

# Transportation ■ ■ ■ ■ ■

## VISION

The City’s transportation network will be designed to meet the needs of residents, businesses and visitors, providing for safe, convenient and efficient travel. Goshen will provide accessible, economically viable and environmentally sound multi-modal transportation options.

## GOALS & OBJECTIVES

### T-1: Provide a highly connected network of safe and efficient streets

A well-designed, highly-connected street network helps reduce the volume of traffic and traffic delays on major streets (arterials and major collectors) and improves livability in communities by providing parallel routes and alternative route choices. By increasing the number of street connections or local street intersections in communities, bicycle, pedestrian and transit travel are enhanced.

1. Evaluate the adequacy of existing roads before constructing new roads
2. Optimize existing traffic signals and remove signals where no longer warranted
3. Minimize curb cuts in existing and new development
4. Design new streets to complement existing neighborhoods and duplicate core city grid patterns when possible
5. Promote mixed-use development to reduce the length and total number of vehicular trips
6. Identify high risk streets and intersections and develop strategies for improving safety
7. Use traffic calming strategies to reduce speed and increase safety in residential areas
8. Evaluate the need for designated truck routes
9. Maintain streets in good condition
10. Incorporate roundabouts at appropriate intersections

### T-2: Plan for the provision of Complete Streets

Complete Streets are streets that are designed and operated with all users in mind, including motorists, buggy traffic, pedestrians, bicyclists, and public transit riders of all ages and abilities. Streets that serve multiple functions are characterized by design and operational features that accommodate travel, social interaction, and commerce. Complete streets serving multiple functions describes a street network that safely

## What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling. Complete Streets make it easy to cross the street, walk to shops and bicycle to work.

There is no singular design prescription for Complete Streets; each street is unique and responds to its community context. Roadways that are planned and designed using a Complete Streets approach may include: sidewalks, bicycle lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A “complete” street in a rural area will look quite different from a “complete” street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Source: Smart Growth America

and conveniently accommodates all users and desired functions, yet this does not mean that all modes or functions will be equally prioritized on any given street segment.

1. Evaluate and amend ordinances to include multi-modal transportation options in new development
2. Make accommodations for horse-drawn and other slower traffic when designing roads and intersections
3. Include bicycle lanes and sidewalks in the construction or modification of roadways where possible

## Complete Street Examples



Source: Smart Growth America

### T-3: Provide safe and attractive sidewalks

Sidewalks provide many community-wide benefits, including health, economic, safety, environmental and increased mobility. Research has shown that people with access to sidewalks are more likely to walk, increasing physical activity and providing public health benefits. Sidewalks improve access to businesses, industry and commercial areas for employees and customers who do not have automobile access. Residents who take short trips on foot instead of by automobile reduce carbon emissions. The presence of sidewalks helps enhance the sense of community by providing better connectivity throughout the City.

1. Continue to maintain a citywide sidewalk inventory
2. Encourage participation in the sidewalk maintenance program
3. Work with neighborhood associations to identify critical areas for new sidewalks and repair of existing sidewalks
4. Work to meet ADA requirements at intersections that are not compliant
5. Include sidewalks in the construction or modification of roadways
6. Amend the Subdivision Ordinance to require sidewalks in new subdivisions

#### **T-4: Increase pedestrian/biking options and make walking/biking a Goshen priority and proud community asset**

The Maple City Greenway provides a network of bicycle and pedestrian trails throughout Goshen, linking residential areas, parks, schools, public services and the downtown. Goshen will continue to leverage opportunities for adding sidewalks and bicycle trails in new development, redevelopment and roadway reconfigurations. The City will work to ensure that pedestrians and cyclists have the necessary resources, such as bicycle racks, maps and wayfinding signage to safely and effectively travel throughout the community.

1. Improve pedestrian safety with countdown stoplights, bulbouts, landscaping, delineated crossings and traffic calming measures
2. Continue to work with the Goshen School Corporation on Safe Routes to Schools (SRTS) and other programs to encourage walking/biking to school
3. Encourage pedestrian-oriented design (e.g., storefronts, facades, signage)
4. Include bicycle lanes and sidewalks in the construction or modification of roadways where possible
5. Include bicycle and pedestrian transportation when planning new development

6. Create connecting paths between existing and proposed bicycle paths
7. Regularly update the City's comprehensive bicycle transportation plan
8. Ensure that there are marked, safe routes for cyclists to major destinations throughout the City
9. Ensure adequate bicycle racks in public places and businesses
10. Educate citizens on safe cycling practices
11. Provide route maps online and at bicycle shops, park facilities, and other public places
12. Implement a wayfinding system to improve connections to neighboring jurisdictions



Photo from City of Goshen

#### **T-5: Expand and promote safe public transportation**

Public transportation consists of a variety of transportation modes, including buses, trolleys, van pool services, para-transit for seniors and people with disabilities. Public transportation increases residents' mobility in the community, reduces congestion, provides economic opportunities, and reduces fuel and carbon emissions. Many Goshen residents depend on public transportation for access to employment centers, commercial districts and public services.

1. Work with schools, employers and businesses to identify public transportation needs and opportunities
2. Collaborate with MACOG to expand safe public transportation opportunities

3. Implement land use strategies that reduce automobile use and encourage densities that support transit and transportation corridors
4. Coordinate transportation and land use planning
5. Provide convenient, safe and affordable transportation for seniors
6. Explore the feasibility of community-owned car and bicycle share programs
7. Promote ridesharing
8. Make local public transportation more user-friendly
9. Provide education to the public on public transportation alternatives

### **T-6: Encourage efficient and attractive parking**

Parking is necessary to accommodate a variety of transportation modes used by Goshen residents—automobile, buggy and bicycle. Goshen will encourage well-planned parking that enhances the aesthetic character of residential, commercial and industrial development using urban design strategies and Zoning Ordinance regulations.

1. Evaluate parking ordinances and develop criteria that enhances the appearance of streets, neighborhoods and entryways
2. Promote landscaping and green space in parking lots
3. Promote rear-access parking in the Central Business District (CBD) and other core urban areas
4. Provide buggy parking where necessary
5. Expand bicycle parking

### **T-7: Provide and strengthen opportunities for public participation in transportation decision-making**

Public participation is an integral part of the transportation planning process. Public input helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Public involvement brings diverse viewpoints and values into the decision-making progress. In Goshen, public input on transportation policy and projects happens through the Traffic Commission, Maple City Bicycle Advisory Committee and public meetings on transportation projects.

Photo from Goshen Engineering

The City of Goshen completed the municipal parking lot on property formerly owned by NIPSCO in 2012. It was constructed using permeable pavers and native landscaping.



1. Hold public meetings in neighborhoods to discuss transportation projects
2. Involve residents in developing long-term transportation plans
3. Continue to seek citizen input through the Maple City Bicycle Advisory Committee
4. Provide opportunities for citizen input through the Mayor's Traffic Commission

### **T-8: Address issues and explore opportunities to improve quality of life through rail improvements**

Rail and train traffic has played a significant role in Goshen's history and development. Norfolk Southern's Marion Branch and Chicago Line run directly through the City. The Robert Young Rail Yard, the largest freight classification rail yard east of the Mississippi River, is located just 11 miles northwest of Goshen. The City will continue to work to minimize adverse community impacts of train traffic and will leverage opportunities available through the presence of freight lines.

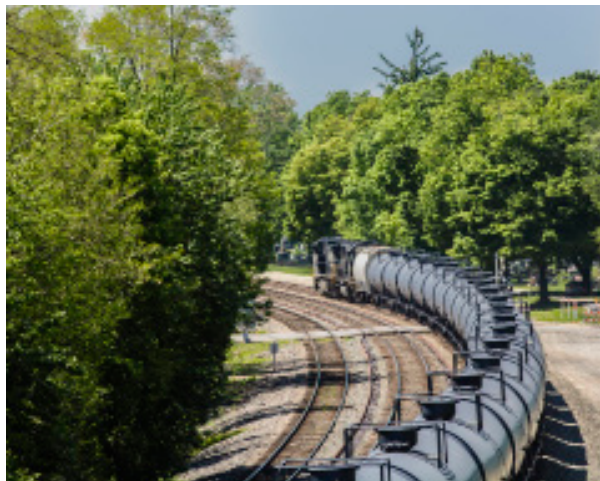


Photo by: Danny Graber

1. Evaluate additional grade-separated railroad crossings
2. Continue to work with railroad companies to coordinate projects and improve safety at crossings
3. Continue to educate children about safety at rail crossings

4. Ensure pedestrian access at rail crossings
5. Improve railroad crossing safety along Norfolk Southern Railroad Marion Branch to obtain a Quiet Zone Corridor
6. Maintain rail access for industrial sites
7. Develop opportunities for multi-user rail sidings

### **T-9: Collaborate with regional partners on transportation projects and policy**

Goshen is part of the Elkhart-Goshen Metropolitan Statistical Area (MSA) and the greater Michiana region. Goshen residents travel between city and county borders for work, shopping, recreation and other activities. The City must collaborate with neighboring jurisdictions, as well as regional, state and federal transportation authorities to develop projects and policies to provide and improve multi-jurisdictional transportation.

1. Initiate and participate in regional transportation plans and projects
2. Collaborate with private, regional and federal transportation authorities to develop balanced transportation approaches
3. Continue to work with state and county transportation agencies to reduce the impact of trucks on the community
4. Collaborate with MACOG to expand safe public transportation opportunities