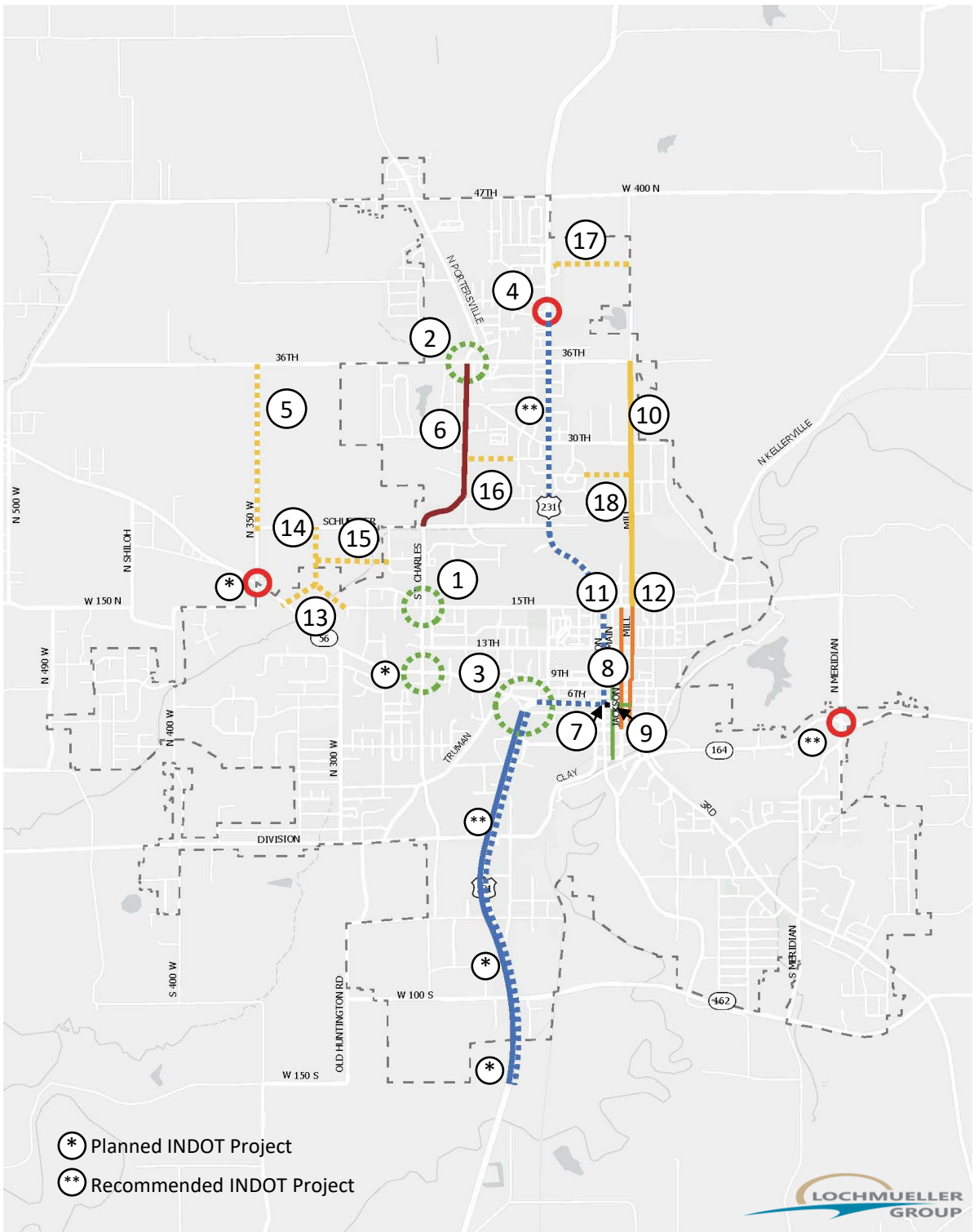
Recommended Road Improvements

N

(Not To Scale)



Intersection Improvement (1): 15th & St. Charles

N

(Not To Scale)

Issue

Unacceptable driver delay and queuing, particularly in the morning peak hour. Multiple lanes at an all-way stop contributes to driver confusion on who goes next, causing even longer delays and potential safety concerns.

Solution

Convert this all-way stop to a roundabout, the design of which should:

1) Be suitable for buses and trucks under 10 tons to easily maneuver through, and
2) Accommodate non-motorized modes of transportation.

Estimated Cost

$$$

Estimated $1-3M

Suggested Priority

Low

Intersection Improvement (2): 36th & St. Charles

N

(Not To Scale)

Issue

Unacceptable driver delay, particularly in the morning peak hour when school traffic is highest. Afternoon peak also demonstrates intersection is nearing capacity. Multiple lanes at an all-way stop contributes to driver confusion on who goes next, causing even longer delays and potential safety concerns.

Solution

Convert this all-way stop to a roundabout, the design of which should:

1) Be suitable for buses to easily maneuver through, and
2) Accommodate non-motorized modes of transportation.

Estimated Cost

$$$

Estimated $1-3M

Suggested Priority

High

Intersection Improvement (3): The “Y” Study

N

(Not To Scale)

Issue

Configuration is confusing for non-locals traveling on US 231, and excess of access points along horizontal curves with little intersection control leads to safety concerns and poor operations.

Solution

Coordinate a study of the ‘Y’ operations, sight distance, and nearby neighborhood connectivity. Determine if better land use would be suitable for parcels within the ‘Y’ space.

Estimated Cost

$

Estimated $0-250k

Suggested Priority

Low

Intersection Improvement (4): US 231 & Baden Strasse Frontage Road

N

(Not To Scale)

Issue

Close proximity of the frontage road to US 231 causes driver confusion and frequent near misses, and reduces the effectiveness of the signal to serve Baden Strasse. If frontage road is blocked along Baden Strasse, it creates a potential safety hazard for northbound left turns from US 231 turning onto Baden Strasse.

Solution

In the frontage road blocks closest to Baden Strasse, implement one-way circulation. Remainder of frontage road beyond this closest block can remain two-way. This increases the spacing between the access from the shopping centers and the signal, creating a safer condition and smoother, more efficient, signal operations.

Estimated Cost

$$

Estimated $250k-$1M

Suggested Priority

High

Corridor Improvement (5):
N. 350 West from Schuetter to 36th Street

N

(Not To Scale)

Issue

Volume is anticipated to increase on this existing north-south connector road, providing relief to the US 231 corridor and accommodating future growth of the City. It currently has vertical curvature concerns and has little to no shoulder, which is recommended for the amount of anticipated future traffic.

Solution

Improve roadway cross-section to accommodate higher traffic and truck volume. Plan, coordinate, and manage the number of future access points on this road by following INDOT Access Management requirements for intersection spacing.

Estimated Cost

$$$$$

Estimated $5M+

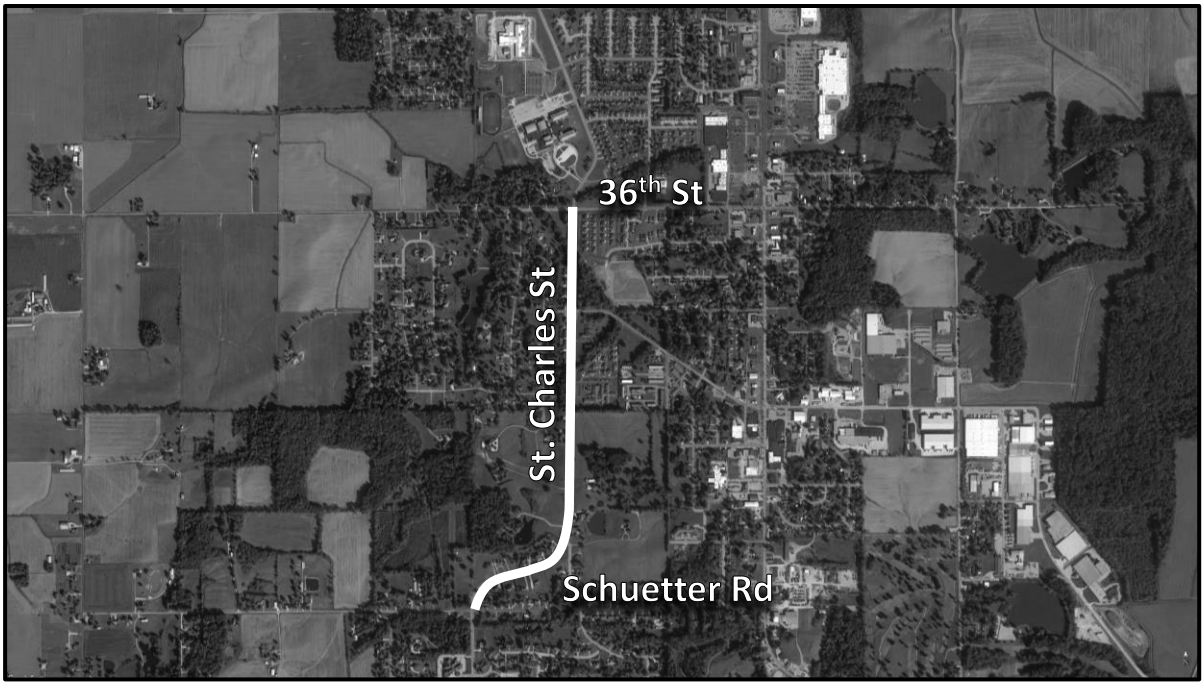
Suggested Priority

Med

Corridor Improvement (6): St. Charles Street Conversion

N

(Not To Scale)



Issue

Speeding along St. Charles is leading to crashes along the 'S'-curve on the south end of the segment. St. Charles Street carries more volume than is desired due to capacity constraints along the parallel north-south route of US 231.

Solution

Implement traffic calming measures along the segment. It is recommended to be converted to a boulevard, with a center landscaped median dividing the north and southbound lanes. Alternatively, reduce to a two-lane segment, splitting the remaining pavement cross-section to provide on-street bike lanes in each direction.

Estimated Cost

$$-$$$

Estimate depends on selected solution.

Suggested Priority

Low

Corridor Improvement (7): 6th Street (W) Festival Street

N

(Not To Scale)

Issue

Predominant traffic movements at this intersection consist of eastbound left turns and southbound right turns, following US 231. Drivers use 6th Street through the Courthouse area as a cut-through. The Downtown plan for Jasper calls for the area around the Courthouse to be more bicycle and pedestrian friendly.

Solution

Remove the east leg to create a 'T'-intersection at 6th St/Newton St/US 231, simplifying signal operations and reducing delay. Create a curbless urban "festival street" that accommodates pedestrians, bicyclists, café tables, etc. The design could allow westbound emergency vehicles, if desired.

Estimated Cost

$$

Estimated $250k-$1M

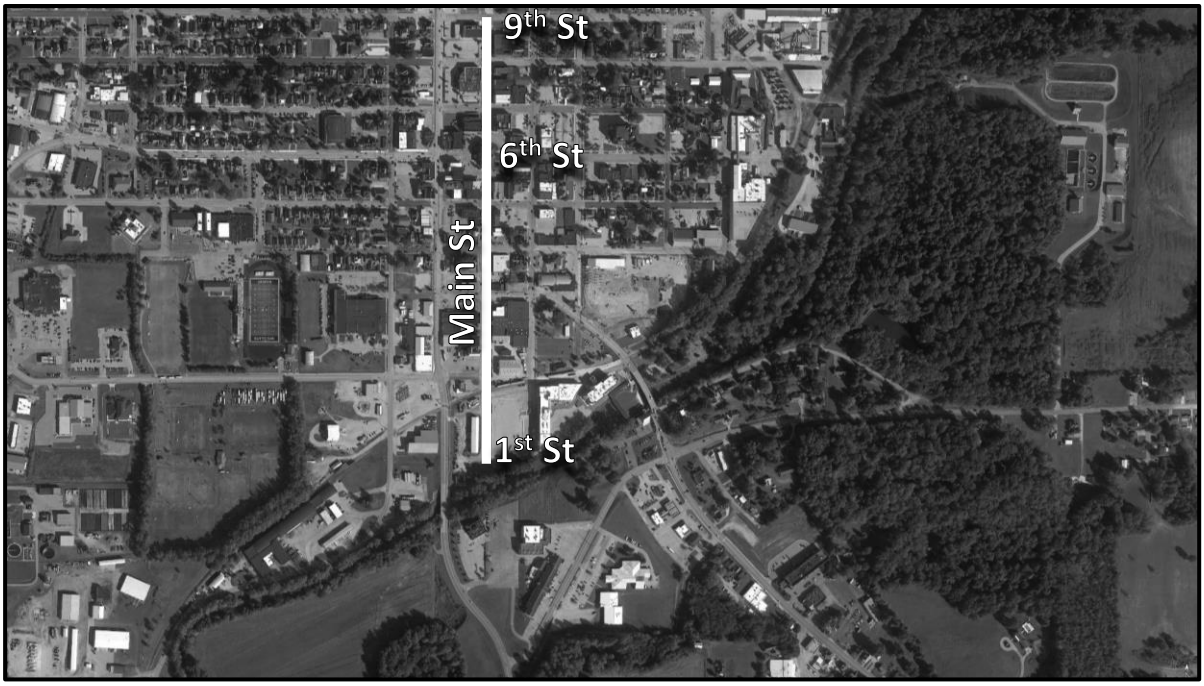
Suggested Priority

High

Corridor Improvement (8): Main Street Complete Streets

N

(Not To Scale)



Issue

There is lack of bicycle and pedestrian connectivity between the courthouse and the river. The segment is very vehicle-focused. No pedestrian facilities exist at the crossing of 3rd Street.

Solution

Implement complete streets concepts from the Downtown Plan along the corridor. Create a focal point on the north bank visible from the courthouse, and extend two paths (one ADA accessible, one natural surface amongst the trees) along the riverfront to connect Main Street and farmers market area to the existing pedestrian bridge.

Estimated Cost

$$$$$

Estimated over $5M

Suggested Priority

High

Corridor Improvement (9): 6th Street (E) Complete Streets

N

(Not To Scale)

Issue

The wide cross-section is too accommodating for vehicles, resulting in speeding, and high stress conditions for pedestrians and bicyclists.

Solution

Fulfill the Downtown Plan by implementing complete streets concepts along this segment. Wider sidewalks and bicycle facilities have proven to attract businesses and customers to downtown areas. Reduce the speed through downtown.

Estimated Cost

$$

Estimated $250k-$1M

Suggested Priority

High

Corridor Improvement (10): Mill Street from 15th to 36th

N

(Not To Scale)

Issue

Volume is anticipated to increase on this existing north-south connector road, providing relief to the US 231 corridor and accommodating future growth of the City, particularly trucks to and from the industrial areas on the east side of the City. Geometry and the cross-section are not ideal for the anticipated increase in trucks.

Solution

Improve the cross-section to include shoulders where feasible, and add an adjacent Shared Use Path on the west side of the road from the existing trailhead north to 36th Street. Correct ADA non-compliance along existing sidewalks.

Estimated Cost

$$$$$

Estimated over $5M

Suggested Priority

Med

One-Way to Two-Way Conversion (11): Jackson Street from 3rd to 15th

N

(Not To Scale)

Issue

One-way pairs reduce opportunities for circulation, particularly with bicycles, and lead to wrong-way cycling. Studies have proven that one-way vehicle operations reduce access to businesses, resulting in negatively impacting the economic prosperity and operations of those businesses.

Solution

Convert the existing 38' cross-section to one 11' travel lane and 8' on-street parking for each direction. Crosswalks should be clearly marked, and stop signs installed per MUTCD guidance. Adjust the north leg at 3rd Ave to be one lane in each direction. Eastbound left turns at 3rd can be installed, but operate with protected arrow only due to sightlines.

Estimated Cost

$$$

Estimated $1-3M

Suggested Priority

Med

One-Way to Two-Way Conversion (12): Mill Street from 4th to 15th

N

(Not To Scale)

Issue

One-way pairs reduce opportunities for circulation, particularly with bicycles, and lead to wrong-way cycling. Studies have proven that one-way vehicle operations reduce access to businesses, resulting in negatively impacting the economy and operations of those businesses.

Solution

Convert the existing 43-44' road cross-section to an 8' parking lane, 7' buffered bike lane, one 11' northbound travel lane, one 11' southbound travel lane, and a 6-7' buffered bike lane. The segment from 3rd to 4th should remain one-way northbound. Stop control on Mill St should be considered at 6th, 9th, 12th, and 15th Streets. Clearly mark all pedestrian crosswalks.

Estimated Cost

$$$

Estimated $1-3M

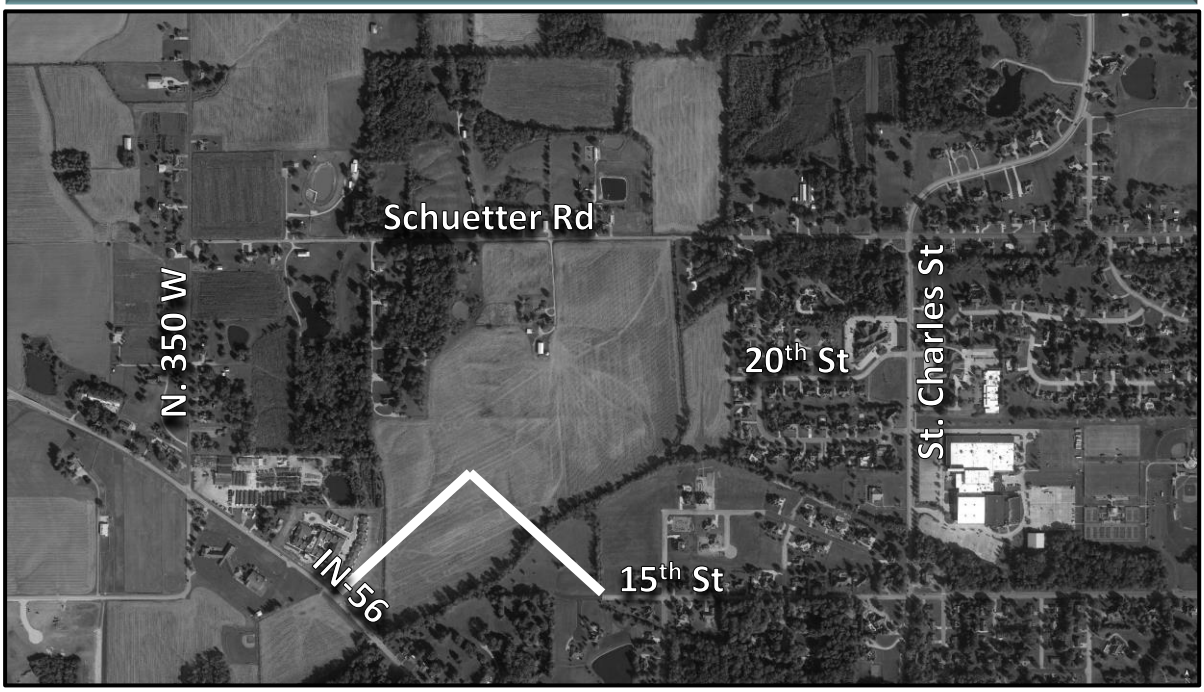
Suggested Priority

Low

New Roadway (13): 15th Street Extension

N

(Not To Scale)



Issue

The SR 56 corridor leads to the heavily traveled US 231, and has seen growth in recent years as I-69 was constructed. The City expects development in this area, with a desire to extend an efficient multimodal local grid network connectivity, rather than relying on parcel level access to the primary arterial network.

Solution

Extending 15th Street to SR 56 provides more direct access to the high school and other destinations for residents in the west areas of the City. This improves multimodal connectivity, rather than limiting the network with cul-de-sacs. It sets up future growth of the urban area to the west and helps disperse traffic load.

Estimated Cost

$$$$$

Estimated over $5M

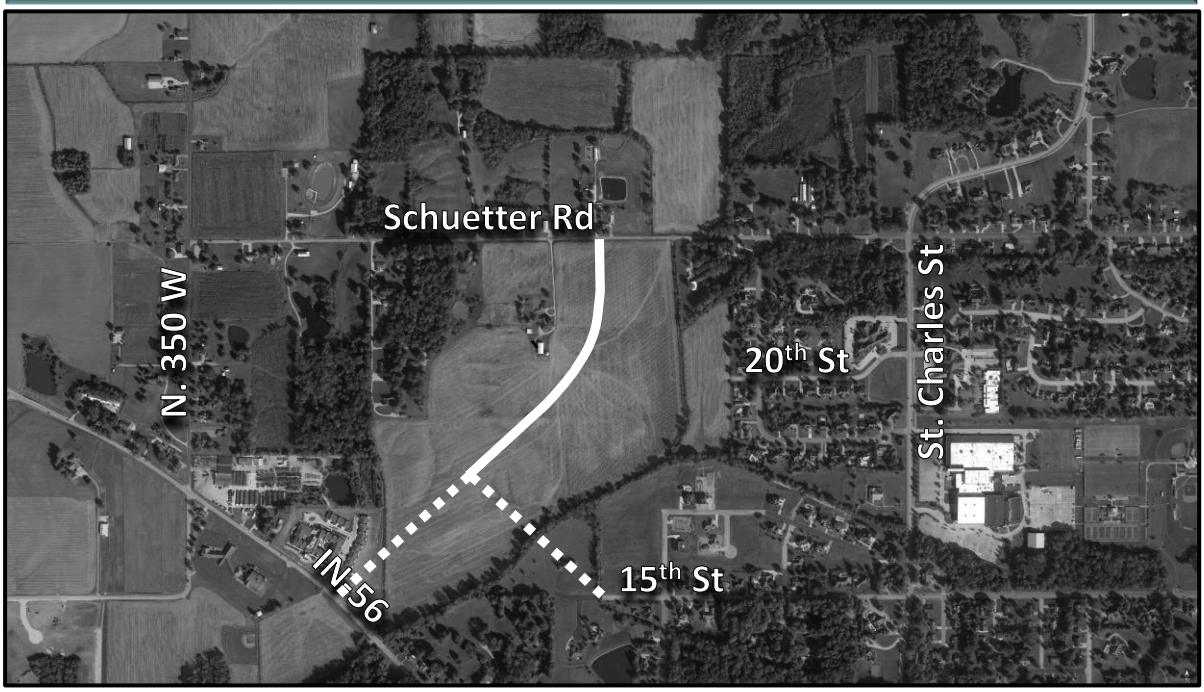
Suggested Priority

High

New Roadway (14): North/South Connector

N

(Not To Scale)



Issue

The SR 56 corridor leads to the heavily traveled US 231. It has seen growth in recent years as I-69 was constructed. The City expects development in this area, with a desire to extend an efficient multimodal local grid network connectivity, rather than relying on parcel level access to the primary arterial network.

Solution

15th Street Extension to SR 56 would be built prior to this improvement. This connector road would provide access to Schuetter Road, giving future residents options in their route of travel, rather than adding more volume than necessary to heavily-traveled SR 56.

Estimated Cost

$$$

Estimated $1-3M

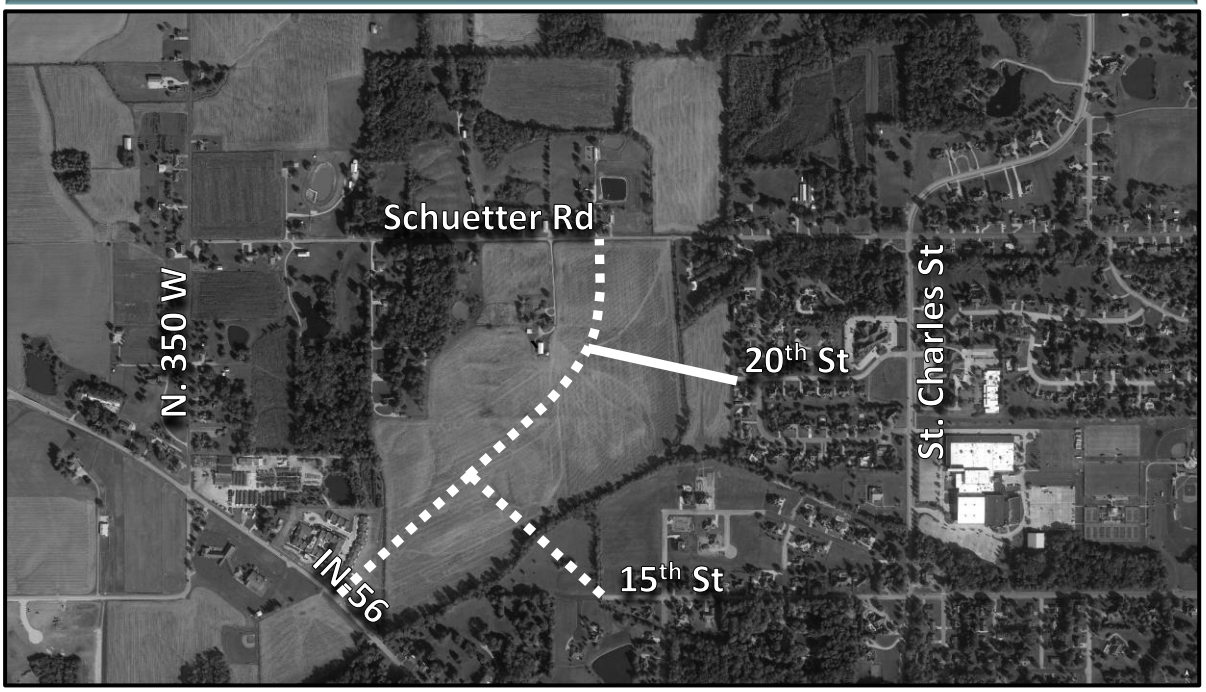
Suggested Priority

Med

New Roadway (15): 20th Street Extension

N

(Not To Scale)



Issue

The SR 56 corridor leads to the heavily traveled US 231, and has seen growth in recent years as I-69 was constructed. The City expects development in this area, with a desire to extend an efficient multimodal local grid network connectivity, rather than relying on parcel level access to the primary arterial network.

Solution

15th Street Extension to SR 56 and north-south connector would be built prior to this improvement. Continue building out the grid network that is accessible for all modes of travel, providing easier and safer access than relying on heavily-traveled SR 56.

Estimated Cost

$$$

Estimated $1-3M

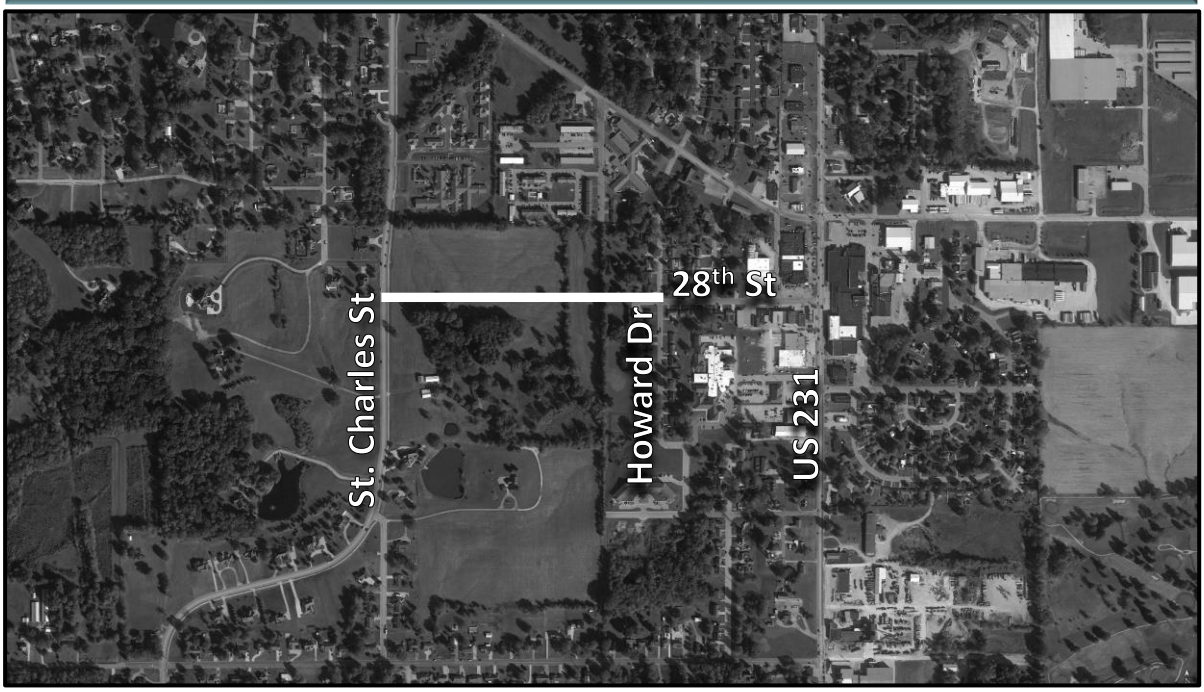
Suggested Priority

Med

New Roadway (16): Extend 28th Street to St. Charles Street

N

(Not To Scale)



Issue

The lack of grid network in this area requires residents and businesses to be highly dependent on unsignalized access along heavily-traveled US 231.

Solution

Extend 28th Street to connect the grid, which is the most efficient road network possible giving drivers options when deciding their route of travel. A multimodal connection can provide access between the existing trail along St. Charles St and the neighborhood near Howard Drive, allowing children an off-street path to bicycle or walk to school.

Estimated Cost

$$$

Estimated $1-3M

Suggested Priority

Med

New Roadway (17): Home Depot Access Road

N

(Not To Scale)

Issue

There is a lack of connectivity between retail uses along US 231 and Mill Street, adding to the traffic burden of US 231. There is currently no multimodal connectivity in this area of the City.

Solution

Provide relief to US 231 by extending an east-west connector north of what is currently Home Depot. This should accommodate bicyclists and pedestrians as well, providing easy multimodal access between downtown and these popular retail establishments along an extended Mill Street trail.

Estimated Cost

$$$

Estimated $1-3M

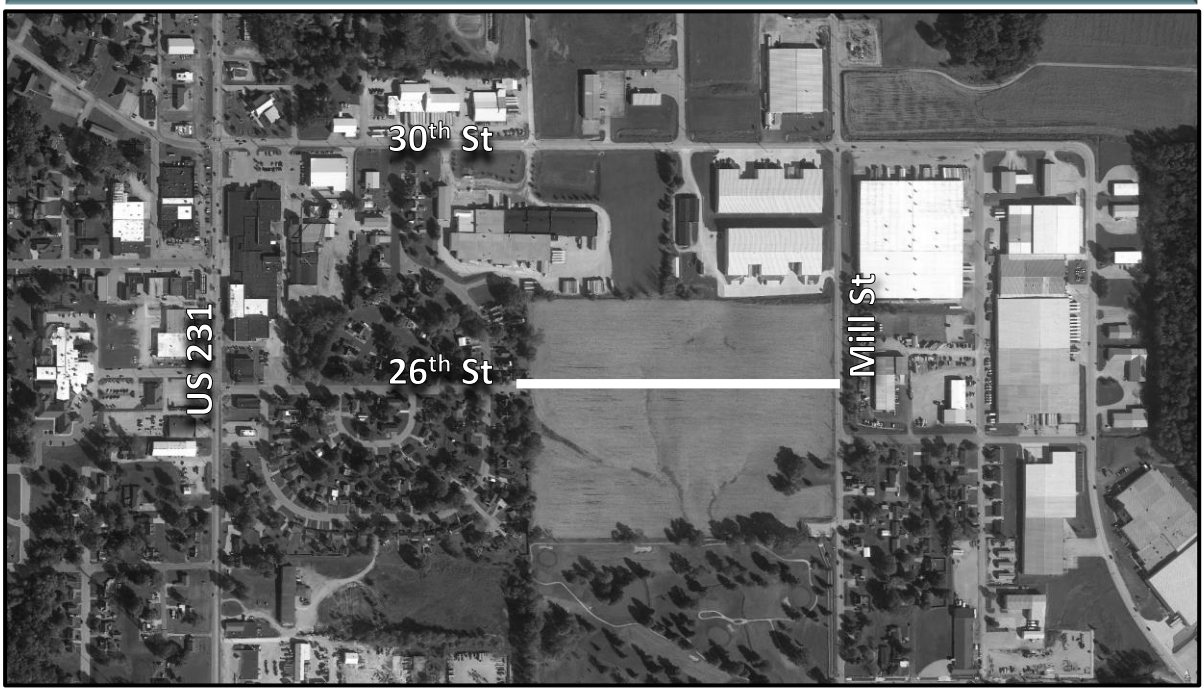
Suggested Priority

High

New Roadway (18): Extend 26th Street to Mill Street

N

(Not To Scale)



Issue

There is a lack of connectivity between neighborhoods adjacent to US 231 and Mill Street due to the golf course and undeveloped land, adding to the traffic burden of US 231.

Solution

Extend 26th Street to Mill Street, giving residents easier multimodal access to the nearby trailhead on Mill Street as well as downtown. It also ensures that future development of this parcel will not be subject to access only to Mill Street.

Estimated Cost

$$$

Estimated $1-3M

Suggested Priority

Low