

TRANSPORTATION

VISION

Goshen will provide accessible, attractive, economically viable and environmentally sound transportation options that meet the needs of residents, employers, employees, and visitors for safe, convenient and efficient travel by a variety of methods.

Streets will be safe and attractive, and designed to enhance the quality and aesthetics of neighborhoods. Commercial through traffic will be diverted around the city when possible. There will be safe and convenient parking for cars, bicycles and buggies.

Emphasis will be placed on alternatives to the automobile including walking, cycling, public transit and car-pooling. Goshen will be a leader in pedestrian-friendly strategies. Sidewalks will become as important as streets and be added where they are needed. Public transportation will continually strive to better meet the needs of the public.

Cyclists, drivers and pedestrians will be educated about safety and courtesy.

There will be ongoing public input into transportation planning.

Introduction

As recognition increases about the repercussions that automobile dependence has on communities—including noise, air, and water pollution, increased energy use, and visual degradation—transportation has become a key planning issue. To fulfill the administration, staff, and community objective of a balanced transportation system, this document focuses attention on opportunities provided by alternatives in the form of roadways, parking design; public transit, walking, and bicycling.

T-1 Goal

Reduce automobile use.

T-1 Programs to reduce auto use

1. Promote mixed-use and cluster development to reduce vehicle trips and length.

Allowing residential development in already dense commercial districts, and clustering industrial/commercial development closer to city centers, can lower the distance traveled per vehicle, reducing congestion and other car-related problems.

2. Promote ride-sharing.

Both voluntary and mandatory initiatives to reduce single-occupancy driving have reduced automobile use in many communities.

3. Reduce use of private vehicles for student transportation.

In cities like Goshen, up to forty percent of vehicular traffic is generated by schools during key morning and afternoon hours. New initiatives, perhaps with incentives, may reduce the numbers of cars carrying students to school.

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 - *Goshen Engineering Department*

Residential development in dense commercial districts (it's not for everyone!), and clustering new development closer to city centers, can lower the number of miles traveled per vehicle, reducing congestion and other automobile-related problems.

4. Explore community-owned car- and bike-pool programs.

“Co-op” style community ownership of vehicles and bikes have reduced congestion and provided citizens with an alternative to the costs and operation and maintenance associated with car ownership. A membership program with an identification system similar to a credit card is used successfully in some communities.

5. Coordinate staggered shift times.

Traffic generated by factory-shift changes significantly adds to congestion pressure during certain hours. Staggered shift times spread traffic out and make the use of shared vanpools more likely.

T-1 Implementation Strategies to reduce auto use

1. Locate new mixed-use and clustered development along transit corridors.
2. Encourage infill development and redevelopment where appropriate to encourage non-vehicular transportation.
3. Work with Chamber, business, and industry to develop trip-reduction strategies.
4. Create car-pooling incentive programs.
5. Develop and implement commuter education programs for students/workers.
6. Work with schools to develop incentives for students to walk, bike, carpool to school.
7. Explore the feasibility of community-owned car- and bike-pool programs.

T-2 Goal

Design and maintain roads and streets that are effective and reduce negative impact on the community and environment.

T-2 Programs for a good road system

1. Exhaust feasible options for improving traffic-carrying capacity before addressing congestion with new road construction.
2. Synchronize timing of traffic lights on main arteries.
3. Reduce curb cuts to existing and new development.

Vehicles entering arterial streets at small intervals add significantly to traffic congestion and reduce safety. Design requirements that reduce curb cuts, such as frontage or access roads, keep traffic moving efficiently, and prevent drivers from taking shortcuts through neighborhoods.

4. Design new streets to complement existing neighborhoods and duplicate core city grid patterns when possible.

Grid patterns with high variation in width and design move traffic most efficiently and safely. Grids spread traffic out (rather than concentrating it on overused arterials), allowing for pedestrian and “placemaking” amenities throughout the city.

5. Identify primary uses for city's road and street system and develop priorities accordingly (landscaping, medians, improved intersections, etc. for residential arteries, bicycle lanes and "long greens" for major arteries, for example)
6. Continue to initiate and participate in regional transportation plans and projects.
7. Continue to collaborate with private, regional, and federal transportation authorities to develop balanced transportation approaches.
8. Emphasize social and environmental criteria in transportation decisions.
9. Integrate land use policy with transportation policy.
(See Land Use chapter, *Plan Review Checklist*)
10. Provide excellent maintenance and directional signage for Goshen's roads and streets..

T-2 Implementation for a good road system

1. Develop an expanded municipal corridor designation program to incorporate balanced transportation approaches.
2. Develop plan review protocol that includes vehicle impact assessment.
3. Explore regional transit potential and explore with other jurisdictions.
4. Develop policy that incorporates neighborhood input and concerns into transportation decision-making.
5. Evaluate and enhance the effectiveness of existing transportation signage.
6. Ensure adequate staff to provide maintenance of our roads, and develop transportation-related projects for community enhancement.

T-3 Goal

Provide safe and attractive sidewalks for pedestrians in all business and residential areas.

T-3 Programs to encourage sidewalk use in Goshen

1. Install family-friendly street furniture at community gathering locations.
2. Develop and implement a sidewalk maintenance policy.
3. Work with neighborhoods to identify critical areas for new sidewalks and sidewalk repair.
4. Meet ADA requirements at intersections not already in compliance.
5. Continue to include sidewalks when constructing or modifying roadways.



Glenn Gilbert (right) organized a neighborhood-wide sidewalk replacement effort on 15th Street, which serves as a model for connecting Goshen neighbors to each other, to services, schools, and events. Mayor Allan Kauffman is thanking him for his leadership and can-do community spirit.

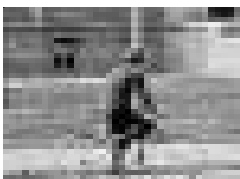
T-3 Implementation Strategies to promote sidewalks

1. Look for additional funding sources for sidewalk development and repair.
2. Develop a comprehensive pedestrian transportation plan. Include disability issues, maintenance and enhancement priorities, suitable sites for sidewalk focal points, safety issues, etc.
3. Incorporate sidewalk maintenance into the Neighborhood Preservation Ordinance.
4. Amend subdivision ordinance to includes sidewalk requirements.
5. Educate and work with neighborhood associations on sidewalk enhancement programs.

T-4 Goal

Increase pedestrian/biking options and make walking/biking a Goshen priority and a proud community asset.

T-4 Programs to increase walking/biking in Goshen



1. Consider pedestrian-only districts.
2. Encourage pedestrian-oriented rights-of-way.
3. Focus on pedestrian-oriented development/ facades. (See Redevelopment chapter.)
4. Increase pedestrian safety with countdown stoplights, bulbouts (see p. 16), landscaping, delineated crossings and traffic calming measures.
5. Review the City's comprehensive bicycle access and facilities plan.
6. Continue to include bicycle lanes constructing or modifying roadways.
7. Create connecting paths between existing or proposed bicycleways.
8. Identify right-of-way corridors for bicycle transportation.
9. Include bicycle transportation when planning new residential, commercial and industrial developments.
10. Develop a bicycle transportation grid with:
 - Marked, safe routes for cyclists to all public places
 - Adequate bike racks in public places and near businesses
 - Route maps at bicycle shops, park facilities, the Chamber, and other public places
 - Students educated in safe cycling and the rules of the road

T-4 Implementation strategies for walking/biking

1. Identify suitable areas for pedestrian-only designation.
2. Update and expand the City's comprehensive bicycle transportation plan to include standards for surfacing, safety, amenities, links, etc.
3. Identify funding sources for a municipal bicycle and pedestrian network.
4. Evaluate and amend ordinances to include non-vehicular and public transportation options in new development. Include measures for safe passage of bikes, parents with strollers, etc. through parking lots (such as internal sidewalk systems), especially with high traffic and large expanses.
5. Make storefronts, other facades, and signage more pedestrian-scaled, with less setback and lower profiles.
6. Develop a strong public education program addressing non-vehicular transportation options.



T-5 Goal

Ensure safe and efficient vehicular transportation.

T-5 Programs for safe auto travel

1. Use traffic calming devices to reduce speed and increase safety in residential areas.
2. Separate through traffic and local traffic.
3. Reduce vehicular noise, emissions, and fuel consumption.
4. Educate about transportation options and safety issues.
5. Emphasize and dedicate funds to existing transportation infrastructure.

T-5 Implementation Strategies for safe auto travel

1. Pursue additional grade-separated railroad crossings.
2. Explore traffic calming strategies and apply to suitable locations.
3. Continue to work with state and county transportation agencies to reduce impact of trucks on the community.
4. Explore the use of alternative fuels for municipal and public transit vehicles.
5. Identify high-risk streets and intersections and develop strategies for reducing risk, perhaps through altering speed limit and volume.
6. Work with Chamber, business, industry to explore options for reduced commercial delivery traffic, particularly during peak hours.
7. Make accommodations for horse-drawn and other slower traffic when designing roads and intersections.
8. Ensure adequate auto-educators to initiate projects and programs.
9. Coordinate transportation and planning objectives to direct attention and funding to existing infrastructure as a priority over sprawl development.

T-6 Goal

Create public transportation opportunities and encourage broad use.

T-6 Programs to promote public transportation use

1. Initiate or expand and improve local bus routes and destinations.
2. Expand long distance bus routes providing access to other urban areas, such as South Bend Regional Airport.
3. Explore interstate bus service.
4. Make local public transportation user-friendly.
5. Explore other forms of public transit (vans, taxis, regional light rail, shuttles.)
6. Encourage employment-related transit.

Vanpools, car-sharing, and employer-provided transit can reduce problems associated with single-occupancy vehicles.

7. Coordinate transportation resources.
8. Coordinate transportation planning with land use planning.

T-6 Implementation Strategies for Public Transportation

1. Identify community transit needs and opportunities.
2. Create a transit information center.
3. Develop transit centers near high population areas.
4. Develop a non-vehicular transportation plan.
5. Work with schools, employers to identify public transit opportunities.
6. Work with **MACOG** to become a model *balanced transportation community*.
7. Implement land use strategies that reduce automobile use and encourage densities that support transit and alternative transportation corridors.
8. Make local public transportation user-friendly by:
 - making maps and rules more available.
 - expanding policy and contact information.
 - making bicycle transport available.
 - marketing
 - appropriate bus sizing.
 - amenities such as seating, weather protection, lighting, signage.

MACOG stands for Michiana Area Council of Governments, our regional intergovernmental agency established to foster cooperative, coordinated and comprehensive planning activities.

The MACOG region represents Elkhart, Marshall and St. Joseph Counties in Indiana, and is the designated "Metropolitan Planning Organization" (MPO) in North Central Indiana.

MACOG, in coordination with state departments of transportation and public transit operators, is responsible for carrying out the transportation planning process for urbanized areas.

MACOG serves as a broad range planning forum for decision makers, local elected officials, and planning agencies.

T-7 Goal

Expand opportunities for public participation in transportation decision-making.

T-7 Programs for public input in transportation

Explore the feasibility of developing a proactive citizen/municipal staff transportation advisory council to expand dialogue presently conducted in the context of the Mayor's traffic task force.

T-7 Implementation Strategies for public Input

Develop policy to receive resident and neighborhood input on:

- prioritizing transportation options.
- incorporating traffic-calming strategies.
- addressing noise and pollution issues.
- developing parking solutions.
- creating transit centers.

T-8 Goal

Attractive and efficient parking for all types of vehicles

T-8 Programs for parking in Goshen

1. Expand bicycle parking.
2. Promote rear-access parking.
3. Promote parking lot landscaping and green space.
4. Expand buggy parking where needed.
5. Explore need and feasibility of "tower development" over new and existing parking lots.
6. Consider planting strips and vertical curbs in selected areas where parking on the sidewalk is a problem.



T-8 Implementation Strategies for parking

1. Evaluate parking ordinances and develop criteria that help reduce the negative impact of parking on streets, neighborhoods, and entryways.
2. Work with the Chamber and businesses on a bike parking system.

The Local Government Commission (lgc.org)...

a balanced transportation community has "a balanced, well designed transportation system that allows people to get around by car, transit, bicycle, and walking."

LGC uses these standards:

- The size of the community should be such that housing, jobs, daily needs and other activities are within easy walking distance of one another.

- As many activities as possible should be located within easy walking distance of transit stops.

- The location and character of the community should be consistent with a larger transit network.

- The community should have a center focus that combines commercial, civic, cultural and recreational uses.

- Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

- Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.

- The community design should help conserve resources and minimize waste.

- The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

- Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.



Traffic in Goshen: always in the headlines

Some of the earliest discussion of transportation in Goshen has been influenced by conflict of needs. In 1831, when the first dam was proposed for a mill on the Elkhart River, negotiations ensued to require locks for boat traffic along the navigable waterway. Construction was delayed until agreement could be reached.

In 1842, the local newspaper reported that the conflict between arks and keel boats plying the river and the dams and bridges built for commerce and land transportation had reached a head. Several Goshen merchants tore down a new bridge in order to ensure free passage of boats that had gotten stuck at the spot.

Regardless, overland transportation dominated the landscape. The establishment of county roads was one of the first actions of county officials and a road from Logansport through Goshen was recorded in 1831. The Fort Wayne Road (mostly now the path of U.S. 33) was opened in 1832. By 1836, the county ordered all county roads to be widened or built forty feet wide instead of the thirty or so feet that had been the norm.

The first train arrived in Goshen on Nov. 16, 1852 as part of a passenger service spur line built from Elkhart by the Northern Indiana Railroad Company. In the late 1880s, a new rail line was built between Goshen and Middlebury. The project was part of a line from Terre Haute, Indiana, to Battle Creek, Michigan.

In the mid 1890s, J.J. Burns introduced the idea of an electric street railway to Goshen. His first attempt at the line, equipped with an experimental electric motor system, was scrapped but the system was redesigned for more conventional cars. Burns set a deadline of July 4th, 1896 to have the first car running and the race for completion is one of the most exciting events in Goshen history. The start-up of the system truly came down to the wire with workmen, including Burns himself, dressed in his best suit, climbing under the car to help out. Finally at 9:45 p.m., the first car began to move along the route from what is now the Old Bag Factory at 1100 Chicago Ave. to what is now the Martin Manor area.

The street railway was a huge success; a second car was added to the three-mile system. Trolley lines were later extended down S. Eighth St. to Douglas St. and there was talk of connecting surroundings, including Lake Wawasee, to the system. The economic depression of the late 1920s ended the trolley era in Goshen and tracks were removed in the early 1930s.

The idea of a railroad overpass was first proposed for the North Main Street crossing in 1914. (The idea did not come to fruition until the late 1980s after significant controversy about its location.)

By the mid-1920s, automobiles had become the primary mode of transportation, despite bumpy, muddy roads. Though some major city streets were paved with brick (after a great deal of discussion and controversy – some Council members favored brick and some favored pavement), the first concrete roads did not come to Goshen until the public works projects of the Great Depression.

Since the late 1960s, traffic circulation has been a topic of discussion in Goshen. Concerns have primarily surrounded the fact that, at this writing, both a state (S.R. 15) and a federal (U.S. 33) highway converge in Goshen's downtown. In addition, U.S. 33 makes two sharp turns, one north of downtown and one in the central business district, slowing traffic and causing truck noise- and chemical-pollution. Goshen's industrial areas are located primarily south and east of the city, creating the need for traffic coming from the north and west (South Bend, the Indiana Toll Road, etc.) to travel through the city.

Ideas were proposed to address Goshen’s traffic and were finally consolidated in the 1992 Comprehensive Plan prepared by Troyer and Associates. That document recommended the widening of U.S. 33 (Madison St. and south) and the development of an alternate truck route from the Main and Pike intersection to the Goshen High School.

Also in 1992, the Indiana Department of Transportation “programmed” the U.S. 33 project through Goshen, identifying it as a potential recipient of federal funds.

A Thoroughfare Plan developed in 1996 recognized that INDOT had identified U.S. 33 as being in need of improvement. Though many alternatives were evaluated in the plan, the one receiving top priority was the widening of 3rd St. to four lanes, two running in each direction, as an alternative route to Main Street.

In March 1998, the Indiana Department of Transportation recommended added travel lanes for U.S. 33 from Monroe Street to C.R. 40 in an Engineering Assessment Report. A public information meeting was held at Goshen Middle School in February of 2001. A great deal of public concern formed around the issue and the Old Town Neighborhood Organization formed to prevent the project.

In the fall of 2001, the Goshen Chamber of Commerce endorsed the INDOT 3rd Street/Madison Street projects.

In the spring of 2002, the City of Goshen decided to use local funds to construct the widening project for 3rd St. between Pike and Madison as a four-lane truck route one block west of Main St. In the fall of that year, OTNA and the Historic Landmarks Foundation of Indiana filed for and received an injunction against the 3rd St. project, stating that the separation of 3rd St. from the U.S. 33 widening project constituted a violation of Sections 106 and 110 of the Historic Preservation Act, and historic and environmental assessment portions of The Department of Transportation Act and the National Environmental Policy Act by improperly “segmenting” the project from a major federal undertaking. That argument, and all momentum, ended simply.

In 2004 a decision was handed down that the parties must pay their own legal expenses. **In terms of the traffic role 3rd Street could perform, which was the main dispute, the judge ruled that, in effect, 3rd Street can be called SR 15, but not US 33, leaving Main St. still the federal highway for decades. However, 3rd St. can be signalled and signed to re-channel truck traffic that had long clogged Main St.**

The second priority identified by the 1996 Thoroughfare Plan was the need for a bypass around Goshen. Elkhart County is in the process of fulfilling that objective in the form of a truck route which more or less follows the corridor of C.R. 17 on the west edge of Goshen’s city limits. That project is designed to carry truck traffic on four lanes of a partially limited access route from U.S. 12 in Michigan to U.S. 6, about 8 miles south of Goshen.

The 1992 Comprehensive Plan also strongly emphasized the need and desire to create bikeways in Goshen. As a result, the Maple City Greenway system was developed with the Mill Race Trail, the 8th Street Trail, the Plymouth Avenue Trail, the Pumpkinvine Trail and the Winona Trail. The Greenway system will eventually include a riverfront trail, a connection to Elkhart along Wilden Ave. and linkages between existing trails for a total of approximately 20 miles of bike paths. (See Natural Environment chapter.)

From the leading edge of the Third St. renovation, where the SR 15 overpass meets Pike St., to the final opening day, where a repaved Third St. meets Madison, this project consumed a healthy portion of Goshen’s newsprint, public attention, and road design energy. It ended in the kind of healthy tension where lessons in the next phase recall all that preceded it, and Goshen’s learning curve is shortened for its road projects to come.



A Half Century of Goshen Traffic Studies, Related Documents, and Interesting Excerpts

1. Publication Date: 1966 (May)
Title: An Economic Survey and Population Forecast for Goshen
Participants: Charles F. Bonser and Assoc., IU Bureau of Business Research; IU Division of Community Planning
Description: 120 pp, blue cardstock cover.
Notes: Prepared for Goshen Plan Commission. Mentions that, because of Goshen's strong industrial base, it attracts commuting traffic from surrounding counties. Page.118: "Economic development in Elkhart County in recent years has been so rapid that the labor market has become quite tight... the major problem now faced is difficulty in hiring suitable skilled and unskilled labor."
2. Publication Date: 1967 (April)
Title: Comprehensive Plan (preliminary)
Participants: City Planning Associates, Inc.; Mayor Schenk
Description: 38 pp
Notes: States that the second major traffic problem is the railroad system, "effectively blocking traffic when trains are stopped or switching in the downtown area."
3. Publication Date: 1967 (August)
Title: Comprehensive Plan
Participants: City Planning Associates, Inc.; Mayor Schenk
Description: 24 pp.
Notes: Proposes a south/west bypass along CR 19 and 38, and a north bypass on Wilden Ave. going all the way to the high school. Says that the only "neighborhood convenience shopping area" in Goshen is about where Kroger is now (1994). Said we'll need 4 more in the next 20 years, in compact commercial clusters, Identifies where they should go.
4. Publication Date: 1970 (July)
Title: Elkhart County, Ind. Comprehensive Development Plan (final)
Participants: From the county plan commission
Description: 30 pp. full color cover.
Notes: Mentions newly formed MACOG Thoroughfare plan (p. 12-15) says Goshen wants pedestrian malls downtown. Mentions US 20 bypass and toll road exchange plans as well as relocating US 33 on an "expressway" going from south of Elkhart to south of Goshen and on to Fort Wayne. (Mapped out.)
5. Publication Date: 1973 (March)
Title: Goshen, Ind. Bypass Proposal
Participants: Chamber, county and city departments
Objectives:
 1. Solution to downtown traffic situation
 2. Long range plan for bypass
 3. Bypass east of city
 Notes: Recommends a limited access east bypass route starting "at Ind. 15 north of the Elkhart River bridge north of New Paris; go east parallel to CR 40, cross US 33, then due north crossing SR 4 to a point about 1 mile north of Goshen city limits, then west across Ind. 15 and joining the Elkhart proposed US 20 Bypass, north and west of Goshen."
6. Publication Date: 1973 (July)
Title: Traffic Operations Program to Increase Capacity and Safety (TOPICS)
Participants: Clyde Williams and Associates, Indianapolis
Description: 50 pp. Pea-green cover.
Notes: Concerned with modifying existing roads and intersections within the city. No mention of bypass/es. Moving parking off the streets, and creating one-way streets, are listed as priorities Proposed moving state/fed 15/33 designations to 3rd St. Main St. and Lincoln Ave. listed #1 in accidents, twice as many as #2 (Pike/Chicago).
Quote from p. 32: "The Main and Pike streets intersection, using 1971 traffic counts, is functioning at an intolerable level."



- 7. Publication Date: 1976
 Title: Comprehensive Plan
 Participants: Mayor Chisick.
 Description: 34 pp with maps Yellow cover
 Notes: Letter to citizens from Plan Commission president. Traffic plan (p.10) recommends 1-way pair streets; “discourage development of non-convenience retail development outside of downtown” except for farm equipment and other specialized stores. Recommends long term parking for downtown employees, prohibiting them from prime parking on Main Street Recognizes bridge-funneling and railroads as traffic impediment. (Shows 109.7 acres of railroad, on 1.77 % of Goshen land.)
 (Not related to traffic ...) shows an accelerated decline of farm industry and its workers, suppliers etc. and growing percentage of semi-skilled labor. Goshen’s median income surpasses that of the state. Housing conditions were reported as excellent, with no dilapidated structures.

- 8. Publication Date: 1980
 Title: Recommendations on a Comprehensive Plan for Goshen
 Participants: From the Chamber to Mayor Chiddister
 Description: 15 pp. typed original, modest binding.
 Notes: Asks for provisions for future rail expansion; and extension of bus and taxi services. Asks for planning for truck routes. Also sidewalks, new streets, overpass on N. Main (3rd St.)

- 9. Publication Date: 1985 or so...
 Title: Third St. Overpass documents
 Participants: County has on file.

- 10. Publication Date: 1992 (May)
 Title: Comprehensive Plan
 Participants: Troyer Group, Puro, citizen advisory group,
 Description: 90 pp. Not hard bound.
 Notes: Transportation recommendations: Remove truck traffic from CBD and residential areas; increase pedestrian mobility around city, avoid adding retail areas . Develop alternate truck route to US 33, from high school to Pike and Main. Improve selected intersections. Install inter-community and local transportation system. Fix fair traffic backups. Improve north-south, east-west arterials. Develop sidewalk assistance program (Initiated 2000.)

- 11. Publication Date: 1994 (August)
 Title: Thoroughfare Plan: Proposal
 Participants: Woolpert
 Description: 60 pp The TP will complement the 1992 comprehensive plan.
 Notes: It covers current/planned construction projects, proposed land use and water/ sewer improvements, congestion and other traffic constraints, and funding. Consultant will schedule six advisory groups and two public hearings. Anticipates 9 months from start to completion. (Final TP was published 2 years later).

- 12. Publication Date: 1994 (June)
 Title: Goshen Corridor Cost Estimates
 Participants: Woolpert
 Description: 15 pp with maps
 Notes: AKA the ‘north connector road’ Costs for two alternates: A US 33 bypass along the Conrail railroad connecting Pike and US 33 (near the high school) and an alternate to SR 15 by making 3rd and 5th each 3-lane one-way pairs. Alternate 1= \$26 million; Alternate 2 = \$ 30,000. There’s an Alternate 3, do nothing, = \$0



- 13. Publication Date: 1996 (August)
Title: Thoroughfare Plan: Final
Participants: Woolpert
Description: 64 pp with maps
Notes: Suggest bridges over Conrail’s mainline at CR 17, Indiana Avenue, Lincoln Ave/8th St; Monroe St, and CR 31. Over the N-S branchline: overpasses on Madison, Plymouth, College, and Kercher/CR40. North Peripheral Road along CR 26. West Peripheral Road between CR 15 & 17, joining up with CR 17 over US 33, East Peripheral Road .

- 14. Publication Date: 1997
Title: Main St. Revitalization Project
Participants: Wightman Petrie, for FOC, Chamber, City
Description: 10 pages and maps and full color drawing
Notes: Show benefits and costs for streetscaping and other improvements. Presented to guests on tour of downtown Dowagiac, Michigan.

- 15. Publication Date: 1998 (Nov end)
Title: Mayor’s Task force resolutions
Participants: Bartel, Cannaday, Clark, Malcolm, Fidler,
Description: 40 altogether
Notes: Correspondence, rules of collaboration, resolution 29 for / 3 against, voted to “Accept the INDOT/MACOG plan with the exception that INDOT is asked to reconsider an option along the rr tracks. The plan will have added safety provisions from community input and be neighborhood compatible to soften the impact as can be supported by the existing ‘Need and Purpose’ statement. We request that INDOT/MACOG develop a “Need and Purpose” statement for the building of an alternative road around Goshen, also with community participation. We further request that this investigation be completed and recommendations for any further construction be made prior to current proposed improvements reaching capacity.”

- 16. Publication Date: 1998
Title: Destination Study for City of Goshen: Matching License Plate Data
Participants: MHM Associates
Description: White binder, 200 pp or so.
Notes: Data only, no interpretation.

- 17. Publication Date: 1999
Title: Pavement Management Report for City of Goshen
Participants: MHM Assoc., South Bend
Description: Targets and prioritizes streets for repair. 100 pages or so.
Notes: Says that street conditions have improved dramatically, overall, in the last six years.

- 18. Publication Date: 1999
Title: Traffic Study
Participants: Citizen Study
Description: OTNA Informal video study
Notes: Did not account for in-town truck traffic

- 19. Publication Date: 2000 (January)
Title: South Peripheral Road Corridor Study, and related correspondence inserted
Participants: Woolpert
Notes: “The objective is to identify a corridor for the South Peripheral Road that complies with the goals set forth in the comprehensive plans for Elkhart County and City of Goshen.” An arterial roadway linking the east and west ends of peripheral roads on the south side of Goshen. At the east and west ends of the study area are CR 17 and CR 33. Started out with five possible alternative alignments, “utilizing existing roadways and bridges where possible.” Shows that a public information meeting in August 1998 caused an earlier CR 142/42 option to be shelved. County commissioners concluded a south peripheral road network should be developed, rather than a single corridor, consisting of CR 38, CR 40, and US Hwy 6.



*Third St. at Washington Ave.
depiction of intersection
streetscaping proposed for 2004
renovation to 2-way traffic.*

City maintains that improvements to CR 38 would hurt existing neighborhoods, homes, and the environment. Moving utility poles costs \$10,000 per pole. Other impediments make this option cost prohibitive. City wants to extend and improve CR 140 instead. Today the newly formed and well organized South Side Neighborhood Association (vicinity property owners) agree with the City's proposal. Hearing scheduled for May 2003

20. Publication Date: 2000 (April)
 Title: Truck Traffic on US 33
 Participants: MHMAssociates
 Description: 100 pp or so, matching license plate data with little interpretation.
 Notes: Says that 11 percent of traffic on US 33 South is commercial (trucks, motorhomes etc.) and that half of all truck traffic happens between 9 a.m. and 1 p.m.
21. Publication Date: 2002 (Dec) and 2003 (Feb)
 Title: Comparison of Alternate South Peripheral Routes between US 33 and Proposed CR 17 Bypass: CR 38 VS CR '140'
 Participants: Wightman Petrie; Goshen engineers and mayor; County officials.
 Description: Unbound.
 Notes: Indicates the extension of CR 140 will cost several million dollars less than using CR 38, with less impact on neighborhoods and environment.

Goshen Ongoing or Planned Transportation Projects as of April, 2003

- The South Peripheral Road. Joint sessions going on with City, Southside Neighborhood Assn and county. The two 'sides' are CR 38 vs CR 140. (See the traffic studies chart.)
- Third Street: Oral arguments will take place in Chicago on May 20, 2003.
- Madison/South is on hold by INDOT until Third St. is resolved.
- West peripheral (County is doing, as CR 17).
- North connector route: City will consider but MACOG rejected twice as too costly in dollars/neighborhood issues.
- Upgrading traffic controllers (the traffic light "brains") all along 5th Street.
- Upgrading intersections at:
 - College and US 33
 - Kercher & US 33
 - Kercher & CR 27
 - Wilden & Main
 - Hackett & Main
- Stop signs on Wilden at Greene, Indiana, Beaver.
- Neighborhood preservation tactics like 6th & Main, possibly at 5th & Main.
- Cul-de-sacs to stabilize traffic in historic neighborhoods where they wouldn't isolate the neighborhood.
- Roundabouts and other traffic calming devices considered .
- Neighborhood requests for speed humps.
- Ongoing maintenance and upgrades of intersections city wide, as needed.



Public Transportation Serving Goshen

A. General Public Mass Transit

- THE BUS system; 6 buses, all wheelchair accessible, serving Goshen and Elkhart. Offers fixed route service on a timed daily schedule. Includes a route from Elkhart to Goshen primarily along the U.S. 33 corridor. In 2003, a new east-west route was scheduled for customers from Olive St. on the east to Greene Rd. on the west.
- Goshen Transit Service: 2 minivans, 4 taxis, vans are wheelchair accessible, serving Goshen and Elkhart. Offers demand response service, serving riders when and where requested. Fares are higher than for fixed route service.

B. Taxi Services

- ABC Cab; 2 vans, 7 taxis, none are wheelchair accessible, serving St. Joseph and Elkhart Counties.
- Ace Cab; 45 taxis, none are wheelchair accessible, serving St. Joseph and Elkhart Counties.
- Michiana Taxi; 5 vans, none are wheelchair accessible, serving St. Joseph and Elkhart Counties. All taxi services offer demand response service.

C. Not for Profit Social Services

- Association for the Disabled of Elkhart County (ADEC); 7 buses, 11 vans, 4 light transit vehicles. All but one are wheelchair accessible. Serves the needs of its clients
- Greencroft; 2 buses, 2 minivans, one is wheelchair accessible. Serves the needs of its clients.
- Mennonite Disabilities Committee; 3 vans, 2 are wheelchair accessible. Serves the needs of its clients.
- Salvation Army of Goshen; 2 vans, none are wheelchair accessible. Serves the needs of its clients.

Note: At this time, 5 of the Goshen Community Schools' 40 buses are wheelchair accessible.

Federal Transit Administration Commuter Choice Program

What Is It?

Commuter Choice refers to recent changes in the Internal Revenue Code which permits employers to offer a tax-free benefit to commute to work by methods other than driving alone.

Why?

Reducing the numbers of people driving to work alone can contribute to improved air quality, reduced traffic congestion, conservation of energy, and less wear and tear on roads. Transit or vanpools (vehicles carrying 6 or more passengers) can relieve the numbers of single-occupancy vehicles.

How Does It Work?

An employer can contribute up to \$65 to your pre-tax salary towards the actual cost of commuting by transit or vanpool. Up to \$780 a year can be treated as a tax-free benefit. Even parking benefits can be converted into Commuter Choice employer contributions.

Traffic Calming: A Primer

A generally agreed upon definition of traffic calming (also called traffic abatement, traffic mitigation, neighborhood traffic control, or verkehrsberuhlung) is:

The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

Purposes of Traffic Calming Include:

- Improving neighborhood livability
- Reducing through traffic
- Reducing truck traffic
- Reducing occurrence of excessive speeding
- Reducing noise, vibration, and air pollution
- Reducing accidents
- Providing a safer environment for pedestrians and children
- Crime prevention
- Neighborhood revitalization



The *history* of traffic calming begins in Holland in the early 1960s as a grass-roots movement. To fight cut-off traffic through their streets, residents of the Dutch city of Delft created shared areas, outfitted with tables, benches, sand boxes, and parking bays jutting into the street. The effect was of an obstacle course for motor vehicles and an extension of homes and streetscape for residents. The strategy was officially endorsed by the Dutch government in 1976.

Other European nations followed, including Norway, Denmark, Germany, and Great Britain. Though street closures and traffic diverters were used in the U.S. in the early 1950s, traffic calming measures were first demonstrated in the Seattle, WA Stevens neighborhood with the use of the traffic circle.

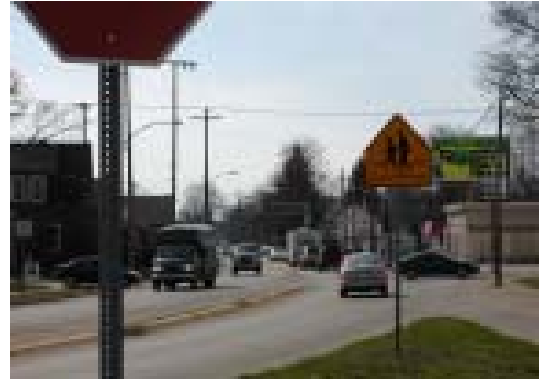
Traffic Calming Measures Include:

A. Volume control measures:

- Full street closures
- Partial street closures
- Semi or diagonal diverters
- Median or intersection barriers
- Forced turn islands

B. Speed control measures:

- Speed humps (many forms and configurations)
- Textured speed tables
- Raised intersections
- Textured pavements
- Traffic circles
- Roundabouts
- Chicanes (alternating curb extensions forming S-shaped curves)
- Alternating on-street parking
- Lateral shifts (also called staggerings which cause travel lanes to bend one way then the other)
- Neckdowns (curb extensions at intersections that reduce road width curb to curb.)
- Center island narrowings (generally used at street entrances or on curves)
- Chokers (narrowings causing by sidewalk or planting strip extensions at midblock)
- Bulbouts (sidewalk or planting strip extensions at intersections)



City of Goshen Sidewalk and Curb Reconstruction Program

This program (successfully carried out on Wilkeson St., shown here) provides an opportunity for all property owners, not just owner-occupied properties, to repair or replace sidewalk and curb. The homeowner agrees to pay 50% of the cost of the work up front and the City will pay the other 50%.

However, the property-owner's share drops to 40% where four or more contiguous property owners improve a longer area or establish a new sidewalk where one had not existed.

Payments may be spread out for three years only if a homeowner's household income is below 80% of local median income.

The sidewalks and curbs included in this program are those that are within the public right-of-way and parallel with a city street.



Department Input

Goshen Street Department

Inadequate staffing is the primary concern of the Goshen street department. The department consisted of 15 staff members in 1982 (with a City population of 19,000 people.) Today, there are 14 staff with a City population of over 29,000. Maintenance responsibilities for both streets and equipment have fallen on the shoulders of street department staff, they say, and they are unable to fulfill their obligations adequately.

The department is responsible for leaf pick-up, patching streets, plowing snow, traffic signs and street marking, vehicle maintenance for all city departments except police and fire, and some paving. They also provide labor for tree trimming and are often called upon for other city maintenance tasks.

Their second concern is aging equipment. They note the increased time and costs associated with maintenance of older vehicles and equipment. They are frustrated by the lack of time for routine street repair and feel they operate as a “reactive” department rather than proactive.

Most street department staff strongly support the idea of a city tree crew and would like more training on traffic control, safety, and mechanics.



Goshen Engineering Department

The engineering department consists of five staff persons who are responsible for maintaining the city’s infrastructure, designing engineering projects, acting as a liaison with the community, maintaining city maps and records, issuing permits, responding to queries and requests, handling contracts, inspection of ongoing projects, and quality control.

Their primary concern is the growth of the city’s population and failure to increase manpower to maintain existing infrastructure and respond to increasing needs.

There is a strong desire to use technology more efficiently to keep records, develop models, and provide mapping. They say there are many projects that could be done in house for significantly less than what is paid to consultants if staffing and technology were available.

TRANSPORTATION

IMPLEMENTATION STRATEGIES

proposed for the Goshen Comprehensive Plan 2004-2013

The implementation strategies identified earlier in this chapter are summarized here. Each strategy is listed under the numbered goal (E1, for instance) **and is evaluated for the following features (column heads):**

Funding – \$ symbols are used to indicate comparative values. A zero indicates that the strategy would fall under the responsibilities of existing City staff or is at least in part already incorporated into the budget of the lead agency. A single \$ symbol indicates that the strategy would probably cost less than \$10,000 and could be incorporated into operating budgets for lead agencies. A \$\$ symbol indicates the strategy might cost as much as \$50,000 (this includes new staff positions) but would probably be considered an operating budget item. \$\$\$ symbol indicates that the project might require capital expenditure and, in some cases (new water tower, water treatment facility upgrades) cost in excess of a million dollars. The symbols DO NOT necessarily indicate that the City would be responsible for the costs. In many cases, state or federal funding or grant funding would be used to cover at least a portion of the expense. And as these are suggested initiatives to implement goals that may or may not be attainable, no commitment by City or anyone else has been made toward this end, nor is one implied.

Lead Agency – This column identifies who in the community is or might be involved in providing leadership for implementing the strategy. In some cases, the lead agency is a city department. In some, city government would be the responsible party. In other cases, a community group or local agency might provide the lead for the strategy.

Partners – Listed in this column are potential partnerships that may facilitate the implementation of the strategy. The list is not designed to be all inclusive nor is implementation dependent on the involvement of all organizations listed.

City Department – This column identifies the City department (or office) under which responsibility for the implementation strategy is most likely to fall.

New/Expanded Program – This column addresses whether the implementation strategy has been addressed in any form either at the city level or in the community. A strategy is listed as "new" if it shifts attention from existing strategies.

Ordinance Change – Each strategy is evaluated for whether it requires an ordinance change. In some cases (listed as "possibly,") ordinance requirements would be dependent on the direction that implementation takes or on the priority it receives.

Further Resources – This column refers to the need for informational resources. A strategy was listed as "no" if it was understood that all information necessary for implementation is presently available to the lead agency. The strategy is listed as "yes" if more information would be needed to implement the strategy.

Defined duration, or ongoing – A determination was made for how long it might take to implement the listed strategy. "Short" indicated that implementation could be initiated fairly immediately (within the next one to two years.) "Medium" indicated that the strategy could take from two to five years, based on a need for further information, lower priority, or hurdles to overcome in initiation. "Long" indicated that the strategy could take over five years to initiate. The terms did not indicate how long it would take to implement the strategy but were based on estimates for initiation. "Ongoing" was indicated when the strategy would continue over time once initiated.

P. 2 Implementation Strategy (<i>Full text is at beginning of this chapter.</i>)	Funds	Lead agency	Partners	City Dept (s)	New or expanded program?	Ordinance change?	Further resources?	Defined duration or ongoing
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T1. Reduce automobile use.								
1. Locate new mixed-use and clustered development along transit corridors.	0	Planning	Planning, developers, MACOG, engineering	Planning	New	No	No	medium
2. Encourage development that encourages non-vehicle transport	0	Planning	Planning, redevelopment, neighborhood groups, housing organizations	Planning	New	Possibly	No	Short
3. Work with Chamber...on trip-reduction.	0	Planning, engineering	Chamber, planning, engineering, industry, unions, neighborhood groups.	Engineering	New	No	Yes	Short
4. Develop commuter education programs	0	Engineering	Chamber, industry, engineering, unions, neighborhood groups	Engineering	New	No	Yes	Short
5. Create car-pool incentives...	\$	Engineering	Engineering, Chamber, schools, agencies, MACOG	Engineering	New	No	Yes	Medium
6. ...develop incentives to walk, bike, carpool to school.	0	Schools	Schools, engineering, neighborhood organizations	Engineering	New	No	Yes	Short
7. Explore community-owned car- and bike-pool programs.	\$	Community organizations	Engineering, neighborhood organizations, agencies, grantmakers, MACOG	Engineering	New	No	Yes	Long

T2. Design/maintain roads that are effective and reduce negative impact on community and environment.								
1. Develop ... municipal corridor designation (for) balanced transportation	0	Engineering	Engineering, planning, MACOG, neighborhood groups,	Engineering	Expanded	No	Yes	Medium
2. Develop plan review protocol that includes transportation impact assessment.	0	Planning and Engineering	Plan Commission, Plan staff, Engineering staff	Planning	New	Possibly	Yes	medium
3. Explore regional transit possibilities.	0	Engineering	Engineering, Planning, MACOG, City of Elkhart, Elkhart County	Engineering	Expanded	No	Yes	Longer
4. ...incorporate	0	Planning	Planning, Neighborhood	Plan-	New	No	No	Short

P. 3 Implementation Strategy (Full text is at beginning of this chapter.)	Funds	Lead agency	Partners	City Dept (s)	New or expanded program?	Ordinance change?	Further resources?	Defined duration or ongoing
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neighborhood input into transportation decision-making.			Organizations, Engineering	ning and Engineering				
5. Evaluate existing signage	0	Engineering	Engineering, Community Input	Engineering	Expanded	Possibly	Yes	Short
6. Ensure staff for community enhancement.	\$\$	Mayor's office	City depts	All	Expanded	No	No	Long

T3. Provide safe and attractive sidewalks for pedestrians in business and residential areas.								
1. Look for funding for sidewalks	\$\$\$	Engineering	Engineering, MACOG, fed and state gov., grantmakers	Engineering	Expanded	No	Yes	Long
2. Develop a comprehensive pedestrian transportation plan.	0	Engineering	Engineering, planning, MACOG	Engineering	Expanded	Possibly	Yes	Medium
3. Incorporate sidewalk maintenance into the NPO	0	Planning	Planning, City Council,	Planning	Expanded	Yes	No	Short
4. Amend subdivision ordinance to include sidewalks.	0	Planning	Plan Commission, Plan Staff, Engineering, City Council	Planning, Engineering	Expanded	Yes	No	Short
5. Educate neighborhood associations on sidewalk programs.	0	Planning	Neighborhood organizations, planning, engineering, agencies	Planning, Engineering	Expanded	No	No	Short, ongoing

T4. Increase pedestrian/biking options and make walking/biking a Goshen priority...								
1. Identify suitable areas for pedestrian-only designation	0	Planning	Engineering, planning, neighborhood groups, retailers, developers	Planning, Engineering	New	Possibly	Yes	Short

P. 4 Implementation Strategy (Full text is at beginning of this chapter.)	Funds	Lead agency	Partners	City Dept (s)	New or expanded program?	Ordinance change?	Further resources?	Defined duration or ongoing
2. Update the City's comprehensive bicycle transportation plan...	0	Engineering	Engineering, community groups, MACOG	Planning, Engineering	Expanded	Possibly	No	Short
3. Identify funding for a bike transportation network.	\$\$\$	MACOG	Engineering, community organizations, MACOG, fed and state gov, grantmakers	Planning, Engineering	New	No	Yes	Medium
4. Evaluate ordinances to include non-vehicular and public transportation in new development.	0	Planning	Plan commission, City council, Plan staff, Engineering	Planning, Engineering	New	Yes	Yes	Short
5. Make storefronts pedestrian scaled	Unknown	Chamber	Plan Commission, designers, Historic Landmarks Commission?	Planning	New	Yes	No	Ongoing
6. Develop an education program on non-vehicular transportation options.	\$	Not for profits	Engineering, community organizations, educational institutions, Chamber	Engineering	New	No	No	Short

T5. Ensure safe and efficient vehicular transportation.

1. Pursue additional grade-separated railroad crossings.	\$\$\$	Mayor's	MACOG, state and fed gov, Engineering	Engineering	Expanded	No	No	Long
2. Explore traffic calming strategies and apply to suitable locations.	\$\$\$	Engineering	Engineering, neighborhood organizations, Planning	Engineering	Expanded	No	Yes	Long
3. Continue to work with state and county transportation agencies to reduce impact of trucks on the community.	\$\$\$	Engineering	County, state and fed transportation agencies, industry, MACOG	Engineering	Expanded	No	Yes	Long
4. Explore the use of alternative fuels for municipal and public transit vehicles.	\$\$\$	MACOG	MACOG, grantmakers, state and fed agencies, Engineering,	Engineering	New	No	Yes	Long

P.5 Implementation Strategy (Full text is at beginning of this chapter.)	Funds	Lead agency	Partners	City Dept (s)	New or expanded program?	Ordinance change?	Further resources?	Defined duration or ongoing
5. Identify high-risk streets and develop strategies for reducing risk	\$\$	Engineering	Engineering, MACOG, community organizations	Engineering	Expanded	No	Yes	Medium
6. Work with Chamber... on reduced commercial delivery traffic	0	Chamber	Engineering, Planning, Chamber, EID, industry	Engineering	New	No	Yes	Short
7. Accommodate horse-drawn and slower traffic when designing roads....	0	Engineering	Amish community, Engineering	Engineering	Expanded	No	No	Short
8. Ensure staff and initiate programs for education...	\$\$	Mayor	City council, state and fed agencies, grantmakers, Engineering	Engineering	Expanded	No	No	Long
9. ... direct attention and funding to existing infrastructure over sprawl...	0	Engineering	Engineering, Planning, neighborhood organizations, local agencies, MACOG	Planning, Engineering	Expanded	No	No	Short

T6. Create public transportation opportunities and encourage broad use.								
1. Identify community transit needs and opportunities.	\$	MACOG	MACOG, Engineering, community organizations	Engineering	Expanded	No	Yes	short
2. Create a transit information center.	\$\$	MACOG	MACOG, Engineering, community organizations	Engineering	New	No	Yes	Long
3. Develop transit centers near high population areas.	\$\$\$	MACOG	MACOG, Engineering, community organizations	Engineering	Expanded	No	Yes	Long, ongoing
4. Develop a non-vehicular transportation plan.	0	Engineering	MACOG, Engineering, community organizations	Engineering	Expanded	No	Yes	Medium
5. Work with schools, employers to identify other public transit opportunities.	0	Engineering	MACOG, Engineering, Schools, EID, industry, Planning, Chamber	Engineering	Expanded	No	Yes	Short
6. Work ... to become 'balanced transportation community'....	\$\$\$	Planning	Planning, Engineering, MACOT	Engineering	Expanded	No	Yes	Long, ongoing
7. Implement land use	0	Planning	Planning, Engineering, MACOG	Plan-	New	Possibly	Yes	Medium,

P. 6 Implementation Strategy (Full text is at beginning of this chapter.)	Funds	Lead agency	Partners	City Dept (s)	New or expanded program?	Ordinance change?	Further resources?	Defined duration or ongoing
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strategies that reduce automobile use...				ning				Ongoing
8. Make local public transport more user-friendly	\$\$	MACOG	MACOG, community organizations, Engineering	Engineering	Expanded	No	No	Medium

T7. Expand opportunities for public participation in transportation decision-making

1. Develop policy to receive resident and neighborhood input on... (5 areas)	0	Planning	Planning, neighborhood organizations	Planning	Expanded	No	No	short
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T8. Attractive and efficient parking for all types of vehicles

1. Evaluate parking ordinances (to) reduce impact of parking...	0	Planning	Engineering, Planning, business and industry, Chamber, neighborhood organizations	Planning, engineering	Expanded	Yes	Yes	Short
2. Work ... (on) a system of bicycle parking.	\$\$	Chamber	Chamber, EID, Face of the City, Engineering, Planning	Planning, Engineering	New	No	No	Medium