



Chapter 9

Transportation and Mobility Plan

The existing roadway system within the Town is well established, but strategic improvements can improve overall circulation and connectivity within New Carlisle. The Transportation and Mobility Plan focuses on the coordination and optimization of all modes of travel within the Town, including vehicular, bicycle, walking and transit. The Transportation and Mobility Plan includes specific recommendations for motorized and non-motorized travel, circulation and linkages between key areas of the community.

There are many opportunities to improve New Carlisle’s transportation infrastructure in the coming years with careful investments in roadway, pedestrian and bicycle facilities.

In addition to improving pedestrian and bicycle access throughout the community, traffic congestion along New Carlisle’s main thorough-fare – Michigan Street (US 20) and the rail road underpass – is also a primary issue. Planned improvements including the completion of a new North-South Connector within the Indiana Enterprise Center and the potential to relocate the designated truck traffic route out of the downtown will have a positive impact on traffic circulation throughout the community, but anticipated reductions in traffic volume will not be significant enough to alleviate congestion elsewhere in New Carlisle. Managing congestion is key to maintaining the quality of life for New Carlisle residents and promoting economic development within the Town.

TRANSPORTATION AND MOBILITY RECOMMENDATIONS

Transportation and mobility throughout the Town of New Carlisle will be enhanced over the long-term through proper planning and engineering. The following recommendations will assist the Town in managing future growth and improving the overall quality of life of the New Carlisle community that utilizes the transportation network every day.

- Utilize federally funded programs such as Safe Routes to School (SRTS), the Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement (TE) to maximize future investments in roadways and pedestrian/bicycle facilities within the Town.
- The Complete Street Concept included as part of INDOT’s draft 2035 Long Range Transportation Plan and the Town should consider development of their own policy. The goal of a Complete Streets Policy is to promote planning, engineering and transportation standards that provide a safer road network for all users, including motorists, pedestrians, bicyclists or transit users.
- Plan for long-term transportation solutions including all options for improving traffic flow, such as added travel lanes, signalization, roundabouts, etc.
- Review and revised, if needed, the Town’s ADA Transition Plan which addresses and enhances the walkability and the bikeability throughout New Carlisle and access to facilities within the Town.
- Develop an Access Management Plan to assist in managing expectations of the Town, developers and general public in regard to achieving a balance between safe traffic operations on New Carlisle’s roadways and adequate access of adjacent facilities.
- Consider the implementation of mass transit facilities in key areas throughout the Town as development and redevelopment occurs – specifically in the area of the potential South Shore Rail Station.
- Focus on enhanced connectivity with each development or redevelopment project. Traffic congestion on the Town’s roadways can be managed through strategic improvements such as the use of cross-access between businesses and the addition of potential new connections.
- The Plan considers improvements on both Timothy Road and the County Line Road as they both act as feeders to the Town from St. Rd. 2 to the south. These improvements will examine safety, directional wayfinding, lanes width for bicycles and the necessary drainage improvements.

TOWN OF NEW CARLISLE THOROUGHFARE PLAN

Insert information regarding the Town's Thoroughfare Plan and/or other traffic-related studies findings and recommendations.

IMPROVING INTERSECTIONS

Insert additional information regarding that identify improvement needs of various intersections.

LINKAGES AND CONNECTIVITY

Insert additional information from studies or findings that address linkages of the Town with the community and key connection points.

BUSINESS LOOP

Insert roadway loops and systems outside the Town that will have impact on the Town's Circulation patters. This may include the proposed roadway systems call for in the Indiana Enterprise Center and other areas adjacent to the Town.

RAILROAD UNDERPASS

Insert narrative, and plan objectives, for improvements to the existing railroad underpass. These improvements will address the functionality of transportation under the railroad tracks for both vehicular, bicycles, and pedestrians. The plans will also address improvements to the drainage and utilities.

EXISTING & FUTURE TRAFFIC VOLUMES

Insert information on existing and future traffic volumes projected with the growth and development of the Town along with the future development projections outside the Town including that of the Indiana Enterprise Center and other areas.

PUBLIC TRANSPORTATION

Insert information on various public transportation that would include the South Shore Rail Line and other potential public transportation systems.

BIKE AND PEDESTRIAN FACILITIES

Bike and pedestrian facilities are important components of a vibrant community. Active modes of transportation such as walking and biking can help to promote healthy habits, reduce automobile congestion, and mitigate pollution levels. A healthy pedestrian environment is also an important component in place-making strategies. People attract people, and a welcoming street environment is a critical component in attracting those initial users and activating what would otherwise be a place reserved for cars and trucks.

There are a number of strategies a community can use to improve the existing bicycle and pedestrian facilities. Certainly, sidewalks are a prerequisite to any pedestrian realm, as are bike lanes, off street trails, frequent and highly visible crosswalks, and other pedestrian amenities. Chapter 12: Identity, and Community Character as well as the following Complete Streets section, gives more specific guidance on streetscape elements that can be integrated to create a pleasant pedestrian experience.

Expanded narrative and plan illustrations will be added to this section.

Insert Transportation Plan Map

SIDEWALKS & ADA TRANSITION

The Town of New Carlisle does have an annual sidewalk replacement program and improvements are made as necessary when deficiencies are identified. However, in accordance with Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act of 1990, the Town is currently developing an ADA Transition Plan.

The major steps to being in compliance with regards to accessibility of facilities within the public right-of-way include:

- Designation of an ADA Coordinator
- Establishment of a Grievance Procedure
- Development internal design standards, specifications, and details
- Assignment of personnel responsible for the development and implementation of a Transition Plan
- Approval of a schedule and budget for the Transition Plan
- Monitoring the progress on the implementation of the Transition Plan on an annual basis. With the ADA Transition Plan in place, the Town of New Carlisle is able to identify and prioritize improvements necessary to enhance accessibility and ensure compliance with all federal regulations.

COMPLETE STREETS

Complete streets are designed to enable safe access for all users including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Complete streets are also designed and operated to allow safe movement along and across its right-of-way.

There is no one design prescription for complete streets, but common components of a complete street include: sidewalks, bike lanes (or wide paved shoulders), frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, 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.

**ADDITIONAL NARRATIVE AND PLAN ILLUSTRATIONS
ON COMPLETE STREETS WILL BE ADDED HERE.**

TRAILS

Trails and greenways are important components of a parks and recreation system, providing valuable connections between park sites, community assets and natural areas. Prior to completion of this Comprehensive Plan, the Town has already invested significant resources in planning for and constructing trail and greenway segments throughout the Town and its planning area. This section of the Comprehensive Plan presents an overview of recent planning efforts and underscores the need to continue to implement previous recommendations.

**ADDITIONAL NARRATIVE AND PLAN ILLUSTRATIONS ON THE TOWN'S
TRAILS AND GREENWAYS PLAN RECOMMENDATIONS ALONG WITH
FUNDING OPTIONS WILL BE ADDED HERE.**

INSERT TRAILS & TRANSIT PLAN