

St. John Corridors Plan

101st Ave, Calumet Ave, & 109th Ave



Community Open House

March 9, 2023

Planning Team



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Agenda

- Introduction & Project Overview
- Corridor Conditions
- Past Planning Efforts
- Engagement to Date
- Activity Stations

Introduction & Project Overview

Introduction

Three emerging corridors (segments of W. 101st Avenue, Calumet Avenue, and W. 109th Avenue – seven miles total) were identified by the Town as prime locations for **future roadway enhancements, anticipated development, streetscape improvement, and branding/identity.**



Introduction

- At this time, much of the project area is out of the Town's jurisdiction and control.
- Many segments are in unincorporated Lake County which are managed by the County and the Indiana Department of Transportation (INDOT).
- St. John has limited control over transportation improvements and development until areas can be incorporated into the Town.
- This plan will help communicate and document the Town's vision for the future to Lake County, INDOT, residents, businesses, and other stakeholders.

Introduction

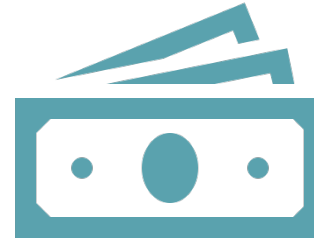
Opportunities for improvements are most likely to arise when:



New development comes and improvements can be incorporated as part of development.



Opportunities arise with partners (i.e., developers, Lake County, INDOT, NIRPC)



Outside funds become available (Federal, State, NIRPC, etc.)



Support is evident from Town residents and officials by conveying to partners and funding agencies the need for upgrades

Project Overview

- This Plan will outline what kind of roadway and streetscape improvements can be made when the opportunities arise.
- It will also provide ideas for development of key locations along the corridors.
- Ultimately, the Plan will provide a community-tested framework for how to better manage traffic, create attractive corridors that are unique to St. John, and invite desirable new development.

Project Timeline

PHASE 1 | WINTER 2022 – FALL 2023
Community Outreach

PHASE 2 | SPRING 2023
Current Conditions Analysis

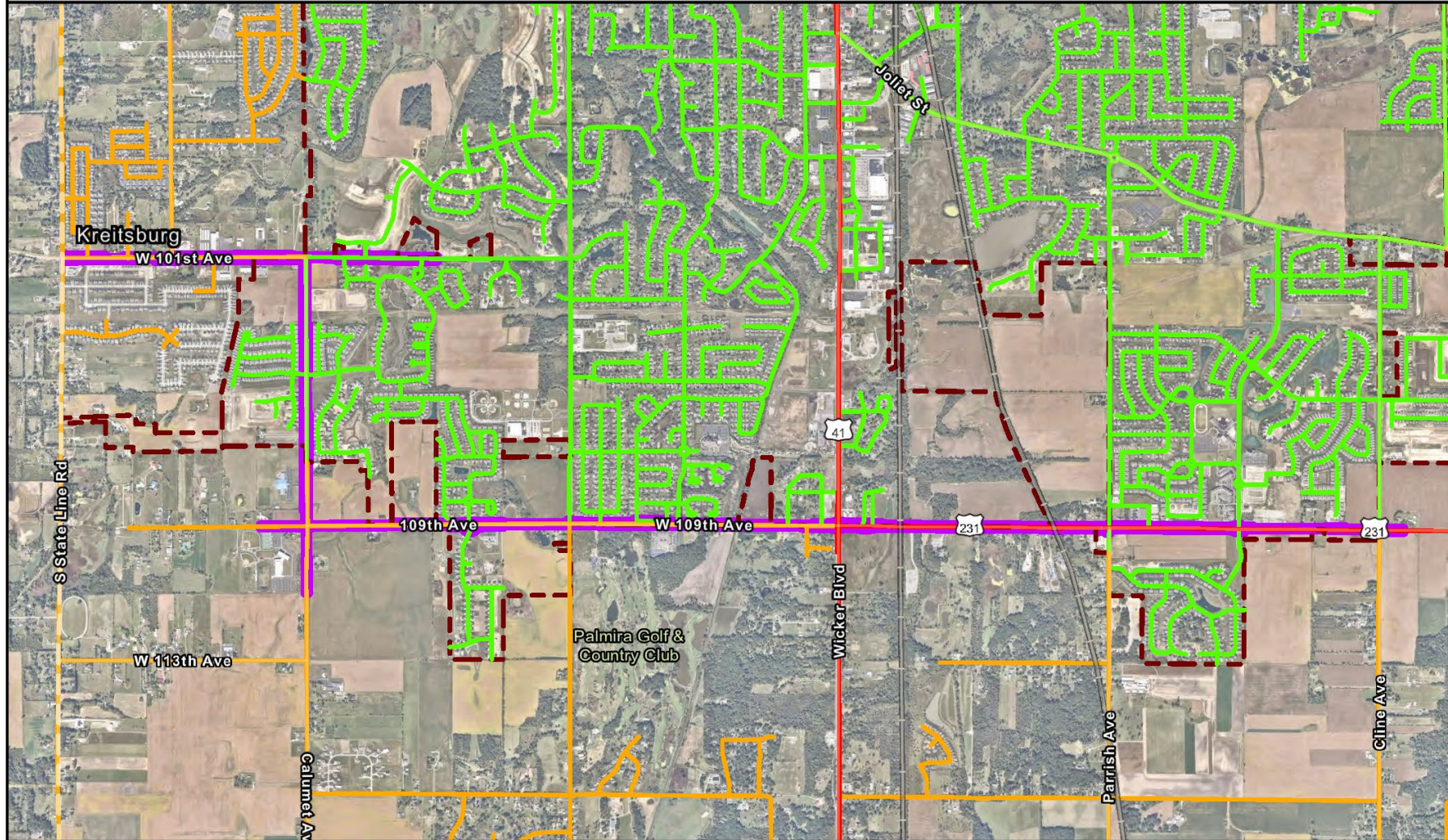
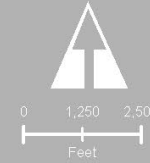
PHASE 3 | SPRING – SUMMER 2023
Corridors Plan Development

PHASE 4 | SUMMER – FALL 2023
Plan Preparation & Adoption

Corridor Conditions






TOWN OF ST. JOHN

CORRIDORS PLAN ROADWAY JURISDICTION



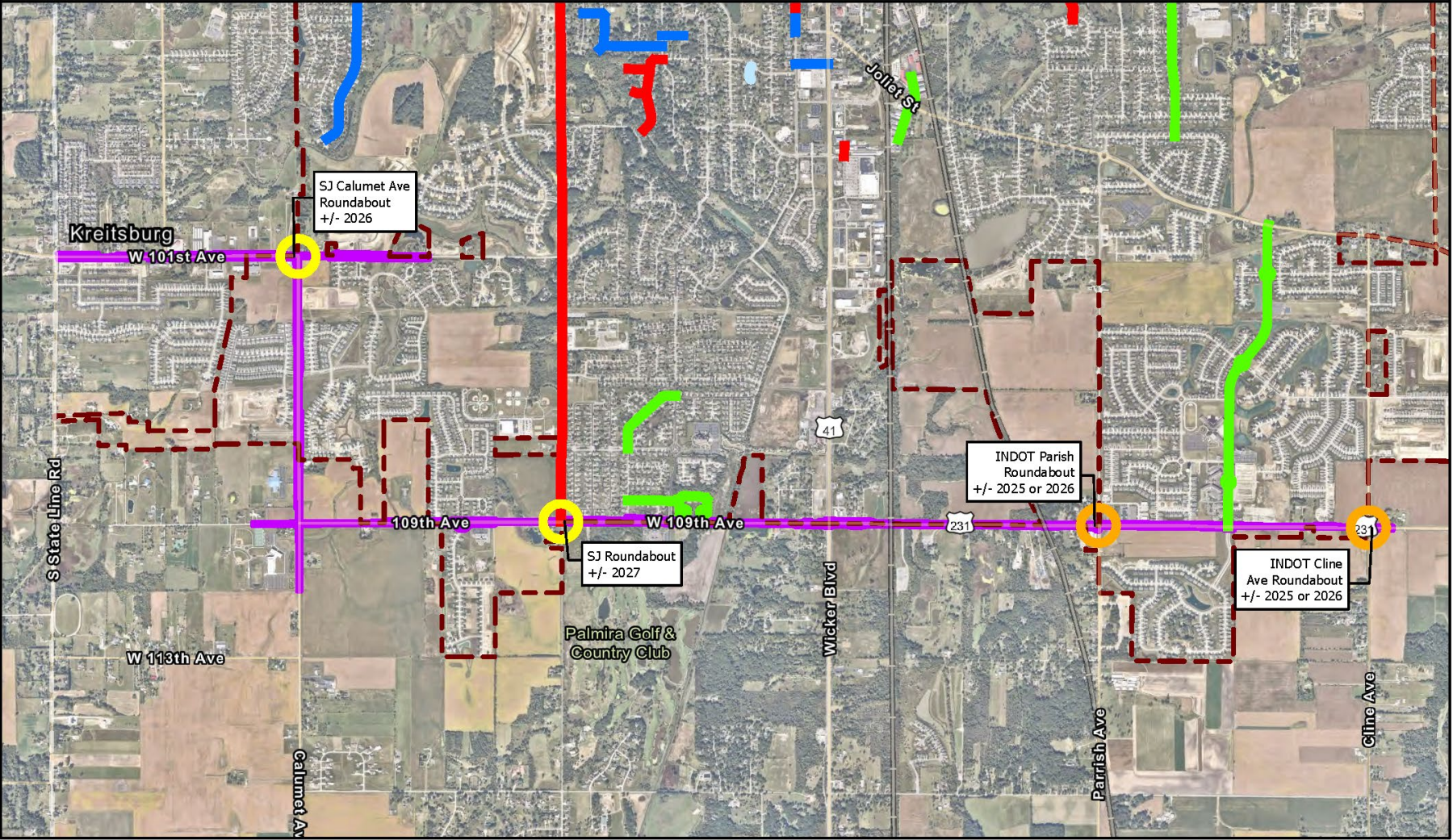
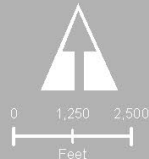
- Study area is primarily outside of the Town's jurisdiction
- W. 101st Avenue west of Calumet Avenue (County)
- Parts of Calumet Avenue (County)
- W. 109th Avenue West of Wicker Avenue (County), East of Wicker Avenue (U.S. Route 231)

Legend

-  Corridor Study Right-of-Way
-  US Routes
-  City Streets - St John
-  Town Limits
-  County Roads

TOWN OF ST. JOHN

CORRIDORS PLAN TRANSPORTATION IMPROVEMENTS



Legend

-  Corridor Study Right-of-Way
-  Town Limits
-  INDOT Roundabout
-  St John Roundabout

Roads To Be Considered

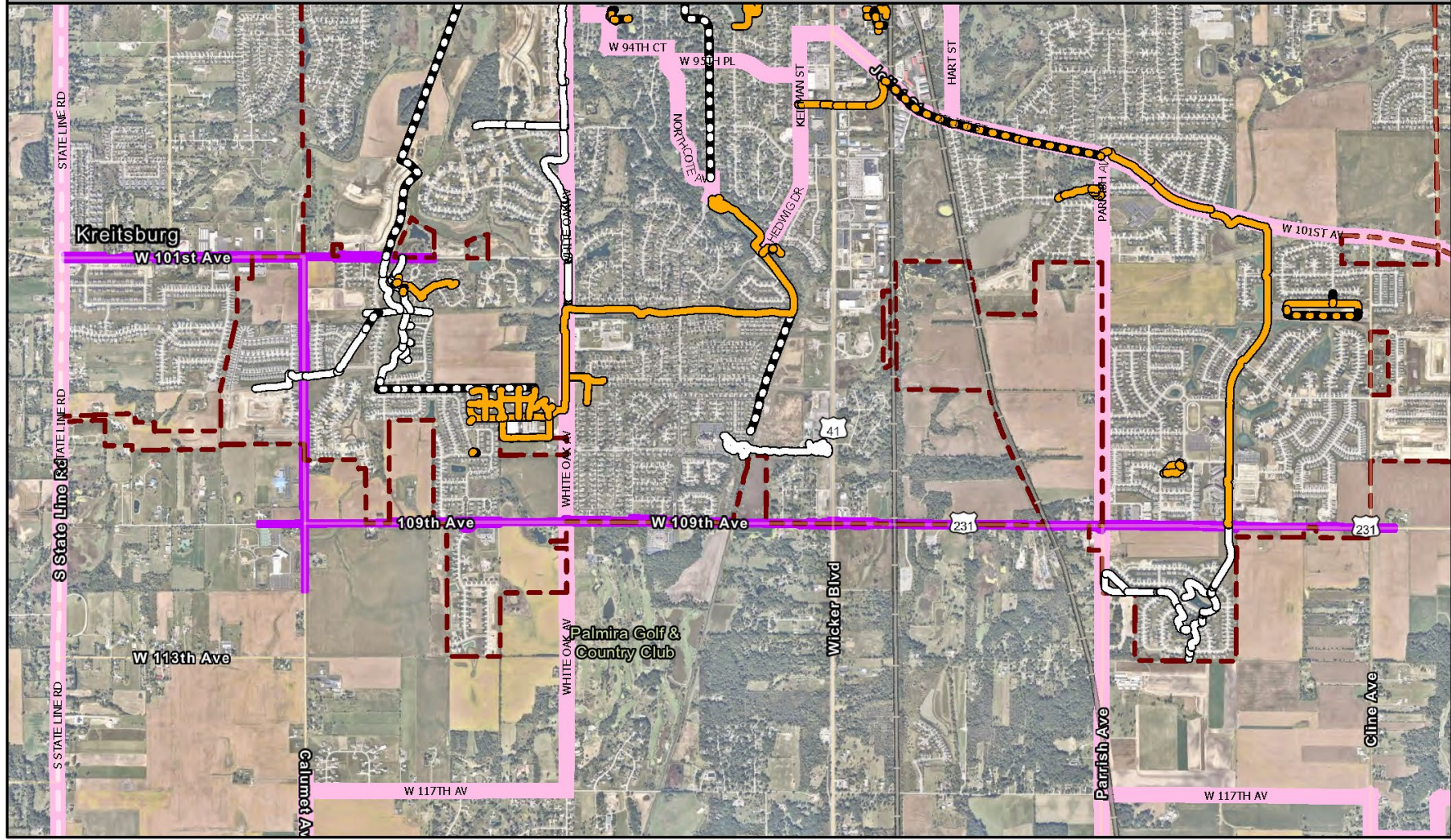
-  2023
-  2024
-  2025
-  2026

Prepared By:
Robinson
ENGINEERING

- Roundabouts planned for:
 - W. 101st Ave & Calumet Ave
 - W. 109th Ave & White Oak Ave
 - W. 109th Ave & Parrish Ave
 - W. 109th Ave & Cline Ave
- W. 93rd Ave & U.S. 41 Intersection Improvement Project beginning Spring 2023 (not shown on map)

TOWN OF ST. JOHN

CORRIDORS PLAN BIKE NETWORK






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






 Corridor Study Right-of-Way	St. John Trails	Other Trails
 Town Limits	 Existing	 Existing
 Bike Routes (NIRPC)	 Future	 Future

Prepared By:
Robinson
ENGINEERING

- Existing bike trails are fragmented and do not connect to destinations
- Very limited east-west bike trail connectivity
- Northwestern Indiana Regional Planning Commission (NIRPC) Bike Routes = future plans

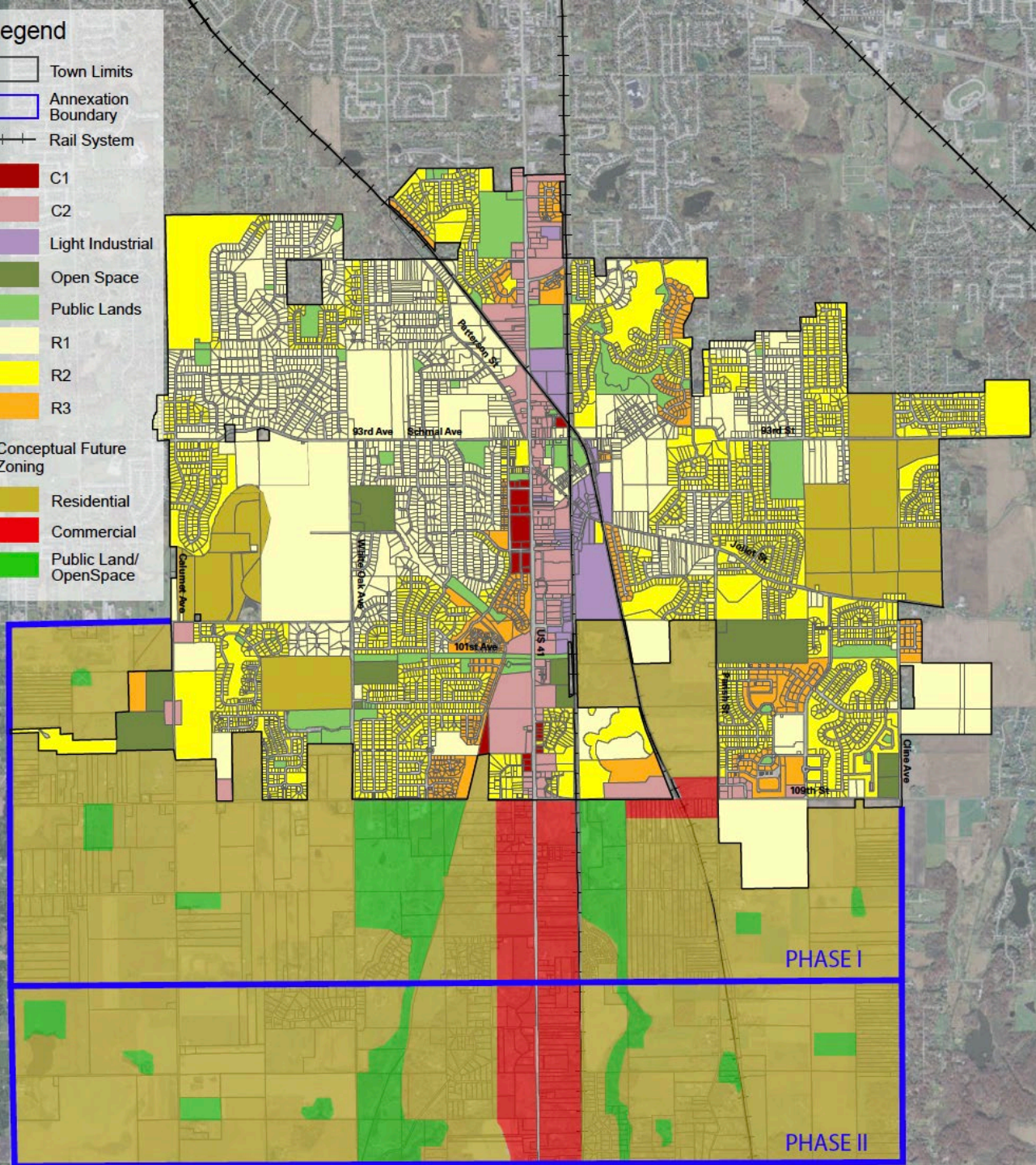
Legend

-  Town Limits
-  Annexation Boundary
-  Rail System

-  C1
-  C2
-  Light Industrial
-  Open Space
-  Public Lands
-  R1
-  R2
-  R3

Conceptual Future Zoning















-  Residential
-  Commercial
-  Public Land/OpenSpace



2017 Comprehensive Plan: Future Zoning & Annexation Areas

- US 41 and US 231 should continue to be the primary location for retail developments in the Town.
- Natural areas, wetlands, forested areas, and bodies of water should be protected as new growth occurs.
- Plans for new parks, recreational areas, and trails should continue to be explored as new developments are proposed.
- Residential uses should provide a mix of housing types and styles to support the growing population of the Town.

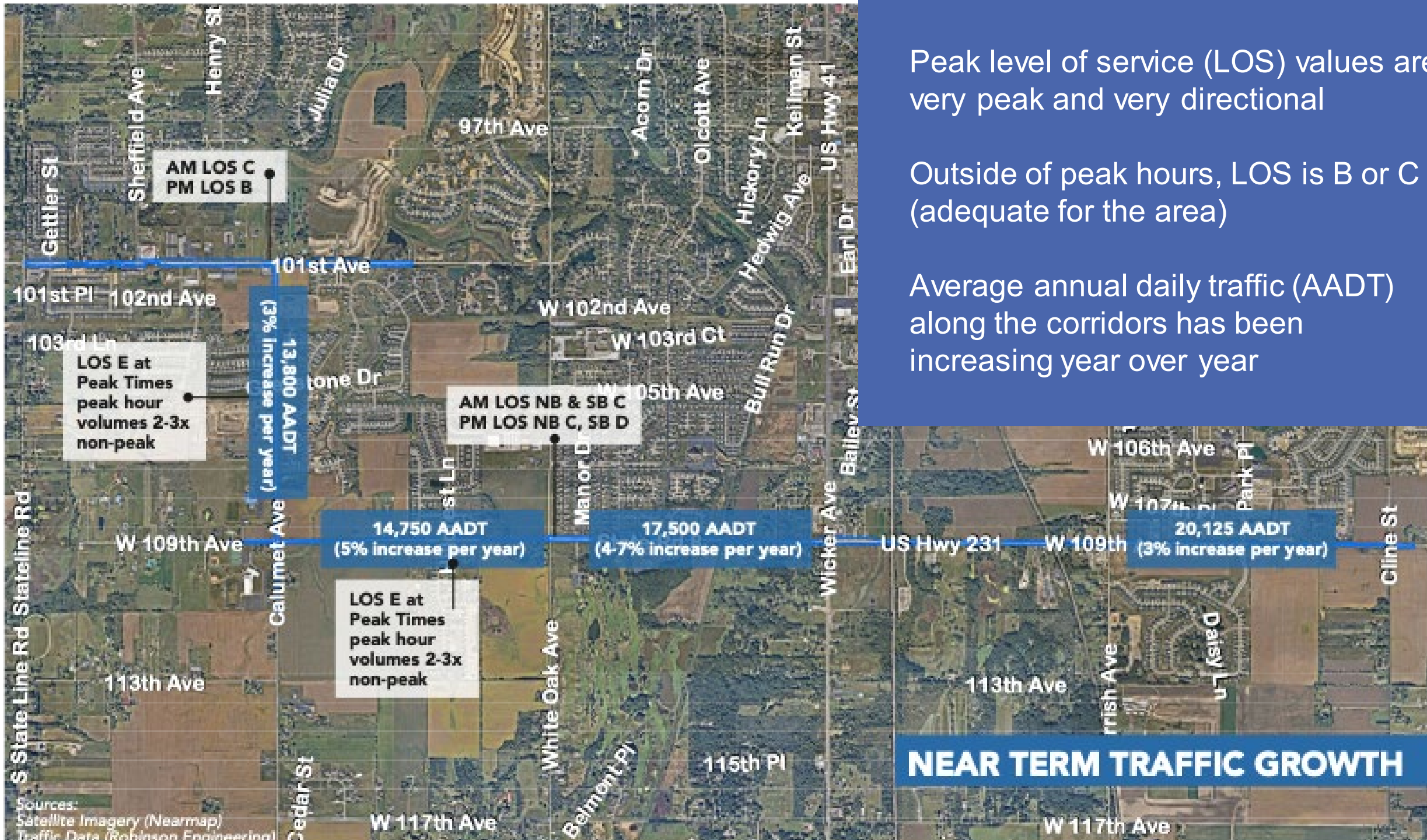
Traffic Data

<div>  <h2>What is Level of Service (LOS)? </h2> </div>			
<p>Level of Service is a quantitative measure of traffic operational conditions. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.</p> <p>Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing good operating conditions and F representing unsatisfactory operating conditions.</p>			
Intersection			Roadway
<ul style="list-style-type: none"> Highly stable, free-flow condition with little or no congestion Delay: <10 seconds/vehicle 		LOS A	 <ul style="list-style-type: none"> Free flowing Uninterrupted vehicle
<ul style="list-style-type: none"> Stable, free-flow condition with little congestion Delay: 10 to 20 seconds/vehicle 		LOS B	 <ul style="list-style-type: none"> Stable flow Other vehicles are more noticeable
<ul style="list-style-type: none"> Free-flow condition with moderate congestion Delay: 20 to 35 seconds/vehicle 		LOS C	 <ul style="list-style-type: none"> Stable flow Vehicle operations affected by other vehicles
<ul style="list-style-type: none"> Approaching unstable condition with increasing congestion Delay: 35 to 55 seconds/vehicle 		LOS D	 <ul style="list-style-type: none"> High density free flow Operation of vehicle is affected by other vehicles
<ul style="list-style-type: none"> Unstable, congested condition Delay: 55 to 80 seconds/vehicle 		LOS E	 <ul style="list-style-type: none"> High density traffic flow, nearing capacity Operating conditions are extremely poor
<ul style="list-style-type: none"> Stop and go Delay: >80 seconds/vehicle 		LOS F	 <ul style="list-style-type: none"> Forced or breakdown flow Amount of traffic exceeds capacity

Peak level of service (LOS) values are very peak and very directional

Outside of peak hours, LOS is B or C (adequate for the area)

Average annual daily traffic (AADT) along the corridors has been increasing year over year



W. 101st Avenue

Current Conditions


- Gateway into St. John from IL
- Most of corridor located in unincorporated Lake County
- Few sidewalks and no bike paths
- 2-lane roadway with some turn lanes
- Average annual daily traffic (AADT): approx. 11,000 vehicles/day (Source: INDOT)
- Roundabout planned for W. 101st Avenue & Calumet Avenue

Uses & Destinations

- Gas stations, small-scale retail, medical, residential (subdivisions and individual homes), self storage, Dyer Indoor Soccer Arena

W. 101st Avenue


Can we widen this road and increase the speed limit? Coming from IL where the speed limit is 50+ then as soon as you cross the border we come to a screeching halt.



 Traffic Problem | 10 days ago

Like  +3


Dislike 

Please make these three streets double laned on both sides and raise the speed limit to 45 so people don't have to leave at 5:30 am to get to work on time. Additionally, add separate bike lanes and walking paths on 101st so that we can promote a healthy happier community.


 Ideas and Opportunities | 10 days ago

Like  +6 Dislike  -5

We need to be more selective of new businesses going into the area. This is a safe and growing community that is the initial entry point from Illinois into Saint John. Make sure the types of businesses going into these locations are attracting the Saint John community.


 Safety Concern | 9 days ago

Like  +13

Dislike  -2

bike lane needed on 101st ave, bikes are allowed to use the full road, but an actual bike lane would be nice.

 Bike/Pedestrian Infrastructure Need | 10 days ago

Like  +6

Dislike 

W. 101st Avenue



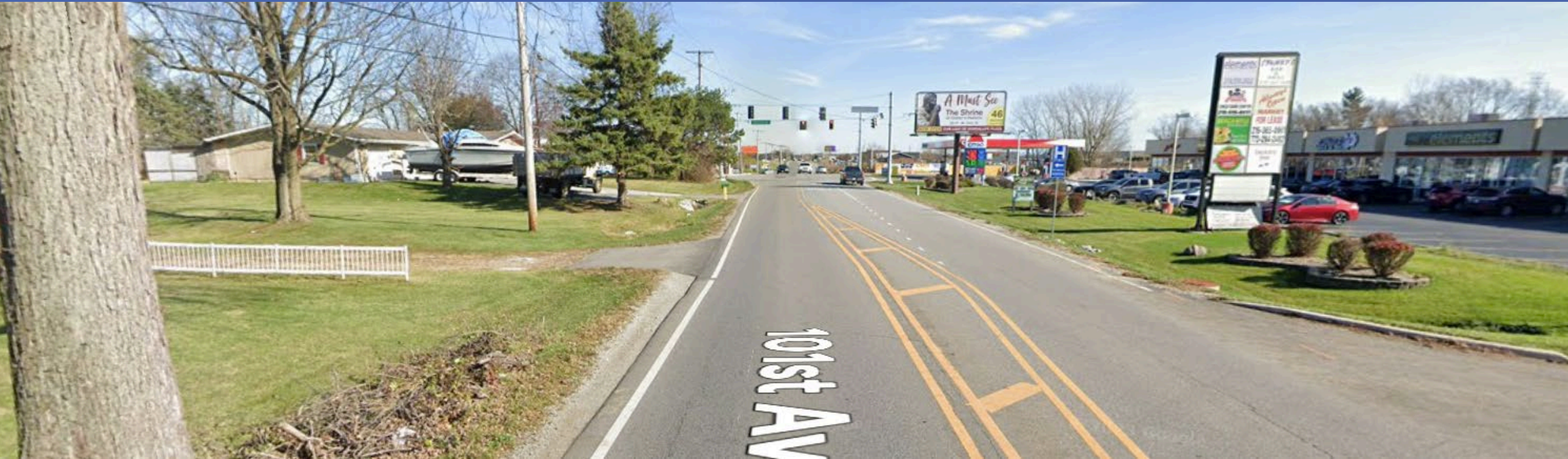
- Gateway and entry to St. John
- Some landscaping to enhance commercial uses
- Is it important to continue curb and gutter along the corridor?

W. 101st Avenue



- Residential neighborhood partially screened with a fence, some landscaping along the roadway
- Is this level of transitional screening adequate?

W. 101st Avenue



- Residential uses not screened from roadway or commercial across the street
- No sidewalks or bike paths for nearby residents to access shops or gas station
- Are sidewalks needed here? Additional landscaping?

W. 101st Avenue



- No sidewalks or bike paths for nearby residents to access shopping center
- Is there underutilized parking here? Potential for outdoor plaza/seating?

W. 101st Avenue



- Sidewalks leading to bank – but not connected to anything else until new development comes
- Is the lighting along this corridor adequate?

Calumet Avenue

Current Conditions

- Two-lanes with occasional turn lanes
- Largely rural/residential character
- Average annual daily traffic (AADT): approx. 11,000 vehicles/day (Source: INDOT)
- Roundabout planned for W 101st Avenue & Calumet Avenue

Uses & Destinations

- Primary uses: residential subdivisions, schools (Heritage Christian HS & Illiana Christian HS)
- St. John Commons development coming at W. 101st Avenue (commercial/retail, live/work, one- and two-story condo units, single-family villas)
- Shoe Corner at Calumet & W. 109th Avenue

Calumet Avenue

A trader Joe's would be absolutely a dream to have here! In a nice walkable mini mall, with nice landscaping/fountain to enjoy for families...

💡 Ideas and Opportunities | 7 days ago

Like 👍+10 Dislike 👎-3

Could this intersection be reconstructed as a roundabout instead of a traffic light in a future project? There could even be a shoe in the middle of the roundabout to immortalize shoe corner

🚗 Traffic Problem | a day ago

Like 👍+2 Dislike 👎

A community center would be nice. An indoor walking path with indoor basketball courts and more.

💡 Ideas and Opportunities | 3 days ago

Like 👍+4 Dislike 👎-2

sidewalk/biking along 101st possibly connecting to the bike route and bike route/sidewalk from 101st Avenue onto Calumet and at least to the Greystone light. or find a way to connect Emerald Crossing to Greystone, since no road connects them.

🚲 Bike/Pedestrian Infrastructure Need | 10 days ago

Like 👍+4 Dislike 👎

Additional walking/biking pathways along Calumet.

🚲 Bike/Pedestrian Infrastructure Need | 16 days ago

Like 👍+9 Dislike 👎

Calumet Avenue



- Sidewalk starts at residential development – not connected to anything else
- Berming and landscaping screen residences from roadway
- Thoughts on this level of landscaping and screening?

Calumet Avenue



- Calumet Avenue & W. 109th Avenue (“Shoe Corner” – local legend/folklore)
- Should this be highlighted as a local landmark in some way?

Calumet Avenue



- No pedestrian or bike connections to/from Illiana Christian High School
- Are there any streetscape or public space opportunities here?

W. 109th Avenue

Current Conditions


- Average annual daily traffic (AADT): range from 10,000 – 17,000 vehicles/day (Source: INDOT)
- Intermittent sidewalks/paths
- Primarily two-lane roadway
- Two railroad viaducts
- Traffic congestion and difficult intersections are key concerns
- Roundabouts planned at White Oak Ave, Parrish Ave, and Cline Ave

Uses & Destinations

- Star Landscaping, Landheim Dog Training & Boarding, new residential subdivisions, Cornerstone Protestant Reform, Palmira Golf Club, Lincoln Elementary School, Forever Green Landscape Center, First Savings Bank, small scale retail, the Gates of St. John


W. 109th Avenue



This needs to be widened to 2 lanes headed eastbound. During rush hour traffic builds up for a mile or more. It backs up passed Lincoln Elementary school.

 Traffic Problem | 10 days ago


Like  +7 Dislike 

Traffic management is key here as this light backs up to the west terribly, making it a huge bottleneck. Widening will help along with with longer turn lanes for both northbound and southbound traffic to route 41.

 Traffic Problem | 8 days ago

Like  +4 Dislike  -1

109th should be 2 lanes each direction from calumet to the crown point square.

 Traffic Problem | 10 days ago

Like  +4 Dislike 

W. 109th Avenue

This intersection is terrible dangerous because there are no left turn lanes. The design is terrible, if one care is turning left the all traffic stops. Cars attempt to go around the stopped car and potentially collide into oncoming traffic.

🚦 Safety Concern | 10 days ago

Like 👍+3

Dislike 🗨️

Could we make a bike path that connects the Gates to all the stores on 41?

🚲 Bike/Pedestrian Infrastructure Need | 3 days ago

Like 👍+1

Dislike 🗨️

This would be a great area to add commercial buildings. A Starbucks, a trader Joe's and some unique restaurants would be great ideas. Of course none of this is recommended before 109th avenue is widened to 2 lanes each direction

💡 Ideas and Opportunities | 10 days ago

Like 👍+6

Dislike 🗨️-4

W. 109th Avenue



- Rural character along much of this roadway
- Is lighting needed here? Would that detract from the rural character?

W. 109th Avenue & Route 41 (Wicker Avenue)



- Major intersection that experiences congestion
- Other than traffic improvements, what would you like to see here?

W. 109th Avenue & Parrish Avenue

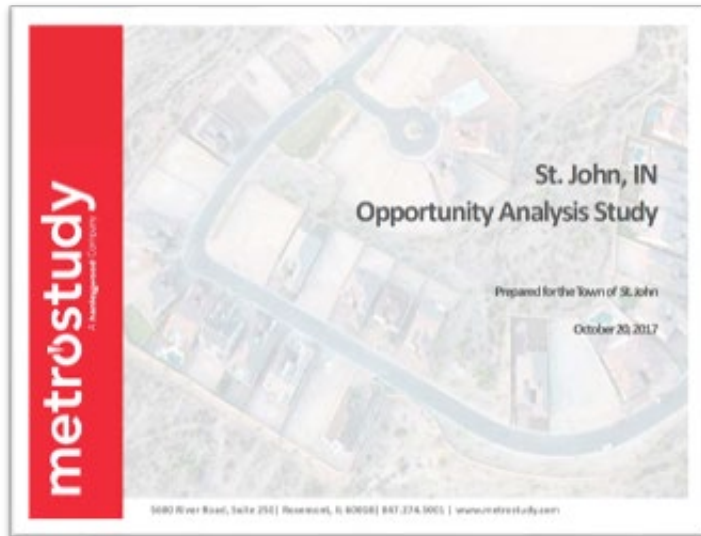


- Roundabout planned for this intersection to alleviate traffic (INDOT)
- Other than traffic improvements, what does this intersection need?

Past Planning Efforts

Recent Past Plans & Studies

- 2017 Comprehensive Plan
- 2017 Opportunity Analysis Study
- 2016 Thoroughfare Plan



Engagement to Date

www.StJohnCorridorsPlan.org

St. John Corridors Plan

101st Ave, Calumet Ave, & 109th Ave

[Home](#) [About](#) [Share Ideas](#) [News](#) [Contact](#)

Welcome!

The Town of St. John is planning for three of our emerging corridors: 101st Avenue, Calumet Avenue, and 109th Avenue. We need your help to define a community-supported vision for the future of these areas.

[LEARN MORE](#)



Interactive Comment Map

St. John Corridors Plan

101st Ave, Calumet Ave, & 109th Ave

Drag to
comment



Traffic
Problem



Ideas and
Opportunities



Safety
Concern



Bike/Pedestrian
Infrastructure
Need

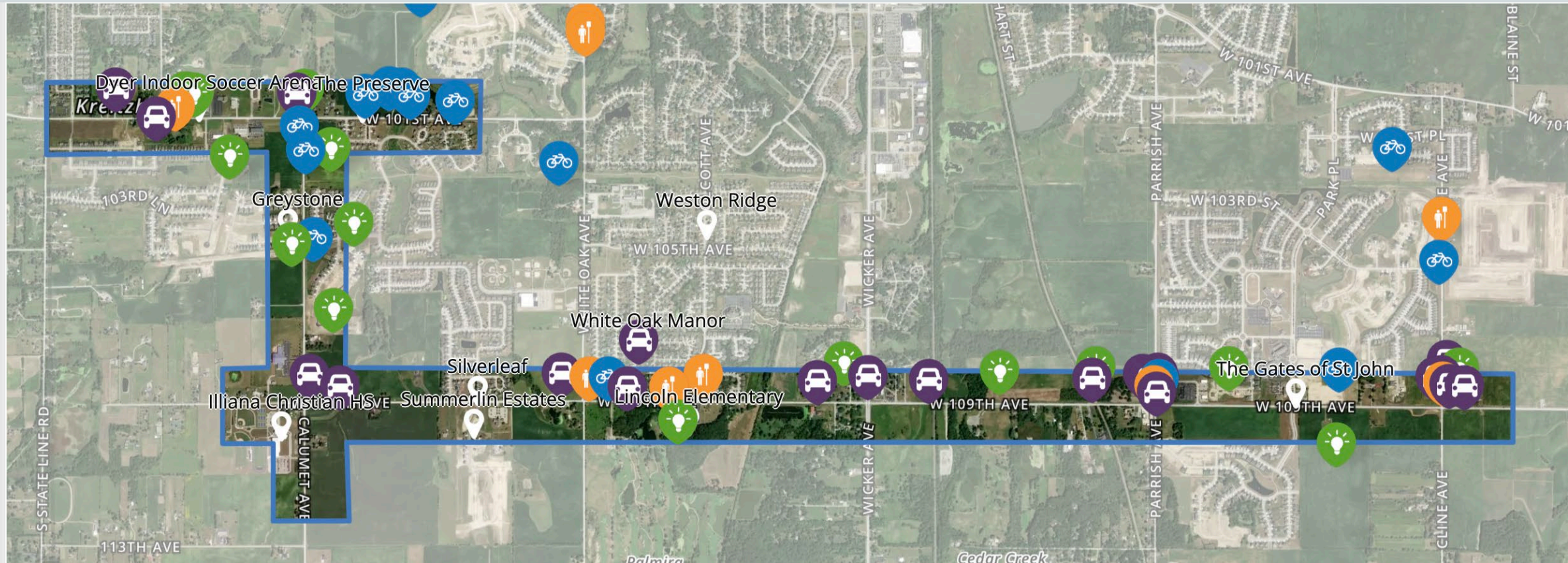



About


Activity



Project Website



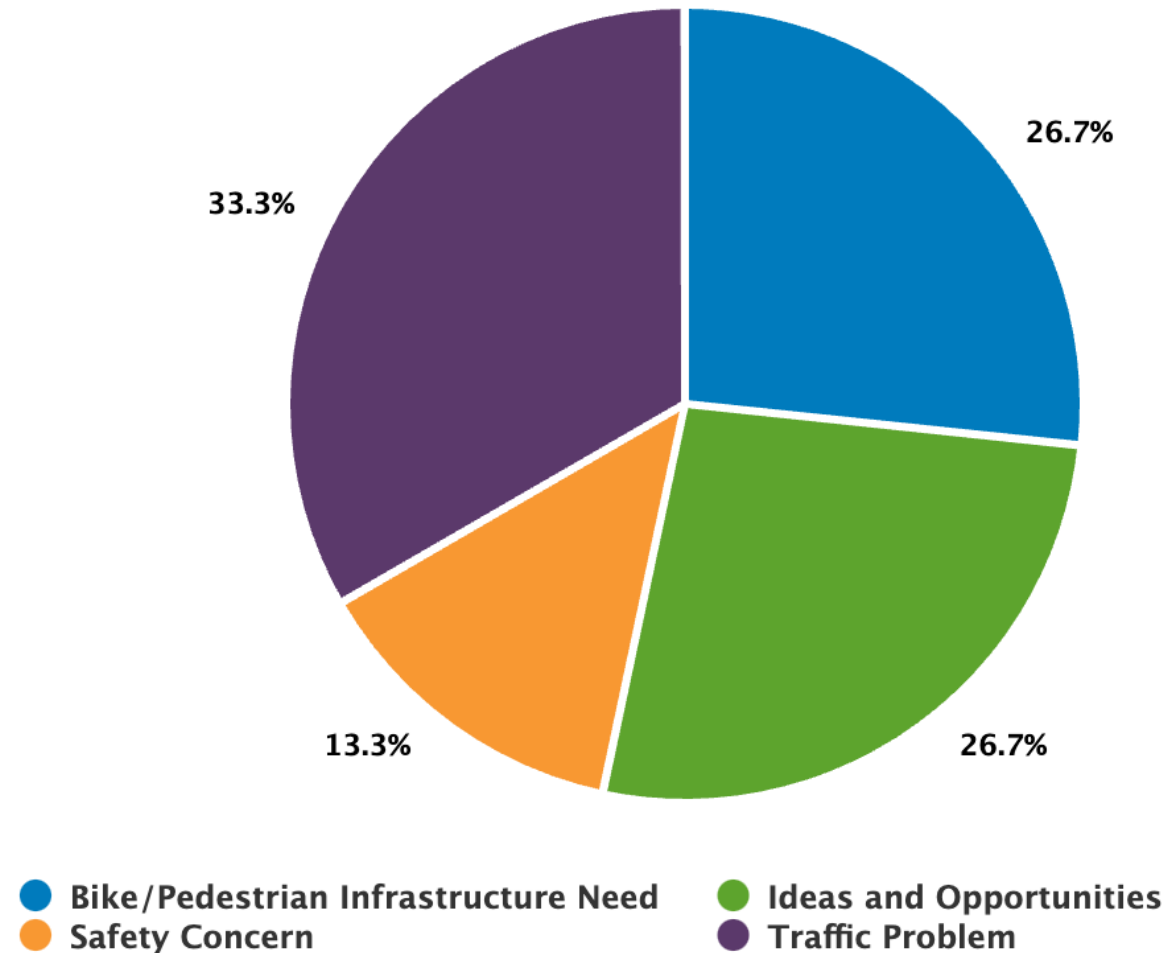
Online Engagement Stats

Website

- 1,900+ Views
- 960+ Visitors
- 135+ Subscribers

Comment Map

- 350+ Visits
- 75+ Comments



Stakeholder Interviews

- On February 8, 2023, Teska Associates held interviews with a total of 39 stakeholders representing a range of groups that relate to or have an interest in the future improvement and development of the three corridors.
- Groups included: developers, churches, home builders, property and business owners, schools, government agencies, and residents and homeowners' associations.

Stakeholder Interviews

Strengths

- Wonderful place to raise a family
- Desirable community with high-end homes
- Steady influx of new residents
- Stable market, increasing value
- Shrine is a tourist attraction
- Community hubs: churches, Ice Center, farmers market, VFW

Weaknesses

- Traffic congestion
- Lack of identity for community
- Limited variety of retail, amenities, services, restaurants
- No walkability
- No community gathering place, central destination
- Difficult to attract retail (low population density)
- Lack of landscaping along corridors

Stakeholder Interviews

Opportunities

- Potential for growth
- Attracting new sit-down restaurants
- Capture pass-through traffic for customer base
- Expand open space and recreation
- New community gathering place, entertainment venue
- Bike/pedestrian connectivity
- Riverfront District
- Trend towards smaller homes, varied housing products

Challenges

- Vehicular traffic getting worse
- Fragmented roads and trails
- Infrastructure: stormwater, roads, viaducts
- Railroad crossings on 109th
- Seen as a bedroom community
- Not all residents have St. John address – takes away from cohesive identity
- Lack of long-term vision for future development

Thank you!

Questions?

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