

Dubois County

Bike & Pedestrian Master Plan

DRAFT: June 29, 2021

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Dubois County
Bike and Pedestrian
Master Plan



Figure 1 – Walkers on a morning walk on the Jasper Riverwalk.

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Figure 2 - Walkers on the Jasper Riverwalk.

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INTRODUCTION





INTRODUCTION

Dubois County and the communities within continue to be a statewide leader when it comes to forward thinking and ensuring the quality of life for its citizens. Whether it be Impact Jasper, Your Home Your Huntingburg, Dubois County Quality of Life Plan, Ireland Vision Plan, Huntingburg Stellar Community Strategic Investment Plan or the Mid-States Corridor each community has distinct visions.

INTRODUCTION

Dubois County and the communities within continue to be a statewide leader when it comes to forward thinking and ensuring the quality of life for its citizens. Whether it be *Impact Jasper, Your Home Your Huntingburg, Dubois County Quality of Life Plan, Ireland Vision Plan, or the Huntingburg Stellar Community Strategic Investment Plan*, each community has distinct visions.

This plan provides a unique opportunity to connect and unite those visions while maintaining the core principles that make each community unique. It also provides the opportunity to strengthen the competitiveness and attraction for the entire county, creating a regional asset that compliments the many unique communities in Dubois County. When completed, it positions the county even greater for attracting tourists, attracting new residents who are seeking to live in a connected community, and promoting economic development in all of the communities. It has the potential to be catalytic in further reinforcing Dubois County as a destination, and attracting people to live and remain in the county.

In January 2020, the City of Jasper, Huntingburg, and Dubois County were awarded a *Bicycle and Pedestrian Master Planning Grant* from the **Indiana Department of Health**. With this grant, the communities will develop a plan to accomplish the goals that each community has established separately and to accomplish the creation of a countywide plan.

The primary goals of this plan are intended to:

- Create an understanding of the true prevalence of walking and bicycling currently in the communities/county and increase the number of bicyclists and walkers in the communities/county.
- Increase the amount of people walking and bicycling for everyday transportation purposes such as commuting to work, walking or bicycling to school and running errands.
- Based on the community and county goals, provide guidance and priorities for implementing programs, policies and infrastructure to support walking and bicycling with a broad range of funding and support.



In addition to these primary goals, the overall goals of this master plan include the following specific objectives in order to help meet the criteria established in the Health Department funding for the project. These overall objectives for the master plan include:

- Assess the current state of biking and walking in the community
- Develop programs for all users to promote safety, education, awareness, and encouragement
- Recommend policy changes to further the goals of this effort
- Develop an infrastructure master plan which identifies priority corridors and destinations
- Identify a range of implementation opportunities
- Identify short-term projects and long-range opportunities
- Identify and promote the range of benefits and value that bicycling and walking bring to the community and local business, both quantitatively and qualitatively
- Highlight the benefits and responsibilities of utilizing public funds to implement parts of the plan
- Recommend educational and promotional means (including Bicycle Friendly Businesses)
- Explore a possible Economic Impact Study
- Identify groups to implement policy change and new projects with a strategy for ongoing oversight
- Identify alternate funding sources

Much has been done in the individual communities to promote walking and bicycling, and the intent of this master plan is not to rethink the previous planning work, but to build upon and identify meaningful connections between the individual communities and their planned networks.





1

PLANNING PROCESS

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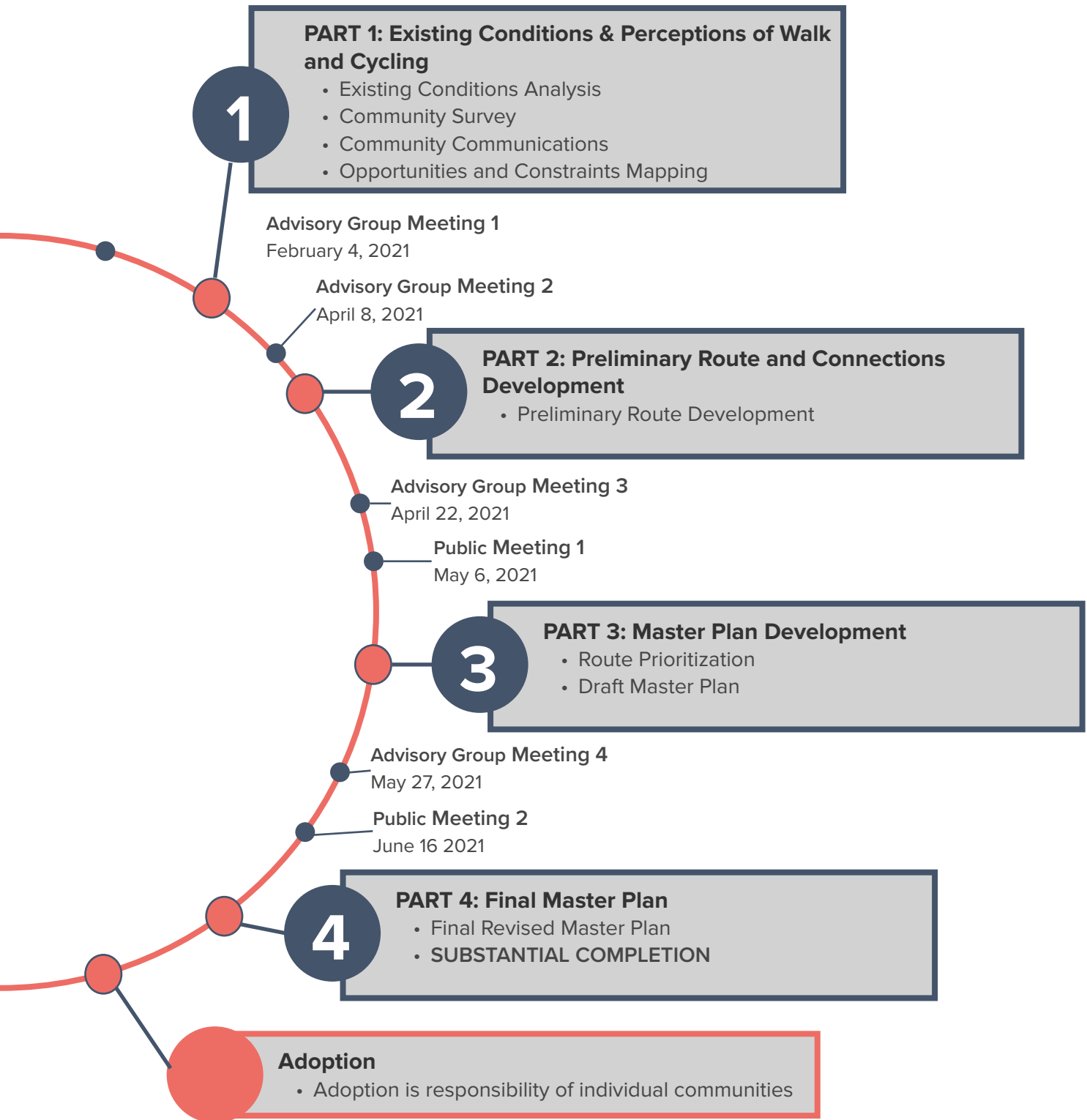


Figure ___- Process diagram illustrating the planning process used for the Dubois County Bike and Pedestrian Master Plan.

PLANNING PROCESS

The planning process for this Bike and Pedestrian Master Plan was developed to allow the county to build upon its other planning processes, to examine a thorough bike and pedestrian system across the county, to connect its major communities and unique cultural destinations, and to promote bike and pedestrian facilities as a coordinated effort to achieve many of the county's different goals and objectives.

INTRODUCTION

A county-wide bicycle and pedestrian master plan is intended to achieve specific goals within a community. These goals are focused on increasing accessibility and usership of a county's bike and pedestrian networks, but also are also rooted in improving the health of residents. A plan which fits the requirements for the Indiana Health Department must achieve a number of things. It must create an understanding of the true prevalence of walking and bicycling currently in the county and increase the number of bicyclists and walkers in the county. The plan should increase the amount of people walking and bicycling for everyday transportation purposes such as commuting to work, walking or bicycling to school and running errands. And finally, it needs to be based on the community and county goals, provide guidance and priorities for implementing programs, policies and infrastructure to support walking and bicycling with a broad range of funding and support.

PLANNING PROCESS

The planning process developed for this Bike and Pedestrian Master Plan sought to combine local community leadership input and public engagement to identify local connectivity and other strategic community issues related to bicycling and walking in Dubois County. The process utilized these input mechanisms to direct the planning process for bike and pedestrian routes.

Several communities have already completed plans for bicycle and pedestrian improvements in their communities and parks. Some communities have trail master plans, and some have done deeper dives into multi-modal transportation planning in their community. The purpose of this study was not to rethink that previous planning, but to build upon and connect each community's planned system.

To meet these goals, the planning process for this master plan was divided into four distinct parts:

- **Part 1: Assessment of Existing Conditions and Perceptions towards Walking and Cycling-** The first part of the project included data collection, assessment of existing physical conditions, and the collection and analysis of perceptions about walking and cycling in the community. A project specific web landing page was completed and included an extensive community survey about resident's walking and cycling experiences, perceptions and issues. Existing conditions and past planning efforts were compiled and inventoried resulting in a series of 6 project goals. In addition, opportunities and constraints to cycling and walking in the county were compiled.

DUBOIS COUNTY BIKE & PEDESTRIAN MASTER PLAN

- **Part 2: Preliminary Route and Connection Development-** The second part of the project focused on identifying and developing preliminary master plan routes, connections, and destinations for the County.
- **Part 3: Master Plan Development-** The third part of the planning process was synthesizing and prioritizing the final destinations and routes and assembling the support information for the preparation of the draft master plan. This stage included the prioritization of planned routes, a basic analysis of costs, and other supplemental information to provide guidance to implementation.
- **Part 4: Final Master Plan and Adoption-** The fourth part of the planning process was finalizing the master plan based upon input received during the final Bicycle-Pedestrian Plan Advisory Committee and Public Meetings and preparing the document for adoption.

PROJECT LEADERSHIP- ADVISORY GROUP

An Advisory Group was developed to help direct the planning efforts and to provide feedback throughout the planning process. The group included elected officials and key staff from the county and its communities. Four Advisory Committee meetings were facilitated throughout the planning process. Of these four meetings one was held virtually and three were held in person. All meetings were held in compliance with the Governor's emergency declaration and local health department restrictions associated with the COVID pandemic.

PUBLIC ENGAGEMENT

Public engagement and outreach utilized several different methods.

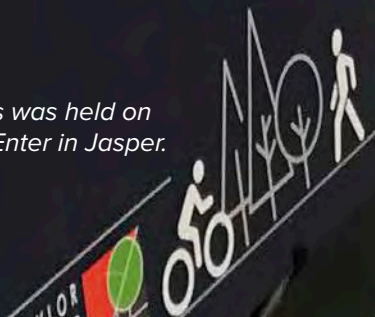
An **online community survey** of residents was facilitated to gather and gauge public perceptions concerning walking and cycling in Dubois County. The survey provided an opportunity to quantify the extent, barriers and opportunities for walking and bicycling within the community and provided a baseline for later planning stages of the project. In addition to the survey, participants could take part in a **mapping exercise** to identify key destinations, connections, and potential routes that could be explored in the County.

Two **public meetings and open houses** were held during the planning process. The first public meeting was held in May at the Thyen Cultural Center in Jasper. The meeting included a presentation on the community survey results, inventory and analysis, existing conditions assessment, and the preliminary routes. Residents were asked to provide input on the preliminary routes.

The second public meeting was held in June at the Old Town Hall in Huntingburg. This meeting included the presentation of revised routes, route prioritization, and other detailed information for each of the routes that will be included in the master plan.



Figure 3 - The first of two public meetings was held on May 6, 2021 at the Thyen-Clark Cultural Enter in Jasper.



Survey Results - Perceptions of Bicycling and Walking in Dubois County

One of the key components of this plan is to gauge the public's perception of current walking and biking conditions within Dubois County. This not only gives a basic understanding on the level of bicycle and pedestrian amenities in the county, but can also begin to highlight gaps which can be addressed through this planning document. Online public input for this project was gathered through Social Pinpoint, an online platform which allows for the collection of data through interactive maps, surveys, and blogs on a website unique to the project. This was used to not only gather basic information from residents on current biking and walking conditions within the county, but also gave respondents the opportunity to place markers on the interactive map to show where they perceived major concerns and issues to be. Approximately 97% of respondents to the survey stated they either walk or bike, with 35% saying they do so more than five times a week. It was also shown that the primary reason for residents getting out to walk and bike was specifically for health and exercise.

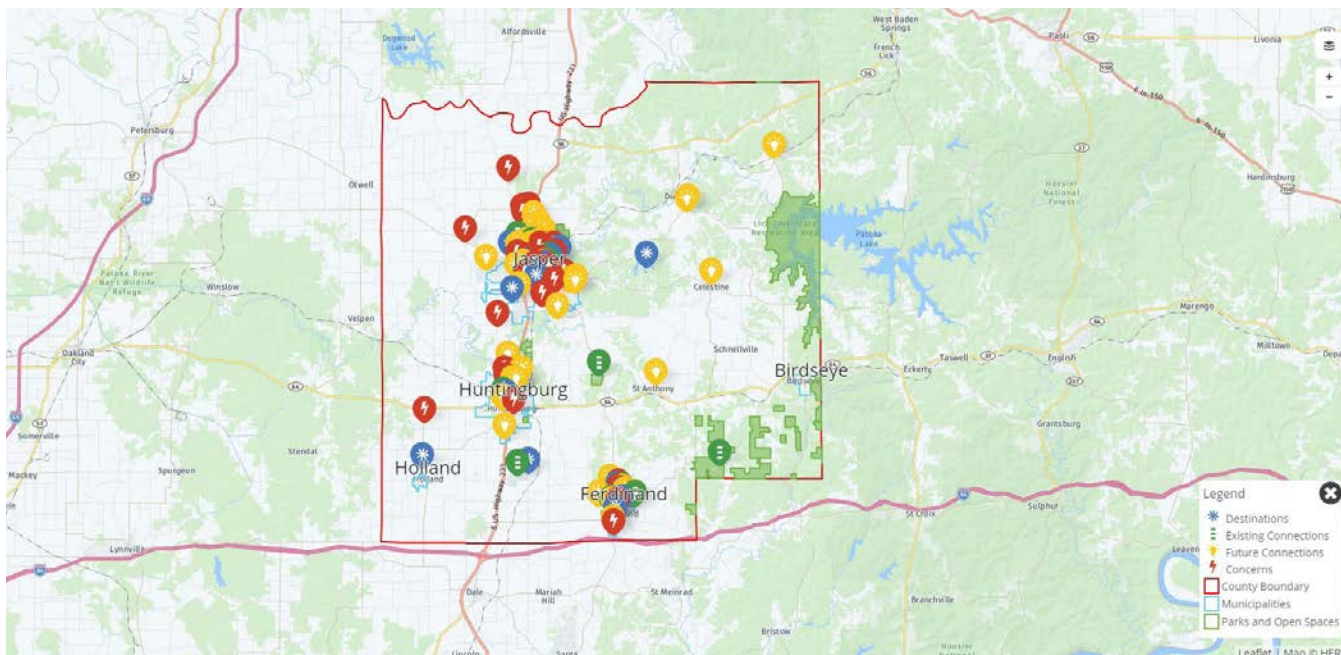
When asked to rate current walking conditions within the county 40.3% stated they believed conditions were *good*, while 16.7% thought current walking conditions were *poor*. This higher percentage of those with negative outlooks on the county's walkability was also seen in a related question which asked if residents would consider Dubois County as a walkable county. Exactly half (50.0%) stated they did not consider the county as walkable.

The same questions were also asked in regards to biking. Responses indicated that residents perceive the bikeability of Dubois County to be less than the county's walkability. When asked to rate current biking conditions within the county 46.6% believed conditions to be Fair, while 38.8% considered them to be Poor. This was also captured when asking respondents if Dubois County was a bicycle-friendly community, of which 65.6% stated that they did not believe it was.

When asked what types of facilities residents would like to see in order to improve the walkability and bikeability of Dubois County, the top responses were multi-use trails (34.3%) and sidewalks (29.8%). These responses were supported by other questions in the survey, such as the lack of connections to destinations (52.6%) being the largest barrier for walking and lack of bike lanes trails (41.1%) as the largest perceived barrier for biking.

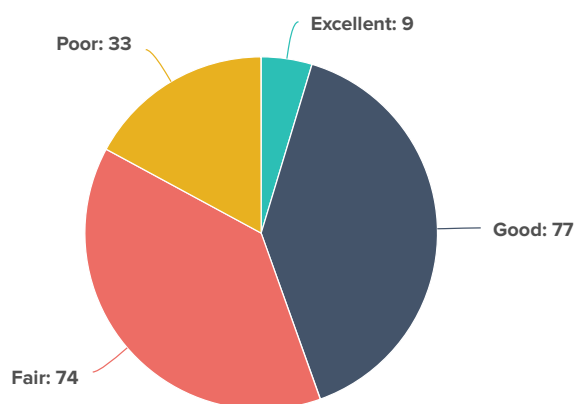
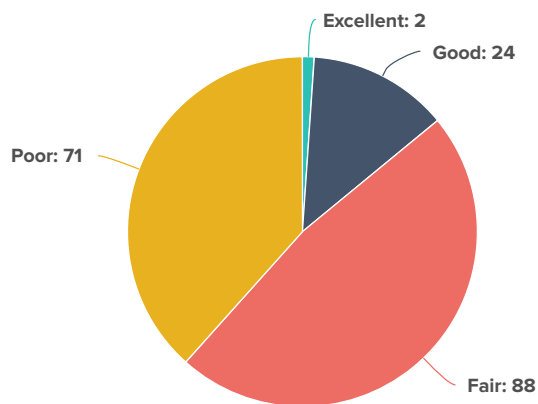
Other feedback received from the online platform and in-person meetings revolved around new connections that should be prioritized in future biking and pedestrian infrastructure and areas with barriers to walking and biking. This information was gathered through the interactive map on the project website and from the public meeting held on May 6, 2021. Many of the new routes focused on creating connections between the different communities, primarily between Jasper, Huntingburg, and Ferdinand. These are the three largest communities within the county and are perceived to lack the proper amenities needed for safe travel from one to another. Points that called out issue areas within the county were largely focused on the deterioration or lack of sidewalks. Some points referenced locations where people were forced to walk on the street as a sidewalk was not present, although most of these points were within city boundaries and not within the county itself.

The survey respondents were typically between 35 to 44 years of age, with many stating they have lived within Dubois County for over 20 years. The community with the most respondents was Jasper, and over half of those who answered said they commute less than 10 miles to work on a typical day. A group which did not have much representation were those with lower incomes. Less than 10% of those who responded to the question have a median household income under \$50,000.

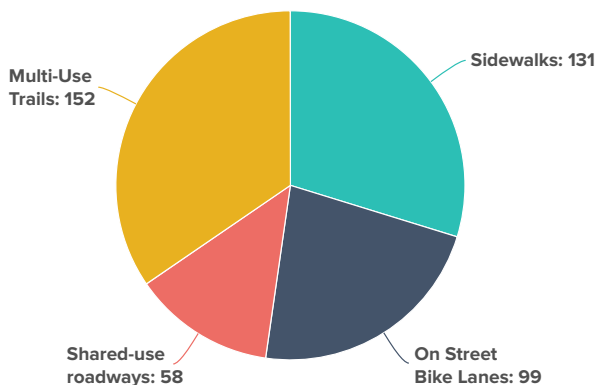


How would you rate the current **WALKING** conditions in Dubois County?

How would you rate the current **BIKING** conditions in Dubois County?



What types of bicycle and pedestrian facilities would you like to see in Dubois County?



64%
consider themselves
avid walkers

28%
consider Dubois
County a "walkable
County"

64%
consider themselves
casual or
recreational riders

13%
consider Dubois
County a "bicycle-
friendly county"

Figure 4 - Representative data from the public survey and engagement for the project.

THE 5 E'S OF A BICYCLE FRIENDLY AMERICA

The League of American Bicyclists has adopted a set of essential elements that help make a pedestrian and bike-friendly community. These elements are the 5 E's, and they set an equitable and safe framework which focuses on building safer walking and biking routes through a combination of infrastructure and social based projects and programs. The 5 E's include:

- **Equity, Diversity & Inclusion (EDI):** Ensure that bicycling and pedestrian amenities are available to everyone within the community.
- **Engineering:** Creating safe, connected, and convenient places to bike and walk.
- **Education:** Giving people of all the ages the knowledge, skills, and confidence to ride and walk.
- **Encouragement:** Creating a culture that supports and encourages active transportation within the community.
- **Evaluation & Planning:** Plan for bicycling being a safe and viable transportation option in the future.

While this plan's objectives and recommendations are not in direct response to The 5 E's, they will still be rooted within them, as quality bicycle and pedestrian placemaking require these themes in order to be successful.

PROJECT GOALS AND OBJECTIVES

The Indiana Department of Health funding has very prescribed goals. Those goals include providing for walking and bicycling as part of an active transportation system. Their goals include access to facilities, providing opportunities to increase physical fitness and health, as well as increasing awareness of the benefits of developing healthy active lifestyles through walking and bicycling. This study seeks to meet all of those goals.

But in addition to the State Department of Health goals, a series of goals specific to Dubois County were developed to help direct bike and pedestrian planning in the community. While the health-related intents are still included, the local project goals and objectives broadened the target goals to address issues such as connectivity, economic development, tourism, and other aspects of bike and pedestrian planning that might not necessarily be included in the Health Department goals.

Dubois County is well positioned to include these types of local community issues in the conversation about bikes and pedestrians, and other community planning efforts throughout the county support their inclusion. A series of six goals and supporting objectives were developed for the Dubois County Bike and Pedestrian Plan:

GOAL 1

Create a county-wide network of bicycle and pedestrian facilities which Increases CONNECTIVITY between communities and key destinations within Dubois County.

OBJECTIVE STATEMENTS

1. Provide biking and walking connections between communities and to significant county destinations.
2. Provide county connections to bike and pedestrian facilities within Dubois County's individual communities.
3. Provide facilities and infrastructure that broadens access to a greater number of residents for biking or walking in the County.
4. Provide a range of equitable cycling and walking experiences and infrastructure that meet the needs of the many different experience levels of potential users of the system.
5. Identify the priority needs of each Dubois County connection regarding bicycle and pedestrian travel to help properly allocate resources and funding.

GOAL 2

Provide for SAFE bicycle and pedestrian facilities in the county, with appropriate and modern INFRASTRUCTURE.

OBJECTIVE STATEMENTS

1. Employ most current federal, state and local design standards to the development of each type of bike or pedestrian facility.
2. Collaborate with public agencies to identify high-risk traffic areas and develop solutions to the causing factors.
3. Coordinate new network with local and state police and emergency responders to make them aware of the network and the potential locations where bikes and pedestrians may become more of a presence.
4. Ensure current law enforcement activities regarding bicycle and pedestrian travel are up to date with industry standards related to social equity and typical law enforcement training.
5. Develop formal education opportunities for teaching safe driving, bicycling, and walking in rural areas, to residents of all ages.
6. Create local/county partnerships to pool resources for increased public education on safety.

GOAL 3

Raise **AWARENESS** of the benefits bike and pedestrian facilities can bring to the health of the county's residents, economy, and environment.

OBJECTIVE STATEMENTS

1. Develop and initiate new awareness campaigns about the County network to make residents aware of bikes and pedestrians in the rural county areas.
2. Develop formal education opportunities for teaching safe driving, bicycling, and walking in rural areas, to residents of all ages.
3. Partner with local businesses for bicycle and walking initiatives and awareness campaigns.
4. Work with local healthcare providers to promote how bicycling and walking can help achieve active and healthy lifestyles.
5. Work with county schools to integrate education of the benefits of using local alternative transportation options into the curriculum.

GOAL 4

Create bike and pedestrian facilities that leverage the region's attractions and unique destinations to promote **TOURISM** and **ECONOMIC DEVELOPMENT** in Dubois County.

OBJECTIVE STATEMENTS

1. Provide bike and pedestrian connections to significant destinations in the county.
2. Work with local and state tourism groups to promote bicycling and walking connections as a regional tourism draw.
3. Develop user-friendly network guides and maps to help identify tourist attractions along the County bike and pedestrian network.
4. Include infrastructure (signs) that assist users in navigating the bike and pedestrian network.
5. Work with local hospitality organizations to promote the bike and pedestrian facilities as a tourist attraction and develop promotions that encourage attracting tourists to use the system.

GOAL 5

Create programs and policies which **PROMOTE** bike and pedestrian facilities in Dubois County and **ENCOURAGES** new users.

OBJECTIVE STATEMENTS

1. Develop local amenities that could help increase use of county bike and pedestrian routes such as vehicle and bike parking, shelters, and other supportive facilities.
2. Consider expanding local or county staff whose work involves bicycling and walking activities and creating training programs related to best practices in planning.
3. Work with partners to create events focused on helping introduce new residents to bicycle and pedestrian trails within the community.
4. Create online and printed materials that provide information for users of the network.

GOAL 6

Provide for sustainable **GOVERNANCE** and **OVERSIGHT** of the new county bike and pedestrian network.

OBJECTIVE STATEMENTS

1. Create oversight group for the County network that includes representatives from the county and the local jurisdictions.
2. Continue the work of the advisory group to promote cross-community coordination and implementation of the network.
3. Coordinate ongoing promotion, awareness, maintenance and enforcement activities consistently across the county.

CONCLUSION

The planning process for this Bike and Pedestrian Master Plan was developed to allow the county to build upon its other planning processes, to examine a thorough bike and pedestrian system across the county, to connect its major communities and unique cultural destinations, and to promote bike and pedestrian facilities as a coordinated effort to achieve many of the county's different goals and objectives.

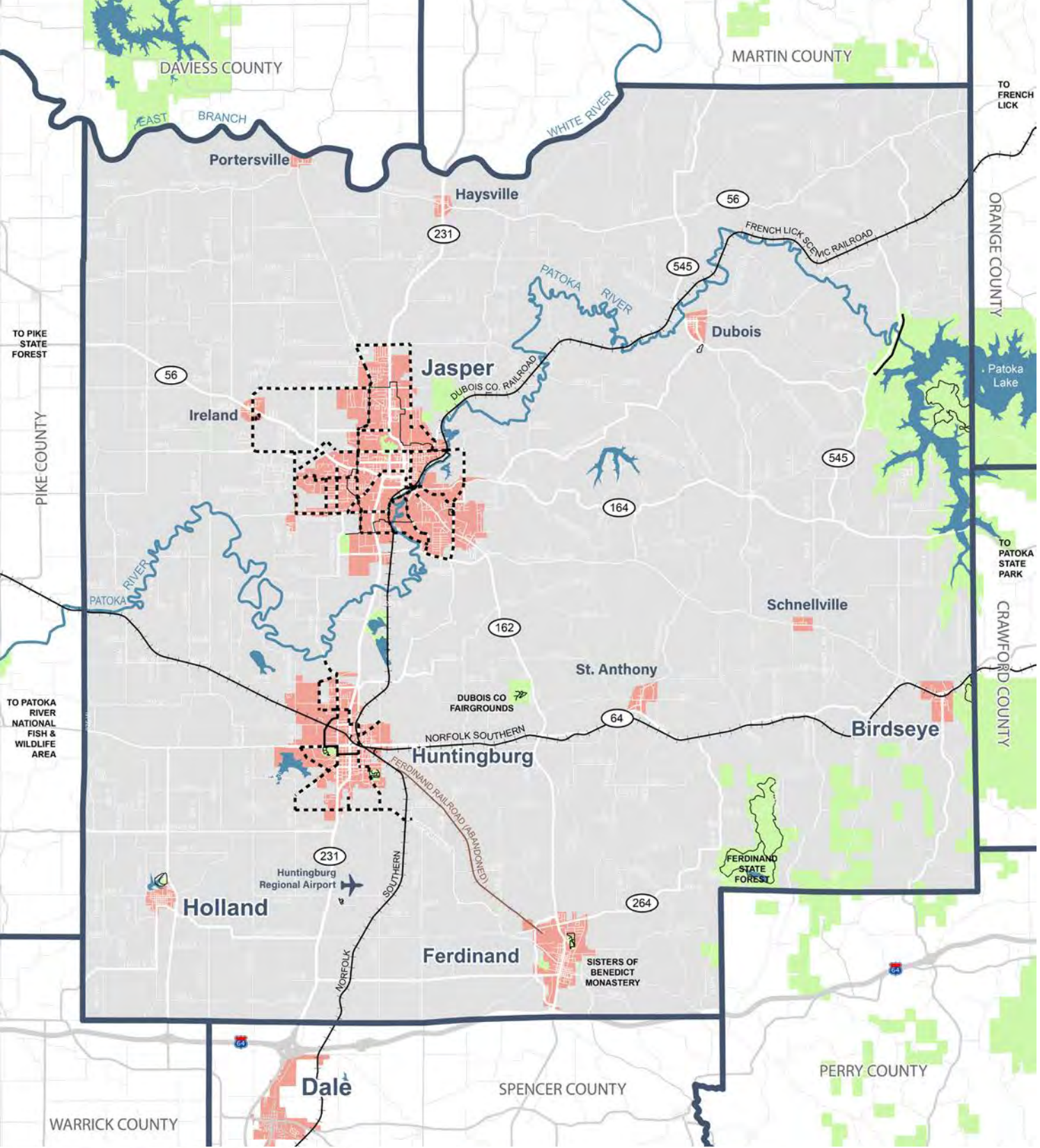




2 EXISTING CONDITIONS ASSESSMENT

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Overview of Dubois County

- County Line
- Waterway (IDEM)
- Waterbody (IDEM)
- Street Centerline (Dec 2019)
- City, Town, or Community
- Abandoned Railroad
- Active Railroad
- Existing Community Bicycle and Pedestrian Routes
- Proposed Community Bicycle and Pedestrian Routes



Figure 5 - Overview map of Dubois County.

EXISTING CONDITIONS ASSESSMENT

While Dubois County has many similarities to other counties in Indiana, it also has many unique characteristics that make a bike and pedestrian plan here a little different than what you would see elsewhere. There is lots to understand about the county in order to make the biggest impact with this plan.

OVERVIEW OF DUBOIS COUNTY

Covering 427.2 square miles in southern Indiana, Dubois County is located between the urban cores of Louisville, Kentucky and Evansville, Indiana, with major interstates running along the southern border of the county and to the west. Dubois County has five incorporated cities and towns, with twenty-three other unincorporated communities scattered throughout. Jasper is the largest community within the county, making up over a third of the county's total population, and is also the county seat. The Hoosier National Forest, 317 square miles of forested land which lies in nine separate counties through southern Indiana, runs along the east side of Dubois County, spilling over into the county's north east corner. Dubois County alone has over 351 square miles of IDNR managed lands which includes forests, prairies, wetlands, and lakes. The Patoka River National Wildlife Refuge can also be found just to the west of Dubois County. The number of natural lands and park space surrounding the county makes it a destination point for those looking to explore the various state forests and preserves in the area.



Figure 6 - The Jasper Riverwalk near the historic Mill and River Centre.

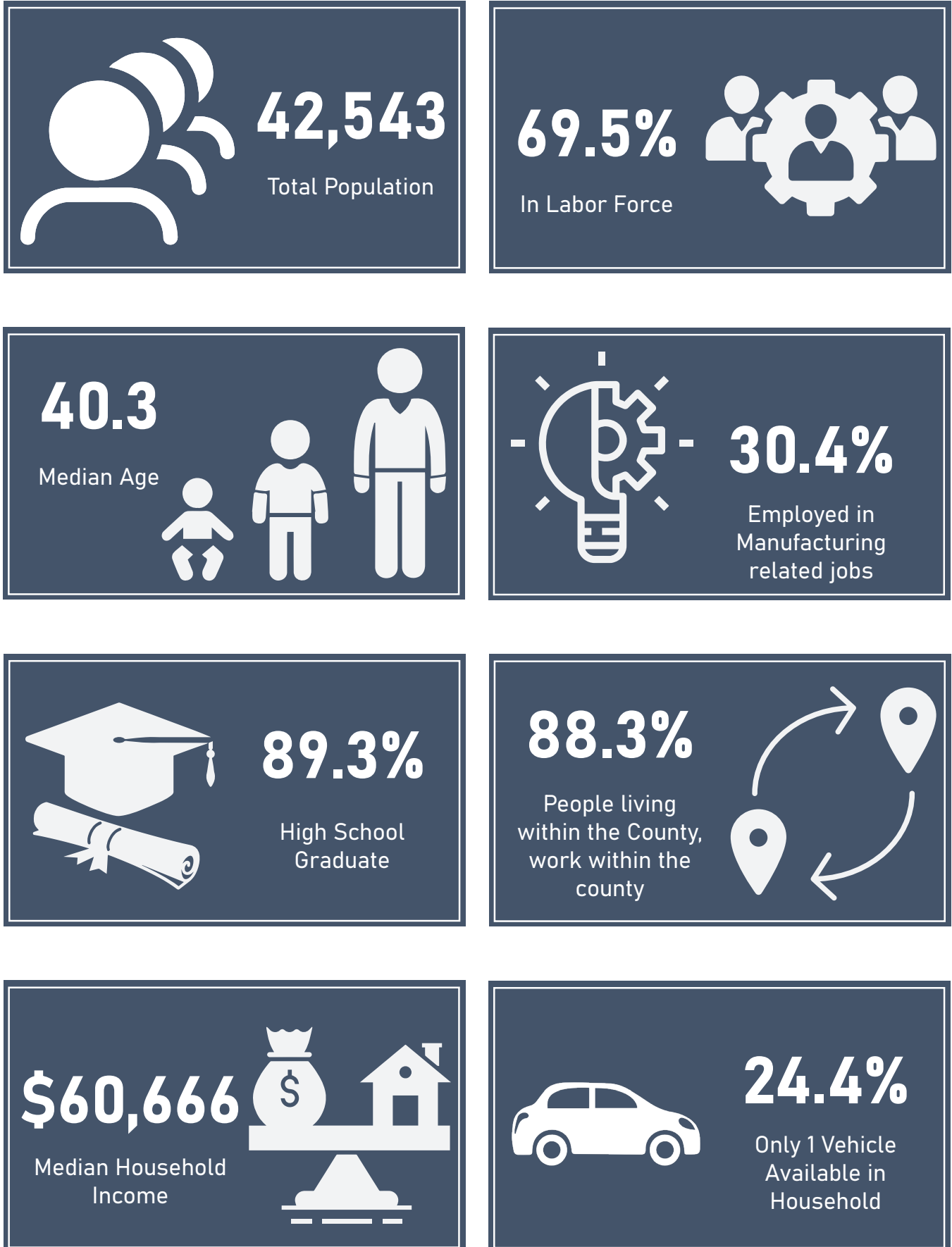


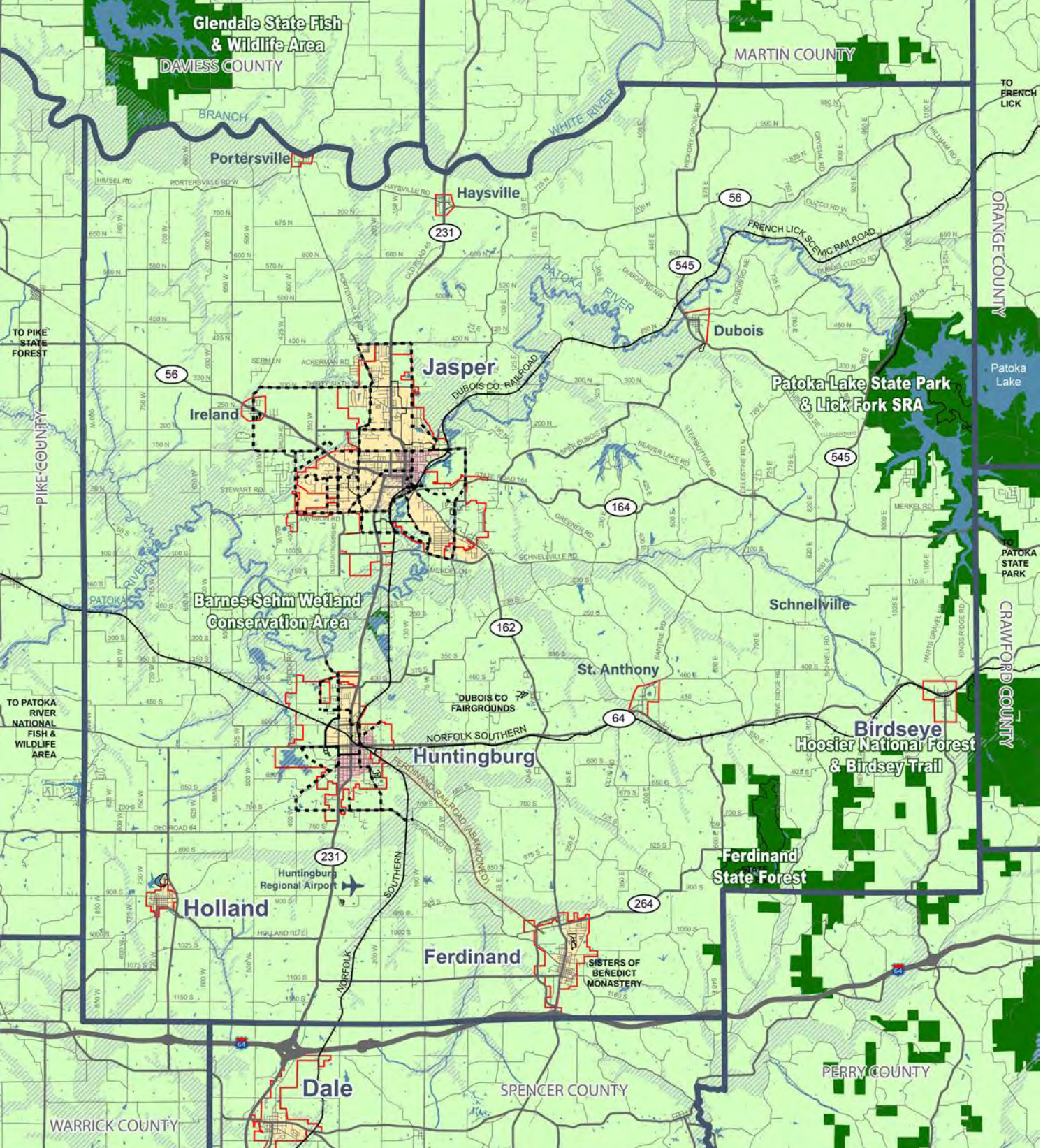
Figure 7 - Representative demographic data of Dubois County.

THE PEOPLE (DEMOGRAPHICS)

According to 2019 American Community Survey 5-Year Census Estimates, Dubois County's population was approximately 42,543. The county has seen slow and steady population growth since 1910, increasing an average of 7.8% each decade. The largest single decade of growth within the county was from 1950 to 1960, when the county's population grew by 15.5%. The population has slowly shifted over the past decade, as there are now higher percentages of residents under the age of 18 (19.1% to 24.7% since 2010) and those over the age of 65 (14.2% to 16.9% since 2010). This increase in school aged children could be a sign of new families beginning to take root within the county. The changes in age demographics will likely influence future decisions by the county in regards to new development, including an increase in demand for bike and pedestrian infrastructure. Changing demographics in a community may signal the need to rethink priorities and what types of amenities need to be offered to fulfill the needs of the population.

Dubois County has a higher median household income (\$60,666) when compared against the state (\$56,303), and the majority of residents are employed in manufacturing related jobs (30.4%). Higher incomes and wages could be tied to the reason 88.3% of people living within Dubois County, work within the county as well. In addition, approximately 3,300 people commute to the county for work from Pike and Spencer Counties. If these workers eventually follow their job and move to Dubois County, the need for recreational amenities will continue to increase.

Due to the county's size and population distribution (52.5% of county population live in Jasper or Huntingburg) it poses a challenge for residents who need or want to travel to the county's urban cores, but may not have vehicles available to them. Currently, 24.4% of Dubois County households have only one vehicle available to them, while 3.9% have no vehicle at all. This may not only limit a household member's daily work commute, but can also limit their ability to reach points of interest and recreational amenities. Improving access to a county wide trail network may not completely solve a household's commuting issues, but it allows them to more easily tap into the region's amenities without the use of a vehicle. This is especially true for children, teenagers, and the elderly who may want to visit local parks and trails, but are unable to drive.



Existing Natural Features

- County Line
- Waterway (IDEM)
- Waterbody (IDEM)
- Street Centerline (Dec 2019)
- City, Town, or Community
- Abandoned Railroad
- Active Railroad
- Existing Community Bicycle and Pedestrian Routes
- Proposed Community Bicycle and Pedestrian Routes
- State and National Managed Lands
- Floodplain
- Rural Areas
- Agri-Urban: > 100 Homes per Sq. Mi.
- Commercial: > 100 Homes per Sq. Mi.



Figure 8 - Existing natural features in Dubois County.

DUBOIS COUNTY EXISTING NATURAL FEATURES

Rural vs Urban Areas

Dubois County is largely a rural community with much of the county's lands being protected forests and farmland. The major urban cores of the county are Jasper and Huntingburg, which are the largest cities within the immediate region outside of Evansville and Vincennes. Ferdinand, located along State Road 162 near I-64, is the county's third largest community. All other towns have populations less than 750 people and would not be considered urban. The number of urban areas within Dubois County follow the same trend as many of the counties in southern Indiana located around national parks and forests.

Rivers and Waterways

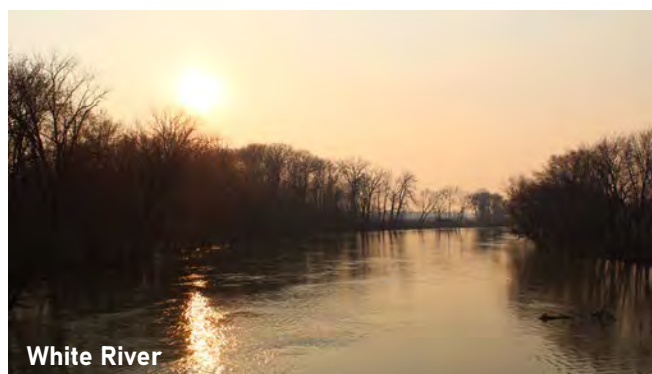
Dubois County has a number of natural water features that ranges from small ponds and streams, to large rivers and lakes. Not only do these waterways serve as important natural features and ecological safe havens, but are also used as recreational hubs for many of the county's residents and visitors. Approximately 8.1 square miles of Dubois County is covered by water. Bodies of water include the Patoka River, Beaver Creek Lake, Huntingburg Lake, various smaller bodies of water, and a portion of Patoka Lake, Indiana's second largest reservoir lake. The county's northern border is shaped by the East Fork White River.

The largest river within the county, the Patoka River, stretches from the northeast corner of the county, through Jasper, and exits along the west edge of Dubois County near the Patoka River National Wildlife Refuge. The Jasper Riverwalk was built alongside portions of the Patoka River that run through the city. The river begins in Orange County before entering into Patoka Lake, the largest waterbody within the county. The lake is primarily within Orange County, but extends westwards out of the Hoosier National Forest to the east of Celestine and Dubois.



Patoka River

Figure 9 - The Patoka River is one of Dubois County's main rivers.



White River

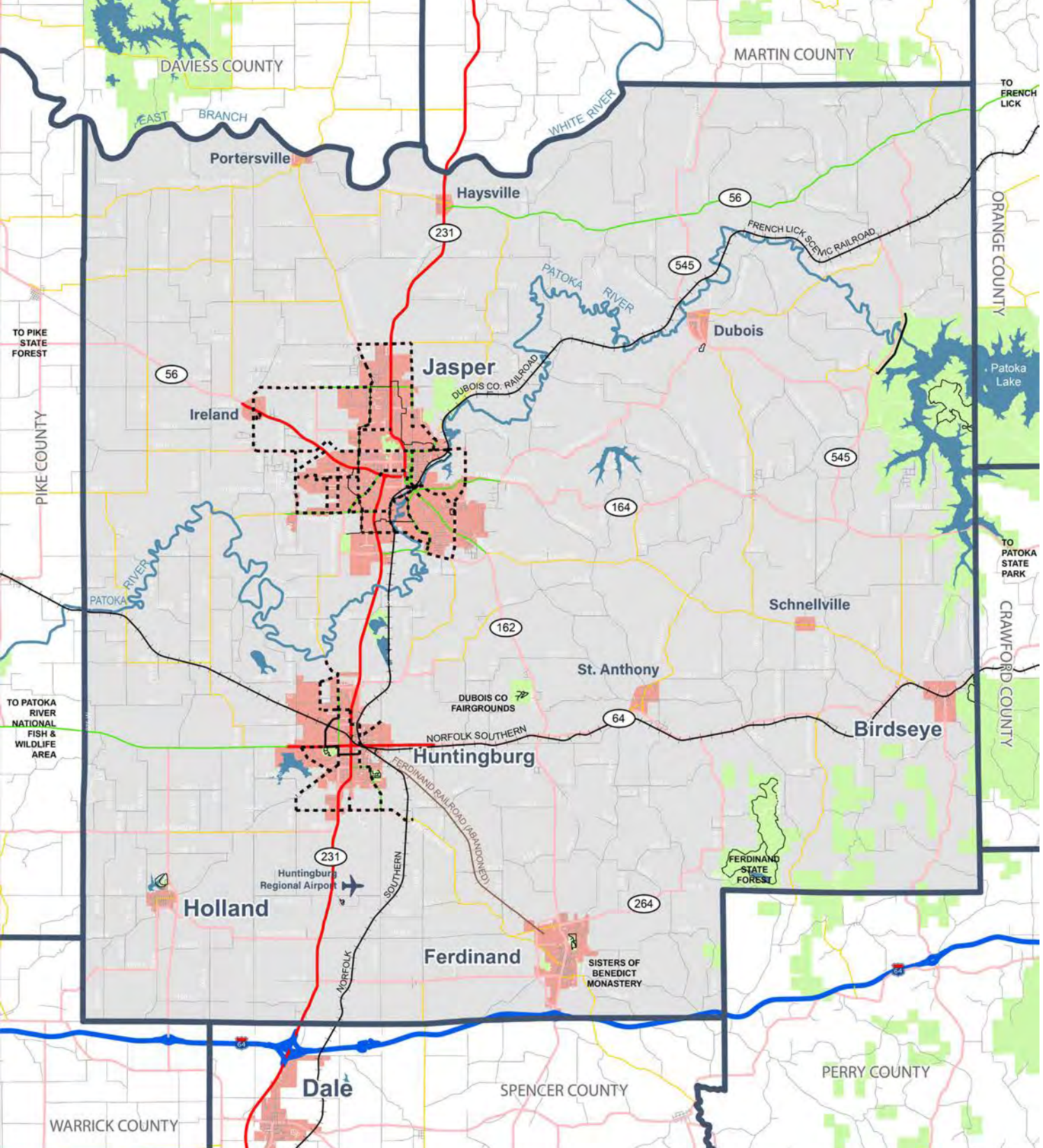
Figure 10 - The East Fork of the White River forms part of Dubois County's northern border.



Figure 11 - Patoka Lake is one of the region's main water bodies and a significant attraction.



Figure 12 - The Jasper Riverwalk near the historic Mill and River Centre.



Existing Transportation Network

- County Line
- Waterway (IDEM)
- Waterbody (IDEM)
- Street Centerline (Dec 2019)
- City, Town, or Community
- Abandoned Railroad
- Active Railroad
- Existing Community Bicycle and Pedestrian Routes
- Proposed Community Bicycle and Pedestrian Routes
- Interstate
- Principal Arterial (Freeway/Expsrwy)
- Other Principal Arterial (OPA)
- Major Collector
- Minor Arterial
- Minor Collector
- Local Road

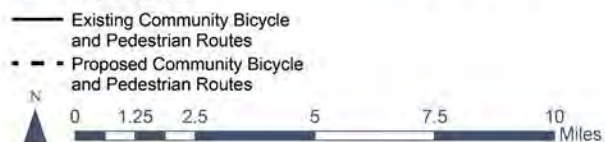


Figure 13 - Existing transportation network in Dubois County.

Existing Transportation Network

Multiple highways cross through Dubois County, linking the community to nearby recreational amenities and communities outside of the county. Major thoroughfares include:

- **State Road 231.** A major highway which links southern and central Indiana and runs through Jasper, Huntingburg, and Haysville. This highway is expected to continue to experience construction projects for roadway enhancements in order to better accommodate high traffic volumes.
- **State Road 162.** A connector for those traveling between Dubois and Spencer County which links Ferdinand with Jasper.
- **State Road 64.** Provides a link between Louisville and the western edge of the state, running through Birdseye, St. Anthony, and Huntingburg.
- **State Road 56.** A highway that links Jasper to communities outside the county

These roads not only provide the fastest routes for residents moving through the county, but can also provide the backbone for future bicycle and pedestrian infrastructure. Dubois County also has a key feature in its transportation network that sets it apart from other countries in the region, quick access to an interstate. I-64 runs along the county's southern border and is a major boon for the region as it serves as a main access point for visitors.



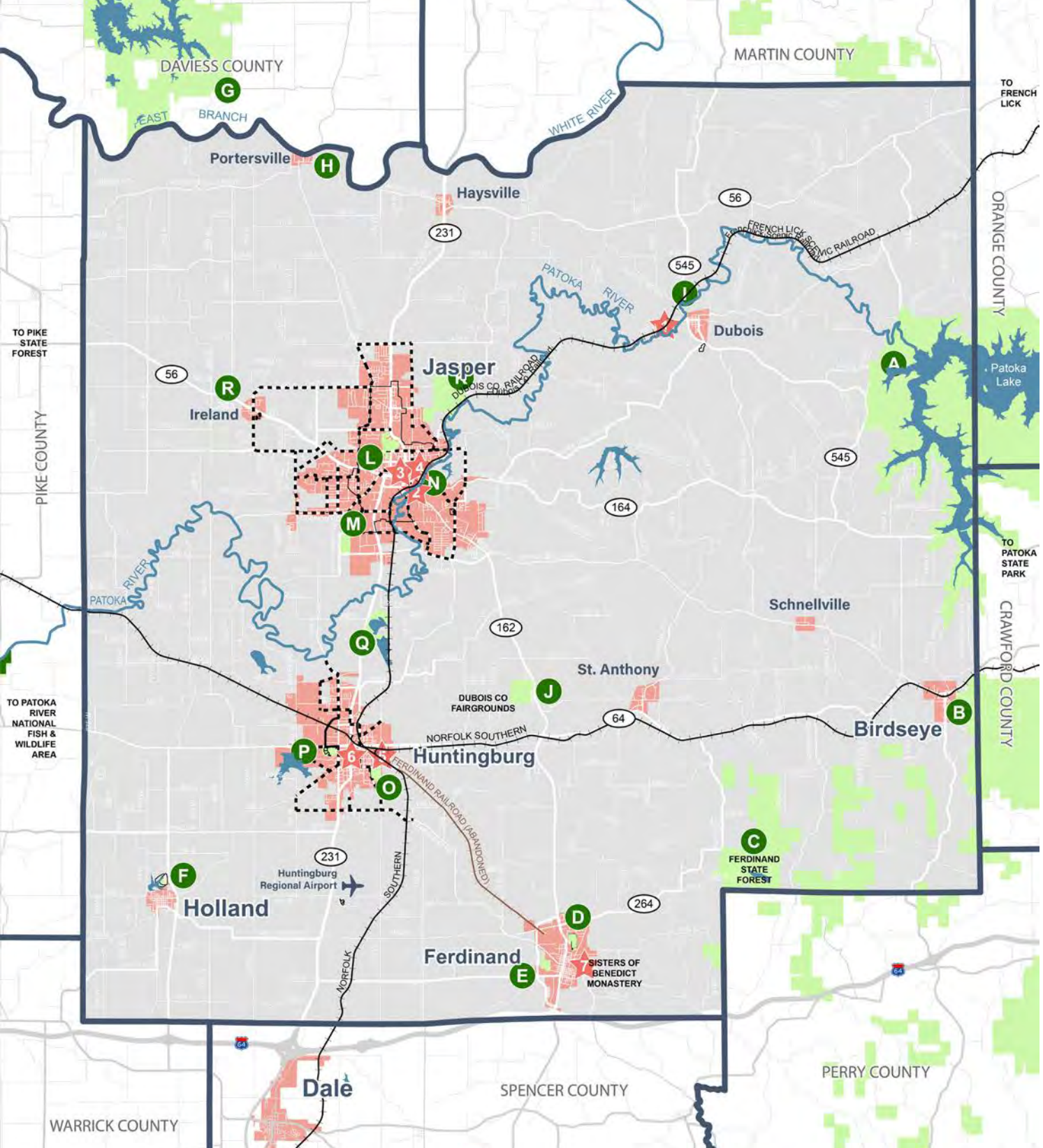
Figure 14 - One of Dubois County's rural highway sections.

In addition to its road networks, Dubois County has a number of existing community bicycle and pedestrian routes that can be leveraged for future trail connections. These existing trails are found within Jasper, Huntingburg, Holland, Ferdinand, Dubois, Patoka Lake State Park and Ferdinand State Park. Jasper, as the largest community, has the highest dedicated trail coverage out of all communities, with its urban pathways. There are also proposed bicycle and pedestrian routes within both Jasper and Huntingburg that will not only provide better pedestrian connectivity within each community, but will be able to link with future routes within county which will connect with the smaller communities.

Existing Railroad Corridors and Status

There are four major, active, railroad corridors within Dubois County, all of which converge in Huntingburg. The first rail corridor extends from the northeastern corner of the county, and follows the Patoka River into Jasper before turning south towards Huntingburg. This corridor has two separate names, depending on its location within the county. On the segment which runs from the county line to the town of Dubois, the rail line is known as the "French Lick Scenic Railroad," while the stretch that runs from Dubois to Huntingburg, through Jasper, is known as the "Dubois County Railroad." The next three corridors which enter Huntingburg from the east, west, and south, are part of the Norfolk Southern rail network. These lines stretch across southern Indiana and pass over into Kentucky and Illinois.

Dubois County has a single abandoned rail line which links Huntingburg to Ferdinand, known as the "Ferdinand Railroad" (known locally as the *Ferdy Flier*). Abandoned railroads are important for communities planning new bicycle and pedestrian amenities because they provide existing connections and infrastructure which typically link destinations within a region.



Existing Destinations and Connections

- County Line
- Waterway (IDEM)
- Waterbody (IDEM)
- Street Centerline (Dec 2019)
- City, Town, or Community
- Abandoned Railroad
- Active Railroad
- Existing Community Bicycle and Pedestrian Routes
- Proposed Community Bicycle and Pedestrian Routes

Parks and Managed Lands

- A** - Patoka Lake State Park
- B** - Hoosier Natural Forest & Birdseye Trail
- C** - Ferdinand State Forest
- D** - 18th Street Park - Ferdinand
- E** - Ferdinand Memorial Park
- F** - Holland Lakeside Park
- G** - Glendale State Fish & Wildlife Area
- H** - IDNR - Pottersville Public Access Site
- I** - IDNR - Dubois Public Access
- J** - Dubois County Fairgrounds
- K** - Buffalo Trace Golf Course
- L** - Jasper Parklands
- M** - Jasper Little League
- N** - Jasper Riverwalk
- O** - Huntingburg Municipal Park
- P** - Michael Niehaus Memorial Park
- Q** - Barnes-Sehm Wetland Conservation Center
- R** - Ireland Park (Future)

Local Cultural Attractions

- 1** - French Lick Scenic Railway
- 2** - Spirit of Jasper Train Depot
- 3** - Downtown Jasper
- 4** - River Centre/Historic Mill
- 5** - League Stadium
- 6** - Fourth Street Historic District
- 7** - Sisters of Benedict Monastery

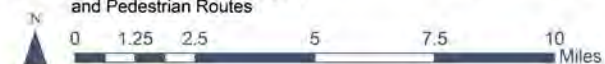


Figure 15 - Some of the significant destinations and connections identified in Dubois County.

Destinations, Connections, and Attractions

When looking to develop new bicycle and pedestrian infrastructure an important factor decision makers must consider is where new infrastructure should lead and connect. When developing new pedestrian infrastructure at a local level, amenities such as parks, grocery stores, or city services are often used as locations which should be easily accessible. On the other hand, developing new bicycle and pedestrian infrastructure at a county-wide or regional scale focuses more on destinations such as parks, culturally significant sites, and connections between communities. There are limited non-motorized connections between communities within the county, with a future connection between Jasper and Ireland being the only one currently planned. Improving inter-community connections will not only allow residents to safely access recreational amenities in neighboring communities, but can also popularize alternative modes of transportation.

Besides connections between communities, Dubois County has a number of local and regional destinations which are draws for both residents and visitors. Some of these local destinations include attractions such as the Downtown Jasper, the Fourth Street Historic Shopping District in Huntingburg, Jasper's Train Depot, and Ferdinand's Sisters of Benedict Monastery. These attractions are well-known within Dubois County and attract residents looking to find entertainment or cultural exploration outside of their homes. Destinations also include restaurants, parks with spaces for active recreation (basketball, baseball, frisbee golf, etc.), local lakes and rivers, and retail centers.

Regional draws have the potential to benefit residents of Dubois County because of county is near to so many different attractions. Some of the regional destinations which are easily accessible from Dubois County include French Lick and West Baden Springs, Santa Claus and Holiday World, and the various state and national parks within the vicinity.



Figure 16 - The Sisters of Saint Benedict Monastery Immaculate Conception in Ferdinand is one of the county's many unique cultural destinations.



Figure 17 - Patoka Lake and its surrounding recreational resources are a significant attraction to the region.

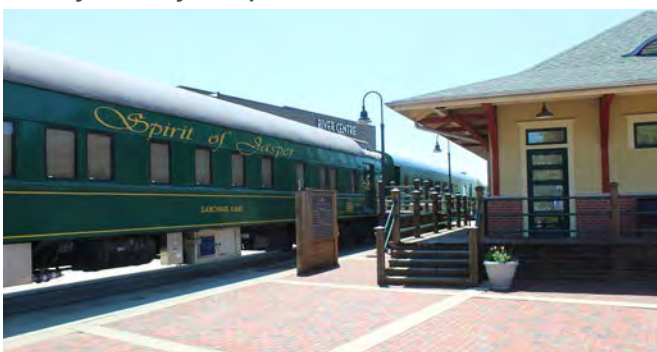
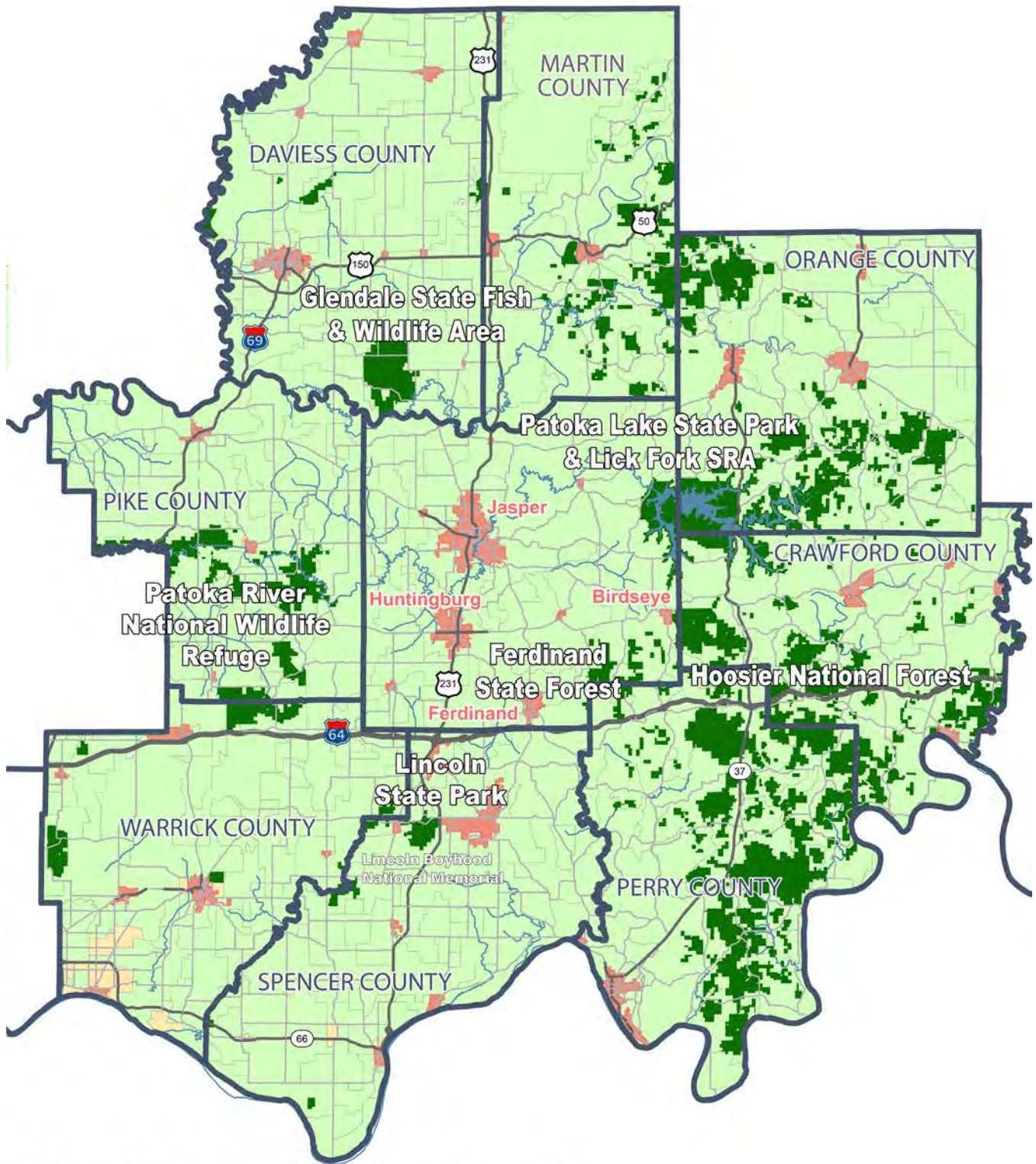


Figure 18 - The Spirit of Jasper is an excursion train that operates in Dubois County.



Figure 19 - The Jasper Riverwalk near the historic Mill and River Centre.



Regional National and State Recreation Lands

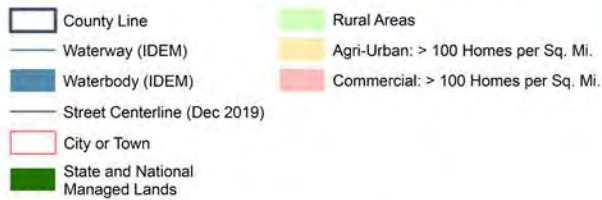
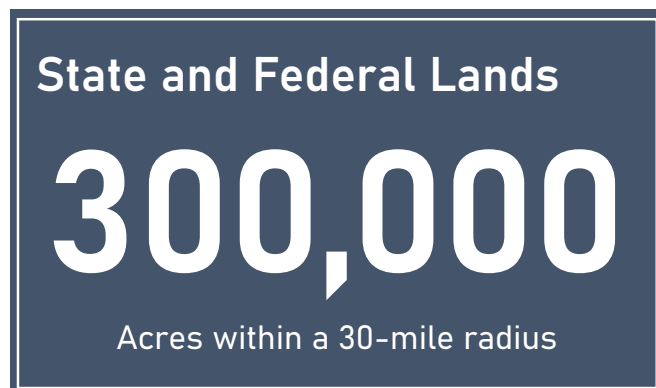


Figure 20 - Existing regional national and state managed recreation destinations.

Parks and Open Spaces

There are a large number of parks and natural open spaces within Dubois County and its communities. From small community walking paths to national forests stretching for miles in all directions, the varying park amenities within the county provide recreational opportunities for residents and visitors of all ages and walks of life. In addition to local park and natural areas within Dubois County, there are multiple state and federally managed parks in and around Dubois County. These include The Hoosier National Forest, Patoka Lake State Park and Lick Fork State Recreation Area, Lincoln State Park and Lincoln Boyhood National Memorial, Patoka River National Wildlife Refuge, and the Glendale State Fish and Wildlife Area. These parks are all regional draws which bring thousands of visitors to the area annually and provide recreational opportunities for residents.



The Hoosier National Forest runs alongside the east boundary of Dubois County and covers over 300 square miles of land within southern Indiana. This national forest attracts tens of thousands of visitors each year and is home to a multitude of recreation activities. Within the greater forest region also lies Patoka Lake State Park and Lick Fork State Recreation Area, both centered around Patoka Lake on the east end of the county. Much of the land in these parks and around the lake has been left in its natural state in order to preserve

wildlife and remain pristine for future visitors. Lincoln State Park and the Lincoln Boyhood National Memorial are both located in Spencer County to the south. These parks not only hold a historically significant piece of American history, but attracts visitors from across the nation each year.

Within Dubois County lies the Ferdinand State Forest and the trailhead for the Birdsey Trail, which leads into the Hoosier National Forest. In addition, there are a number of local parks such as the Parklands in Jasper, Michael Neihaus Memorial Park in Huntingburg, 18th Street Park in Ferdinand, American Legion Memorial Park in Holland, and the Barnes-Sehm Wetland Conservation Area between Jasper and Huntingburg. These parks are some of the larger facilities within the county with the potential to draw in large number of visitors weekly due to their available amenities. The local parks already present within the county are a key aspect when planning for future bicycle and pedestrian trails within a community. They become key termini for future connections and expansions of the trail system, allowing for new infrastructure to build off existing facilities.

Existing Trails and Pedestrian Facilities in Dubois County

Many of the County’s existing walking facilities are located within park areas throughout the county, whether inside one of the state or nationally managed park lands, or within public parks in each community. Connecting to these existing features is paramount for expanding the current facilities in the county and broadening the length and access of these facilities. Using existing parks and their trail facilities provide a logical termini for developing the new county-wide network. Wherever possible, priority should be given to new facilities that connect to these existing or planned facilities.

The following is an inventory of existing parks with bike and pedestrian facilities in the County:

The Parklands of Jasper (Jasper)

The Parklands of Jasper is a 75-acre park in the center of Jasper that was converted from a 9-hole golf course in 2018. The Park includes walking trails, ponds, woodlands and wetlands, a pavilion, and various structures for exercise and enjoyment such as tree houses and splashpads. It lies directly east of Jasper High School and has connections to surrounding residential neighborhoods. The Parklands is the largest public park space within Jasper.



Figure 21 - The Parklands in Jasper provides varied walking paths and experiences for walkers.

Birdseye Trail (Hoosier National Forest)

The Birdseye Trail is an approximately 11.8 mile-long multiple-use trail allowing hiking, horseback riding, and mountain biking. The trail consists of two linked loops: a six-mile fire road loop better for beginners, and a six-mile single track loop that provides more of a challenge. The trail winds through hardwood forest, pine forest, and meadows, with a few steep, technical climbs, rocky sections, a stream crossing, and rolling hills. There are creeks, a lake, old homesteads, and a cemetery along the trail as well.

St. Anthony Walking Path (St. Anthony)

This is a small, half mile walking path that lies one block west of St. Anthony of Padua Catholic Church in St. Anthony. The area includes an open concrete path which circles the property and also has benches and playground equipment for visitors.

Sisters of St. Benedict Walking Paths (Ferdinand)

There are multiple walking paths surrounding the Sisters of Saint Benedict grounds in Ferdinand. The paths are a mix of gravel and grass, winding through wooded areas around the property. There are benches and water fountains available for the public, as well as bathrooms within the monastery.



Figure 22 - The grounds of the Sisters of Saint Benedict provides paths and street for local walkers.

Charles C. Niehaus Memorial Park (Huntingburg)

The Charles C. Niehaus Memorial Park is located along State Road 64 on the west end of Huntingburg. This urban park has a trail system along the western edge which weaves through a woods and wetlands, and a large open field containing a driving range or golfers. The trail consists of three separate loops which offer visitors options on how far they would like to walk. In addition to the driving range, there is also a disc golf course on the property, portable restrooms, bike racks, and various benches on the trail.



Figure 23 - Charles C. Niehaus Memorial Park in Huntingburg provides an extensive trail system for walkers.

American Legion Memorial Park (Holland)

The Holland Municipal Park is located on the north end of Holland in between State Road 161 and Holland Lake. The Park holds a large assortment of amenities including multiple trails, a baseball field, tennis courts, basketball courts, shelters, playground equipment, a log cabin, and a boat ramp. The trails are typically mulch and weave through the wooded areas and along the lake, circling back around to the main park area. Restrooms and other major structures are located near the sports facilities.



Figure 24 - The American Legion Park in Holland provides walking paths and many pedestrian amenities along the lake.

Habig Center Walking Paths (seniors) (Jasper)

The Habig Center, part of Vincennes University Jasper, has a series of indoor and outdoor walking paths for seniors. The 1/3-mile outdoor walking path has a woodchip surface and runs around the property.

Bohnert Park Walking Path (Jasper)

Bohnert Park is found along South Meridian Road, just to the east of Jasper Manor Shopping Mall. This Park holds baseball fields, basketball and tennis courts, playground equipment, and a walking path which loops around the entire property. The Park is also home to a large, open field and small wooded area. Bohnert Park serves the neighborhoods along 3rd Avenue on the southeast side of Jasper.

St. Charles Street Multi-Use Path (Jasper)

Along St. Charles Street and North Portersville Road in Jasper runs a multi-use path which stretches from Jasper High School, up to Jasper Middle School. This path is separated from the road by a grass median and is open for all non-motorized forms of transportation (with the exception of motorized wheelchairs). The path connects multiple neighborhoods and destinations along Jaspers northside, offering a safe route for those looking to exercise or for children walking to school.

4th Street Walkway (Jasper)

The 4th Street Walkway connects the Jasper River Walk to downtown Jasper, forming a loop which allows travelers along the river to visit and use downtown amenities. The 4th Street Walkway begins at the Schaeffer Barn, works its way along 4th Street to Jackson, travels down Jackson Street to the Jasper Train Depot, and then continues past the Spirit of Jasper and under the bridge towards Buelher Plaza. While the route is similar to other sidewalks within the downtown area, this walkway takes visitors past cultural destinations and allows access to a two-mile paved pathway which follows the Patoka River.

Fourth Street Heritage Trail/Market Street Park (Huntingburg)

The Historic Fourth Street shopping district in downtown Huntingburg is a key component of the City's planned Heritage Trail. Recently reconstructed, the street provides pedestrian facilities and a connection to Market Street Park, the community's new downtown central gathering and festival space.

Huntingburg City Park (Huntingburg)

This 40-acre city park lies on the southeast side of Huntingburg and includes a multitude of community amenities for all age groups. The Park has 50-meter pool, extensive picnic areas, baseball and softball fields, tennis courts, volleyball courts, basketball courts, horseshoe pits, and a lighted walking trail. The Park not only services the neighborhoods south of SR 64, but is also a regional draw for sports activities.

Southside Park (Huntingburg)

The 14-acre park located on the southern end of Huntingburg was established in 1979 and contains a variety of amenities for users including a baseball field, picnic area with a shelter, playground equipment, horseshoe pits, a basketball goal, and a 1-acre dog park. The Park is backed by a large, wooded area and wetland.

Dubois County Park (County)

The Dubois County Park is located on State Road 162, five miles south of Jasper and one mile north of the junction with State Road 64 at Bretzville. The Dubois County Park is adjacent to the 4-H Fairgrounds and is split between the main park space and a wooded camping area. The Park was originally opened in 1973 and has grown from 44 acres to 141 acres over the years thanks to public support and state and federal grants. There are multiple park amenities which include campsites, shelter houses, tennis and basketball courts, a baseball/softball field, two lakes which allow fishing, disc golf course, hiking trails, and more. The Park is open to the general public from April 1st to November 1st and use of the park is free of charge (with the exception of renting a shelter house or campsite).



Figure 25 - The historic Fourth Street shopping district in Huntingburg contains a key part of the community's Heritage Trail.

18th Street Park (Ferdinand)

This community park in Ferdinand offers state-of-the-art playground equipment, paved walking trails which are up to 1.55 miles in length, horseshoe pits, a softball field, and basketball and volleyball courts. This park is also used for various festivals throughout the year, such as the Ferdinand Folk Festival which takes place in September. The Park also has shelters, multiple benches, water fountains and restrooms, and a disc golf course directly to the south.



Figure 26 - 18th Street Park in Ferdinand includes nearly 1.5 miles of walking paths.

5th Street Park/Ferdinand Sports Park (Ferdinand)

The park located on Ferdinand's southeast side is a major attraction for youth throughout the region. The park includes playground equipment, baseball and soccer fields, a shelter with restrooms, and picnic area. This part is a great asset for the surrounding communities as it supports the needs of local youth sports clubs who need areas to practice or play. The park is also located near downtown amenities.

Celestine Park (Celestine)

This small community park space is located just south of Celestine's downtown area, and is the home of the Celestine Park Community Organization. The space is located within a large wooded area, has playground equipment, and also is home to a community center which holds multiple public and private events throughout the year.

Gutzweiler Park (Jasper)

Gutzweiler Park is a small community park which offers playground equipment, wide open fields, and tennis and basketball courts. This park serves residents in the surrounding neighborhoods, and is right next to the Jasper Dog Park.

Ferdinand State Forest (Ferdinand)

Located to the northeast of Ferdinand, the Ferdinand State Forest is nearly 12-square miles of natural lands that offer a variety of activities for visitors to enjoy. The forest was originally bought by a local conservation club, but was given over to the Indiana Department of Conservation the following year. The areas offer camp sites, fishing and hunting, boating, swimming, picnicking, as well as nearly ten miles of hiking trails and nine miles of mountain biking trails.

Jasper, City Trail System

Jasper has an extensive urban trail and sidewalk network which reaches nearly every section of the city and has been further planned to include Ireland. This network follows the major streets within the community and is a mix of sidewalks, multi-use paths, bicycle only lanes, and park trail networks. These trail connections are highlighted within Jasper's recently updated transportation plan.

Huntingburg Heritage Trail and City Trail System

Huntingburg has a few minor urban pathways within city limits, but has recently proposed an extensive network which connects local destinations with all corners of the community. These future trail connections will also link the community's parks with residential neighborhoods, providing safer routes for pedestrian travel.

Other Regional Trail Routes and Opportunities

In addition to these local park facilities, there are several other regional state and national trail assets that are planned near Dubois County.

Indiana Visionary Trail Routes

The Visionary Trail System is a collection of existing and proposed trail corridors that provide a backbone for connected trails throughout Indiana. All trail corridors which are part of the system must cross county lines and/or connect two Visionary Trails. There are two types of trails in the Visionary Trail System: *Visionary* and *Potential Visionary*.

Both types are made up of existing trails, trails under development, and proposed trails that are planned and actively supported. The level of planning and active support may vary widely from formal to exploratory planning, and can vary from small, grass roots non-profits, to regionally led trail initiatives. The difference is that *Visionary Trails* tend to have a higher degree of certainty of actually being completed while *Potential Visionary Trails* tend to have less of a degree of public planning and/or support, but show some promise of completion. It is possible for *Potential Visionary Trails* to make significant progress in trail development, planning, and support, to rise to *Visionary Trail* status. In addition to trails changing status, it is also possible for new trails to be added and removed from the *Visionary Trail System* as opportunities and priorities change.

Currently, there is a *Potential Visionary Route* which plans to follow the *American Discovery Trail*, passing just south of Dubois County. This proposed route would stretch from Evansville to Cincinnati, with branches heading north and connecting with other Indiana trail systems.



Figure 27 - Walker along the Indiana Visionary Trails System. Source: The Indiana Statewide Comprehensive Outdoor Recreation Plan (2021-2025)

American Discovery Trail- The *American Discovery Trail (ADT)* is a cross county trail composed of existing trails and unique routes between them. The trail is already contiguous across the continent, but the ultimate goal is to create a completely off-road trail. Unlike the Appalachian or Pacific Crest Trails, the *American Discovery Trail* passes through cities, towns, farmland, and wilderness alike. The ADT splits in Indiana, with a northern route heading towards Chicago and a southern route going to Evansville. The southern route passes just south of Dubois County, crossing through the Hoosier National Forest, St. Meinrad, Santa Claus, Booneville, and other communities before finally reaching Evansville.

Figure 6.1

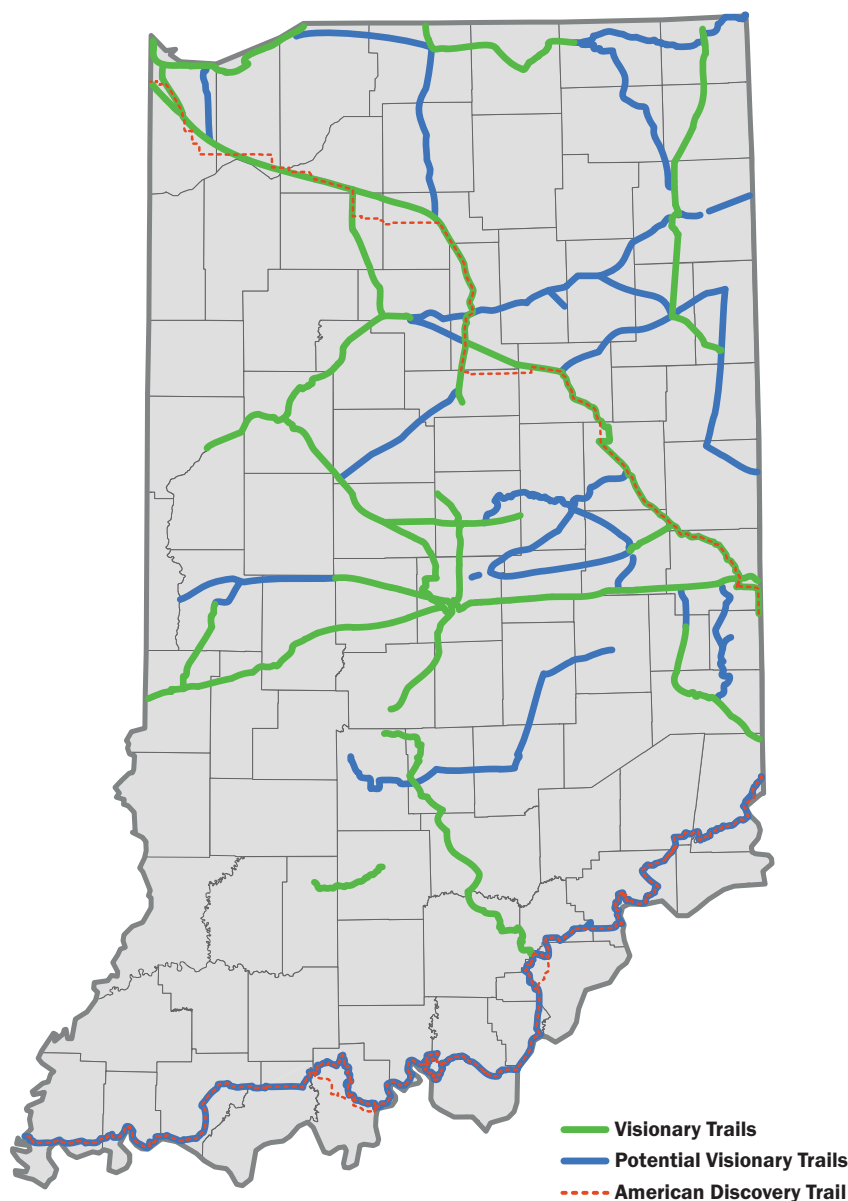
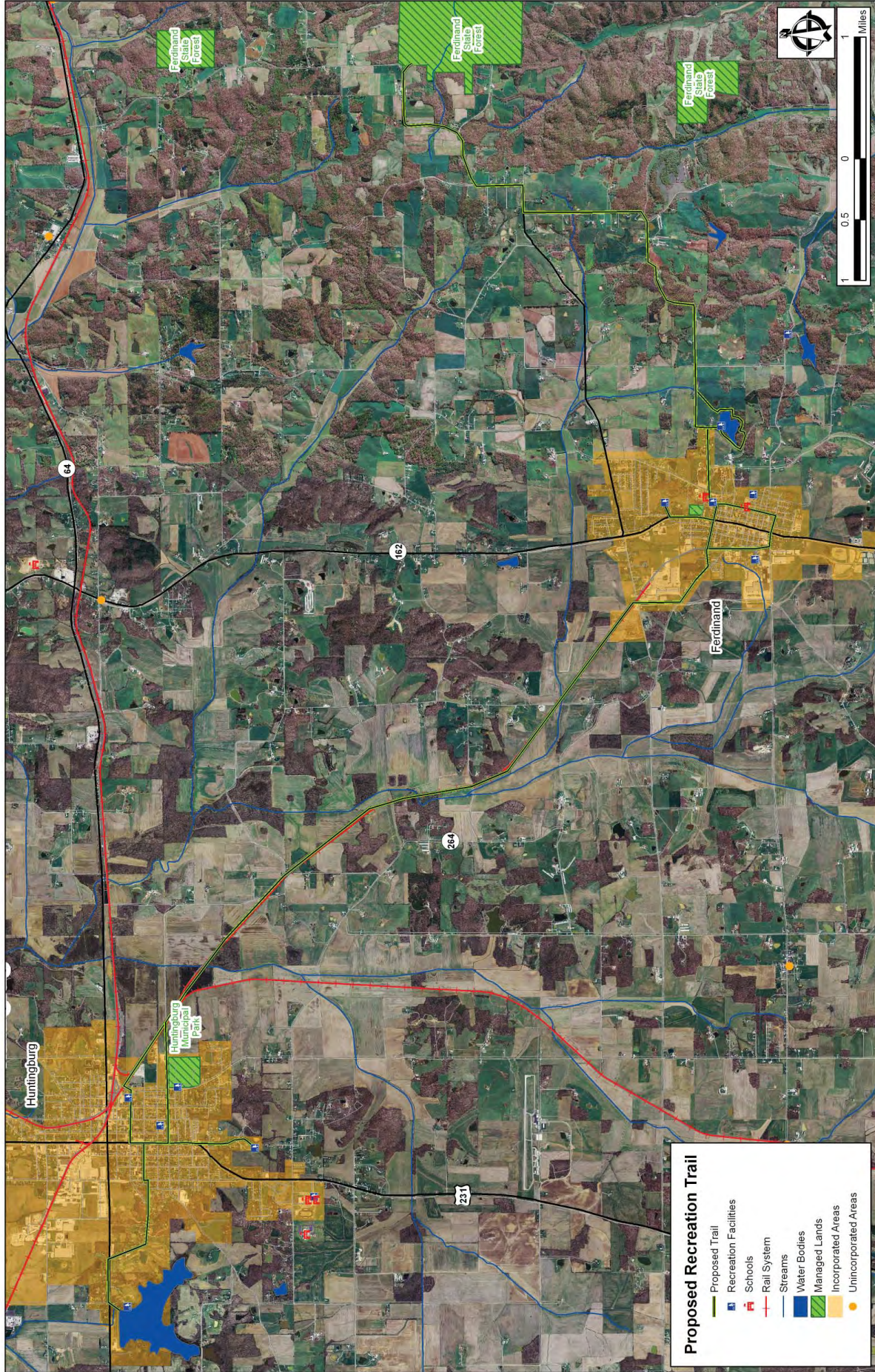
2016 INDIANA VISIONARY TRAILS SYSTEM

Figure 28 - 2016 Indiana Visionary Trails System Map. Source: *The Indiana Statewide Comprehensive Outdoor Recreation Plan (2021-2025) 2016 Indiana Visionary Trails System Map.*

Map 25: Proposed Recreation Trail



DUBOIS COUNTY EXISTING POLICY DOCUMENTS

There are several different past or current planning efforts in the County. Many of these plans lay the groundwork for plans such as the Dubois County Bike and Pedestrian Master Plan. In some cases, these plans provide the detailed planning for bike and walking facilities within their jurisdictional boundaries. These plans outline the public desire and support for these types of facilities. More importantly, though, is that many of these adopted planning documents provide the public policy frameworks to guide, promote, implement, or oversee the new bike and pedestrian facilities identified in this plan. Below is an inventory of the key planning documents that will likely impact future development of the county-wide network.

Dubois County Comprehensive Plan

The *Dubois County Comprehensive Plan* is the first official comprehensive plan for the county and directs the future physical development of the county. It addresses the use of land to accommodate future activities, the improvement of infrastructure (roads and utilities) to sustain development, the provision of community and recreation facilities to meet the needs of residents, and the preservation of natural and historic amenities to protect the heritage of the county. The document also provides details for the county thoroughfare plan, which includes language on bicycle and pedestrian facilities within the county.

Key Takeaways:

- The county need for a countywide trail system which can connect existing facilities within Dubois County such as Ferdinand State Forest, Hoosier National Forest, Jasper Riverwalk, and Patoka Lake.
- There should be constant consideration of bicycle and pedestrian movements in all thoroughfare plan design, these designs should be integrated into all plan cross sections.
- Sidewalks are appropriate along arterials and collectors as well as local streets in incorporated areas and major residential concentrations in unincorporated areas.

Dubois County Park & Recreation Master Plan

Since 1974, the Dubois County Parks Board has completed a *5-Year Park & Recreation Plan* to analyze the existing facilities and programs to determine what goals and priorities can help improve park and recreation opportunities within the county. This plan, last completed in 2016, focuses on the goals of the county's six separate parks boards, and their individual goals for each community. A key theme of this document is to assist local communities in receiving funding from the IDNR for projects relating to their park and trail systems.

Key Takeaways:

- Identifies the goals for each park board within the county which include Jasper, Huntingburg, Ferdinand, Holland, Birdseye, and Dubois County.
- Contains survey responses from the public regarding what improvements they would like to see, rating of current amenities, and what types of recreational amenities they use most often.
- Prioritization of projects for each park board, including projected costs, funding sources, and starting dates.

Figure 29 - Dubois County Comprehensive Plan proposed recreational trail map.

Jasper Comprehensive Plan

Impact Jasper is a comprehensive planning document that articulates a direction or vision for the next ten years. The plan will be used to guide policy and other development-related decisions, as well as identify various physical and programmatic enhancements to the make Jasper stronger. It not only examines land use policy and objectives, it includes a broad view of Jasper including economic development, neighborhoods, transportation, community facilities, utilities & infrastructure, parks & recreation, environmental assets, quality of life, and more.

Key Takeaways:

- The plan highlights the need to focus on the implementation of the Downtown & Riverfront Master Plan, which will improve walkability and bike-ability within the downtown area and along the Patoka River.
- Future plans to increase trial connectivity within the city and create a more bike friendly community.
- Implement a regional greenway to Huntingburg, Ireland, and other Dubois County communities.

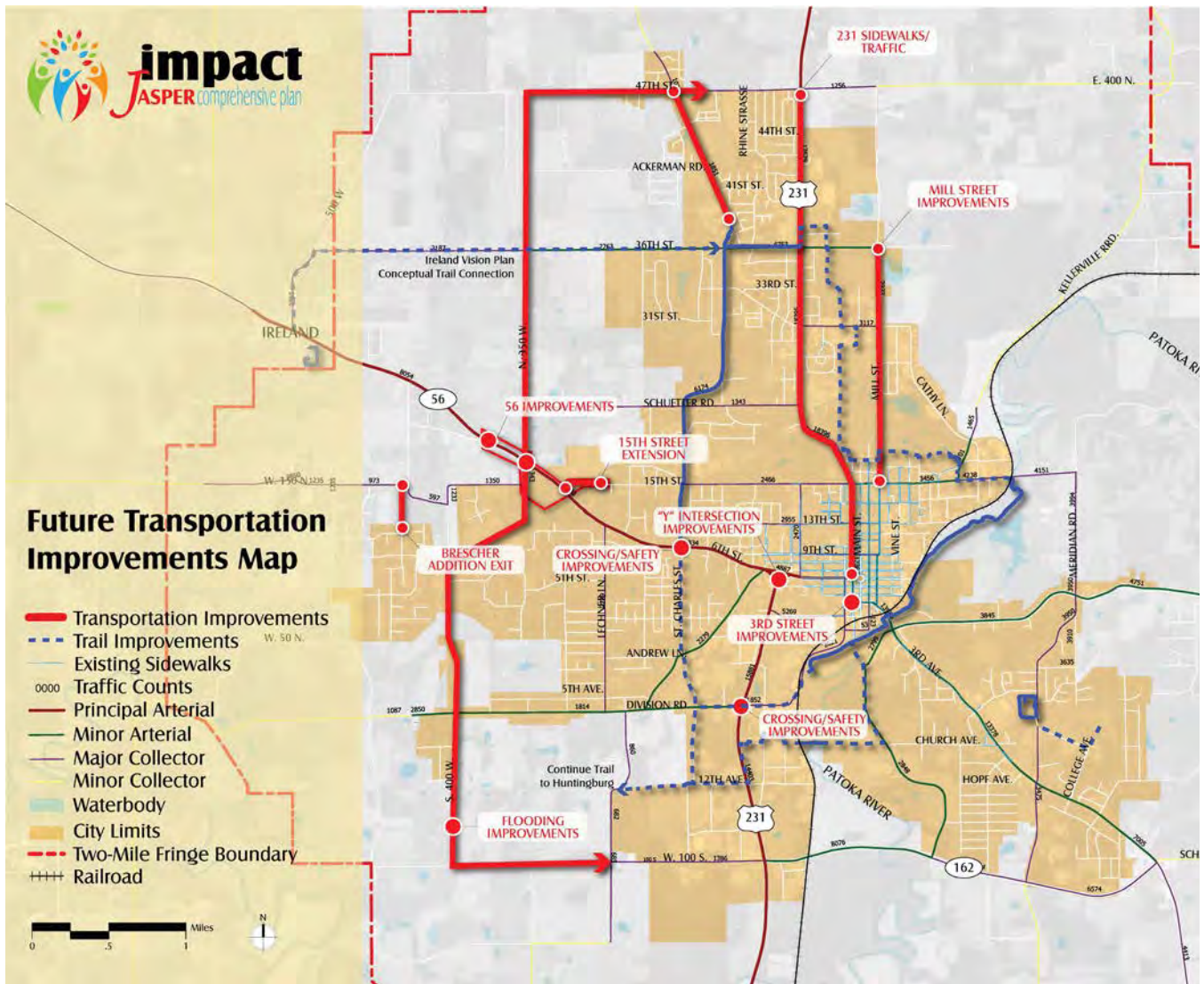


Figure 30 - Trails and pedestrian facilities map from the Jasper Comprehensive Plan.

Huntingburg Comprehensive Plan

Your Home, Your Huntingburg Comprehensive Plan was adopted in March 2020 and serves as the city’s guide for future land use polices and development strategies, and incorporates specific programing used to strengthen targeted issues and improve quality of life for residents. This document includes an overarching vision, goals, and set of strategies that respond to changing demographics and markets while creating polices, which guide the city’s future planning and development decisions. Several goals and strategies within transportation and utilities section of the document target bicycle and pedestrian trails specifically, and includes mapping which identifies future trail connections.

- Increase accessibility and connectively to destinations both locally and regionally through up participation in Mid-States Corridor and investing in urban trail and sidewalk connections.
- Connect trail routes within the city to county routes that reach between each community within Dubois County.
- Expand the existing park system to include a range of recreational venues for all age groups.

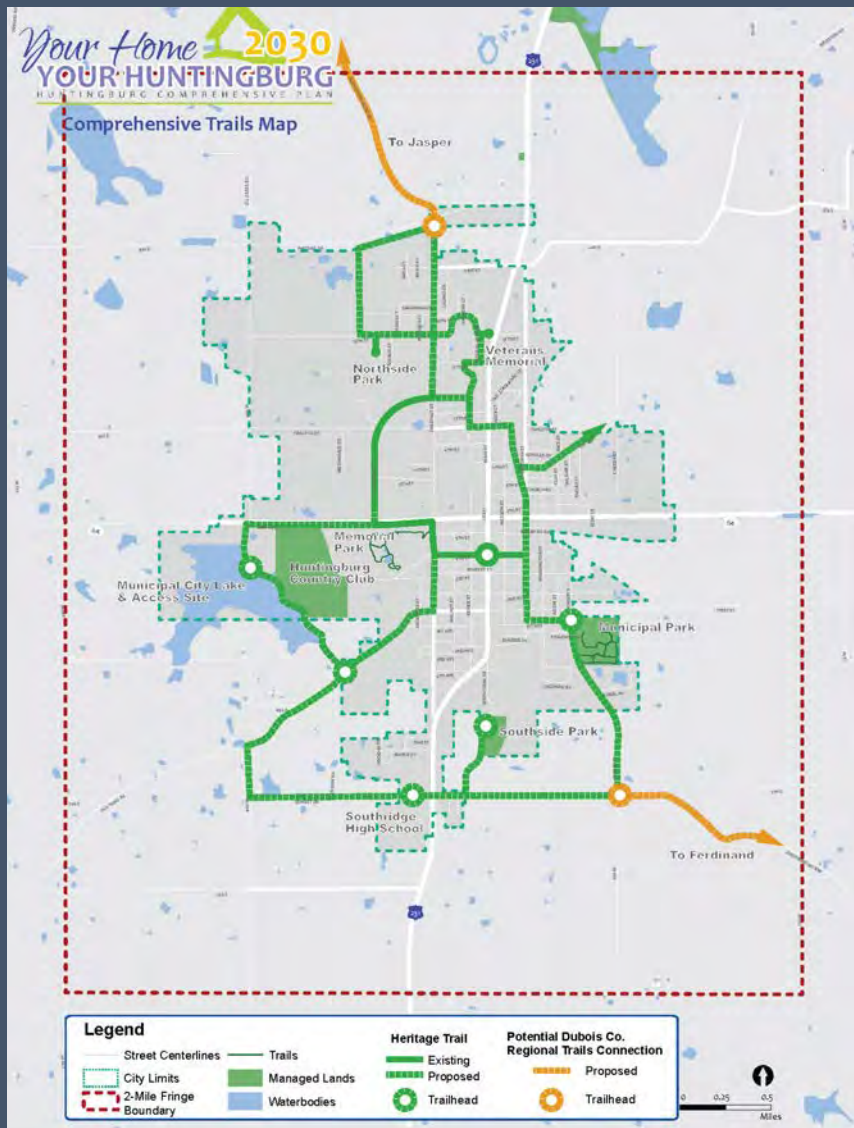


Figure 31 - Trails and pedestrian facilities map from the Huntingburg Comprehensive Plan.

Jasper Multimodal Transportation Plan

The *Jasper Multi-modal Transportation Plan* incorporates input from the Jasper Multi-modal Plan Core Committee, Impact Jasper Comprehensive Plan, and insight from community members. It builds on existing plans, namely *Impact Jasper Comprehensive Plan* and the *Jasper Downtown Riverfront Masterplan*. This multi-modal plan identifies 21 street and bikeway projects that the city will undertake to provide every resident access to safe and efficient opportunities for biking, walking, and driving.

Key Takeaways:

- Contains the *Jasper Bicycle Plan*, which has a planning horizon reaching to 2040.
- Identification of future bike and trail routes in and around Jasper, including routes to Ireland and those along the edges of the community which could be linked to county systems.
- Lists a variety of funding options for trail development that could be identified within the County Master Plan.

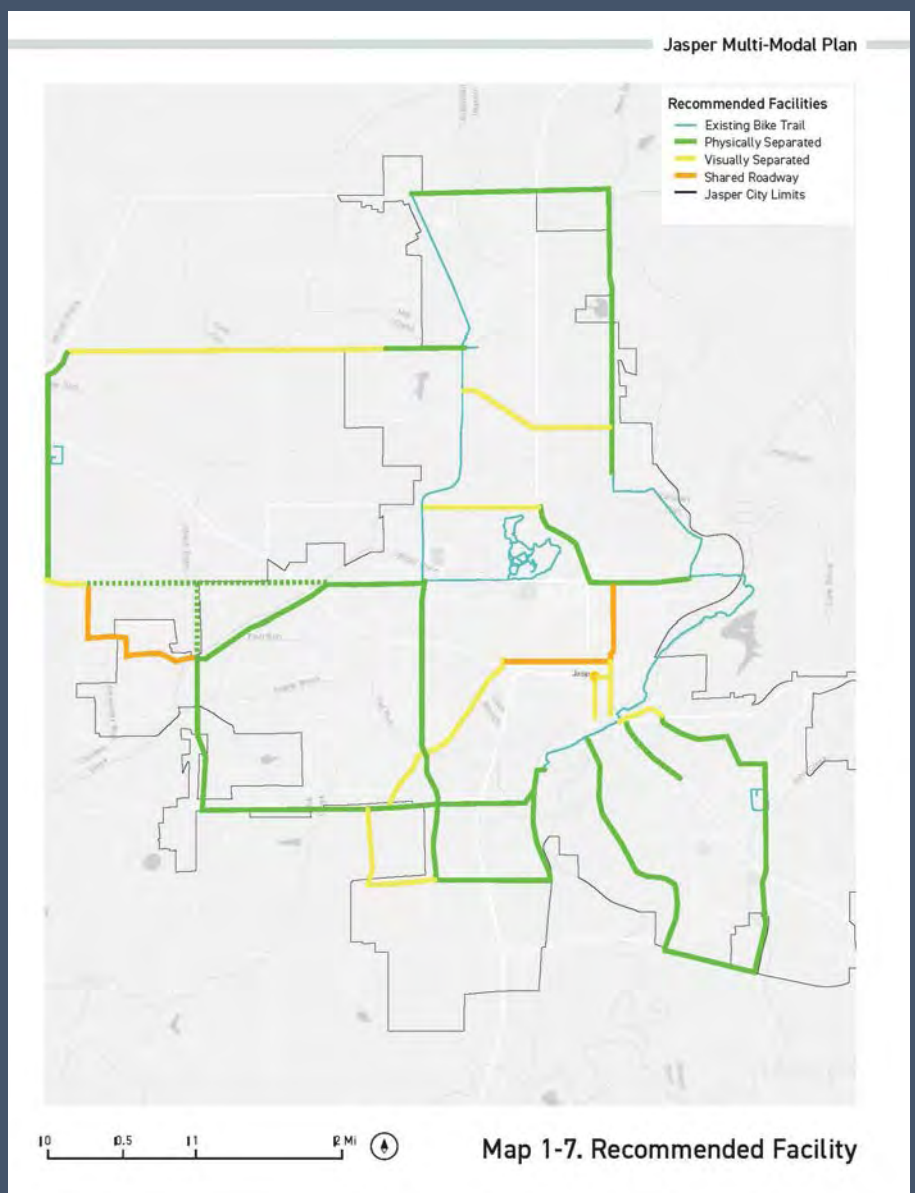


Figure 32 - Trails and pedestrian facilities map from the Jasper Transportation Plan.

Ireland Vision Plan

This vision plan seeks to reverse population loss through strategies that strengthen community assets and promote town pride and community involvement. Through elements outlined as part of this plan, Ireland will strengthen its core, capitalize on community investments, and embrace change for a successful future as the community strives to advance the quality of life for its future residents. Among the recommendations included identification of and design for a location of a central community center and green; the identification of and design for a regional art, nature and recreation park; and greenway, trail and sidewalk development.

Key Takeaways:

- Examines multi-modal facilities within Ireland.
- Identifies multi-modal connections between Ireland, Jasper and Huntingburg.
- Identifies future park within Ireland that would include walking facilities.



CATALYST PROJECT

Mobility & Connectivity

Pedestrian Access & Safety

The map above shows potential connection opportunities, such as phased sidewalk construction, the implementation of a multi-use path, and the locations of crosswalk improvements within Ireland. These improvements improve the mobility of residents and visitors, while also improving opportunities for future connections and enhancements.

Figure 33 - Trails and pedestrian facilities map from the Ireland Vision Plan.

Mid-State Corridor Plan – Environmental Impact Study

The Indiana Department of Transportation announced the agency finalized a partnership agreement with the recently-formed Mid-States Regional Development Authority (RDA) to review the concept of a highway in rural southwest Indiana, linking Owensboro, Kentucky (I-64) and the Interstate 69 corridor. INDOT and the Mid-States RDA began moving forward together on a Tier 1 Environmental Impact Statement (EIS) for the Mid-States Corridor in 2019. The Purpose of the Mid-States Corridor project is to provide an improved transportation link between the US 231/SR 66 and I-69 (either directly or via SR 37) which improves business and personal regional connectivity in Dubois County and Southern Indiana, improves regional traffic safety in Southern Indiana, supports economic development in Southern Indiana, and improves highway connections to existing major multi-modal locations from Southern Indiana.

Key Takeaways:

- Focuses on improvements for major thoroughfares within Dubois County with special attention to safety, infrastructure condition, congestion, economic vitality, and environmental sustainability.
- The Tier 1 Environmental study is set to finish in fall of 2021, with a preferred corridor identified and time allowed for formal comments. The next steps are set to begin in summer of 2022.
- The construction of an additional route will reroute traffic around Jasper and Huntingburg, replacing the current US 231 route which passes directly through both communities.

Next Level Roadways – Dubois County

Next Level Roads is an initiative to elevate Indiana's economic competitiveness and quality of life for all Hoosiers through investment in transportation infrastructure. This sustainable, data-driven plan dedicates more than \$30B over the next 20 years to improving the conditions of existing roads and bridges—both state and local, finishing major projects, and building for the future. Next Level Roads is enhancing Indiana's position as a leader in freight and logistics and empowering cities, towns and counties to build communities that attract jobs and talent. Dubois County's five-year plan identified 25 different projects set to begin between 2018 and 2022.

Key Takeaways:

- According to INDOT's website, there are seven active/future projects currently within Dubois County, two are along I-64.

INDOT Long Range Transportation Plan 2030

This version of INDOT's long range plan was adopted in 2007 and briefly mentioned Dubois County. State Road 231, traveling from I-64 to the areas north of Jasper was identified as a corridor which would require an Environmental Impact Statement (EIS) before updates along SR 231 could be started. The final EIS was set to be completed before the end of 2007.

Key Takeaways:

- The major project identified within this plan was the creation of an Environmental Impact Study along US 231 in 2007, this has since been updated by the Mid-States Corridor Project EIS.
- This document has since been updated to a 2045 planning horizon, although there is no mention of Dubois County within the text.

Huntingburg & Jasper UDOs

The purpose of a UDO is to combine the Zoning Ordinance and the Subdivision Control Ordinance in order to more efficiently regulate the use and development of land within a planning. UDO's may not specifically reference bicycle or pedestrian infrastructure, but they are used in decision making which can affect a community's walkability. Both Huntingburg and Jasper have recently developed UDO documents which are actively used in land use decisions. Although there are references to bicycles, trails, and/or greenways within these documents, they do not impact future policies related to expanding infrastructure within each city or into the county.

Subdivisions. Bicycle Lanes

All street designs shall consider any applicable bike lane requirements. Where bike lanes are required, they shall be designed consistent with AASHTO standards and the requirements of the City Engineer.

Overlay Districts

Non-Residential Standards. Landscaping. Throughfare Overlay District. Corridor Buffer. A corridor buffer of minimum twenty (20) feet in width shall be established. The incorporation of walkways and bikeways into the design is encouraged. Parking lots, through roads, frontage roads, drive aisles, buildings, and accessory structures, etc. shall not be established within this area. (Chapter 6.K.3.C)

Trail - means a Public Way, separate from a street, alley, or other vehicle roadway, designed for and used by pedestrians, cyclists, and others using non-motorized transportation and recreation equipment.

CONCLUSION

An inventory and assessment of existing facilities within the county and its community clearly identifies many opportunities on which to begin building the county-wide network. And the County's many planning efforts help to provide the framework for the bicycle and pedestrian facility planning in the County. All of these efforts and existing conditions provide the context in which the new network will be developed.





3 BIKE AND PEDESTRIAN NETWORK

IN THIS CHAPTER

- 53 OPPORTUNITIES AND CONSTRAINTS
- 54 OTHER CONSIDERATIONS
- 55 BIKE AND PEDESTRIAN FACILITIES
- 67 ROUTE DESCRIPTIONS AND COSTS FOR EACH SEGMENT
- 81 THE CONCLUSION - BIKE AND PEDESTRIAN NETWORK





BIKE AND PEDESTRIAN NETWORK

This routes included in this section represent 260 miles in bike and pedestrian facilities and upwards of \$70 million in potential investment in bike and pedestrian infrastructure. The routes outlined provide both short and long-term improvements that will provide bike and pedestrian connectivity across Dubois County.

Well-planned bike and pedestrian facilities provide many benefits to a community regardless of scale. They provide important connectivity; opportunities for fitness, health and wellbeing; and in many places, provide critical multi-modal transportation options where other options might not exist. While many of these characteristics of a well-planned system are universal despite the scale of a community, planning a county-wide bike and pedestrian plan provides a unique set of challenges. For urban communities, the range of facilities help to meet several needs, especially in providing a transportation aspect, as many people walk or bike to work, to school, or to other destinations within the community. In many of these communities, residents rely on biking or walking for their basic transportation needs. But there is also an aspect of proximity that comes into play at a community level---bikers and walkers live near where they work or go to school. That proximity takes on a different nature for larger rural areas such as Dubois County. Because residences are less dense and further from many facilities, the likelihood that rural areas of the County rely on bike and pedestrian facilities as a primary mode of transportation is less likely. That doesn't diminish the need to safe and efficient bike and pedestrian facilities in the County, but it does take on a different level of priority in how these systems are planned and used in larger, rural expanses.

For example, residents in rural portions of the county are less likely to walk or bike to school or the grocery store. The sheer distance required to make those connections make it difficult to use these types of facilities in a daily manner. However, they may be more likely to walk to local connections, or other more immediate destinations in the rural areas. Do we need to document something in this section?

So, while we have become accustomed to thinking about bike and pedestrian facilities through the lens of a "community," applying this type of thinking at a county scale, especially a rural county like Dubois County, several additional aspects must be taken into consideration.

OPPORTUNITIES AND CONSTRAINTS

The scale of the county presents a huge challenge to planning a community-wide bike and pedestrian network. Dubois County is roughly 21 miles across east-west and 20 miles across north-south. The distances between destinations present a challenge for users incorporating walking or biking into their daily routines. While some users will enjoy a longer walk or bicycle trip, it's less likely that a several-mile trip is easily incorporated into a normal routine.

The financial viability of creating a network at this scale is challenging. For example, if a single shared-use path was constructed east-west across the county and a second path constructed north-south, the total distance of new construction would be roughly 41 miles. Using even the most basic trail cost rules of thumb, this would result in an investment of over \$60 million dollars, and would still leave many communities in the County unconnected. Given the financial costs and restraints, a more focused approach is necessary to broaden the connectivity of the network.

Topography - Dubois County's topography also provides challenges for these types of facilities. While much of the northwestern part of the county is flat or gently rolling, the remaining parts of the county have significant hills and topography. While these are viewed favorably by experienced cyclists, this topography creates challenges for average users; therefore, some of these rural facilities may need to be thought of differently than those you would find in an urban setting.

Existing Infrastructure - Dubois County has a good foundation of well-designed infrastructure already in place--- state and national highways, many with generous shoulders, well-paved county roads, existing and abandoned rail lines, and bike and pedestrian facilities within the county's individual communities. The existing infrastructure provides many opportunities to be incorporated into a new bike and pedestrian network.

Unique Destinations and Cultural Sites - The county has a wealth of unique local and regional attractions that positions it for attracting visitors. These attractions present a great opportunity to incorporate aspects of tourism into the county's bike and pedestrian network.

State and National Park Lands - There are nearly 300,000 state or national managed recreation properties within a 30 mile radius of Dubois County. This gives the county unique access to significant recreational lands and provides an opportunity for the new bike and pedestrian network to connect to these different properties.

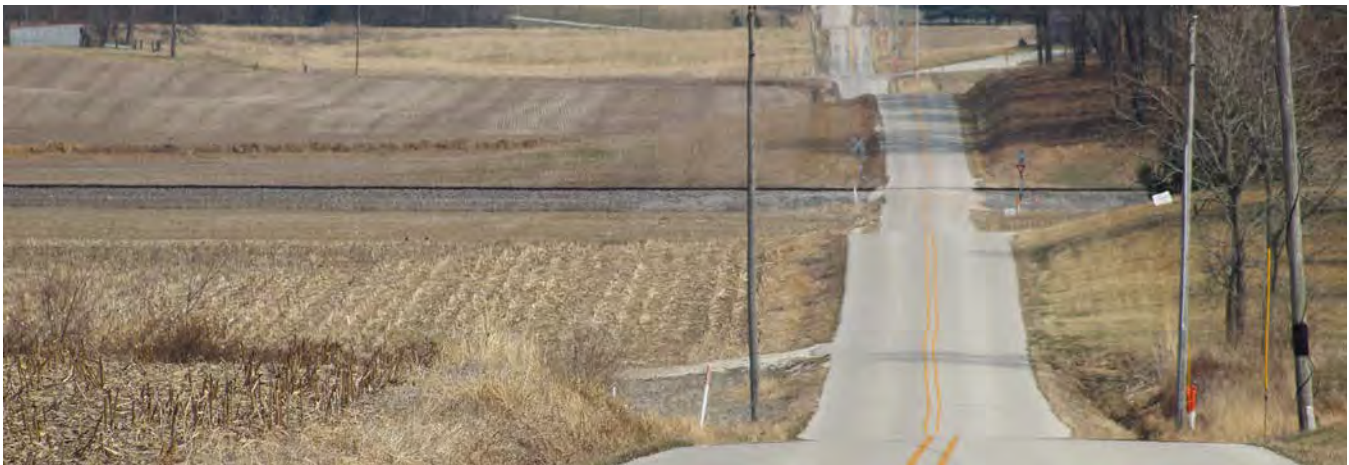


Figure 34 - The rolling topography of much of the county is one of the potential constraints to walking and cycling (at least for less experienced cyclists) in Dubois County.

OTHER CONSIDERATIONS

Bike and Pedestrian User Types- The scale and topography are acutely professed when applied to the different types of users that would likely be served on a county-wide network. There are numerous studies that define the different type of users on a bike and pedestrian system and several of these studies have developed unique titles and descriptions for the different types. For purposes of this type of rural system, this study identified three basic types of users that would likely use this system based upon their experience and comfort levels:

- **Experienced Cyclists-** These users are the recreational long-haul cyclist that typically take extended, longer distance rides. Most of these cyclists are experienced and are comfortable riding on higher speed roads with traffic or in other risk conditions that the average cyclists would not be comfortable. Experienced cyclists are less deterred by risk and excel in successful sharing of on-street facilities with vehicles.
- **Walkers/Cyclists-** These users are less risk tolerant than experienced cyclists, but feel experienced enough to share some on-street facilities or to walk in areas that might not be normal walking facilities. While not overly risk tolerant, they do feel comfortable enough in their activity level to take on more risk than the average cyclists or walker.
- **Average Walkers or Cyclists-** These users are the common walkers and bike riders, families, kids, seniors, or other users that enjoy walking or cycling, but don't feel comfortable sharing other facilities with vehicles. They prefer separated facilities such as sidewalks or trails and try to minimize any risk in their activity.

Understanding these different types of users is critical in planning a county-wide system because it allows you to think more holistically about the network, broadens the types of routes and experiences that can be offered, and prioritizes the level of investment needed to meet the goals of the plan.

Connections to Local Parks- One final special consideration that went into the planning of this network was understanding the existing systems in place within Dubois County. While the county has several significant regional attractions and destinations, many of the residents who participated in the public engagement process noted that they were looking for ways to extend their current walking and cycling experiences into the county. While there are planned facilities and trail systems in many of the communities, most are constructed within parks. Connecting the county-wide system to these parks provides a critical opportunity to build upon the existing network of facilities already in place and provide meaningful extensions to the walking and cycling in those particular parks.

BIKE AND PEDESTRIAN FACILITIES

Given these considerations, this study focused on the planning of three different types of facilities in the rural county areas to meet the goals and objectives of the network:

- **County Bike Routes (experienced cyclist only)**- on-street bike routes on state and national highways, intended for longer-range connections and experienced cyclists only.
- **County Bike and Pedestrian Routes**- on-street facilities on lower-volume, lower-speed county roads where pedestrians and cyclist share the road with vehicles.
- **Shared-use Path Routes** - separated multi-modal trail facilities intended for walkers and cyclists only.

Using this mix of facilities allowed for greater connectivity focused on the type of user expected for each type of route and destination, and allows for a focused spending of financial resources where the need is greatest.

County Bike Routes (Experienced Cyclists only)

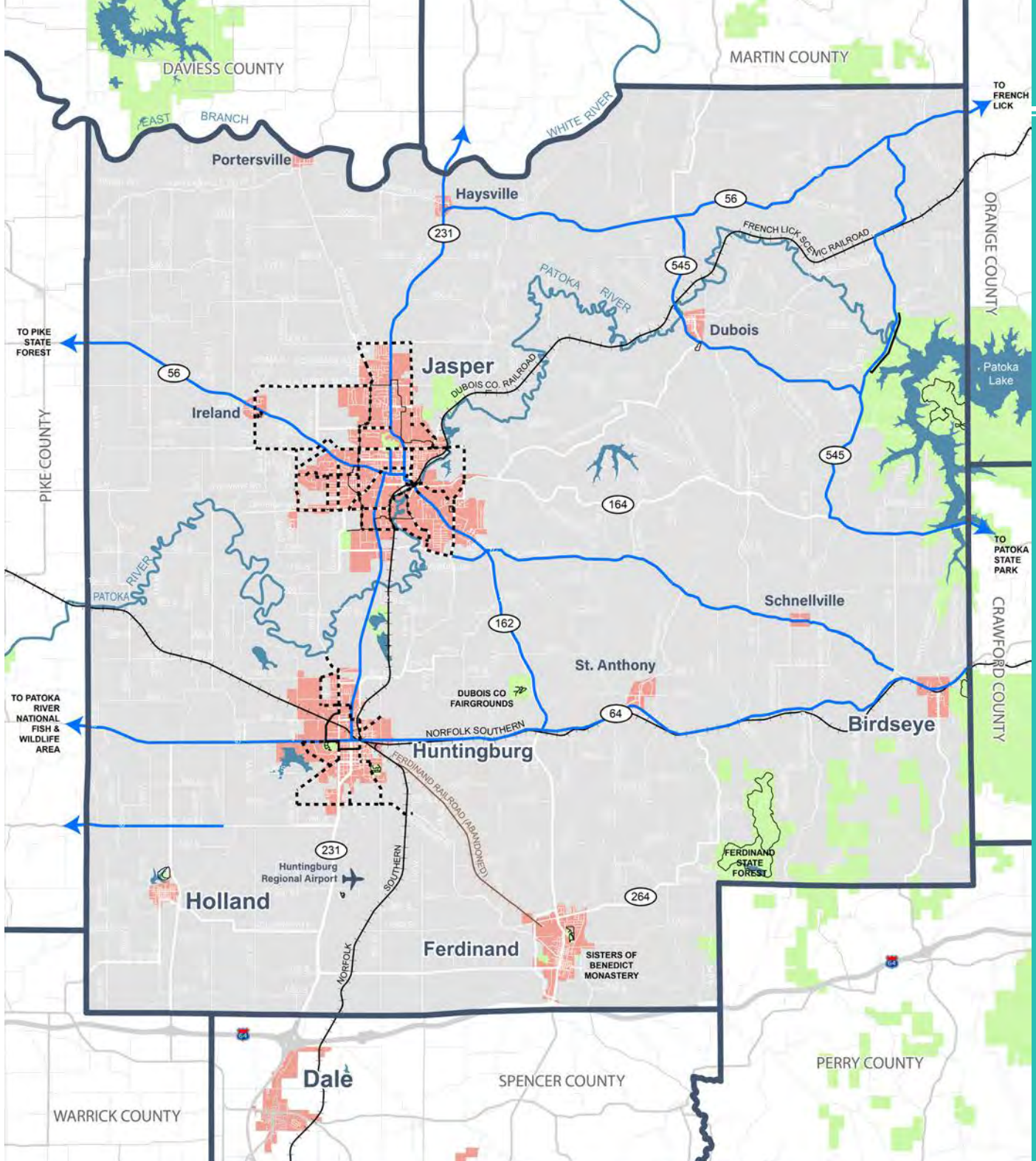
County bicycle routes are suggested routes to connect longer-range specific destinations. These routes include state highways and are designated solely for cyclist and not pedestrians. Designated routes may include stretches of other designated bicycle facilities, but in general, a bicycle route does not require that the road include any special bicycle facilities other than signage and promotion as a bicycle route. Routes have a well-defined origin and destination.

The County Bike Routes provide for the longer and regional destinations. They share highways with vehicles and these routes focus on the experienced cyclist that are most likely to bike between regional destinations. INDOT maintains a Suitability map of all state highways that meet the criteria for bike routes, all all facilities identified in this plan are included on their suitability map for Dubois County.

Implementation. Since users use the existing infrastructure, there is no implementation costs in terms of construction. Identified routes should be mapped and promoted by the County. Bike route signage and wayfinding should be incorporated along the routes to raise awareness with vehicles that cyclists may be present on these roadways. Implementation of these routes should be focused on building awareness, both in the community (through promotion, websites, mapped routes) and along each route (signage).

Planning-level Budget- \$436,800. A detailed breakdown of costs is included in **Appendix B** of this report.

In Dubois County, 109 miles of County Bike Routes have been identified that provide connections within the County as well as regional connections beyond the County. County Bike Routes are identified in blue on the map in Figure 35.



Preliminary Bike and Pedestrian Network - County Bike Routes (Bikes Only)

- County Line
- County Bike Routes (Bicycle Only)
- Waterway (IDEM)
- Waterbody (IDEM)
- Street Centerline (Dec 2019)
- City, Town, or Community
- Abandoned Railroad
- Active Railroad
- Existing Community Bicycle and Pedestrian Routes
- Proposed Community Bicycle and Pedestrian Routes

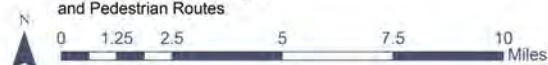


Figure 35 - Preliminary Bike and Pedestrian Network - County Bike Routes (Bikes Only).



Figure 36 - LEFT: The Lake Michigan Circle Route bike route in Michigan and Illinois (photo courtesy of Traverse Area Recreation and Transportation Trails, Inc.). RIGHT: Great River Road Bike Route in Illinois (photo courtesy of GreatRiverRoad.com).

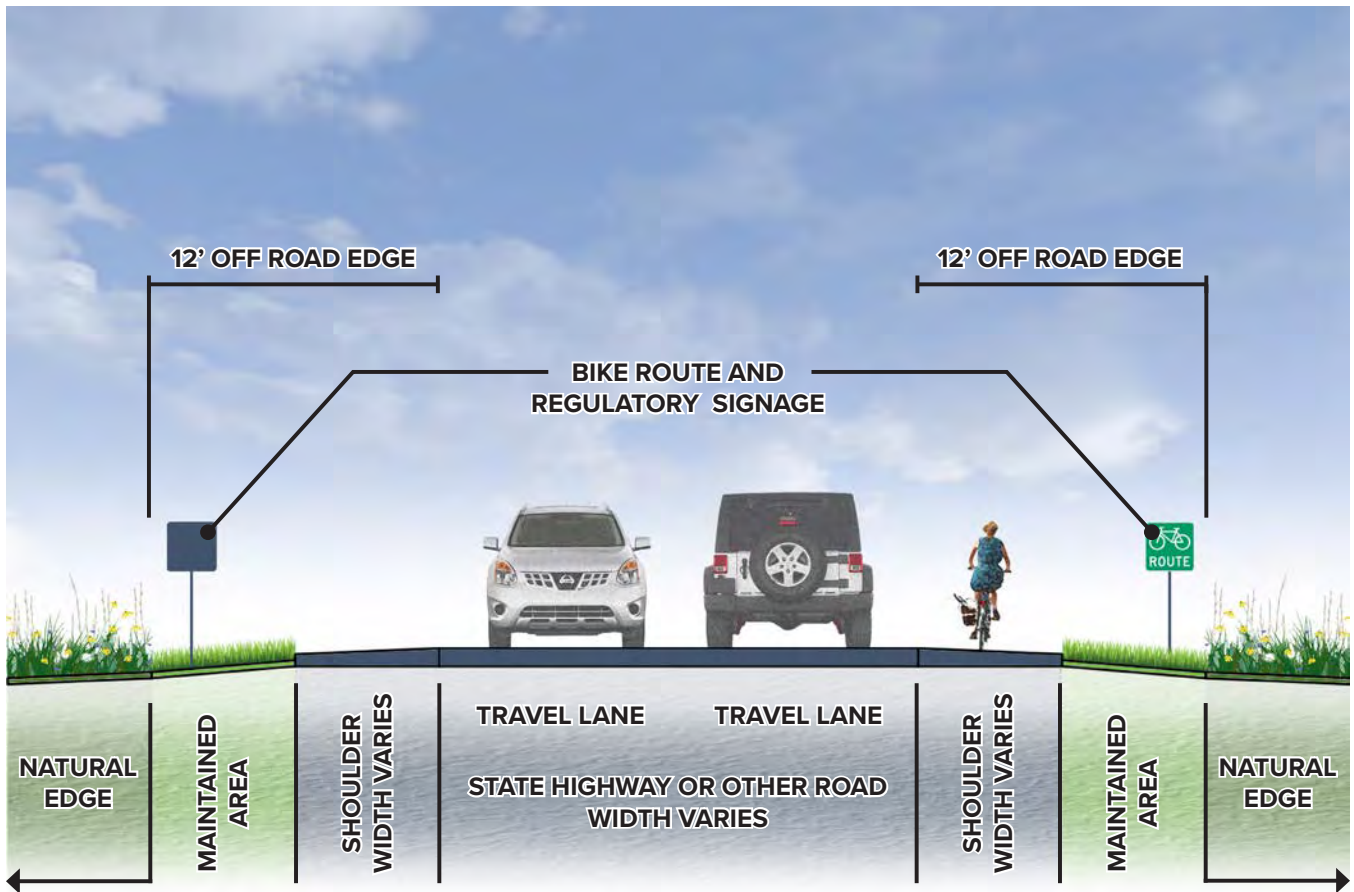


Figure 37 - Typical cross section of County Bike Routes. These routes are state highway route and are intended for experienced cyclists only. While bicycles are permitted to use the shoulders and travel lanes, pedestrians are not allowed to walk on these routes.

CASE STUDY: COUNTY BIKE ROUTES

KOSCIUSKO COUNTY BIKE ROUTES

Kosciusko County, Indiana

In 2011, the Kosciusko County Convention, Recreation, and Visitor commission worked with a group of experienced local cyclists to develop a county-wide network of bike routes in Kosciusko County. These routes were developed with the intent of providing bicycle connectivity to many of the local communities in the county and to identify scenic routes to supplement bicycle tourism. The routes were developed using criteria such as safety, directness of connections, and connections to major attractions in the community. In all, over 200 miles of designated bike routes have been developed since 2011 with additional routes still being considered. In addition to providing connectivity within Kosciusko County, the network connects to existing established bike routes in Elkhart, St. Joseph, and Marshall Counties. Routes are marked with unique signage that indicates that the roadway is part of the County Bike Route System.

CASE STUDY: REGIONAL BIKE ROUTES

US BIKE ROUTE 35/LAKE MICHIGAN CIRCLE TOUR

The Lake Michigan Circle Tour is a nearly 1,100-mile series of scenic roadways that encircles Lake Michigan in Indiana, Michigan, Wisconsin and Illinois. While originally developed as a scenic route for automobiles, the route also attracts cyclist looking for longer rides and scenic beauty, so much that portions in all states have been included in a series of state and national bicycle routes. Routes are selected utilizing suitability criteria to ensure that the safest conditions are met for both cyclists and vehicles. In Michigan, US Bike Route 35 is the designation for the 501-mile portion of the route between Sault Ste. Marie in the north to New Buffalo in the southwest portion of the state. Routes, both the scenic circle drive tours as well as the bike routes, are signed with specialty signs to mark the way.



Figure 38 - The Lake Michigan Circle Route bike route in Michigan and Illinois (photo courtesy of Traverse Area Recreation and Transportation Trails, Inc.).



Figure 39 - Local bike routes in Kosciusko (photo courtesy of Visit Kosciusko County.).

County Bike and Pedestrian Routes (Bicycles and Pedestrians)

A second level of on-street facilities and connections were identified for intermediate connections within the county. County bicycle and pedestrian routes are suggested routes to provide local rural connections or to connect to other destinations or facilities. These routes include designated county roads with low volume and lower speeds. Bicycles and pedestrians both use the road surface. Regulatory signage and route signage are used to mark the route and make motorists aware of the potential presence of pedestrians. Signage can be augmented with “sharrow” pavement markings for further clarification of the multiple-use nature of the road.

Implementation. Like other on-street facilities, building awareness is one of the most critical aspects of implementing these types of routes. Bike route signage and wayfinding should be incorporated along the routes to raise awareness with vehicles that cyclists may be present on these roadways. Given that these routes include pedestrians and given the topography that many of these routes run through, a standard should be developed for sign placement that exceeds standard sign placement. Implementation of these routes should be focused on building awareness, both in the community (through promotion, websites, mapped routes) and along each route (signage).

Planning-level Budget- \$594,000. A detailed breakdown of costs is included in *Appendix B* of this report.

In Dubois County, 108 miles of County Bike and Pedestrian Routes have been identified that provide connections within the County. County Bike and Pedestrian Routes are identified in red on the map in Figure 41. This map also illustrates how these routes connect to the County Bike routes in blue.

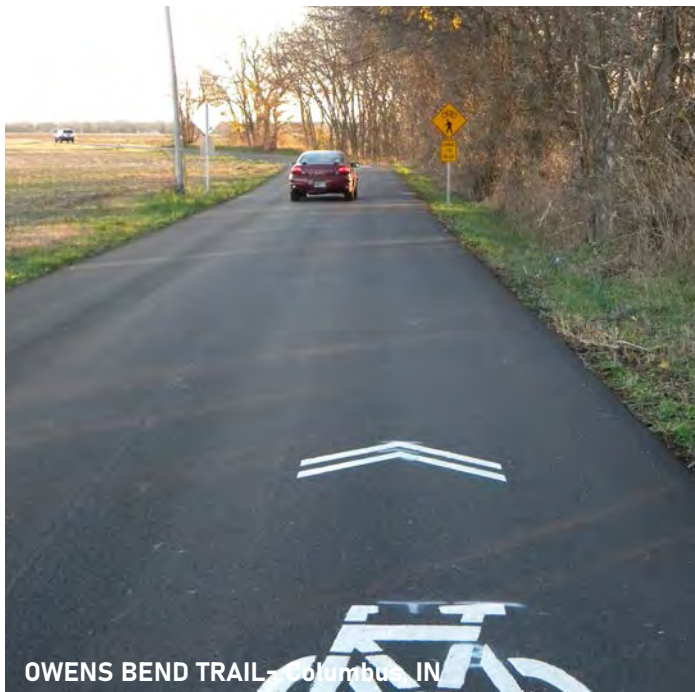
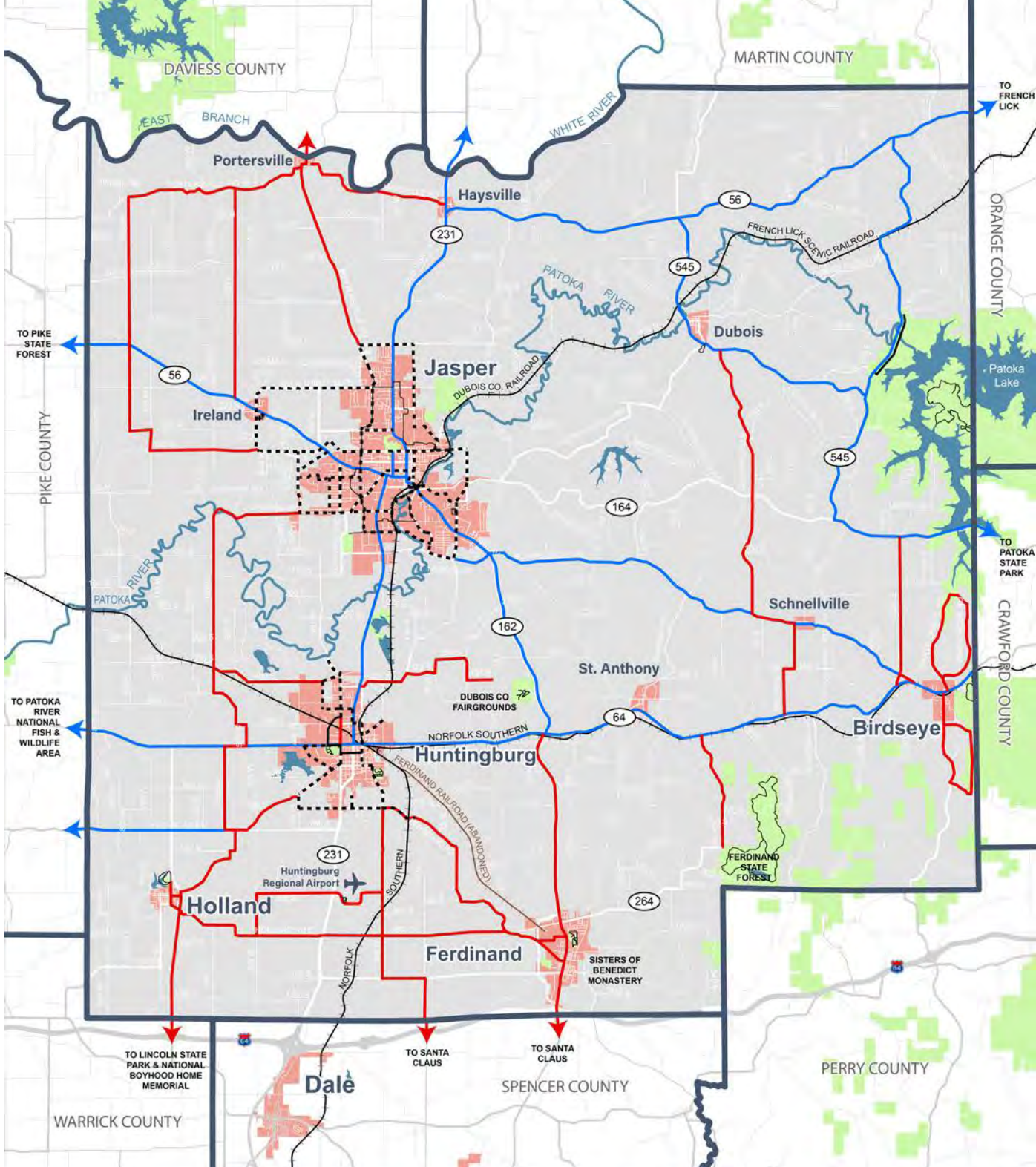


Figure 40 - LEFT: The Owens Bend segment of the Columbus, Indiana People Trail uses a county road for bike and pedestrian connection between Owens Bend Park and the Columbus People Trail. RIGHT: Walkers and cyclist alike use Northwestern Parkway’s street surface to connect to the Olmsted Parkways and the Louisville Loop. Walkers use the road’s shoulders while cyclist use the traffic lanes.



Preliminary Bike and Pedestrian Network - County Bike and Pedestrian Routes

- County Line
- Waterway (IDEM)
- Waterbody (IDEM)
- Street Centerline (Dec 2019)
- City, Town, or Community
- Abandoned Railroad
- Active Railroad
- Existing Community Bicycle and Pedestrian Routes
- Proposed Community Bicycle and Pedestrian Routes



Figure 41 - Preliminary Bike and Pedestrian Network - County Bike and Pedestrian Routes.

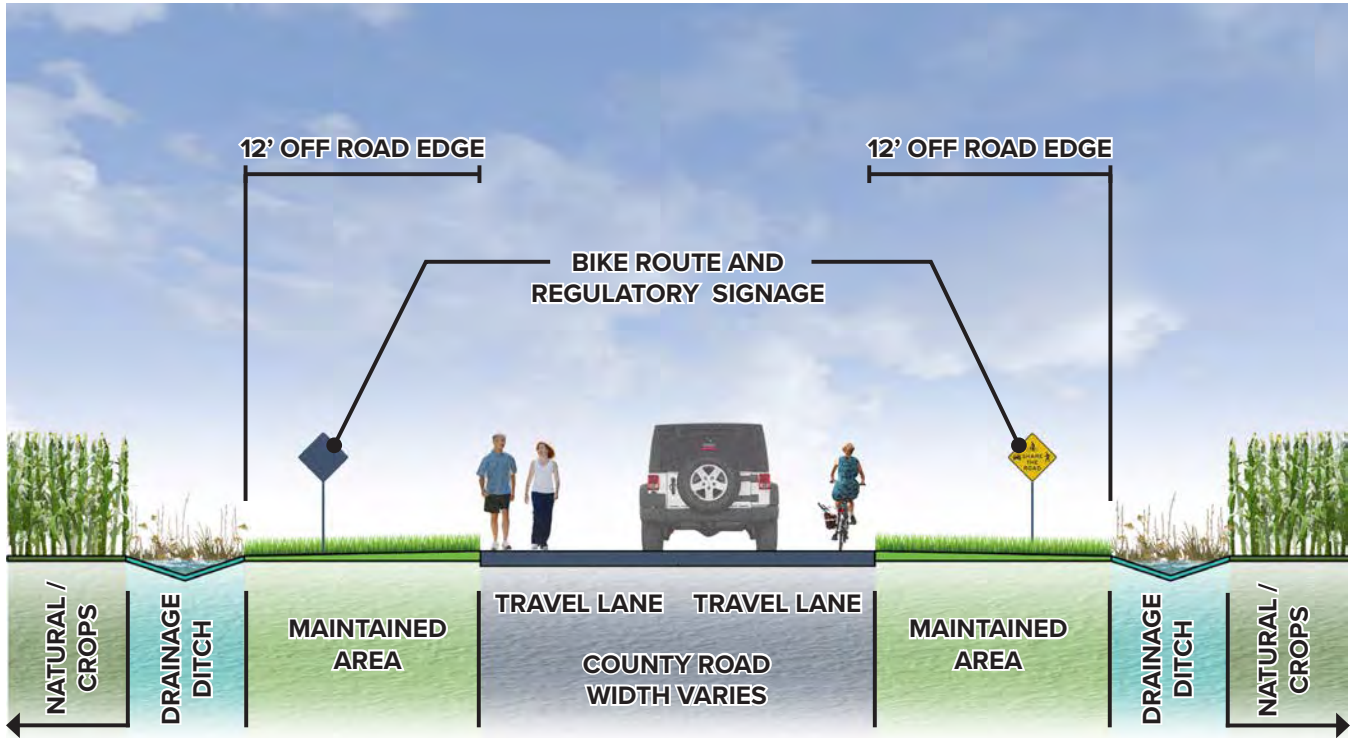


Figure 42 - Typical cross section of County Bike and Pedestrian Routes. These routes use lower-volume and lower-speed county roads for bicycle and pedestrian use. Bikes and walkers share the roadway with vehicles.

CASE STUDY: COLUMBUS PEOPLE TRAIL-OWENS BEND ROUTE Columbus, IN

The Owens Bend Trail is part of Columbus, Indiana's 27-mile-long People Trail network. The network consists of a system of shared-use paths and on-street bike and pedestrian facilities throughout Columbus. Designed and constructed in late 2008-2009, the two-mile Owens Bend Connection extends the People Trail north from the Columbus Municipal Airport to the Owens Bend County Park at E. 550 N. The connection includes a 1-1/2 mile shared-use path for the southern portion of the connection that along the perimeter of the airport. North of the airport, the trail shares County Road N. 25 E for a half mile to complete the connection to Owens Bend. The small county road is low speed and has a low traffic count, allowing it to be designated as a "sharrow"--- or shared-use roadway. Pedestrians and cyclists share the narrow roadway surface in this portion of the trail. The trail includes regulatory signage indicating to motorists that pedestrians and bicycles may be present and the legal right to use the road. In addition, pavement markings reinforce that this is a shared-use roadway. Utilizing the county road in this circumstance, allowed the City and County to utilize an existing piece of infrastructure to complete the bike and pedestrian connection.

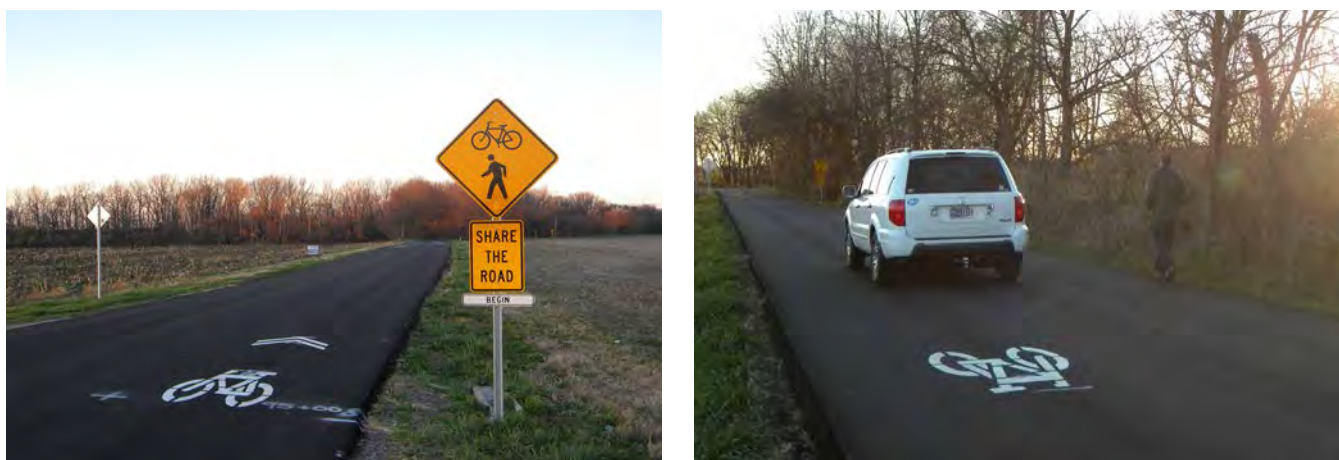


Figure 43 - Bike facilities and infrastructure along Owens Bend in Columbus, IN.

Shared-use Pathways

The third type of facility in the county-wide bike and pedestrian network are shared-use pathways. These routes are multi-modal facilities separated from other types of motorized, vehicular traffic. They are designated for use by all types of users. Shared-use Pathways (also often just called trails) are typically 10-12' in width, but can go as small as 8' where projected use is minimal. These shared-use paths may occur in several different conditions.

Implementation. Implementation costs are higher for these types of facilities as they require construction of pavement, shoulders, signage and other amenities such as benches, water fountains, or the like. Often, these up-front costs may also include property acquisition and professional design fees. These higher implementation costs are often offset by a greater number of users who can safely and comfortably use the facility.

Throughout this study, several different types of shared-use paths or conditions were explored:

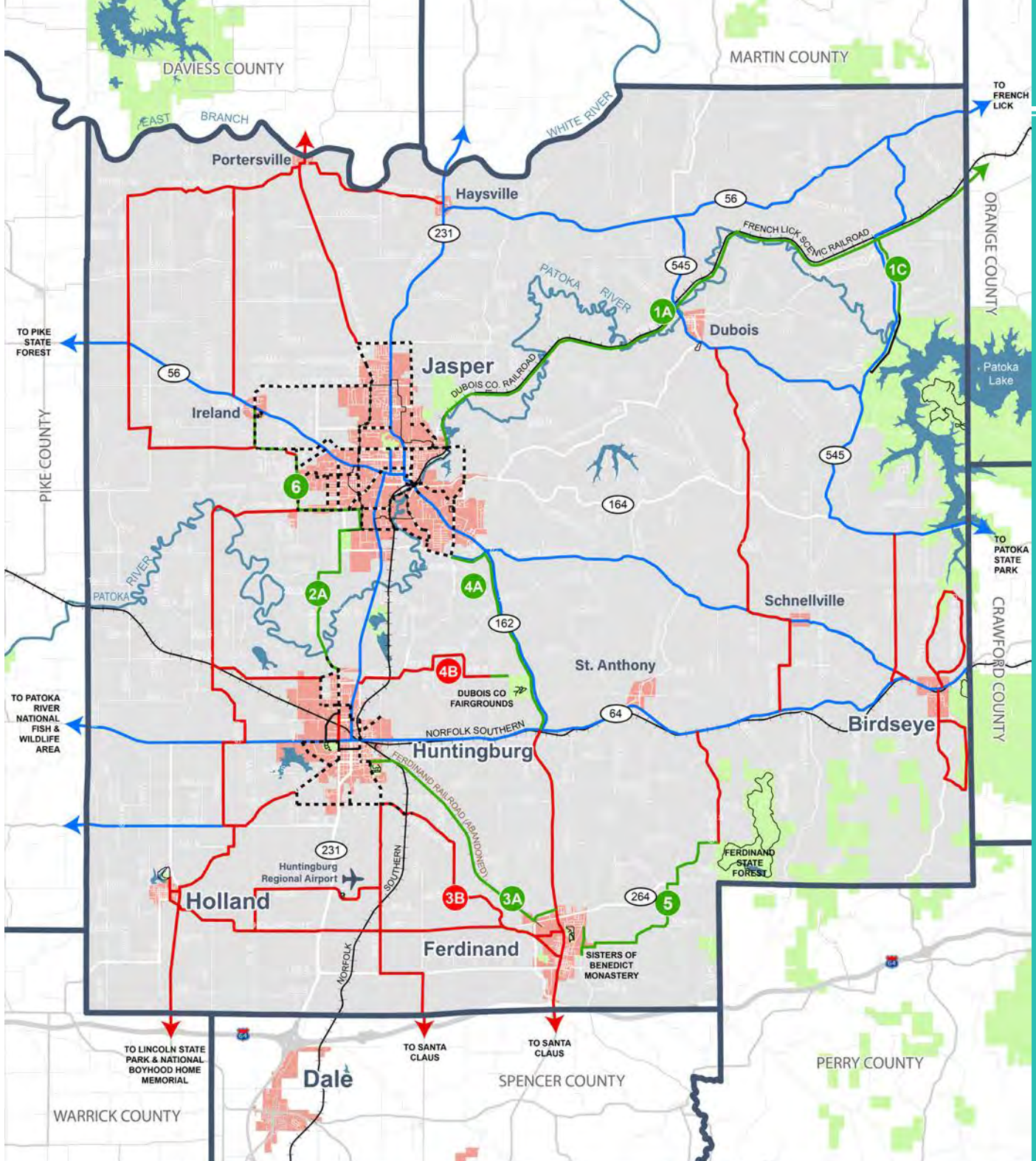
- **Typical trail type** - Jasper Riverwalk- Shared-use paths such as the Jasper Riverwalk, are multi-use asphalt trails with alignments independent of any street. These trails pass through designate rights-of-way and may follow waterways or other natural features. Minimum width, especially in urban areas, should be 10'.
- **Side Paths** - These are shared-use paths that parallel a street or county road, but are separate from the road surface. In these cases, the minimum path width in rural areas should be 8'. Signage should be used along the street to indicate the presence of bikes and pedestrians even though the trail is separated from the street.
- **Rails-to-Trails** - Shared-use paths that are constructed on former (abandoned) railway beds. Trail surface is asphalt with a minimum width of 10-12'.
- **Rails With Trails** - Shared-use paths that share or parallel an existing, active rail line. Trail surface is asphalt with a minimum width of 10-12'.



Figure 44 - Natural Area example.



Figure 45 - Sidepath example.



Preliminary Bike and Pedestrian Network - Shared-Use Path Routes

- County Line
- Waterway (IDEM)
- Waterbody (IDEM)
- Street Centerline (Dec 2019)
- City, Town, or Community
- Abandoned Railroad
- Active Railroad
- Existing Community Bicycle and Pedestrian Routes
- Proposed Community Bicycle and Pedestrian Routes
- County Bike Routes (Bicycle Only)
- County Bike and Pedestrian Routes (Bicycle & Pedestrian)
- Shared-Use Path Routes
- Northeast Connection Options:**
- 1A Rail-with-Trail
- 1C Cuzco Station Connection to Patoka Lake
- Jasper-Huntingburg Connection Option:**
- 2A Shared-Use Path Along Old Huntingburg Rd
- 3A Rail-to-Trail Connection Between Huntingburg & Ferdinand
- 3B County Road Connection
- Fairground Connection Options:**
- 4A Shared-Use Path Connection to Jasper
- 4B County Road Option
- 5 Shared-Use Path Connection Between Ferdinand & Ferdinand State Forest
- 6 Shared-Use Path Connection Between Ireland & Jasper



Figure 46 - Preliminary Bike and Pedestrian Network - Shared-Use Path Routes.



Figure 47 - Representation of different applications of shared-use paths.

Several potential connections and route options were explored in the County and each route was evaluated. Because shared-use paths require new infrastructure, they require a significant amount of investment for design and construction. Therefore, potential routes were evaluated and only the highest priority routes were included in the master plan.

In Dubois County, nearly 43 miles of Shared-use Pathway routes, representing potentially over \$50 million in construction, were identified and included in the plan. These routes have been identified as being the highest priority routes and are anticipated to get the largest number and range of users in the system. Shared-use Pathway Routes are identified in green on the map in Figure 46. This map also illustrates how these shared-use pathways connect to the County Bike routes in blue and the County Bike and Ped Routes in red.

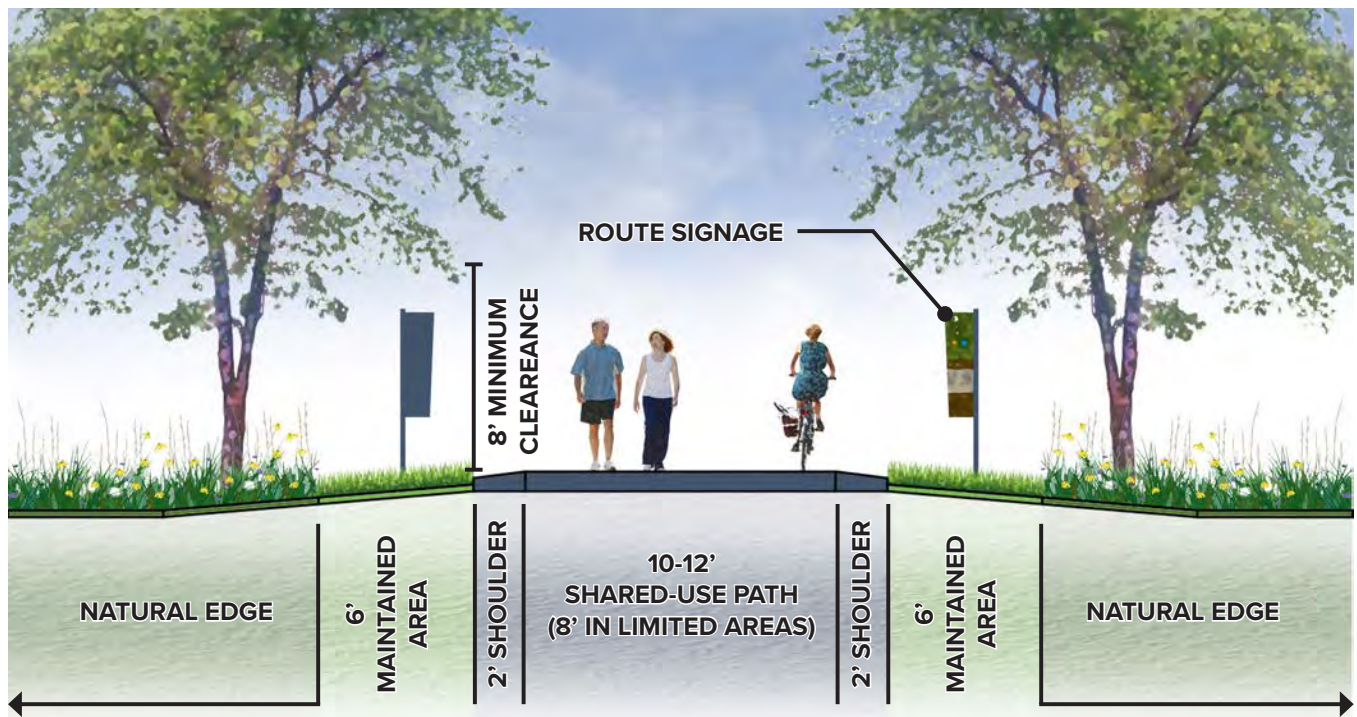


Figure 48 - Typical cross section of Shared-use Path Routes. these routes are multi-modal paths intended for use by all user types. This illustration shows how a shared-use path passes through a more natural area.

CASE STUDY: SHARED-USE PATHWAY ROUTES

Indy Greenways- Indianapolis, IN

Indy Greenways provides a good study for the shared-use path connections identified in the Dubois County Bike and Pedestrian Master Plan. Although Indianapolis is a much larger metropolitan area, there are similarities that in the systems and type of networks being planned, especially for shared-use paths. Both plans are a county-wide scale and both are reliant on different types of applications in establishing overall connectivity. The basis of the Indy Greenways system is a series of shared-use paths located along its different waterways. The White River Greenway, Fall Creek Greenway, Pleasant Run Greenways, Eagle Creek Greenway, and Pogues Run Greenway are all paths located in the floodplains along creeks and rivers. Much like the Jasper Riverwalk, these trails use the open areas and bridges to provide continuous routes for users with minimal obstructions. These routes are supplemented by other types of corridors such as abandoned rail lines. The Monon Trail is one such connection that uses the former Monon rail line to connect downtown Indianapolis to Sheridan north of Indianapolis. Finally, more recently, local connections to the system are being developed as side paths in areas without natural corridors. These side paths are designed and function as other trails, but parallel local streets. Examples include the 71st Street Trail and the 75th Street Trail, both part of the planned Northtown Greenway. Combined, this series of shared-use path connection help to create well connected neighborhoods with strong connection to local amenities and trails throughout Marion County.



Figure 49 - LEFT: The Fall Creek Greenway follows Fall Creek throughout Marion County. RIGHT: The Monon Trail is a rail-to-trail corridor that has been converted into one of Indianapolis' premier greenways.

ROUTE DESCRIPTIONS AND COSTS FOR EACH SEGMENT

Planned development of shared-use paths were limited to six key connections. These six connections were identified early on as routes where the number of users would be the greatest, the connections provided by the routes were consistent with where users wanted to connect, and routes which best met the preliminary goals and objectives of the study. Several of these connecting routes included different options for making the connection, and each option was discussed and analyzed in terms of feasibility. Several of the final routes still include options that will be described in each route section description below.

Route 1 - Patoka Lake Connection

Patoka Lake is a major recreational resource at the eastern edge of the county and the providing a connection to the Lake's properties was deemed a priority. This route also offers additional potential due to its proximity to the French Lick Scenic Railroad which passes just north of the lake en route between Jasper and French Lick. Three original options were discussed:

- **1A** - Rail-with-Trail option for the entire length of the rail line in Dubois County.
- **1B** - Shared-use path connection between Jasper the Army Corps of Engineers property at the Patoka Lake dam, following the Patoka River.
- **1C** - Creating a new train station at Cuzco and then connecting that station to the north side of the Army Corps of Engineers property at the Patoka Lake dam.

Ultimately, route 1B was removed from consideration due to the conditions of the Patoka River bottom lands, the anticipated maintenance that would result from that line, and the number of private properties that would be impacted along the route.

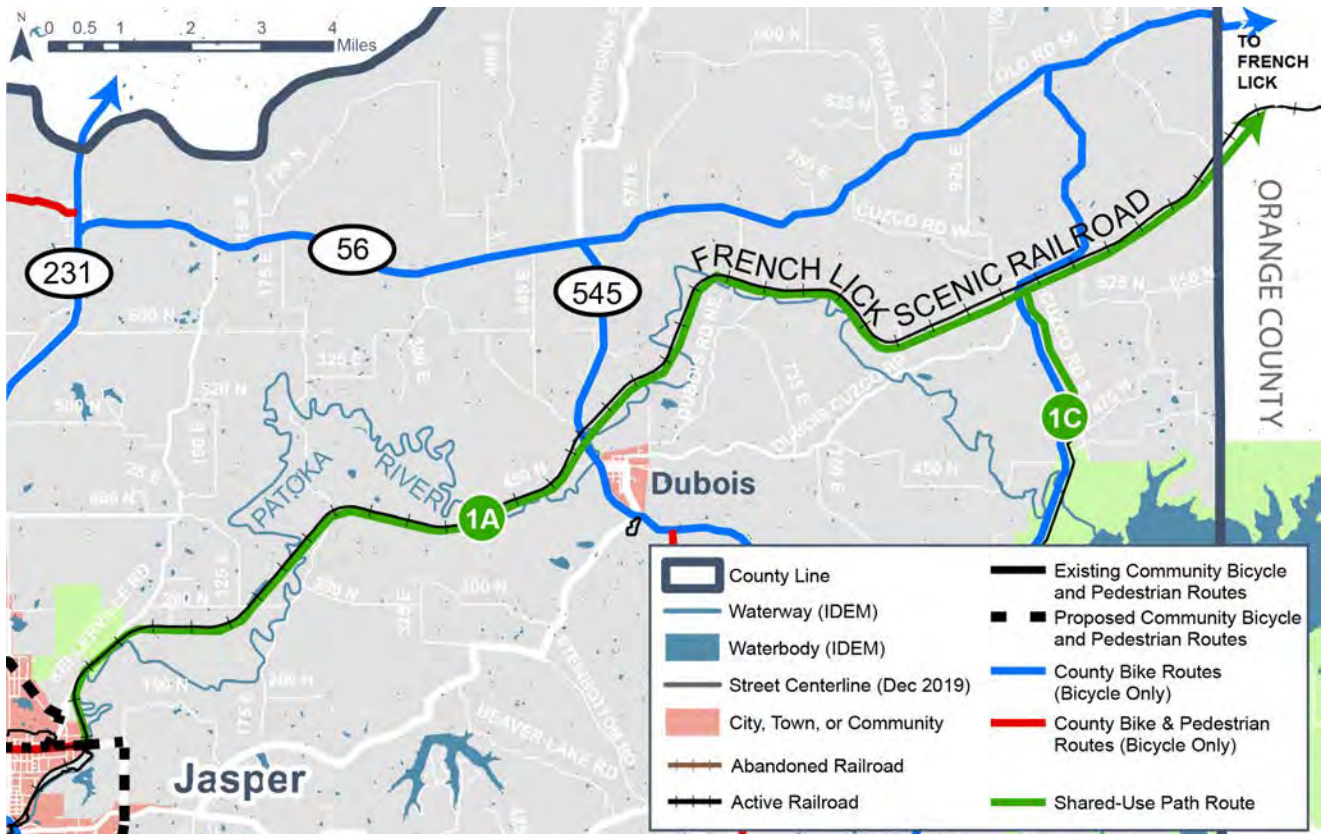


Figure 50 - Jasper connection along the French Lick Scenic Railroad line connecting to Patoka Lake.

Route 1A - Rail-with-Trail Option -

There were discussions with the French Lick Scenic Railroad early in the project about the potential for constructing a rail-with-trail option along the entire length of the rail line between French Lick and Jasper, a total of nearly 30 miles, 17 of which would be in Dubois County. The railroad ownership board expressed interest in looking into this further recognizing the huge potential tourism and economic benefit that could come from a facility such as this. There was general agreement that providing the trail along the rail line and providing designated stops could be a benefit for both the railroad company and Dubois County. It is also understood that, given the long distance of this route, that there would have to be a coordinated initiative to raise money, go through the environment review processes and ultimately design and construct this trail. It was determined that this should remain in the plan as a long-term initiative and collaboration between the railroad, Orange County, and Dubois County. The different agencies should seek joint funding opportunities and collaborate on the development of this route. Should money become available, this route becomes a high priority based upon the potential economic development impact and tourism potential that could result from its implementation. The total route length of this option is approximately 17 miles within Dubois County.

Planning-level Budget- \$22,229,737. A detailed breakdown of costs is included in *Appendix B* of this report.

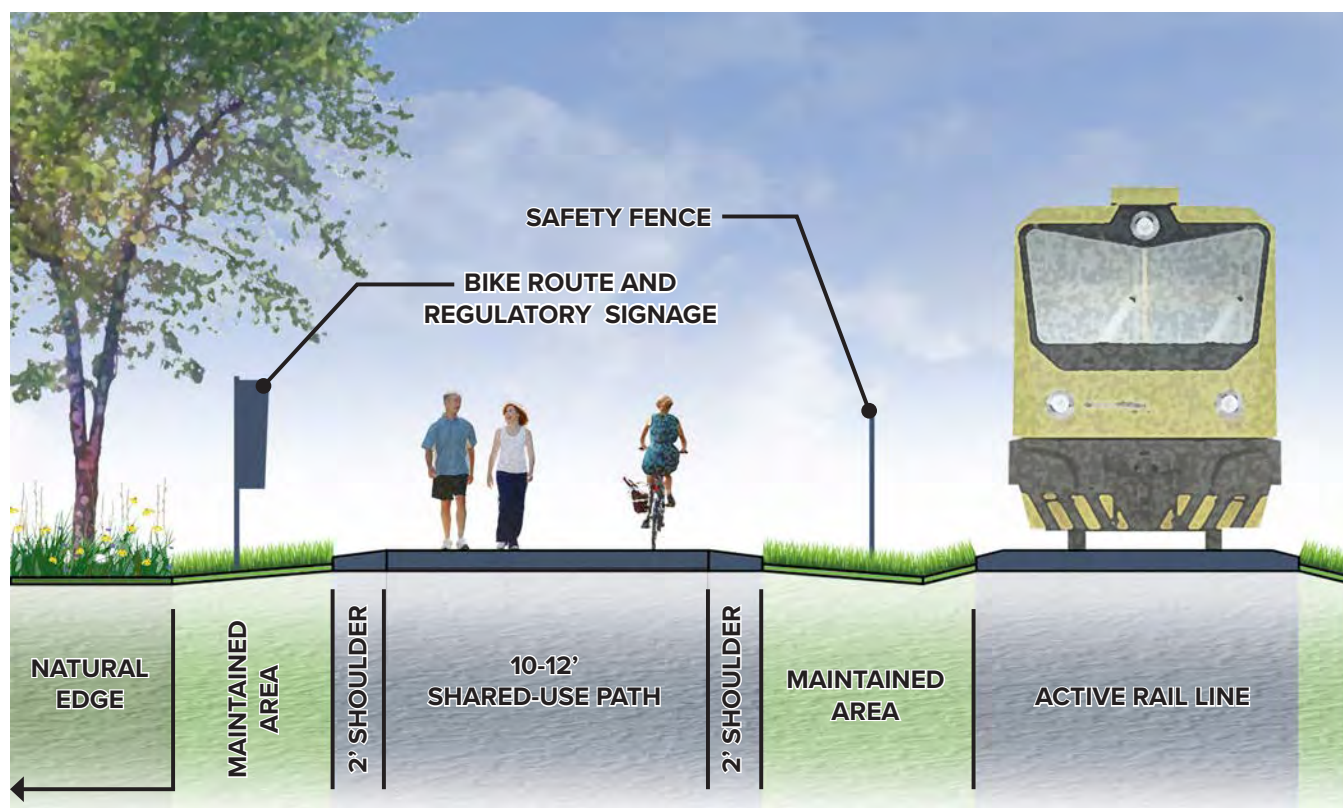


Figure 51 - Typical cross section of a potential Jasper-Patoka Lake- French Lick rail with trail option. The shared-use path would parallel the active rail line with a pedestrian barrier between the rails and the trail.

Option 1C - Cuzco Station Option -

A second and more feasible short-term option would be the Cuzco Station option. This option would bring a similar level of connectivity as option 1A, but with a significantly lower cost and within a context totally controlled by Dubois County. Conceptually, the county would work with the French Lick Scenic Railroad Company to create a stop at Cuzco, just north of Patoka Lake. This new “station” would provide a hopping off point for people who wanted to ride their bikes or walk around Patoka Lake. A new station facility could be developed (providing an economic development component) with a new shared-use pathway constructed between the station and the Army Corps of Engineers property at the Patoka Lake dam, a total distance of approximately two miles. This option was recognized as achieving many of the same goals as option 1A, but potentially being a more cost-effective and controlled approach that could be completed in the near term. Ongoing, longer-term discussions could continue for a full rail-with-trail option should all of the parties agree to move forward. The total route length of this option is approximately 2 miles.

Planning-level Budget- \$2,615,263. A detailed breakdown of costs is included in ***Appendix B*** of this report.

It should be noted that even if Option 1A is constructed, this option 1C should still be implemented in order to complete the multi-modal connection between the rail line and the Patoka Lake facility.



Figure 52 - Route 1C includes the construction of a new train platform at Cuzco and a new two-mile sidepath to connect the French Lick Scenic Railroad to the Patoka Lake Army Corps of Engineers property.

Route 2 - Jasper to Huntingburg Connection

Jasper and Huntingburg are separated by only five miles and the communities are intertwined in many ways. The connection between Jasper and Huntingburg has been identified as a top priority, so much so, that this connection was part of the impetus of completing this master plan. The importance and potential of this route is even further emboldened by the number of significant cultural sites and attractions in the two communities.

In the preliminary planning, three different options were evaluated to connect these two communities:

- **2A** - Shared-use pathway paralleling Old Huntingburg Road connecting the Jasper Little League Park to the planned Huntingburg trail on Chestnut Street.
- **2B** - Shared-use path option that would follow the old Jasper Railroad line through the Barnes-Sehm Wetland Conservation Area on the east side of 231.
- **2C** - Shared use path option that followed the Patoka River south from Jasper, crossing under 231, and connecting to Huntingburg via Old Huntingburg Road and Chestnut Street.

During the early evaluation of these three potential routes, options 2B and 2C both present significant environmental issues, particularly in terms of the wetlands and floodplain issues. It was recognized that pursuing either of these options would be costly to design and construct and would require a significant and lengthy environmental process to implement. Both of these options were eliminated in favor of option 2A which had less of those issues, and still provided the important connections between the two communities.

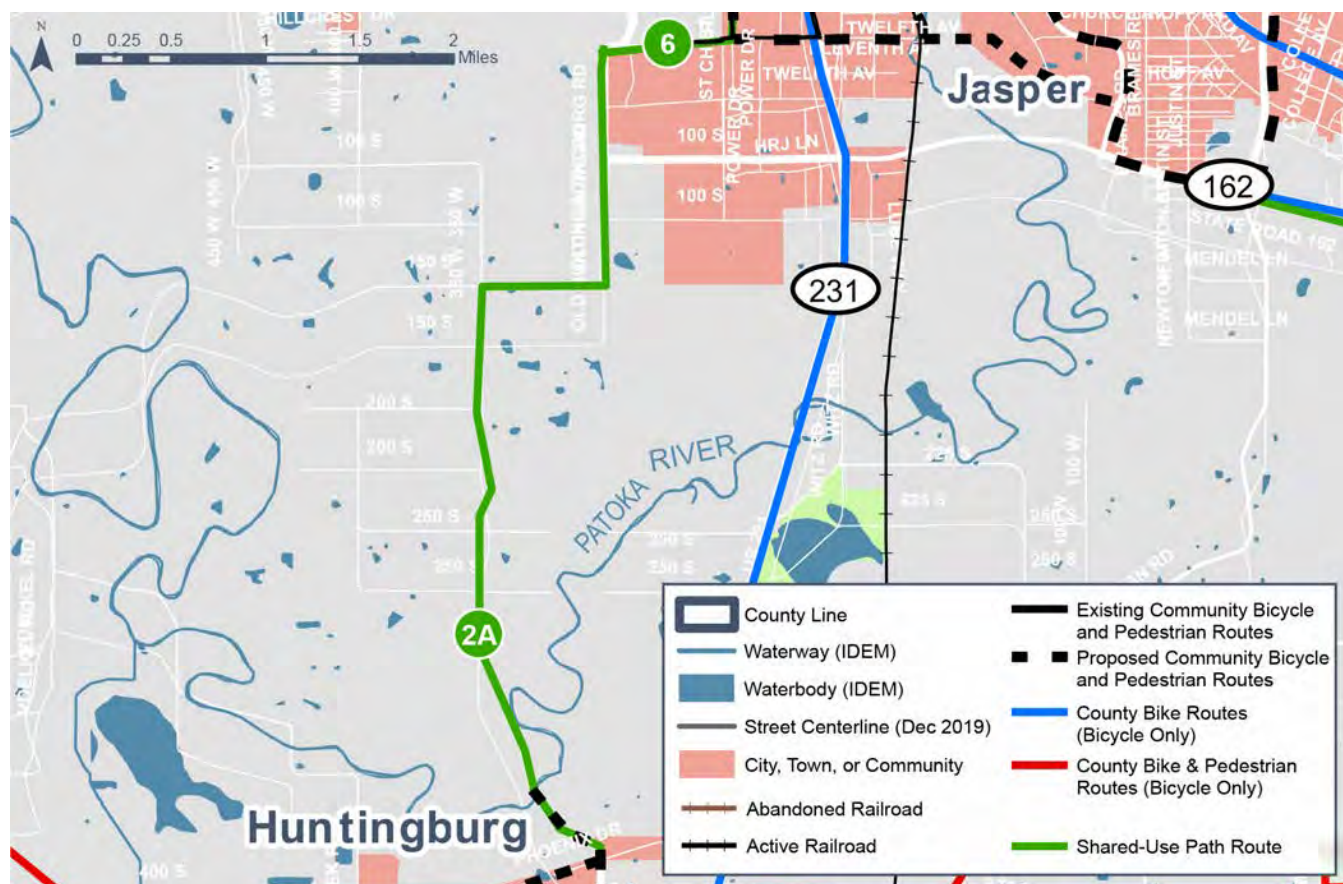


Figure 53 - Jasper-Huntingburg connection along Old Huntingburg Road connecting the Jasper Little League Park to Chestnut Street in Huntingburg.

Option 2A - Old Huntingburg Road -

For this option, the route would consist of a shared-use path that begins at Jasper’s Little League Park and follows the road south and west to Huntingburg. One portion of the route is flood prone and would require special consideration in construction, but should be able to be constructed relatively easily. The shared-use path route follows the roadway to the north end of Huntingburg where it would connect to Huntingburg’s planned system at Chestnut Street. The total route length of this option is approximately 4.4 miles.

Planning-level Budget- \$4,794,646. A detailed breakdown of costs is included in **Appendix B** of this report.

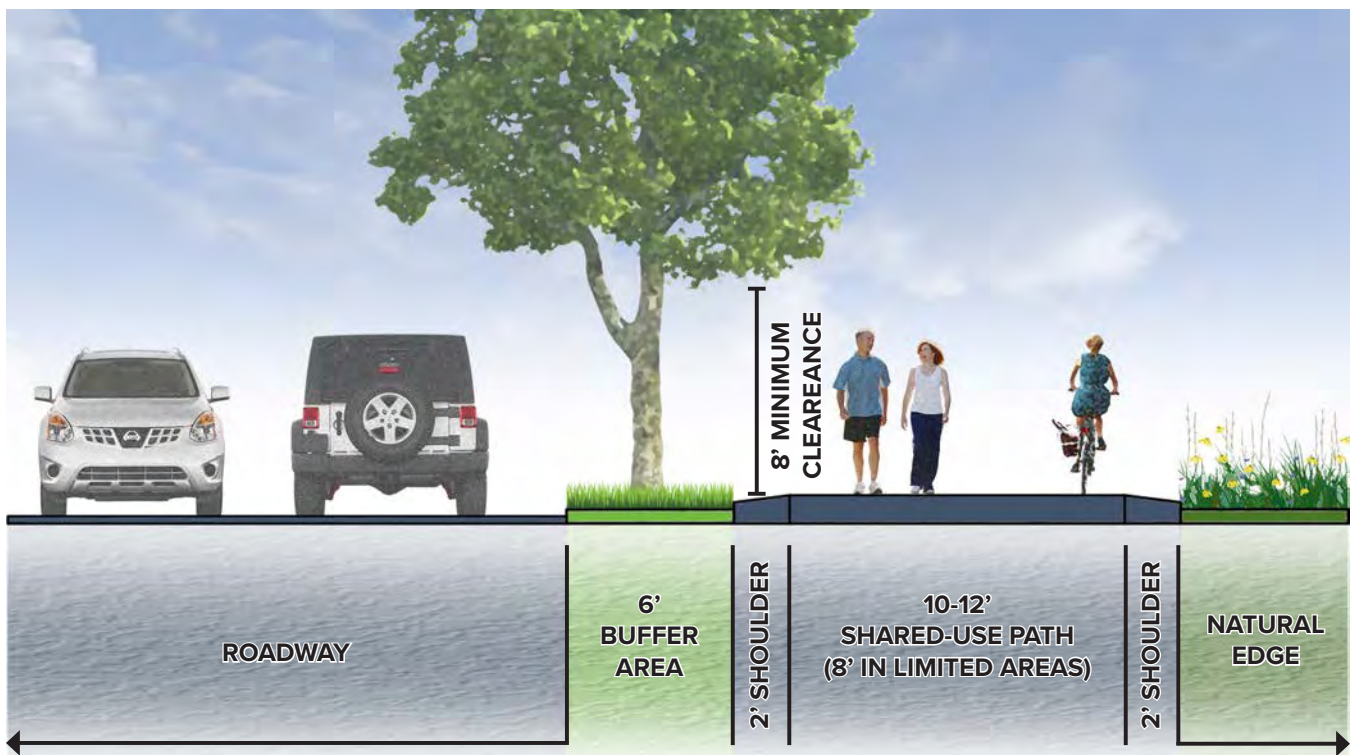


Figure 54 - Typical cross section illustrating how the Jasper-Huntingburg connection could be developed as a sidepath along Old Huntingburg Road.

Route 3 - Huntingburg to Ferdinand Connection -

Huntingburg and Ferdinand are also in close proximity, separated by only a few miles. From the very start of the planning process, the old *Ferdy Flier* abandoned rail line had been identified as a potential rail-to-trail conversion for this route. The rail line has been abandoned in for several years and most of the tracks and associated railroad infrastructure has been removed, to the point where finding its exact location is difficult in the field. The route provides a strong connection between Ferdinand and Huntingburg and passes near League Station in Huntingburg. When abandoned, it is believed that the property reverted back to the adjacent property owners, creating more difficulty in now obtaining the right-of-way for a trail. Later in the planning process it was determined that re-use of this corridor should remain in the plan as a long-range goal, but a more near-term route needed to be planned that could be implemented sooner. Therefore, two options are included in this plan for the route between Huntingburg and Ferdinand:

- **Option 3A** - Ferdy Flier Rail-to-Trail Conversion- long-term route utilizing the old Ferdy Flier railbed. The route would begin along Industrial Park Road in Ferdinand and travel northwest through the countryside connecting to East 1st Street in Huntingburg near Municipal Park and League Stadium. The total route length of this option is approximately 6.6 miles. **Planning-level Budget-** \$7,191,974. A detailed breakdown of costs is included in **Appendix B** of this report.
- **Option 3B** - South Ferdinand Road Connection- On-street Bike and Pedestrian Route utilizing South Ferdinand Road NW and W. 700 S to make the connection to the south side of Huntingburg. This was deemed to be the near-term priority for this connection. The total route length of this option is approximately 5.1 miles. **Planning-level Budget-** \$28,050. A detailed breakdown of costs is included in **Appendix B** of this report.

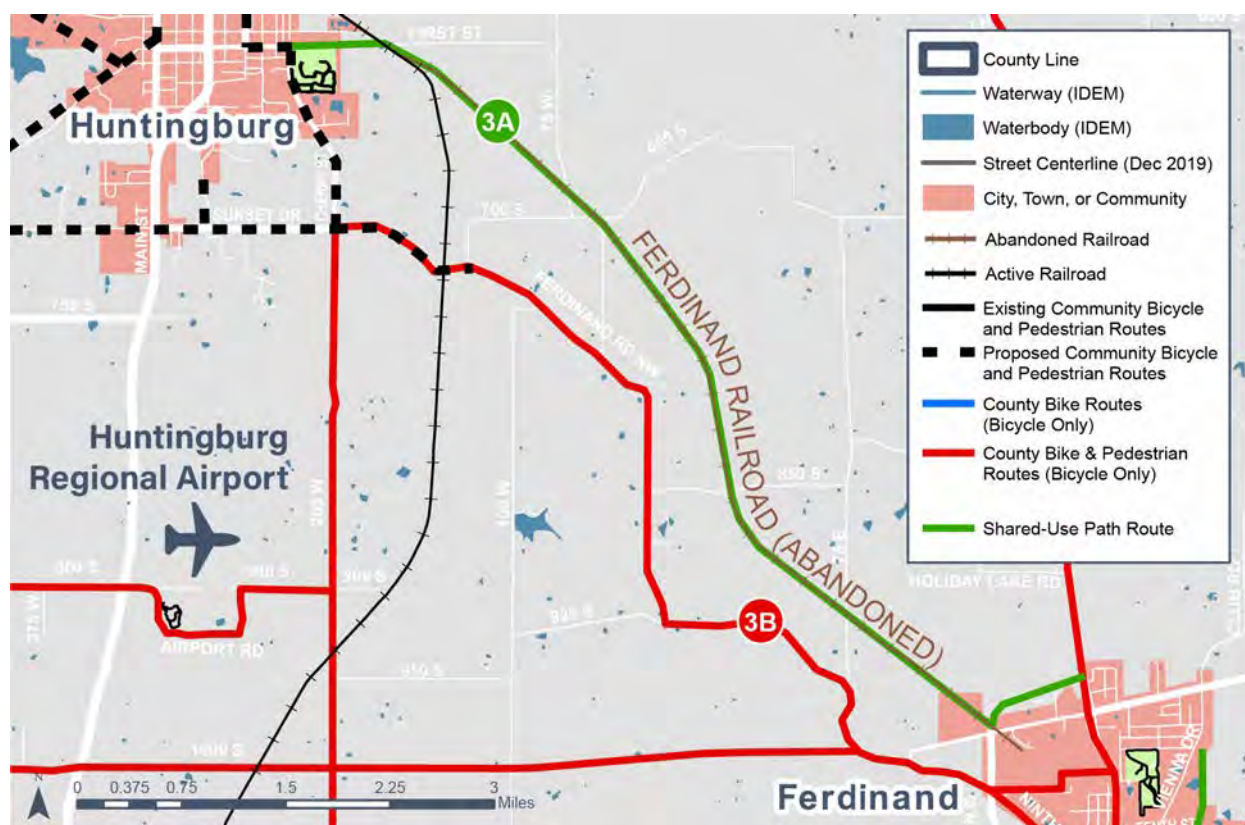


Figure 55 - This plan includes two options for the connection between Huntingburg and Ferdinand. 3B is a short-term option using county roads and 3A is a long-term option to convert the old Ferdy Flier railbed to a shared-use path.

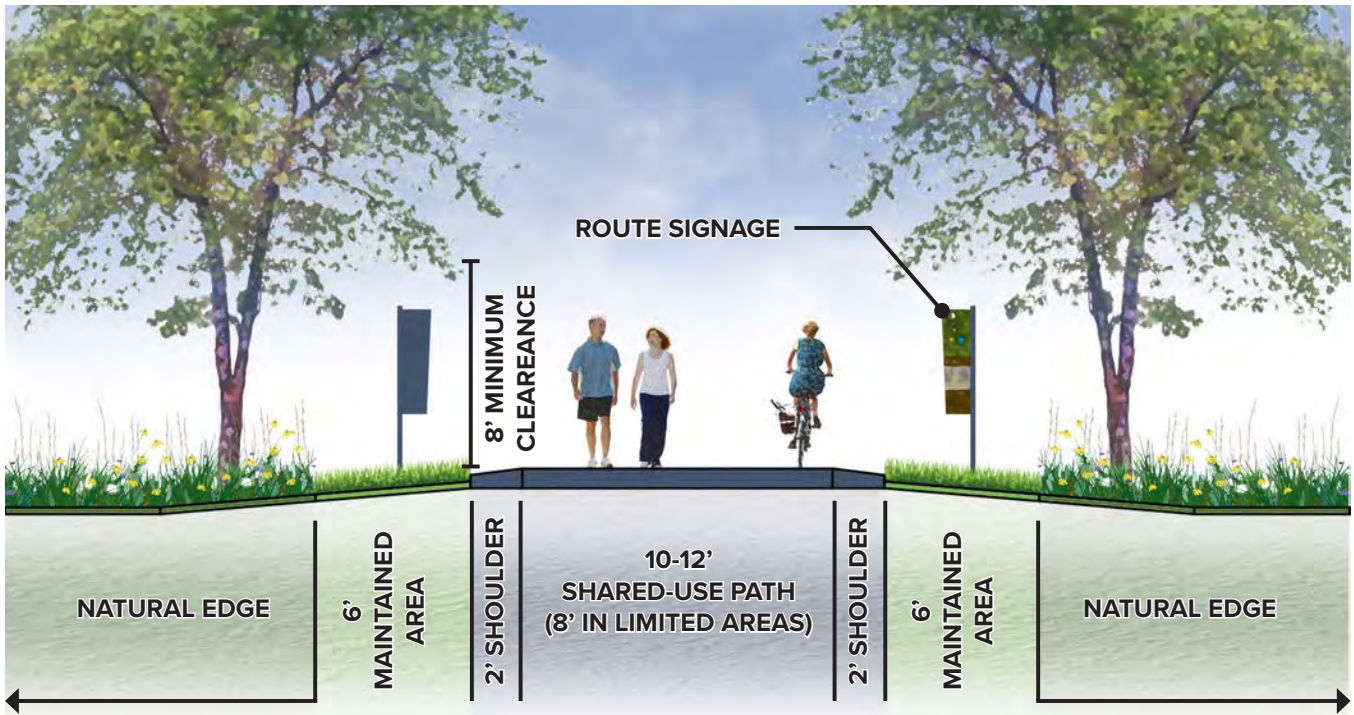


Figure 56 - Typical cross section of the Option 3A which uses the old Ferdy Flier railbed for the connection between Huntingburg and Ferdinand.

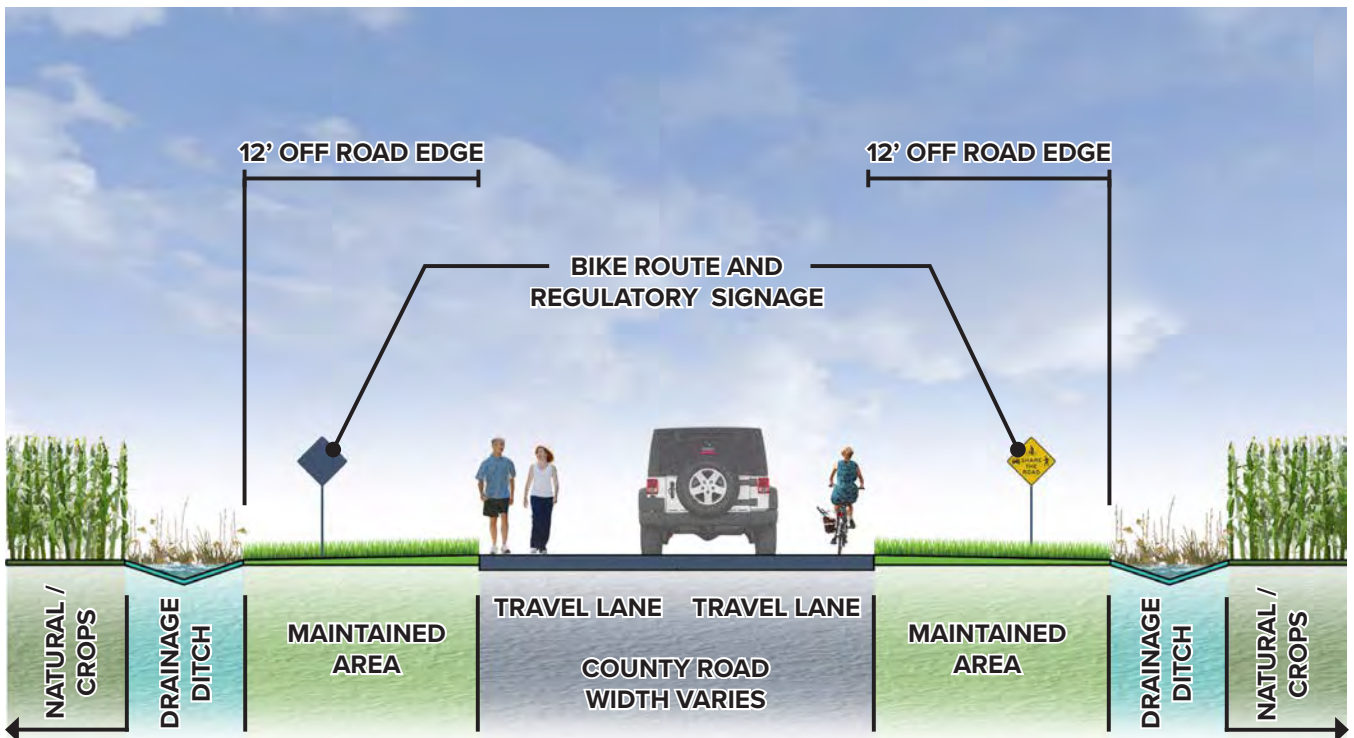


Figure 57 - Typical cross section of the Option 3B which utilizes existing county roads to create a Bike and Pedestrian Route for the connection between Huntingburg and Ferdinand.

Route 4 - County Fairgrounds Connection

The Dubois County Fairgrounds is located along SR 162 southeast of Jasper, east of Huntingburg, and north of Ferdinand. In addition to county fair activities, the fairgrounds include modern facilities and walking trails making it a popular place for walkers and ideal destination for bikes and walking in the county.

Early in the planning process, four different routes were identified utilizing existing utility corridors, local ditches and public roads. Many of these routes were connected into the overall system through route 2B east of 231. The proposed routes ran west from the fairgrounds and connected at different points along the planned route 2B. Each of these routes had their own challenges, but once route option 2B was removed from the plan, three of the four early routes were eliminated. In their place, two options were developed for the connection of the system to the Fairgrounds:

- **Option 4A - SR 162 Shared-use Pathway-** The first option entails construction of a shared-use path along SR 162 between Jasper and 64. Through the various bike and pedestrian routes, this would provide a multi-use connection to many of the communities in the County. The total route length of this option is approximately 5.2 miles. **Planning-level Budget-** \$5,699,094. A detailed breakdown of costs is included in **Appendix B** of this report.
- **Option 4B - Fairgrounds-Huntingburg On-street Bike and Ped Route-** A second route option would include a small shared-use path construction exiting the west of the Fairgrounds property and using existing county roads for both bicycles and pedestrians. These roads would include E. 400 S., S. Patoka Road, W. 350 S., W. 375 S., and W. 400 S. to make the connection into Huntingburg. The total route length of this option is approximately 4.8 miles. **Planning-level Budget-** \$565,260. A detailed breakdown of costs is included in **Appendix B** of this report.

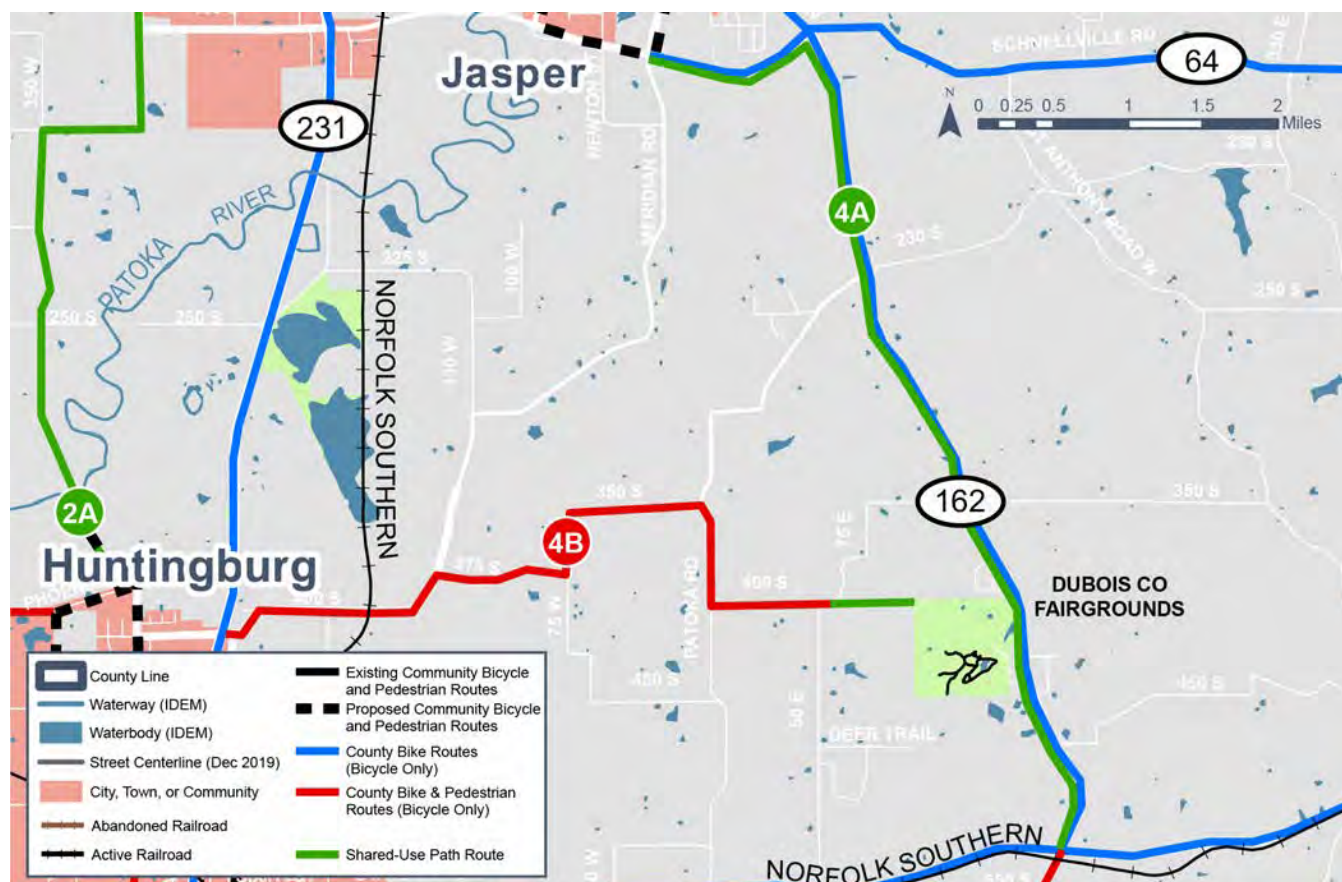


Figure 58 - This plan includes two options for the connecting the Dubois County Fairgrounds into the overall planned bike and pedestrian network.

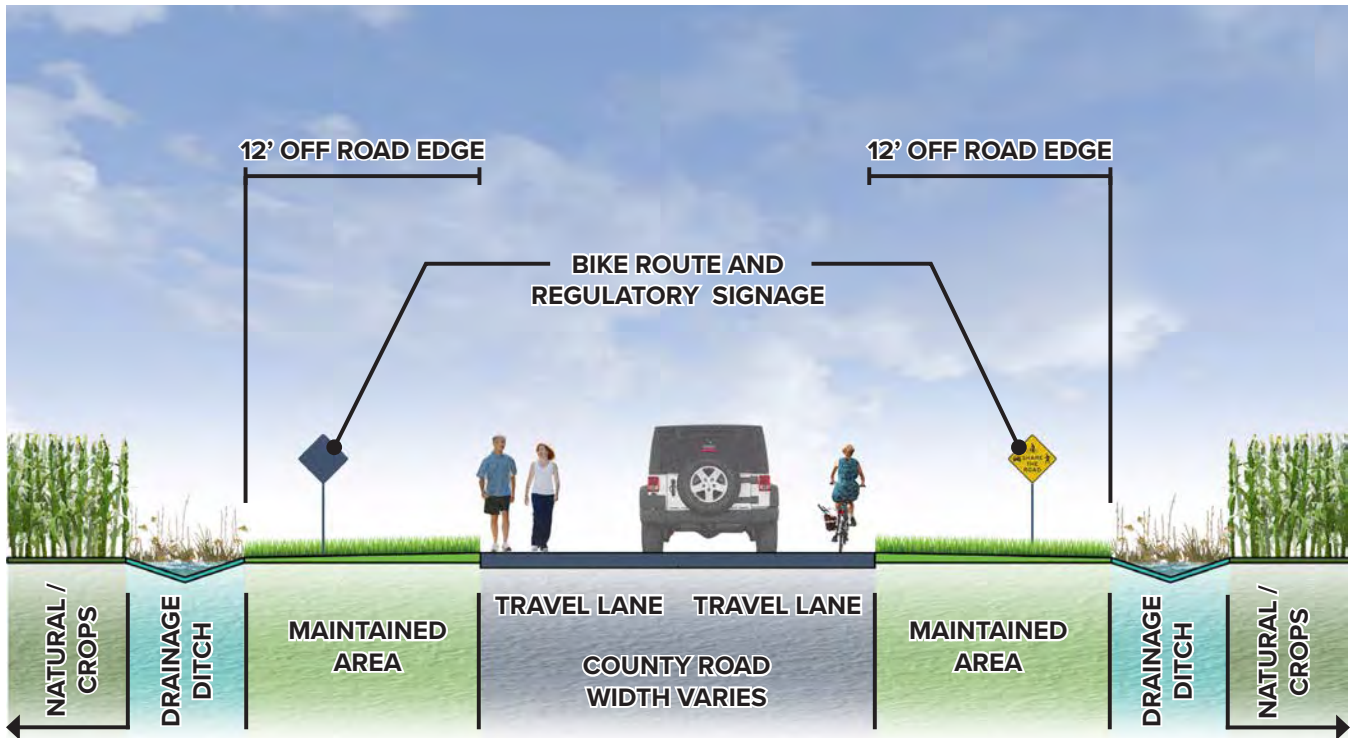


Figure 59 - Typical cross section of the Option 4B illustrating the Bike and Pedestrian Route connection between Huntingburg and the County Fairgrounds.

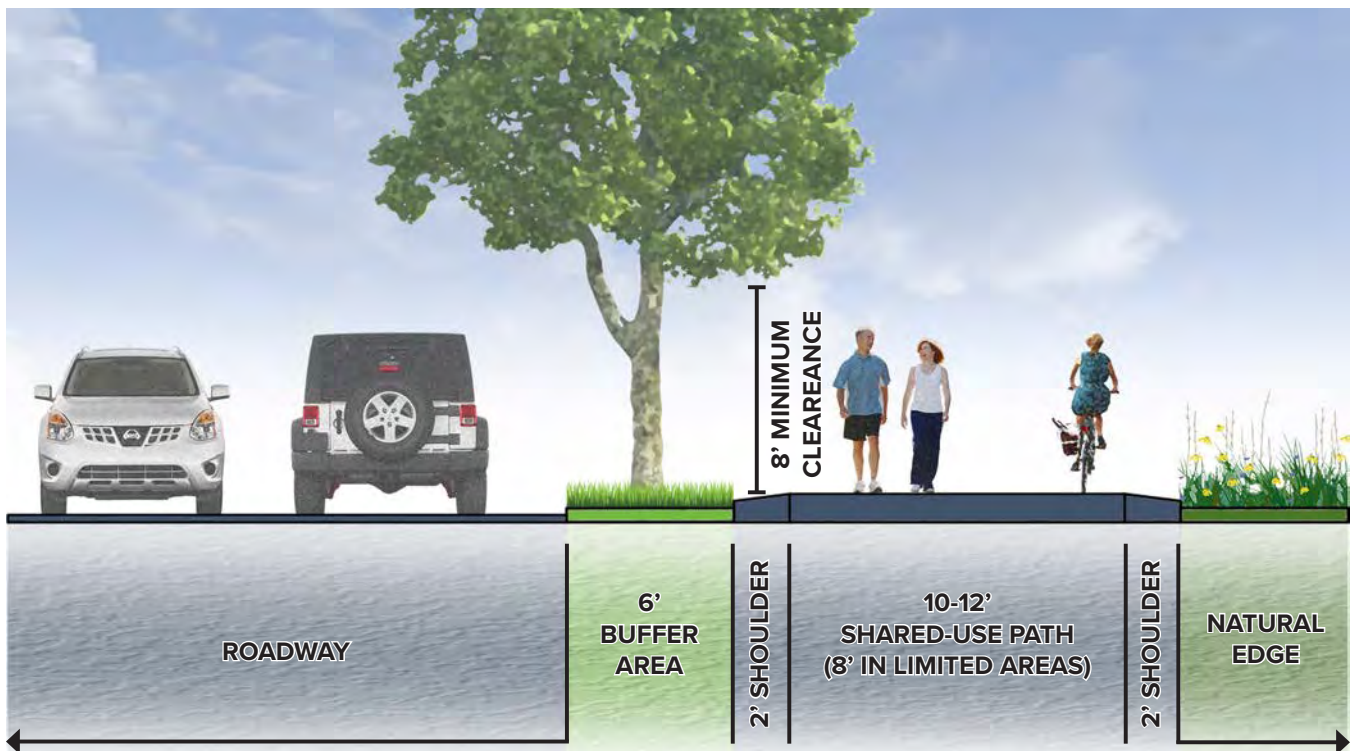


Figure 60 - Typical cross section of the Option 4A illustrating the Shared-use Path connection along SR 162 for the County Fairgrounds connection.

Route 5 - Ferdinand State Forest Connection

One of Dubois County’s greatest assets is its access to state and national parks and recreational lands. Ferdinand State Forest is one such property, located in southeast Dubois County just northeast of Ferdinand. This route provides a connection between the east side of Ferdinand and the entry to Ferdinand State Forest. The route would include a shared-use path constructed parallel to existing roadways. The route begins on East 14th Street near the Sisters of Benedict Monastery and follows East Convent Road past Ferdinand Old Lake to S. 475 E. It would then follow East 23rd Street/SR 264 to the state forest’s north entrance. The total route is approximately 6.2 miles.

Planning-level Budget- \$8,107,316. A detailed breakdown of costs is included in *Appendix B* of this report.

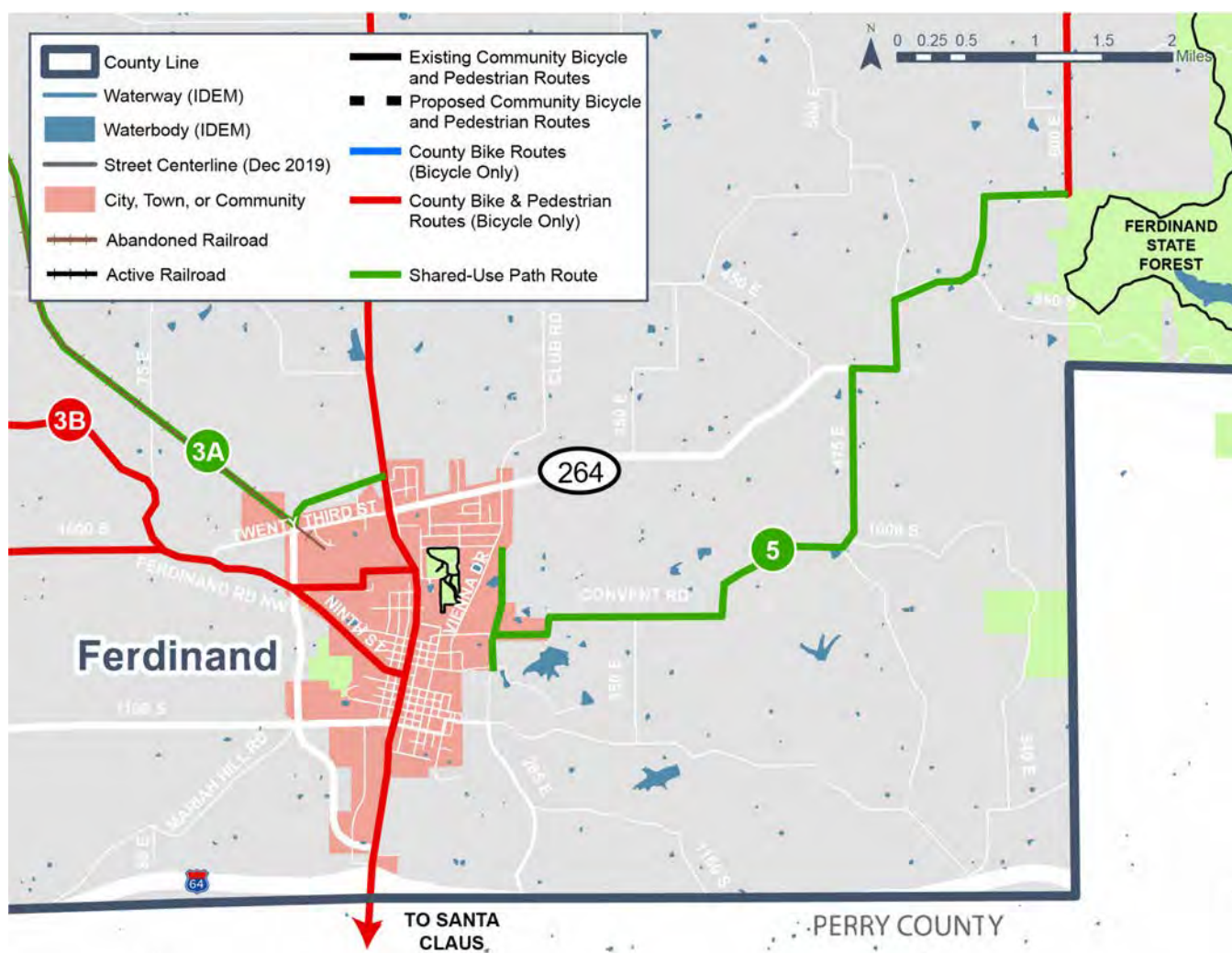


Figure 61 - This plan includes a shared-use path connection between Ferdinand and the Ferdinand State Forest.

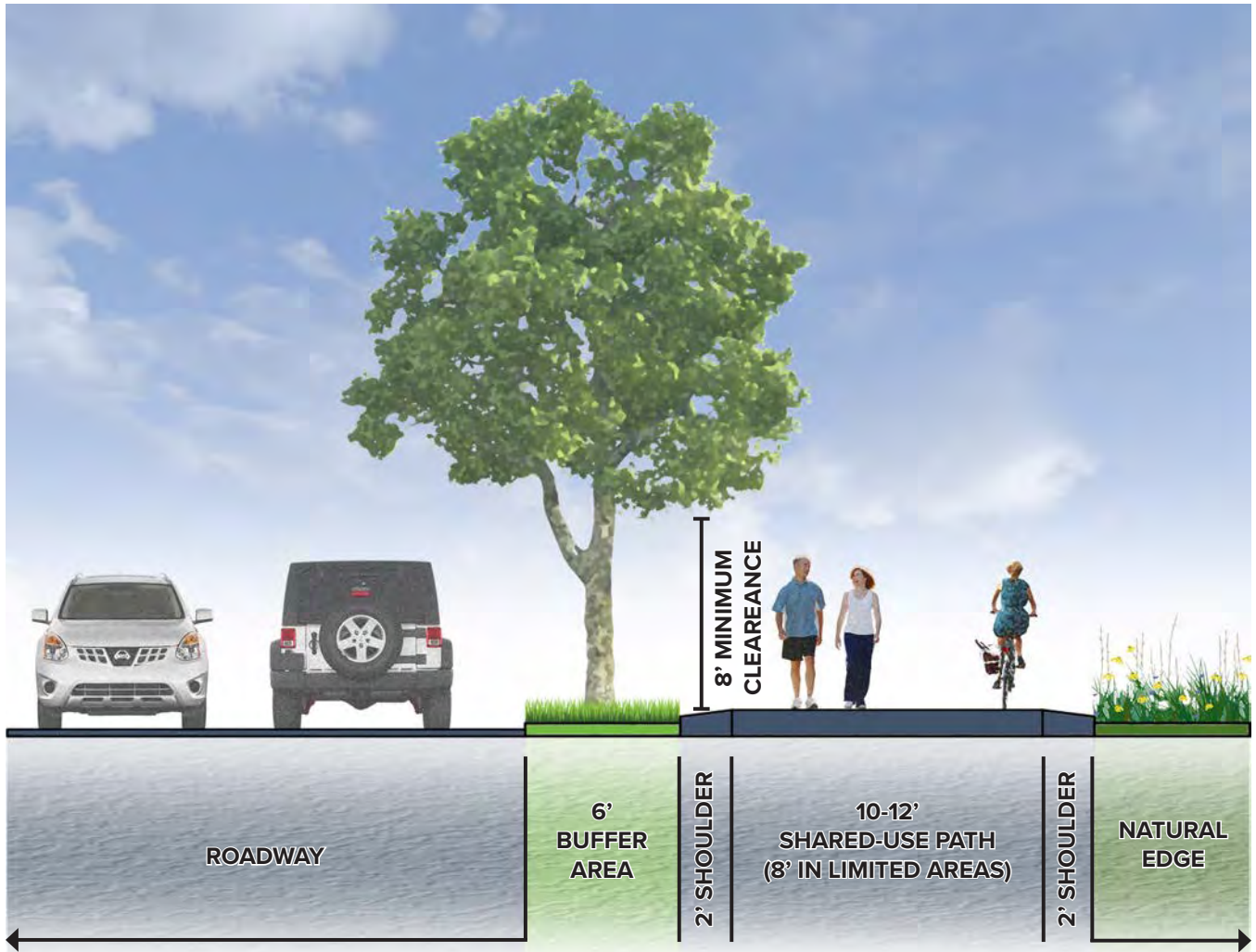


Figure 62 - Typical cross section of the sidepath construction of the connection between Ferdinand and the Ferdinand State Forest.

Route 6 - Jasper to Ireland Connection -

There has been significant residential growth in recent years west of Jasper between Jasper and Ireland. This growth, recent planning efforts by Ireland, and a strong public school system has helped create demand and growth in this area. Both communities have embraced this. The Jasper Comprehensive Plan and recent Transportation Plan include planned connections between Jasper and Ireland, and the Ireland Vision Plan also envisioned strong bike and pedestrian connections between the two communities. The Jasper-Ireland connection builds upon both of those plans and provides strong connections to these new residential areas through the implementation of a new shared-use path.

The route begins on the north side of Jasper Little League Park and runs east along 12th Street to S. St. Charles Street where it turns north and runs to W. Division Road. The route heads west along Division to N. 400 W. where it turns north and follows the road to Shiloh Road. At Shiloh Road, the route becomes an on-street County Bike and Ped Route in the area that passes the old Shiloh Church. Once past, the route again becomes a shared-use path and parallels 150 N to the west, then turn north and follows N. 500 W. to Ireland. This entire route is also part of the planned trail improvement for Jasper.

The total route is approximately 6 miles. It should be noted that this route was also included in the Jasper Comprehensive Plan and the Jasper Transportation Plan, so this route should be elevated in priority given the consensus between the plans.

Planning-level Budget- \$6,321,192. A detailed breakdown of costs is included in **Appendix B** of this report.

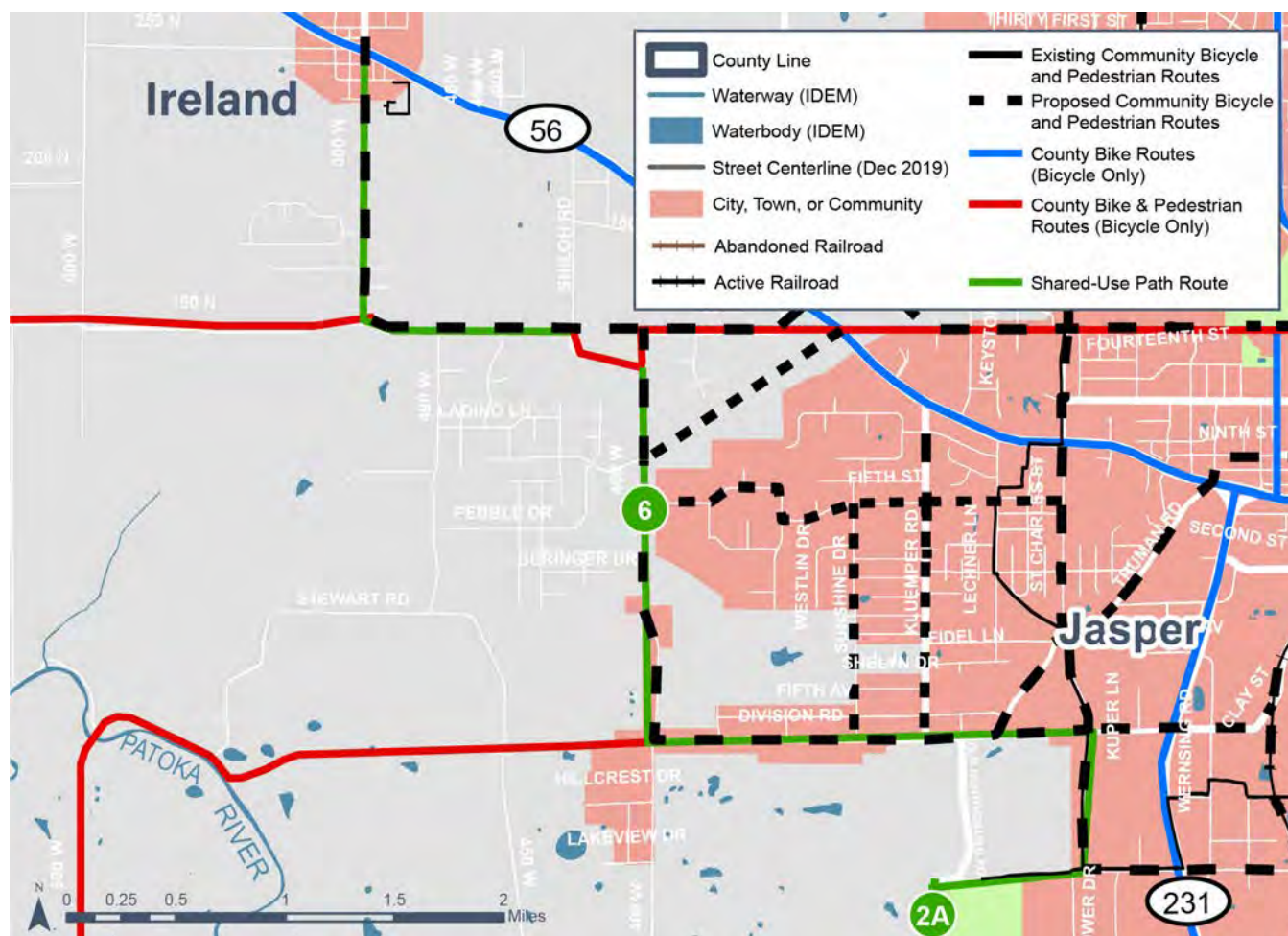


Figure 63 - The shared-use path connection between Jasper and Ireland.

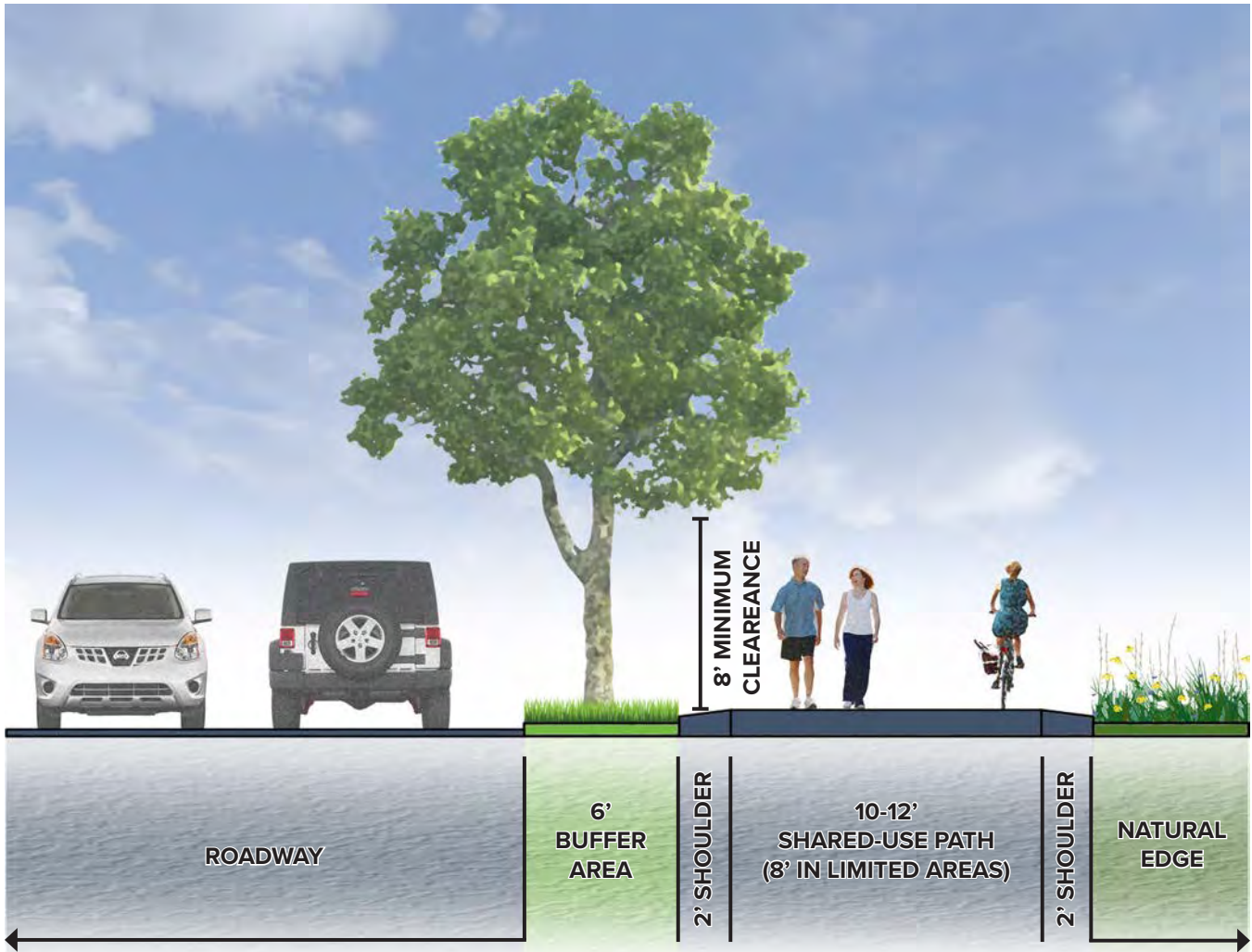


Figure 64 - Typical cross section of the sidepath construction of the connection between Jasper and Ireland. One small portion of this connection, the area near the historic Shiloh Church and Cemetary, will be on-street, but the majority of the route will be a shared use path.

Local Improvements for County Routes

The planned route network connects to each community's planned trail or pedestrian network. For purposes of this plan, the previous planning in place is not being changed (for example, we aren't changing the current trail plans in each community). But in some cases, improvements are identified within a community's corporation limits. In these cases, one of the following two scenarios shall be applied:

- If the route coming into the town is a shared-use path, efforts should be made to continue the shared use path into the corporation limits and connect with a designated bike and pedestrian network.
- If the route coming into the town is NOT a shared use path, local improvements shall include bike use on the streets and sidewalks for pedestrians.

In either case, these overlapping segments should be elevated within each community's implementation schedule since they complete and connect to a key component of the new county-wide system.

Given their connections to the new proposed county-wide network, portions of the planned networks in some communities take on a greater importance and should be given higher priority based on their relation to the proposed plan. Some specific in-community connections/improvements include:

Connections within Jasper

The proposed county network provides key connections to 14th Street on the west side of Jasper, with the intent that the planned future bike and pedestrian facilities identified along 14th Street will provide a critical connection to the Parklands and its trail system. ***Given the importance and this new connection to the county network, improvements to implement bike and pedestrian facilities along 14th street should be given greater priority.***

Connections within Huntingburg

Chestnut Street, part of Huntingburg's planned trail route, is a key street in terms of the City's connection to the county network. Route 2A (shared-use path) connects to Chestnut Street on the north side of the city, and a new County Bike and Pedestrian Route (red route) connects on the south side. Chestnut's importance to connecting the system is even greater given that the newly constructed railroad overpass provides bike and pedestrian passage over the busy Norfolk and Southern rail line is in place. ***Huntingburg should elevate the priority of bicycle and pedestrian improvements along the entire length of Chestnut Street.***

Ferdinand Community Connections

Ferdinand has a strong base of walking trails at the 18th Street Park. The local streets and drives at the Sisters of Benedict Monastery are also attractive to walkers. Ferdinand's location makes it a "hub" or connection points in all directions, with connections coming in from the west, northwest, north and east. To be most successful, these new county routes should be connected up to the existing trails in 18th Street Park. ***It is the recommendation of this plan that a detailed trails master plan be complete for the areas within the corporation limits of Ferdinand to plan and develop the connections between the proposed county routes and the existing trails at 18th Street Park.***

Connections within Holland

Several County Bike and Pedestrian Routes converge in Holland. The American Legion Memorial Park provides current walking trails throughout the park and around the lake. ***The Holland community needs to identify and provide bicycle and pedestrian facilities to connect the County Bike and Pedestrian Routes to Lakeview Park.***

THE CONCLUSION - BIKE AND PEDESTRIAN NETWORK

This routes included in this section represent 260 miles in bike and pedestrian facilities and upwards of \$70 million in potential investment in bike and pedestrian infrastructure. The routes outlined provide both short and long-term improvements that will provide bike and pedestrian connectivity across Dubois County.

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4 PRIORITIZATION AND IMPLEMENTATION

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PRIORITIZATION AND IMPLEMENTATION

The Dubois County Bike and Pedestrian Master Plan outlines nearly 263 miles of bike and pedestrian routes and represents a significant level of investment for the County. A detailed prioritization process was developed to help formalize the priority of investment for the system. The system was divided into two separate prioritization categories: on-street routes and shared-use path routes.

PRIORITIZATION PROCESS

Implementation of On-street Routes- Implementation of the on-street routes consist of a different level and different type of investment. Since new infrastructure (pavement) is not needed for these types of routes, they were treated holistically as single projects. For example, the implementation of the 109 miles of County Bike Routes (blue) are treated as one implementation project. The implementation of the 108 miles County Bike and Pedestrian Routes (red) are treated as a single implementation project.

The implementation of these two routes was given high priority due to the ease of implementation, the lower overall costs, and the resulting high visibility that the implementation of these two types of routes will give the overall system. Implementation of these two routes give immediate bulk and weight to the overall system at a minor implementation cost. Immediate implementation steps include:

- Publishing the new routes on the county website.
- Development of new signage standards for each type of route.
- Development of signage placement standards for both routes, including pavement marking design guidelines for the County Bike and Pedestrian Routes.
- Installing new signs and pavement markings.
- Development of a press release to announce their designation as part of the county-wide bike and pedestrian network.
- Development of promotional materials and programs to promote the new on-street network.
- Working with the Community Foundation and local tourism board to promote the new county routes.

Implementation of Shared-Use Path Routes- For the shared-use pathway routes, several route options were developed and presented to the project advisory committee. The advisory committee discussed each option and evaluated the overall feasibility of each route, evaluating each route against local conditions or known obstacles (such as property ownership, floodplain issues, or other natural constraints). From this discussion, the list of options was narrowed down to six overall routes. Some routes still contain options, but each option forwarded on was deemed to be a feasible opportunity for the route.

DUBOIS COUNTY BIKE & PEDESTRIAN MASTER PLAN

Once the list of routes was narrowed, each route was evaluated based upon how well the route responded to the following criteria:

- How well the route met each of the six goals and objectives established for the project?
- Ease of implementation - how easy is the implementation process for each route or route type?
- Cost of implementation - how costly would each route be to implement?
- Degree of Connectivity - how well each route/route type provided connections to significant destinations or communities in the county?
- Degree of policy change required - how much change in local policy will be required to implement the route?
- Special circumstance - are there special or unique circumstances that should elevate the priority of the route?

Each Advisory Committee member was given a set of evaluation forms and score each route on a scale of 1-3, with the higher scores representing a more favorable rating. Scores were developed independently and compiled to determine the general order of priority of implementation. The process resulted in the follow prioritization of the shared-use path routes:

1. Jasper-Huntingburg Route
2. Huntingburg-Ferdinand Route
3. Ferdinand-Ferdinand State Forest Route
4. Jasper-Ireland Route
5. Jasper-Patoka Lake Route
6. County Fairgrounds Route

This prioritization was presented to the Advisory Group and it was generally agreed upon that the list represented the desired implement priorities. However, it was also noted that the advisory committee wanted the list to allow the ability to adjust the order of implementation as specific funding to property acquisition opportunities become available. The group agreed that the Jasper-Huntingburg route was the top priority, but that the remaining five were all priorities as well.

IMPLEMENTATION- PRIORITIZATION

For purposes of developing a detailed implementation plan for the physical facilities, the routes can be viewed as two different types of facilities:

- **On-Street Routes** - facilities that utilize existing street infrastructure and don't require physical construction for implementation.
- **Shared-use Paths** - Biking and Walking facilities developed specifically for bikers and walkers, separated from other motorized vehicles. These facilities require new construction of infrastructure.

It is recommended that implementation on both of these types of facilities happen concurrently.

On-street Routes

The new planned network of facilities include 217 miles of on-street facilities and provide the bulk of the County's new proposed bike and pedestrian network. These routes provide the greatest longer-level connectivity and will be the most visible of the new routes in the county. Since they use existing street infrastructure, they don't require new infrastructure (pavement) construction, greatly reducing their overall costs. Improvements that will be needed include signage and promotional mapping and materials to begin making residents aware of the routes. *It is recommended that designating these routes, installing associated signage, and initiating the development of promotional and educational materials (see below) be the top immediate priority and first step of implementation.* This allows the network to quickly take shape, raise awareness, and get a sizable amount of the system in place while funds are raised for some of the more costly segments of shared use paths.

Shared-use Paths

While implementation is starting on the on-street routes and the administrative and oversight bodies are being established, implementation of the shared-use paths can begin with the appropriate fundraising, grants, and local coordination needed to implement these facilities. Each of these routes will need a feasibility study to determine more precise design issues of each segment. *It is recommended that each segment be handled individually and that the county should begin a feasibility study and design on the highest priority route between Jasper and Huntingburg.*

The Advisory Group's rankings above list a potential order of implementation for the shared-use path segments. It was noted, however, that the Advisory Group believed that all six of the routes should be given priority and it was recognized that the exact order could be determined by grant availability, availability of property for the paths, or other special circumstance that could lead to the routes being developed in a different order than listed. Given the distribution of these routes in different parts of the county, local communities may be able to raise funds for implementation. It is recommended that consideration be given to the individual trail-segment circumstances that may impact the timing of implementation.

French Lick-Jasper Rail-With-Trail (Routes 1A) -

One of the special circumstances that was identified during the planning study was the development of a rails-with-trail line along the existing French Lick Scenic Railroad that connects Jasper to French Lick. This 30+ mile draw could be a significant tourist attraction and could generate revenue and tourism dollars for both Dubois and Orange Counties. The railroad has expressed interest in exploring this option. This route could become a high priority route should significant funding be found for a regional asset. This would also require cooperation and a significant investment by Orange County as well.

Cuzco Station Route (Route 1C) -

A similar, but much less costly option to leverage tourism dollars from the railroads, is the creation of the Cuzco Station route. In this scenario, a new station would be created at Cuzco that would allow travelers on the trains to get off and connect to the Patoka Lake facility through a two-mile trail along Cuzco Road. This scenario would allow the train to begin leveraging the tourism, but with a much lower initial construction cost. It would also allow the County to complete the work without coordination with Orange County. A final potential would be for the county to develop the station site and provide some economic development in this area. This, too, represents a special circumstance that could elevate the level of priority for this route.

FIVE-YEAR IMPLEMENTATION MATRIX

A five-year implementation matrix was developed to guide the formation of the county oversight group and to provide a framework in which the group could begin to implement the physical system as well as the policies needed to operate and promote it. The matrix was broken into different types of actions:

- Policy/Administrative- these action items deal with getting the policies and administrative items in place in order to oversee the development of the network.
- Implementation-planning- these actions outline the detailed planning for securing budgets, identifying priorities, and establishing the professional planning for getting the system constructed or installed.
- Implementation- construction- these tasks deal specifically with the implementation and construction of new facilities.

The matrix is set up so that many of the administrative tasks of establishing a permanent oversight group and administering the group is handled in the remaining months of 2021 and 2022. The matrix outlines the implementation of the County Bike Routes (blue) and County Bike and Pedestrian Routes (red) in 2022 and beginning a more methodical planning and construction for the green shared-use path routes in later years. This sequence allows for the proper budget allocation, planning and design to occur on a predictable cycle.

The matrix also identifies the continued promotional and educational efforts to make county residents aware of the network.

This matrix is only intended to be a preliminary framework and should be revised and revised annually by the oversight group created for the county bike and pedestrian network.

IMPLEMENTATION ITEM	IMPLEMENTATION TYPE	RESPONSIBILITY
YEAR ONE - 2021 (partial year)		
Adopt Dubois County Bike and Pedestrian Master Plan as supplement to the County Comprehensive Plans	Policy/Administrative	County
Adopt Dubois County Bike and Pedestrian Master Plan as supplements to the Comprehensive Plans in the individual communities.	Policy/Administrative	Individual communities in the County with Comprehensive Plans
Adopt Dubois County Bike and Pedestrian Master Plan as supplements to the County 5-year Parks and Recreation Master Plan	Policy/Administrative	Dubois County Parks Department
Establish Admin and Oversight Group for the County Bike Network	Policy/Administrative	Dubois County
Evaluate individual community bike and pedestrian plans to re-evaluate implementation priorities based upon adopted county routes and connections	Implementation- Planning	City of Jasper, City of Huntingburg, City of Ferdinand
Initiate discussions between County, local communities, and Orange County on the potential submittal of a RAISE grant application for French Lick Scenic Railroad trail	Implementation - Planning	Dubois County/City of Jasper
Submit RAISE grant application for the French Lick Scenic Rail-With-Trail Planning study	Implementation - Planning	Dubois County/City of Jasper/Consultant
Establish ongoing Oversight Group meetings	Policy/Administrative	Dubois County

DUBOIS COUNTY BIKE & PEDESTRIAN MASTER PLAN

IMPLEMENTATION ITEM	IMPLEMENTATION TYPE	RESPONSIBILITY
YEAR TWO - 2022		
Once oversight group established, develop online presence for Bike and Pedestrian plan and routes and begin promotion.	Policy/Administrative	Bike and Pedestrian Network Oversight Group*
Begin coordination with local foundations and other agencies (tourism, cycling, etc) to begin promotion of network	Policy/Administrative	Bike and Pedestrian Network Oversight Group*
Prepare signage and branding design standards for County Bike Routes (blue) and the County Bike and Pedestrian Routes	Implementation - Planning	Oversight Group*/Consultant
Prepare preliminary plans for County Bike Routes (blue) and the County Bike and Pedestrian Routes	Implementation - Planning	Oversight Group*/Consultant
Construct/install County Bike Routes	Implementation - Construction	Oversight Group*/Contractor
Construct/install County Bike and Pedestrian Routes	Implementation- Construction	Oversight Group*/Contractor
Identify funding availability for Route 2A between Jasper and Huntingburg	Implementation - Planning	Oversight Group*
Initiate feasibility and design for Route 2A between Jasper and Huntingburg	Implementation - Planning	Oversight Group*
Work with associated agencies and groups on the development of educational resources concerning the new bike and pedestrian plan	Policy/Administrative	Oversight Group*

IMPLEMENTATION ITEM	IMPLEMENTATION TYPE	RESPONSIBILITY
YEAR THREE - 2023		
Continue to promote new bike and pedestrian network	Policy/Administrative	Oversight Group*
Construct Route 2A between Jasper and Huntingburg	Implementation - Construction	Oversight Group*/Consultant
Work with Jasper and Huntingburg to prioritize connections to their communities for route 2A	Implementation - Construction	Jasper, Huntingburg
Identify funding and next priority route	Policy/Administrative	Oversight Group*
Initiate feasibility study and design for next shared-use path route	Implementation- Planning	Oversight Group*
Initiate county-wide awareness and educational campaign to promote and educate county residents about the bike and pedestrian network-establish annual campaign	Policy/Administrative	Oversight Group*
YEAR FOUR - 2024		
Initiate construction for next shared-use path route identified in 2023	Implementation - Construction	Oversight Group*/Consultant
Work with local communities to ensure connections are in place for newly constructed sections	Implementation - Construction	Oversight Group*
Identify funding and next priority route	Policy/Administrative	Oversight Group*
Initiate feasibility study and design for next shared-use path route	Implementation - Planning	Oversight Group*
Initiate county-wide awareness and educational campaign to promote and educate county residents about the bike and pedestrian network (annual campaign)	Policy/Administrative	Oversight Group*

DUBOIS COUNTY BIKE & PEDESTRIAN MASTER PLAN

IMPLEMENTATION ITEM	IMPLEMENTATION TYPE	RESPONSIBILITY
YEAR FIVE - 2025		
Initiate construction for next shared-use path route identified in 2024	Implementation - Construction	Oversight Group*/Consultant
Work with local communities to ensure connections are in place for newly constructed sections	Implementation - Construction	Oversight Group*
Identify funding and next priority route	Policy/Administrative	Oversight Group*
Initiate feasibility study and design for next shared-use path route	Implementation - Planning	Oversight Group*
Initiate county-wide awareness and educational campaign to promote and educate county residents about the bike and pedestrian network (annual campaign)	Policy/Administrative	Oversight Group*
YEAR SIX - 2026		
Initiate construction for next shared-use path route identified	Implementation - Construction	Oversight Group*/Consultant
Work with local communities to ensure connections are in place for newly constructed sections	Implementation - Construction	Oversight Group*
Identify funding and next priority route	Policy/Administrative	Oversight Group*
Initiate feasibility study and design for next shared-use path route	Implementation - Planning	Oversight Group*
Initiate county-wide awareness and educational campaign to promote and educate county residents about the bike and pedestrian network (annual campaign)	Policy/Administrative	Oversight Group*

POTENTIAL FUNDING SOURCES

Communities often utilize outside sources of funding to help leverage their tax dollars for major planning endeavors and infrastructure projects. While many short-term strategies for bicycle and pedestrian trails may rely on simple signage or trailheads which are more affordable, larger projects may demand large portions of the county's financial resources. Looking for additional funding from state and federal programs, grants, or private donors can help offset costs and allow the county to get more from the dollars it invests. The following provide examples, but not limited to, of possible alternative funding sources Dubois County can apply for and leverage to begin implementing this planning document and the strategies within.

Federal Funding

Land and Water Conservation Fund (LWCF)

The LWCF is a matching assistance program that provides grants for 50% of the cost for the acquisition and/or development of outdoor recreation sites and facilities. The allocation usually is divided between Department of Natural Resources' projects and local government park. Because the LWCF is a reimbursement program, the project sponsor does not receive the grant funds once the application has been approved. Rather, the sponsor is reimbursed 50% of the actual costs of the project. The sponsor must have the local matching 50% of the project costs available when the application is submitted. Only parks and recreation boards established under Indiana Law are eligible for this funding, and must have a current 5-year parks and recreation master plan on file. The minimum request for LWCF programs is \$50,000, up to \$250,000 as the maximum.

<https://www.in.gov/dnr/outdoor-recreation/grants/land-and-water-conservation-fund/>

Current Covid-relief Funding

Congress passed the American Rescue Plan Act in the spring of 2021 which will provide \$1.9 trillion to families and communities struggling from the impacts of Covid-19. Much of the funding will be allocated to state and local governments to assist with filling gaps in local budgets and preventing cuts. Funding will also be available for capital projects related to health monitoring and education, with additional considerations given to shovel ready projects. This funding is set to be available to communities before the end of 2021, during the beginning stages of this document's implementation.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants

The U.S. Department of Transportation (DOT) has issued a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in discretionary grant funding in Fiscal Year (FY) 2021 through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. These funds were formerly known as BUILD and TIGER funds. According to the Department of Transportation:

“Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. For this round of RAISE grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State, as specified in the appropriations act. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty. To ensure that the benefits of infrastructure investments benefit communities large and small the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas respectively.”

Additional information can be found at <https://www.transportation.gov/RAISEgrants>.

State Funding

Next Level Trails Funding

This program through Indiana DNR helps Indiana communities invest towards the development of regionally and locally significant trails. Funding can be applied for through local units of governments or 501(c)(3) non-profit organizations. All non-motorized trail types are eligible, but additional consideration is given to multi-use trails. All trails must be open to the public. The minimum requestable amount is \$200,000 and the maximum is \$5 million, depending on if a project is at the regional or local level. The grant requires a minimum 20% match, with eligible matches including monetary contributions, land value, and in-kind donations of materials and labor.

<https://www.in.gov/dnr/outdoor-recreation/grants/next-level-trails/>

Indiana Trails Program Grant

The Indiana Trails Program is a new trails program that will replace the Recreational Trails Program (RTP) in 2021. The new ITP program will be similar to Indiana's former RTP and will still be administered by the Department of Natural Resources Division of Outdoor Recreation. The main difference is that funds for ITP will now be state dollars rather than federal funds. All units of government and 501(c)(3) non-profit organizations are eligible to apply and can use funds for construction of trails, acquisition of easement or property for trails, development of trailheads and supporting facilities, and construction of bridges, boardwalks and crossings. The ITP will provide a maximum of 80% reimbursement for eligible projects. At the time of application, an applicant must have at least 20% of the total project cost available and can request a minimum of \$50,000 and maximum of \$250,000 in grant assistance.

<https://www.in.gov/dnr/outdoor-recreation/grants/indiana-trails-program/>

Indiana Place Based Investment Fund

A partnership between the Indiana Office of Tourism Development (IOTD) and Office of Community and Rural Affairs (OCRA) have developed a grant program to help make quality of place projects true community-wide investments, helping transform a community into a place people want to live, work, and invest. The program is in its fifth year of operation and gave out multiple grants, up to \$50,000, in 2020.

Other state funding opportunities include but are not limited to:

- President Benjamin Harrison Conservation Trust
- Destination Development Grant
- Regional Cities
- Stellar Communities

Regional/County Funding Sources

Community Foundations

Although they should not be relied upon for the full funding of an infrastructure project, community foundations often have funding and additional resource which can assist with place making projects. The Dubois County Community Foundation has over 400 different endowments under their management and strives to use those funds to champion the charitable work of local non-profit organizations. Collaboration between private, public, and non-profit entities can often lead to a greater success of community-based projects than simply relying on the public sector alone.

<https://www.dccommunityfoundation.org/>

Local Option Income Tax (LOIT)

This is a tool which allows votes within a city or county, either directly or through their representatives, to choose whether to increase taxes to pay for services state tax payers may be unwilling to fund. While the additional taxes gained through this method are limited, a county can use the LOIT to fund additional needs for public safety or levy growth replacement (levy freeze).

TIF Districts

TIF districts are another option for improving infrastructure within a specified area. They are used by many communities to fund local infrastructure improvement projects. Tax rates for developments within the district are locked at a set rate, and as property values rise within the district, any additional tax revenue generated is used to fund improvement projects within the district instead of using it for typical purposes. These districts are often criticized because they redirect tax revenue from other groups within the county, but can be very effective at pushing new development in the area.

Private Funding Sources

In addition to federal, state, and local funding sources, communities looking to upgrade bicycle and pedestrian infrastructure can also turn to private organizations to help bridge the gaps in funding. While the options may be more limited than funding sources at the federal or state level, partnerships and private dollars can be leveraged to increase the match a community must provide for most grants. The following are a few examples of what private funding sources can include:

- Private Foundations/Endowments
- Non-Profit Trail Grants (such as Rails-to-Trails Doppelt Family Trail Development Grant or the Greenways Foundation)
- Corporate Grants
- Utility Companies

GOVERNANCE AND OVERSIGHT

Governance and oversight of the proposed county-wide network will be a key consideration for county and local leaders. Early local thinking placed responsibility for the county-wide system with the Dubois County government. However, the sharing of implementation costs, on-going maintenance, and general oversight will likely create shared responsibilities if the entire county is to function and a single system. While the county will likely retain control over the network, ***a system of governance, such as a board of oversight or an ongoing group of city and county officials or agencies, should be designated to assist in the oversight of the network.***

Ongoing responsibilities of this oversight group should include:

- Ongoing maintenance and consistent application of maintenance activities to the system within the individual communities as well as in the county.
- Development and adherence to a uniform application of design standards on all bike and pedestrian facilities within the individual communities as well as in the county.
- Consistent promotion of community and county routes as part of one, consistent overall network.
- Coordination and prioritization of implementation of the planned county-wide network.
- Coordination on ongoing design and construction funding for the county-wide network.
- Report out from community representatives back to their local boards and agencies involved with implementation of the system.
- Development of policy recommendations and changes needed within the local communities concerning the implementation of the network and prioritizing new connections to the network.
- Developing joint strategies for promotion of tourism aspects of the communities and the county.
- Creating Memoranda of Understanding on jointly-controlled service on the system such as fire, police, and EMS.
- Employ uniform legal representation for both the community and county systems.

EDUCATION, SAFETY AND AWARENESS

Education and promotion of the new network is one of the most important aspects of the plan's implementation, especially given the different facility types included in the plan. Creating awareness of the system and educating the public about the network ultimately promotes users, but also provides for additional safety for the users. This is especially true on the proposed County Bike Routes and County Bike and Pedestrian Routes which are on-street facilities. Making motorists aware of the potential presence of cyclist and walkers go a long way in making these facilities safer to use.

Raising awareness of the connectivity of the system also provides for a greater understanding of the network's connections and how these connections can now be traversed by bike or by walking. The planned network provides several key connections that residents may not be aware of, and efforts should be made to increase the overall awareness of the system.

There are many educational and promotion activities that should be developed in concurrence with the implementation of this plan. These activities include:

- Develop a public awareness campaign that alerts motorists to walkers and cyclists using the new network. Create print materials that can be distributed at key locations to help educate the general public about how to use these facilities---for both walkers/cyclists and motorists. Coordinate with local advocacy groups to promote and offer educational resources to assist in raising awareness of the new system.
- Create a new web presence with all of the details, rules, and map routes for the system. Promote the new website as a one-stop destination for learning more about the network. Provide online educational resources to supplement the website materials.
- Identify targeted groups for awareness campaigns and distribution of promotional and educational materials. Groups could include local schools, social clubs, churches, healthcare facilities, hospitals, fitness centers, and other locations where potential users might find information.
- Make sure that facilities include recognizable symbols, logos, or signage that very clearly link the physical facility to the printed materials and educational materials. Make sure that all educational and promotional materials match the design standards for the facilities so they become easily recognizable.
- Develop and facilitate bicycle and walker safety promotions at least twice a year with the goal of increasing safety on the facilities. Coordinate efforts with local police and fire departments to increase awareness, publicity, and credibility of the programs.
- Incorporate locational identification methods---milemarkers, maps, or other information that provides orientation and location information--- into the design standards for the facilities and educate dispatchers and 911 operators on how to communicate those locations. Include educational training for all first responders on how to navigate and understand the new network.

BICYCLE AND WALKING TOURISM

In addition to the safety components, there is a huge opportunity to promote the system as part of the bicycle tourism movement. The county's topography and location in respect to state and natural recreation lands, make the County an ideal destination for bicycle and walking-related tourism. Tourism promotion should include the following:

- Coordinate with local tourism officials (including those in neighboring counties) about the tourism opportunities and promotional activities in attracting bicycle and walking-related tourism to the area.
- Promote the tourism and cultural aspects to bike and walking clubs around the state.
- Work with local restaurants and hotels on the development of special bike and walking theme tourism packages for the County.
- Develop maps and promotional materials that focus on how to visit local tourism and cultural sites by biking or walking.
- Consider developing other incentive campaigns to promote bicycle and walking-related tourism in the county.

CONCLUSION-PRIORITIZATION AND IMPLEMENTATION

Implementing a system this size will require a detailed plan and concentrated effort with each partner providing input and resources. This chapter outlines the short and long-term steps that need to be taken to put implementation of the Dubois County Bike and Pedestrian Master Plan into action.

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5 POLICY
RECOMMENDATIONS



POLICY RECOMMENDATIONS

The development of the routes and the county-wide bike and pedestrian network is the just the beginning of a long process towards implementation. This plan outlines the designation and the development of nearly 260 miles of a bike and pedestrian facilities within the unincorporated portions of Dubois County. But these designations and the efforts to implement these improvements will also require significant policy adaptation and support to help ensure that this network is implemented as envisioned in this plan.

POLICY RECOMMENDATIONS

Policy recommendations for implementation include the following:

1. ***Uniform Adoption of Bike and Pedestrian Master Plan.*** To ensure the status of the plan, the Dubois County Bike and Pedestrian Master Plan should be adopted by the County and its individual communities as part of their Comprehensive Plans. Be sure that local bike and pedestrian facilities are included in the development reviews of all new development in the County. The network should **also be adopted as an addendum to the County Parks and Recreation Master Plan.**
2. ***Establish an Advisory and Oversight Group to assist with the oversight of ongoing implementation and issues.*** The oversight group should include key community representatives, departments, and other key community representatives that can help facilitate local community cooperation and assistance with the county.
3. ***Develop a consistent set of design standards including consistent bike route signage to be applied uniformly across the system.*** Adopt new standards into the applicable local plans to ensure uniform application across the county.
4. ***Establish a county department or agency with responsibility for promotion of the county-wide network.*** This should include developing a page on the county website specific to the bike and pedestrian network, developing unique social media pages, and coordination with other agencies on promoting the system.
5. ***Create educational programming that highlights the new county-wide network.*** Develop educational programs that make drivers aware of the presence of bikes and pedestrians on the routes within the new network. Educate walkers and cyclists on how to use this new rural system safely. And develop educational materials that can be used to promote the network and raise awareness about what to expect in the new network.
6. ***Engage with local tourism boards to promote the bike and pedestrian system as a tourist attraction.*** Work with local boards and agencies to ensure consistent messaging and promotion of the system.
7. ***Encourage residents to use the county bike and pedestrian network.*** Find unique and creative ways to get residents out to see and use the new system. Develop programming to attract people out into the county portions of the network.





6 CONCLUSIONS AND DESIRED OUTCOMES



CONCLUSIONS AND DESIRED OUTCOMES

Dubois County and its local communities has demonstrated significant unity in coming together in the creation of this County Bike and Pedestrian Master Plan. This effort demonstrates a shared set of values and collective wherewithal not always seen between civic governments. While different portions of this plan, and different routes identified in the plan, may periodically benefit certain communities over the other, there is a collective consensus that recognizes that there is inherent value for everyone when a system like this is in place. There is a county-wide value brought with the improvement of bicycle and pedestrian facilities anywhere in the county. And the benefit of that system brings benefit to Dubois County as a whole.

The 260 miles of planned bicycle and pedestrian routes identified in this plan will have a tremendous impact on the county. The plan broadens the multi-modal transportation aspect and extends this transportation access option beyond the individual communities and into the county, which in turn, expands the potential use of non-motorized transportation and results in healthier options for residents.

In terms of the “Five E’s” identified earlier in this report, this plan expands the Equity, Diversity & Inclusion of bicycle and pedestrian facility access in Dubois County, creating a more bicycle friendly and walking friendly community. It creates safe and convenient places to ride and walk (Engineering), and when implemented and promoted, gives people of all ages and abilities the skills and confidence to ride or walk in the county (Education). When implemented, it helps to create a stronger bike and walking culture that welcomes and celebrates these modes of transportation (Encouragement), and plans for walking and cycling as safe and viable transportation options in the rural areas of Dubois County (Evaluation and Planning).

But this plan does more. This plan helps to meet so many of the community’s overall goals and objectives that were outlined for this plan. It creates a county-wide network of bicycle and pedestrian facilities which Increases connectivity between communities and key destinations within Dubois County. It provides for safe bicycle and pedestrian facilities in the county, with appropriate and modern infrastructure. It provides a means to raise awareness of the benefits bike and pedestrian facilities can bring to the health of the county’s residents, economy, and environment. It creates bike and pedestrian facilities that leverage the region’s attractions and unique destinations to promote tourism and economic development in Dubois County. It creates programs and policies which promote bike and pedestrian facilities in Dubois County and encourages new users. And it provides for guidance for the sustainable governance and oversight of the new county bike and pedestrian network. All of these community goals are furthered by the implementation of this plan.

Dubois County is a unique place in so many ways. It’s blessed with rich cropland, abundance natural resources and natural areas, unique cultural destinations, close proximity to so many recreational lands, and a well-established high quality of life. Its people also have a unique spirit of cooperation and a desire to continue to create unique experiences and quality of life attractions. This plan is one more example of that spirit and provides another unique aspect to life in Dubois County.





A APPENDICES

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APPENDICES

ADVISORY GROUP MEETINGS

Advisory Group Meeting 1 - February 4, 2021

PARTICIPANT LIST:

- Nick Jahn, VS
- Ron Taylor, TSWDG
- Scott Siefker, TSWDG
- Brent Wendholt
- Chad Hurm, Jasper Engineer
- Chris James
- Dean Vonderheide, Mayor, City of Jasper
- Elmer Brames, Dubois County
- Rachel Steckler, City of Huntingburg
- Renee Kabrick, Attorney, City of Jasper
- Steve Schwinghamer, Mayor, City of Huntingburg
- Tom Moorman
- Unknown Number
- Unknown Number

The first Advisory Group meeting was facilitated as part of the Dubois County Trails Master Plan. This meeting was held virtually via Microsoft Teams with the attendee list provided above. Nick Jahn provided an introduction and overview of the project.

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Ron Taylor facilitated various input exercises and a discussion regarding perceptions of bicycle and pedestrian connectivity. A total of 7 broad exercises were completed on the “digital whiteboard” with a summary of the discussion below:

EXERCISE 1: What expectations do you have for this plan?

- Understand the context of the decision-making process – Mayor Schwinghamer
- Meet expectations that the citizens and community have stated as part of the comprehensive planning effort; connect points of interest within the county. There are many assets within the county, but lack connectivity and ease of access. – Mayor Vonderheide
- What kind of trails / system can we put out there to connect important assets within the county? Need to better understand how we move forward to implement. – Elmer Brames
- Identify best connecting points between the three major communities in the county; identify potential funding sources for implementation as well as starting to articulate/define the type of trail options we might consider. – Rachel Steckler
- Capitalize on the economic impact of investing in the construction of these types of systems. – Mayor Vonderheide
- Use the trails to connect and ultimately raise awareness of our community assets, which in turn will attract additional users or visitors from out of town. This begins to “activate spaces” related to the unique areas of our community; also provide additional “focus on health” benefit; Provide a resource for additional funding support as a mechanism for outside sources getting excited about and getting people involved. – Renee
- Desires that this plan becomes a work plan – one that departments / local municipalities can use in their long-range planning and work; Capitalize on potential for economic development that aids in the growth and investment along certain or appropriate trail segments – Darla Blazey
- Plan is a blend of existing plans already in existence – between various county, municipalities, and other plans in the community. There’s a potential opportunity to even link beyond Dubois County through French Lick / Jasper / Huntingburg connection (the train route to Dubois) – Mayor Vonderheide
- Desire to connect existing plans with this plan which build upon local efforts in place. Specific example would be the rail line between Ferdinand and Huntingburg, HWY 162 corridor between Ferdinand and Jasper. Overall, all, investment in trails allows for economic development impact, potential housing growth etc.
- Would like recommendations and / or routes prioritized. – Chad Hurm
- Would also be interested in options of trail design standards or types. – Dean Vonderheide
- Make sure that safety needs are addressed. Recognize that there’s an economic development and tourism component to investing in trails. - Tom Morman
- Also, important to connect Ireland and Dubois – Renee Kabrick

EXERCISE #2: What goals do you have for the project?

- Safety has to be a top goal – Brent Wendholt
- Understanding the comfort level a user has – not just from traffic but also in terms of personal safety – Elmer Brames
- Prepare for the possibility of grant or funding opportunities – Renee Kabrick
- Feasibility of enhancing connectivity between communities – and what is the route that’s the most attainable / “doable” to achieve this. – Rachel Steckler
- Get all stakeholders working towards a common goal which will redefine “community” for Dubois County. – Mayor Vonderheide
- Provide some broad direction for economic development activity – both in terms of residents and visitors/tourists. – Dean Vonderheide

EXERCISE #3: How would you rank the bike and pedestrian facilities in the County?

- Dean Vonderheide – County 3; Jasper 3; Huntingburg 8
- Renee Kabrick – County Facilities would rank low
- General consensus was that it was a low/below average in existing facilities

EXERCISE 4 – How do you think Dubois County compares to other counties in terms of Bike and Pedestrian facilities?

- Compared to counties around us, we might not be bad – Mayor Vonderheide
- We are not trying to compare communities / counties around us necessarily, we’re trying to elevate ourselves beyond to attract people. – Renee Kabrick
- Spencer County in the region is probably ahead of us in current investment for trail facilities. – Rachel Steckler
- We are competing with Monroe County in terms of economic attraction, so Monroe County could be one of our “peer examples” that we are aspiring to become in terms of Quality of Life facilities, such as what these type of trail facilities are and can be. – Renee Kabrick
- We are competing for Crane employees – Monroe County/Bloomington; Bedford and Dubois County. Bedford is even proposing a trail to Crane. – Renee Kabrick
- Howard County – they’ve invested in trails and connected peer communities, could be a peer example – Mayor Vonderheide

EXERCISE 5 – What do you think of when you hear “bicycle and pedestrian” facilities?

- A dedicated, separated trail – can be adjacent to the roadway, but separated. – Darla Blazey.
- A separated trail is the most expensive, so we would need to prioritize. – Renee Kabrick
- Wayfinding signage and other amenities/standards that make it a unified system. – Rachel Steckler
- The snowmobile trail system in Wisconsin – is identified, dedicated and connects destinations. This system could do the same, and even include educational signage component. – Renee Kabrick
- Monon Trail
- Sections may need to be lit (safety) as well as standards of operational times (open all hours). – Rachel Steckler

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EXERCISE 6 – What connections need to be made?

- Schools
- Inter-community - (Jasper, Huntingburg, Ferdinand, Ireland, Dubois. Holland and Birdseye would then be spurs off the main route
- Fairgrounds
- Patoka Lake
- Connecting major communities) and the trails that already existing internally within those communities – Elmer Brames
- Community needs to be responsible for their own (internal) systems – Mayor Vonderheide

EXERCISE 7 – What additional destinations need to be connected?

- Fairgrounds
- Jasper Riverwalk
- VUJC
- League Stadium
- Fourth Street (Heritage Trail)
- Youth Sports Complex

What additional information can you provide?

- Jasper Transportation Plan (Draft)
- Ferdinand Comprehensive Plan
- Updated 2018/19 aerial imagery @6-inch (Brent Wendholt)
- Potential for the Rails and Trails from French Lick to Jasper – Discussion with Mr. Ferguson and opportunity for additional Orange County tourism attraction, building off of the trail linkage. The rail is owned by the Indiana Railway Museum, so it may lend itself to a rail-trail combo rather than a national rail corporation owned ROW.
- INDOT
- Federal Railway Association Guidelines – comply with what their rail guidelines, and any standards they may have with trail facilities adjacent to their facilities
- Jasper will be looking at some additional funding sources to maximize the Spirit of Jasper, and as such, trail investment along that corridor could be a potential

Planning Process – Ron went through the overview of the four major planning process elements:

1. Assessment of Existing Conditions and Perceptions of Walking and Cycling
2. Preliminary Route and Connection Development
3. Master Plan Development
4. Final Master Plan and Adoption

Draft Schedule:

- Part 1: Existing Conditions & Perceptions of Walking and Cycling: FEB-Early APRIL
- Part 2: Preliminary Route and Connection Development: End FEB-Early MAY
- Part 3: Master Plan Development: MAY-Mid JUNE
- Part 4: Final Master Plan and Adoption: JUNE (June 28, 2021 – substantial completion which is the master plan document. Adoption within the individual communities would follow in July/August

Next Steps:

- Existing Conditions Review and Analysis
- Develop Draft Communications Plan – February 12, 2021
- Develop Online Survey – Draft February 12, 2021; Active March 1-May 3, 2021

Advisory Group Meeting 2 - April 8, 2021

PARTICIPANT LIST:

- Darla Blazey, City of Jasper
- Nick Hostetter, Dubois County Commissioner (Joined via phone)
- Chad Hurm, Engineer, City of Jasper
- Chris James, Town of Ferdinand
- Renee Kabrick, Attorney, City of Jasper
- Tom Moorman, Parks and Recreation Director, City of Jasper
- Steve Schwinghamer, Mayor, City of Huntingburg
- Rachel Steckler, City of Huntingburg
- Dean Vonderheide, Mayor, City of Jasper
- Brent Wendholt, Engineer, Dubois County
- Nick Jahn, VS Engineering
- Ron Taylor, TSWDG
- Scott Siefker, TSWDG

Discussion Summary

The second Steering Committee meeting was facilitated as part of the Dubois County Trails Master Plan. This meeting was held in-person at Jasper City Hall with the attendee list provided above. Nick Jahn provided an introduction and overview of the project. Highlights of the meeting agenda and discussion topics follow.

A summary of public input collected on the project website dashboard platform as of April 4, 2021 was presented. There was discussion regarding how to get additional traction/information sharing to get additional participants on the survey. The project team will keep the survey open through the first public meeting.

An overview of the Preliminary Goals and Objectives was presented with general consensus that the six project goals are inclusive of the discussion to date. Copies were distributed to attendees and it was requested that the Steering Committee review the draft objectives and provide any feedback/comments to the Project Team.

An overview presentation of the existing conditions analysis documentation as well as various opportunities and constraints within Dubois County was presented.

An introduction to the Preliminary Routes & Network was presented.

1. There was an overview of the types of users (Experienced, Average, Novice/General Users) that provided some additional guidance to the potential Dubois County Network.
2. Questions were raised regarding the safety of allowing pedestrian activity along on-street/roadway designated bike and pedestrian routes vs. the creation of all separated shared-use pathways.
3. Shared-use pathways included a discussion of potential options along the rail corridor between Jasper and the Patoka Lake recreation area.
4. Alternatives for the shared-use path connection between Jasper and Huntingburg was discussed.

5. Discussion regarding costs/funding was made regarding planning purposes, and it was noted that any potential construction costs could vary based on funding source, trail width size, property acquisition, needed structures (bridges, culverts etc.).
6. There might need to be county-wide design/construction standards established for the desired trail construction.
7. There was some support of the alternative that creates a stop on the French Lick railway and adding a stop(s) potentially at Patoka Lake with a 2-mile connection and additional stop potential at Dubois.
8. There was also support for the on-street network and starting to implement those steps as early implementation activities. As preliminary proposed, that would provide 70-miles of an on-street connectivity network for the cost of signage and some pavement markings.
9. There was a suggestion to coordinate with Dubois Convention & Visitors Bureau regarding their wayfinding signage program and opportunity to tie in some of the on-street signage with their proposed wayfinding system.
10. A question was raised regarding maintenance, and how communities would separate or be responsible for various segments.

Next Steps

- Provide comments on draft Goals, Objectives and Preliminary Routes
- Continue Online Survey through public meeting
- Steering Committee Meeting #3 – April 22, 2021
- Public Meeting #1 – May 6, 2021 Dubois County Fairgrounds is the desired option, from 5-7 p.m., with a brief overview presentation. The hospital used to give away bicycle helmet in the spring/ April during Bicycle Awareness Month, so perhaps there's a "give-away" option to encourage participants to come to the public event. Contact is Bob Gress regarding fairgrounds availability. Project team will review options for recording some promotional material as well as recording a brief overview to post on our website project dashboard following the public meeting session.
- Steering Committee Meeting #4 – June 17, 2021
- Public Meeting #2 – June 28, 2021

Additional Comments

ISDH has provided notification that the project can file for a grant extension for the completion date. It was noted that we would continue with the current schedule, but that the request for the extension could be filed.

DUBOIS COUNTY BIKE & PEDESTRIAN MASTER PLAN

Advisory Group Meeting 3 - April 22, 2021

PARTICIPANT LIST:

- Darla Blazey, City of Jasper
- Elmer Brames, Dubois County Commissioner
- Chad Hurm, Engineer, City of Jasper
- Chris James, Town of Ferdinand
- Renee Kabrick, Attorney, City of Jasper
- Tom Moorman, Parks and Recreation Director, City of Jasper
- Steve Schwinghamer, Mayor, City of Huntingburg
- Rachel Steckler, City of Huntingburg
- Dean Vonderheide, Mayor, City of Jasper
- Nick Jahn, VS Engineering
- Ron Taylor, TSWDG
- Scott Siefker, TSWDG

Discussion Summary

The third Steering Committee meeting was facilitated as part of the Dubois County Trails Master Plan. This meeting was held virtually via Zoom with the attendee list provided above. Nick Jahn provided an introduction and overview of the project followed by Ron Taylor who went through a facilitated discussion of the preliminary routes. Highlights of the meeting agenda and discussion topics follow.

An update regarding the stakeholder engagement was presented with new information regarding public responses as of April 21, 2021.

An overview of the previous meeting was presented for attendees that were not able to attend the last Steering Committee work session. Regarding the potential routes previously presented, comments included:

- Questions regarding suitability of some of the potential county-wide bike routes.
- Questions regarding liability of if some of the county-wide bicycle routes are designated a bicycle route were raised.
- It was requested that there is a missing link between Haysville and Portersville route connection which should be added as a County Bike and Pedestrian (red) Route.
- Upgrade 36th Street to a “green” shared-use pathway connection between Jasper and Ireland.
- Update Goal #4 to read: Create bike and pedestrian infrastructure (instead of facilities) that leverage the region’s attractions and unique destinations to promote TOURISM and ECONOMIC DEVELOPMENT in Dubois County.

Prioritization of Project Goals & Objective: Based on initial results, Connectivity and Tourism/Economic Development goals are the top two priorities. Safe infrastructure was also in the top group, and it is an overall concept that will be incorporated into all basic recommendations, so it is a “given” as part of the priorities.

Route Options Summary/Edits

- Route 1 Jasper-Patoka Lake Connection: A discussion of the Shared-Use Route Options for the Jasper-Patoka Lake Connection with Option 1C was viewed as an initial investment that seemed viable and within potential budget/resources. Option 1A (Rail-with-Trail) was preferred as the overall direct route over Option 1B (River Greenway).
- Route 2 Jasper-Huntingburg Connection: The Shared-Use Route Option for the Jasper-Huntingburg Connection, Option 2A connecting the Jasper Ballfields to the north side of Huntingburg was viewed as a preferred option for these options. It was noted that Options 2B or 2C do allow more flexibility to connect to the fairgrounds.
- Route 3 Huntingburg-Ferdinand Connection: Only one option was shown along the Ferdie Flier railbed. Because some of this land has reverted to private ownership, there would be a potential challenge regarding the reclaiming this property. There could be an additional route 3B Option added that would include the County Road Ferdinand Road NW right-of-way instead of the rail right-of-way. Because of private property issues, the use of the county road right-of-way (3B) would be the preferred route, and it should be designated as a County Bike-Pedestrian Route (red).
- Route 4: County Fairgrounds Connection: There was an acknowledgement that Option 4B doesn't work as shown if the Huntingburg-Jasper link of 2B isn't selected. There is an option of following 162 to Fairgrounds from Jasper, upgrading it to a separated shared-use path. The route between the Fairgrounds and Huntingburg should be edited to be a County Bike-Pedestrian route (red) not a green shared-use path designation.
- Route 5: Ferdinand State Forest Connection: The 264 route is fairly heavily traveled, so a separate path is the safest option for this connection. Another option instead of following 24 would be initially following the southern route around the lake and then connecting to 264 at the mid-point of the current proposed route.
- Route 6 Jasper-Ireland Connection: The proposed route option does match the current Jasper Transportation Plan.

Next Steps

- Return any additional feedback on the homework worksheet regarding the priority ranking on Goals, Objectives and Preliminary Routes.
- The Online Survey will continue to be open through public meeting.
- Public Meeting #1 – May 6, 2021 Thyen-Clark Cultural Center - Jasper, IN, 5:00-7:00 with brief overview presentation at 5:30, and open house following.
- Steering Committee Meeting #4 – June 17, 2021.
- Public Meeting #2 – June 28, 2021.

DUBOIS COUNTY BIKE & PEDESTRIAN MASTER PLAN

Advisory Group Meeting 4 - May 27, 2021

PARTICIPANT LIST:

- Elmer Brames- Commissioner, Dubois County
- Darla Blazey, City of Jasper
- Nick Hostetter, Dubois County Commissioner (Joined via phone)
- Chad Hurm, Engineer, City of Jasper
- Chris James, Town of Ferdinand
- Renee Kabrick, Attorney, City of Jasper
- Tom Moorman, Parks and Recreation Director, City of Jasper
- Steve Schwinghamer, Mayor, City of Huntingburg
- Rachel Steckler, City of Huntingburg
- Dean Vonderheide, Mayor, City of Jasper
- Brent Wendholt, Engineer, Dubois County
- Bryan Sermersheim, Legal Intern, City of Jasper
- Julio Rosales, Planning Intern, City of Jasper
- Nick Jahn, VS Engineering
- Ron Taylor, TSWDG
- Scott Siefker, TSWDG

Discussion Summary

The second Steering Committee meeting was facilitated as part of the Dubois County Trails Master Plan. This meeting was held in-person at Jasper City Hall with the attendee list provided above. Nick Jahn provided an introduction and Ron gave an overview of the public meeting and highlighted changes made to the routes that resulted from input on the survey and the public meeting. Highlights of the meeting agenda and discussion topics follow:

- **Public Meeting Overview/Revised Master Plan Routes** - Ron provided a brief overview of the Public Meeting, and reviewed the many comments received during the meeting from the cycling community. Based upon this input and review, modifications were made to one of the County Bike Routes and three of the County Bike and Pedestrian Routes. There was general concurrence at the meeting about the shared-use path routes that were illustrated. The Advisory Group concurred that these changes were appropriate based upon their knowledge of the area and the feedback received. The group agreed to move these routes as illustrated as the final routes to be included in the master plan. Mayor Vonderheide noted that he thought the planning team did a very good job of listening and hearing the input that was provided and responded appropriately.

- **Route Priorities** - Ron presented the outcomes of the route prioritization process from our last Advisory Committee meeting. The following were the overall rankings of priority from top to bottom:

- Jasper to Huntingburg (route 2A)
- Huntingburg to Ferdinand (routes 3B/3A)
- County Bike and Ped Routes (red routes)
- Ferdinand to Ferdinand State Forest (route 5)
- Jasper to Ireland (route 6)
- Patoka Lake Connection (routes 2A/2C)
- County Bike Routes (blue routes- bikes only)
- County Fairgrounds Connection (route 4A/4B)

Ron suggested that the County Bike Routes and the County Bike and Pedestrian Routes be treated separately from the implementation of the shared-use path routes since they will be implemented separately and have a significantly different cost factor for implementation. The group agreed. The resulting priority list for the shared use path routes are as follows:

- Jasper to Huntingburg (route 2A)
- Huntingburg to Ferdinand (routes 3B/3A)
- Ferdinand to Ferdinand State Forest (route 5)
- Jasper to Ireland (route 6)
- Patoka Lake Connection (routes 2A/2C)
- County Fairgrounds Connection (route 4A/4B)

The group noted that while the Jasper to Huntingburg was the top-ranked priority, all six of these routes were priorities and individual circumstances (such as specific funding availability or rights-of-way becoming available) could dictate that lower listed routes could become higher priorities.

- **Preliminary Feasibility-** Jasper to Huntingburg Route- Nick presented a preliminary, more detailed feasibility study for the Jasper to Huntingburg Route to give the Advisory Committee a more detailed idea about what that connection could look out. While many details were still not worked out, it did present an idea of where the route could go, the amount of property needed to implement it, where strategic connections could be made, and other design issues that would need to be resolved.
- **Next Steps/Public Meeting #2** - Ron briefly went over the next steps and presented an overview of the June 16 public meeting materials. It was determined that the Advisory Group would send out special invitations to elected officials to attend to provide them with some preliminary information about the master plan prior to adoption. Ron agreed to provide a digital flier that could be sent out. Ron also agreed to send out a press release and social media information for posting.
 - Public Meeting #2 – June 16, 2021

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Public meeting planned for Dubois Co. Bike & Pedestrian Master Plan

14 News Staff 5/5/2021



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DUBOIS CO., Ind. (WFIE) - Dubois County officials will hold a public meeting Thursday to talk about the county's Bike and Pedestrian Master Plan.



© Provided by Evansville WFIE Public meeting planned for Dubois Co. Bike & Pedestrian Master Plan.



That project is currently underway and in phase two of planning, which includes planning the routes, connections and destinations.

That's happenina Thursdav from 5-7 p.m. at the Thyen Clark Cultural Center.

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Meeting presents potential bike, pedestrian routes

May 7, 2021

By **CHRISTINE STEPHENSON**
cstephenson@dcherald.com

JASPER — Dubois County may be getting more options for bike and pedestrian routes in the next year or so.

The first public hearing regarding the creation of a countywide Bike and Pedestrian Master Plan was held Thursday evening at the Thyen-Clark Cultural Center. Ron Taylor, president of Taylor Siefker Williams Design Group, presented preliminary information to a small group consisting of local cyclists and Jasper city officials.

Funded by the Indiana State Department of Health, the master plan could include several projects, from adding more bike lanes on existing roads to building more shared-use paths similar to the Jasper Riverwalk.

“We’re not evaluating the routes,” Taylor said. “We’re looking at the countywide connectivity between different communities and different specific destinations within the county.”

Based on a recent public engagement survey for county residents, 64% said they consider themselves walkers, but only 28% considered the county “walkable.” Additionally, 64% considered themselves casual or recreational riders, but only 13% considered the county “bike-friendly.”

Taylor explained that there are three potential methods to expand routes in the county, the first being to simply create bike lanes on existing highway systems. This would be the least costly, as it would only include painting the lane and installing signage, but would likely only benefit more experienced cyclists.

The second method would be to create bike and pedestrian routes on existing roads with speed limits of 45 miles per hour or slower, which would also be relatively affordable and be accessible to less experienced riders.

The third method would be to build new shared-use paths, which are non-motorized and separated from the road. So far, there are six potential shared-use routes to be considered: a county fairgrounds connection, a Ferdinand State Forest connection, a Jasper-Ireland connection, a Patoka Lake connection, a Jasper-Huntingburg connection and a Huntingburg-Ferdinand connection.

The public meeting also featured a blank map where attendees could mark other potential route options they were interested in.

“We welcome you to sort of put on your bicycle and pedestrian planning hats and show us what we should be thinking about,” Taylor told the group.

Taylor said the two main challenges as of right now are the county topography and deciding which routes would be the most beneficial, since not all can be funded. Dubois County is 435 square miles, or 21 miles wide and 20 miles long. If a route was built all the way north-south or east-west, it would likely cost around \$60 million, Taylor said.

“This study can’t be about just building trails between every community, because if we do that, the price tag is so big that it will be difficult to ever achieve that,” he said.

Thursday’s meeting was the first public hearing concerning the master plan. The next will be June 17, where a draft master plan will be presented. Ideally, the final plan will be adopted by July, Taylor said.

More information about the plan can be found [here](#). The digital maps of the six potential shared-use paths will be uploaded to the website within the next few days, Taylor said.

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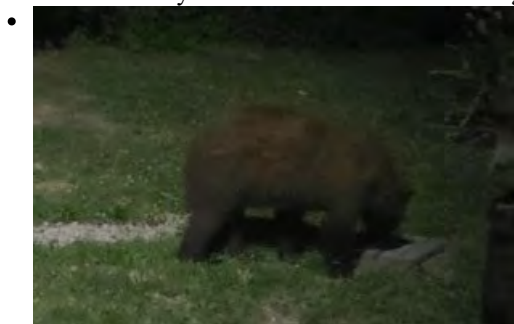
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County-wide bike and pedestrian path to be presented

JUNE 14, 2021 BY FREE PRESS STAFF

The public is invited to attend a public meeting this week to see and comment on preliminary plans for a county-wide bike and pedestrian master plan.

The meeting will be held on Wednesday, June 16, 2021 from 6:00 to 8:00 p.m. at Old Town Hall, 309 Geiger Street in Huntingburg. Project planners will be presenting the revised routes that will be incorporated into the master plan. The meeting will be an open-house format with exhibits and opportunities for the public to provide input on the developing plan. There will be an overview presentation at 6:30 pm.

In January 2021, Dubois County and the City of Jasper, Huntingburg, and other communities within the county were awarded a Bicycle and Pedestrian Master Planning Grant of \$20,000 from the Indiana State Department of Health. With this grant and an additional \$20,000 in donations, the communities are developing a master plan that will address bicycling and

Close

implementation, and make policy recommendations for the communities within the county to work in tandem to achieve a more bikeable and walkable culture in Dubois County.

The planning process began earlier this year. A project advisory committee, made up of representatives from the different communities, was established and has been directing the planning effort.

In addition to their guidance, the public is being asked to participate in the planning process. The first public meeting was held on May 6. Team planners presented opportunities and constraints, and presented the preliminary route network being considered. The public was asked to weigh on the preliminary routes and provide additional comments and feedback.

“We are excited to present the revised routes to the public,” said County Commissioner Elmer F. Brames, one of the applicants for the grant. “The planning team has done an excellent job of listening to the public and incorporating their feedback and route recommendations into the plan.”

The planning process will run through the end of June 2021. For more information about the project, please visit our project website at <https://tswdesign.mysocialpinpoint.com/dubois-county>.

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Final public meeting held for Dubois County bike and pedestrian trail project



By [Brady Williams](#)

Updated: Jun. 16, 2021 at 8:08 PM EDT



DUBOIS CO., Ind. (WFIE) - On Wednesday, the final public meeting was held for the ongoing plans to establish bike and pedestrian trails in Dubois County.

At the meeting, interested members of the public were shown preliminary plans for the placement of each route.

Comments and feedback were accepted from the public.

Officials said they'd take those into consideration as they finalize the plans.

The plans first began months ago as a way to take advantage of readily available grant money stemming from state COVID-19 pandemic relief.

Jasper City Attorney Renee Kabrick explained that any time grant money is on the table, they don't want to leave it.

By investing in this project, she said that they can help foster an environment in Dubois County that promotes health and wellness by providing safe and convenient trails and paths for people to walk and bike along.

They aim to connect all of the county's major towns. If they can, Kabrick said they could see some boosts in tourism in the area.



She said at the very earliest construction could begin in 2022.

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Bicycle and Pedestrian Master Plan nearly complete

JUNE 18, 2021 BY MATTHEW CRANE

In a few years, you may be able to hop on your bike in Jasper to take a ride down a dedicated trail to Huntingburg. As you pass pedestrians and children on bikes you could make the decision to head over to Ferdinand and then take a jaunt to the Dubois County Park before heading home.

You can't do it yet, but the first step for adding nearly 58 miles of paved multi-use trails for bicyclists and pedestrians as well as marked routes on existing county roads is nearly complete.

Representatives of VS Engineering and the design firm Taylor Siefker Williams presented the final draft at a public meeting held Wednesday at Huntingburg's Old Town Hall. About 25 people — many wearing shirts or even socks declaring their appreciation for pedaling — attended the meeting and asked a few questions in the open house format event.

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Agenda plan for Indiana. He listed trails and connectivity as important parts of the infrastructure development across the state.

With the impact of Covid relief funds, grants to impact quality of life as well as increase public health through more outdoor opportunities are becoming available. While the county has been considering some type of trail connectivity between Jasper and Huntingburg in the past, this plan allows for the creation of a network of trails connecting most of the county and provides routes that could lead over into neighboring counties.

It is an extensive plan unprecedented for a rural county but one that officials see as paying off in talent attraction as well as the overall health of the county.

QUICK FACTS

- 97% of respondents said they walk or bike, with 35% doing so more than five times a week.
- Health and exercise is the primary reason for people walking or biking, with 72% being active over an hour each time.
- 50% of respondents don't consider Dubois County to be walkable, and 66% don't believe the county is bike friendly.
- The greatest factor discouraging bicycle and pedestrian use within the county is lack of sidewalks.

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Taylor explained that the easiest and least expensive option on the table is to add signage designed to alert drivers of bicyclists on existing highways as well as add bike lanes by painting lines. He explained that these routes would be for experienced riders who are logging hundreds of miles a week.

For less experienced riders and pedestrians, the plan calls for the county to develop similar signage and lanes on county roads with speed limits of 45 miles per hour or slower. He likened these routes as those that would be available for a family to ride a couple miles to a local ice cream shop.

The third option for extending the trail system is to build nearly 60 miles of new shared-use paths. These paved non-motorized paths would be eight to 12 feet wide and separate from area roadways.

The firms identified six potential shared-use routes to be considered that would add about 57-miles of dedicated paths to the county. The largest is a 17-mile connection from Jasper to Patoka Lake that follows portions of Patoka River. Most of the others are less than six miles in length and would connect existing paths in towns and cities to each other across the county. These include connections between Huntingburg and Jasper; Jasper and Ireland; Huntingburg and Ferdinand; Ferdinand to Ferdinand State Forest and Huntingburg to the Dubois County Park.

In all, the firms identified 275 miles of trails that could be created through the three methods. These trails and designated routes would connect to the county's extensive network of parks and recreation areas as well as go through residential areas. They estimated a price tag of \$65 million for the overall cost of the project but felt it was premature to plant a flag on that cost especially since the implementation of the project would likely occur through phases.

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While the planning grant through the state health department was made to increase safety and accessibility to trails to impact the overall health of communities, officials also see initiatives like this as significant ways to attract and retain residents.

VS Engineering and Taylor Siefker Williams are still seeking input on the draft. You can add your input [through this site outlining the project](#). The plan will be up for final approval in July.

The draft plans should be uploaded to the site over the next few days.

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Countywide trail plan to be finalized by month's end

June 18, 2021

By **CHRISTINE STEPHENSON**
cstephenson@dcherald.com

HUNTINGBURG — A final draft of the countywide bike and pedestrian master plan will be complete and shown to the public by the end of June, said Ron Taylor, president of Taylor Siefker Williams Design Group.

A steering committee including representatives from Jasper, Huntingburg and Ferdinand has been working with Taylor Siefker Williams Design Group and VS Engineering to create the plan, which will identify where trails can be placed to connect communities by foot or bicycle.

Originally, the final draft was set to be presented at a public meeting at Old Town Hall in Huntingburg Wednesday evening. Instead, Taylor restated information about the plan, which was first presented at a public meeting in early May, and gave attendees another chance to voice their suggestions. About two dozen people attended the Wednesday meeting.

“The plan is not done, so there is still time to comment via feedback,” Taylor said. “Did we make the right connections? Did we miss something? We want to know.”

Several attendees had questions regarding the plan following Taylor's presentation.

One asked if there are any plans to connect paths to surrounding counties. Taylor said he didn't know of any concrete plans but that some counties, such as Orange County, were talking about potential connecting trails. The group will, however, try to connect trails to landmarks in other counties, such as the Hoosier National Forest.

"Dubois County can only make decisions for Dubois County," he said.

Another person asked if any of the trails or routes will connect to existing facilities, such as the Parklands in Jasper. Taylor said that some paths may connect to existing facilities, but only at the two ends, and the existing trails will still be the responsibility of the city.

Taylor explained at May's meeting that there are three potential methods that could expand routes in the county: creating bike lanes along highways, creating bike and pedestrian routes on roads with speed limits of 45 miles per hour or slower, and building new shared-use paths that are separated from roads.

If shared-use paths are built, connections could be between Huntingburg and Jasper, between Jasper and Ireland, between Ferdinand and Huntingburg, to the Dubois County 4-H Fairgrounds, to Ferdinand State Forest or to Patoka Lake.

Some minor changes have been made to some of the routes since the first public meeting in May to adjust for public feedback.

Those who could not attend the meeting Wednesday are still welcome to send feedback at <https://tswdesign.mysocialpinpoint.com/dubois-county>, where additional information about the plan, including an interactive map, can be found. Huntingburg Mayor Steve Schwinghamer said at the meeting Wednesday that the Huntingburg City Hall will also accept written feedback that anyone wishes to drop off.

After the final draft is complete, Taylor said the group hopes to move forward with the adoption process in July. The plan will also be released to the public at this time.

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June 10, 2021

Cost Estimation Methodology

Dubois County Bike and Pedestrian Plan, Dubois County, Indiana

*Created By:
VS Engineering, Inc.*

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Summary

This cost estimation report describes the methodologies used to develop construction and non-construction costs for the Dubois County Bicycle and Pedestrian Plan. Construction costs include items such as earthwork, drainage, paving materials, culverts, bridges, pavement markings, signage, maintenance of traffic, etc. Non-construction costs consist of those associated with right-of-way, utility relocations and professional services necessary to design and construct the pathway.

A Priority Green Route (Route 2A) from Huntingburg to Jasper along Old Huntingburg Road was utilized for the basis of cost analysis. A detailed cost estimate for this pathway is presented in **Appendix 1** of this document.

Construction Cost Development

Typical sections, a horizontal working alignment and a vertical working profile were all created such that construction quantities could be developed. The working alignment was developed utilizing aerial photography, GIS resource layers and LiDAR survey data publicly available from the Indiana Spatial Data Portal.

Typical Sections

Each typical section generally consists of the following components:

- Cross Sectional Elements
- Pavement Section

A schematic representation of each typical section is presented in **Appendix 2**. Items comprising each typical section component are further described below.

Cross Sectional Elements

Design criteria for each cross-sectional element are based on the Indiana Design Manual (IDM), AASHTO *Guide for the Planning, Design, and Operation of Pedestrian*, AASHTO *Guide for the Development of Bicycle Facilities* and engineering judgement.

Similar projects referenced include the Jasper Multi-Use Pathway Extensions in Jasper, Indiana and the Green River Road Trail in Evansville, Indiana. A summary of cross-sectional elements and utilized design criteria for each typical section is presented in **Table 1**.

Table 1: Design Criteria for Pathway Typical Sections

Element	Utilized Design Criteria for Pathway Typical Sections
IDM Design Reference	IDM Chp. 51-7.05(02)
Travel Lane Width	12 ft
Shoulder Vertical Clearance	3 ft

Pavement Section

The following assumed hot mix asphalt (HMA) pavement section is utilized for the mainline pathway:

140 lb/syd Surface, 9.5mm on
220 lb/syd Intermediate, 19mm on
6 in. Compacted Aggregate No. 53
Subgrade Treatment Type III

Typical Section Application

Typical sections are applied to the working alignment to develop quantities for cost estimating purposes. Assumptions made in applying typical sections to account for anticipated conditions are as follows:

Pathway (Normal Conditions)

The pathway typical section can be broken down into two categories: pathway right and pathway left. Whether the pathway was designed on the right side of the existing roadway or the left side of the existing roadway is dependent upon land usage, right-of-way, topography, and existing structure proximity. These two categories were then broken down into the two buffer width categories. The minimum buffer width typical section was utilized in areas of width restrictions to avoid existing structures or to avoid difficult terrain. When situations allowed (most circumstances), the desirable buffer width was utilized.

Waterway Crossings

Waterway crossings have been treated in two ways: bridges or traditional round culverts. The choice of treatment depends on the magnitude of the waterway being crossed. The waterway treatment decision matrix is as follows:

- Bridges - One bridge crossing at the Patoka River is anticipated for this project. It is assumed that either an additional bridge will be construction directly adjacent to the existing bridge or the existing bridge will be expanded to include the pathway crossing.
- Pipe Culverts – All locations where existing LiDAR or aerial photography indicate a waterway (swale, ditch, etc.) are assumed to be a circular pipe culvert.

The lengths of culverts are based upon the construction limits at the modeled tie-in location to existing grade. All culverts also include quantities for riprap and geotextiles. The amount of riprap and geotextiles utilized is based upon INDOT Standard Drawings, the IDM and engineering judgement.

Earthwork

Horizontal and vertical working alignments, along with the applicable typical sections, are used to develop cross sections every 100' along the length of each mainline route. Earthwork cut and fill quantities are calculated using the average area end method. Average area end method quantities are cross checked using a (proposed) surface to (existing) surface calculation to ensure no anomalies exist.

Once the pathway was checked a final earthwork balance was created using the earthwork cut and fill quantities computed by average area end method.

Lump Sum Construction Costs

Items that could not be reasonably quantified at the current level of analysis, but are commonly encountered on pathway (new terrain) type projects are included in the cost estimate as lump sum pay items. These items include:

- clearing right-of-way
- site furnishings
- non-regulatory signing
- miscellaneous drainage
- construction engineering
- mobilization and demobilization
- maintenance of traffic
- stormwater management budget

Price Determination for Quantified Construction Costs

Unit prices for quantified items are determined by analyzing previous bid tabulations (from similar projects) and utilizing INDOT's Cost Estimating Software (BidTabs Professional - PLUS). Engineering judgement is applied to all data in order to determine a final unit price for each line item.

Price Determination for Lump Sum Construction Costs

The costs for lump sum items are reported as a percentage of the sum of the unit price extensions for quantified construction costs. The percentages used to calculate the costs are based upon previous contract data and engineering judgement.

Contingencies and Total Pathway Cost

A contingency of 20% is included in the total pathway construction. The contingency is a percentage of the sum of the quantified construction costs and the lump sum construction costs. The total pathway cost is equal to the sum of the quantified construction costs, lump sum construction costs and contingency.

Non-Construction Cost Development

Non-construction costs were developed for the priority green route. These Non-construction costs include professional services necessary to design and construct the proposed pathway. These costs are reported as a percentage of the total roadway construction costs as defined above. Items included are as follows:

- Right-of-Way Engineering – Right-of-way Engineering includes the cost of right-of-way staking and the professional services necessary to property research. Right-of-way Engineering costs are based on previous contract data and engineering judgement.
- Land Acquisition Services – Lands costs are based on assumed parcels in which right-of-way will be required. Parcels have been further broken up into residential and commercial properties. For residential parties, Value Finding appraisals were used along with all associated land acquisition fees. For commercial properties, Short Form appraisals were used along with all associated land acquisition fees.
- Preliminary Engineering – Preliminary engineering includes the professional services and topographic survey necessary to prepare plans for bidding. Preliminary engineering costs are assumed to be 15% of the total pathway construction costs. In addition, topographic survey costs are based on a lineal foot cost. The assumed percentage of pathway construction costs is based upon previously completed research and engineering judgment.
- Land Costs – Land costs are based on a per parcel cost. Costs are based upon previously contract data and engineering judgement.
- Construction Inspection – Construction inspection includes the professional services necessary to ensure compliance with bid documents, review shop drawings, track pay items, etc. Construction inspection costs are assumed to be 15% of the total pathway construction costs. The assumed percentage of pathway construction costs is based upon percentages commonly accepted by INDOT and engineering judgement.
- Contingencies – No contingencies are added to non-construction costs.

Planning Level Costs for Bicycle and Pedestrian Plan Routes

Costs associated with Blue Routes and Red Routes were developed on a per unit quantity basis. Blue Routes entail the placement of way finding signage along existing roadways. For Blue Routes, this signage was estimated on a half-mile interval. For Red Routes, pavement markings (i.e., sharrows) along with way-finding signage will be added along existing roadways. Placement along Red Routes was assumed at an interval of a quarter-mile. This cost was then converted to a per mile basis for both Red and Blue Routes. An additional 20% was assumed for the costs of maintaining traffic, mobilization/demobilization, construction engineering and contingency. Construction costs estimates are presented in **Table 2**.

The cost estimation methodology detailed above was utilized to develop construction costs for the priority green route as identified in the bicycle and pedestrian plan. This cost was then converted to a per mile basis and adjusted for terrain to assist in the determination of the construction costs for all other green routes. Construction cost estimates are presented in **Table 2**. A detailed breakdown of the priority green route can be found in **Appendix 1**.

Table 2: Bicycle and Pedestrian Plan Routes Construction Cost

Route	\$ per Mile (2021 Dollars)	Length (Miles)	Terrain Modifier	Construction Cost
Blue Routes	\$4,000	109.2	1	\$436,800
Red Routes	\$5,500	108	1	\$594,000
Green - Route 1A	\$1,089,693	17	1.2	\$22,229,737
Green - Route 1C	\$1,089,693	2	1.2	\$2,615,263
Green - Route 2A*	\$1,089,693	4.4	1	\$4,794,646
Green - Route 3A	\$1,089,693	6.6	1	\$7,191,974
Green - Route 3B**	\$5,500	5.1	1	\$28,050
Green - Route 4A	\$1,089,693	5.23	1	5,699,094
Green - Route 4B	\$1,089,693 [0.5]	0.5 [Green]	1	\$568,827
	\$5,500 [4.36]	4.36 [Red]		
Green - Route 5	\$1,089,693	6.2	1.2	\$8,107,316
Green - Route 6	\$1,089,693 [5.8]	5.8 [Green]	1	\$6,321,319
	\$5,500 [0.2]	0.2 [Red]		

* Priority Green Route

**Route 3B consists of a red route alternative to green route 3A

Non-construction costs were developed for the Priority Green Route (Route 2A) in addition to the construction cost shown above in **Table 2**. Those non-construction costs include, professional services, right-of-way engineering, land acquisition, land costs, and construction inspection. A detailed breakdown of the non-construction costs for the priority green route (2A) can be found in **Appendix 1**. Non-construction costs for the priority green route total \$2,097,219, bringing the total project costs for the priority green route to \$6,891,865.

Additional Reference Materials

The following additional reference materials are enclosed:

Appendix 1 - Detailed cost estimates for Priority Green Route (Route 2A)

Appendix 2 - Schematic typical sections

