City of Crown Point

Downtown Circulation and Parking Plan

Acknowledgements

The City of Crown Point would like to recognize and thank all the members of the public that participated in the planning effort and specifically to the following Steering Committee, staff members, and other public officials. The success of this effort could not have occurred without their commitment and vision.

Mayor
Dan Klein

Steering Committee
Sandy Bapple
Dave Beckham
Dave Bryan
Katherine Chariton
John Dockus
Lynn Frank
Mary Jo Klepsch
Tory Prasco
Rosemary DeSt.Jean
Gayle Van Sessen
Chris Valavanis

City Staff
Franklin Mosko, Economic Development Director
Curt Graves, Planning Director

Consultant Team
LSL Planning
Kinzelman Kline Gossman
First Group Engineering

Document Approved December 2005

Table of Contents

Chapter 1: Introduction ---------- Page 1
Purpose ----------Page 1
Planning Process ----------Page 1
Summary of Vision and Plan Objectives ----------Page 2
Plan Contents ----------Page 3

Chapter 2: Circulation and Parking Plan ---------- Page 4
Introduction ----------Page 4
Key Findings ----------Page 4
Circulation and Parking Objectives ----------Page 6
Alternatives Considered ----------Page 7
Preferred Alternative Plan ---------- Page 11
General Circulation and Parking Recommendations --- Page 16

Chapter 3: Urban Design Plan ----------Page 19
Introduction ---------- Page 19
Key Findings ---------- Page 19
Urban Design Objectives ---------- Page 20
Urban Plan ---------- Page 20
Streetscape Improvements ---------- Page 27
Downtown Signs ---------- Page 31

Chapter 4: Action Plan ----------Page 35
Introduction ---------- Page 35
Project Implementation Program ---------- Page 35

Appendices
Appendix A: Traffic Data
Appendix B: Parking Data
Appendix C: Project Cost Estimates

CHAPTER 1: INTRODUCTION

Purpose

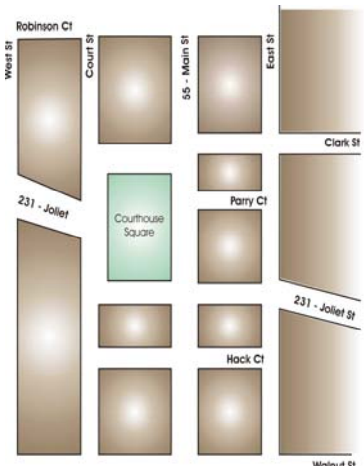


Figure 1: Study Area

The center of Crown Point is its historic business district. A prominent "square" is the focal point on which is perched the former County Courthouse, now an active center of shops. Other shops, restaurants, and offices surround the Square creating a synergy that draws daily visitors and truly creates a central hub of activity.

While the active Downtown would be the envy of many cities, the City and business community realize that parking and traffic issues are limiting potential. As the area continues to grow in size and popularity, Downtown needs a plan of action to ensure it remains a vibrant business center.

This plan builds on previous efforts but with fresh and objective attention on vehicular circulation, parking, pedestrian environment, and urban design. The focus of the study is around the Courthouse Square, but the project study area boundaries extend to Robinson Court to the north, N. East Street to the east, W. Walnut Street to the south, and N. West Street to the west (see Figure 1).

Planning Process

The process to develop this plan began with the dedicated efforts of a Steering Committee comprised of Downtown representative business owners, members of local organizations, residents, and City staff. The City also retained a consultant team that included experts in urban design, landscape architecture, transportation planning, parking, traffic engineering, wayfinding, and economic development.

Several meetings were held with the Steering Committee to discuss issues, ideas, study objectives, priorities, and selection criteria for a desired, or preferred, alternative. Thereafter, the consulting team collected and reviewed the following data (see Appendix A and B):

- Existing traffic counts, signal timing, and circulation patterns.
- Three years of accident (crash) data indicating the type and location of traffic accidents.

- New peak hour intersection turning movement counts and pedestrian circulation counts were taken.
- Public parking (on-street and off-street) spaces were inventoried.
- Parking occupancy and turnover data was collected on a typical Tuesday and a Saturday to indicate the frequency of use and the length of time cars parked in each space.
- City and State policies and regulations that would have an impact on the design alternatives.

Once the data was collected and evaluated, the consultant team prepared several design alternatives for consideration by the Steering Committee. Based upon input received first from the Steering Committee and then at a public workshop, the alternatives were refined into one preferred alternative presented in this plan.

Summary of Vision and Objectives

The concept for future circulation, parking, and design improvements in the Downtown are summarized by the following Vision Statement and Plan Objectives:

Vision Statement: *Support the creation of a vibrant and economically successful Downtown through a safe and comfortable environment for vehicles and pedestrians.*

Circulation and Parking Objectives

- Retain and increase on-street parking near the Square.
- Improve walkability of Downtown.
- Reduce accidents and other traffic conflicts.
- Improve traffic flow within and through Downtown.

Urban Design Objectives

- Upgrade streetscape design elements to create interest and comfort.
- Create exclusive areas for public gatherings and pedestrians.
- Improve way-finding within the Downtown.
- Increase accessibility and upgrade the appearance of parking areas.

Plan Contents

With the foundation of a participatory planning process and Vision and Objective statements, this plan provides recommendations for circulation, parking, and urban design within Downtown Crown Point. Chapter 2 begins with a summary of key findings and a restatement of the circulation and parking objectives. The Chapter then describes the alternatives considered and the preferred alternative plan. The Chapter concludes with general circulation and parking recommendations that are policies and concepts the City could consider.

Chapter 3 is a comprehensive description of urban design improvements recommended to support the Vision and Objectives of this plan. These recommendations address pedestrian circulation, parking lot design, streetscape improvements, redevelopment in-fill opportunities, and signs.

Chapter 4 is a detailed Action Plan that outlines the next steps in realizing the vision of this plan. Project priorities are organized into short term, medium term, and long term timeframes.

An appendix is also provided that provides traffic data, parking data, and project cost estimates. There is also other data, available at the City offices, that was used in preparation of this document.

CHAPTER 2: CIRCULATION AND PARKING PLAN

Introduction

Circulation and parking around the Square have long been recognized and debated as a pressing issue for the thriving and economically successful Downtown. The challenge is to create a plan that balances the need for good traffic operations along the two state trunklines, Joliet Street (Route 231) and Main Street (Route 55), with the needs of businesses and pedestrians for convenient parking and a pleasant place to visit. This chapter includes the following:

- Key Findings of the research (more detail is provided in the appendix).
- Circulation and Parking Objectives to provide a foundation for the preferred circulation and parking plan.
- Alternatives that were considered, but not selected.
- A description of the Preferred Alternative Plan.
- A description of Circulation and Parking Recommendations.

Key Findings

Research of traffic counts, accident data, parking surveys, parking regulations, and empirical data, revealed the following prevalent issues. Refer to Appendix A for circulation data and Appendix B for parking data.

Vehicular Circulation

- The state trunklines of Joliet Street (Route 231) and Main Street (Route 55) have significant volumes of daily truck traffic that are higher than a typical downtown.
- Changes to these streets require approval by INDOT because the state has jurisdiction of the right-of-way.
- The presence of trucks results in negative impacts to businesses such as noise, property damage, and decrease in pedestrian comfort.
- Today's longer trucks require a significant pavement area to turn at intersections and conduct other maneuvers.
- There is currently a Level of Service (LOS) 'F' at the intersection of Joliet and Main Street (Route 55)s, which means

heavy congestion and long delays for certain vehicular movements.

- Traffic counts around the Square range between 11,000 and 13,250 vehicles per day; not an unusual number for a downtown.
- There are a high number of accidents related to parking maneuvers on the Square and at the intersections.
- Frequent illegal or unsafe vehicle maneuvers occur around the Square due to confusion and frustration with one-way circulation, restricted turns, and poor signage.
- Signal timing at signalized intersections is not well-coordinated with actual traffic flow.

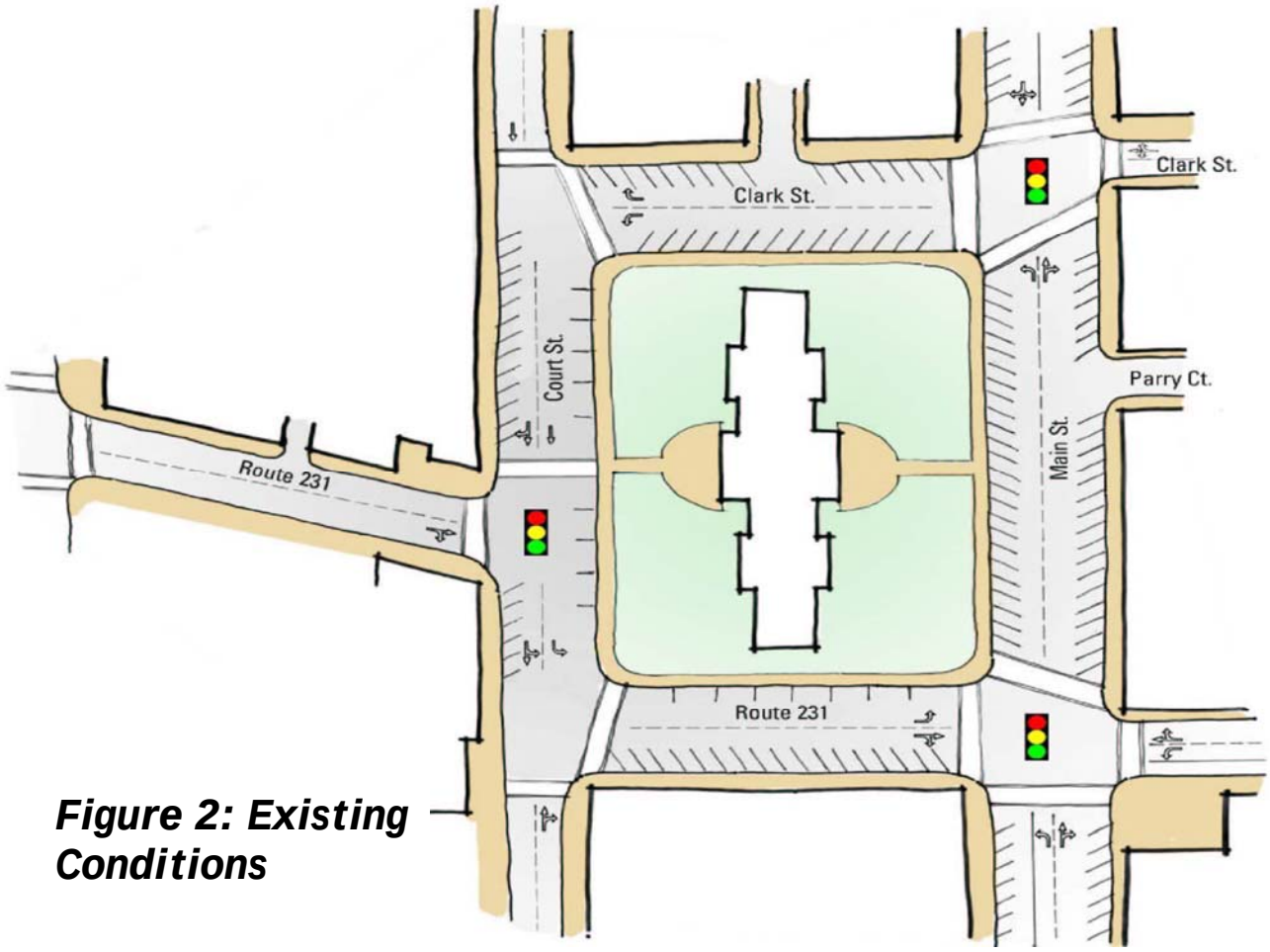


Figure 2: Existing Conditions

Pedestrian Circulation

- The width of the streets and pavement, and the relatively high speeds of some vehicles create an unwelcoming and potentially unsafe environment for pedestrians when crossing the streets in Downtown.
- Vehicles are given priority at intersections around the Square.
- Exclusive pedestrian connections between nearby public parking areas and the Square are not well defined and lack amenities.

Parking

- Parking around the Square is near or at capacity multiple times throughout the week.
- There is healthy or ample parking capacity in outlying (not directly in the Square) public parking lots and on-street parking areas throughout the week.
- Outlying parking areas are not well used due to a lack of: directional signs, awareness by the public and clear pedestrian connections.
- Many cars park beyond the 2 hour limit around the Square (many are parked for 3-10 hrs). This very low turnover rate indicates that business owners and/or employees are parking in these prime customer spaces. The lack of available convenient on-street parking in front of businesses, likely represents a significant loss of sales to businesses.

Circulation and Parking Objectives

To address those issues, the following priority objectives were established by the Steering Committee to serve as a foundation in selection of the Preferred Alternative Plan.

- Retain and increase on-street parking near the Square.
- Improve walkability of Downtown.
- Reduce accidents and other traffic conflicts.
- Improve traffic flow within and through Downtown.

Alternatives Considered

Three alternatives and a "Do Nothing" option were considered. The "Do Nothing" alternative is used as a benchmark to evaluate the pros and cons of each alternative. Since the "Do Nothing" alternative is the existing condition, no further description is provided. After rigorous assessment and deliberation with the Steering Committee, City staff, business owners, and other members of the public that attended a public workshop, a Preferred Alternative emerged. Therefore, Alternative One and Two are briefly described followed by a more detailed discussion of the Preferred Alternative. Other design solutions are discussed in separate sections.

Alternative One: The intent of Alternative One is to maintain the existing traffic flow around the Square and only impose simple, design changes that will improve the streetscape and pedestrian environment. Because it is a low impact solution, it does not fully address the core issues of safety, truck traffic impacts, and the goal of increased parking on the Square. Therefore, Alternative One is seen as a short term solution but it is not a desirable long term solution. Alternative One includes the following elements:

- Maintain existing road alignment and one-way flow around the Square.
- Convert Court Street to one-way circulation flowing away from the Square north and south. Converting the street to one-way allows space for on-street parking. In addition, the stop bar at the north end should be moved closer to the square to improve visibility for approaching vehicles and pedestrians.
- Convert Clark Street east of the square to one-way movement flowing away from the square or move stop bar closer to the intersection to improve visibility for vehicles.
- Consider restricting Parry Court to pedestrians-only.
- Upgrade directional signage to minimize confusion for vehicles driving around the Square.
- Provide pedestrian enhancements and traffic calming techniques such as improved crosswalks, wider sidewalks, and curb extensions.
- Consider changing existing angle parking to reverse angle parking (see page 17).

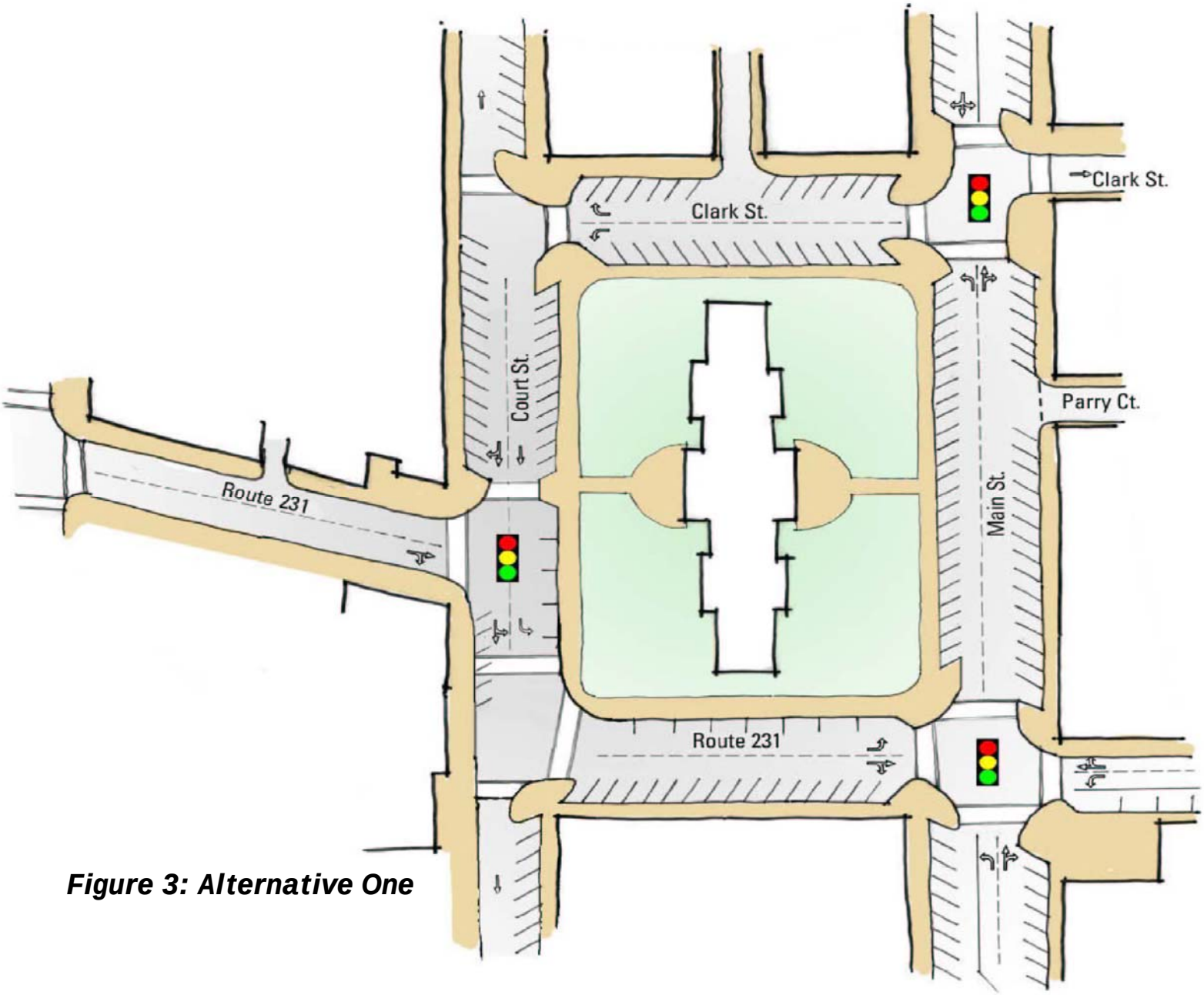


Figure 3: Alternative One

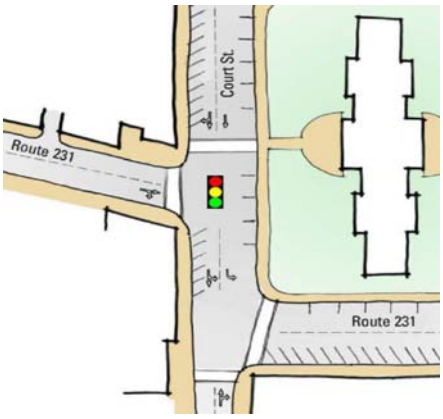


Figure 4: Joliet St (Route 231) and Court St. Offset

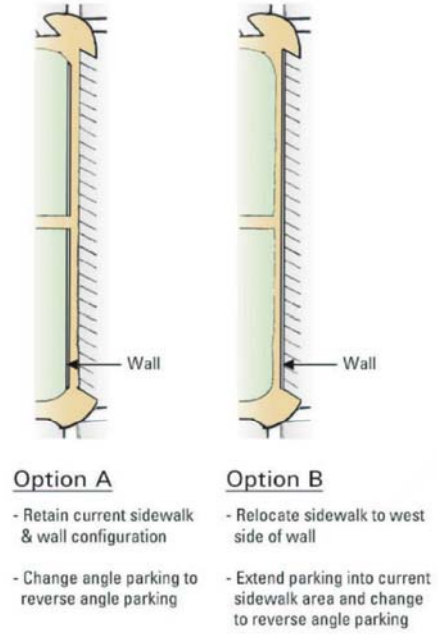


Figure 5: Main Street (Route 55) Parking Options

Alternative Two: The intent of Alternative Two is to maintain the existing road alignment but convert traffic flow from one-way to two-way on Main Street (Route 55) and Joliet Street (Route 231) around the Square. While this alternative begins to address the core issues of safety and truck traffic, there are still complications created by the offset Joliet Street (Route 231) and Court Street intersection. For example, on-street parking in this area would likely need to be eliminated on the Square to accommodate space for today's longer trucks. More specifically, Alternative Two includes the following elements:

- Convert Main Street (Route 55) and Joliet Street (Route 231) from one-way traffic flow to two-way traffic flow on the Square and maintain one-way traffic flow on Clark Street and Court Street around the Square.
- Accommodate left turns at Joliet Street (Route 231) and Main Street (Route 55) intersection by adding left turn lanes.
- Prohibit left turns from westbound Joliet Street (Route 231) onto southbound Court Street.
- Consider restricting Parry Court to pedestrians-only.
- Convert Court Street to one-way, flowing away from the Square and add 10-14 additional angled on-street parking spaces.
- Consider changing angle parking to reverse angle parking (see page 17).
- May lose parallel spaces on Court Street at the intersection with Joliet Street (Route 231) but could be replaced by angled parking spaces on the west side of the Square near Clark Street.
- Alternative could result in a loss of about 15 parking spaces around the Square depending on the possibility of angle parking on the west side of Main Street (Route 55) (see Figure 5).
- Provide pedestrian enhancements and traffic calming such as improved crosswalks, wider sidewalks, and curb extensions.
- Upgrade directional signage around the Square to minimize confusion.

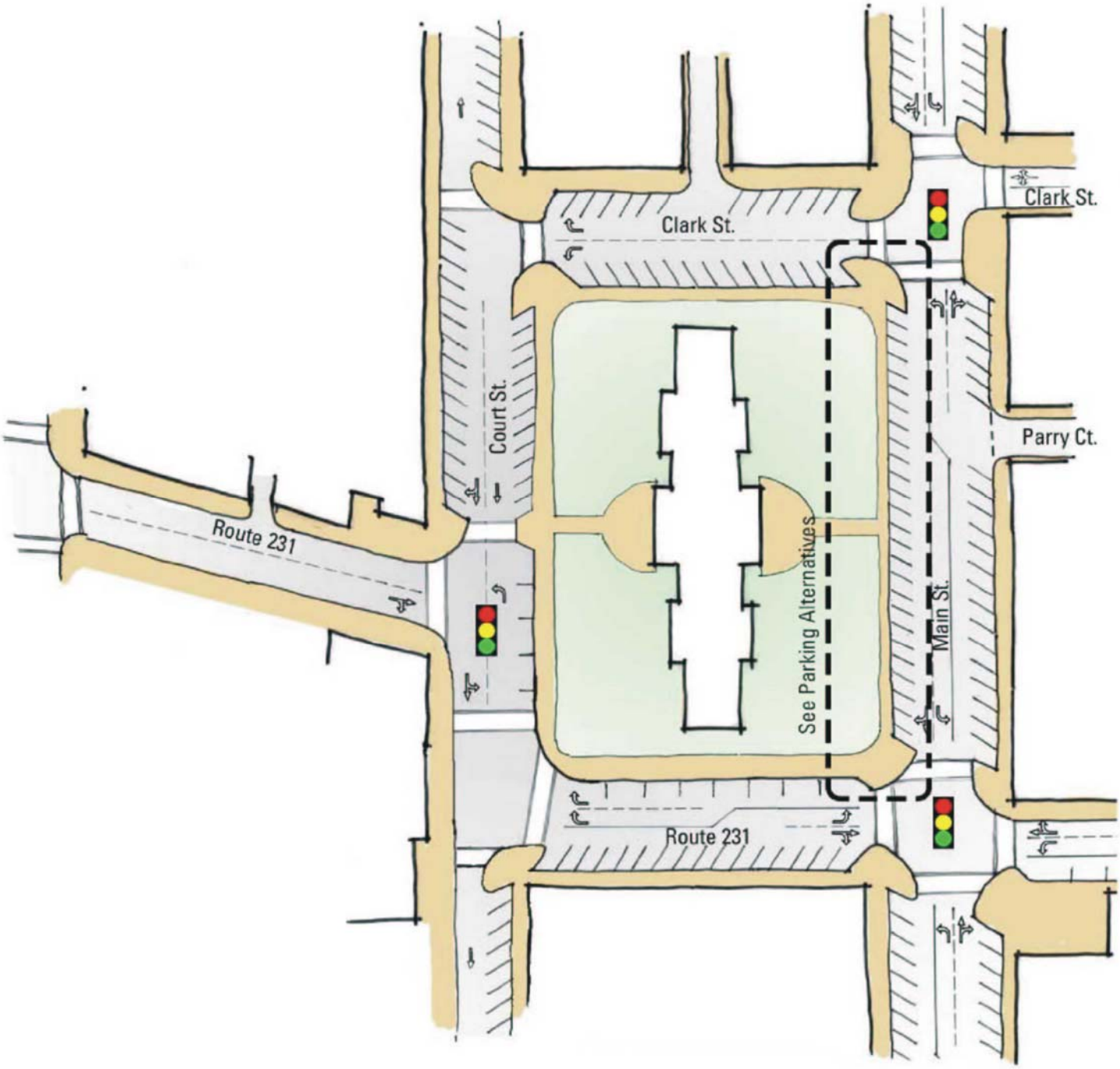


Figure 6: Alternative Two

Preferred Alternative Plan

The preferred alternative was chosen because it best addressed all the primary plan objectives. The elements of this alternative are described in more detail in the following sections.

Circulation Recommendations

The foundation of this effort was to resolve circulation issues and determine the most desirable and effective circulation plan for Downtown. Once the circulation pattern was established, parking and design recommendations fell into place. The key elements of the circulation plan are outlined in this section.

One-Way/Two-Way Traffic Flow: Circulation around the Square has been one-way since the 1970s. There have been positive and negative impacts as a result of this pattern. During this planning process, it became evident to the City and business operators the negative impacts outweigh the positives ones. Therefore the preferred alternative recommends the following changes to traffic flow:

- Convert Joliet Street (Route 231) and Main Street (Route 55) from one-way to two-way around the Square.
- Maintain Court Street and Clark Street around the Square as one-way circulation.
- Convert Court Street north of the Square to one-way movement flowing away from the Square for approximately 150 feet.
- Add left turn lanes and signals as needed at the Joliet Street (Route 231) and Main Street (Route 55) intersection and the Joliet Street (Route 231) and Court Street intersection.
- Lane widths may be reduced, such as 11 feet, to be more pedestrian-friendly and retain sufficient width for parking. This may also slightly decrease vehicle speeds, which is also desirable.

As a result of these changes, through-traffic can directly pass through Downtown without further disruption around the Square. For those using these routes to visit Downtown, ease of circulation to find convenient parking and destinations will be improved.

Joliet Street (Route 231) Re-Alignment: As noted in the discussion for Alternative Two, the existing intersection of Joliet Street (Route 231) and Court Street is offset, creating two three-way intersections that are complicated to navigate and difficult for trucks to maneuver. Consistent with the City's Master Plan, it is

recommended that Joliet Street (Route 231) be re-aligned to create one standard, four-way intersection with Court Street and eliminate the offset. From the intersection, Joliet Street (Route 231) would curve northwest to link up with the existing intersection with West Street. To accomplish this recommendation, the following is recommended:

- Acquisition of land and removal of an existing structure located at the terminus of the existing three-way intersection.
- Conversion of the existing Joliet Street (Route 231) to a parking area that can also be used for outdoor civic events and gatherings.
- In-fill development opportunities along new street alignment.
- Additional on-street parking opportunities on both streets in comparison to existing conditions.

Traffic Control: Several changes to traffic control are recommended to accommodate the new alignment and two-way traffic flows.

- Relocate the existing traffic signal to the newly aligned intersection.
- Improve signal timing, especially at Main Street (Route 55) and Joliet Street (Route 231) to improve the movement of traffic through the intersections but also give greater priority to pedestrians.
- Improve signage for State Route designations to reduce confusion.
- Provide clear turning movement pavement markings at signalized intersections to improve guidance and discipline in making turning movements.
- Left turns from Main Street (Route 55) onto Joliet Street (Route 231) may need to be prohibited upon further study.

Pedestrian Circulation: The traffic engineering profession has undergone quite a change in philosophy toward a balanced approach between traffic and pedestrians, especially in downtowns. This philosophy was incorporated into this plan and will result in a greater balance between parking, vehicles, and pedestrians.

During the public workshop there was some apprehension to making Joliet Street (Route 231) more direct because it may encourage higher volumes and higher speeds for truck traffic. However, with thoughtful design this change will actually improve the pedestrian environment. Specifically, the pedestrian environment will benefit from the reduced confusion and lower traffic volumes on the other sides of the Square. Generally, the following changes to pedestrian

circulation are recommended but refer to Chapter 3: Urban Design Plan for more detailed design recommendations.

- Lower traffic volumes and less truck traffic on Court Street and Clark Street creates the opportunity for reducing the width of travel lanes on these streets and increasing the width of sidewalks at the storefronts along Clark Street and Court Street.
- As part of increasing the sidewalk widths, it is recommended that larger sidewalk areas be provided at street corners, also called bump-outs, to allow for additional pedestrian gatherings.
- Closing Parry Court to vehicle traffic and leaving it available for only pedestrian traffic is recommended for consideration.
- For all pedestrian crossing locations, improvements are recommended that alert drivers of the crosswalk and that are more easily identified by pedestrians. More specifically, effective techniques should be considered such as wide pavement striping, a change in pavement, improved lighting, and pedestrian crossing signs with letters and coloring that is easily seen by drivers and pedestrians.

Parking Recommendations

As a result of the recommended circulation changes, parking opportunities are created. This occurs in the form of new on-street parking areas, improvements to existing public lots, and new locations for public parking lots. It is estimated that parking around the Square will increase with the addition of the new parking and the additional angled parking on Court Street. Since these are conceptual recommendations, the specific dimensions and exact parking counts will need to be finalized as part of the next phase of this project. Specifically, coordination with INDOT will be necessary because of their jurisdiction over Joliet Street (Route 231) and Main Street (Route 55).

On-Street Parking: To maximize parking on the Square, on-street angled parking is incorporated wherever possible. It is further recommended that the City explore the feasibility of converting existing angled parking into reverse angled parking. More discussion on reverse angled parking is provided at the end of this chapter.

Regardless of whether the parking is angled or reverse angled, there is the potential to accommodate parking along both sides of Main Street (Route 55), Court Street, Clark Street, and on the south side of Joliet Street (Route 231) around the Square. In addition, angled parking spaces can be added on Court Street both north and

south of the square. Angled parking spaces will continue on Main Street (Route 55) north and south of the Square.

Due to the need to include left turn lanes on Main Street (Route 55), there may not be enough width to maintain the existing angled spaces on the west side of the street. To gain additional width and preserve the angled parking spaces, there are two options proposed involving a narrower sidewalk or relocating the sidewalk to the opposite side of the concrete wall that defines the boundary of the Historic Courthouse Site. (See Figure 5 for an illustration.)

While angled parking is preferred, existing on-street parallel parking on the north side of Joliet Street (Route 231) will remain. There is not adequate width to accommodate angled parking on both sides of the street, two travel lanes, and left turn lanes.

Example of front yard landscaping of a parking lot

Off-Street Parking Lots: Based on the parking occupancy study, parking supply meets current demands. It is the location and accessibility to parking that causes capacity issues for spaces around the Square. New development and redevelopment opportunities may affect this condition but new parking can be accommodated on-site at that time. Thus, it is not likely parking demands will reach an extreme level to justify the extensive cost and capital improvements necessary for a parking structure.

The City should, however, monitor parking demands on a regular basis and as new developments are approved. If conditions dramatically change and a parking structure is warranted, an existing City parking lot should be designated as the site, such as where the re-alignment would occur. The design and materials of the structure should reflect Downtown's historic character. In addition, retail uses should be integrated into the first floor to maximize development potential and blend with the businesses.

Improvements to existing public lots to improve their desirability, use, and to maximize potential for additional parking should be a focus. This will likely include re-striping, landscaping and other enhancements that are described in more detail in Chapter 3: Urban Design Plan. The priority for improving existing lots should be near popular Downtown destinations such as near the library on Court Street and near restaurants along Main Street (Route 55).

With the proposed Joliet Street (Route 231) re-alignment, a new off-street parking lot opportunity is created on the former Joliet Street (Route 231). The concept plan accommodates an additional small parking lot that could potentially offer 20-25 new off-street parking spaces near existing businesses and the library.

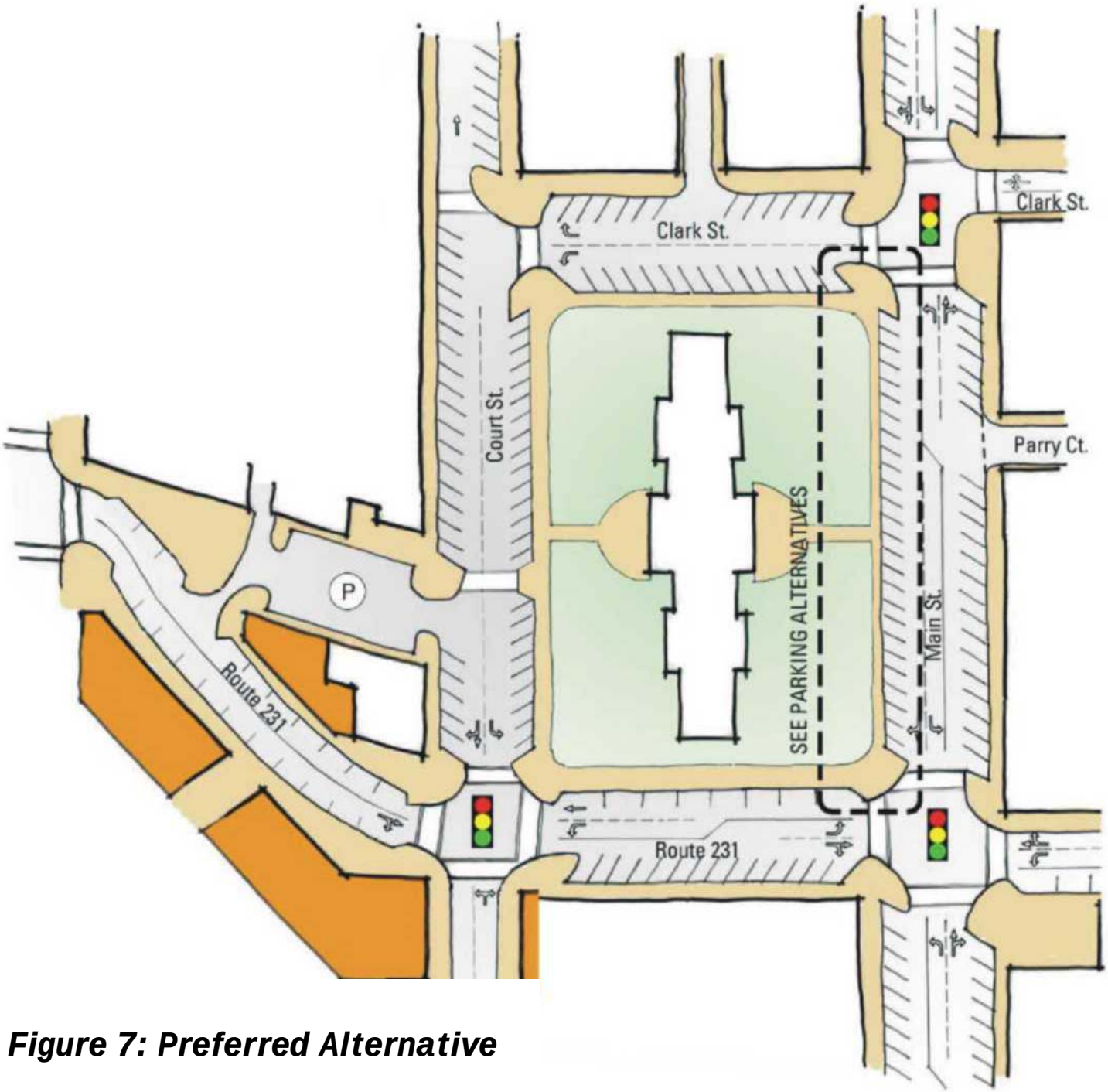


Figure 7: Preferred Alternative

General Circulation and Parking Recommendations

While a preferred circulation and parking alternative has been established, there are other variables that need to be researched and considered as part of the implementation process. Many of these items are part of Chapter 3: Urban Design Plan. There are, however, a few elements related specifically to circulation and parking that are described below.

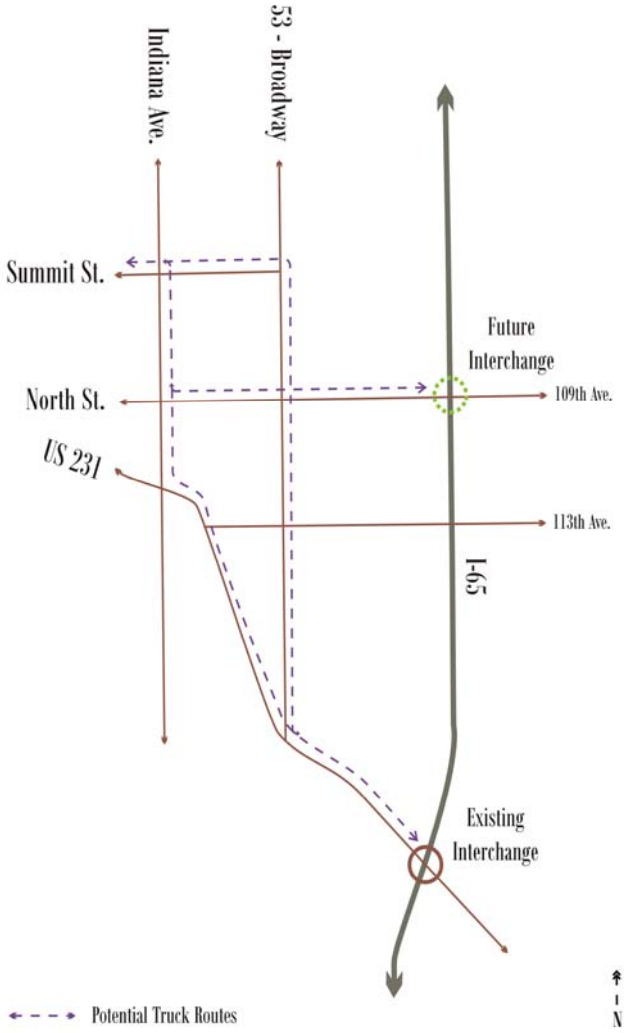


Figure 8: Potential Truck Routes

Truck Routes: Truck traffic through the Downtown continues to be an issue because of impacts to land uses, the pedestrian environment and the quality of the roads. With the conversion of one-way to two-way circulation along Joliet Street (Route 231) and Main Street (Route 55), there will be less truck traffic traveling around the Square onto Clark Street and Court Street. Reducing truck traffic on Court Street and Clark Street will alleviate impacts to businesses on those sides of the Square and allows the City to conduct significant improvements to the pedestrian environment in that area. Specifically, with the reduced amount of truck traffic, the street width can be reduced allowing for wider sidewalks and safer pedestrian crossings.

There is some concern that a smoother route through Downtown will only encourage more trucks. Direct contact with trucking companies has confirmed that most trucks traveling through the Square have a destination in Crown Point or the Crown Point area and they are not trying to avoid the Frank Borman freeway. In fact, attempts are made to avoid traveling through Downtown Crown Point, when possible. This further confirms that it is not likely that the re-alignment will generate more truck traffic through Downtown.

A reduction in the number of through-trucks in Downtown altogether would be a benefit. Therefore, the City should research other options such as designating an alternate truck route. In order to do this, however, a separate, more detailed impact study with INDOT is needed.

Potential truck routes that were suggested for further study include Broadway, Indiana Avenue, North Street (turns into 109th Street), and Summit Street (See Figure 8). In addition, if the planned

interchange at 109th Street and I-65 is completed, new opportunities may become available. Any such study should consider factors such as the condition of the road and impacts to homes, parks, schools, and other community facilities along the route.

Reverse Angled Parking: Many accidents recorded by the City Police Department related to cars maneuvering in and out of on-street parking spaces, especially angled spaces. While the current angled parking spaces are easier for drivers to enter than parallel parking, there are still conflicts because a driver exiting a parking space has a difficult time seeing on-coming traffic because of the awkward angle and blocked views from adjacent parked vehicles.

To partially address this situation, reverse angled parking around the Square should be considered. Reverse angled parking is a relatively new parking concept, but is gradually being applied quite successfully in downtowns around the nation. The spaces are angled in the opposite direction (see Figure 9). The entrance maneuver is quite similar to parallel parking because a driver pulls past the space, signals to vehicles behind, and backs into the space once traffic is clear. This leaves the front of the vehicle facing the travel lanes and allows drivers to simply exit the parking space face forward into the travel lanes without reversing.

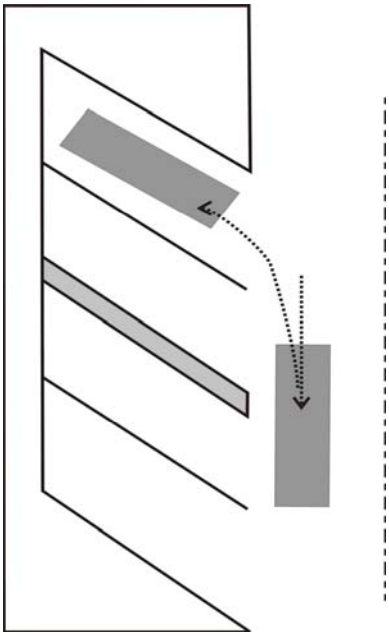


Figure 9: Reverse Angled Parking

The reversed order provides a safer environment because drivers are able to see on-coming traffic easier (and much sooner) when exiting their parking stalls as compared to standard angled parking. While it is more difficult to enter the parking space than the current angled spaces, exiting the stall is safer and more convenient because you don't have to pull out very far to see the oncoming traffic. In addition, loading packages is safer because people can stand on the sidewalk while loading, not in the street.

Cities such as Seattle, Washington; Washington DC; Columbus, Ohio; and Vancouver, Washington have successfully used reverse angled parking in different areas of their city and reported a decrease in the number of parking related accidents since it was installed. Based on their success, smaller communities have also used this technique such as Marquette and Allen Park in Michigan.

If there is support in Crown Point and by INDOT, it would be beneficial for the City to first conduct a trial block for observation lasting a minimum of six months. Main Street (Route 55), south of the Square is a logical location for the trial block. Additionally, since the concept will be unfamiliar, instructional signage to educate drivers is recommended along with special treatment of the parking stall striping that will help guide drivers into their

space more easily. Some communities have found the parking space needs to be a bit wider than a conventional space, or each group of three spaces separated by a wide stripe to make it easier to back in. There is a transition period for motorists to become accustomed to this maneuver but it is not very different from the backing maneuver associated with parallel parking.

Parking Enforcement and Education: From the beginning of the study, it was consistently stated by participants that "there is not enough parking in Downtown." The parking study conducted confirmed that people's perception was accurate around the Square however, it revealed there is very low turnover at parking spaces that should be dedicated for short term parking for customers. There were many spaces occupied for hours at a time which generally indicates employees are using the most convenient parking spaces.

The perception of a parking problem can be significantly improved if business operators ensure employees use long term parking areas such as off-street lots on the edge of Downtown. The most effective way to begin resolving the issue is with education of employers and to hold employers accountable. In addition, changes to the on-street parking time limits may be necessary. For example, if parking was prohibited on the Square until typical store opening hours, employees that must arrive before opening hours would be forced to park elsewhere.

Finally, additional parking restriction signs, increased parking enforcement and stiffer penalties can achieve a healthy turnover rate of these important parking spaces so they are available for customers.

Traffic Enforcement: Improved signage and striping will minimize unintentional traffic violations. However, throughout the implementation phases, strict enforcement and stiff penalties for illegal traffic maneuvers such as illegal left turns, illegal lane changes, and high speeds will be essential. Consistent enforcement will have a chain reaction of improved compliance as motorists who commonly travel through Downtown adapt to the changes and requirements.

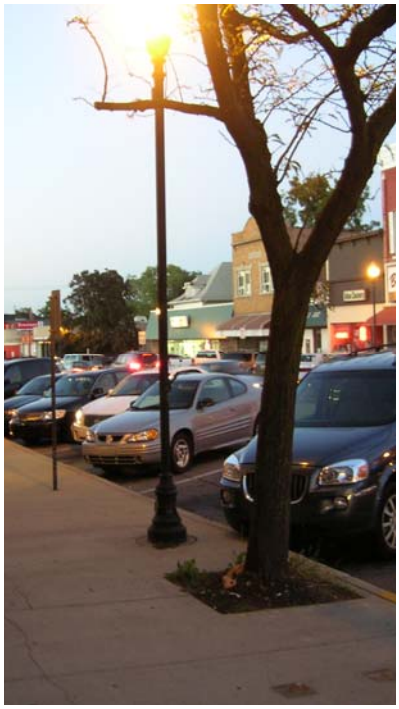
CHAPTER 3: URBAN DESIGN PLAN

Introduction

While the Circulation and Parking Plan establish the framework, or infrastructure, for improvements in Downtown, the Urban Design Plan is the final layer that preserves and enhances the sense of place and character for Downtown and strengthens the environment for pedestrians. Without these important design elements, comfort and appeal is lost and the circulation and parking improvements cannot be effective.

Key Findings

Upon careful analysis and observation of the Downtown, the following were determined to be prevailing issues:



- There is a lack of separation between the pedestrian environment and the vehicle realm which can jeopardize the perception of safety for pedestrians.
- There is a need for additional amenities for pedestrians that promote long visits and return visits.
- For visitors entering the Downtown by vehicle, there is directional confusion due to poor lane markings, one-way streets, and poor signage.
- Downtown lacks a strong message of its overriding design theme, or character.
- Parking lots do not offer enhancements and design elements that encourage use.
- Outlying parking areas lack connections to the sidewalk system and businesses.
- Wide street crossings and narrow sidewalks are unwelcoming for pedestrians.
- Downtown lacks way-finding to points of interest.
- Dramatic entranceway treatment is needed to announce arrival into Downtown.
- There are significant historical sites and structures to preserve and showcase.
- There are several underutilized sites and buildings within Downtown.

Urban Design Objectives

To address these issues the following priority objectives were established to serve as a foundation for the Urban Design Plan:

- Upgrade streetscape design elements to create interest and comfort.
- Create exclusive areas for public gatherings and pedestrians.
- Improve way-finding within the Downtown.
- Increase accessibility and upgrade the appearance of parking areas.

Urban Plan

Figure 11 provides an illustrated Urban Plan that sets forth a vision for accomplishing the Plan Objectives. The key concepts of this plan are numbered on the graphic and labeled by the following categories. A more detailed description of each concept is provided below.

Major Gateways: Major gateways, or entry points, are indicated at the following intersections because they are designated to be the prime entrance routes into Downtown:

- Robinson Court and Main Street (Route 55).
- Joliet Street (Route 231) and East Street.
- Walnut Street and Main Street (Route 55).
- Joliet Street (Route 231) and West Street.

Those main entrances are important because they offer the opportunity to announce arrival into Downtown, to express the character and charm of Downtown, and establish a sense of place for the traveler.

Possible treatment at these major gateways could include a number of simple treatments that will alert a driver. Examples include a change in pavement such as brick pavers or colored concrete; a welcome sign that incorporates a common design or 'branding' for the Downtown, and landscaping for color and interest. Major gateway signs are also recommended in the Downtown Sign section of this Chapter.

Key Redevelopment Opportunities: Key redevelopment opportunities were identified in a few locations around Downtown. These redevelopment opportunities will increase the economic base for Downtown.

Specific locations are described below:

- Infill near Main Street (Route 55) and Robinson Court: There are two sites near this intersection that are identified as key redevelopment opportunities. Currently the structures on the site do not blend with the historic and connected façade of the other downtown buildings on Main Street (Route 55). In addition, the small scale of current development does not maximize the potential for the site. New development in these locations should maximize use of the site and naturally blend with the Downtown character of adjoining buildings to the south.

- New Development Site at Gateway: The corner of Joliet Street (Route 231) and East Street is a major gateway into the Downtown. Unfortunately, the current impression at this intersection is of a suburban bank, drive-through teller, and parking lots. This impression is contrary to the historic and charming downtown character that is found merely 200 feet away on Main Street (Route 55) and Joliet Street (Route 231). In order to reflect a more accurate impression of Downtown Crown Point at this gateway, the parking lot should be developed with a mixed-use structure with a design consistent with Downtown buildings. It is also recommended that the stand alone bank drive-through facility be relocated southeast of the intersection where it is still easily accessible but less prominently situated. The corner should be landscaped.

- In-fill and Reuse near Walnut Street and Main Street (Route 55): In-fill development and reuse of valuable historic structures are recommended in three locations near this intersection. While offset from the Square, there are thriving businesses and uses that have become an extension of Downtown and can be emphasized by additional reinvestment in these three redevelopment locations. The focus in this area should be preserving the historic character and ensuring new development blends with the adjoining residential neighborhood.

- New Development on Joliet Re-Alignment: If the re-alignment of Joliet Street (Route 231) occurs, new street frontage is created that presents significant new development potential immediately west of Court Street. Similar to the Joliet Street (Route 231) and East Street intersection, this area is also a major gateway to Downtown and should establish a consistent

image upon entrance. Use of the structures can be mixed commercial, office, and residential.

Example of consistent downtown building facades

Specific building design guidelines for these sites are as follows:

- Building height must match that of adjoining structures and in most cases should be a minimum of 2 or 3 stories.
- Corner buildings around the Square should possess prominent design elements that make a visual statement in the core of Downtown. Examples include cupolas, additional stories, or archways.
- Corner buildings on the outer edges of Downtown such as at Main Street (Route 55) and Walnut Street or Joliet Street (Route 231) and East Street, should be more subtle and not overwhelm adjoining residential uses. For example, multiple story buildings should be tiered and set back from the road with a courtyard or open space area. (See the southeast corner of Main Street (55) and Joliet Street (231) of Figure 11 Urban Plan for an example of the courtyard concept).
- Building materials must be of high quality, durable and long lasting, and coordinate with existing historic structures. These materials must be used on all sides visible to the public.
- First floor windows must dominate the front façade to create interest for pedestrians and to display goods and services. Upper story windows should replicate window intervals, sizes, and proportion of adjoining buildings.
- Front entrances must have prominent design features at the street front such as embellished doorways, awnings and architectural details.
- A mixtures of uses within buildings is encouraged with commercial businesses on the main floor and office and residential above to maintain a shopping and restaurant presence along the street front.

Example of a pedestrian-friendly intersection

Pedestrian Improved Intersection: An inviting pedestrian environment is crucial to a successful Downtown because the more comfortable pedestrians feel, the longer they stay and the more likely they are to return. There are several recommendations that will improve the pedestrian environment described in the circulation and parking plan (Chapter 2). As part of the Urban Plan, however, the focus is on increased safety and comfort for pedestrians crossing the street. To accomplish this objective, there are a number of crosswalks illustrated on the Plan at intersections and mid-block for more direct accessibility. More specific improvements at these crosswalks could include:

- A change in pavement or striping to define the pedestrian realm at intersections and mid-block crossings.
- Install curb extensions at corners to enlarge pedestrian gathering areas and reduce street crossing distance. (See Figure 12 and the corresponding discussion for more detail)
- Existing pedestrian activated crossing signals must remain and where they are not offered, signage should be installed that alert drivers of pedestrian crossings and to yield to pedestrians.

New Public Parking: While the preferred design plan accommodates ample on-street parking and recommends improved enforcement of employee parking habits, new areas for public parking are proposed. Some of the parking recommendations require acquisition or swapping of land and demolition of buildings, but as Downtown continues to thrive, more parking will be necessary and resources are more likely to be available through public/private partnerships.

Improve Existing Public Parking: To increase use of off-street parking lots, improvements are recommended to key public lots as noted on the Urban Plan. Improvements should include the following elements (as illustrated in Figure 10):

- Landscape islands with shade trees to incorporate greenspace and guide vehicles.
- Streetwalls or hedge rows along the front yards to screen parked cars from public view.
- Decorative, low impact, lighting for safety.
- Easily identifiable signs in accordance with the public sign plan to ensure easy wayfinding.
- Parking lot surface coating and parking stall re-striping to maximize use of site.
- Ample pedestrian connections between parking areas, the existing sidewalk network, and Downtown.

Figure 10: Public Parking Lot Improvements

Municipal Use: A long term redevelopment concept is proposed that would create a landmark, public attraction and gathering area for Downtown at the intersection of East Street and Clark Street. Potential improvements include consolidating City departments to one location, new building construction, demolition of existing buildings, and site enhancements such as courtyard space and landscaping.

Example of a shared use alley

Pedestrian Improved Alley: Enhancements to key alleys are proposed to increase pedestrian use. These are excellent opportunities to link pedestrians between parking and Downtown. Locations include along Hack Court, the existing alleys parallel to Main Street (Route 55) on both sides, and Parry Court. Improvements to alleys should include:

- Create a shared yet defined space between vehicle and pedestrian through a raised sidewalk and possible bollards.
- Incorporate comfortable and unique elements to extend the public realm such as a continuation of the streetscape including directional signage and lighting and providing street furniture and public art.
- Take advantage of additional space for outdoor seating.
- Provide lighting that is decorative but reinforces safety.
- Change pavement treatment that defines the space and keeps vehicle speeds low such as brick pavers or colored concrete.

Urban Plan

1. Major Gateway
2. Key Redevelopment Opportunities
3. Pedestrian-Improved Intersection
4. New Public Parking
5. Improved Existing Public Parking
6. Municipal Use
7. Pedestrian-Improved "Alley"

Alternative Plan

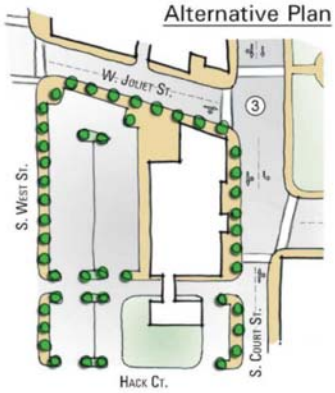
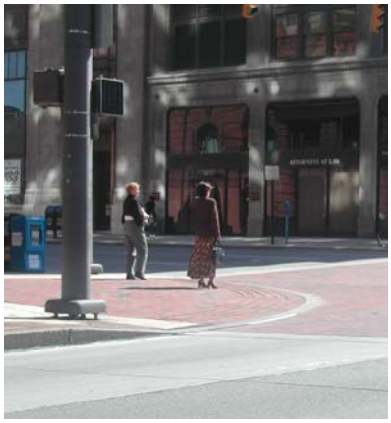


Figure 11: Urban Plan

Streetscape Improvements

Simple improvements to the streetscape will significantly improve the pedestrian environment and further emphasize the character of Downtown. The adjoining graphics (Figures 12, 13, 14, and 15) provide sample details for improvements throughout Downtown.



Typical Intersection Improvements: As illustrated in Figure 12, intersection improvements include curb extensions, accessibility ramps, crosswalk striping, underground storm system structure extensions, improved signage, and pedestrian scale light fixtures.

Curb extensions at corners are recommended because they create a larger, safer pedestrian area for gathering. The curb extension reduces the length of time a pedestrian has to walk across traffic lanes which reduces accident potential and increases the feeling of safety. There is also ample space to create barrier-free accessibility with inclined approaches and textural pavement changes. Curb extensions have been successfully applied in many downtowns. Specifically in Indiana, they are on downtown Highland on Highway Avenue and in downtown Valparaiso on Lincoln Way.

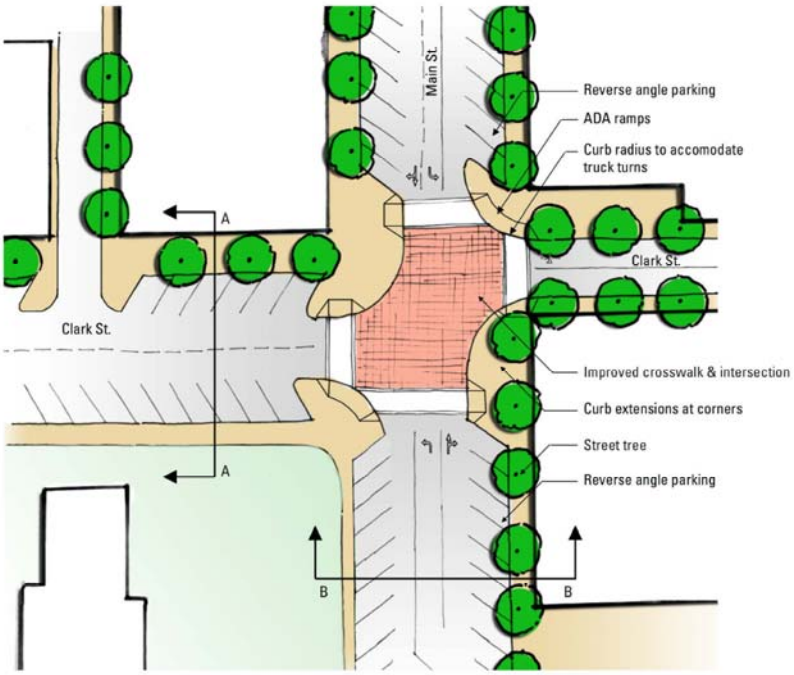


Figure 12: Typical Intersection Detail

Because of potential conflicts with trucks, further study will be needed to determine whether curb extensions will have a raised curb or is flush with the street. If flush with the street, other treatment should be incorporated to maintain a definitive separation between pedestrians and traffic, such as bollards.

Typical Streetscape Improvement: Figure 13 provides a closer image of the sidewalk environment that illustrates how the streetscape should be improved in Downtown and an example photograph in an urban context.

The sidewalk can be divided into three zones:

- The clear zone, adjacent to the street, provides a clear space for parked vehicles to overhang and for appropriate street signage.
- The amenity zone provides separation between the main flow of pedestrians and the street. This area incorporates street trees, lighting, benches, and other amenities.
- The pedestrian zone is the primary space dedicated for pedestrian traffic. In addition, this zone allows for outdoor seating, pedestrian scale business signs, and awnings.

These 'human-scale' elements improve the personal experience for people walking along the sidewalk and are recommended throughout Downtown Crown Point.

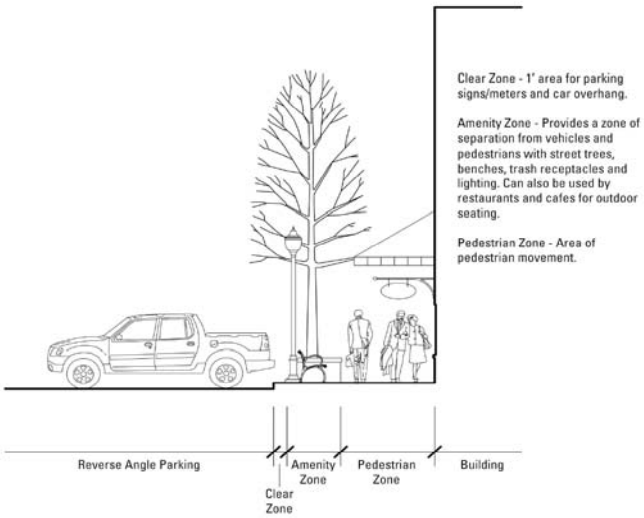
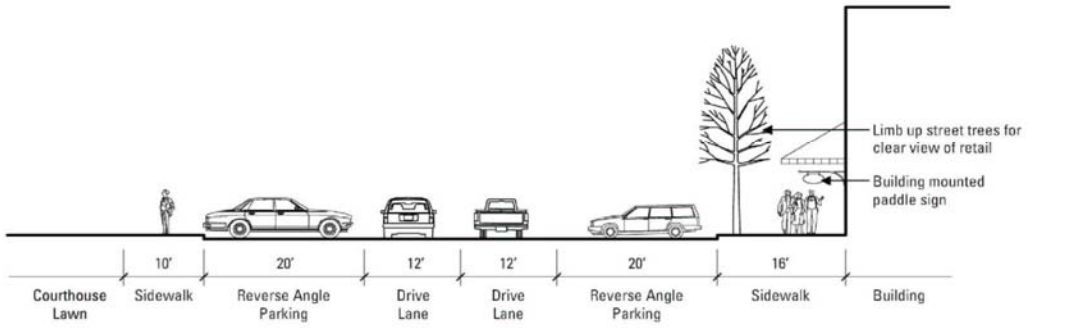


Figure 13: Typical Streetscape Improvement

Typical Cross Section Detail. Figure 14 provides a cross section detail with recommended dimensions for the full streetscape throughout Downtown. While the width of parking and travel lanes may vary, on-street parking, street trees, and a minimum 12 foot wide sidewalk are recommended. In most cases, buildings should have a zero lot line, or very shallow, setback though some deeper setbacks may be appropriate to accommodate plazas, outdoor seating, or clear sight corner distance at un-signalized intersections.



Section A-A

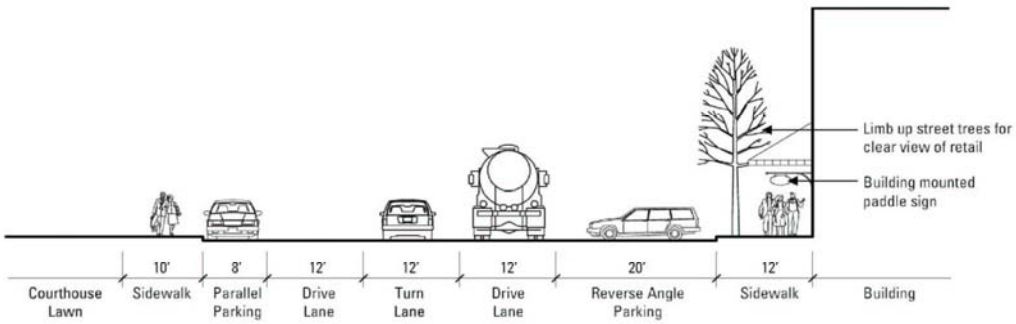


Figure 14: Typical Street Cross Section

Section B-B

Streetscape Perspective. Figure 15 provides a potential streetscape perspective in Crown Point that illustrates many of the recommended streetscape and signage improvements contained in this Chapter.

Figure 15: Streetscape Perspective Sketch

Downtown Signs

Signs have a profound effect on the visual impression and character of a community. They can enhance its quality and charm or detract from a welcoming environment. A comprehensive approach to sign planning is needed. Two components discussed in this plan are public signs, such as gateway and directional signs, and business signs for individual stores and other Downtown uses.

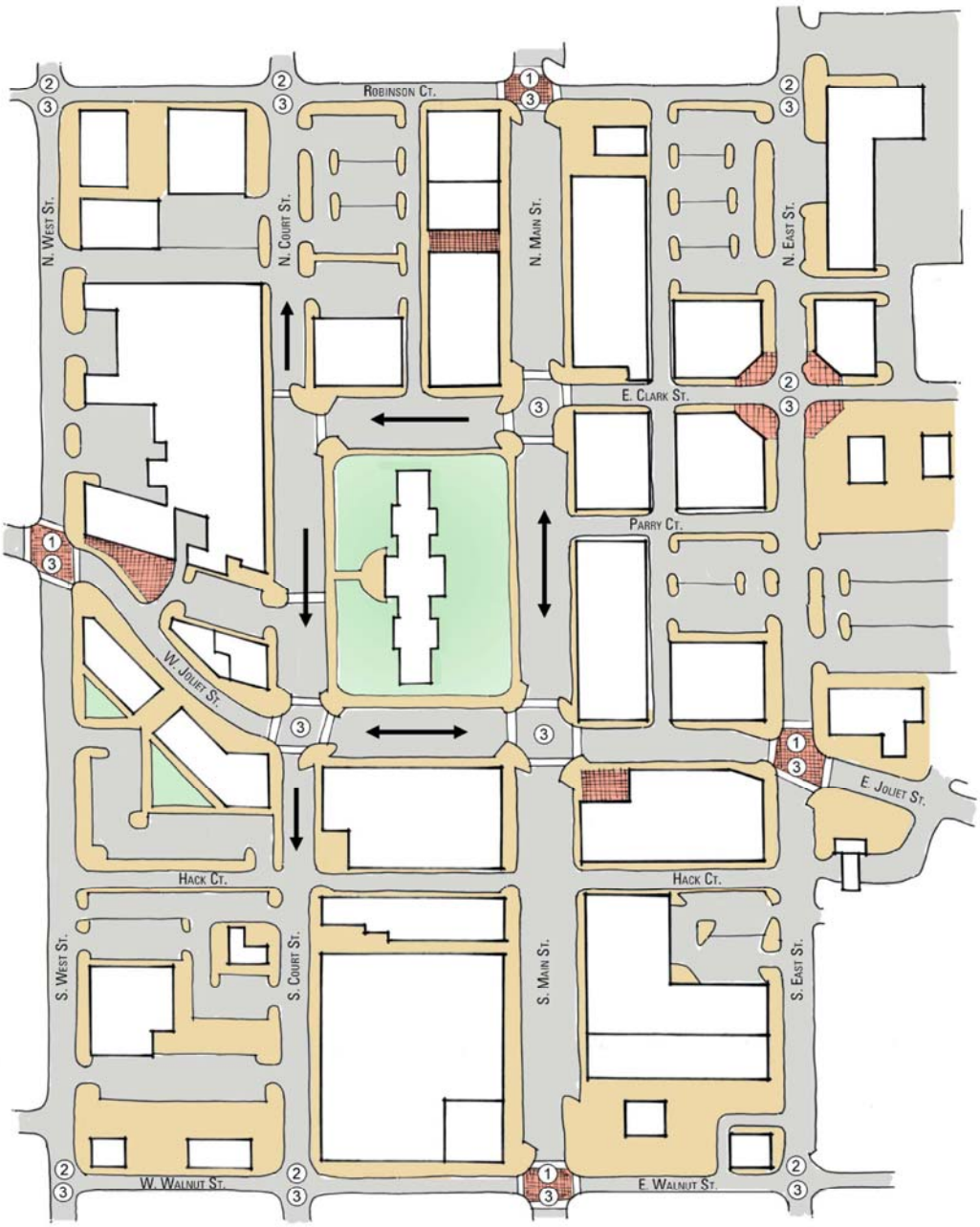
Public Signs: A consistent public sign system is recommended to contribute to the 'branding' of Downtown. The same theme should be used for all non-regulatory public signs to unify Downtown. This will also prevent the appearance of clutter that can occur when there are multiple public signs of different colors, shapes, and sizes. State route markers, speed limit and regulatory signs must still meet the requirements of the Uniform Traffic Control Manual but some can be placed within a more uniform sign form.

The recommended sign system includes three public sign types. Figure 16 provides geographical reference for each sign type and Figure 17 offers examples of these different sign types:

- Major Gateway Signs**:** These are located at the key gateways on Main Street (Route 55) and Joliet Street (Route 231). These signs should be dramatic, with landscaping and special pavement to alert the driver. An archway is recommended as a vertical element. An example of the archway is provided in Figure 17 but the City should pursue a design that is unique to the community and involves public input. One recommendation suggested by the Steering Committee is to conduct a local contest to select the final design.

- Minor Gateway Signs**:** These are located at other, less traveled entrance routes to Downtown on West Street, East Street, Court Street, and Clark Street. While these should be consistent in design to the major gateway signs, minor gateway signs should be of a smaller scale (see Figure 17).

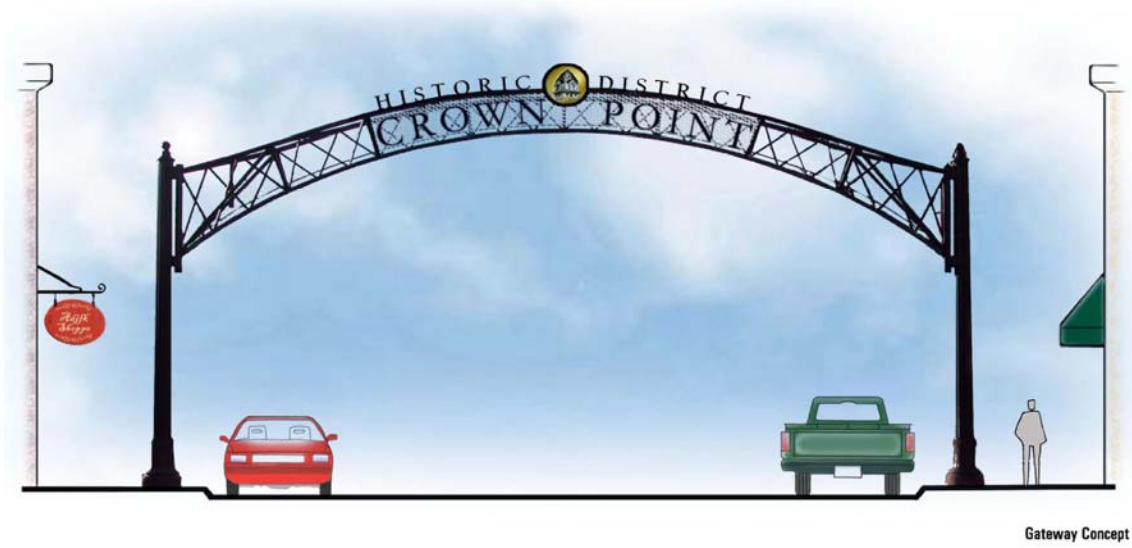
- Directional Signs**:** These would be located throughout Downtown to direct vehicular traffic to destinations and parking. This category also includes directional signs such as street identification, stop signs and traffic regulations (see Figure 17). These can be attached to existing light poles or where none exist, placed on a new pole of similar character.



Signage Location Plan

1. Major Gateway Sign
2. Minor Gateway Sign
3. Directional Sign

Figure 16: Signage Location Plan



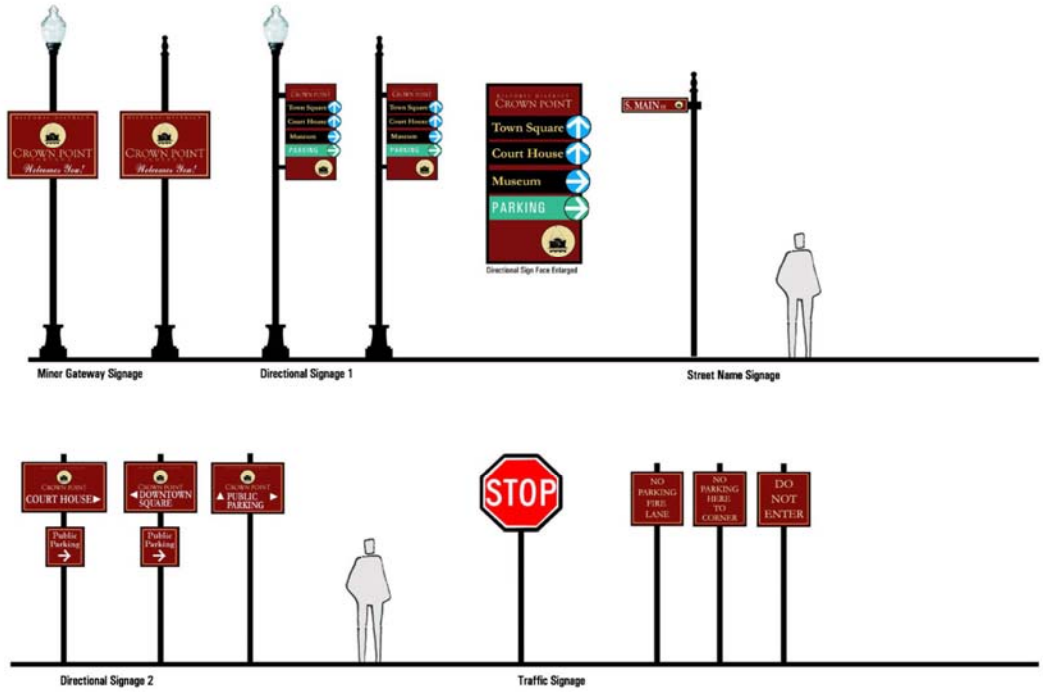


Figure 17: Example Gateway and Sign Details

Business Signs: The forms, shapes, sizes and colors of businesses signs can severely detract from the character of the Downtown because people's attention will be drawn to the signs, not the architecture of the building or to the pleasant streetscape. In addition, business signs in a downtown require a different design approach because they must have a pedestrian-orientation and should also be compatible with the historic character. Because of these specialized needs, separate business sign regulations should be developed that apply only to Downtown Crown Point. While these regulations should be very specific, generally, Downtown business signs should follow these guidelines:

- The size and height of signs should be pedestrian in scale but should also be visible to slow moving vehicular traffic.
- Storefront signs should enhance buildings rather than overwhelm them. Signs should complement the architecture and be integrated into the facade design such as the first story.
- Illumination of signs should be limited to external means such as decorative down-directed lighting.
- Sign types encouraged include wall signs, projecting/paddle signs, and window signs. Temporary sandwich board signs can add to the pedestrian environment if placed properly and regulated to ensure they do not become a nuisance. Rooftop signs, billboards and signs should be prohibited that are attached to rocks, trees, poles, benches, and trash receptacles.
- Projecting clocks or special architectural features are also encouraged, but at a pedestrian scale.

Example downtown signs

CHAPTER 4: ACTION PLAN

Introduction

A number of exciting, effective, and feasible recommendations to meet the various plan objectives are contained in this document. The Action Plan organizes all these ideas into a concise and thoughtful implementation program.

Recommended improvements will not, and should not, occur over night. Some ideas need additional design refinement. Some, like reverse angle parking, are not essential but still worth considering. Finally, because INDOT controls Joliet Street (Route 231) and Main Street (Route 55), their involvement and support will be needed. A systematic approach to accomplishing the objectives of this plan will assist decision making and efficient use of funding.

To further the vision and objectives of this plan, the City should pursue the following key next steps in the process:

- **Plan Adoption**: The document should be adopted or endorsed by the Planning Commission and City Council.

- **Agency Coordination**: City representatives should meet with outside agencies involved in review and approval of these projects, such as INDOT, to discuss feasibility and procedures.

- **Project Implementation**: Implementation of the recommended projects can begin with detailed design, cost estimation, and funding allocations. Each of the projects is prioritized in the Project Implementation Program.

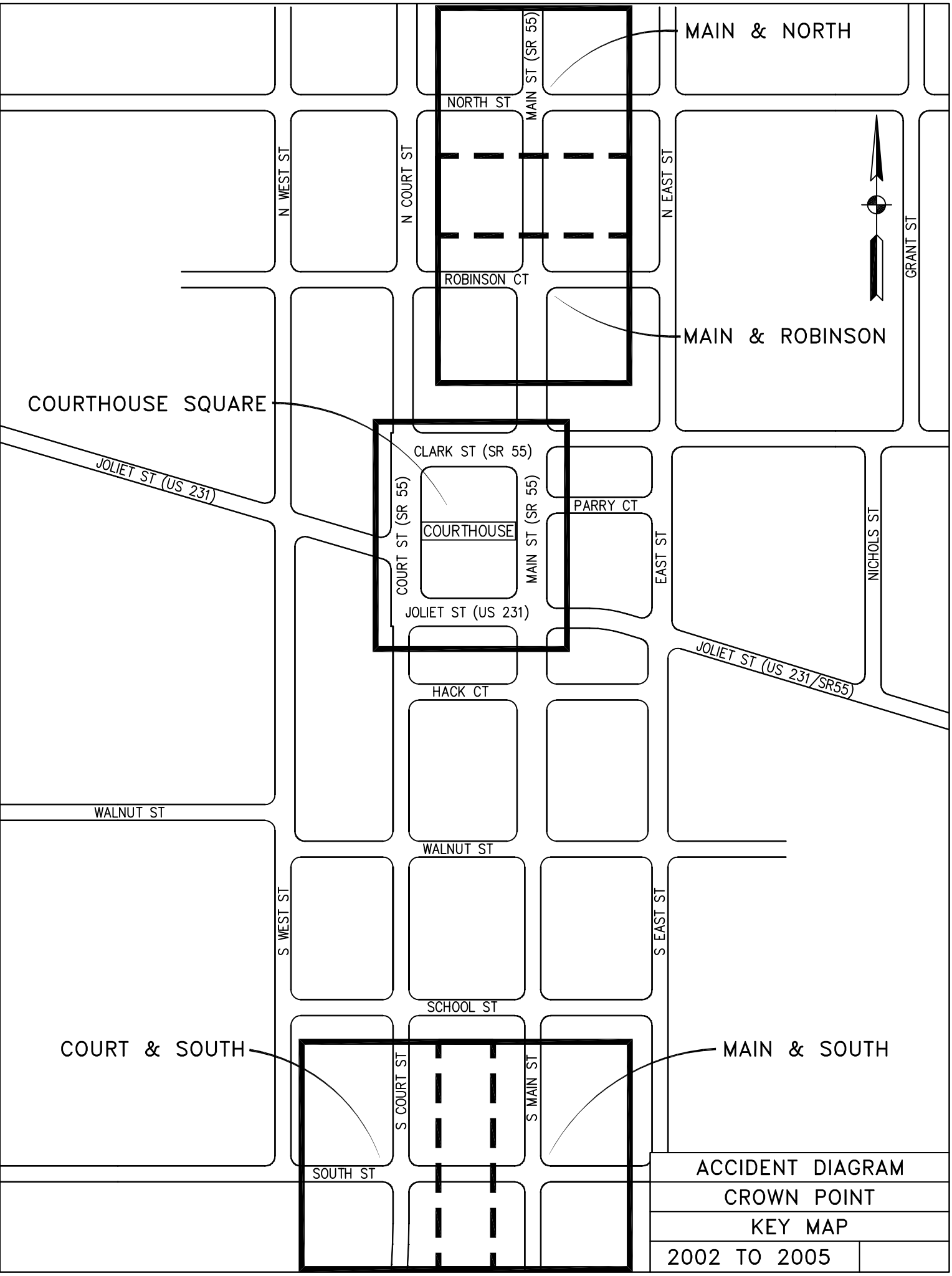
Project Implementation Program

The Project Implementation Program organizes recommendations into a specified time frame of short term (1-3 years), medium term (4-6 years), and long term (7 years and beyond). The City should use the program as a guide each year as it considers its goals. Preliminary cost estimates for many of the projects are provided in Appendix C so the City can plan for funding allocation and seek other funding sources such as grants, private partnerships, public partnerships, and donations.

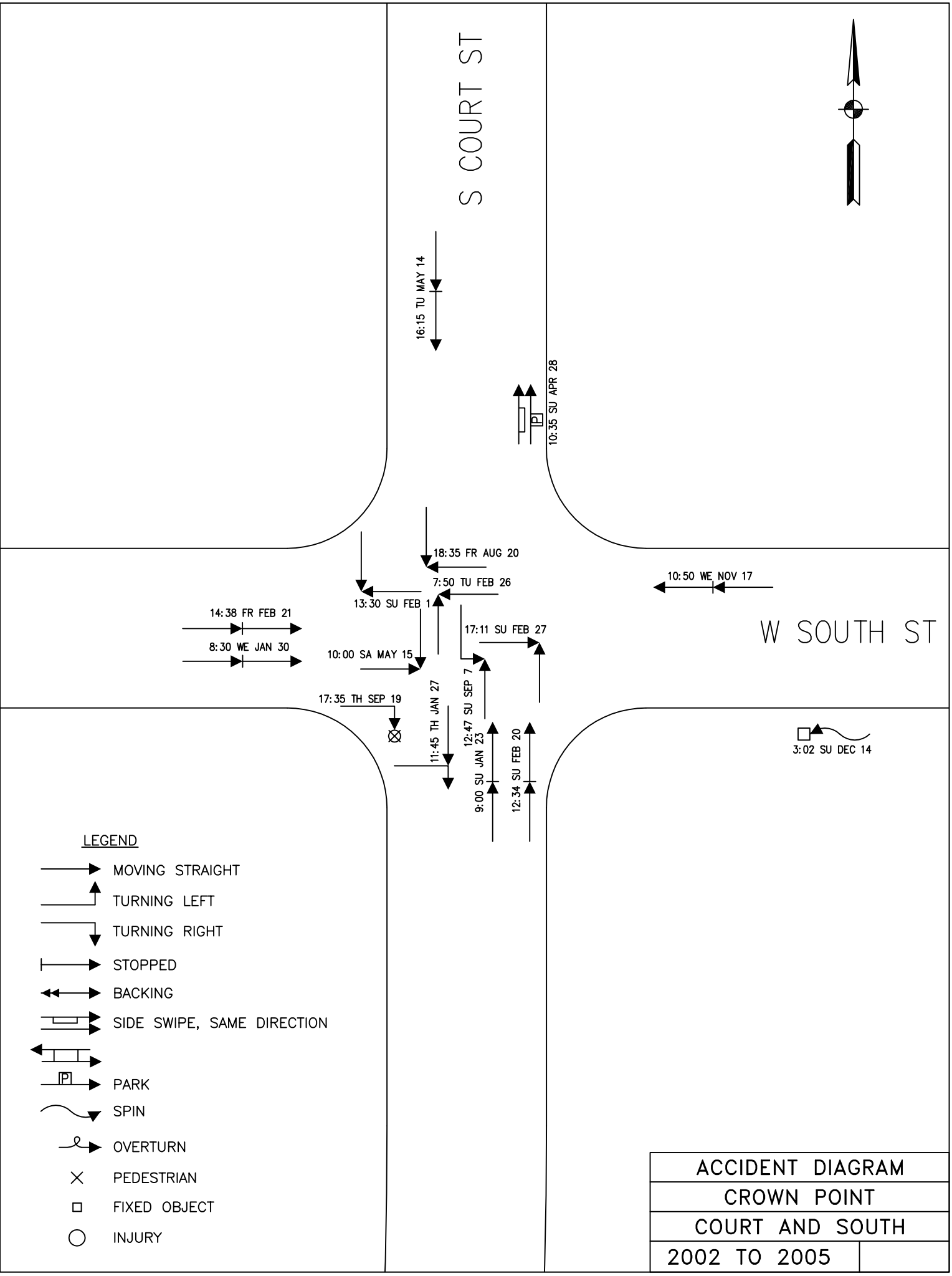
Short Term	Time Frame: 2006-2008
Circulation and Parking Projects:	
▪ Convert Court Street north of the Square to one-way ▪ Increase enforcement of speed limits, illegal maneuvers, and parking violations ▪ Begin education program and research on responsible employee/employer parking ▪ Test on-street reverse angled parking south of the Square on Main Street (Route 55) for 6 months and gradually add blocks, if successful ▪ Convert Parry Court to pedestrian-only circulation and upgrade streetscape ▪ Adjust signal timing at Joliet Street (Route 231) and Main Street (Route 55) intersection	
Urban Design Projects:	
▪ Install overhead arches and other major gateway signs ▪ Install directional signs ▪ Install wider sidewalks, curb bump-outs, and crosswalk improvements ▪ Incorporate senior-friendly improvements to streetscape and signage ▪ Complete 'greening' streetscape improvements ▪ Relocate standalone drive-through at Parry Court and East Street ▪ Explore implementation of redevelopment opportunity at Joliet Street (Route 231) and East Street	
Medium Term	**Time Frame: 2009-2011**
Circulation and Parking Projects:	
▪ Complete public parking lot improvements ▪ Convert Main Street (Route 55) to two-way and conduct lane marking, signal, and parking changes ▪ Begin implementation of Joliet Street (Route 231) re-alignment such as land acquisition ▪ Begin research on feasible truck route alternatives	
Urban Design Projects:	
▪ Conduct pedestrian improvements to alleys east and west of Main Street (Route 55) ▪ Explore implementation of key redevelopment opportunities and the Municipal Use site ▪ Continue installation of directional signs and install minor gateway signs	
Long Term	**Time Frame: 2012 and beyond**
Circulation and Parking Projects:	
▪ Evaluate parking demands based on new development ▪ Re-align Joliet Street (Route 231) ▪ Convert Joliet Street (Route 231)to two-way ▪ Complete traffic signal and intersection changes on Joliet Street (Route 231) at Court Street and Main Street (Route 55) ▪ Modify on-street parking as necessary based on re-alignment ▪ Complete new parking lot on former Joliet Street (Route 231) Monitor parking demand	
Urban Design Projects:	
▪ Complete pedestrian improvements to Hack Court ▪ Explore implementation of key redevelopment development opportunities ▪ Complete streetscape, bump-out, and crosswalk modifications on Joliet Street (Route 231)	

Appendix A:

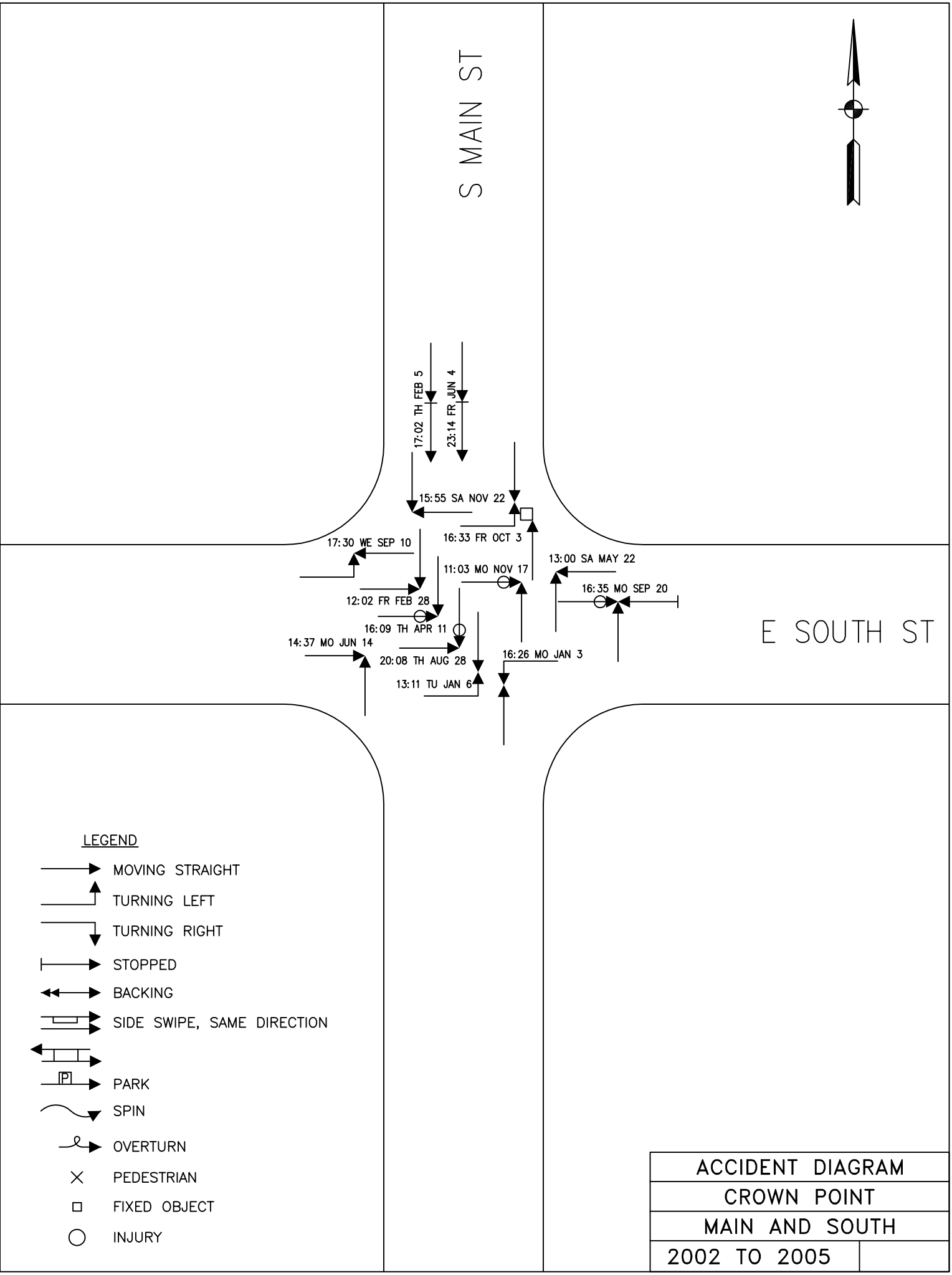
Traffic Data

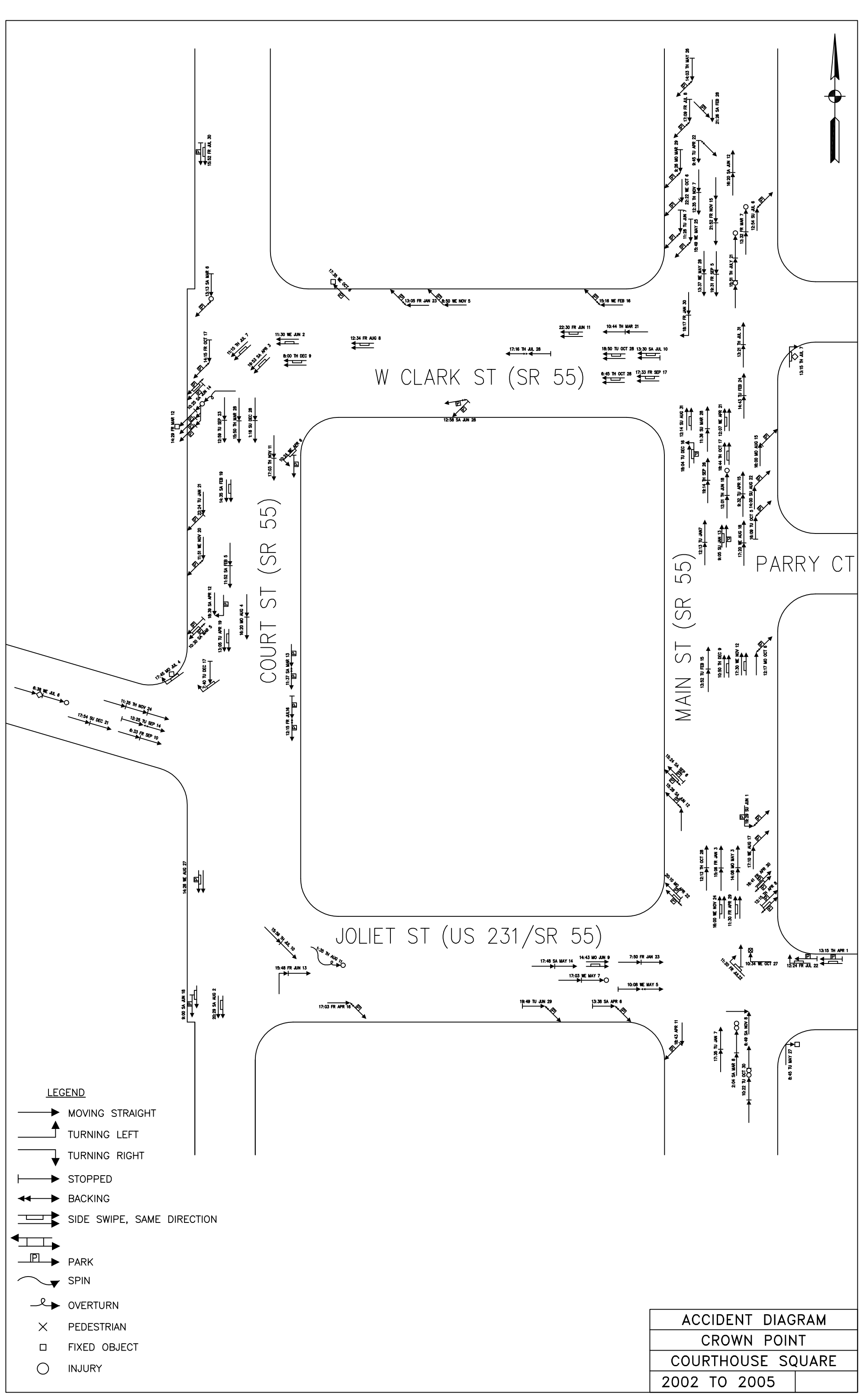


ACCIDENT DIAGRAM
CROWN POINT
KEY MAP
2002 TO 2005

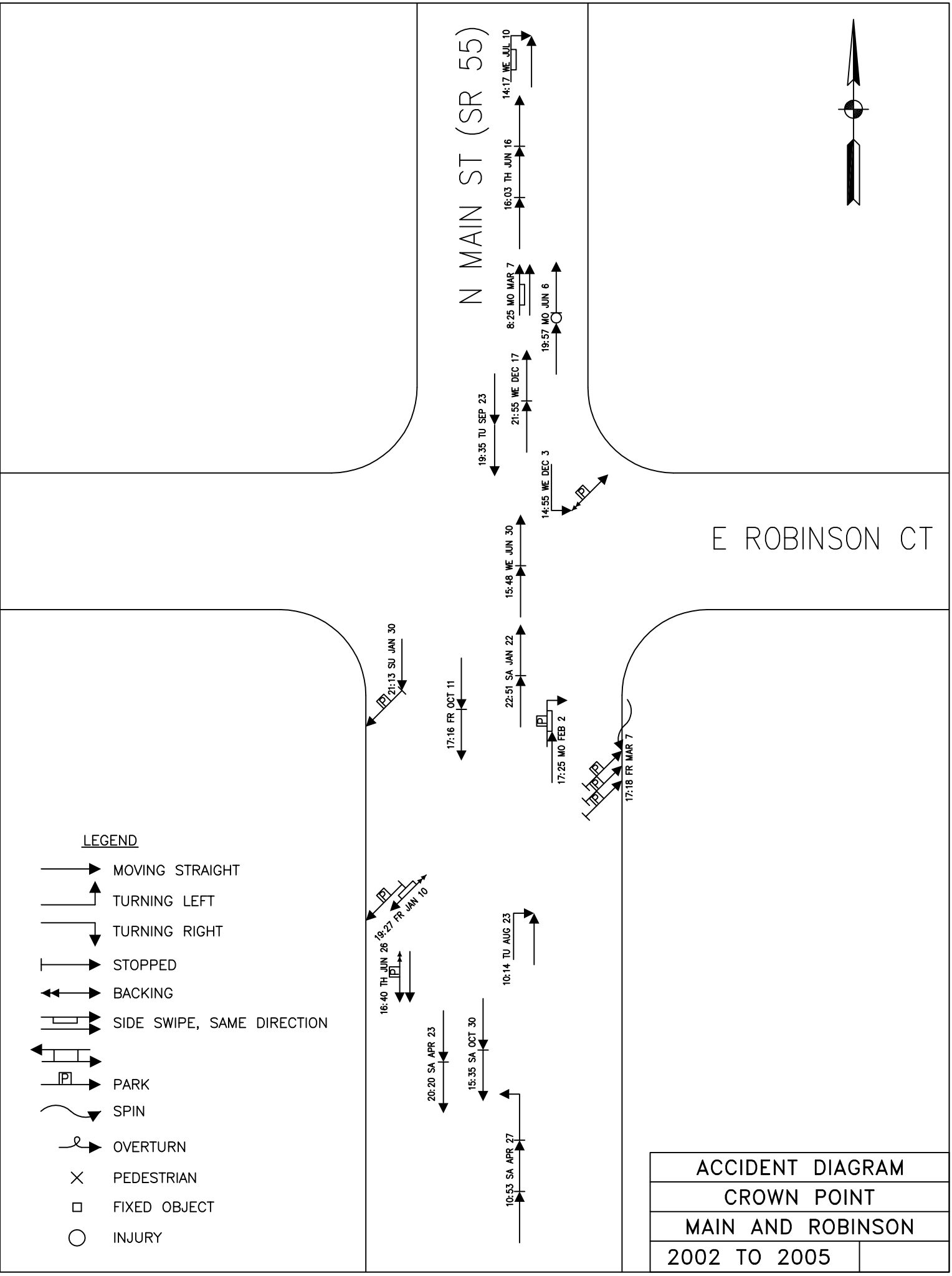


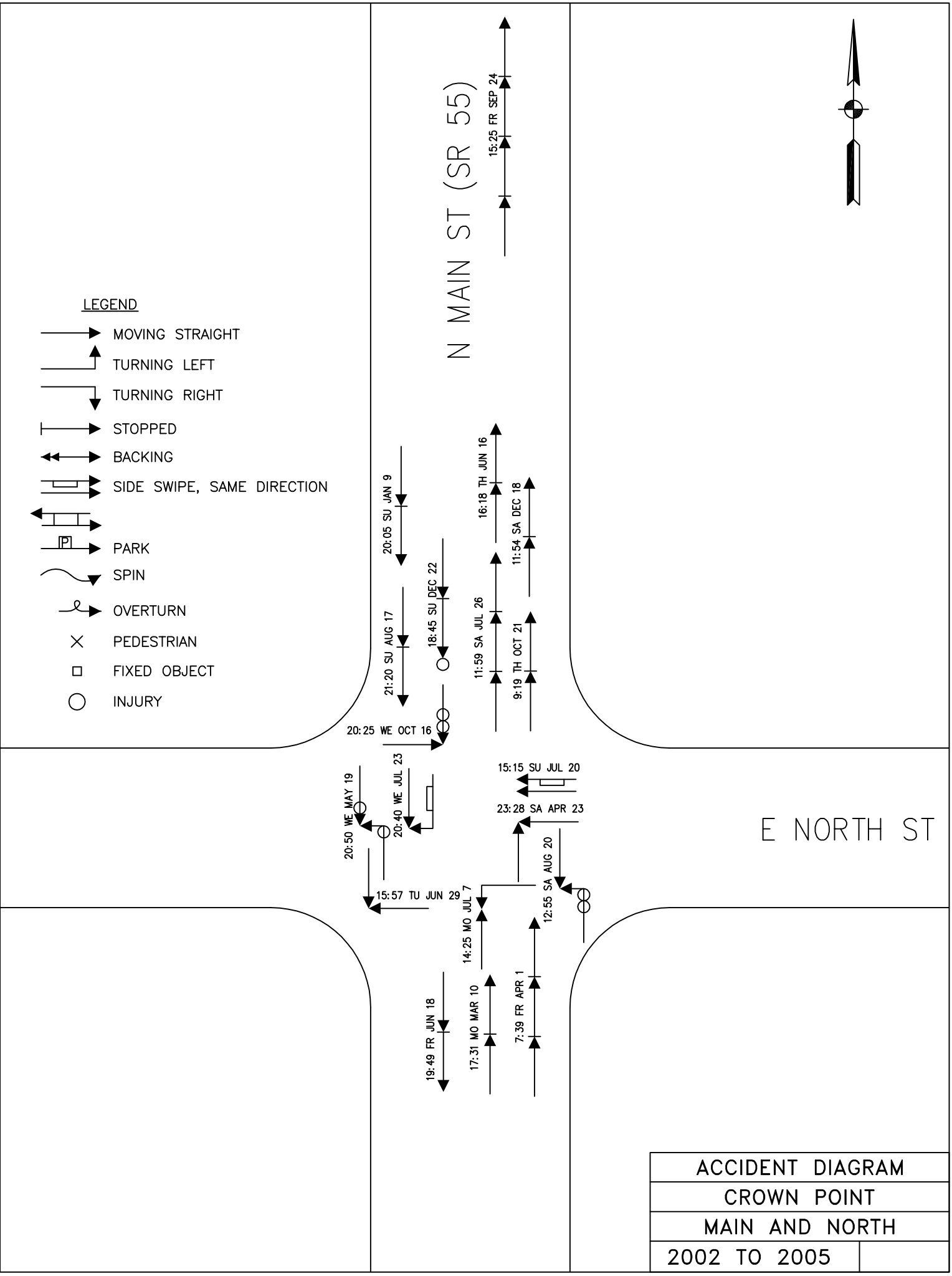
ACCIDENT DIAGRAM
CROWN POINT
COURT AND SOUTH
2002 TO 2005


S MAIN ST
E SOUTH ST
17:02 TH FEB 5
23:14 FR JUN 4
15:55 SA NOV 22
16:33 FR OCT 3
17:30 WE SEP 10
11:03 MO NOV 17
13:00 SA MAY 22
16:35 MO SEP 20
12:02 FR FEB 28
16:09 TH APR 11
14:37 MO JUN 14
20:08 TH AUG 28
16:26 MO JAN 3
13:11 TU JAN 6
LEGEND
MOVING STRAIGHT
TURNING LEFT
TURNING RIGHT
STOPPED
BACKING
SIDE SWIPE, SAME DIRECTION
PARK
SPIN
OVERTURN
PEDESTRIAN
FIXED OBJECT
INJURY
ACCIDENT DIAGRAM
CROWN POINT
MAIN AND SOUTH
2002 TO 2005

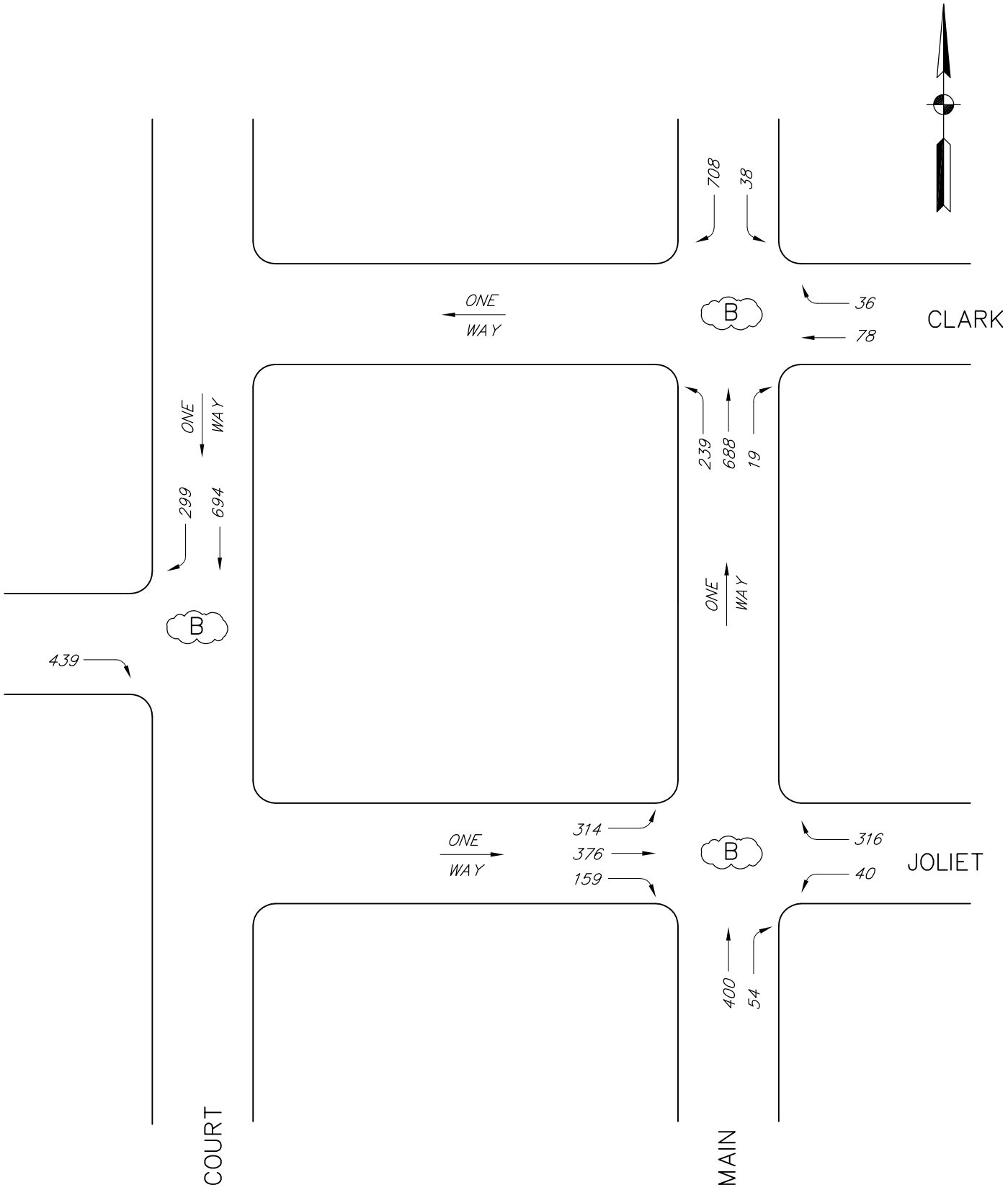


ACCIDENT DIAGRAM
CROWN POINT
COURTHOUSE SQUARE
2002 TO 2005


N MAIN ST (SR 55)
E ROBINSON CT
14:17 WE JUL 10
16:03 TH JUN 16
8:25 MO MAR 7
19:57 MO JUN 6
21:55 WE DEC 17
19:35 TU SEP 23
14:55 WE DEC 3
15:48 WE JUN 30
22:51 SA JAN 22
17:25 MO FEB 2
17:18 FR MAR 7
17:16 FR OCT 11
21:13 SU JAN 30
19:27 FR JAN 10
16:40 TH JUN 28
10:14 TU AUG 23
20:20 SA APR 23
15:35 SA OCT 30
10:53 SA APR 27
LEGEND
MOVING STRAIGHT
TURNING LEFT
TURNING RIGHT
STOPPED
BACKING
SIDE SWIPE, SAME DIRECTION
PARK
SPIN
OVERTURN
PEDESTRIAN
FIXED OBJECT
INJURY
ACCIDENT DIAGRAM
CROWN POINT
MAIN AND ROBINSON
2002 TO 2005

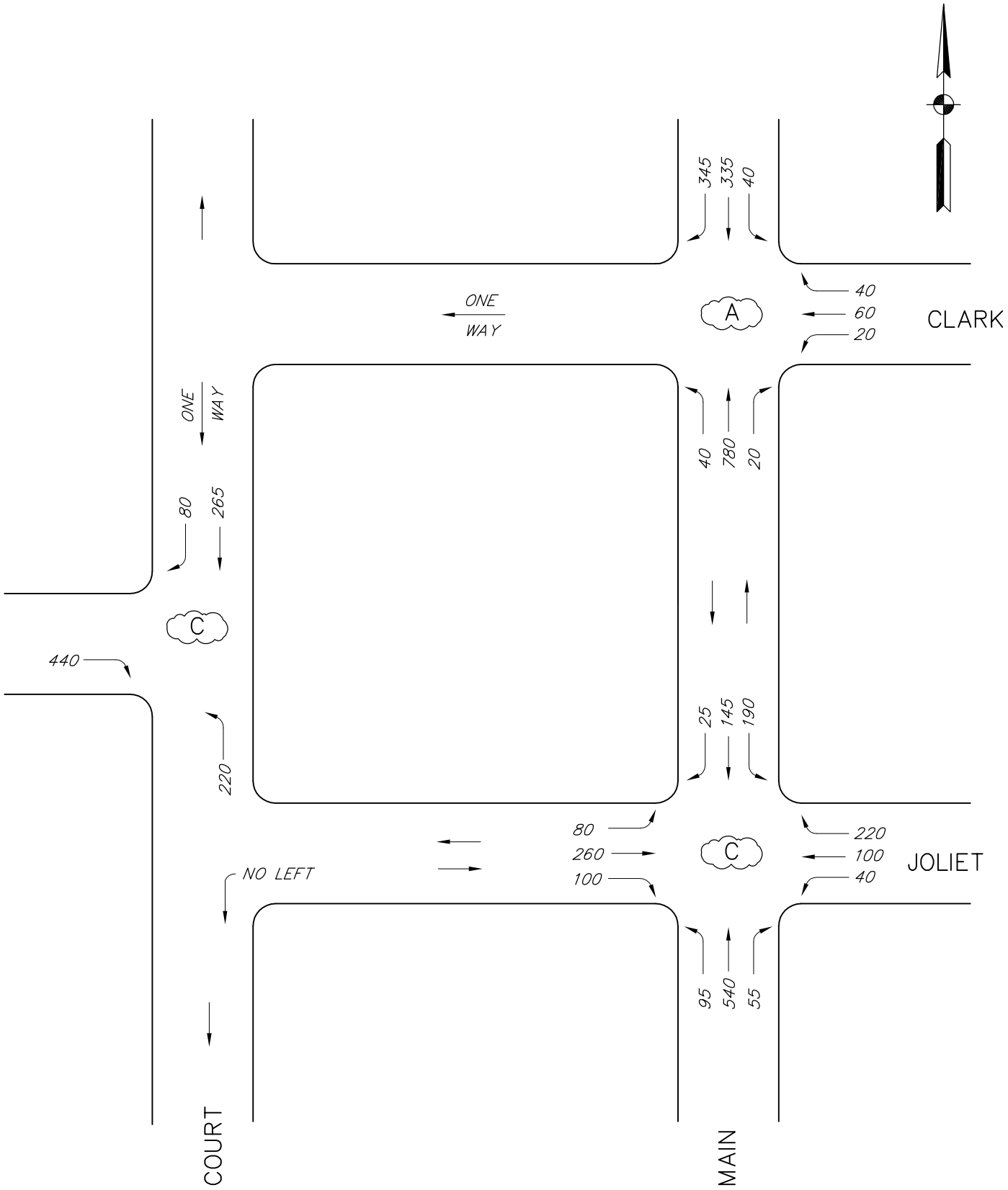


ACCIDENT DIAGRAM
CROWN POINT
MAIN AND NORTH
2002 TO 2005



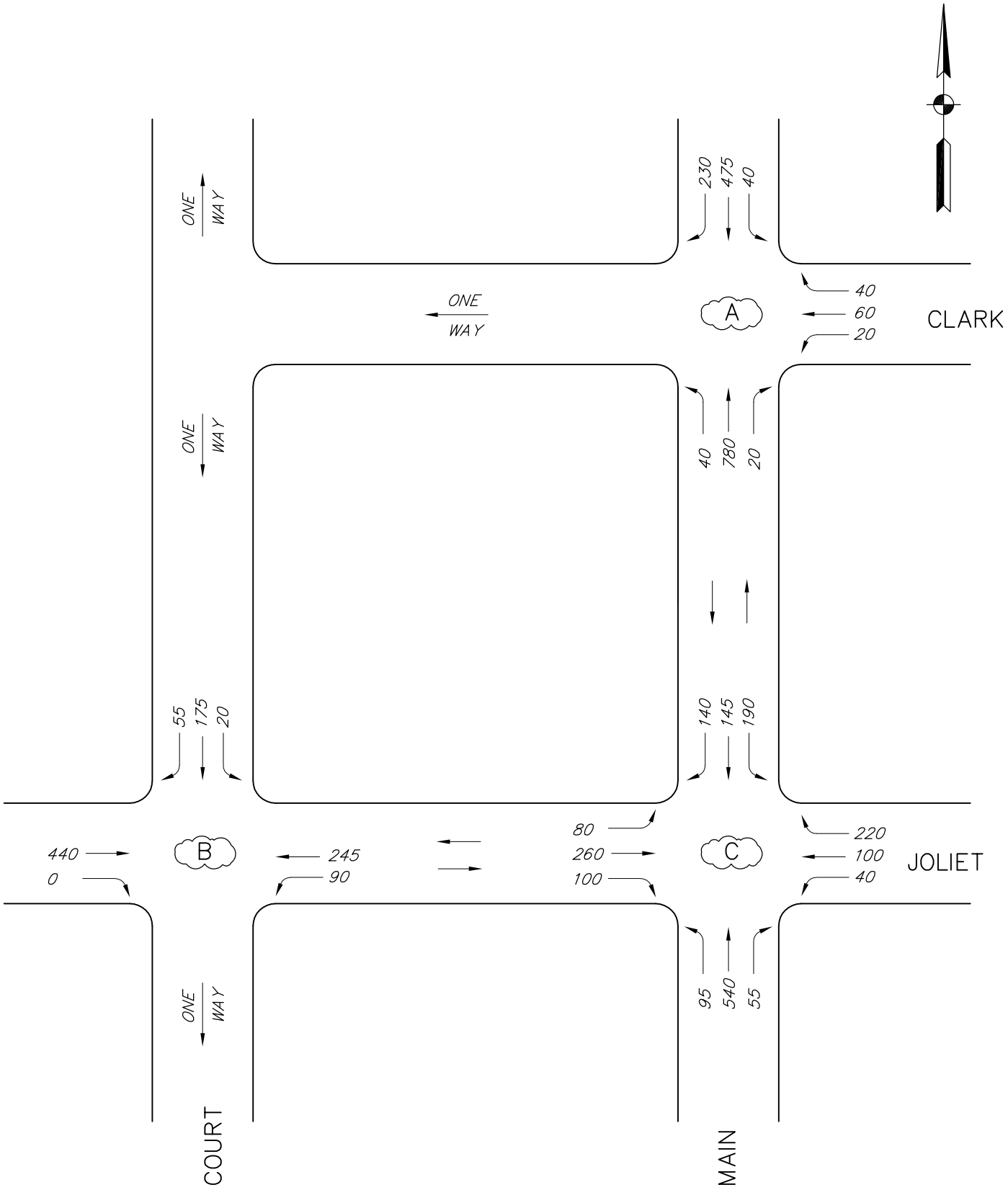
B = LEVEL OF SERVICE

ALTERNATE 1
TRAFFIC FLOW IMPROVEMENTS



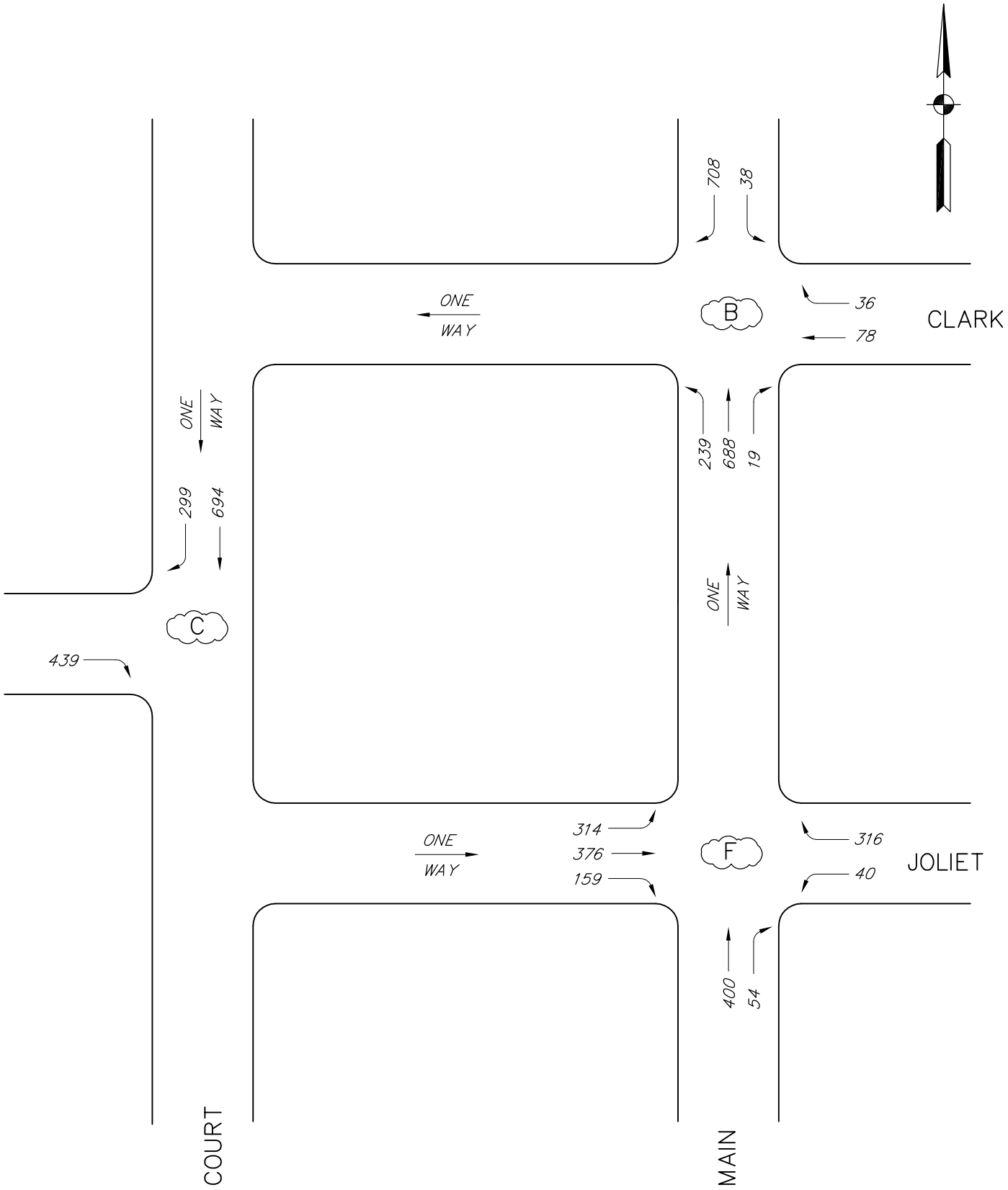
B = LEVEL OF SERVICE

ALTERNATE 2
TWO-WAY CONVERSION



B = LEVEL OF SERVICE

ALTERNATE 3
US 231 REALIGNMENT



B = LEVEL OF SERVICE

ALTERNATE 4
EXISTING CONDITIONS

TRUCKS ON U.S. 231 AVERAGE 5.7%
AVERAGE DAILY TRAFFIC COUNTS

Appendix B:

Parking Data

SUMMARY OF PARKING STUDY

Parking Capacity Summary

Assumptions

- Tuesday and Saturday counts were taken.
- Lots surveyed included all public lots and public on-street parking.

Findings

- On Tuesday and Saturday, the majority of on-street parking around the square reached capacity multiple times throughout the day.
- On Tuesday, the average capacity throughout the day for most parking areas indicated a Healthy or Ample Capacity.
- On Saturday, the average capacity throughout the day for most parking areas indicates Healthy Capacity and At Capacity.
- There are only a few outlying public parking areas that are underutilized.

Parking Turnover Summary

Assumptions

- Low turnover was considered a parking space that was occupied by the same vehicle for 3 hours or greater.
- Only on-street parking areas were surveyed.
- Tuesday and Saturday counts were taken.

Findings

- For both Tuesday and Saturday, the lowest turnover rates are found immediately around the square where vehicles have been recorded to stay between 3 and 10 hours.
- The next area of low turnover is found on the opposite sides of the street from the Square.
- Saturday overall was found to have the lowest turnover rates for all on-street parking areas surveyed. With the exception of on-street parking areas on Main south of 231, which had much lower turnover rates on Tuesday than Saturday.
- The majority of spaces that recorded low turnover kept the space occupied between 3 and 4 hours.
- Almost half of the spaces that recorded occupancy for 5-10 hours were located around the Square.
- Very low turnover rates indicate that employees are parking in these spaces.
- Many of the prime, ideally high-turnover parking spaces, around the Square are being occupied by employees or others that are staying in the Downtown for a long period of time.
- The intent of keeping high turnover spaces available and convenient is not being met.

Tuesday Turnover Data

E: north east corner of Clark and Main
- 26% of spaces had low turnover
- 2 spaces had cars parked all day
- 7 spaces had cars parked for 3 hours

F: north west corner of Clark and Main
- 27% of spaces had low turnover
- 1 space had a car parked for 5 hours
- 4 spaces had cars parked for 3 hours

G: South side of Clark at Square
- 53% of spaces had low turnover
- 3 spaces had cars parked for 5-7 hours
- 5 spaces had cars parked for 3-4 hours

H: south side of Clark at Square
- 61% of spaces had low turnover
- 6 spaces had cars parked for 3-4 hours
- 2 spaces had cars parked for 5-6 hours

I: Court St – west side
- 29% of spaces had low turnover
- 3 spaces had cars parked for 3-4 hours
- 1 space had cars parked for 6 hours

J: west side of square
- 50% of spaces had low turnover
- 3 spaces had cars parked for 3-4 hours
- 1 space had cars parked for 6 hours

L: west side of Court at square
- 50% of spaces had low turnover
- 2 spaces had cars parked for 3-4 hours

M: south side of Joliet at square
- 31% of spaces had low turnover
- 4 spaces had cars parked for 3-4 hours
- 1 space had cars parked for 5 hours

N: north side of Joliet at square
- 50% of spaces had low turnover
- 3 spaces had cars parked for 3 hours

O: west side of Main at square
- 65% of spaces had low turnover
- 10 spaces had cars parked for 3-4 hours
- 5 spaces had cars parked for 5-10 hours

P: east side of Main between Parry and Joliet St.
- 29% of spaces had low turnover
- 5 spaces had cars parked for 3-4 hours

Q: east side of Main between Clark and Parry
- 17% of spaces had a low turnover
- 1 space had cars parked for 5 hours

T: west side of Main between Joliet and Hack
- 54% of spaces had low turnover
- 8 spaces had cars parked for 3-4 hours
- 7 spaces had cars parked for 5-10 hours

U: east side of Main between Joliet and Hack
- 54% of spaces had low turnover
- 10 spaces had cars parked for 3-4 hours
- 4 spaces had cars parked for 5-9 hours

Saturday Turnover Data

E: east side of Main between Robinson and Clark

- 38% of spaces had low turner
- 11 spaces had cars parked 3-4 hours
- 2 space had cars parked 5-6 hours

F: west side of Main between Robinson and Clark

- 44% of spaces had low turner
- 8 spaces had cars parked 3-4 hours

G: north side of Clark between Court and Main

- 53% of spaces had low turner
- 4 spaces had cars parked 3-4 hours
- 4 spaces had cars parked 6 hours

H: south side of Clark between Court and Main

- 69% of spaces had low turner
- 9 spaces had cars parked 4-6 hours

I: west side of Court between Robinson and Joliet

- 71% of spaces had low turner
- 4 spaces had cars parked 3-4 hours
- 6 spaces had cars parked 5-6 hours

J: east side of Court between Clark and Joliet

- 88% of spaces had low turner
- 5 spaces had cars parked 3-4 hours
- 2 spaces had cars parked 5-6 hours

L: west side of Court between Joliet and Walnut

- 100% of spaces had low turner
- 4 spaces had cars parked 4 hours

M: south side of Joliet between Court and Main

- 63% of spaces had low turner
- 10 spaces had cars parked 3-5 hours

N: north side of Joliet between Court and Main

- 50% of spaces had low turner
- 3 space had cars parked 4-5 hours

O: west side of Main between Clark and Joliet

- 61% of spaces had low turner
- 8 spaces had cars parked 3-4 hours
- 6 spaces had cars parked 5-6 hours

P: east side of Main between Parry and Joliet

- 29% of spaces had low turner
- 4 spaces had cars parked 3-4 hours
- 1 space had a car parked 5 hours

Q: east side of Main between Clark and Parry

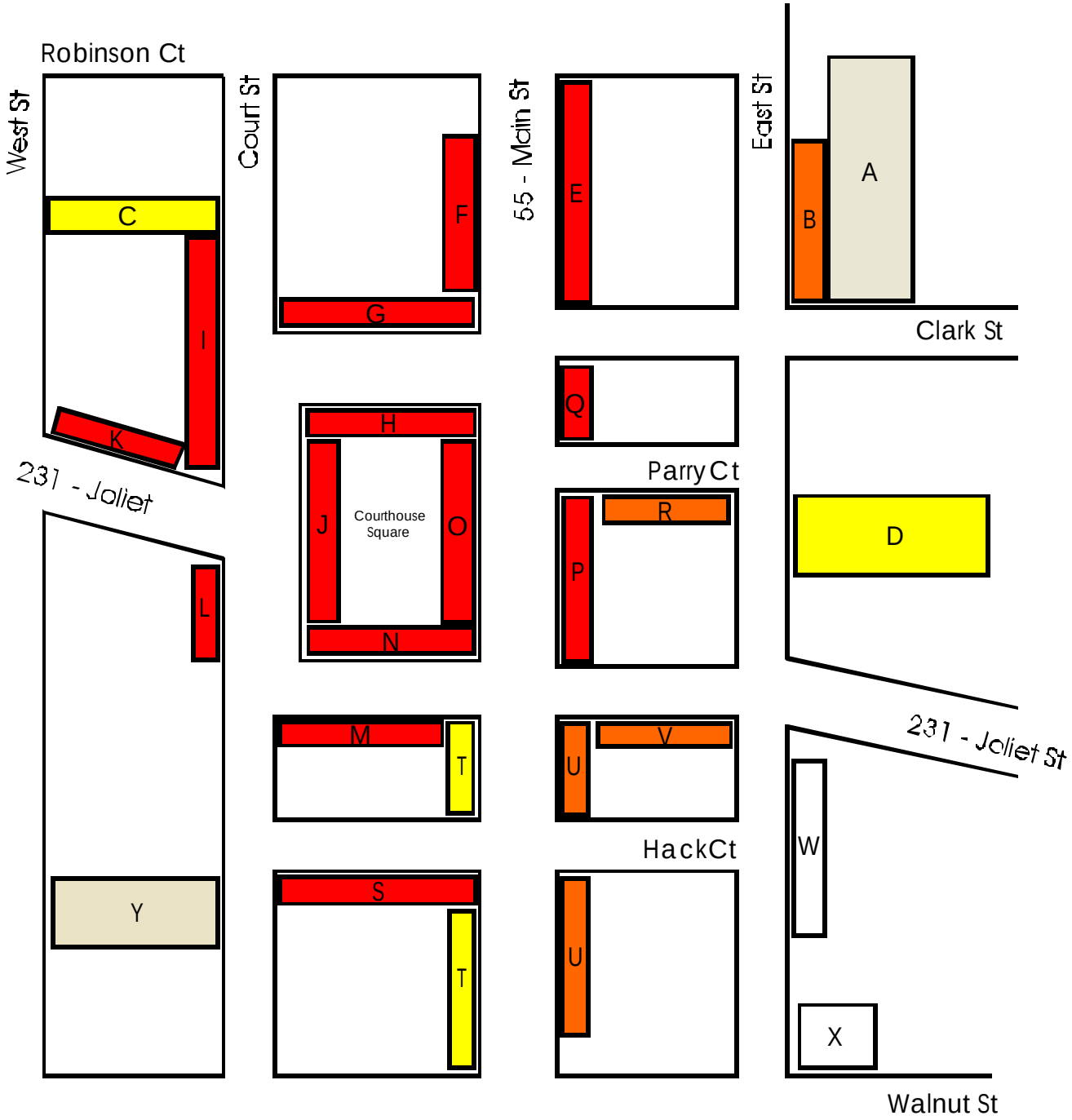
- 17% of spaces had low turner
- 1 space had a car parked 5 hours

T: west side of Main between Joliet and Walnut

- 18% of spaces had low turner
- 4 spaces had cars parked 3-4 hours
- 1 space had a car parked 5 hours

U: east side of Main between Joliet and Walnut

- 38% of spaces had low turner
- 9 spaces had cars parked 3-4 hours
- 2 spaces had cars parked 6 hours



Saturday Peak Parking

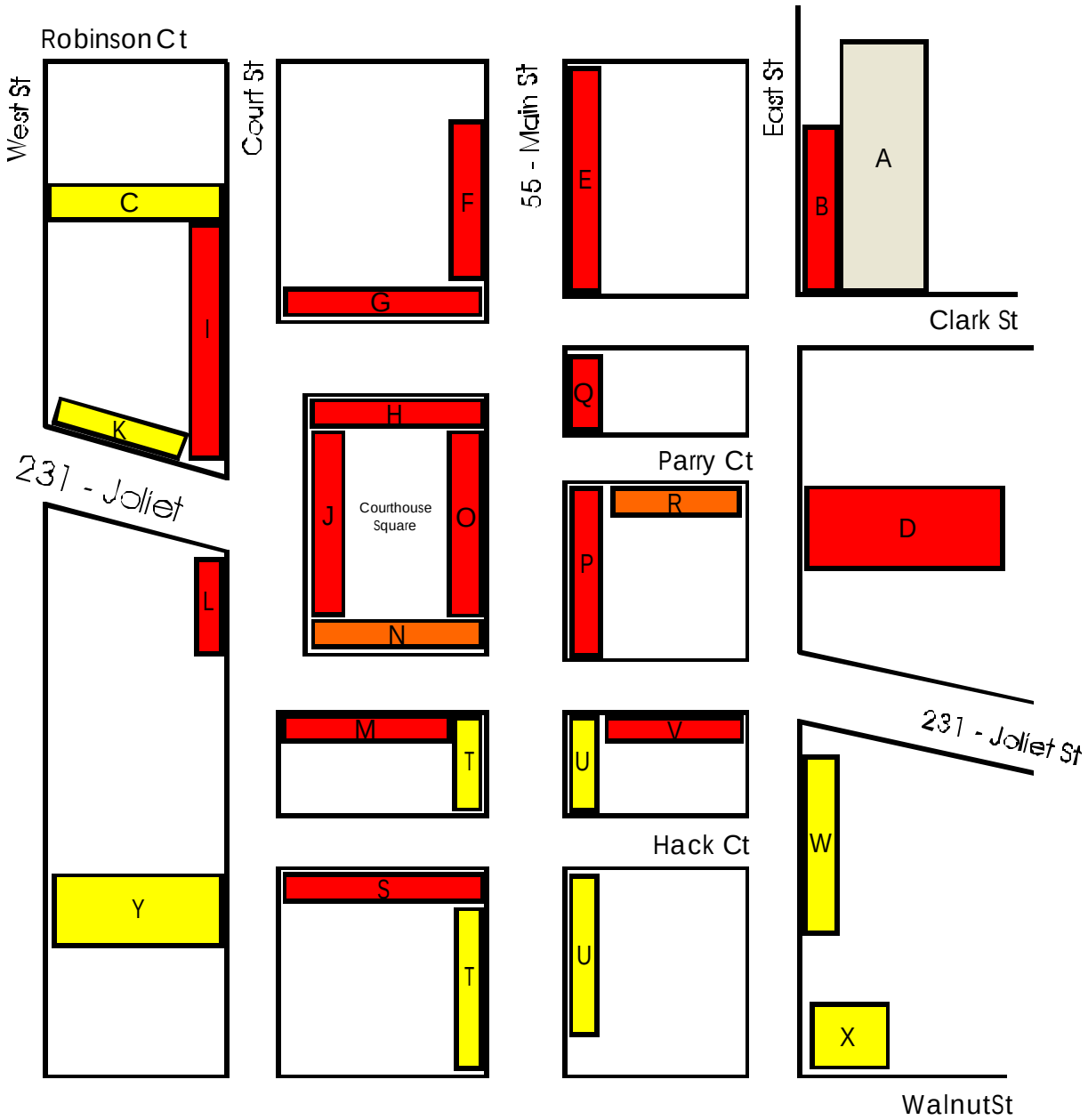
City of Crown Point Downtown Parking and Circulation Plan

Crown Point

Downtown Parking Survey

10/15/2005 Saturday

Location	Total Spaces	Occupied Spaces						Maximum			
		1	2	3	4	5	6	Occupied Spaces	Percent Occupancy	Average	
A	132	37	48	40	38	36	38	48	36%	40	30%
B	5	4	2	3	2	2	3	4	80%	3	53%
C	14	9	9	8	8	8	6	9	64%	8	57%
D	57	13	19	29	30	33	33	33	58%	26	46%
E	33	30	30	33	33	24	28	33	100%	30	90%
F	19	17	19	17	16	17	14	19	100%	17	88%
G	15	11	15	15	14	15	15	15	100%	14	94%
H	13	12	13	13	13	13	11	13	100%	13	96%
I	17	12	16	16	16	16	15	16	94%	15	89%
J	11	7	11	11	11	10	8	11	100%	10	88%
K	13	7	6	9	10	13	10	13	100%	9	71%
L	5	3	4	5	5	4	4	5	100%	4	83%
M	17	1	14	17	17	16	16	17	100%	14	79%
N	8	1	7	8	8	8	6	8	100%	6	79%
O	23	17	20	23	22	23	22	23	100%	21	92%
P	18	16	18	18	17	18	14	18	100%	17	94%
Q	6	5	6	6	6	6	5	6	100%	6	94%
R	8	4	6	7	6	7	5	7	88%	6	73%
S	8	4	5	4	4	8	3	8	100%	5	58%
T	28	6	7	9	13	17	18	18	64%	12	42%
U	26	7	10	15	21	17	9	21	81%	13	51%
V	8	2	2	6	7	5	3	7	88%	4	52%
W	23	0	0	0	0	0	0	0	0%	0	0%
X	17	0	0	0	0	0	0	0	0%	0	0%
Y	66	4	5	6	2	3	1	6	9%	4	5%
Total	590	229	292	318	319	319	287	319	54%	294	50%



A 90%+PeakOccupancy-AtCapacity

A 80-90%PeakOccupancy-HealthyCapacity

A 50-79%PeakOccupancy-AmpleCapacity

A 49%orLessPeakOccupancy-SurplusCapacity

A DataUnavailableAtThisTime

Tuesday Peak Parking

City of Crown Point Downtown Parking and Circulation Plan

Crown Point

Downtown Parking Survey

10/18/2005 Tuesday

Location	Total Spaces	Occupied Spaces										Maximum		Average	
		9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Occupied Spaces	Percent Occupancy		
A	132	48	54	50	49	57	59	58	49	27	12	59	45%	46	35%
B	5	5	3	5	3	5	6	4	2	2	2	6	120%	4	74%
C	14	9	7	7	8	7	7	7	7	5	5	9	64%	7	49%
D	57	25	29	39	63	65	68	66	33	25	25	68	119%	44	77%
E	34	2	16	24	27	22	14	11	28	28	31	31	91%	20	60%
F	18	11	16	16	17	17	13	8	15	14	16	17	94%	14	79%
G	15	4	7	8	12	15	11	9	10	12	12	15	100%	10	67%
H	13	3	5	7	12	11	11	11	13	11	11	13	100%	10	73%
I	14	10	9	7	14	10	10	10	8	9	9	14	100%	10	69%
J	8	0	3	4	3	7	3	4	5	8	8	8	100%	5	56%
K	13	5	4	5	10	8	6	2	0	4	3	10	77%	5	36%
L	4	4	2	2	4	4	2	2	3	2	2	4	100%	3	68%
M	16	0	14	15	12	11	10	8	13	14	13	15	94%	11	69%
N	6	0	2	4	5	4	4	3	3	2	3	5	83%	3	50%
O	23	14	16	16	22	21	21	16	22	23	23	23	100%	19	84%
P	17	3	13	13	17	12	11	7	12	14	17	17	100%	12	70%
Q	6	0	6	4	6	5	5	5	6	6	6	6	100%	5	82%
R	8	0	6	4	7	7	6	5	6	5	6	7	88%	5	65%
S	8	8	5	4	4	7	7	6	8	6	7	8	100%	6	78%
T	28	20	20	16	14	15	13	12	13	11	1	20	71%	14	48%
U	26	3	4	7	16	14	14	13	13	12	13	16	62%	11	42%
V	8	6	7	7	8	7	7	5	4	4	4	8	100%	6	74%
W	23	14	15	12	11	12	8	8	0	1	0	15	65%	8	35%
X	17	11	10	9	8	9	9	8	8	4	3	11	65%	8	46%
Y	66	22	29	38	32	39	26	42	39	23	18	42	64%	31	47%
Total	579	227	302	323	384	391	351	330	320	272	250	391	68%	315	54%

Appendix C:

Project Cost Estimates

City of Crown Point
Downtown Parking and Circulation Plan

The following is an estimate of the costs associated with the key improvement projects recommended in this pla
These are preliminary estimates and are based on certain assumptions as noted in the footnote to the table.
Thus, more accurate cost estimates will be necessary at the time of project inception.

ITEM	*QTY.*	*UNIT*	*UNIT COST*	*AMOUNT*	*TOTAL*
N/S Streets from Walnut St. to Robinson Ct.					
West St. (one side)					
-new concrete curb	1320	LF	$ 16.00	$ 21,120.00	
-concrete sidewalk	3960	SF	$ 4.50	$ 17,820.00	
-street tree	37	EA	$ 500.00	$ 18,500.00	
-tree grate	37	EA	$ 1,500.00	$ 55,500.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 112,940.00
Court St. (one side)					
-new concrete curb	1320	LF	$ 16.00	$ 21,120.00	
-concrete sidewalk	3960	SF	$ 4.50	$ 17,820.00	
-street tree	37	EA	$ 500.00	$ 18,500.00	
-tree grate	37	EA	$ 1,500.00	$ 55,500.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 112,940.00
Main St. (one side)					
-new concrete curb	1320	LF	$ 16.00	$ 21,120.00	
-concrete sidewalk	3960	SF	$ 4.50	$ 17,820.00	
-street tree	37	EA	$ 500.00	$ 18,500.00	
-tree grate	37	EA	$ 1,500.00	$ 55,500.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 112,940.00
East St. (one side)					
-new concrete curb	1320	LF	$ 16.00	$ 21,120.00	
-concrete sidewalk	3960	SF	$ 4.50	$ 17,820.00	
-street tree	37	EA	$ 500.00	$ 18,500.00	
-tree grate	37	EA	$ 1,500.00	$ 55,500.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 112,940.00
E/W Streets from West St. to East St.					
Robinson Ct. (one side)					
-new concrete curb	780	LF	$ 16.00	$ 12,480.00	
-concrete sidewalk	2340	SF	$ 4.50	$ 10,530.00	
-street tree	22	EA	$ 500.00	$ 11,000.00	
-tree grate	22	EA	$ 1,500.00	$ 33,000.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 67,010.00
Clark St. (one side)					
-new concrete curb	780	LF	$ 16.00	$ 12,480.00	
-concrete sidewalk	2340	SF	$ 4.50	$ 10,530.00	
-street tree	22	EA	$ 500.00	$ 11,000.00	
-tree grate	22	EA	$ 1,500.00	$ 33,000.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 67,010.00

ITEM	QTY.	UNIT	UNIT COST	AMOUNT	TOTAL
Joliet St. (one side)					
-new concrete curb	860	LF	$ 16.00	$ 13,760.00	
-concrete sidewalk	2580	SF	$ 4.50	$ 11,610.00	
-street tree	25	EA	$ 500.00	$ 12,500.00	
-tree grate	25	EA	$ 1,500.00	$ 37,500.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 75,370.00
Walnut St. (one side)					
-new concrete curb	780	LF	$ 16.00	$ 12,480.00	
-concrete sidewalk	2340	SF	$ 4.50	$ 10,530.00	
-street tree	22	EA	$ 500.00	$ 11,000.00	
-tree grate	22	EA	$ 1,500.00	$ 33,000.00	
-bench	0	EA	$ 1,000.00	$ -	
-trash receptacle	0	EA	$ 400.00	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 67,010.00
Alleys					
Hack Ct. (one side)					
-new concrete curb	780	LF	$ 16.00	$ 12,480.00	
-concrete walk	0	SF	$ 4.50	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 12,480.00
Parry Ct. (one side)					
-new concrete curb	260	LF	$ 16.00	$ 4,160.00	
-concrete walk	0	SF	$ 4.50	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 4,160.00
B/t Court and Main St. (one side)					
-new concrete curb	400	LF	$ 16.00	$ 6,400.00	
-concrete walk	0	SF	$ 4.50	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 6,400.00
B/t Main and East St. (one side)					
-new concrete curb	370	LF	$ 16.00	$ 5,920.00	
-concrete walk	0	SF	$ 4.50	$ -	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 5,920.00
Intersections					
Joliet & West St. (4900 SF)					
-major gateway signage	1	EA	$ 35,000.00	$ 35,000.00	
-curb extensions	0	SF	$ 4.50	$ -	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	280	LF	$ 5.00	$ 1,400.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 57,800.00
Joliet & Court St. (5600 SF)					
-curb extensions	2700	SF	$ 4.50	$ 12,150.00	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	300	LF	$ 5.00	$ 1,500.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 35,050.00

ITEM	*QTY.*	*UNIT*	*UNIT COST*	*AMOUNT*	*TOTAL*
Joliet & Main St. (8000 SF)					
-curb extensions	3600	SF	$ 4.50	$ 16,200.00	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	360	LF	$ 5.00	$ 1,800.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 39,400.00
Joliet & East St. (6400 SF)					
-major gateway signage	1	EA	$ 35,000.00	$ 35,000.00	
-curb extensions	0	SF	$ 4.50	$ -	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	320	LF	$ 5.00	$ 1,600.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 58,000.00
Main & Walnut St. (4800 SF)					
-major gateway signage	1	EA	$ 35,000.00	$ 35,000.00	
-curb extensions	1800	SF	$ 4.50	$ 8,100.00	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	280	LF	$ 5.00	$ 1,400.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 65,900.00
Main St. & Robinson Ct. (4800 SF)					
-major gateway signage	1	EA	$ 35,000.00	$ 35,000.00	
-curb extensions	1800	SF	$ 4.50	$ 8,100.00	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	280	LF	$ 5.00	$ 1,400.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 65,900.00
Main & Clark St. (9000 SF)					
-curb extensions	4500	SF	$ 4.50	$ 20,250.00	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	380	LF	$ 5.00	$ 1,900.00	
-underground storm system relocation (grates, inlets)	0			$ -	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 33,950.00
Clark & Court St. (5600 SF)					
-curb extensions	2900	SF	$ 4.50	$ 13,050.00	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	300	LF	$ 5.00	$ 1,500.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 35,950.00
Clark & East St. (4200 SF)					
-curb extensions	0	SF	$ 4.50	$ -	
-accessibility ramps	8	EA	$ 1,400.00	$ 11,200.00	
-crosswalk striping	260	LF	$ 5.00	$ 1,300.00	
-catch basin	8	EA	$ 1,200.00	$ 9,600.00	
-traffic & directional signage	4	EA	$ 150.00	$ 600.00	
-ped. light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 22,700.00

ITEM	QTY.	UNIT	UNIT COST	AMOUNT	TOTAL
Parking Lots					
Joliet & Court St. (NW)					
-surfacing	6600	SF	$ 4.50	$ 29,700.00	
-striping	430	LF	$ 0.50	$ 215.00	
-interior shade trees	0	EA	$ 500.00	$ -	
-interior traffic signage	0	EA	$ 150.00	$ -	
-light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 29,915.00
Hack Ct. & Court St. (NW)					
-surfacing	20400	SF	$ 4.50	$ 91,800.00	
-striping	1060	LF	$ 0.50	$ 530.00	
-interior shade trees	0	EA	$ 500.00	$ -	
-interior traffic signage	0	EA	$ 150.00	$ -	
-light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 92,330.00
Robinson Ct. & Court St. (SE)					
-surfacing	19800	SF	$ 4.50	$ 89,100.00	
-striping	1150	LF	$ 0.50	$ 575.00	
-interior shade trees	0	EA	$ 500.00	$ -	
-interior traffic signage	0	EA	$ 150.00	$ -	
-light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 89,675.00
Robinson Ct. & East St. (SW)					
-surfacing	26400	SF	$ 4.50	$ 118,800.00	
-striping	1300	LF	$ 0.50	$ 650.00	
-interior shade trees	0	EA	$ 500.00	$ -	
-interior traffic signage	0	EA	$ 150.00	$ -	
-light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 119,450.00
Joliet & East St. (NW)					
-surfacing	13200	SF	$ 4.50	$ 59,400.00	
-striping	800	LF	$ 0.50	$ 400.00	
-interior shade trees	0	EA	$ 500.00	$ -	
-interior traffic signage	0	EA	$ 150.00	$ -	
-light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 59,800.00
Joliet & East St. (NE)					
-surfacing	46800	SF	$ 4.50	$ 210,600.00	
-striping	2650	LF	$ 0.50	$ 1,325.00	
-interior shade trees	0	EA	$ 500.00	$ -	
-interior traffic signage	0	EA	$ 150.00	$ -	
-light poles & fixtures	0	EA	$ 3,500.00	$ -	
					$ 211,925.00
Parking Lots (frontage)					
Joliet & Court St. (NW)					
-street tree	2	EA	$ 500.00	$ 1,000.00	
-screen wall/hedge	60	LF	$ -	$ -	
-identity signage	2	EA	$ 150.00	$ 300.00	
-connecting concrete walk	0	SF	$ 4.50	$ -	
					$ 1,300.00
Hack Ct. & Court St. (NW)					
-street tree	13	EA	$ 500.00	$ 6,500.00	
-screen wall/hedge	460	LF	$ -	$ -	
-identity signage	2	EA	$ 150.00	$ 300.00	
-connecting concrete walk	0	SF	$ 4.50	$ -	
					$ 6,800.00
Robinson Ct. & Court St. (SE)					
-street tree	8	EA	$ 500.00	$ 4,000.00	
-screen wall/hedge	300	LF	$ -	$ -	
-identity signage	2	EA	$ 150.00	$ 300.00	
-connecting concrete walk	0	SF	$ 4.50	$ -	
					$ 4,300.00

ITEM	*QTY.*	*UNIT*	*UNIT COST*	*AMOUNT*	*TOTAL*
Robinson Ct. & East St. (SW)					
-street tree	10	EA	$ 500.00	$ 5,000.00	
-screen wall/hedge	360	LF	$ -	$ -	
-identity signage	2	EA	$ 150.00	$ 300.00	
-connecting concrete walk	0	SF	$ 4.50	$ -	
					$ 5,300.00
Joliet & East St. (NW)					
-street tree	7	EA	$ 500.00	$ 3,500.00	
-screen wall/hedge	240	LF	$ -	$ -	
-identity signage	2	EA	$ 150.00	$ 300.00	
-connecting concrete walk	0	SF	$ 4.50	$ -	
					$ 3,800.00
Joliet & East St. (NE)					
-street tree	5	EA	$ 500.00	$ 2,500.00	
-screen wall/hedge	180	LF	$ -	$ -	
-identity signage	2	EA	$ 150.00	$ 300.00	
-connecting concrete walk	0	SF	$ 4.50	$ -	
					$ 2,800.00

ASSUMPTIONS:

1. Estimate shows subcontractor cost only & do not include additional costs for contingency, design fees and General Contractor overhead and profit.
2. Estimate does not include any utilities that need to be removed, rebuilt, relocated or adjusted to grade, nor does it include demolition costs.
3. Estimate for streets and alleys show costs for only one side of the street/alley.
4. Street tree quantities are calculated on a 35' on center spacing.
5. Concrete sidewalk quantities are calculated with the assumption that the sidewalk will be widened 3' with restriping of parking.
6. Catch basin quantities are calculated as 8 per intersection.
7. Accessibility ramp quantities are calculated as 8 per intersection.
8. Traffic and directional signage are calculated as 4 per intersection.
9. Estimate assumes that current mast arms, controller boxes, pedestrian crossing signals & pedestrian lights will remain.