



**Engineering Department
CITY OF GOSHEN**

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Lincoln Corridor Improvements

Public Information Meeting

April 6th, 2021 – 2:00 PM

<https://us02web.zoom.us/j/84911070773?pwd=dIZhTnZGTERaRVWw4QlIGSThuTWRTUT09>

Meeting Agenda

1. Meeting Format
 - a. Project Overview and Background
 - b. Project Scope and Details
 - c. Opportunity for Public Input and Q&A
2. Need and Purpose of Project
 - a. The City of Goshen has chosen to embrace a multi-modal transportation planning approach and implement a complete streets model whenever possible
 - b. The project will provide an important connection in the City's bicycle network
3. Project Background
 - a. The City has completed a traffic study showing excess capacity in the current corridor configuration and adequate capacity in the proposed configuration
 - b. The City has met with representative members of the cycling community to gather input on the project

Selected improvements will include a complete streets corridor conversion with the implementation of a two-way cycle track along the south side of the corridor

4. Contacts
 - a. Goshen Engineering
 - i. Email – engineering@goshencity.com
 - ii. Phone – 574.534.2201
 - b. City Engineer – Josh Corwin
 - i. Email – joshcorwin@goshencity.com
5. Schedule
 - a. Project will be phased
 - i. Phase 1 will be from Indiana to Avenue to Elkhart River Bridge
 - ii. Subsequent phases will not be constructed this year
 - b. Project bidding expected to be in late-May
 - c. Likely another meeting will take place after bidding providing details on the construction process and impacts
 - d. Construction expected to be complete by early October

6. Scope

- a. Proposed road section – 3-lane section
 - i. One lane each direction (two westbound between 3rd and Elkhart River Bridge)
 - ii. Two-way-left-turn-lane throughout corridor
 - iii. Two-way cycle track on south side of corridor
- b. Pavement Markings
 - i. Hatched area with delineator posts will separate track from adjacent vehicle lanes
 - ii. Green shading will be used to delineate the area at intersections and commercial drives where there is path overlap between the vehicles and bikes.
- c. Bicycle Signal Heads
 - i. Separate signal heads will be provided for cyclists at each intersection
 - ii. The use of bicycle signal heads will require left-turn lanes at each intersection with a protected left-turn phase.

7. Public Input

- a. To provide a comment or ask a question
 - i. Type the question in the comment area
 - ii. Press the “raise hand” button and wait for Tara to acknowledge
 - iii. On the phone, press *9 and wait for Tara to acknowledge
 - iv. Please be respectful and patient and we will do our best to address and answer all comments and questions
 - v. Please share ideas or opportunities to make the project better
 - vi. Feel free to follow up further with engineering staff at any point after the meeting



Road Diets

(Roadway Reconfiguration)

A “Road Diet,” or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

SAFETY BENEFIT:

**4-LANE → 3-LANE
ROAD DIET
CONVERSIONS**

19-47%

Reduction in total crashes



BEFORE



AFTER

Before and after photos of a Road Diet project.

Source: City of Orlando, Florida

A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

Benefits of Road Diet installations may include:

- An overall crash reduction of 19 to 47 percent.
- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, “Complete Streets” environment that better accommodates the needs of all road users.

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost.



Road Diet project in Honolulu, Hawaii.

Source: Leidos

Source: Evaluation of Lane Reduction “Road Diet” Measures on Crashes, FHWA-HRT-10-053.

→ For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures>.



The Benefits of Complete Streets

What are Complete Streets?

Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy and safe to cross the street, walk to shops, and bicycle to work.

What does a Complete Street Look Like?

Depending on the function of the street and the context of the area it is in, a complete street may include:

- Sidewalks,
- Bike lanes (or wide paved shoulders),
- Frequent & safe crossing opportunities,
- Median islands,
- Accessible pedestrian signals,
- Curb extensions,
- Narrower travel lanes,
- Roundabouts, and more!

What is a Complete Streets Policy?

A complete streets policy ensures that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users: Drivers, transit users, bicyclists and pedestrians, including older people, children, and people with disabilities.

Local Economy

- Increases foot and bicycle traffic for local businesses, leading to more sales.
- Attracts new businesses to the area.
- Sidewalk networks, bike paths, and design elements like street trees raise nearby property values.

Public Safety

Number of crashes reduced due to:

- Pedestrian-oriented development (sidewalks, medians, visible crosswalks).
- The use of traffic-calming measures to slow traffic.
- Promoting safer bicycling behavior.

Public Health

- Promotes regular walking and cycling.
- Residents in walkable neighborhoods are 65% more likely to walk and less likely to be overweight or obese.
- School children more likely to walk or bike to school.

Elderly & Disabled

Considers needs of all users:

- Curb ramps and audible/tactile signals for disabled pedestrians.
- Longer crossing times and shorter crossing distances for all pedestrians.
- Benches for resting.

For more information about the benefits of Complete Streets, or for information about how to create and implement a Complete Streets policy, please see <http://www.smartgrowthamerica.org/complete-streets>

Maple City Greenway

Proposed Connector

Millrace

Indiana Ave. Multi-use

Pumpkinvine

