

JASPER MULTIMODAL TRANSPORTATION PLAN



PUBLIC MEETING NOVEMBER 10, 2020

INTRODUCTIONS



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AGENDA

- Brief 20-minute presentation
- Remainder of the time for questions and answers
- Please submit your questions and comments in the chat box
- Purpose of today's meeting is to gather input and feedback on the mobility improvements planned for the City.

HOUSEKEEPING

- Please mute your microphones at this time
- The meeting is being recorded and will be posted online for later viewing

Plan Purpose

Prepare a multimodal transportation plan to guide City investments in transportation over the next 20 years. It is a citywide look at capital projects and priorities, and is separate from Operations & Maintenance.

Why?

Building on the broad elements identified in the Impact Jasper Comprehensive Plan, this plan focuses on the transportation elements, vetting issues identified in the Comprehensive Plan and diving deeper into other matters such as feasibility of improvements.



What is...

...Traffic?

Traffic refers to all modes of transportation. This can include:

- vehicle traffic (cars, trucks, motorcycles)
- pedestrian traffic
- bicycle traffic

Other referenced terms may include Motorized & Non-motorized Traffic.

...Mobility?

Mobility refers to how well freely and efficiently traffic can move.



What is...

...Complete Streets?

Complete Streets are streets designed and operated to enable safe use and support mobility for all users.

Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

...Access?

Access can be a means of approaching or entering a place, such as a driveway or sidewalks. Accessibility is the quality of being able to be reached or entered.

Access Management is important to keep efficient mobility on a roadway.



Plan Contents

- Existing Conditions Analysis
- Road Network Plan
- Pedestrian & Bicycle Plan
- Fiscal and Implementation Plans



Analysis

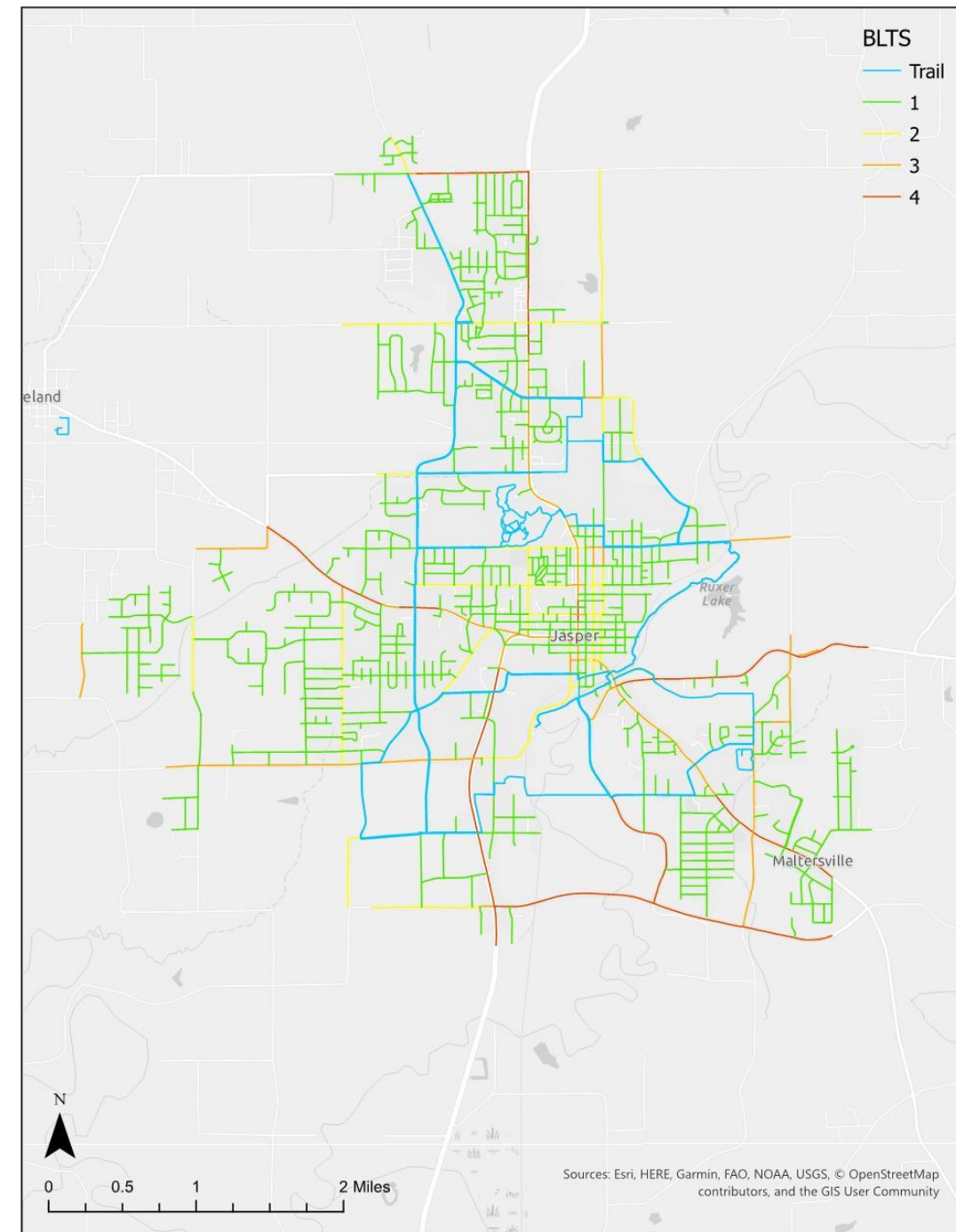




Level of Traffic Stress

Bicycle Level Traffic Stress

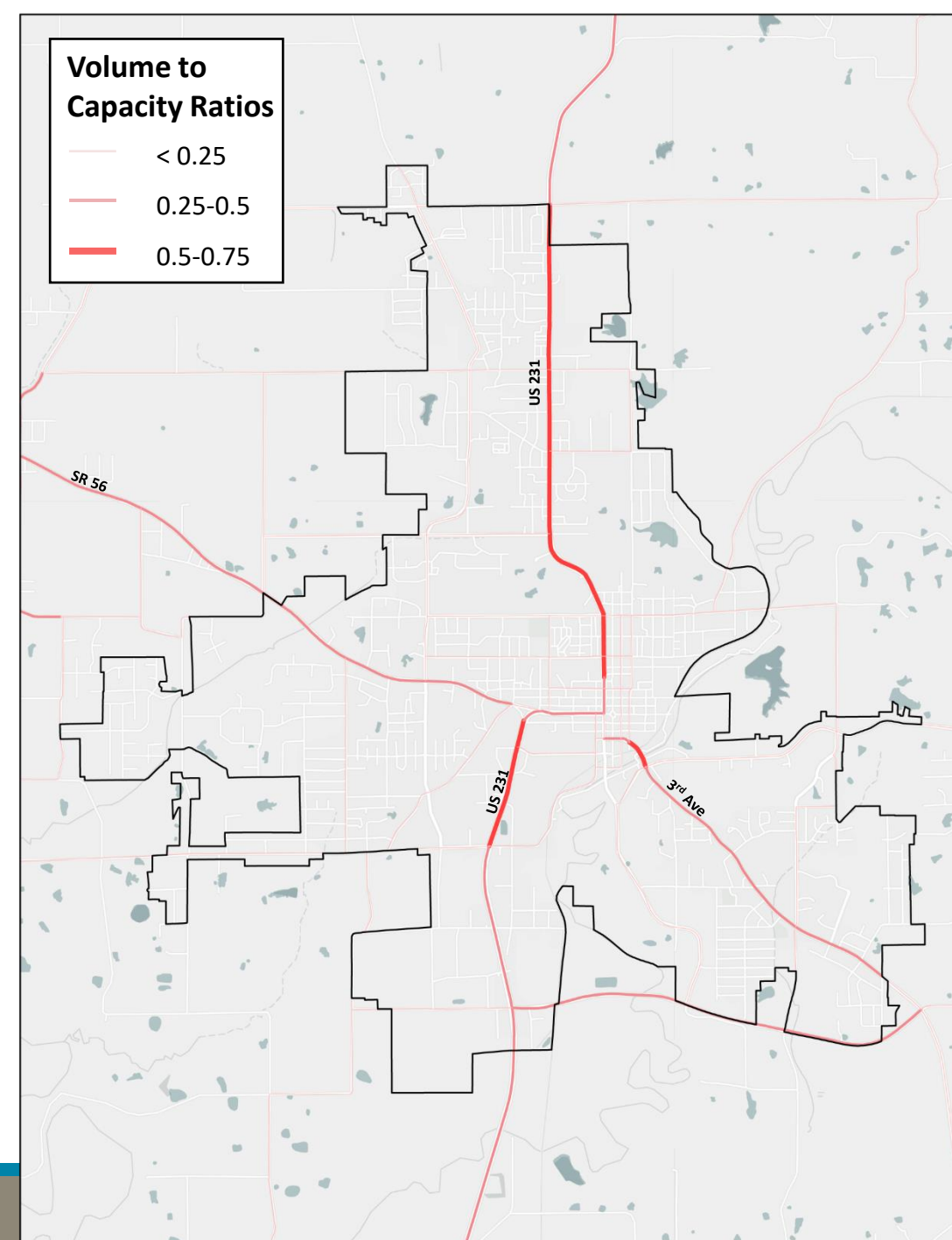
- **Red** – High Stress
 - Uncomfortable for most
- **Orange** – Moderate Stress
 - Enthused and confident riders feel safe
- **Yellow** – Moderate Stress
 - Interested but concerned riders feel safe
- **Green/Blue** – Low Stress
 - Most children feel safe





Current Conditions

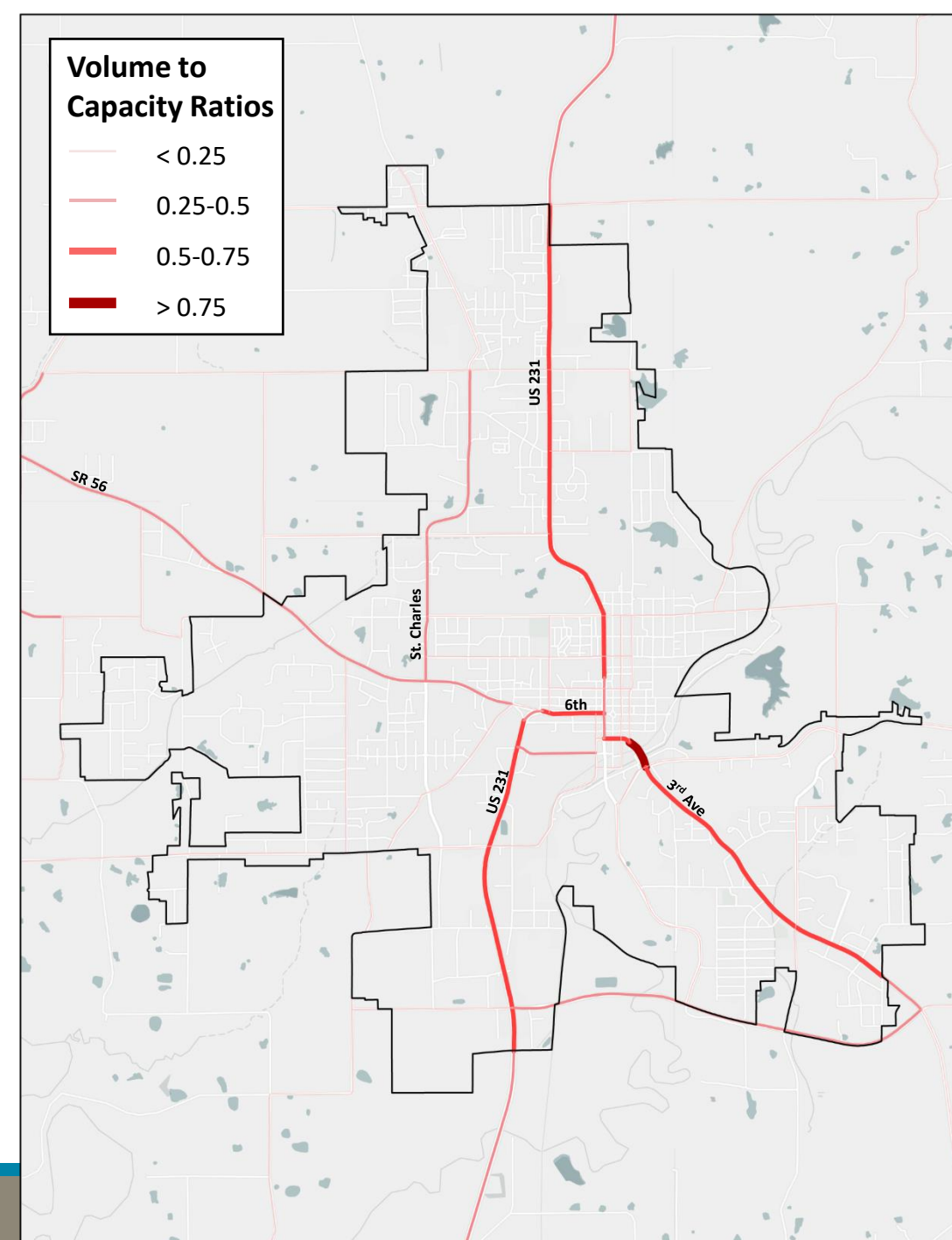
- US 231 carries the most traffic load
 - Not feasible to widen through Downtown
- Capacity and safety issues arise due to lack of Access Management





Future Conditions

- With more regional growth on INDOT roads, local traffic diverts to alternative routes (i.e. St. Charles St, Mill St, 15th St)
- Recommended solutions involve:
 - Extending the grid network to improve connectivity and reduce local trip reliance on US 231
 - Access Management on US 231
 - Improving parallel routes of N 350 W, St. Charles Street, Mill Street
 - Investing in a low-stress multimodal network to reduce reliance on cars



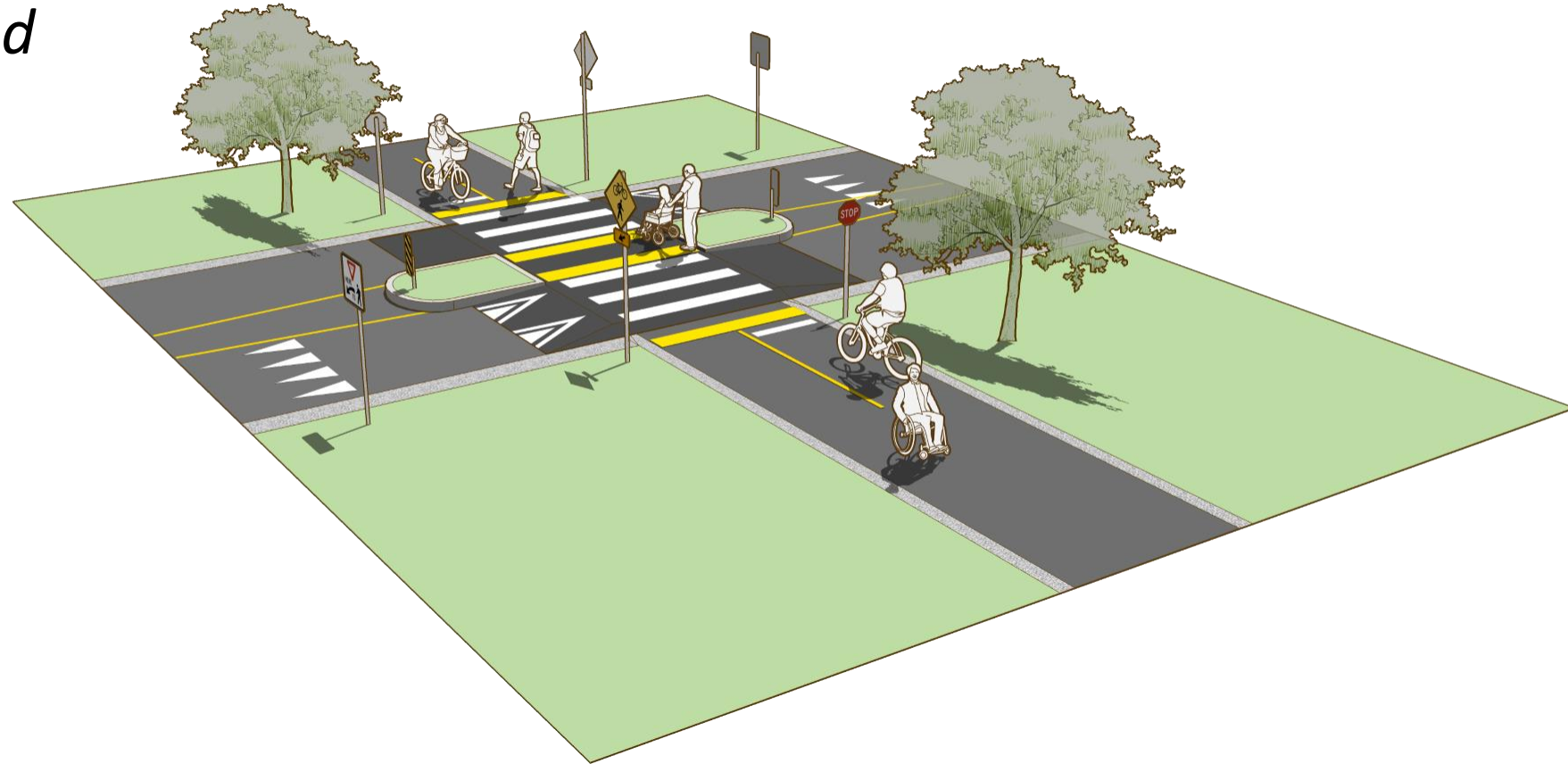
Non-Motorized Recommendations



Off Street

Physically Separated

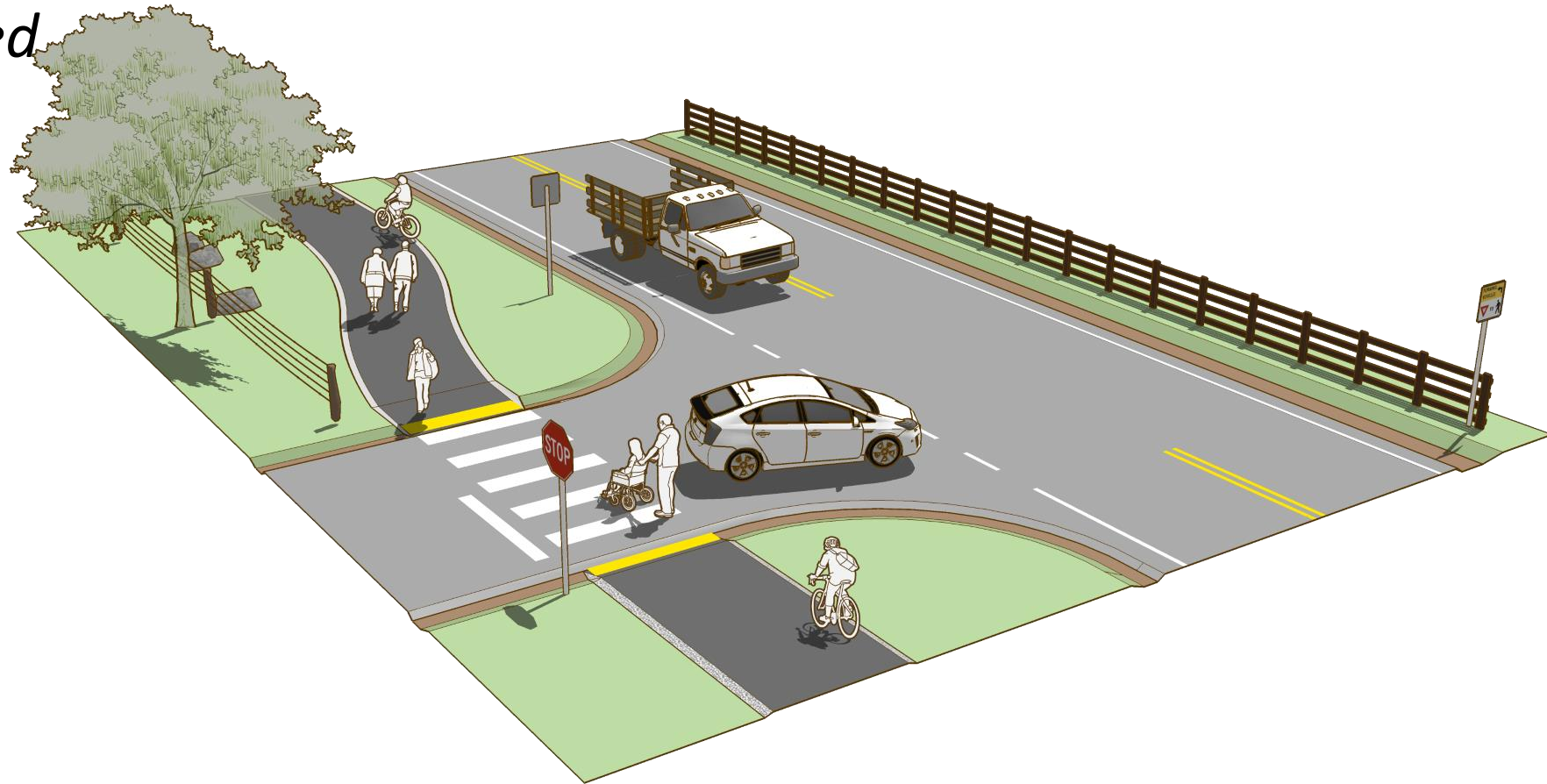
- Shared Use Path



Off Street

Physically Separated

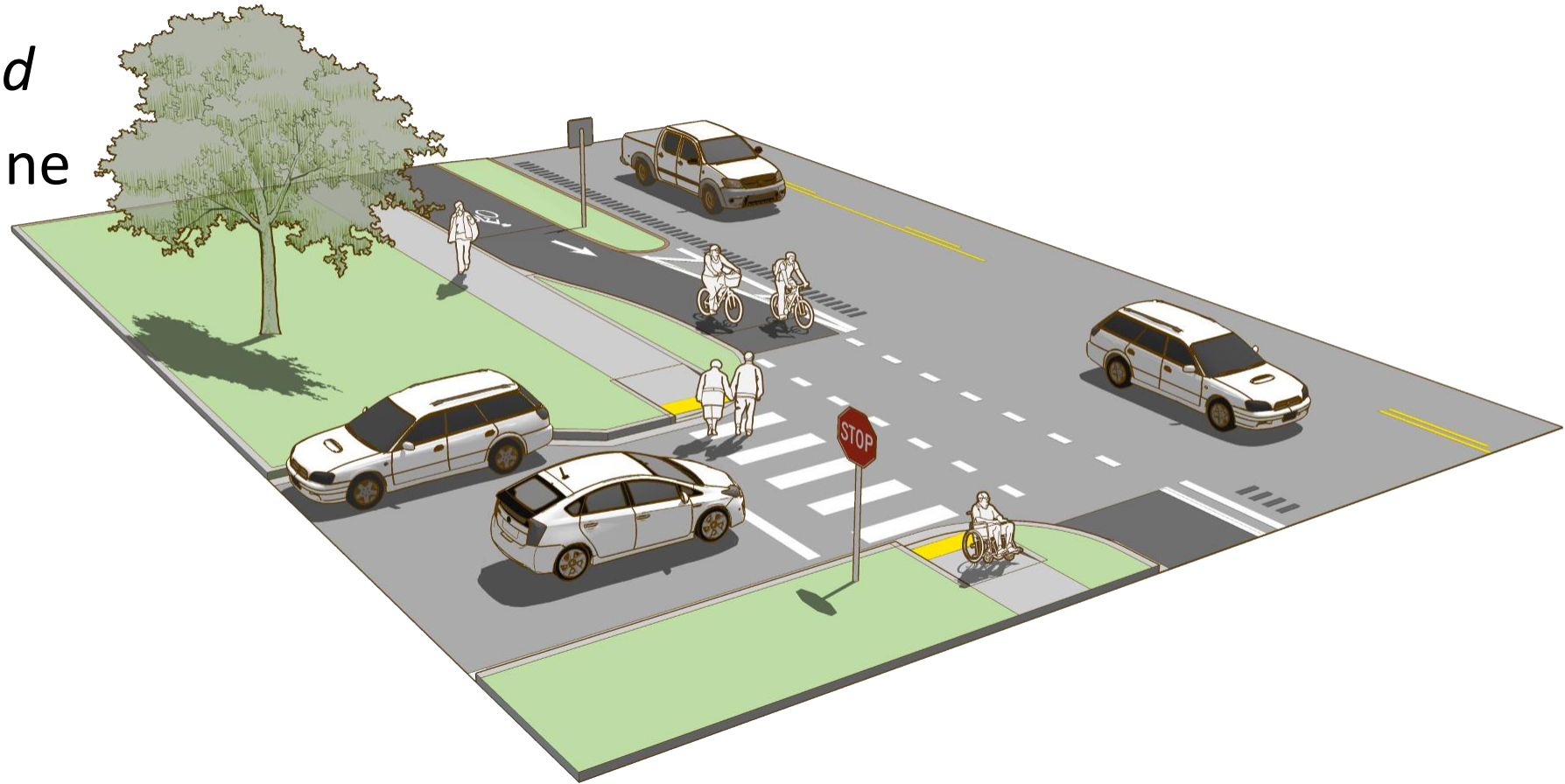
- Sidepath



On Street

Physically Separated

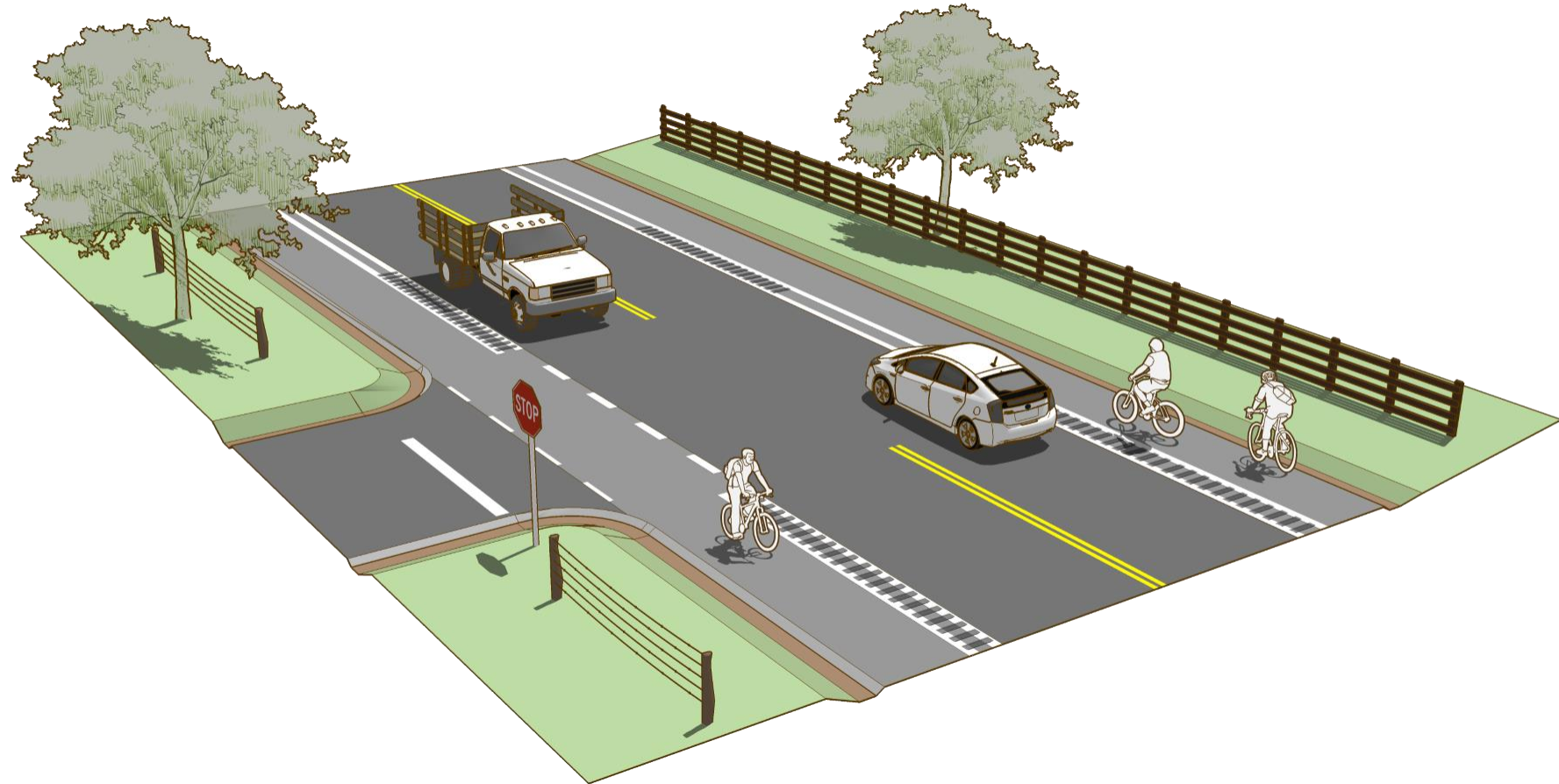
- Separated Bike Lane



On Street

Visually Separated

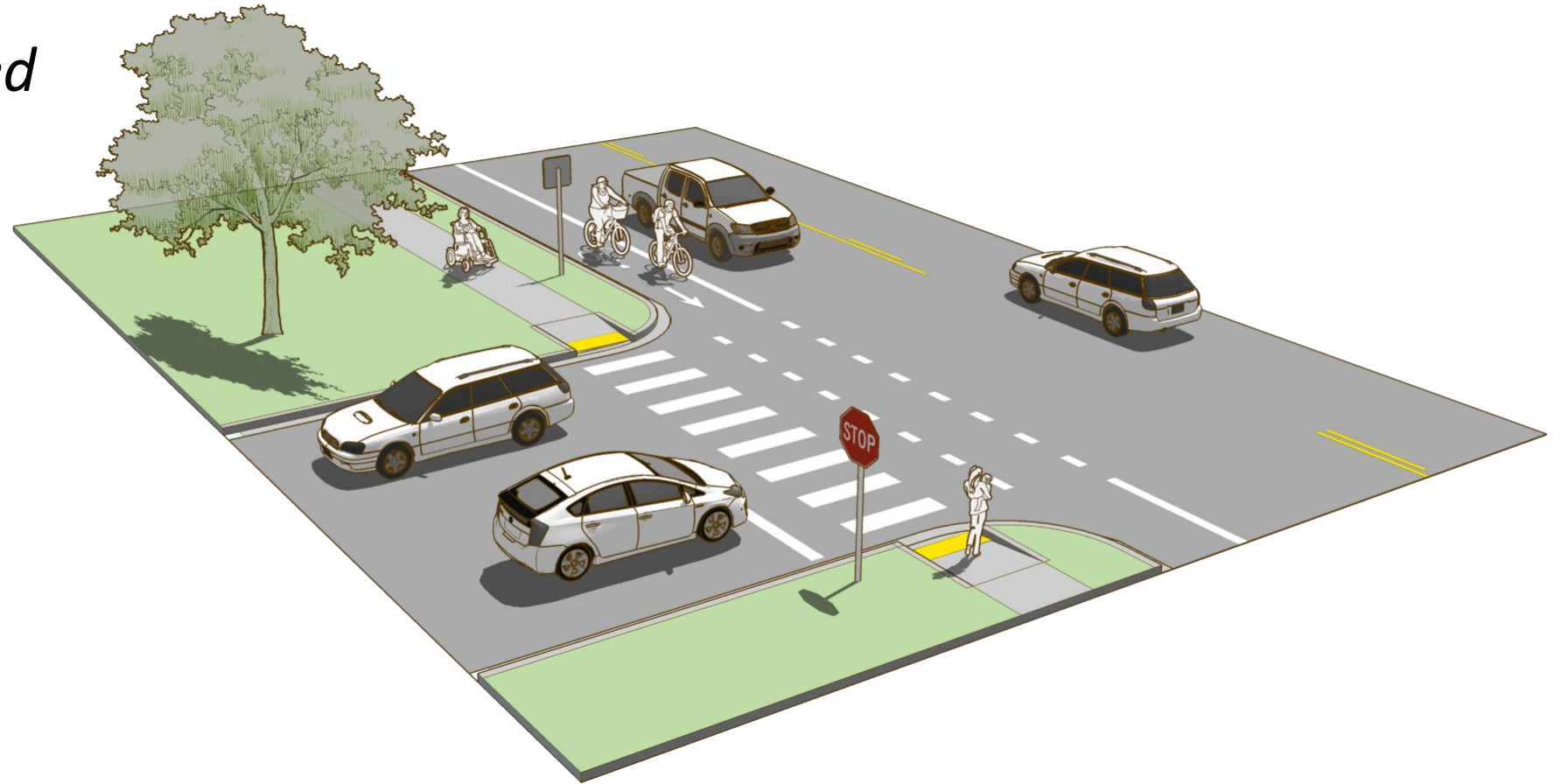
- Paved Shoulder



On Street

Visually Separated

- Bicycle Lane



On Street

Mixed Traffic

- Bicycle Blvd



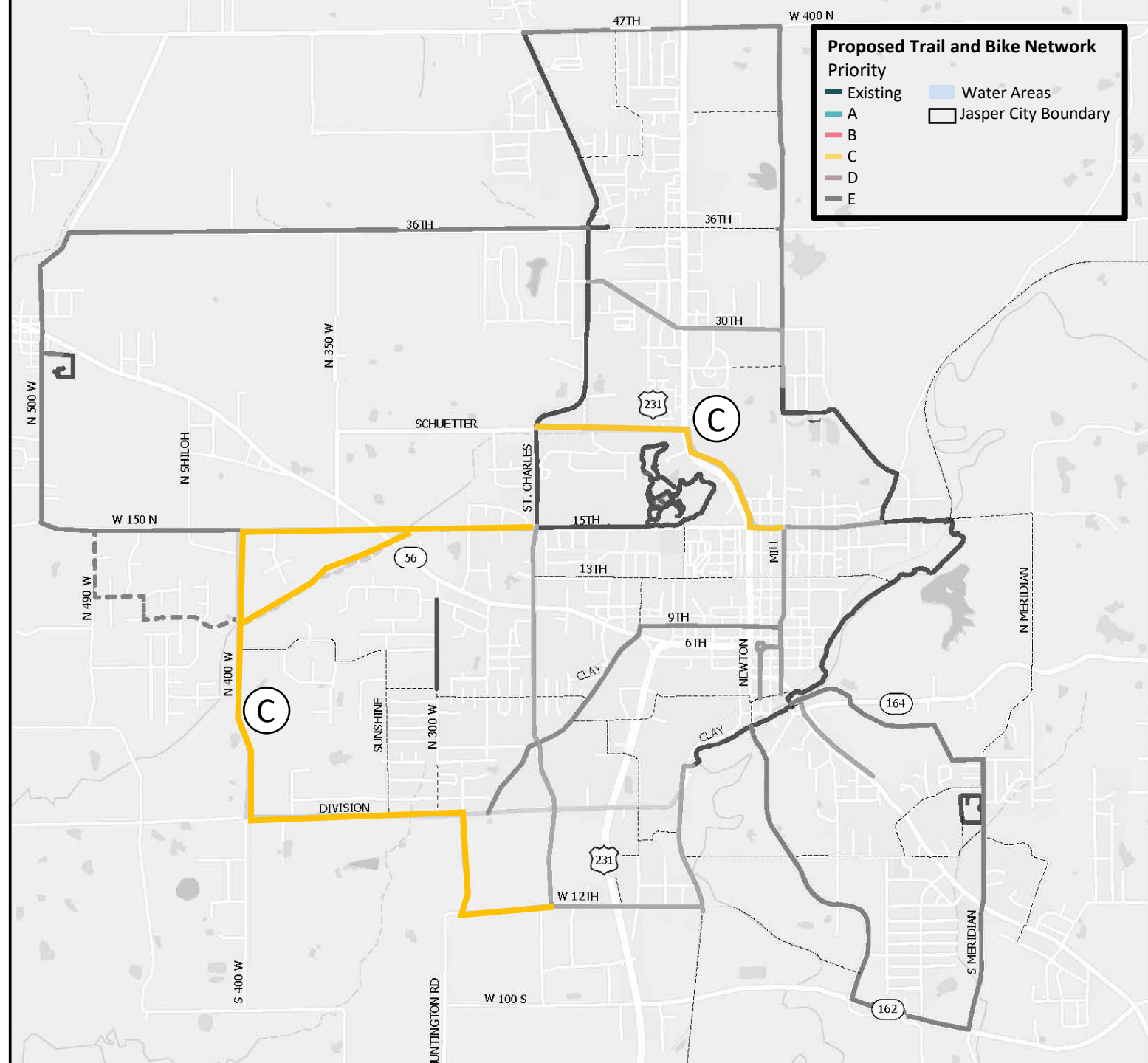
Pedestrian-Only Facility

- Sidewalk



Non-motorized Recommendations

Phase 3

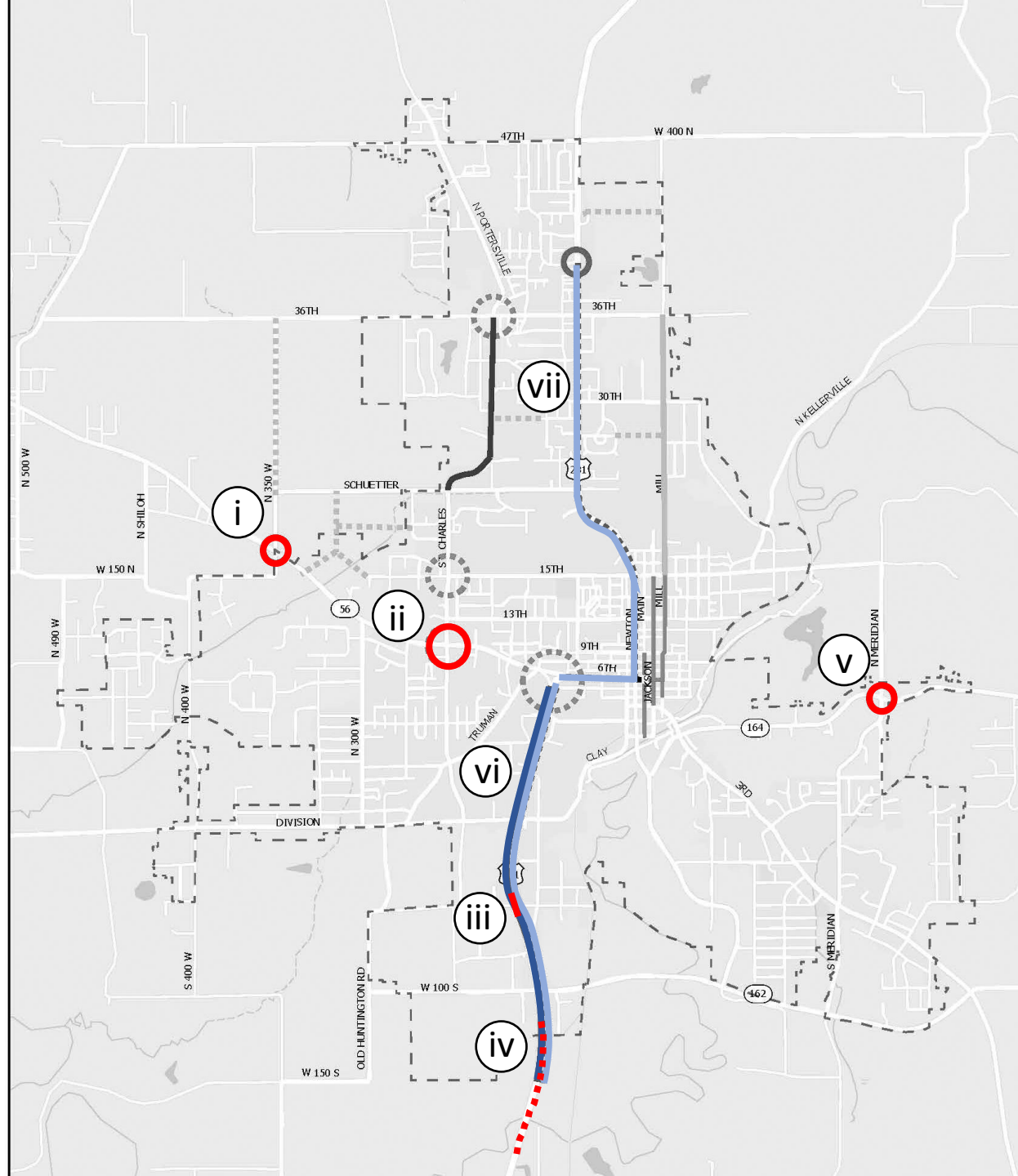


Motorized Recommendations



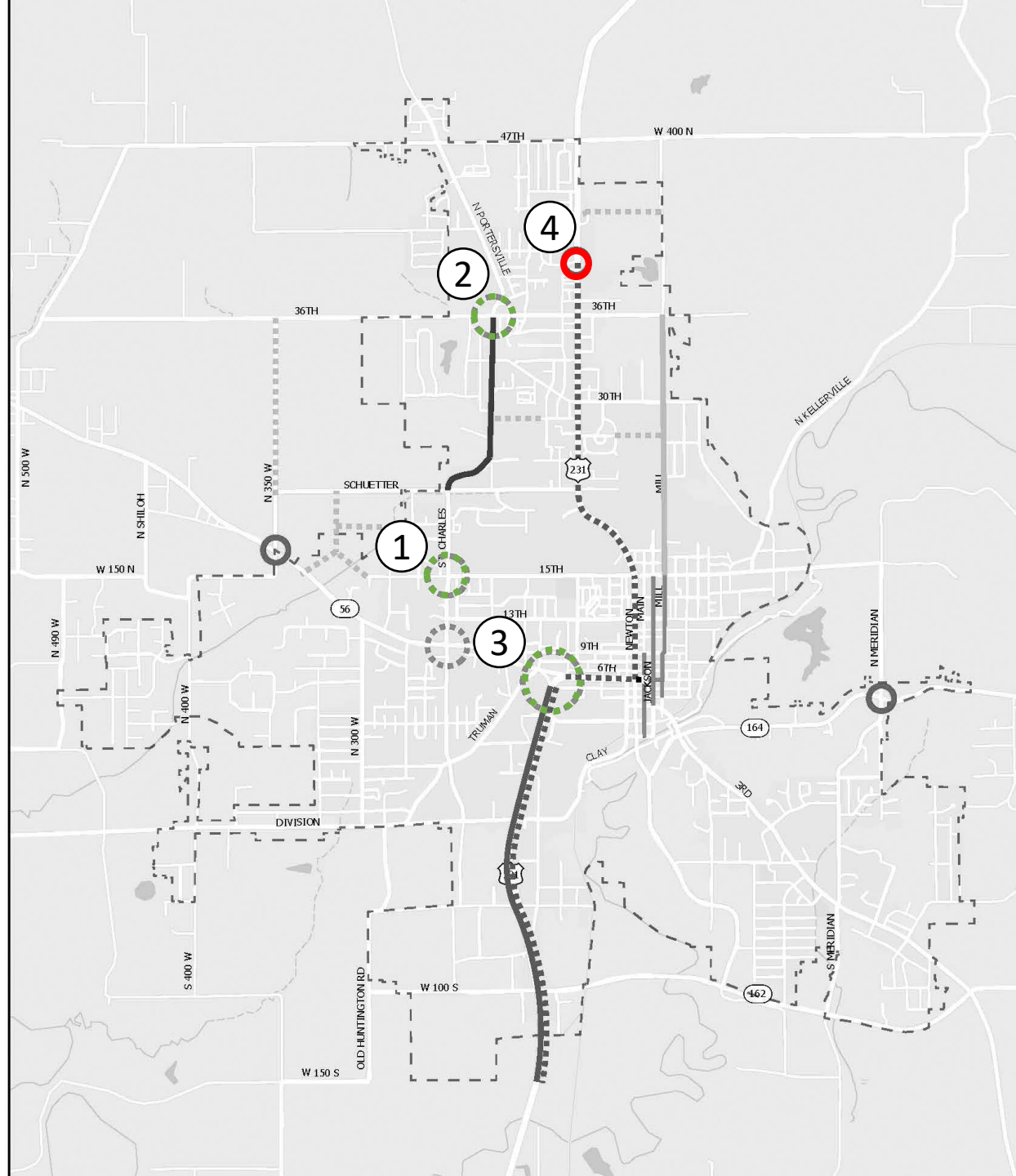
INDOT Projects

- i. N. 350 W and IN 56
 - ii. St. Charles and SR 56
 - iii. Left Turn Bays at 12th Ave
 - iv. SR 162 Acceleration Lane
- ## Recommended for INDOT to Consider
- v. Meridian and IN 164 (Safety)
 - vi. US 231 (3-Lane Section)
 - vii. US 231 (Access Mgmt Study)



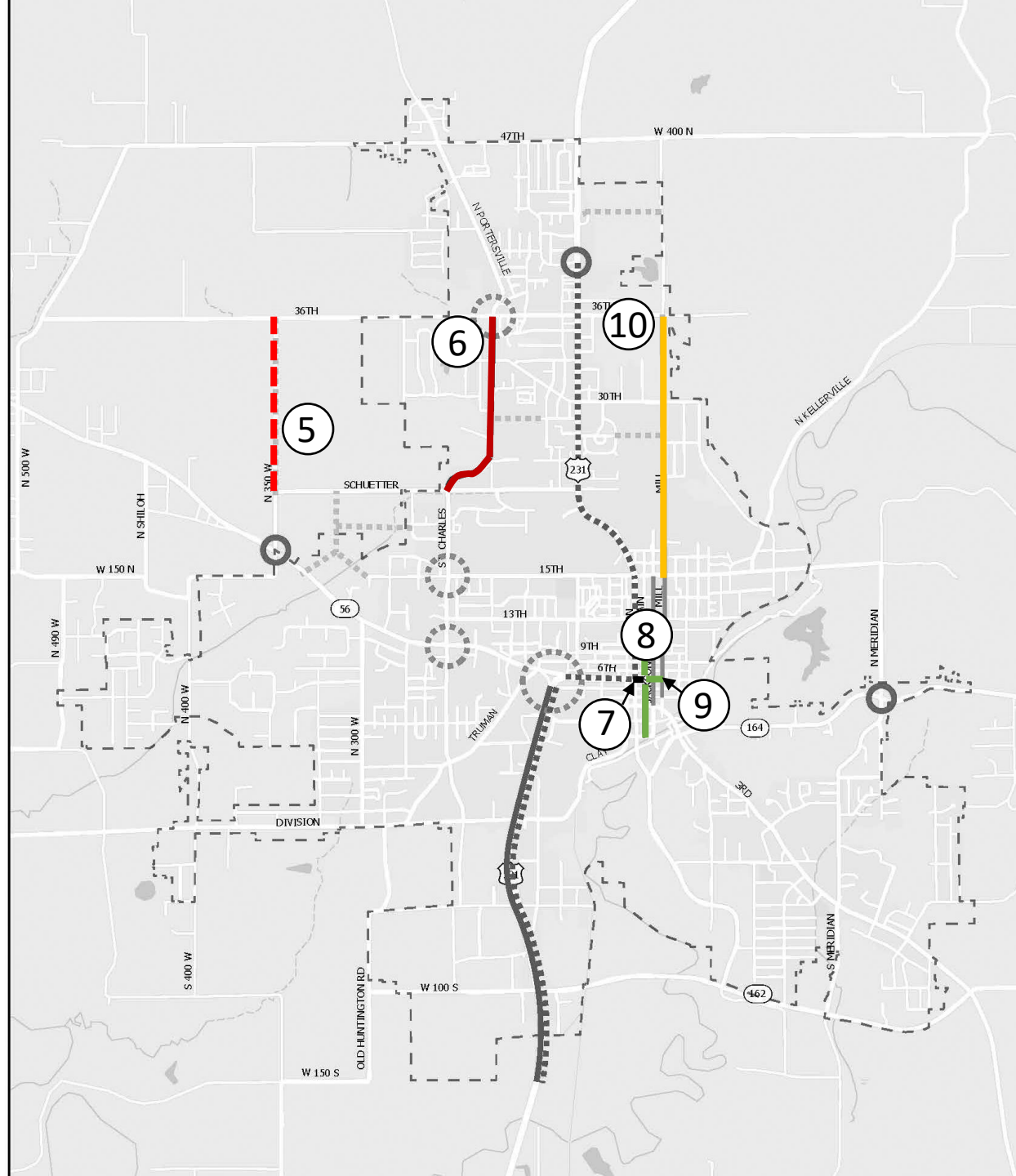
Intersection Improvements

1. 15th and St. Charles
2. 36th and St. Charles
3. The “Y” Study
4. US 231 and Baden Strasse Frontage Road



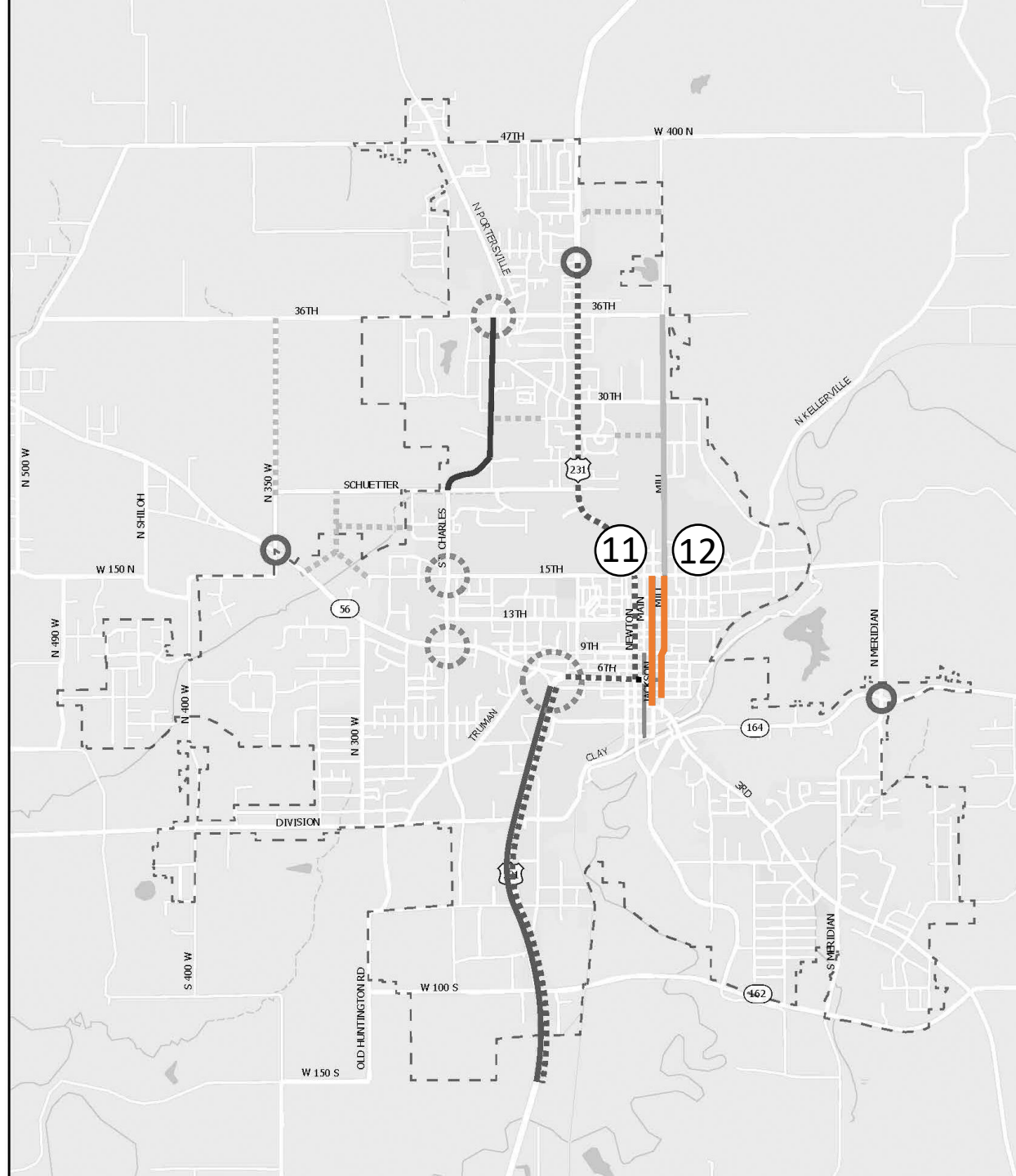
Corridor Improvements

5. N. 350 W Improvements
6. St. Charles Blvd Conversion
7. 6th Street (W) Festival Street
8. Main Street Complete Streets
9. 6th Street (E) Complete Streets
10. Mill Street



One-Way to Two-Way Conversion

- 11. Jackson Street
- 12. Mill Street



Financial & Implementation Plan

- Identify Existing Available Transportation Funding Sources
- Identify Potential Future Revenue Sources
- Coordinate with other local entities
 - INDOT
 - Dubois County
 - Special Taxing Districts
- Identify Project Feasibilities and Shortfalls

Next Steps

- Take your prioritization feedback, meld with City staff's feedback to create implementation plan
- Finalize Draft Plan
- Receive comments on Draft Plan from City Staff
- Present to joint session of the Plan Commission, Board of Public Works and Safety, and the Jasper Common Council.
- Issue Final Plan once attaining approval by the Common Council.

QUESTIONS?

Priority Survey Link or QR Code:

<https://www.surveymonkey.com/r/JasperMultimodalPlan>



Project Information Sheets:

<https://app.box.com/s/xkpw250fstmuhylq0lu81c9ezjvddmfh>

THANK YOU!!

For more information please contact:

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