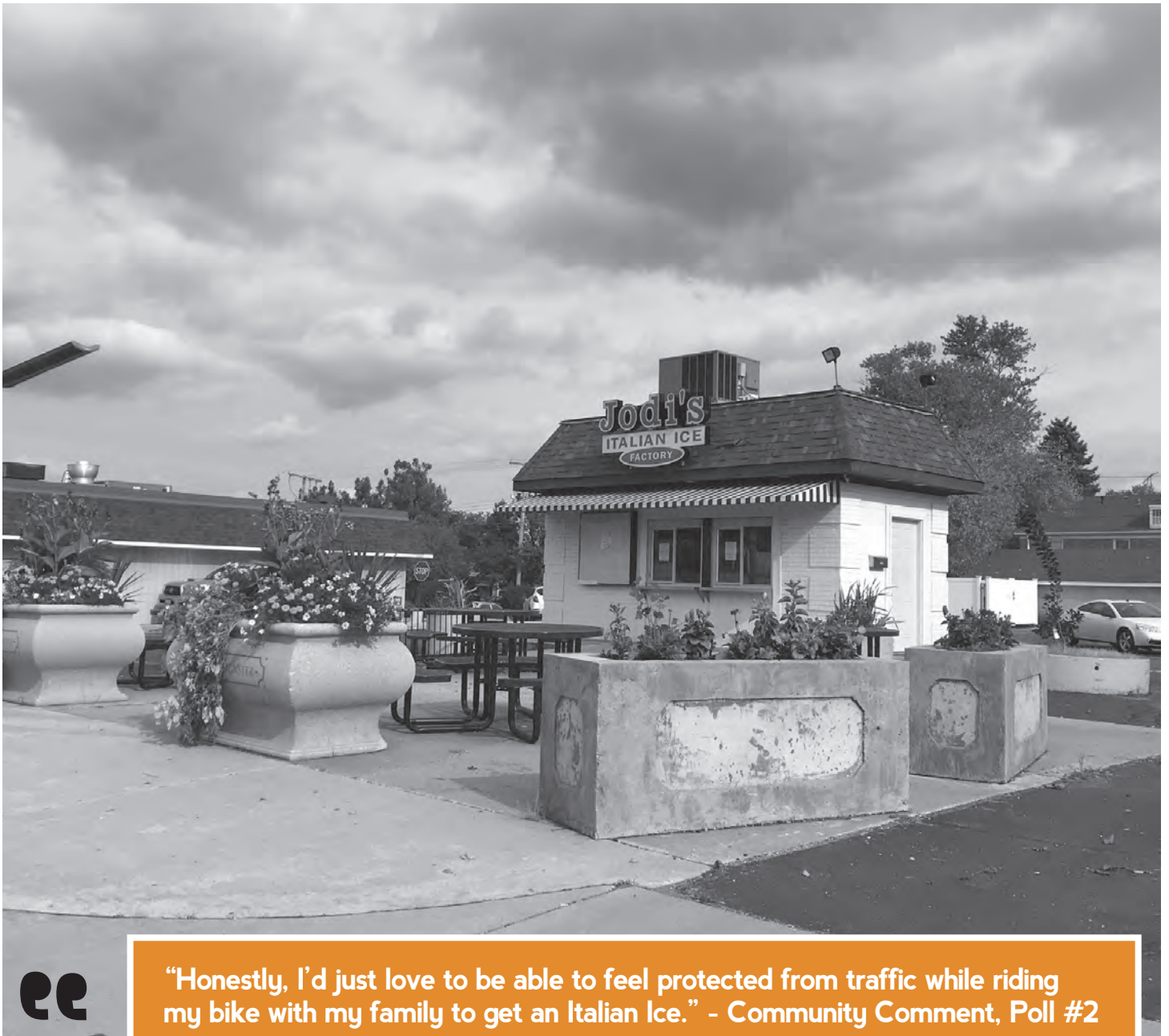
- NEW ROADWAY CONNECTION
- NEW SIGNALIZED ROADWAY OR SIGNALIZED PEDESTRIAN/BIKE CONNECTION

## BIKE CONNECTIONS

- EXISTING REGIONAL TRAIL
- OFF-STREET 10' MULTI-USE PATH (PED/BIKE) SOUTH SIDE OF RIDGE ROAD
- ON-STREET BIKE LANES







“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.” - Community Comment, Poll #2



## CHAPTER 4

# REINFORCE PLACE: SUPPORT COMMUNITY VIBRANCY

# Streetscape Design

**The characteristics of Calumet Avenue and Ridge Road throughout Munster contribute to environments which vary from street to street, and from sub-section to sub-section. As such, the streetscape plan is not developed as a ‘one size fits all’ solution, but rather is designed to meet surrounding transportation networks, existing land uses, planned developments, long range goals and community vision.**

**Munster has a unique history that is rooted in its location along Ridge Road, the ancient shoreline of Lake Michigan. Additionally, the community has a unique vibe, evident in its local businesses, regional bike trails, and open spaces.**

**The Streetscape Plan and placemaking efforts are developed to convey a sense of entry and identity, improve access to destinations along and across Calumet Avenue and Ridge Road, provide more welcoming spaces for community gathering and events, and promote a sense of place and identity that is unique to Munster.**

**Key placemaking objectives explored throughout the plan include:**

- Enhance corridor entries, identify community destinations, and promote Munster’s identity through a coordinated gateway and wayfinding signage program.
- Calm and beautify Calumet Avenue via restricted left turn access, landscaped medians and landscaped parkways while maintaining existing travel thru-lanes as is.
- Transform Ridge Road into a walkable downtown center via reduced travel lanes, expanded sidewalks, multi-use paths, and landscaping.
- Meet sustainability goals set forth by The Coastal Grant including prioritizing bike and pedestrian access, incorporating permeable pavements, rain gardens, tree canopies and native plantings.
- Reduce traffic conflicts and prioritize pedestrian and bike access throughout by reducing curb cuts as practical.
- Reduce the visual impacts of overhead utilities in partnership with NIPSCO.
- Match the Town’s roadway lighting and decorative traffic signals on Calumet Ave and Ridge Road. Supplement with decorative pedestrian lights at Ridge Road.
- Develop public gathering spaces at key locations for temporary community fests and events in partnership with local businesses.



REFINED FURNISHINGS

WOOD + ALUMINUM BENCH BACKLESS  
LANDSCAPE FORMS GENERATION 50 BENCH



WOOD + ALUMINUM BENCH WITH BACK  
LANDSCAPE FORMS AUSTIN BENCH



ALUMINUM BIKE RACK  
LANDSCAPE FORMS, BOLA BIKE RACK



WOOD + ALUMINUM  
LITTER + RECYCLING RECEPTACLE  
LANDSCAPE FORMS GENERATION 50



IRON TREE GRATE  
IRON AGE DESIGNS, KELP



IRON TRENCH GRATE  
IRON AGE DESIGNS, MINNIONE



PERMEABLE PAVERS AT ON STREET PARKING  
WITH RAIN GARDENS



## FURNISHINGS | REFINED + RUSTIC CONCEPTS

Streetscape furnishings concepts incorporate natural materials that reference Munster's open spaces and connection to the historic Lake Michigan shoreline. Materials incorporate raw iron, metals, and wood products. During the outreach, responses were generally in favor of both concepts.

RUSTIC FURNISHINGS

TIMBER + STEEL BENCH BACKLESS BENCH  
STREETLIFE, DRIFTER BENCH



WOOD + STEEL BENCH WITH BACK  
STREETLIFE, ROUGH AND READY 6 BENCH



WOOD + CORTEN BIKE RACK  
STREETLIFE, SOLID BIKE PARKING



CORTEN TREE GRATE  
STREETLIFE, TREE GRILLES  
CORTEN SQUARE



WOOD + ALUMINUM LITTER + RECYCLING RECEPTACLE  
FORMS+SURFACES, CORDIA



IRON TRENCH GRATE  
IRON AGE DESIGNS, GROUND SWELL



METAL STREET BANNER



FABRIC STREET BANNER



PERMEABLE PAVING AT SIDEWALKS  
WITH RAIN GARDENS







PAINTED MURALS ON WALLS



PAINTED MURALS ON WALLS



PAINTED CROSSWALK



PAINTED PLAZA



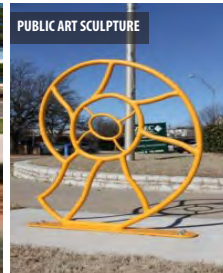
INTERACTIVE ART



INTERACTIVE ART



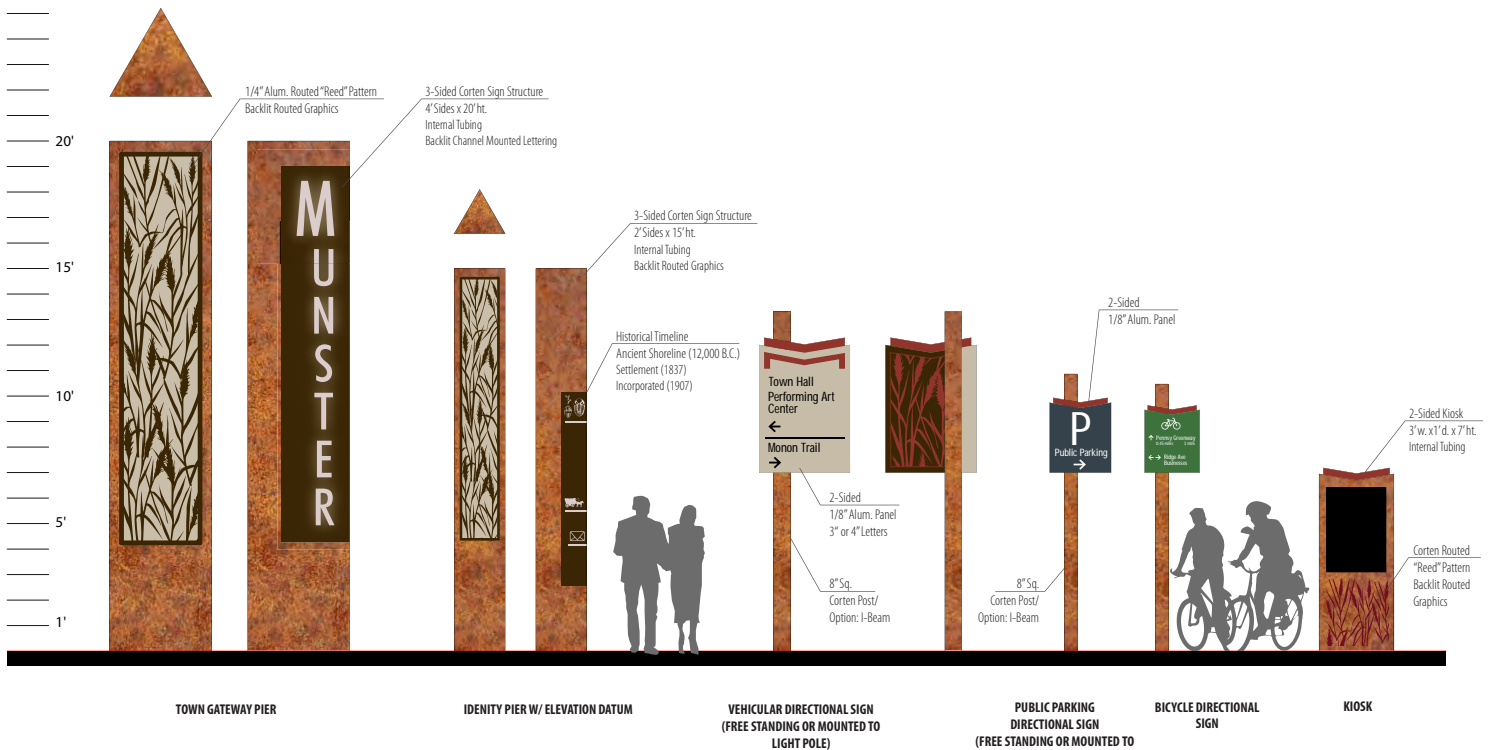
ROCK CARVINGS/HITORICAL INTERPRETATION



PUBLIC ART SCULPTURE

## PUBLIC ART

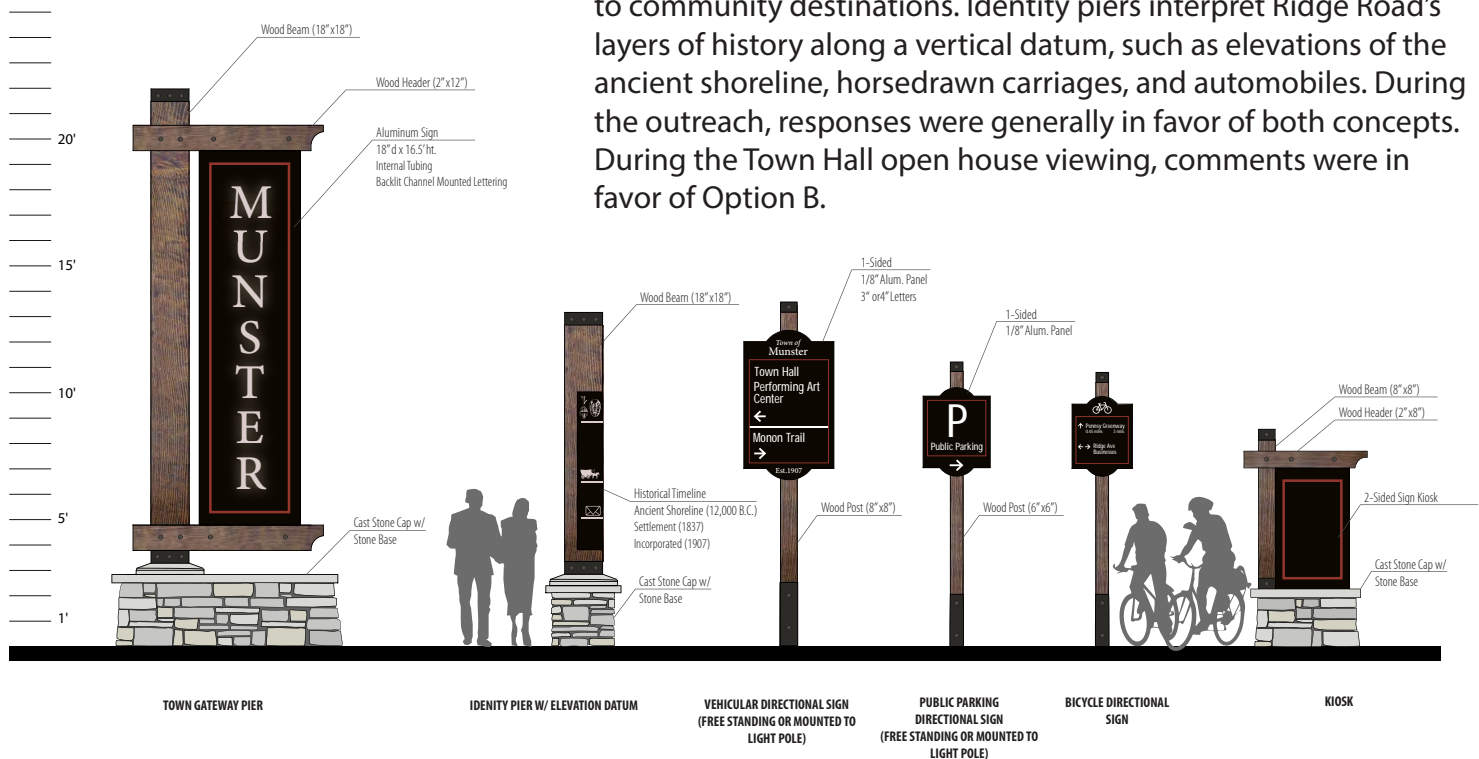
Public art can provide vibrancy, interest, and interpretation of Munster's unique culture and history. Rock outcroppings with stylized 'fossils' can tell a story about Ridge Road's location along the ancient Lake Michigan shoreline. Art installations located within the public right of way should incorporate best practices for visibility, safety, and durability. Installations within privately controlled properties require coordination with property owners.



## OPTION A | METAL

### GATEWAY + WAYFINDING SIGNAGE

A coordinated approach to signage can enhance corridor entrances and a sense of place. Wayfinding signage directs visitors to community destinations. Identity piers interpret Ridge Road's layers of history along a vertical datum, such as elevations of the ancient shoreline, horsedrawn carriages, and automobiles. During the outreach, responses were generally in favor of both concepts. During the Town Hall open house viewing, comments were in favor of Option B.



## OPTION B | STONE + TIMBER



## TRAFFIC SIGNALS, VEHICULAR LIGHTING + PEDESTRIAN LIGHTING

Existing traffic signals, vehicular and pedestrian scale light poles are recommended for replacement.

Along Calumet Avenue and Ridge Road, existing vehicular lights should be replaced with Munster's current decorative standard, photographed below.

Along Ridge Road only, new decorative pedestrian lighting should be spaced inbetween vehicular lighting. Existing pedestrian lights are in need of repair and are no longer available from the original manufacturer. Staff provided guidance about preferred products that meet durability and maintenance requirements. The images on the following page show three options and community inputs regarding the pedestrian lighting concepts.

Additional information about Munster's standard traffic signals and vehicular lighting may be found in the Appendix.



**Decorative  
Vehicular  
Light Poles  
Recommendation:**

Match current light pole standards implemented in Munster and photographed above.



**Decorative  
Traffic  
Signals  
Recommendation:**

Match current traffic signal standards implemented in Munster and photographed above.

### POLL #2 | LIGHTING PREFERENCES

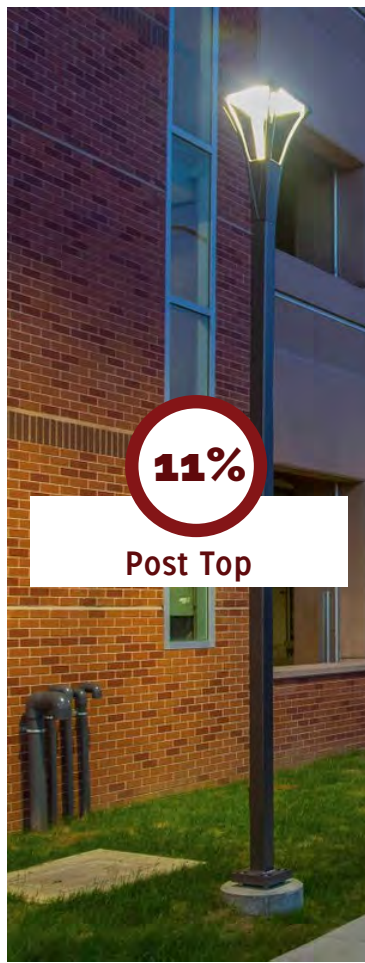
Poll #2 offered three light pole options for public inputs. Responses are summarized below:



**55%**  
Shepherd's Crook

**OPTION 1:  
SHEPHERD'S CROOK**

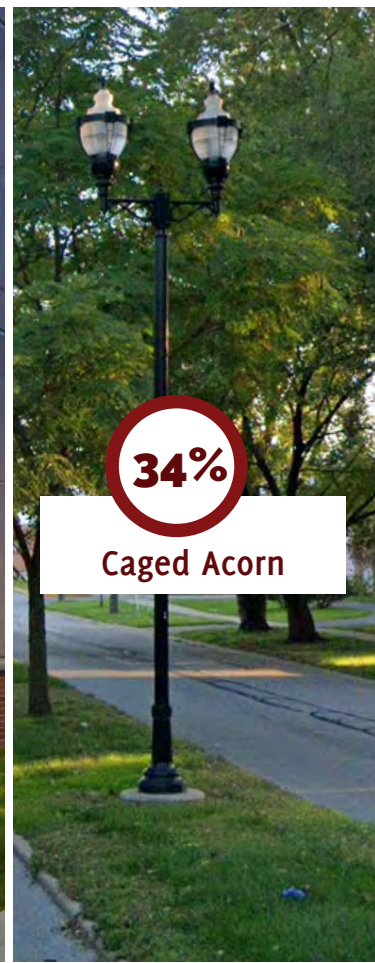
LED and Dark Skies  
Compliant  
Available through  
Sternberg Lighting



**11%**  
Post Top

**OPTION 2:  
POST TOP**

LED and Dark Skies  
Compliant  
Available through  
Sternberg Lighting



**34%**  
Caged Acorn

**OPTION 3:  
CAGED ACORN**

Current installations at  
Hohman Avenue are not  
Dark Skies Compliant.  
Similar fixtures are  
available that meet Dark  
Skies and are available  
through Sternberg Lighting.



## PLANT LIST

The following plantings are appropriate for use along the Calumet Ave / Ridge Road streetscapes. All plantings are natives and tolerant of urban conditions and de-icing salts. Plantings require regular maintenance, including watering, mulching and pruning, particularly during establishment.



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



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



**Black Tupelo**  
*Nyssa sylvatica*  
  
Mature Height: 40'  
Mature Width: 50'  
  
Pollinators: Bees



**Red Maple**  
*Acer rubrum*  
  
Mature Height: 45'  
Mature Width: 40'  
  
Pollinators: Bees & Butterflies/  
Moths



**Common Hackberry**  
*Celtis occidentalis*  
  
Mature Height: 60'  
Mature Width: 50'  
  
Pollinators: Butterflies/Moths



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



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



**Yellowwood**  
*Cladrastis kentukea*  
  
Mature Height: 40'  
Mature Width: 40'  
  
Pollinators: Butterflies/Moths

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

## PLANT LIST | CANOPY TREES

appropriate where no overhead wires exist





**Prairie Crabapple**  
*Malus ioensis*

**Mature Height:** 15'-20'  
**Mature Width:** 20'

**Flower Color:** Deep pink-red/  
Light Pink/White  
**Pollinators:** Bees



**Nannyberry**  
*Viburnum lentago*

**Mature Height:** 12'  
**Mature Width:** 12'

**Flower Color:** White  
**Pollinators:** Bees, Butterflies/  
Moths, Flies, & Wasps



**Serviceberry**  
*Amelanchier arborea*

**Mature Height:** 20'  
**Mature Width:** 15'

**Flower Color:** White  
**Pollinators:** Bees, Beetles, & Flies



**Witch Hazel**  
*Hamamelis virginiana*

**Mature Height:** 15'  
**Mature Width:** 15'

**Flower Color:** Yellow  
**Pollinators:** Bees & Flies



## PLANT LIST | UNDERSTORY TREES

*appropriate beneath overhead wires*



**Dwarf Bush Honeysuckle**  
*Diervilla lonicera*

**Mature Height:** 1'-3'  
**Mature Width:** 3'-5'

**Flower Color:** Red/Orange/Yellow  
**Pollinators:** Butterflies & Hummingbirds



**New Jersey Tea**  
*Ceanothus americanus*  
**Mature Height:** 2'-3'  
**Mature Width:** 2'-3'

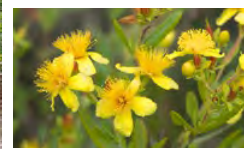
**Flower Color:** White  
**Pollinators:** Bees, Butterflies/Moths,  
& Hummingbirds



**Kalm's St. John's wort**  
*Hypericum kalmianum*

**Mature Height:** 2'-3'  
**Mature Width:** 3'-4'

**Flower Color:** Yellow  
**Pollinators:** Bees



**Arctostaphylos uva-ursi**  
*Bearberry*  
**Mature Height:** 1'  
**Mature Width:** 3'-6'

**Flower Color:** White/Pink  
**Pollinators:** Bees, Butterflies/Moths,  
& Hummingbirds



## PLANT LIST | LOW SHRUBS

*appropriate for use in landscaped medians, in-ground streetscape planters and bump outs.*





**Butterflyweed**  
*Asclepias tuberosa*  
**Mature Height:** 1'  
**Mature Width:** 2'  
**Flower Color:** Orange  
**Pollinators:** Bees & Butterflies/Moths



**Lance-Leaf Coreopsis**  
*Coreopsis lanceolata*  
**Mature Height:** 2'  
**Mature Width:** 1'-2'  
**Flower Color:** Yellow  
**Pollinators:** Bees, Butterflies/Moths & Flies



**Narrow-Leaf Mountain Mint**  
*Pycnanthemum tenuifolium*  
**Mature Height:** 2'  
**Mature Width:** 2'-3'  
**Flower Color:** White  
**Pollinators:** Bees, Butterflies/Moths, Flies, & Wasps



**Nodding Wild Onion**  
*Allium cernuum*  
**Mature Height:** 1'-2'  
**Mature Width:** 1'  
**Flower Color:** Pink  
**Pollinators:** Bees, Butterflies/Moths, & Hummingbirds



**Palm Sedge**  
*Carex muskingumensis*  
**Mature Height:** 1'-3'  
**Mature Width:** 1'-3'



**Prairie Dropseed**  
*Sporobolus heterolepis*  
**Mature Height:** 1'-2'  
**Mature Width:** 2'-3'



**Prairie Junegrass**  
*Koeleria macrantha*  
**Mature Height:** 1'-2'  
**Mature Width:** 1'-2'



**Prairie Sedge**  
*Carex bicknellii*  
**Mature Height:** 1'-3'  
**Mature Width:** 1'-3'



**Sideoats Grama**  
*Bouteloua curtipendula*  
**Mature Height:** 1'-2.5'  
**Mature Width:** 1'-2'  
**Pollinators:** Butterflies/Moths



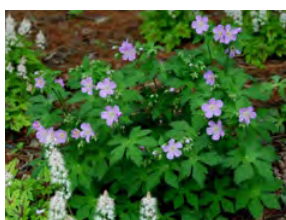
**Smooth Blue Aster**  
*Aster laevis*  
**Mature Height:** 2'-3'  
**Mature Width:** 2'-4'  
**Flower Color:** Blue  
**Pollinators:** Butterflies/Moths



**Black-eyed Susan**  
*Rudbeckia hirta*  
**Mature Height:** 2'-3'  
**Mature Width:** 2'  
**Flower Color:** Yellow  
**Pollinators:** Butterflies/Moths



**Wild Columbine**  
*Aquilegia canadensis*  
**Mature Height:** 2'  
**Mature Width:** 1'-2'  
**Flower Color:** Red/Yellow  
**Pollinators:** Butterflies/Moths & Hummingbirds



**Wild Geranium**  
*Geranium maculatum*  
**Mature Height:** 1'-2'  
**Mature Width:** 1'-2'  
**Flower Color:** Lavender  
**Pollinators:** Bees, Butterflies/Moths, & Flies

**PLANT LIST | PERENNIALS + GROUNDCOVER (MEDIUM-DRY SOILS)**  
appropriate for use in landscaped medians, in-ground streetscape planters and bump outs.



**Lance-Leaf Coreopsis**  
*Coreopsis lanceolata*

**Mature Height:** 2'  
**Mature Width:** 1'-2'

**Flower Color:** Yellow  
**Pollinators:** Bees, Butterflies/Moths & Flies



**Prairie Sedge**  
*Carex bicknellii*

**Mature Height:** 1'-3'  
**Mature Width:** 1'-3'



**Narrow-Leaf Mountain Mint**  
*Pycnanthemum tenuifolium*

**Mature Height:** 2'  
**Mature Width:** 2'-3'

**Flower Color:** White  
**Pollinators:** Bees, Butterflies/Moths, Flies, & Wasps



**Smooth Blue Aster**  
*Aster laevis*

**Mature Height:** 2'-3'  
**Mature Width:** 2'-4'

**Flower Color:** Blue  
**Pollinators:** Butterflies/Moths



**Palm Sedge**  
*Carex muskingumensis*

**Mature Height:** 1'-3'  
**Mature Width:** 1'-3'



**Wild Columbine**  
*Aquilegia canadensis*

**Mature Height:** 2'  
**Mature Width:** 1'-2'

**Flower Color:** Red/Yellow  
**Pollinators:** Butterflies/Moths & Hummingbirds



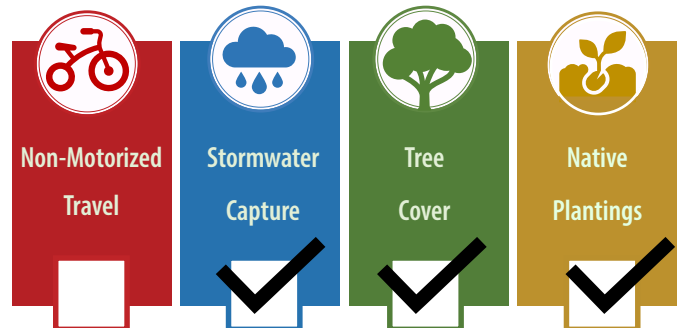
**Prairie Dropseed**  
*Sporobolus heterolepis*

**Mature Height:** 1'-2'  
**Mature Width:** 2'-3'

## PLANT LIST | PERENNIALS + GROUNDCOVER (WET SOILS)

appropriate for use in rain garden areas.

## COASTAL GRANT FEATURES



### PLANT LIST

- Wet tolerant perennials + groundcover slow and filter stormwater runoff.
- Tree plantings promote biodiversity and reduce the effects of urban heat island.
- Native plantings promote biodiversity.





















# Calumet Avenue

The Calumet Avenue design concepts are developed to enhance existing landscapes and excess pavements, while maintaining existing travel lanes and roadway geometry.

During Preliminary Streetscape Design Studies, the planning team evaluated 'Minimum' and 'Maximum' Concepts.

- Minimum concepts include parkway plantings.
- Maximum concepts include left turn restrictions, landscaped median plantings and parkway plantings.

The plan includes recommendations to modify curb cuts - or driveway access - between Calumet Avenue and adjacent properties. A goal of this plan is to reduce the quantity and dimension of curb cuts to improve pedestrian access and roadway definition. This goal is balanced with current property configurations and internal traffic patterns. As properties redevelop, the Town is encouraged to work with property owners to minimize curb cut frequency and width.

CALUMET AVENUE			
	EXISTING	MINIMUM	MAXIMUM
Impervious Surface	 100%	 90%	 86%
Pervious Surface	 0%	 10%	 14%
Parkway Width (Feet)	 5'-0" to 12'-0"	 3'-6" to 12'-0"	 3'-6" to 12'-0"
Trees	 8	 132	 132
Pedestrian Crossing (Distance)	 55' to 75'	 44' to 75'	 44' to 75'
Sidewalk Width (Typical)	 4'	 5'	 5'

The metrics above describe the measured differences between the Minimum and Maximum concepts.

Based on community feedback and Committee direction, the Maximum Concept was selected and established the basis for the Preferred Concept Design, presented herein.

More information about the Minimum and Maximum Concept evaluations are provided in the Appendix.

**CALUMET AVE | KEY TAKEAWAYS**

- Sidewalks and crossings are generally perceived as unsafe.
- Speeding traffic should be calmed.
- Left turning movements are perceived as challenging and unsafe.
- Overhead utilities + poles are unsightly.
- Trees and greening are lacking.
- The corridor should express an attractive entry to Munster.

**PUBLIC MEETING #1: ACCESS CONTROL + LEFT TURNS**

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

Top Calumet Avenue improvement preferences:

25% landscaped medians

20% north gateway

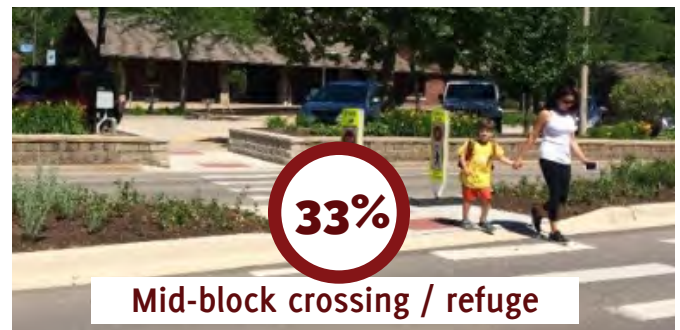
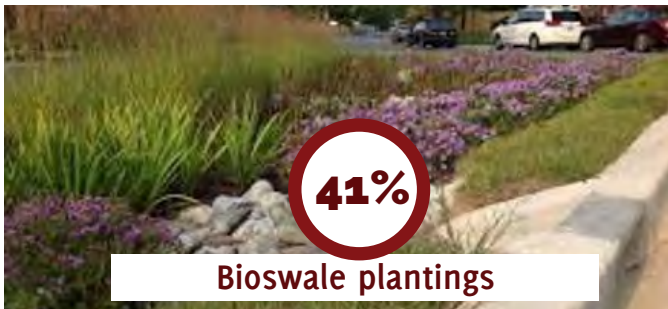
18% intersection improvements

14% overhead utility relocation

**POLL #2 | CALUMET AVENUE QUESTIONS + RESPONSES**

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

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





## NORTH CALUMET AVENUE GATEWAY



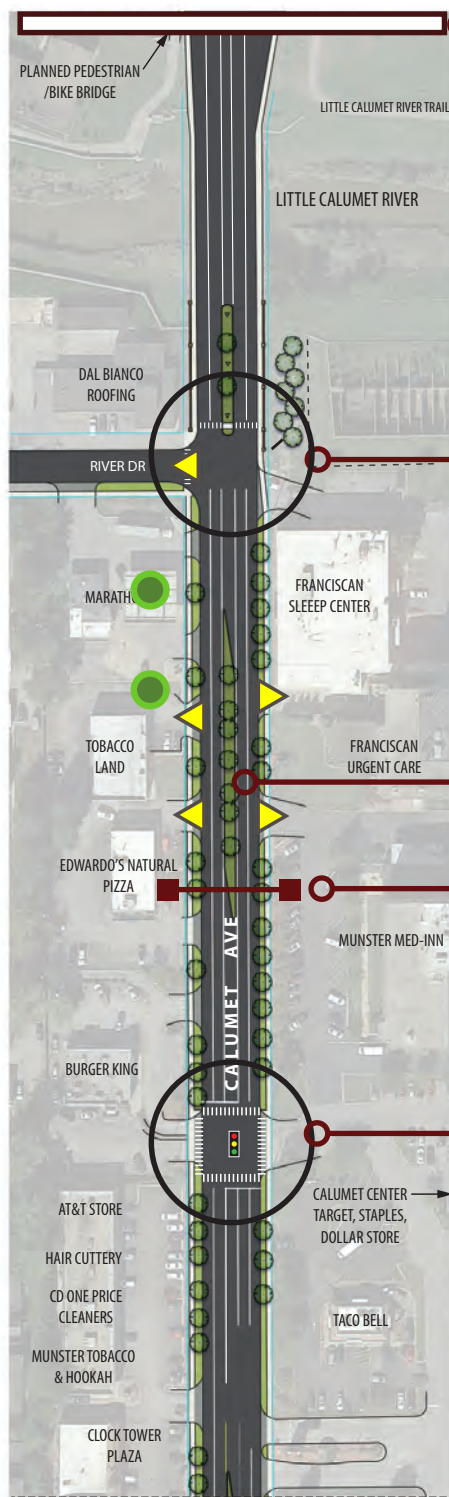
**North Calumet Avenue gateway treatments include relocation of overhead utilities, decorative lighting, parkway tree plantings, steel backed timber rails, entry signage, landscaping, mid-block crosswalk, and pedestrian refuge island. Mural art is conceptual and may be coordinated with the Hospital and produced by a local artist.**



**CALUMET AVENUE AT RIDGE ROAD  
INTERSECTION ENHANCEMENTS**

**Intersection improvements at Calumet Avenue + Ridge Road include the relocation of overhead utilities, decorative lighting + traffic signals, enhanced signalization, improved crosswalks and detectable warning pavements.**

## Calumet Ave North Limits



Planned pedestrian / bike bridge over Calumet Avenue  
Joint effort between The City of Hammond, Town of Munster + Little Calumet River Basin Development Commission





North gateway signage + landscape treatments;  
Pedestrian crosswalk + landscaped refuge island north of River Drive

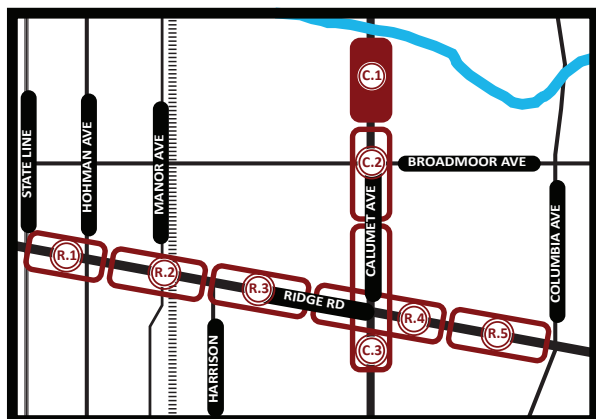
Landscaped median + parkways

CALUMET AVE SECTION #1  
South of River Drive

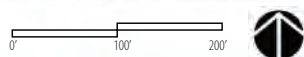
Calumet Center signalized intersection improvements include high visibility crosswalks, ADA

## LEGEND

-  RIGHT IN/RIGHT OUT
-  MODIFIED CURB-CUT  
*reduced to 22.0' width*
-  CLOSED CURB-CUT
-  NEW CURB CUT







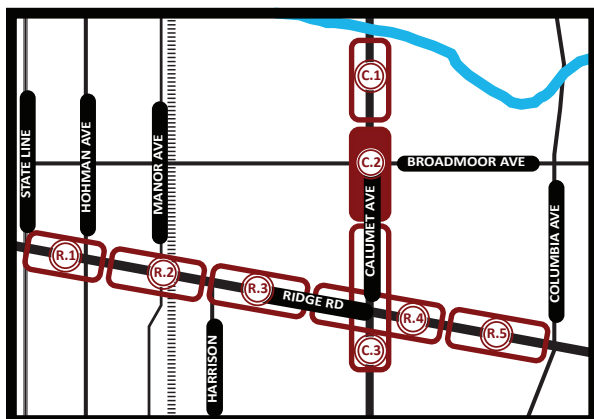
MATCH LINE



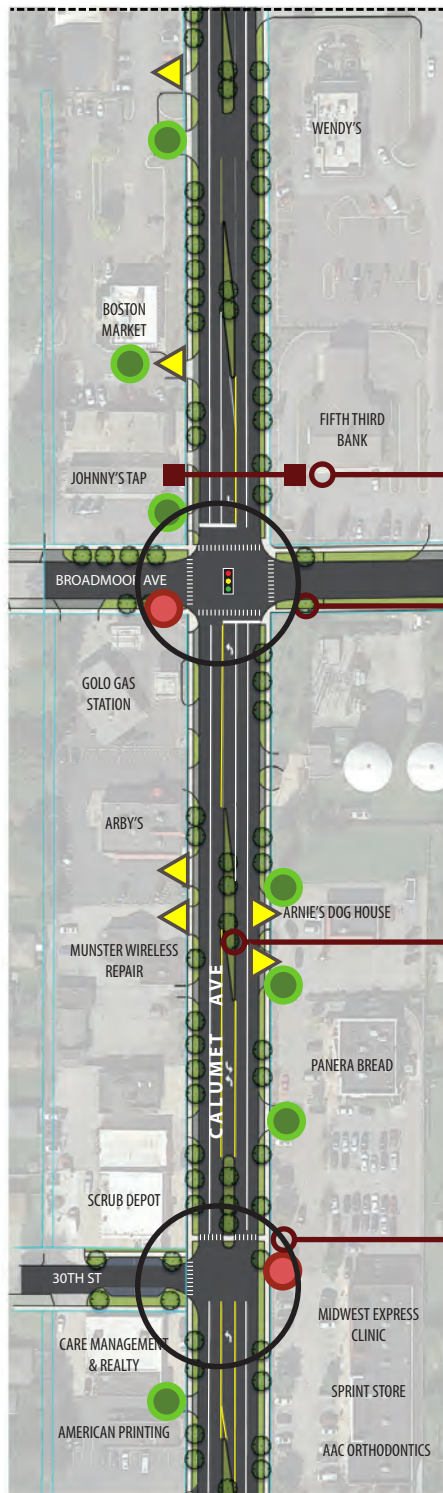


## LEGEND

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



## MATCH LINE



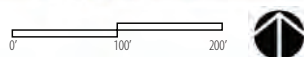
### CALUMET AVE SECTION #2 North of Broadmoor

**Broadmoor Avenue signalized intersection improvements include high visibility crosswalks, ADA ramps, decorative**

**Landscaped median + parkways**





**30th Street pedestrian crosswalk + landscaped refuge island**

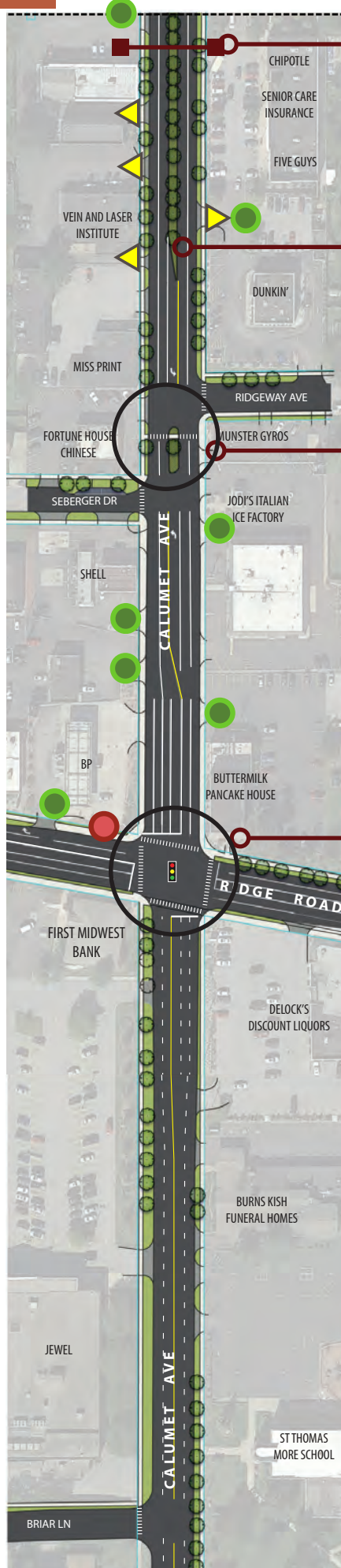
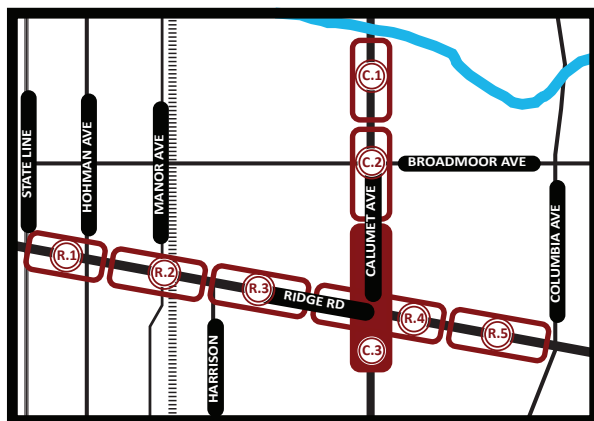
## MATCH LINE





## LEGEND

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-  **MODIFIED CURB-CUT**  
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-  **CLOSED CURB-CUT**
-  **NEW CURB CUT**



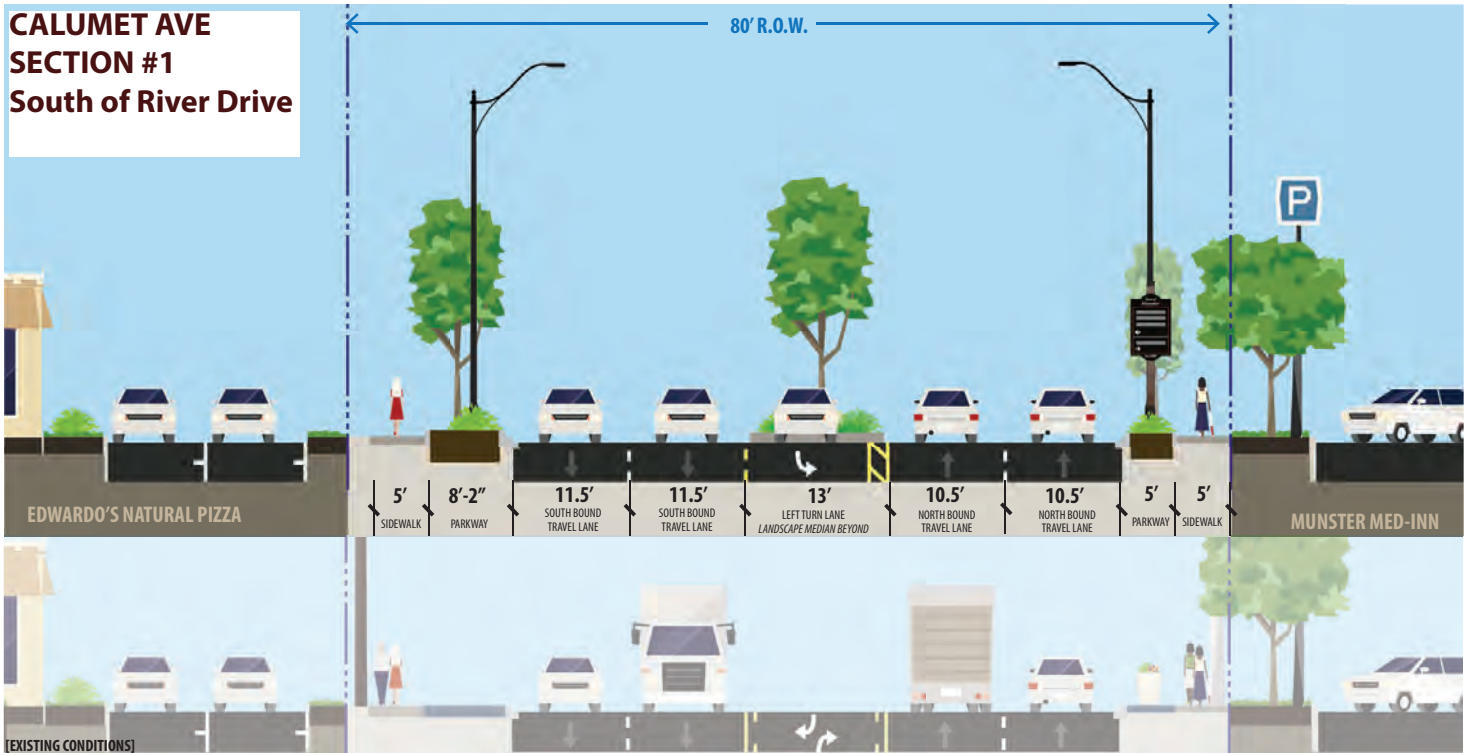
**CALUMET  
AVE SECTION  
#3**  
South of 30th

**Landscaped  
median +  
parkways**

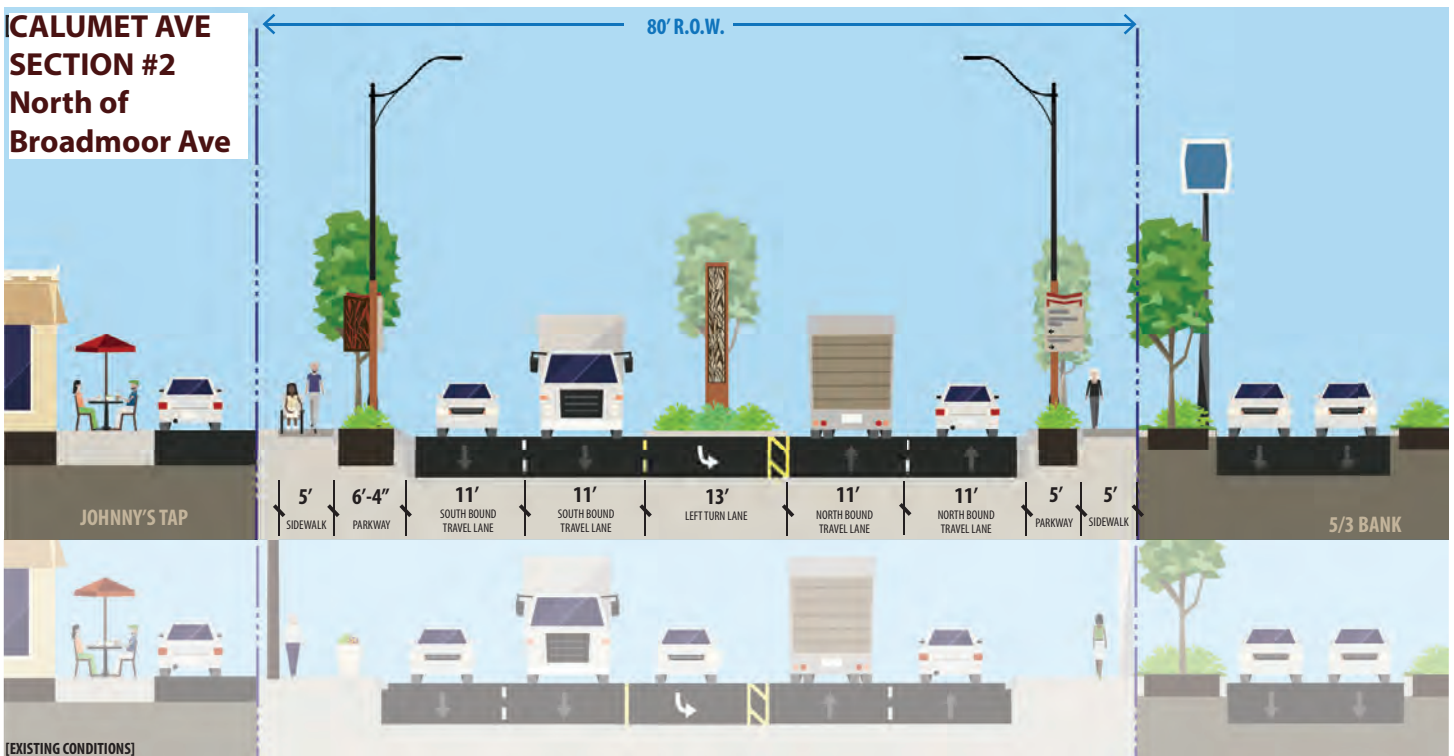
**Pedestrian  
crosswalk +  
landscaped  
refuge island  
between  
Seberger  
Drive +  
Ridgeway  
Avenue**

**Calumet Ave  
+ Ridge Road  
signalized  
intersection  
improvements  
include high  
visibility  
crosswalks,  
ADA ramps,  
decorative  
signal  
equipment  
+ signal  
upgrades**

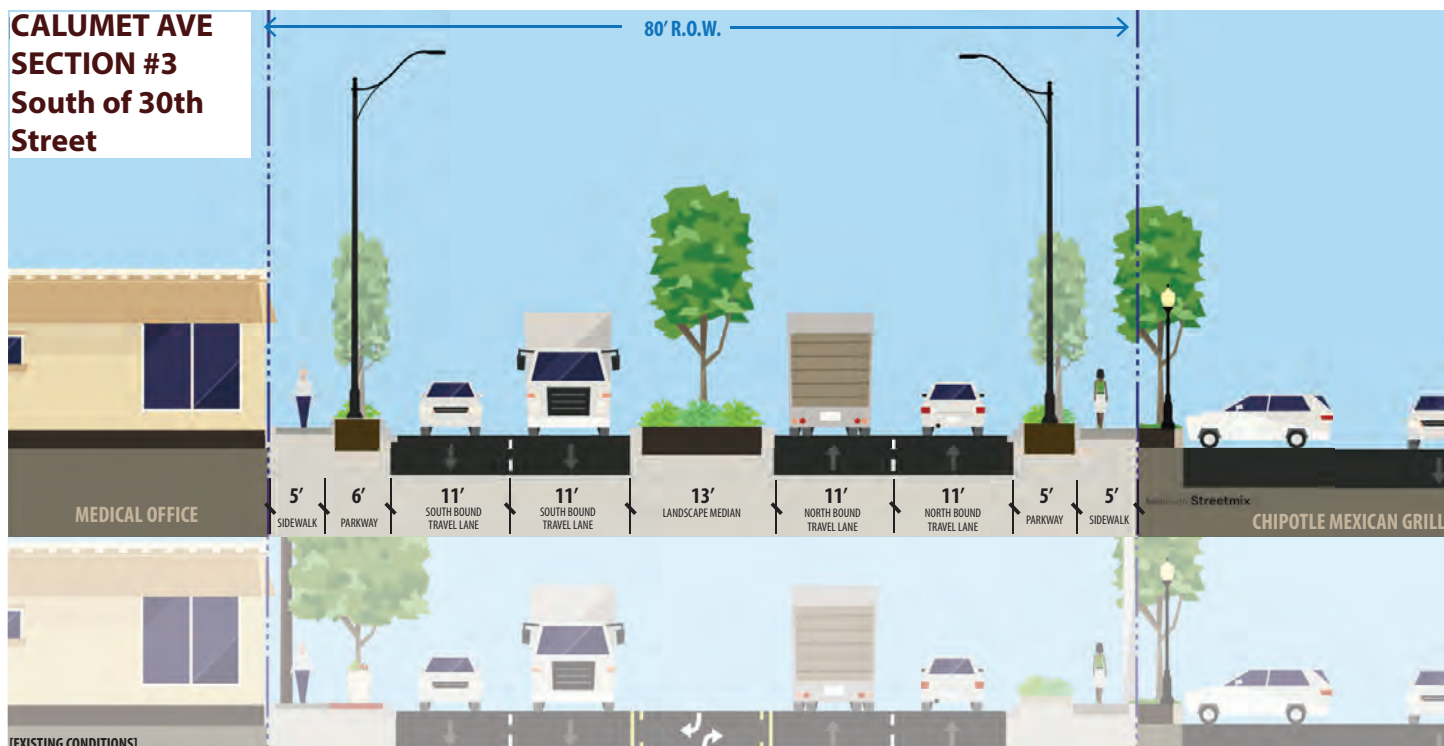
**CALUMET AVE  
SECTION #1  
South of River Drive**



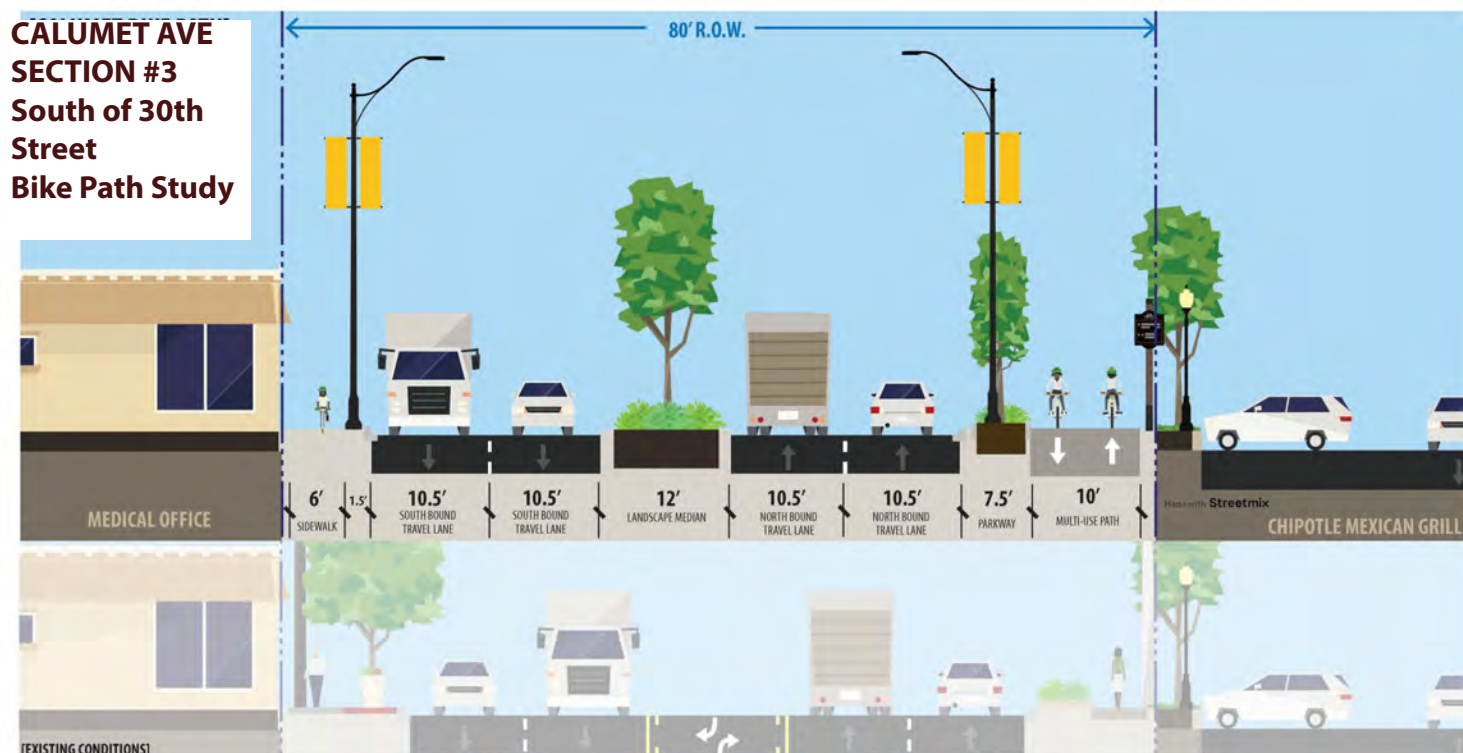
**CALUMET AVE  
SECTION #2  
North of  
Broadmoor Ave**



**CALUMET AVE  
SECTION #3  
South of 30th  
Street**



**CALUMET AVE  
SECTION #3  
South of 30th  
Street  
Bike Path Study**







## COASTAL GRANT FEATURES



### CALUMET AVENUE

- Sidewalk and intersection crosswalk improvements provide better pedestrian + bike access along and across the corridor.
- Painted medians converted to landscaped medians provide more permeable space and stormwater capture.
- Paved parkways converted to landscaped parkways provide more permeable space and stormwater capture.
- Native trees and understory plantings are introduced into the corridor, mitigating the effects of urban heat island and contributing to biodiversity.


















# Ridge Road

The Ridge Road design concepts are developed to transform the corridor into a walkable downtown destination, supported by existing businesses, Monon Trail, planned Westlake Transit Station, and anticipated developments.

During Preliminary Streetscape Design Studies, the planning team evaluated 'Minimum' and 'Maximum' Concepts.

- Minimum concepts include streetscape and landscape improvements within existing parkway spaces.
- Maximum concepts include narrowing the corridor from a 5-lane to a 3-lane section, thereby reallocating roadway space for on-street parking, wider sidewalks, a multi-use trail and landscaping.

The plan includes recommendations to modify curb cuts - or driveway access - between Ridge Road and adjacent properties. A goal of this plan is to reduce the quantity and dimension of curb cuts to improve pedestrian access and roadway definition. This goal is balanced with current property configurations and internal traffic patterns. As properties redevelop, the Town is encouraged to work with property owners to minimize curb cut frequency and width.

RIDGE ROAD			
	EXISTING	MINIMUM	MAXIMUM
Impervious Surface	 100%	 89%	 75%
Pervious Surface	 0%	 11%	 25%
Parkway Width (Feet)	 4'-6" to 5'-2"	 3'-0" to 9'-2"	 5'-0" to 17'-0"
Trees	0	 123	 255
Pedestrian Crossing (Distance)	 55' to 70'	 44' to 70'	 22' to 70'
Sidewalk Width (Typical)	 4'	 5' to 6'	 6' to 10'

The metrics above describe the measured differences between the Minimum and Maximum concepts.

Based on community feedback and Committee direction, the Maximum Concept was selected and established the basis for the Preferred Concept Design, presented herein.

More information about the Minimum and Maximum Concept evaluations are provided in the Appendix.



**RIDGE ROAD | KEY TAKEAWAYS**

- Sidewalks and crossings are generally perceived as unsafe.
- Additional traffic on Ridge Road seems to coincide with I-94 backups.
- Outdoor seating + dining are positive trends that should be supported.
- Businesses need more parking.
- Trees and greening are lacking.
- The planter pots and decorative lights are mismatched + appear 'tired'.

**PUBLIC MEETING #1: ROAD DIET + STREETScape 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 Ridge Road improvement preferences:

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

**POLL #2 | RIDGE ROAD QUESTIONS + RESPONSES**

Earlier comments suggested that a bike trail should be protected. In your opinion, which trail treatment is preferred for 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?





**RIDGE ROAD STREETSCAPE,  
EAST OF HOHMAN AVENUE**



**Streetscape improvements along Ridge Road, east of Hohman Avenue to be coordinated with the planned station area. Improvements include relocation of overhead utilities, pedestrian scale lighting, multi-use trail, accessible pavements, crosswalks, parkway trees and enhanced plantings at the Monon Trailhead.**





**MEADOW LANE POP-UP PLAZA,  
NORTH OF RIDGE ROAD**



**Proposed**

**Flexible parking plaza improvements along Meadow Lane, north of Ridge Road, should accommodate regular traffic and parking. Periodic temporary roadway closures may accommodate community fests and events. Improvements include relocation of overhead utilities, new overhead string lighting, movable planters, signage, furnishings, and painted roadway mural. Building mural art is conceptual and may be coordinated with the Owner and produced by a local artist.**

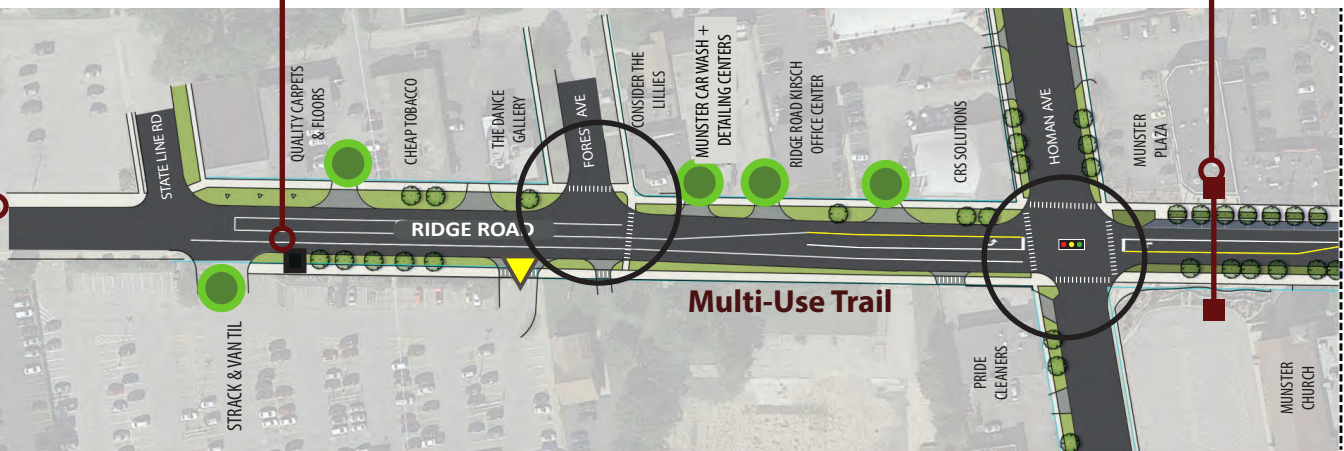
Provide a left-turn lane into Strack + Van Til instead of two EB through lanes.  
Recommend coordination with Lansing to reduce the number of EB through lanes to 1 lane on the Illinois side for a smoother transition to Munster

West gateway sign and plantings - to be coordinated with property owner





RIDGE RD SECTION #1  
East of Hohman Ave

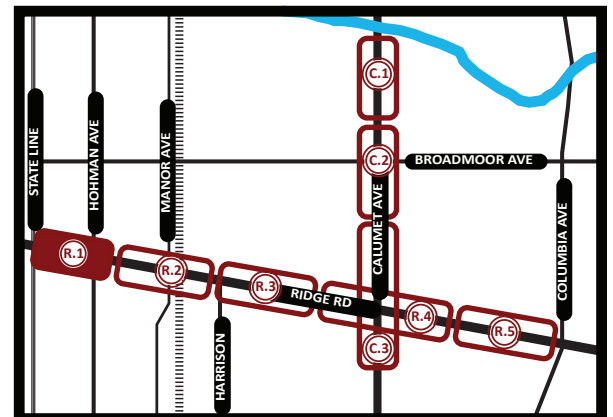
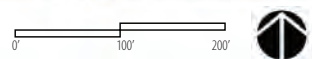
Ridge Road West Limits

MATCH LINE

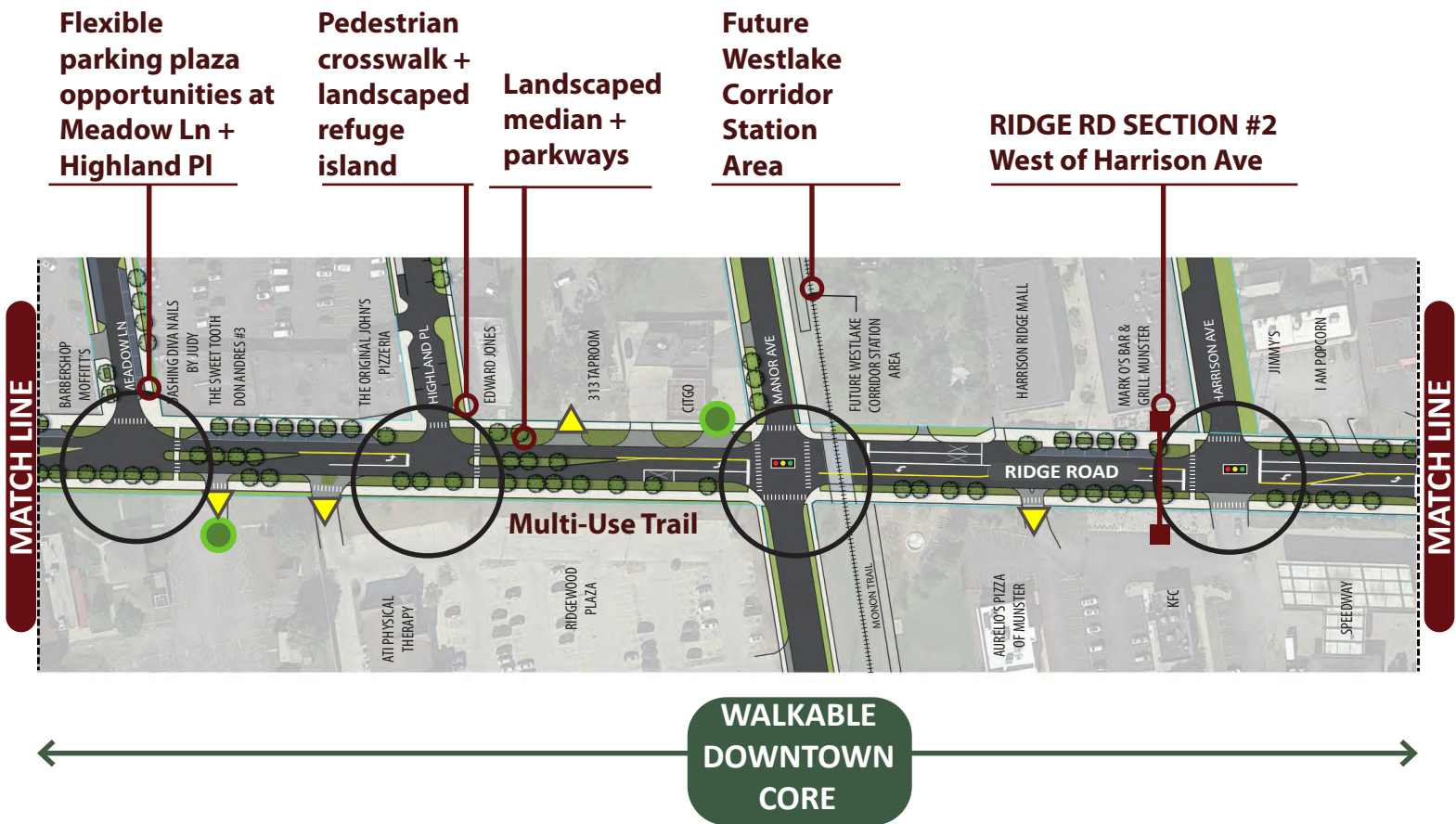


## LEGEND





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-  MODIFIED CURB-CUT  
reduced to 22.0' width
-  CLOSED CURB-CUT
-  NEW CURB CUT

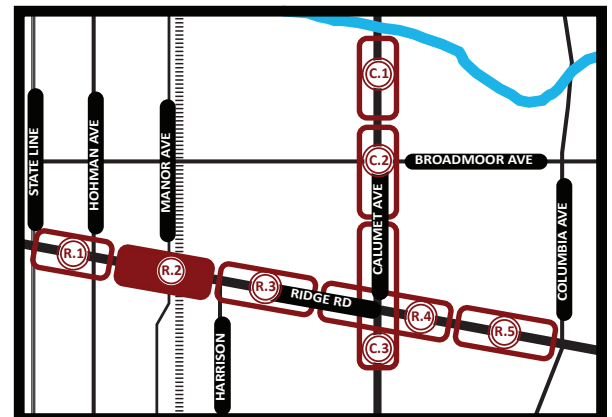
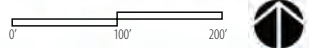


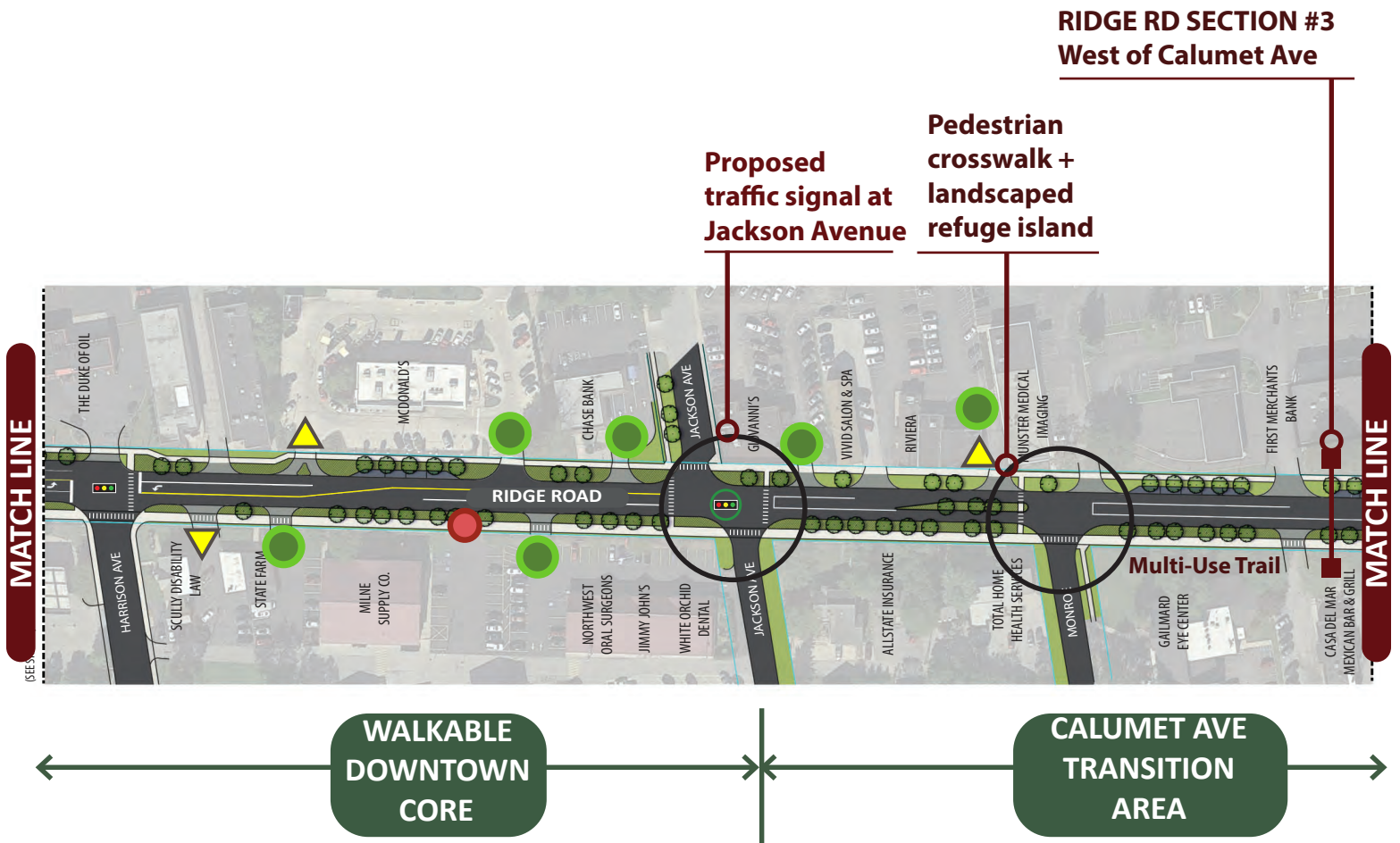








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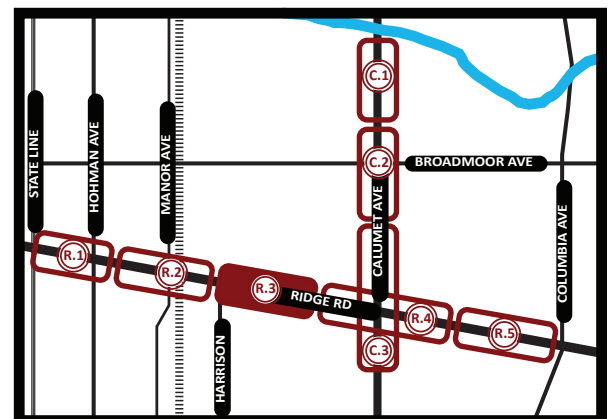
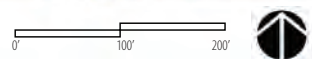
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-  **MODIFIED CURB-CUT**  
reduced to 22.0' width
-  **CLOSED CURB-CUT**
-  **NEW CURB CUT**

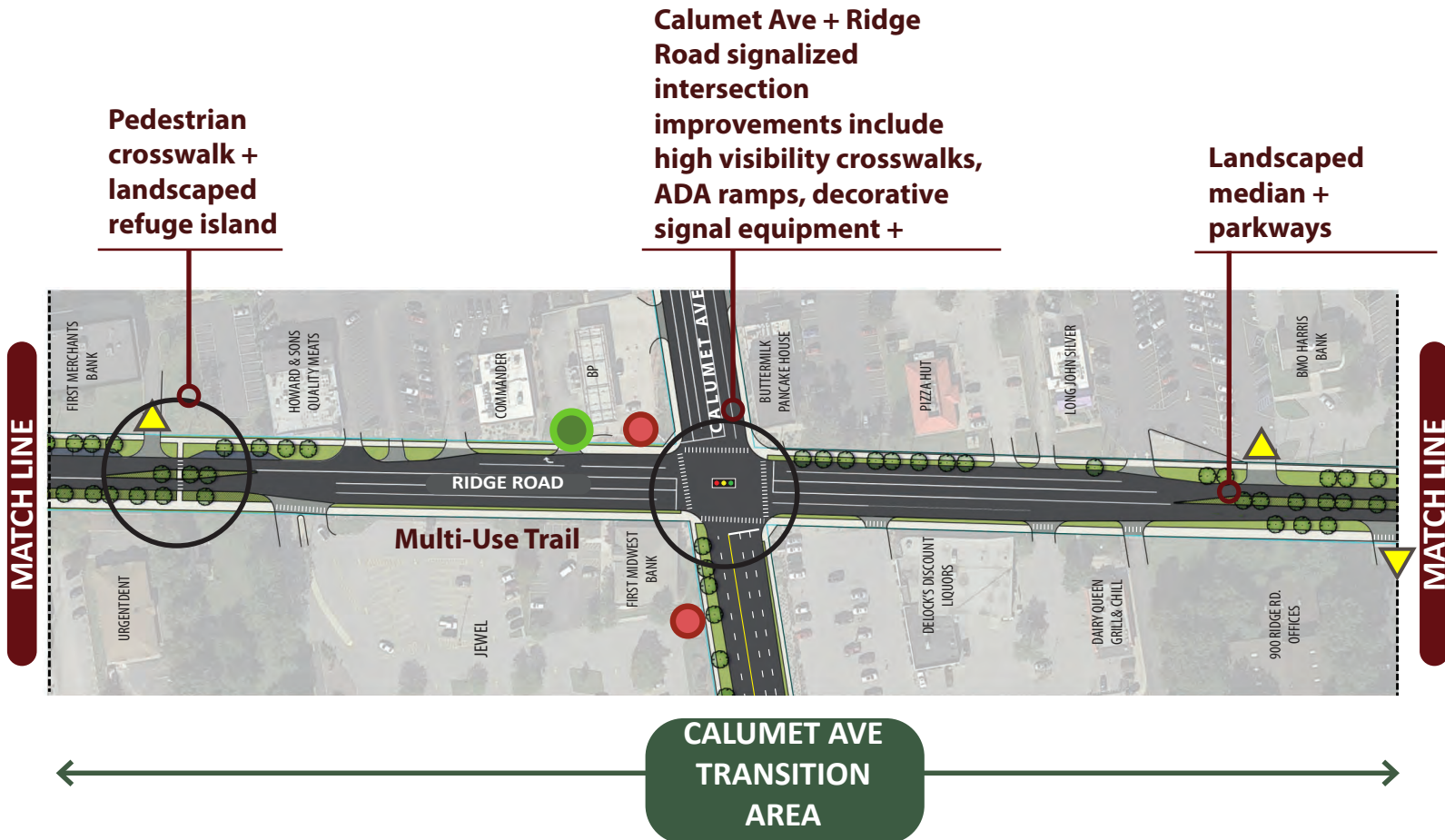








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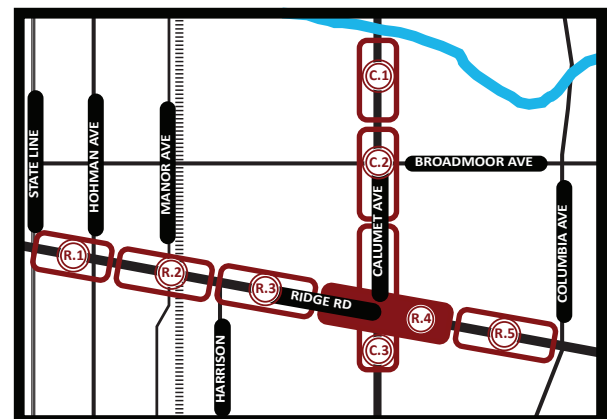
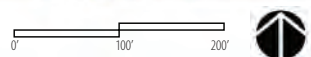
-  **RIGHT IN/RIGHT OUT**
-  **MODIFIED CURB-CUT**  
*reduced to 22.0' width*
-  **CLOSED CURB-CUT**
-  **NEW CURB CUT**



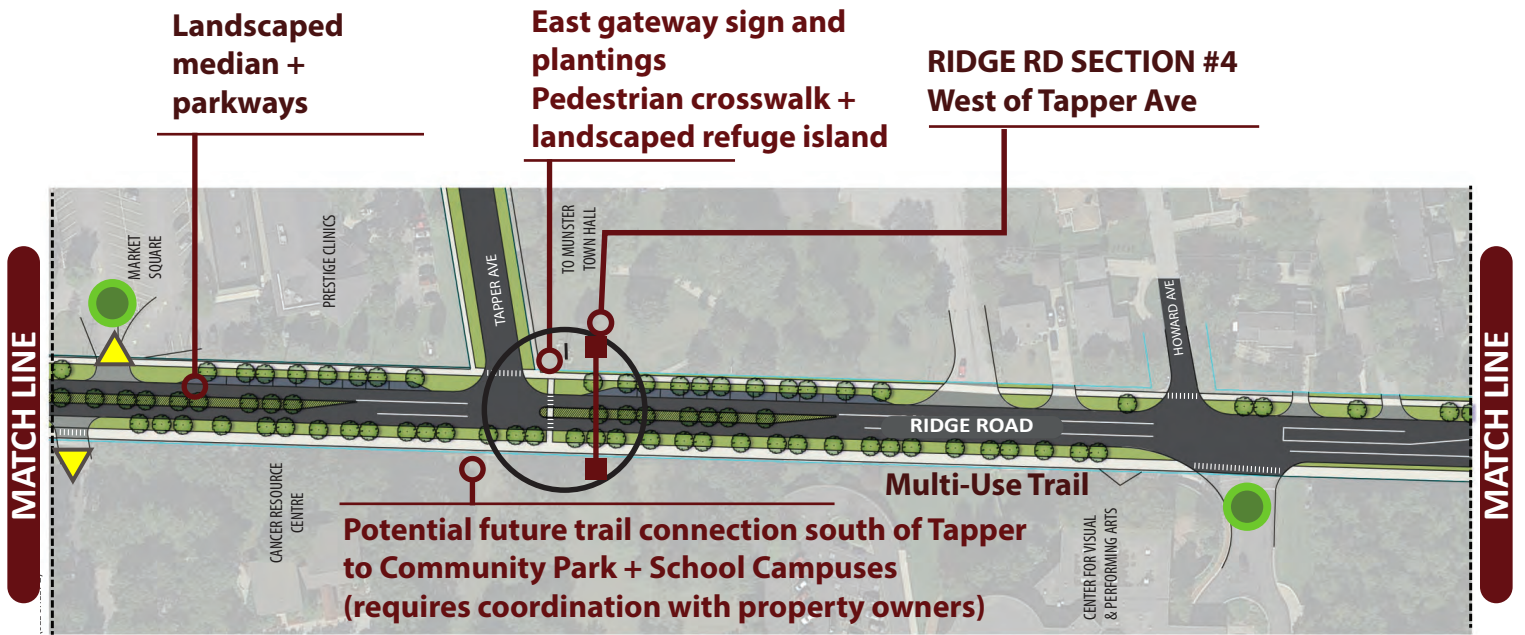


## LEGEND

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-  **MODIFIED CURB-CUT**  
*reduced to 22.0' width*
-  **CLOSED CURB-CUT**
-  **NEW CURB CUT**







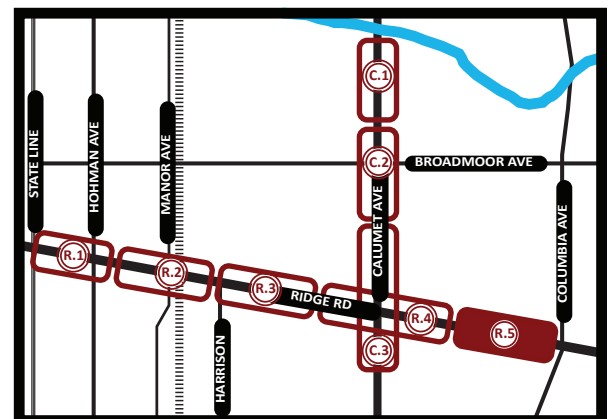
**EAST GATEWAY ENTRY**

**Columbia Ave + Ridge Road signalized intersection improvements include high visibility crosswalks, ADA ramps, decorative signal equipment + signal upgrades**

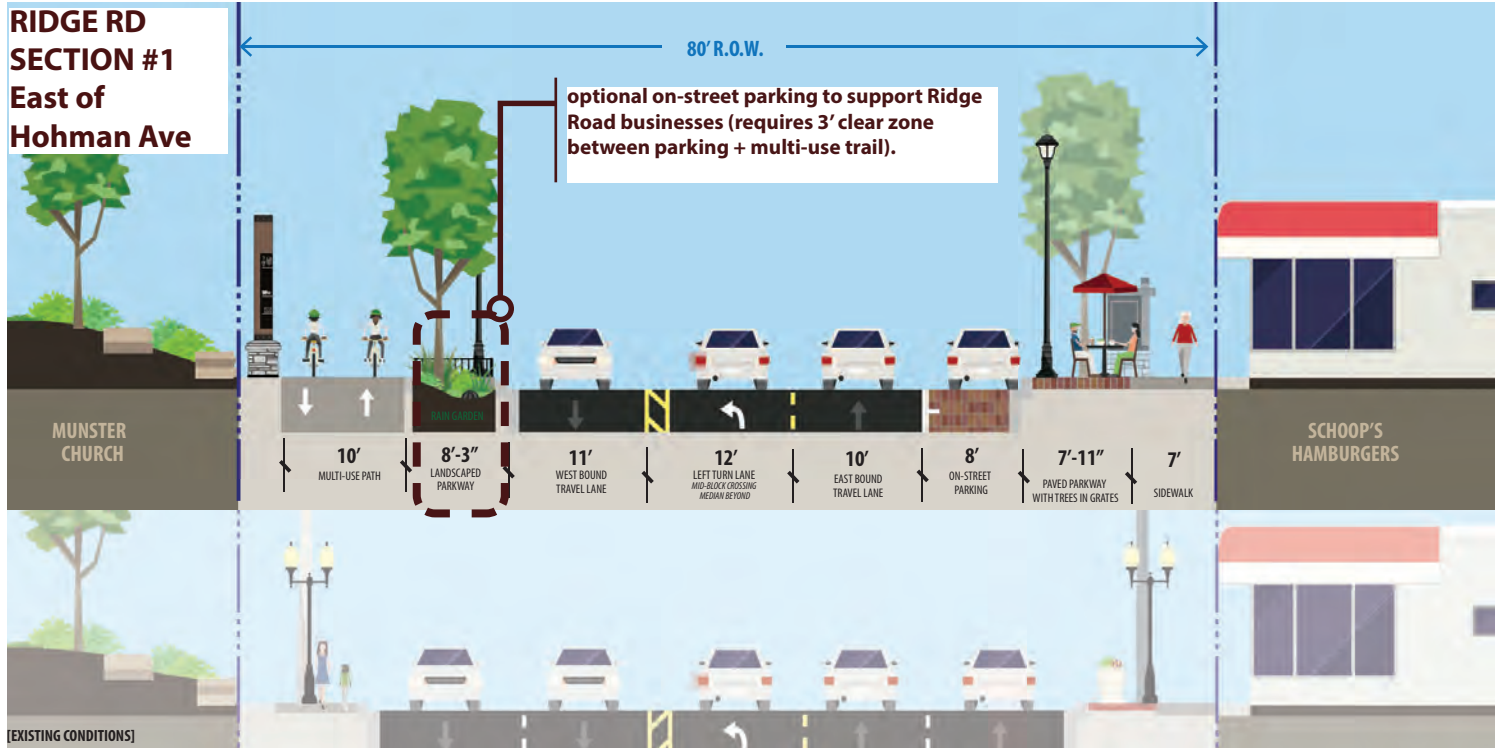


**LEGEND**

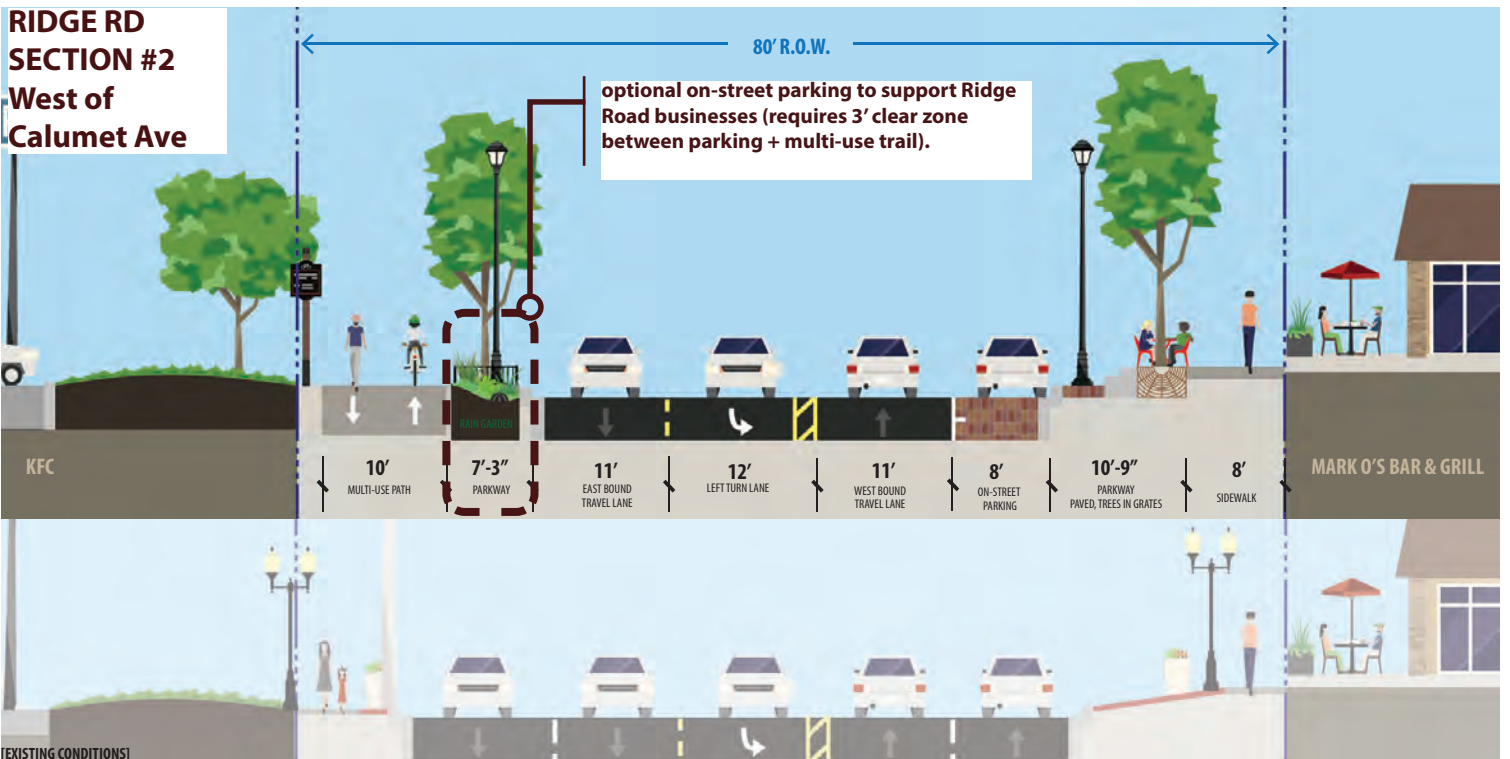
- RIGHT IN/RIGHT OUT**
- MODIFIED CURB-CUT**  
*reduced to 22.0' width*
- CLOSED CURB-CUT**
- NEW CURB CUT**



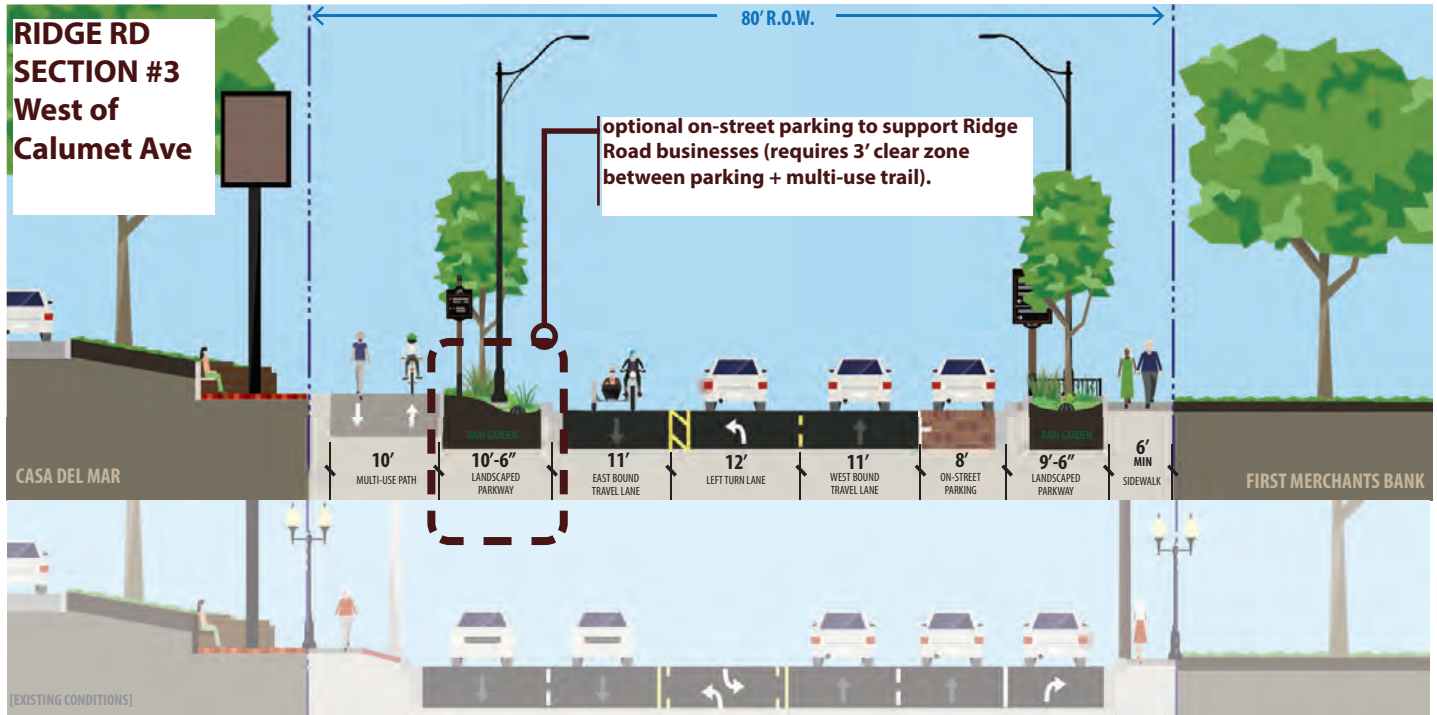
**RIDGE RD  
SECTION #1  
East of  
Hohman Ave**



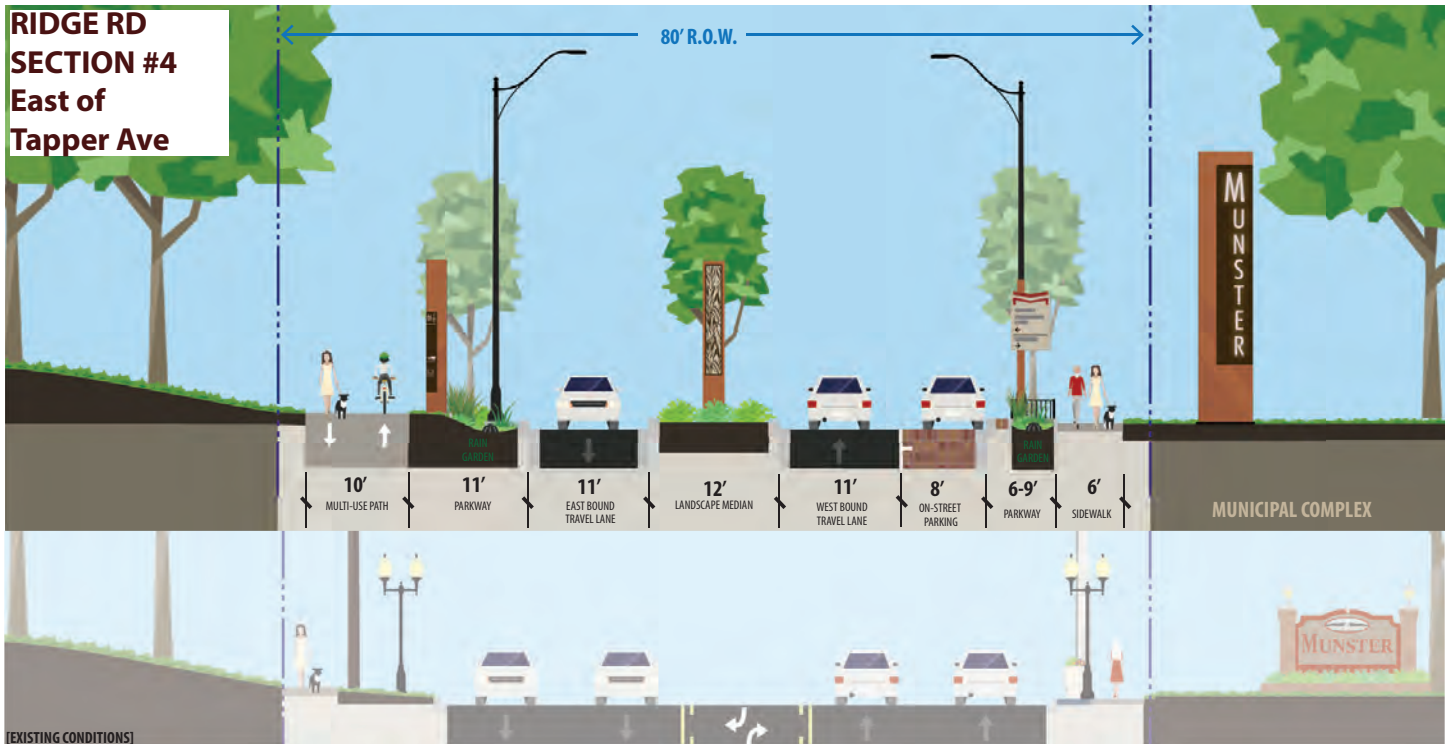
**RIDGE RD  
SECTION #2  
West of  
Calumet Ave**



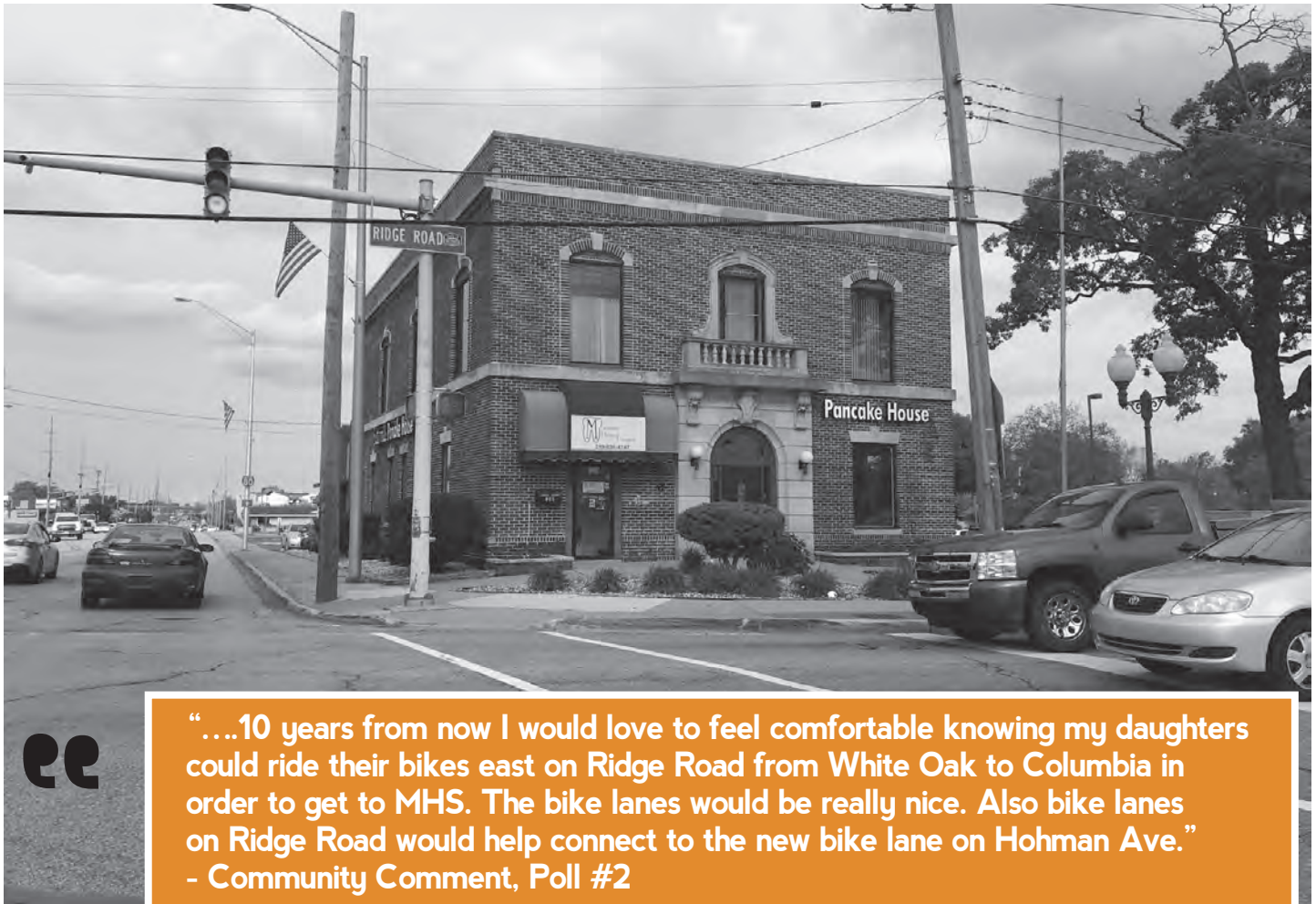
**RIDGE RD  
SECTION #3  
West of  
Calumet Ave**



**RIDGE RD  
SECTION #4  
East of  
Tapper Ave**



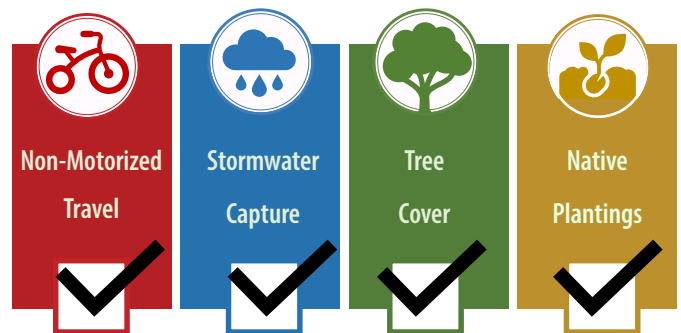




“

“....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.”  
- Community Comment, Poll #2

## COASTAL GRANT FEATURES



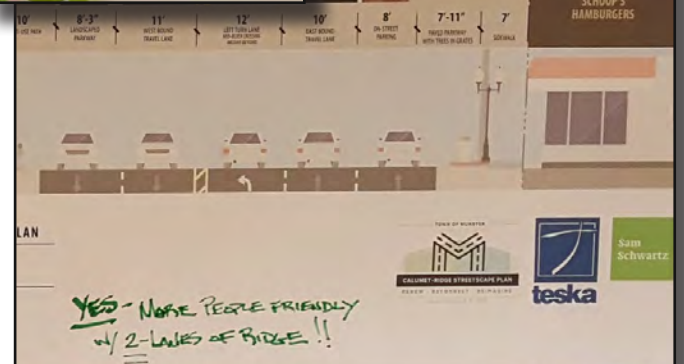
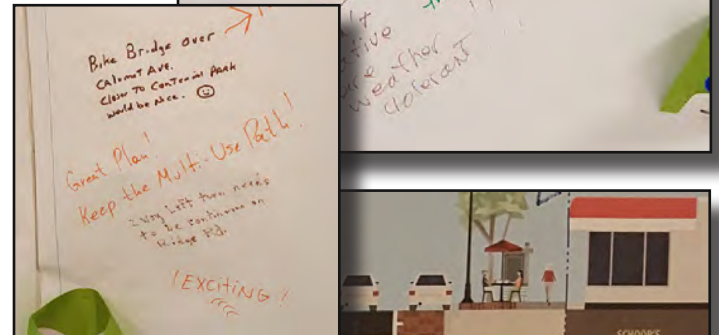
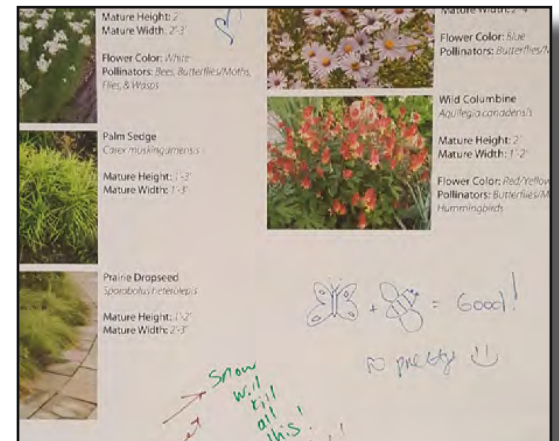
### RIDGE ROAD

- Sidewalk and intersection crosswalk improvements provide better pedestrian + bike access along and across the corridor.
- A new multi-use trail connects the Monon Trail to the surrounding areas and promotes biking and walking.
- Painted medians converted to landscaped medians provide more permeable space and stormwater capture.
- Pavements converted to landscaped parkways and rain gardens provide more permeable space and stormwater capture.
- Native trees and understory plantings are introduced into the corridor, mitigating the effects of urban heat island and contributing to biodiversity.

# Community Inputs

Prior to the March 16 Virtual Public Meeting, the preferred plan exhibits were displayed in the hallways of Town Hall for a period of about 2 months. The community was invited to visit the exhibits and add comments. A summary of comments and concerns follows below:

- **Streetscape Furnishings + Signage.** Signage and furnishings were generally well received. Comments indicated a preference for Concept B (Timber + Stone). There were some concerns noted about ensuring these items are durable and well-maintained.
- **Landscape Plantings.** Native, flowering plantings were generally well-supported. Comments were raised about ensuring proper landscape maintenance.
- **Multi-Use Path.** The proposed bike facility was supported and comments reinforced the plan recommendations for an off-street path.
- **Relocation of Overhead Utilities.** There was strong support for the relocation of overhead utilities throughout the project area.
- **Calumet Avenue Enhancements.** Some raised concerns about proposed mid-block crosswalks. It should be noted that these crossings should be developed in tandem with the recommended surrounding traffic calming features and high-visibility signage.
- **Ridge Road Road Diet.** Some raised concerns about reducing the roadway from a 5-lane to a 3-lane cross section. Chapter 3 of this report addresses the traffic models, surrounding roadway concepts, and information that supports recommendations for a road diet. It should be noted that further engineering studies will be required to fully review the road diet concepts presented herein.







## CHAPTER 5

# IMPLEMENT: DEVELOP PROJECTS STRATEGICALLY



# Implementation

**The Calumet-Ridge Streetscape Plan covers a lot of area. Calumet Avenue is 4,600 linear feet and Ridge Road is 7,000 linear feet. As such, this plan is presented as a series of implementation phases. The total cost to implement the entire plan is approximately \$34 million. However, major infrastructure plans like the Calumet-Ridge Streetscape are rarely built at one time. Rather, projects like these are developed over the course of multiple well-coordinated phases.**

**The work completed to date positions Munster well to seek available grants for development of the streetscape.**

## PILOT PROJECTS

**The Committee recommends a phased approach to implementation, beginning with the North Calumet Avenue Gateway Pilot Project at a cost of \$52,000 and Ridge Road / Meadow Lane Plaza Demonstration Pilot Project at a cost of \$44,000.**

**Other near-term improvements identified in the plan include:**

- **Roadway restriping projects to better define the roadways and calm traffic.**
- **Signalized intersection enhancements to improve pedestrian crossings and intersection functionality.**
- **Clean up select overhead utility lines in partnership with NIPSCO.**
- **Phase 1 Engineering Studies.**

The following cost estimates are concept level costs based on INDOT unit pricing and a general contractor form of project delivery.

The Calumet-Ridge Streetscape Plan is a planning level study. As such, a Phase 1 Engineering study is required for geometric changes to the roadway. Following a Phase 1 Engineering Study, Munster may be positioned well to apply for infrastructure improvement grants.

## CONSTRUCTION BUDGET ANALYSIS

The following conceptual budget analyses are based upon INDOT unit pricing and a general contractor form of project delivery. The costs that follow are high level conceptual costs and should be further reviewed as part of a Phase 1 Engineering Study.

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

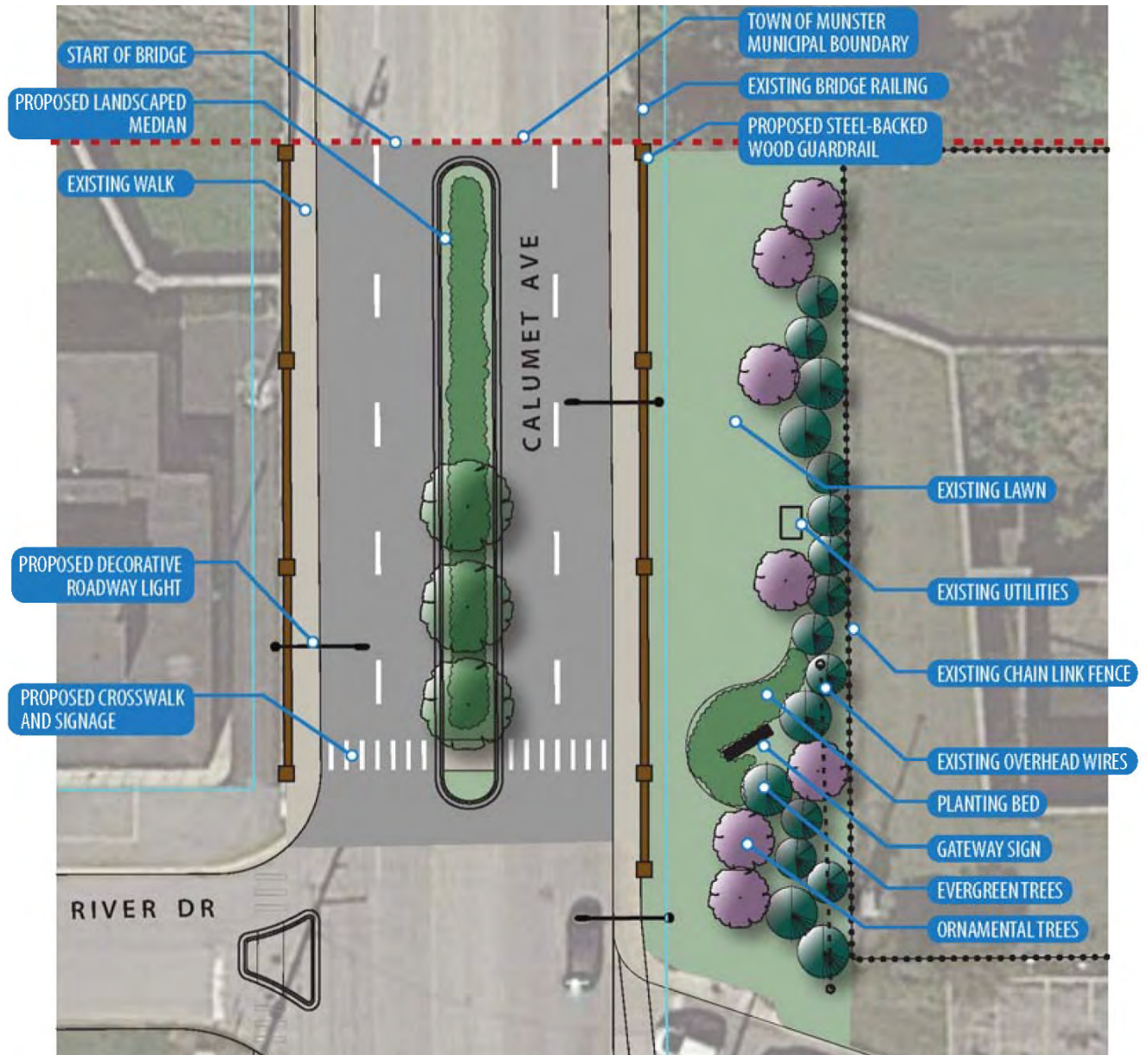
IMPLEMENTATION ROADWAY + STREETSCAPE COSTS*	RIDGE ROAD 7,000 LF	CALUMET AVE 4,600 LF
UTILITY REMOVAL + RELOCATE (OPTION B)	\$ 3,150,000	\$ 3,000,000
DEMO, ROADWAY + SIGNALIZATION	\$ 9,105,295	\$ 5,458,700
HARDSCAPE	\$ 758,275	\$ 101,900
SITE FURNISHINGS	\$ 176,000	\$ 57,000
LIGHTING	\$ 1,480,000	\$ 720,000
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 only.



## PILOT PROJECT NORTH CALUMET GATEWAY

The North Calumet Gateway is a pilot project that can be developed in the near term. Improvements include replacing the steel guardrail with a steel-backed timber rail, gateway entry signage and landscape plantings.



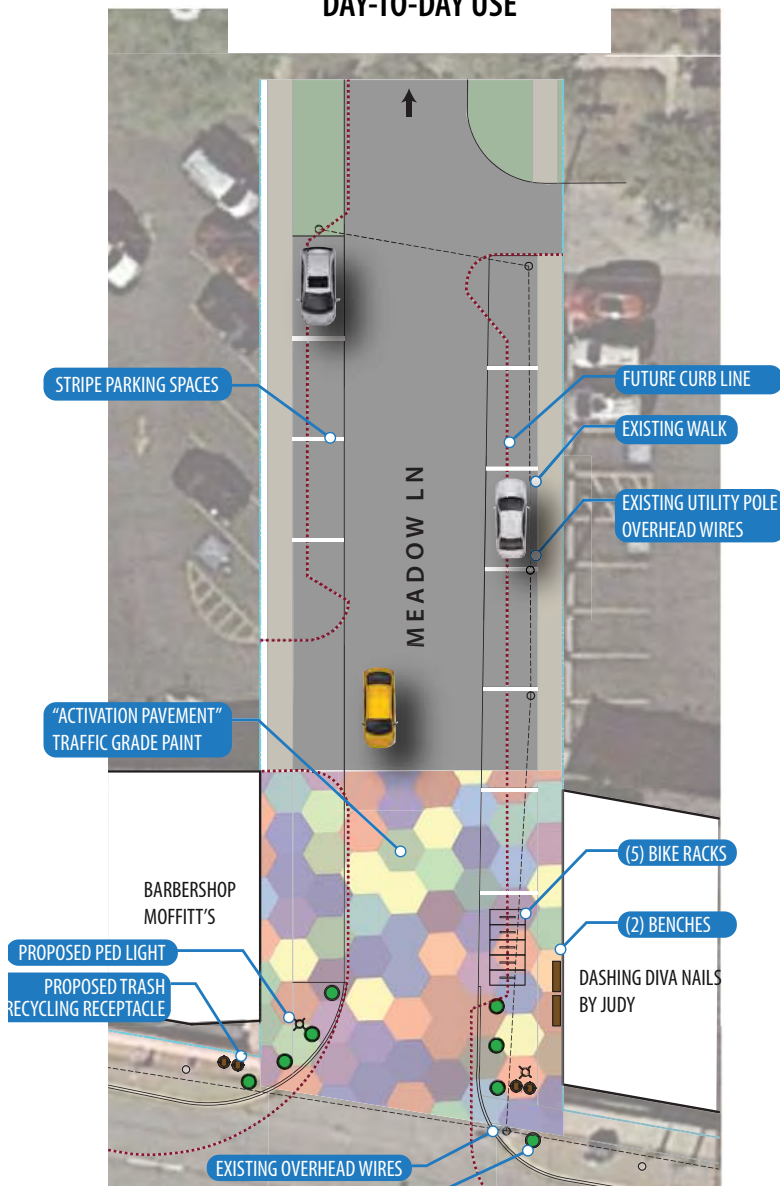


## PILOT PROJECT MEADOW LANE PARKING PLAZA

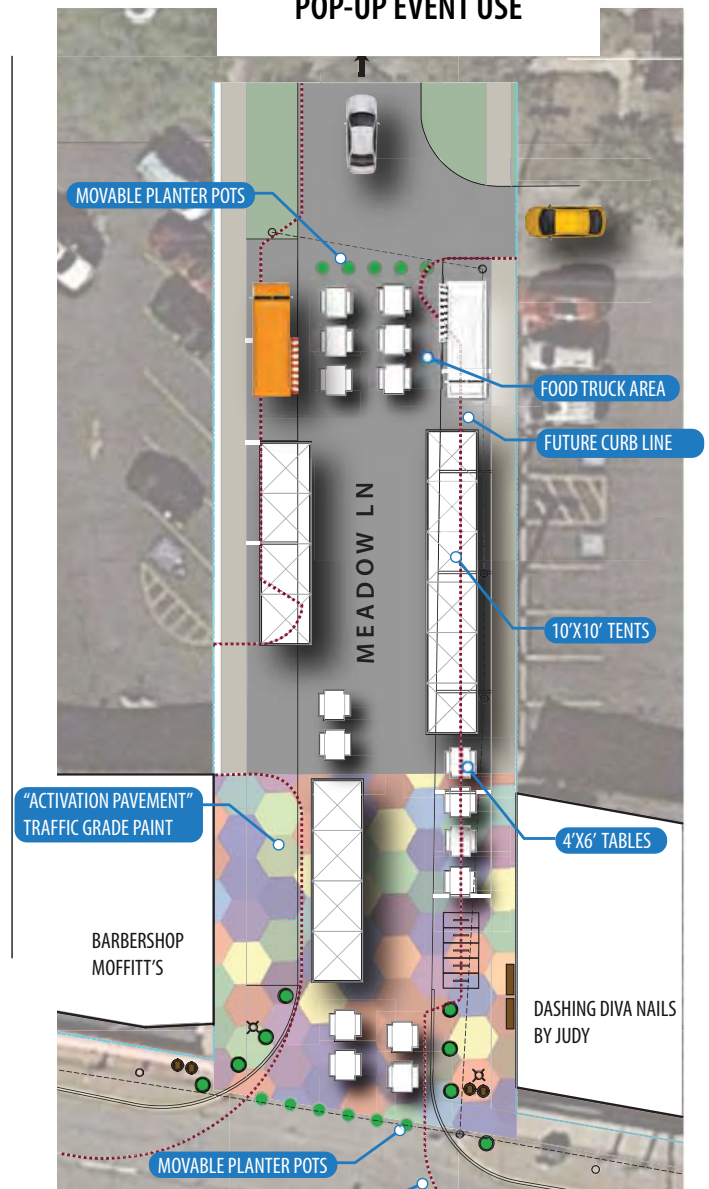
The Meadow Lane Parking Plaza is a pilot project that can be developed in the near term. The parking plaza is intended to support typical day-to-day traffic functions. Periodically, this space can be temporarily closed to traffic for pop up fests and events in partnership with local businesses, organizations, musicians, and artists.



### DAY-TO-DAY USE








### POP-UP EVENT USE



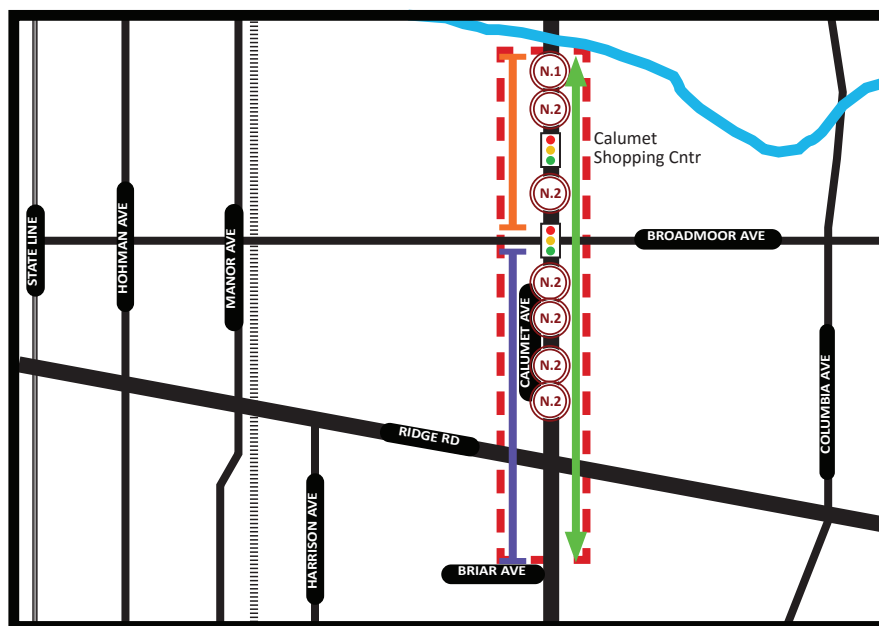
## PRIORITY PROJECT IMPLEMENTATION: CALUMET AVENUE

The following describes a recommended approach to streetscape implementation along Calumet Avenue.

### CALUMET AVENUE PHASED IMPLEMENTATION

PHASE	PROJECT TYPES	COST	PARTNERS
<b>NEAR TERM</b> 	 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
<b>MID TERM</b> 	Signalized Intersection Improvements (Broadmoor, Calumet Shopping Center)	\$600K	Staff/public works
<b>LONG TERM</b> 	Construct Calumet Ave north of Broadmoor (Broadmoor to municipal limits (1,650 lf or 0.35 mi))	\$4M	
	Construct Calumet Ave south of Broadmoor (Broadmoor to Briar 2,950 lf or 0.65 mi)	\$7.4M	

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





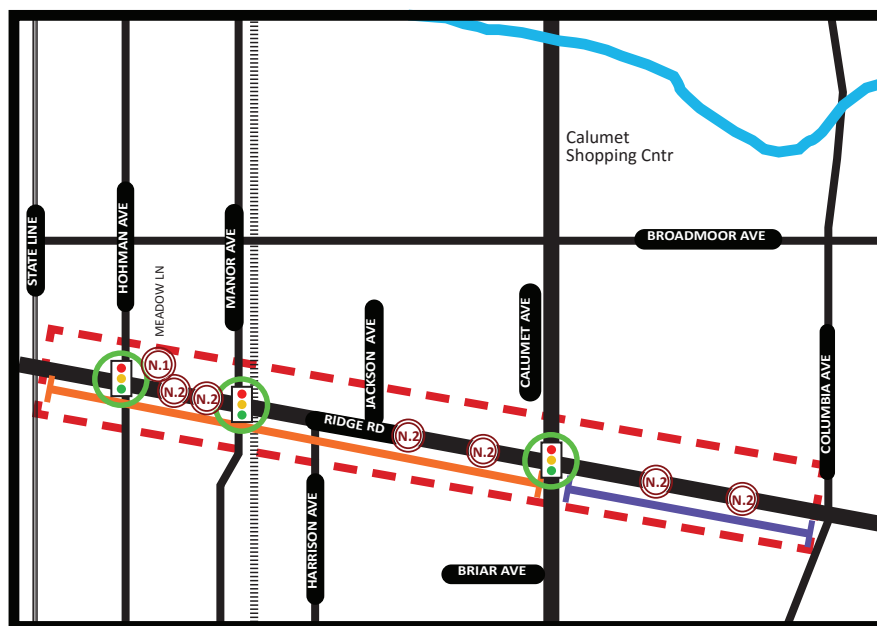
## PRIORITY PROJECT IMPLEMENTATION: RIDGE ROAD

The following describes a recommended approach to streetscape implementation along Ridge Road.

### RIDGE ROAD PHASED IMPLEMENTATION

PHASE	PROJECT TYPES	COST	PARTNERS
NEAR TERM	Meadow Lane Pilot Project + Demonstration (N.1)	\$44K (materials only)	Staff/public works/ businesses
	Roadway Restriping (define on-street parking with paint, temporary barricades and signage) (N.2)	\$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) (N.2)	\$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 mi)	\$13.1M	
LONG TERM	Construct Ridge Road sections east of Calumet Ave (Calumet to Columbia: 2,325 lf or .33 mi)	\$6.5M	

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



## STREETSCAPE GRANT OPPORTUNITIES

The following grant opportunities may be considered for streetscape implementation.

TITLE / FUNDING SOURCE	POTENTIAL ELIGIBLE IMPROVEMENTS	WEBSITE
Indiana DNR - Lake Michigan Coastal Program Green Infrastructure Grants	<ul style="list-style-type: none"> <li>• Landscaped Medians</li> <li>• Parkway Plantings</li> <li>• Rain Gardens</li> <li>• Wayfinding Signage</li> </ul>	<a href="https://www.in.gov/dnr/lake-michigan-coastal-program/grants/">https://www.in.gov/dnr/lake-michigan-coastal-program/grants/</a>
NIRPC Transportation Improvement Program (TIP)	<ul style="list-style-type: none"> <li>• Roadway + Streetscape Improvements /</li> <li>• Multi-Use Trails</li> </ul>	<a href="https://www.nirpc.org/2025-2026-nofa-notice-of-funding-availability/">https://www.nirpc.org/2025-2026-nofa-notice-of-funding-availability/</a>
FEMA BRIC (Building Resilient Infrastructure and Communities)	<ul style="list-style-type: none"> <li>• Roadway + Streetscape Improvements /</li> <li>• Multi-Use Trails</li> </ul>	<a href="https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities">https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities</a>
The Little Calumet River Basin Development Commission	<ul style="list-style-type: none"> <li>• North Calumet Avenue Gateway Sign + Plantings;</li> <li>• Landscaped Medians</li> <li>• Parkway Plantings</li> <li>• Rain Gardens</li> </ul>	<a href="http://www.littlecalumetriverbasin.org/">http://www.littlecalumetriverbasin.org/</a>
INDOT Community Crossings Matching Grant (CCMG)	<ul style="list-style-type: none"> <li>• Street resurfacing</li> <li>• Restriping</li> </ul>	<a href="https://www.in.gov/indot/2390.htm">https://www.in.gov/indot/2390.htm</a>

Refer to the Appendix (separate volume) for the following items:

- **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**