Butler Fairman & Seufert, Inc. (BF&S) is pleased to present the Calumet Connection of the Dunes Kankakee Trail and Streetscape Improvements Plan to the citizens and administrators of the Town of Chesterton, Indiana. This report is the product of a collaborative effort by city staff, BF&S design professionals, the Steering Committee, local merchants and members of the community. It is intended to serve as a guide for development of the Dunes Kankakee Trail along Calumet Avenue.

The shared use path and streetscape improvements were thoroughly researched. Decisions were based on a process that consisted of a city-wide, inventory and analysis process, design synthesis, public input, cost analysis, and development of design standards before ultimately reaching the master plan stage. The resulting recommendations are the best solutions to implementing a shared use path along Calumet Avenue.

BF&S is very appreciative to have been able to assist the Town of Chesterton in this planning effort and looks forward to the implementation of these recommendations.

Respectfully submitted on the 9th day of November 2015,

Butler, Fairman, & Seufert, Inc.

Alan L. Hamersly, P.E.

Jason G. Griffin, P.L.A.
# A. PROJECT BACKGROUND

<table>
<thead>
<tr>
<th>Background Description</th>
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<tr>
<td>Background</td>
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<td>Need for the Plan</td>
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<td>Target Users</td>
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<td>Goals and Objectives</td>
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<td>Scope of the Plan</td>
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<td>Overall Scope Map</td>
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<td>Design Process</td>
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# B. PUBLIC INVOLVEMENT

Summary of Public Input

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# C. INVENTORY AND ANALYSIS

<table>
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<td>Summary of Analysis</td>
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# D. FINAL PLAN

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Shared Use Path &amp; Streetscape Master Plan Summary</td>
<td>10</td>
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<tr>
<td>Shared Use Path &amp; Streetscape Master Plan Map</td>
<td>11 - 14</td>
</tr>
<tr>
<td>Proposed Cross Sections</td>
<td>15 - 17</td>
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<tr>
<td>Funding</td>
<td>18 - 22</td>
</tr>
<tr>
<td>Cost Summary</td>
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BACKGROUND

In the Spring of 2012 the Town of Chesterton completed a master plan for the Dunes – Kankakee Trail. The plan identified three main routes of which the South Calumet Road corridor was identified as a potential route for the Dunes Kankakee Trail. The Town has already begun the development of the Dune Kankakee Trail along the West side of South Calumet Road from CR 1100 North to approximately Abbey Lane.

The Calumet Connection Master Plan will develop a conceptual plan for a multi-use trail and streetscape improvements along South Calumet Road. The Town’s intent is to create a connection between the South Calumet Business District to the Downtown Business District and to create a gateway corridor into the Town of Chesterton. Elements of the street-scape improvements include road rehabilitation, signage, lighting, street furnishings, landscaping, crosswalks, and bicycle facilities.
NEED FOR THE PLAN

In the United States of America, 30% of the population currently does not drive a motor vehicle. This includes children, the elderly, those people that are physically unable to drive, those that are financially unable to afford the cost and maintenance of a vehicle, and an increasing population of those who chose to use alternative transportation for its economic, environmental, and health benefits.

Currently it is recommended that adults participate in moderate activity for 150 minutes a week. This translates to 30 minutes a day for 5 days a week. In the State of Indiana, 30% of adults fall into the obese category and 16% of teenagers are obese. This alarming fact is partly attributed to an increasingly sedentary lifestyle. In 1969 the percentage of school children walking to school was 48% and today that number is down to 13%. Getting more kids to walk or bike to school could help lower this percentage and an added benefit is that kids who walk or ride arrive ready to learn and more focused. This is also true of workers who use alternative modes of transportation.

TARGET USERS

This plan is intended for pedestrians and bicyclists who either wish to or need to make daily trips for goods and services within their community, and recreational users looking to maintain or improve their health. Users that fall into the category of needing to make trips by foot are the elderly who can no longer drive, schoolchildren, those people that are unable to afford or maintain a car and therefore need to find alternative means to make connections.

This plan is also for casual bike riders that may not be comfortable riding among automobile or truck traffic. These types of riders account for 60% of the bicycling population, and require improved infrastructure or residential streets with low traffic and speed limits to make connections within the community.
GOALS & OBJECTIVES

1. Provide a connection to the Downtown Business District of Chesterton by means of an alternative transportation route - multi use trail.
2. Increase the number of people that exercise daily by providing a safe walking and biking experience for citizens of all ages and levels of ability.
3. Increase the number of people walking and cycling for every day transportation purposes such as commuting to work and school as well as running errands.
4. Establish standards for future design and development.
5. Identify development costs and funding opportunities.
6. Be prepared for future funding opportunities when they present themselves.
7. Provide transparency to the public throughout the master plan process by providing numerous opportunities for residents and business owners to provide input on the final plan.
8. Provide a pleasing user experience through providing an aesthetic gateway corridor for both trail and vehicular users.

SCOPE OF THE PLAN

The plan studied the areas around Calumet Road, starting at the Driftwood Commons entrance and ending at Porter Avenue.
EXISTING TRAIL

PROPOSED TRAIL

START OF CALUMET CONNECTION PLAN

END OF CALUMET CONNECTION PLAN

to Downtown Chesterton

to the South Calumet Business District
### Natural Features

- 30% of the United States' population does not drive a vehicle. This includes:
  - Children
  - Seniors
  - Physically impaired
  - Those financially unable to afford a vehicle

- Increased exposure for businesses (to residents and visitors)
- Improved water and air quality
- Improved quality of health for residents
- Overall improved quality of life for the citizens of the community

### Design Process

1. **Site Inventory**
   - Natural Features
   - Cultural Character
   - Public Input

2. **Site Analysis**
   - Public Input
   - Committee Review

3. **Draft Plan**
   - Public Input
   - Committee Review

4. **Final Master Plan**
   - Committee Review

5. **Adoption**

### Project Background

**Notice To Proceed**
- May 12, 2015

**Final Presentation to Town Council**
- November 9, 2015

**Project Time Frame**
- **Inventory**: 9.5 weeks
- **Analysis**: 3.5 weeks
- **Draft**: 7 weeks
- **Final**: 6.5 weeks

**Goals & Objectives**

1. Provide a connection to the Downtown Business District of Chesterton by means of an alternative transportation route - multi use trail.
2. Increase the number of people that exercise daily by providing a safe walking and biking experience for citizens of all ages and levels of ability.
3. Increase the number of people walking and cycling for every day transportation purposes such as commuting to work and school as well as running errands.
4. Establish standards for future design and development.
5. Identify development costs and funding opportunities.
6. Be prepared for future funding opportunities when they present themselves.
7. Provide transparency to the public throughout the master plan process by providing numerous opportunities for residents and business owners to provide input on the final plan.
8. Provide a pleasing user experience through providing an aesthetic gateway corridor for both trail and vehicular users.

**Society promotes sedentary lifestyles**

- 30% of adults & 16% of children are obese in Indiana
- Indiana has one of the highest rates of physical inactivity, ranking at 43 out of 50 states
- Only 13% of children walk to school

**Exercise required for adults should equivilate to 150 minutes per week**

**Trending use of alternative transportation**
## PROJECT SCHEDULE

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<tr>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>Kick-off Meeting</td>
<td>June 18, 2015</td>
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<tr>
<td>Government / Agency Stakeholder Meeting</td>
<td>July 13, 2015</td>
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<tr>
<td>Public Input Open House</td>
<td>July 13, 2015</td>
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<tr>
<td>Private Property Owners Stakeholder Meeting</td>
<td>July 14, 2015</td>
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<tr>
<td>Steering Committee Meeting - Inventory &amp; Analysis Phase</td>
<td>August 6, 2015</td>
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<td>Steering Committee Meeting - Draft Plan Review</td>
<td>September 10, 2015</td>
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<td>Draft Plan Presentation</td>
<td>September 24, 2015</td>
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<td>Steering Committee Meeting - Final Plan Review</td>
<td>October 22, 2015</td>
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<tr>
<td>Final Plan Presentation</td>
<td>November 9, 2015</td>
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</table>
PUBLIC INVOLVEMENT
SUMMARY OF PUBLIC INPUT

In an effort to get as much input from as many different members of the community as possible there were several different types of meetings provided throughout the course of the project.

There were a series of 4 steering committee meetings held to review the major stages of the plan process. These meetings consisted of meetings with Town staff and two members of the Town Council. See Appendix “A” for a list of the Steering Committee members and meeting minutes from each meeting.

Two stakeholder meetings were held during the inventory and analysis stage of the project. The groups were split into government/agency stakeholders and private property owners. Private property owners along the route were direct mailed to alert them of the upcoming meeting. See Appendix “A” for meeting minutes from each stakeholder meeting.

During the inventory and analysis phase of the project the Town held a public open house at the Town Hall to give as much opportunity for the public to express its desires and wants for the project. The open house allowed for citizens to come and go at their leisure and on their schedule. Members of the consultant team and city staff were able to interact with the public in “one-on-one” sessions. See Appendix “A” for a summary of comments that were heard at the meetings.

There were two public presentations of the Calumet Connection of the Dunes Kankakee Trail Master Plan. The first presentation was given on September 24, 2015. This presentation was given while the plan was in a draft stage and the public was encouraged to provide feedback at the meeting. Private property owners were direct mailed to alert them of the meeting. The final presentation of the plan was given at the Town Council Meeting on November 9, 2015 for adoption. See Appendix “A” for a summary of the presentations and comments received.
INVENTORY & ANALYSIS
SUMMARY OF INVENTORY

Following public input from the community regarding the project, the team went out and documented the existing conditions along the route.

The team divided the roadway into sections and took note of the existing features. Utilities, light poles, storm inlets, signs, street trees, and hydrants were located along the route.

Measurements were taken of road lane widths, buffer widths, and sidewalk widths along Calumet Avenue. These measurements were then used to create existing cross sections of the route. The inventory maps show the locations of each section that was drawn.

Finally, two pavement cores were taken along the roadway to find out the condition of the existing roadway pavement. See Appendix “B” for the geotechnical report and the pavement cores.
SUMMARY OF ANALYSIS

The team used the information that was collected in the field to analyze opportunities and constraints along the route.

A map was created along with analysis cross sections to document where the roadway was constrained due to existing structures, signs, parking, and landscaping. The type of street trees and conditions of each tree was also noted along the route.

An engineering report was created to analyze the pavement cores that were taken. A recommendation was made for rehabilitation of the pavement. See Appendix “B” for the engineering report.
SUMMARY OF SHARED USE PATH & STREETSCAPE MASTER PLAN

The final shared-use path and streetscape master plan proposes to improve 0.5 mile of Calumet Road from the Driftwood Commons Drive (just south of the Pope O’Connor Ditch) north to Porter Avenue. A minimum 8 foot wide separated trail will be developed along with supporting amenities and roadway improvements.

The 8 foot wide shared-use path creates a safe corridor for bicyclists and pedestrians. The trail will be separated from vehicular traffic a minimum of 4 feet in extremely constrained areas (a 2 foot recovery shoulder plus a 2 foot curb and gutter section). Most of the trail will be separated from the vehicular travel way by a 5 foot grass buffer from the back of curb. Decorative street lamps will provide safety for the users of the trail as well as provide an aesthetic element to the corridor.

In an effort to avoid having to acquire additional right-of-way, the extra space for the shared-use path has been taken out of Calumet Road. North of the Post Office, the existing lanes were approximately 14 feet wide. It was determined that reducing the lanes to 10 feet would give enough room for the shared use-path. The reduction of the lanes has an extra added benefit by slowing traffic along the corridor in a residential area. Several residents as well as businesses indicated they felt traffic was moving too fast through this area.

The entire roadway will be milled and resurfaced north of the Pope O’Connor Ditch and new curb and gutter will be added on both sides of the roadway.

Where possible green infrastructure systems will be added within the buffer between the shared-use path and the curb and gutter sections.
PROPOSED TRAIL FEATURES

EXISTING FEATURES

8’ WIDE TRAIL
COLOR CONCRETE
* CROSS SECTION SEGMENT LOCATION
TRAIL LIGHTS

PROPERTY LINE
SIDEWALK
UTILITY LOCATIONS

* The number associated with each on-road route segment corresponds with a matching cross section segment.
CALUMET CONNECTION OF DUNES TRAIL PLAN

PROPOSED TRAIL FEATURES

EXISTING FEATURES

8' WIDE TRAIL
COLORED CONCRETE
* CROSS SECTION SEGMENT LOCATION
TRAIL LIGHTS
PROPERTY LINE
SIDEWALK
UTILITY LOCATIONS

*The number associated with each on-road route segment corresponds with a matching cross section segment.

September 24, 2015

PORTER AVE
2ND ST
JEFFERSON AVE
RICHTER ST
WESTCHESTER AVE
OLIVIA CT

8' WIDE TRAIL
TRAIL LIGHTS
COLORED CONCRETE

OPPY, DANIEL R SR. & PATRICIA A.
Cemetery Bishop Norbert F Gaughan

KAMASKI, FRANK J. & MARY B.

BERLAND, LARRY S.

SHINN BUILDING & DEVELOPING CORP.

ZEMAITIS, DANIEL F.

BACHMAN, DAVID W. & CHERYL K.

PRATT, CHARLES A. II & CHRISTINE L.

SECRETARY OF HOUSING & URBAN DEVELOPMENT

PORTER COUNTY CALUMET ROAD LAND TRUST

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7
8
9
12
**CALUMET CONNECTION OF DUNES TRAIL PLAN**

**DRAFT MAP C**

*The number associated with each on-road route segment corresponds with a matching cross section segment.*

- **PROPOSED TRAIL FEATURES**
  - 8' WIDE TRAIL
  - COLORED CONCRETE
  - TRAIL LIGHTS

- **EXISTING FEATURES**
  - PROPERTY LINE
  - SIDEWALK
  - UTILITY LOCATIONS

September 24, 2015
PROPOSED CROSS SECTIONS

Note: A curbside development plan will be required for an on-street parking lot.
FUNDING SOURCES

There are various sources of funding available for the design, development and construction of bicycle facilities and pedestrian projects. The following is a summary of some of the most often utilized sources.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The current federal highway bill, Moving Ahead for Progress in the 21st Century, or MAP-21, is a two year bill that will provide transportation funding from October 1, 2012, through September 30, 2014. MAP-21 combines several previous biking and pedestrian programs into one program known as the Transportation Alternatives Program (TAP). TAP includes the Recreational Trails Program (RTP), Transportation Alternatives (TA) activities (many of the projects and programs that were included in the former Transportation Enhancement [TE] program), and Safe Routes to School (SRTS). The following discussion is related to all of these programs. Information specific to each program is addressed in later sections.

If the State does not opt out of the RTP funding, the RTP funds are set aside, and the remaining TAP funds are divided equally into two categories. The first half is sub-allocated based on population, in which INDOT will distribute half of the TAP funds to communities according to their share of population within the state. These population categories are as follows:

• MPOs with populations greater than 200,000: INDOT will sub-allocate funds to Metropolitan Planning Organizations (MPOs). MPOs will distribute their funds through their own competitive application process.
• Other urbanized and rural areas: MAP-21 allows state DOT’s to hold a competitive application process for communities to compete for these funds. INDOT is currently developing their process, including the possibility of sub-allocating to smaller MPOs.

The second half of the remaining TAP funds will be distributed state-wide by a competitive application process through INDOT, where population is not considered. Eligible entities include local governments, school districts, tribal governments, and public lands agencies. In MAP-21, the State has the ability to transfer funds both into and out of TAP for other transportation programs.

Federal TAP funds provide 80% of the costs for preliminary engineering (survey, design, and construction documents), right-of-way (engineering, management, acquisition), construction, and construction supervision. The local agency is required to provide the matching 20%. The local match for TA funds can be obtained from various sources, such as budget appropriations, cash donations, right-of-way donations, and other grant sources, provided the other grant programs allow their funds to be used as a match for MAP-21 funds. Currently, Indiana has received approximately $21 million for funding the TAP program. Approximately $1 million is taken off the top and distributed to Recreational Trails Program, and the other $20 million is distributed to Transportation Alternatives and Safe Routes to School.
TRANSPORTATION ALTERNATIVES (TA)
Under MAP-21, eligible activities included in the former Transportation Enhancement (TE) program are now referred to as Transportation Alternatives (TA) activities, and are included in TAP funding that remains after RTP funds are set aside. Although some former TE eligible activities are not included in TA, the activities most closely related to the development of trails, greenways, and bike/pedestrian facilities are still eligible. These activities include: on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; developing safe routes for non-drivers; conversion of abandoned railroad corridors for trails; and, historic preservation and rehabilitation of historic transportation facilities.

At this time, the new federal guidelines for the implementation and use of TA funds are being reviewed. The details for the State’s program and process for acquiring and using the funds is being developed. In recent years, approximately $16 million to $20 million in TE funds were available annually in Indiana. At this time, Indiana has received approximately $20 million to be split between TA and Safe Routes to School. The process for applying for the funds and the funding cycle has not yet been determined.

Contact for TA Funds:
Kathy Eaton-McKalip
LPA/MPO& Grants Administration
Indiana Department of Transportation
100 N. Senate Ave. IGCN 955
Indianapolis, IN 46204
keaton-mckalip@indot.in.gov

Northwest Indiana Regional Planning Commission(NIRPC)
Mitch Barloga, Nonmotorized Transportation and Greenways Planner
6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
FAX (502) 266-5074
mbarloga@nirpc.org
www.nirpc.org
CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal financial assistance program administered through the U.S. Department of Transportation (USDOT) in consultation with the Environmental Protection Agency (EPA). The funds are set aside for projects that encourage the reduction of smog-producing emissions in communities that fall below the EPA minimum standard for air quality (not in attainment). Under MAP-21, CMAQ funds will require a 20% local match.

Contact for CMAQ:
Nortwest Indiana Regional Planning Commission (NIRPC)
Gary Evers, Transportation Projects Manager
6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
FAX (502) 266-5074
gevers@nirpc.org
www.nirpc.org

SURFACE TRANSPORTATION PROGRAM (STP) & HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
The Surface Transportation Program (STP) provides funding that may be used by States and localities for projects to preserve and improve the conditions and performance on Federal-aid projects. Eligible projects include highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Therefore, any pedestrian or bicycle facility that has been previously funded by federal-aid can use this funding to “preserve and improve the conditions and performance.” Eligible activities that relate to bicycle and pedestrian projects are as follows: fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, ADA sidewalk modifications; transportation alternatives; and recreational trails projects.

Similarly, under MAP-21 there appear to be opportunities for bicycle and pedestrian facilities funding in the Highway Safety Improvement Program (HSIP). Traffic and accident data would need to support the development of bicycle and pedestrian facilities as a means to improve overall safety.

Contact for STP and HSIP
Nortwest Indiana Regional Planning Commission (NIRPC)
Gary Evers, Transportation Projects Manager
6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
FAX (502) 266-5074
gevers@nirpc.org
www.nirpc.org
TAX INCREMENT FINANCING (TIF)
Tax increment financing or TIF is a way of subsidizing redevelopment, infrastructure, or other community improvement projects. Future gains in taxes from the completion of a community improvement project are dedicated within a certain defined district to finance the debt that is issued or money that is borrowed to pay for the project. Gains can come from the projected increase of surrounding real estate as a result from the project, which generates additional tax revenue. Tax revenue increases can also come from increased sales-tax and the addition of more jobs within the community as a result of the project. Defined districts are usually areas of distressed, underdeveloped, or underutilized parts of the community that might not otherwise see development and that would benefit from the completion of the project.

PRIVATE FOUNDATIONS
There are a number of foundations and trust funds which support the planning and development of trails and greenways, in the interest of conservation, preservation, and outdoor recreation. Although many of them fund only nonprofit organizations, some will assist local public agencies. A few of these organizations include:

1. Kodak American Greenways Awards through the Conservation Fund
   www.conservationfund.org/?article=2106
2. Nina Mason Pulliam Charitable Trust
   http://www.ninapulliamtrust.org/index.php/grant-information/
3. Robert Wood Johnson Foundation’s Active Living by Design program
   http://www.activelivingbydesign.org/what-we-do/albd-grant-program

CORPORATE SPONSORSHIP
In addition to the federal and private foundation options, corporate sponsorship presents another opportunity for funding. As trails and roadways are developed, especially in close proximity to businesses or industries, there are opportunities for corporations to sponsor trails. Sponsorships can be direct financial support of construction activities for trails, trailheads, specific trail or trailhead amenities, or even trail maintenance. The donation of land for the development of trails is also an excellent method of corporate support that can become a sponsorship opportunity. Sponsorship often includes granting naming rights to the sponsor for the items or areas that were financed or donated. Contacting adjacent or area corporations should be considered for these types of sponsorships.

LOCAL BUSINESSES AND ORGANIZATIONS
Corporations and organizations within the community are often willing to help with projects that attract employees and residents to the community through bettering the amenities available. The municipality should continue to identify organizations within the community that would be willing to help with some of the smaller projects or possibly provide match money for the larger projects.
CREATING LIVABLE COMMUNITIES (CLC) GRANT PROGRAM
The Northwestern Indiana Regional Planning Commission has indicated that the same program which funded the Master Plan will have constructions dollars available.

Contact for CLC Funds:
Northwest Indiana Regional Planning Commission (NIRPC)
Mitch Barloga, Nonmotorized Transportation and Greenways Planner
6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
FAX (502) 266-5074
mbarloga@nirpc.org
www.nirpc.org
CALUMET CONNECTION TRAIL MASTER PLAN
COST ESTIMATE SUMMARY

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<tr>
<td>To:</td>
<td>Porter Avenue</td>
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<tr>
<td>Type:</td>
<td>Shared-Use Path &amp; Road Rehabilitation</td>
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| TOTAL          | $ 1,762,749.00 |