



Transportation

1. INTRODUCTION

INTRODUCTION



ROADWAY CLASSIFICATIONS



THOROUGHFARES



TRANSIT



GREENWAYS

The Town of Schererville's growth and development is heavily influenced by the history of transport and travel. This tradition will be supported in the Transportation Plan by fostering a variety of transportation modes and expanding access to major activity centers in Town and regionally.

The past two (2) decades have seen exploding population growth in the Town of Schererville and surrounding communities. The regional migration from the northern part of Lake County and southern part of Cook County, Illinois, into the western part of the county has created significant transportation challenges for the area. With the expansion of residential development has come an increase in the number of retail centers, restaurants, medical offices, and to a lesser extent, office development. Much of the growth has occurred in Schererville, which has also experienced significant housing development.

Schererville's transportation system, as a suburban community, is primarily focused on the needs of the automobile. However, the capacity of the two major corridors in the Town is reaching its limits. Other alternatives will need to be explored. There is also strong interest for development of non-motorized modes of transportation. Trail development and expansion of pedestrian ways and local sidewalks are good examples. Development of mass transit and support for a stronger presence of transit facilities in Town for regional connections and access to Downtown Chicago was also expressed in discussions with residents.

The objectives for the Transportation Plan center on developing and maintaining a unified system for Schererville that address all types of transportation modes. They also aim to address the challenges of in-town traffic, cross-town travel, and regional access. The transportation goals for Schererville are intended to be complimentary to the land use goals in their support of mixed use development and provisions of the sustainable means of development. The Transportation Plan, however, recognizes that cars will continue to be the dominant form of transportation for crosstown traffic and regional travel. Therefore, the Plan supports several initiatives aimed at reducing traffic impact, rerouting car movements, and providing alternative access points. Several strategies contained in the Plan will foster better traffic management. Finally, the Plan supports land use policies of encouraging more mixed use neighborhoods with integrated sidewalks, trails, and facilities which reduce reliance on automobile for local trips.

The most important elements of the Transportation Plan are the two (2) major federally designated highways in the Town. These arterials have traditionally played a significant role in development of the Town. Their meaning to the Town's sustainability and livelihood should not be ignored, compromised, or even slighted. Maintaining the flow of traffic and accessibility of the businesses and neighborhoods on these roads remains a high priority objective for the Plan.

The following sections will initially present the functional classification of different roads in the Town of Schererville. Then, the Plan presents the primary goals for the future transportation system. Improvements that will need to be undertaken over the next twenty-five (25) years are also listed under each element of the Plan. These improvements are illustrated in Exhibit 10, Transportation Plan.

The Transportation Plan has three (3) different elements. These elements are:

- 1) Thoroughfare
- 2) Transit
- 3) Greenways network.

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

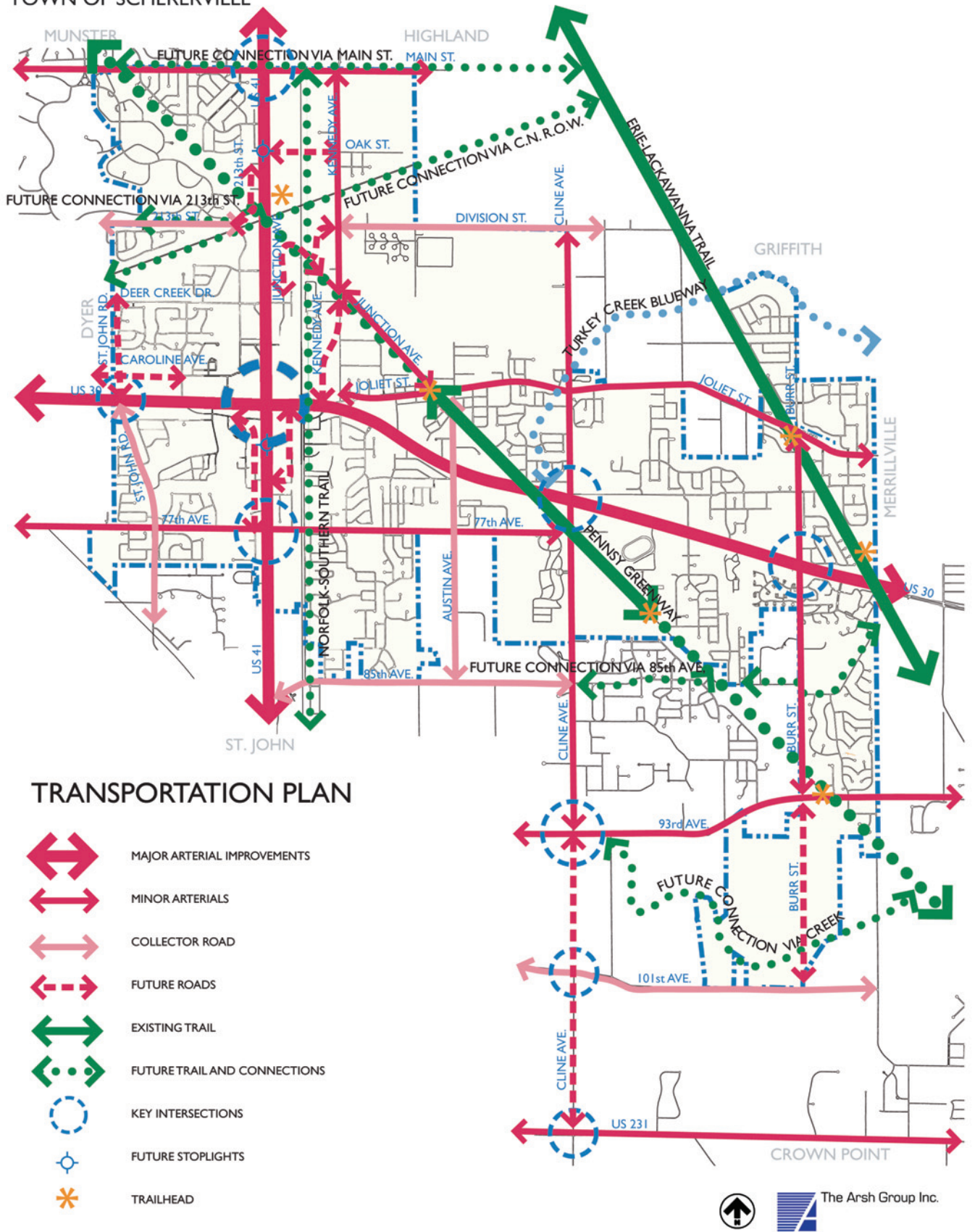


EXHIBIT 10 - TRANSPORTATION PLAN

2. ROADWAY FUNCTIONAL CLASSIFICATIONS AND STANDARDS

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ROADWAY CLASSIFICATIONS & STANDARDS



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Each of the roadways in Schererville's roadway network can be categorized according to a typology known as roadway functional classification. Roadway functional classification is a method to classify a roadway based on the type of service it provides. Since two (2) major functions of a roadway are to serve through traffic and provide access to adjacent property, different roadways prioritize these two (2) functions differently. For instance, arterials generally prioritize the movement of traffic over access to individual adjacent properties, whereas local streets prioritize access to private properties over through traffic. Roadways are also intended to provide bicycle and pedestrian access and circulation and are the backbone of the bicycle and pedestrian network.

The Town's conceptual roadway plan, with general functional classifications, is shown in Exhibit 10. The functional classifications for roadways, assumed or proposed for the Town, are detailed below. It should be noted that there is no classification for freeway and expressways as there are no such facilities in the Town.

I. Arterials

Arterial streets are intended as routes for moving large volumes of traffic from a community to another community. This includes the movement of passenger and freight vehicles across the region. Primary arterial streets generally include US and state highways. Arterials typically provide non-freeway/highway connections between major residential, employment, and activity centers.

Arterials are generally intended just for motor vehicle circulation. However, in recent years, they are also designed to facilitate bicycle and pedestrian circulation. As appropriate to the terrain and character of the neighborhood, arterials could include sidewalks of sufficient width to allow pedestrians to walk side-by-side and a planting strip wide enough to accommodate large canopy shade street trees between the sidewalk and the curb and gutter. Roadways classified as arterials in the Plan are shown on Exhibit 10 and consist of US 30 (Lincoln Highway) and US 41 (Indianapolis Boulevard).

2 Minor Arterials

Minor or secondary arterials are streets that generally carry less traffic than primary arterial roads. Secondary arterial streets generally include locally significant roads, such as truck routes and bypasses. In many cases, secondary arterials are integrated into the local street system, also serving to provide access to neighborhoods, institutions, businesses, and centers of activities. The preferred right-of-way for these roads are 80'-100' depending on the level of service desired. Roadways classified in the Plan as minor arterials are:

1. Burr Street
2. Cline Avenue
3. Junction Avenue
4. Kennedy Avenue
5. Joliet Street
6. 93rd Avenue (91st Avenue in the east)
7. Main Street
8. 77th Avenue

3 Collector Roads

Collectors are intended to “collect” traffic from local roadways and carry it to roadways higher in the street classification hierarchy such as arterials, highways, and freeways. These roadways also serve adjacent properties. Collectors typically have one lane of traffic in each direction. Collector roads should typically have a 70’-80’ right-of-way. Roadways classified as major collectors include:

1. Division Street
2. 85th Avenue
3. Eagle Ridge Drive
4. 101st Avenue
5. 213th Street
6. Austin Avenue
7. St. John Road
8. Lincolnwood Road
9. Woodhollow Drive

4 Local Streets

Local streets are intended to serve adjacent properties only, and should enhance community livability and aesthetic. They can also give a neighborhood character, as they provide the ultimate impression of a community. Local streets typically carry very little, if any, through traffic, and generally carry very low traffic volumes, usually less than 4,000-5,000 vehicles per day. Speed limits on local roadways normally do not exceed 25-30 miles per hour. Exhibit 10 does not name local streets, but shows most of them.

5 Greenways

A greenway is a linear open space which links different parts of a community or a region together. They provide access to open space, parks, schools, or activity centers. Greenways are intended to serve cyclists, hikers, and other non-motorized users. Greenways typically have one (1) paved path consisting of two (2) lanes with preferred width of 12’-14’. Greenways sometime provide additional separated lanes for hikers and cyclists. There is only one (1) trail in the Town, the Erie-Lackawanna Trail. A second trail, the Pennsy Greenway, is currently under construction.

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3. THOROUGHFARES

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The Thoroughfare element of the Transportation Plan describes the planned road system for the Town of Schererville. The roads in the Plan are placed into these classifications according to the character of the service they are planned to provide in the future. Arterials typically provide high operating speeds and little to no access to properties. Local roads and streets, on the other hand, provide access to properties, but have very low operating speeds. Collectors and minor arterials are in between arterials and local roads and streets, in that they provide moderate operating speeds and some access to properties.

The Schererville Thoroughfare element proposes development of an organized and consistent network of road system where each component plays its appropriate hierarchical function. Thus, the Thoroughfare element is intended to be compatible to existing and proposed land uses and the desired community character. The Thoroughfare element includes not only new roads for the network, it also identifies planned street extensions and improvements.

The two (2) federal arterials in the Town, US 30 and 41, require special attention. This attention should be directed on coordination and collaboration with the State and Federal agencies and focused on planning and future improvements. The Transportation Plan recognizes this reality that the Town's road system is a critical part of a regional system that involves a variety of agencies. Therefore, while the Plan identifies some steps to address local needs and provide north-south and east-west traffic relief, it does not identify any solutions for the regional transportation issues. The need to improve regional travel, including a possible South Suburban Expressway, or development of mass transit, should be addressed through the combined efforts of the State of Indiana, Federal Highway Administration (FHWA), Regional Bus Authority (RBA), Northern Indiana Commuter Transportation District (NICTD), Northern Indiana Regional Planning Commission (NIRPC), and other municipal governments. Nonetheless, Schererville can exercise substantial influence through its use of land use regulations to promote an orderly growth and remove impediments or potential negative traffic impacts of the future developments along its major arterials.

GOAL 1: Improve Schererville's accessibility for a variety of different transportation modes.

Strategy: Work with INDOT and others to program and coordinate all improvements and curb cuts in major corridors in Town.

The arterial roads in Schererville have two (2) primary purposes. First, they serve as the primary means of moving traffic through the Town and activity centers. Second, they provide access to businesses and residential neighborhoods adjoining these corridors. Both of these purposes should not be compromised. The Town must actively coordinate local land use and development programs with the Indiana Department of Transportation (INDOT) and FHWA. One element of this coordination will be the frequency of curb and median cut permits issued by the INDOT. Another element will be to support implementation of transportation system management (TSM) strategies, in coordination with INDOT, for both corridors.

The number of access points along US 30 and US 41 directly affects the operation of these arterials. An excessive number of entry points often reduces capacity for movement and delays travel. Turn lanes and stoplights at strategic locations are necessary to aid in the flow of this traffic. A desirable alternative to many different curb cuts on these arterials is to group these entry points into one formal and organized entrance. The single entrance will serve many buildings and perhaps adjoining neighborhoods. In some cases, it may be neces-

sary to combine existing entrances or encourage new business to use existing entrances. The new entrance can be furnished with landscaping and landmarks for identification and character.

One other aspect of these arterials is the fact that they also serve as gateways to the Town and many neighborhoods. In this respect, they require special attention. Signage control, streetscaping and parking lot landscaping, as well as other architectural design guidelines, will need to be employed to maintain a pleasant character for both corridors.

Policy:

1. Value, protect, and preserve the economic significance of the two (2) major corridors in the Town.
2. Maintain US 30 (Lincoln Highway) and 41 (Indianapolis Boulevard) as primary arterial corridors where traffic needs to flow smoothly with the least amount of hindrance.
3. Support optimization of all of the signalized intersections along primary corridors to increase intersection capacity, enhance mobility, and reduce delays.
4. Encourage new developments around existing intersections along primary corridors.
5. Support development of mixed uses and higher density development along primary corridors.
6. Limit and reduce, where possible, the number of curb cuts, median cuts, and stoplights consistent with the Transportation Plan.
7. Encourage combining and sharing existing parking lot curb cuts to improve orderly traffic flow.
8. Support development of auxiliary reliever and service roads along major corridors.
9. Encourage cross easement between parking lots to enhance the flow and safety of traffic movements.
10. Encourage development of alternative routes, reliever roads, and other improvements to increase traffic flow on major arterials consistent with the Transportation Plan, such as:
 - **Oak Street** extension between Kennedy Avenue and US 41.
 - **Main Street** Intersection improvement at US 41.
 - **Kennedy Avenue** realignment and extension to US 30.
 - **US 30 Bridge** under the Norfolk-Southern Railroad, east of US 41, needs to be replaced and widened.
11. Promote comprehensive approach to traffic and access management for both corridors for a balanced access and mobility.
12. Support development and maintenance of streetscaping, landscaping, sign control, and other aesthetic improvements along major corridors.
13. Promote development of pedestrian crossing facilities where feasible along primary corridors.

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**Action Steps:**

- Prepare Access Management Plan for US 30 and 41 in collaboration with State and Federal agencies.
- Prepare plans and seek funding for right-of-way acquisition and construction of Oak Street underpass.
- Implement planned improvements for the Main Street intersection to ease congestion.
- Prepare plans for right-of-way acquisition and lane addition for Kennedy Avenue.
- Prepare and adopt Sign Control Ordinance to remove unsightly and other distractions on major corridors.
- Support construction of the proposed South Suburban Expressway.

Strategy: **Improve and expand existing roads to better accommodate all travel modes and all segments of the population.**

Long term maintenance and economic viability of the Town will largely depend on availability and quality of transportation infrastructure in the Town. The ability of the residents and visitors to freely travel and reach destinations will require concerted efforts by the Town to coordinate public improvements and manage its transportation network.

In order to build up the transportation network and plan for future growth, new road extensions and improvements to the existing network will be required. The proposed improvements listed below will need to be incorporated into the Town's Capital Improvement Plan. Roads identified within the Subareas and parallel service and auxiliary roads along major corridors are anticipated to be implemented incrementally as opportunity arises, redevelopment occurs, and funding becomes available. Improvements that are outside the Town boundary at the present time will be planned after affected areas are incorporated into the Town and funding becomes available.

Policy:

1. Promote the strategic development of new roadways that benefit and enhance the existing roadway network and improve access and mobility for all travel modes.
2. Support improvement of the following roads in accordance with the Transportation Plan and consistent with the Future Land Use Plan.

MINOR ARTERIALS

Minor arterials that will need to be improved typically require wider right-of-way (preferably 100') to accommodate a variety of the amenities including landscaped medians and potential access for transit and access for bikeways. These arterials are:

- **Kennedy Avenue** from US 30 to Main Street. Plan and acquire right-of-way for future extension and development of the road.
- **Cline Avenue** from Division Street to the Town boundary on the south. Cooperate with the Town of St. John to continue the improvement in St. John section.

- **Burr Street** from Joliet Street on the north to 101st Avenue on the south. Improvement should include provision of infrastructures and all street amenities. Coordinate with the County to implement all improvements.
- **Joliet Street** from the Town boundary on the east to Kennedy Avenue. Improvements should reflect the historical character of the Downtown with emphasis on pedestrian and streetscaping. Also, consider curb bump-out to accommodate pedestrians while enhancing traffic flow and creating additional on-street parking.
- **Main Street** from east to west boundaries of the Town. Improvements to include railroad crossing, pedestrian and bikeway access, and other street improvements to create an attractive gateway. A long term regional objective for this road will be to extend the road to Joe Orr Road in Illinois.
- **77th Avenue** from Cline Avenue to the Town boundary on the west. Improvements include curb, sidewalk, bike lane, intersection improvements at Cline Avenue, and rail crossing reconstruction.
- **Junction Avenue** from Joliet Street to Kennedy Avenue. Improvements should primarily include lane addition, street improvement, and sidewalk for pedestrian use.

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COLLECTOR ROADS

Collector roads will need to be improved to support all modes of transportation, including pedestrian and bicycle traffic. It is also highly desirable to provide streetscaping and other amenities on these roads where feasible. To accommodate these features, these roads should have a right-of-way between 70'-80'. These roads are:

- **St. John Road** from the Town boundary on the south to US 30. Plan for right-of-way acquisition to extend the road north to Deer Creek Road.
- **Austin Avenue** from Joliet Street to US 30. Improvements to include signage, streetscaping, and gateway treatment. From US 30 to 77th Avenue, plan for street reconstruction. Improvements to fully include three lanes with curb, sidewalks, and a dedicated lane for cyclists.
- **Division Street** from Cline Avenue to Kennedy Avenue. Improvement limited to street pavement and pedestrian and bike trail.
- **213th Street** from Eagle Ridge Drive to the Town boundary. Plan and acquire right-of-way for extension north and east to US 41 (Indianapolis Boulevard) when appropriate. Provide streetscaping, pedestrian access, and bike lane on the street.
- **85th Avenue** from Cline Avenue to US 41 (Indianapolis Boulevard.) Improvements will need to be coordinated with the County for segments that are outside the Town limits.
- **93rd Avenue** from the Town boundary on the east (91st Avenue) to US 41 (Indianapolis Boulevard.) All improvements, including right-of-way acquisition (if required), will need to be coordinated with the County and Town of St. John to assure uniform capacity.



- **Lincolnwood Road** from Joliet Street south to 85th Avenue. Improvements should include road widening, as required, to assure two (2) lanes with a turning lane. Incorporate development of sidewalk, bikeway lane, and other amenities as required.
- **101st Avenue** from Clark Road to Cline Avenue. All improvements must be coordinated with the County and the Town of St. John.

LOCAL STREETS

Several local streets are currently in need of improvement. As the Town grows, other streets will need to be constructed or reconstructed. It is highly desirable for the Town to incorporate Complete Streets design guidelines in all of the future improvements. It is further desirable for the Town to incorporate other amenities, including streetscaping, street trees, and lighting in all future street improvements. The local streets proposed for improvements are:

- **Caroline Avenue** extension west from Janice Drive to Town boundary on the west.
 - **Downtown Streets** where several streets in the older part of the Town require complete reconstruction. Although most of the Downtown area is proposed for redevelopment, street improvements should be coordinated with implementation of redevelopment efforts.
 - **85th Avenue** from Burr Street to Rohrman Road. Plan and implement reconstruction in coordination with Rohrman Road. Provide sidewalk and bike lane for road.
 - **Rohrman Road** from 85th Avenue to Cline Avenue. Improvements to include sidewalk, bike lane, and street reconstruction. Coordinate improvements with the Pennsy Greenway project.
3. Encourage extension and upgrade of Kennedy Avenue as a minor arterial road between US 30 and Main Street.
 4. Encourage and support construction of parallel auxiliary and service roads along major corridors to relieve traffic and support a diversified economy.
 5. Incorporate recommended improvements in the Transportation Plan into the Town's Capital Improvement Plan.

Action Steps:

- Plan and prepare designs for 77th Avenue improvement, including intersection at Cline Avenue.
- Prepare design plans for improvement of Lincolnwood Road (Alexander Street).
- Prepare plans and designs for Rohrman Road in concert with Pennsy Greenway to assure complete coordination.
- Prepare and adopt a Capital Improvement Plan. Prioritize and assess the feasibility of the proposed improvements.

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

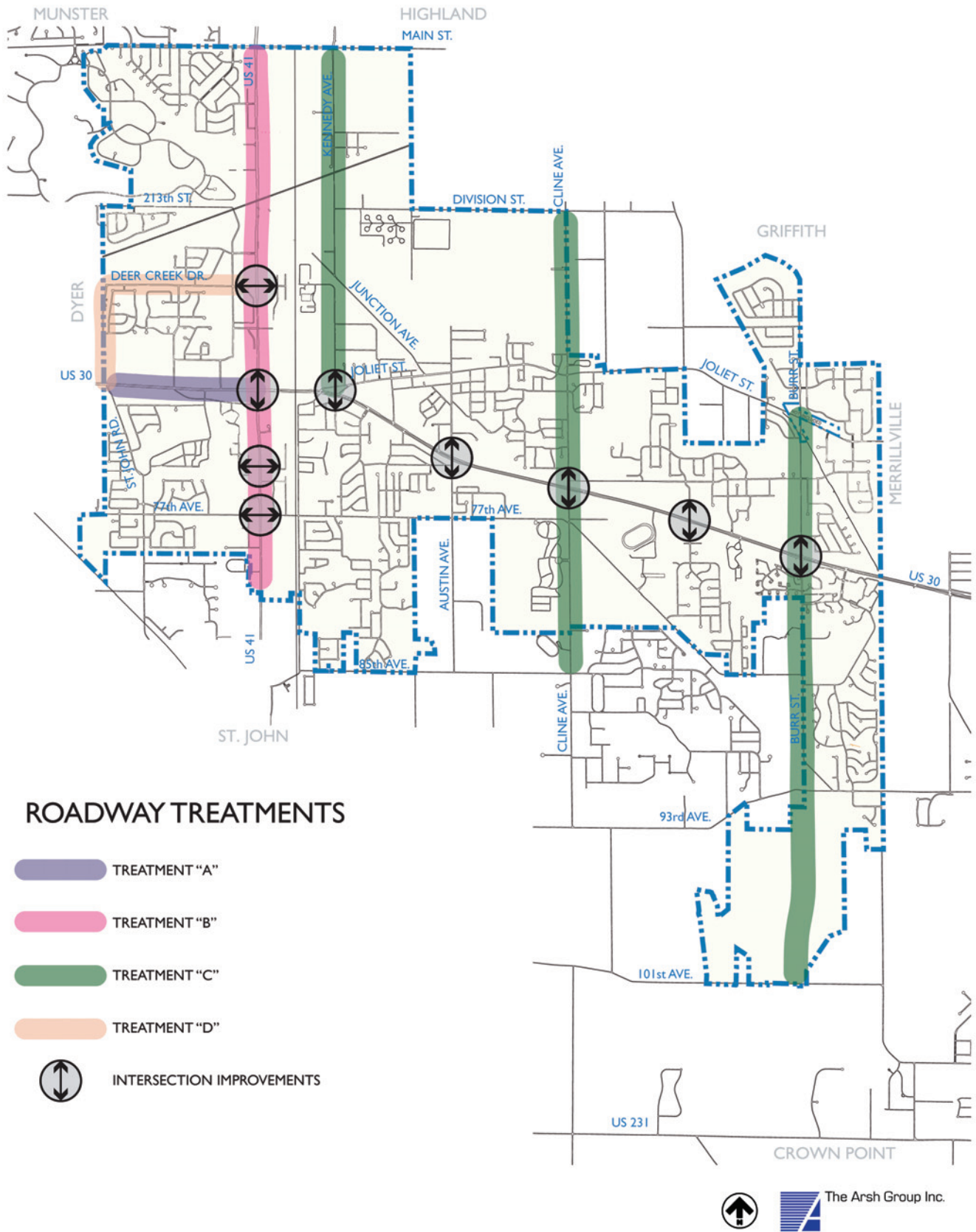


EXHIBIT 11 - ROADWAY TREATMENTS

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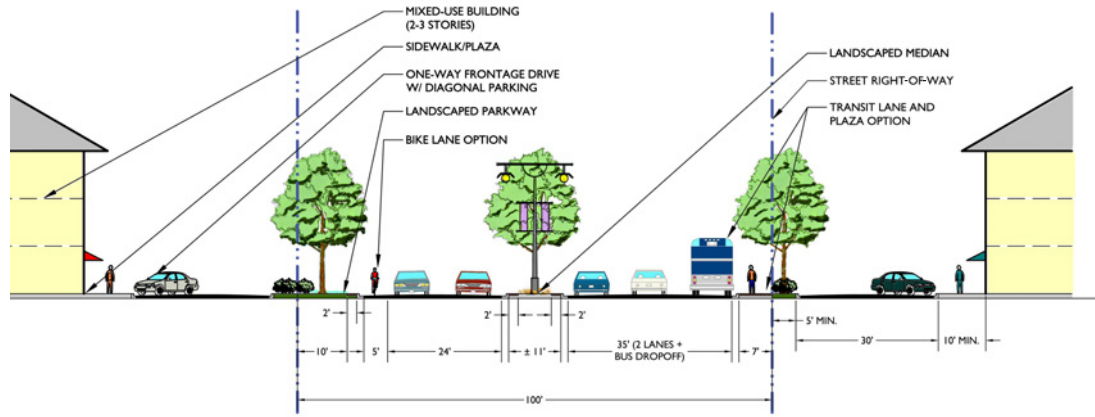
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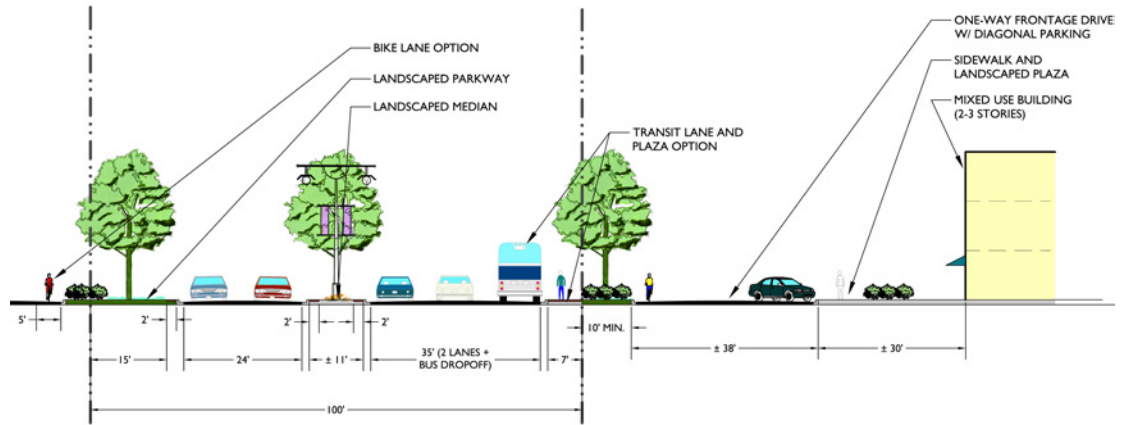
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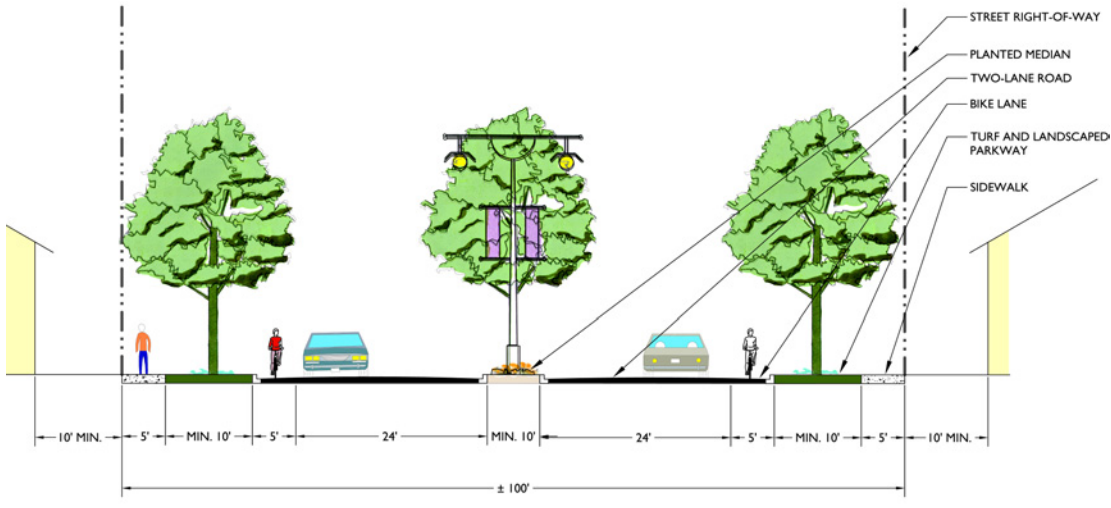
GREENWAYS



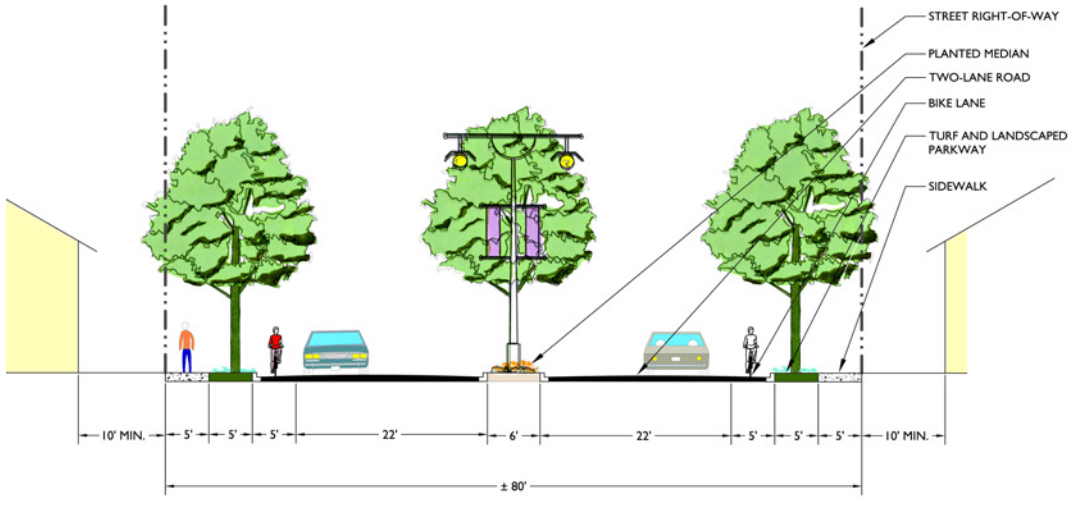
STREET TREATMENT "A" - US 30 (LINCOLN HIGHWAY, WEST of US 41)
MAJOR ARTERIAL



STREET TREATMENT "B" - US 41 (INDIANAPOLIS BOULEVARD)
MAJOR ARTERIAL



STREET TREATMENT "C"
 MINOR ARTERIALS



STREET TREATMENT "D"
 COLLECTOR STREETS

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The Transit element of the Transportation Plan aims to foster development of public transit, both bus and rail, in an effort to address the transportation needs of residents. The needs for public transit are more critical at a regional level, and particularly for access to Illinois and Downtown Chicago. The Transit element also supports development of regional structure to assure availability of alternative modes of transport. It further promotes the provision of access to major trails from all parts of the Town, while supporting development of broader efforts for integration of pedestrians into all modes of transportation.

GOAL 2: Promote development of an efficient regional transportation system with connections to Chicago.

Strategy: Support regional efforts to coordinate transportation, and environmental stewardship in the metro region.

Policy:

1. Work with the RBA, NIRPC, and others to promote development of transit facilities in the Town. Seek funding for major transportation enhancement to develop transit infrastructure for major corridors in the Town.
2. Collaborate with Highland and NICTD to develop a transit station in close proximity of Kennedy Avenue.

Strategy: Expand transit facilities in the Town.

Policy:

1. Promote development of a transit center off of Main Street.
2. Establish US 30 and US 41 as transit oriented corridors with potential dedicated lanes for bus use if feasible.
3. Implement and encourage “Park and Ride” areas for transit and bikers in activity centers (Main Street area and US 30 and 41 area).

Action Steps:

- Amend and adopt zoning regulations for provision of transit facilities and park and ride spaces in major commercial activity centers (Main Street area and US 30 and 41 area).



TRANSIT CENTER CONCEPT

5. GREENWAYS - PEDESTRIAN AND BIKEWAYS

The Greenways and pedestrian element of the Transportation Plan identifies future pedestrian and trail connections which aim to expand alternative, non-motorized modes of transportation in Town. The element is also intended to be coordinated with the redevelopment and public improvement efforts as well as trail construction activities of the Parks Department.

GOAL 3: Integrate bicycle and pedestrian travel into overall transportation system and facilities.

Strategy: Provide access to Pennsy Greenway from all neighborhoods.

The proposed Pennsy Greenway offers the opportunity to cross and access different neighborhoods, schools, and Downtown without the need to cross the major highways in the Town. The diagonal alignment of the trail also makes it feasible to provide access from almost all neighborhoods. To maximize these opportunities, the Town will intend to integrate its street improvements and future road locations with the trail development to assure access for pedestrian and use of trail by bikers.

Policy:

1. Support preservation of corridors for development of pedestrian and bike traffic consistent with the Thoroughfare element. Potential trail corridors include:
 - **Main Street** from Erie-Lackawanna Trail to western Town boundary. Coordinate with the Towns of Griffith, Highland, and Munster to assure complete linkage.
 - **CSX right-of-way** from Erie-Lackawanna Trail to the Town of Dyer boundary.
 - **Norfolk & Southern right-of-way** from St. John border to Main Street. Coordinate protection of the corridor north of Main Street with the Town of Highland for eventual linkage to future South Shore Station in the area.
 - **Turkey Creek Blueway** from Merrillville boundary to Cline Avenue. Coordinate with the Town of Griffith, Lake County Parks, and the Town of Merrillville to assure contiguous access to creek.
2. Support development and maintenance of pedestrian facilities and bike-ways on the following roads.
 - **77th Avenue** corridor and vicinity from Cline Avenue to Town border on the west.
 - **213th Street** from US 41 to the Town of Dyer border.
 - **85th Avenue** from US 41 to Burr Street. Extend bikeway to Erie-Lackawanna Trail when feasible.
 - **93rd Avenue** from the Town border on the east to Cline Avenue. Coordinate with the Town of St. John.



ALEXANDER STREET, WITH ROOM FOR A BIKE PATH AND LINEAR PARK ON THE LEFT

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3. Support development of trailheads consistent with the Transportation Plan. The trailheads, in line with the quality design efforts of the Plan, should be professionally designed for each site to meet the architectural design of the neighborhood or surrounding setting.

TRAILHEADS

- **US 30 and Erie-Lackawanna**, coordinating access and provision of parking with the Town of Merrillville.
 - **Rohrman Park** improvement will need to be coordinated with the development of Pennsy Greenway.
 - **91st Avenue/Burr Street**
 - **Downtown** improvements limited to signage and bike racks as facilities at Redar Park can be accessed at this location.
 - **Division Street** improvements to be coordinated to meet the needs of the workers in the area.
4. Encourage creation of wide sidewalks in commercial districts.
 5. Support development of bike and pedestrian way on all collector roads consistent with the Transportation Plan.
 6. Encourage development and maintenance of pedestrian access corridors in all zoning districts particularly in commercial and mixed use districts.
 7. Support development of a linear park along Pennsy Greenway in the Downtown area.

Action Steps:

- Identify and seek alternative funding sources to coordinate improvement of multiple types of transportation projects.
- Prepare and adopt a Pedestrian and Bike Master Plan for an orderly process to connect neighborhoods, parks, schools, and other centers of activities.
- Incorporate proposed trail and pedestrian improvements into Capital Improvement Plan.
- Develop, revise, and adopt the Town’s street design standards to meet pedestrian and biker’s requirements.
- Develop a Trail Adoption Program to maintain Town’s greenways and main streets.
- Prepare a master plan and implement a linear park concept in Downtown.
- Prepare prototype trailhead plan for the Town with minimum design standards.



PRESERVE CORRIDORS FOR TRAIL USE



ALLOW WIDE SIDEWALKS IN COMMERCIAL DISTRICTS