

SIDEWALK AND TRAILS IMPLEMENTATION PLAN

City of Scottsburg

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ACKNOWLEDGEMENTS

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ABOUT THE PLAN

SCOTTSBURG COMPREHENSIVE PLAN

Scottsburg's 2023 Comprehensive Plan envisions a future transportation system that encourages and promotes "a connected network of sidewalks and trails to meet the needs of families, youth, elderly, and other people who do not drive." To support this goal, the plan identified potential sidewalk, trail, and streetscape improvements that would create a more robust network of pedestrian infrastructure. These improvements were vetted through public meetings and other engagement events during the comprehensive planning process. However, the refinement, prioritization, and ultimately the implementation of these proposed connections was a future project recommended in the comprehensive plan.

SIDEWALK & TRAIL IMPLEMENTATION PLAN

To proactively plan for Scottsburg's future sidewalks and trails, the Sidewalk Implementation Plan expands upon the foundation laid by the Scottsburg Comprehensive Plan with the following tasks:

- Refine the sidewalk, trail, and streetscape improvements identified in the Scottsburg Comprehensive Plan to include a set of defined road segments that the City can work towards constructing in the next 10+ years.
- Develop the desired type of sidewalk, trail, and/or additional streetscape improvements for each type of corridor, including defining the ideal width, setback from the road, and other design items, in addition to high-level planning cost estimates.
- Prioritize each identified segment.
- Identify project funding timeline for high-priority segments based on potential local funding as well as federal grant opportunities.

SIDEWALK & TRAIL IMPROVEMENTS

TYPES OF SIDEWALK AND TRAIL IMPROVEMENTS

Every sidewalk or trail connection does not serve the same need, number of people, and purpose. Because of this, a single sidewalk type or design cannot be applied to all of the roads within the city. Four different types corridors were identified when refining proposed connections from the comprehensive plan. Each type of corridor responses to a different level of connectivity that is needed based on the surrounding land uses, pedestrian and bicycle traffic, typical right-of-way widths, and function within the larger city or region. The four types of corridors for sidewalks and trails include:

- Local Corridors
- Neighborhood Corridors
- Commercial Corridors
- Trail Corridors

Additionally, the square is identified as “Square Streetscape.” These streetscape improvements contribute to a more distinct design for the square that are already planned or completed as part of other projects.

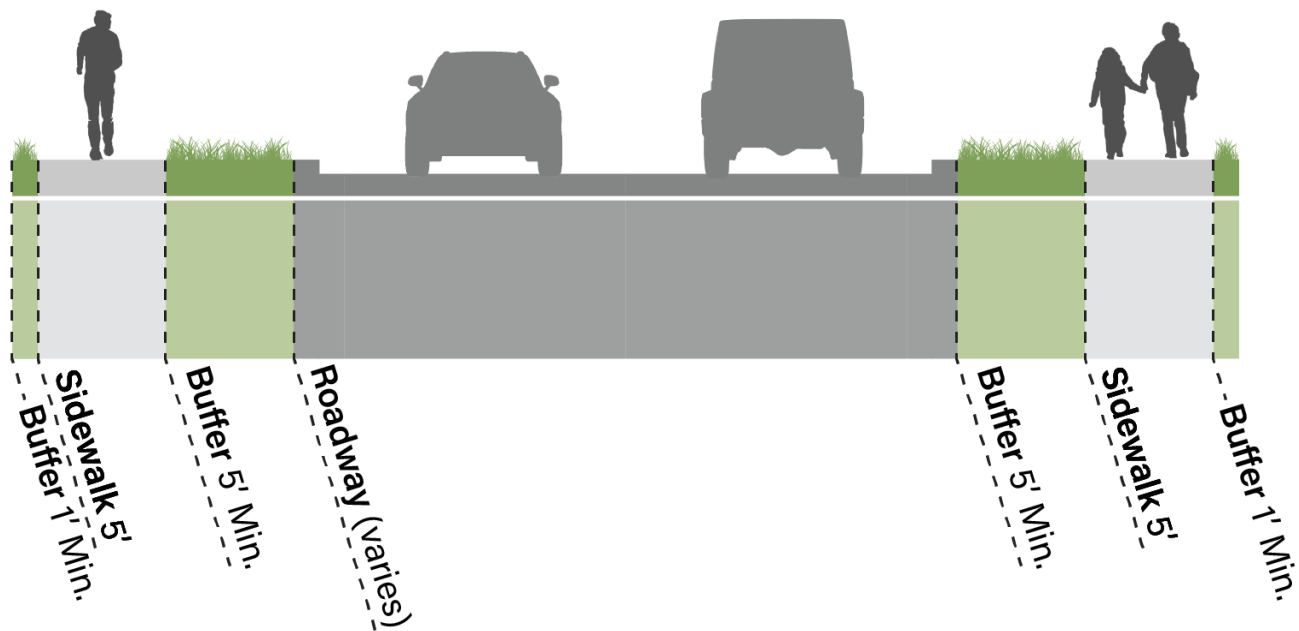
A cross section was crated for each type of corridor that identifies the sidewalk or trail width, type and width of separation from the road, and any additional streetscape improvements (such as lighting, plantings, etc.). While each type of sidewalk or trail facility has an ideal or preferred sidewalk width, separation from the road, and additional streetscape improvements, the details will likely vary during design depending on specific site conditions and right-of-way widths. High-level potential project costs for each type of corridor were also used as a budgeting tool in order to begin to understand the comparative magnitude of segments and timeline necessary to design and construct the high-priority corridors. These costs estimates do not include additional right-of-way, utility relocation, or road improvements (such as curb, gutters, storm sewers).

TYPE ONE

LOCAL CORRIDORS

Cost per Linear Foot: \$200*

Cost per Mile: \$1,000,000



About:

The corridor type is intended to be used within neighborhoods and in areas without heavy pedestrian or bicycle activity. This is reflected in the cross sections with five-foot sidewalk on each side of the road AND five-foot buffer zones to fit within a typical 50-foot right-of-way while still providing sufficient room and distance from the road for pedestrians to safely and comfortably travel. Where room is available, additional separation from the road can be provide space for trees and offer pedestrians separation from car traffic. In areas where curbs and gutter do not exist and cannot be reasonably installed, the buffer will likely need to be modified to accommodate drainage.

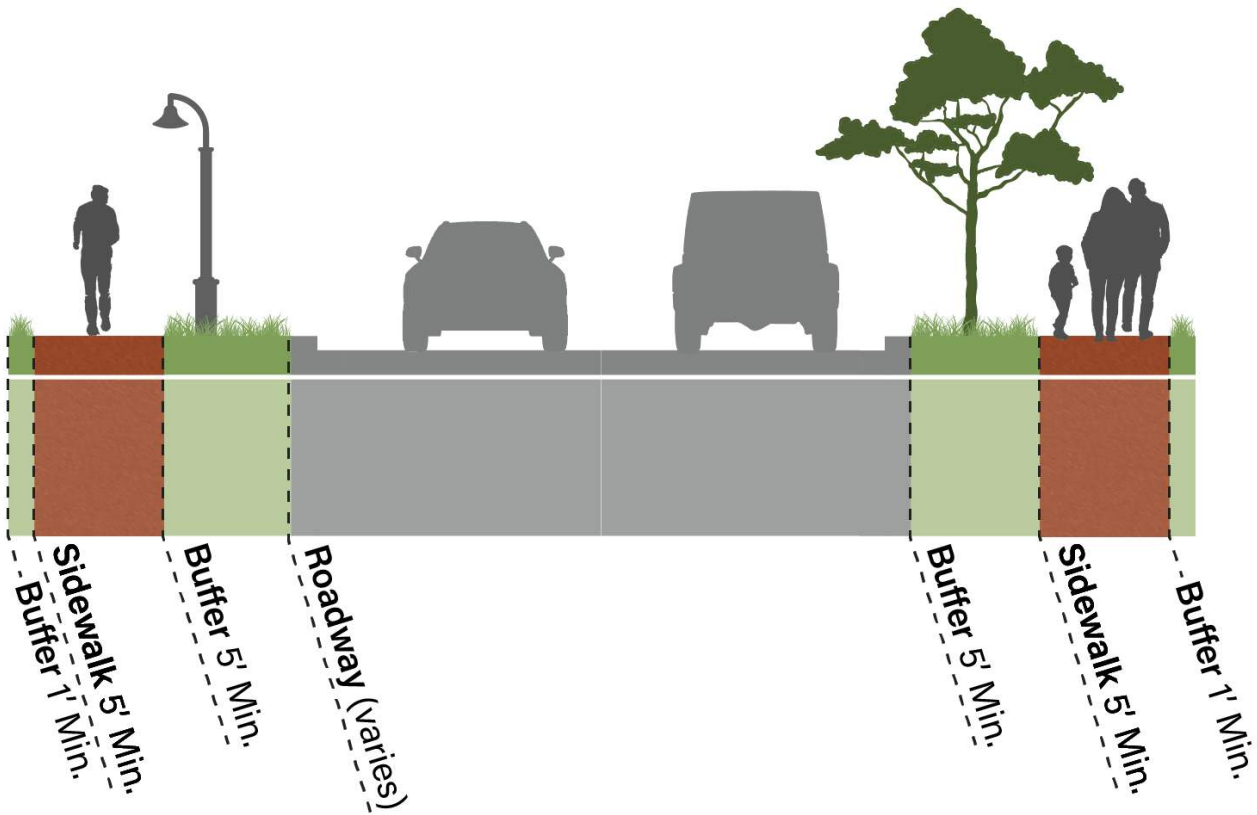
*Costs only include sidewalk (5-inch depth concrete sidewalk with compacted aggregate base), buffer (sod, soil).

TYPE TWO

NEIGHBORHOOD CORRIDORS

Cost per Linear Foot: \$270*

Cost per Mile: \$1,400,000



About:

The neighborhood corridor is intended to be used along key roads that serve as connections in residential areas that are adjacent to downtown Scottsburg. This type of corridor builds upon the local corridor type with the same sidewalk and buffer dimensions but also incorporates street trees and lighting.

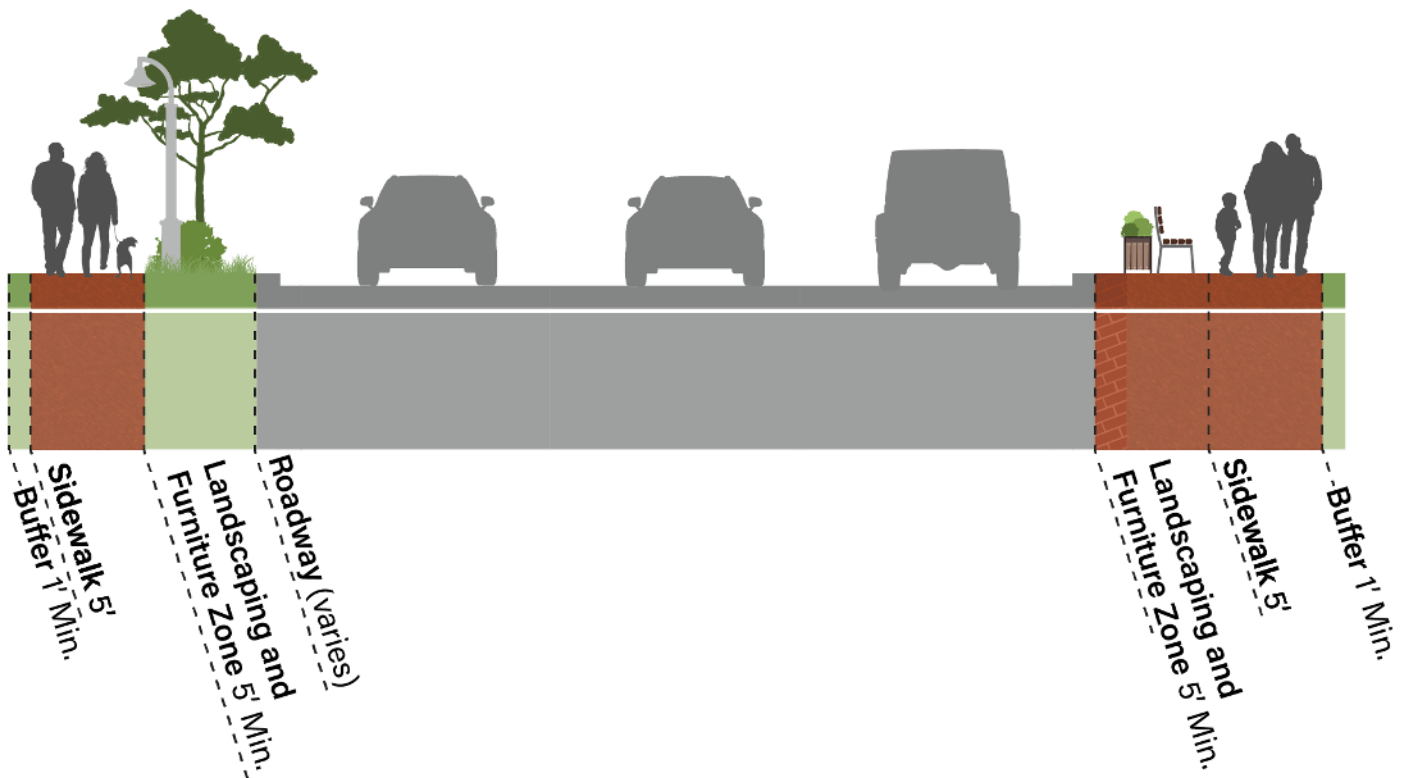
*Costs only include sidewalk (5-inch depth concrete sidewalk with compacted aggregate base), buffer (trees, sod, soil), street furniture (benches, planters), and street lights.

TYPE THREE

COMMERCIAL CORRIDORS

Cost per Linear Foot: \$355*

Cost per Mile: \$1,800,000



About:

Streetscape improvements along commercial corridors, such as SR 56 and US 31, are intended to both provide adequate space for pedestrian travel while also contributing to the character of Scottsburg. This type of corridor includes a five-foot sidewalk while also incorporating room for landscaping and pedestrian amenities in the area adjacent to the road. At a minimum, enhanced lighting, street trees, planters, and seating should be provided in this area. Additionally, the location of landscaping and furniture zones enhance safety along busier streets by providing separation between pedestrians and automobile traffic.

*Costs only include sidewalk (5-inch depth concrete sidewalk with compacted aggregate base), buffer (trees, sod, soil), street furniture (benches, planters), and street lights.

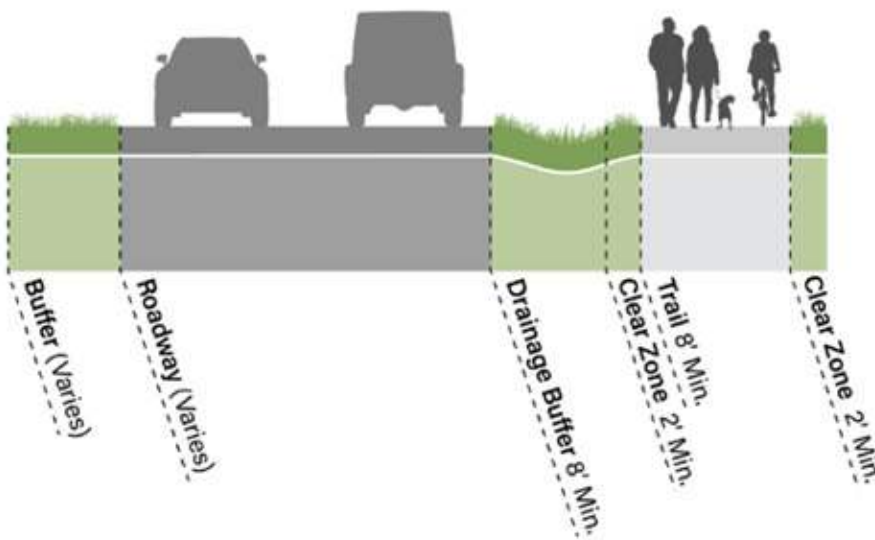
TYPE FOUR

TRAIL CORRIDORS

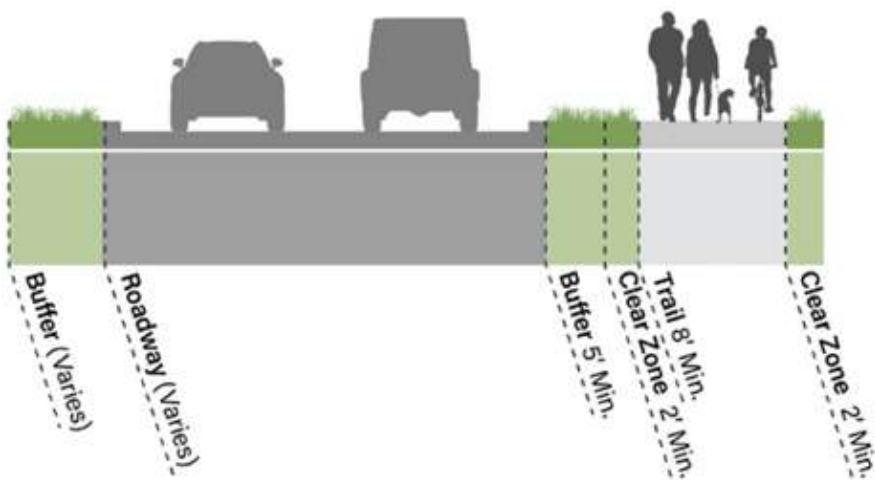
Cost per Linear Foot: \$150*

Cost per Mile: \$800,000

CURB-LESS ROADS



CURBED ROADS



About:

The trail corridors are primarily intended to be used on county roads where development is currently limited but anticipated in the future. Because the development is anticipated to have a suburban or rural density, trails will likely only be necessary on one side of the road. This type of corridor includes an eight-foot minimum width and two-foot clear zones to provide adequate room for pedestrians and cyclists to pass each other when traveling in opposite directions. It also includes either an eight-foot drainage buffer (for areas without storm sewers) or a five foot-grass buffer (for areas with existing curb and gutter).

*Costs only include trail (1-inch surface, 3-inch asphalt base, and compacted aggregate base), drainage buffer (sod, soil).

SEGMENT PRIORITIES

OVERVIEW

The Sidewalk and Trail Improvements Map on page 11 identifies the corridors for proposed sidewalk and trail improvements. In addition to the identified corridors, the desire for sidewalk connectivity extends throughout the entire city with the vision of having a sidewalk or trail along every road. Using the Local Corridors cross section, property owners should install sidewalks on roads without proposed improvements as development or redevelopment occurs.

Each segment is also prioritized as low, moderate, or high priority. Segments that provide connections in higher traffic areas, such as around downtown or along SR 56 / US 31, and segments that connect existing sidewalks were the highest priority to construct first. After these segments are complete, they will form the backbone of a well-connected city.

PRIORITY LEVELS

HIGH PRIORITY ROUTES

High priority routes are primarily located along major corridors that residents can use to reach popular destinations, such as schools, retail, and restaurants. They also include smaller segments that connect existing sidewalks. The high priority segments included US 31, SR 56, Allen Street, Ray Street, Main Street, and 6th Street. There are no high priority trail routes since these are located further from the core of the city. Additional detail on the high priority routes can be found on page 13.

Total estimated cost: \$6 million

MODERATE PRIORITY ROUTES

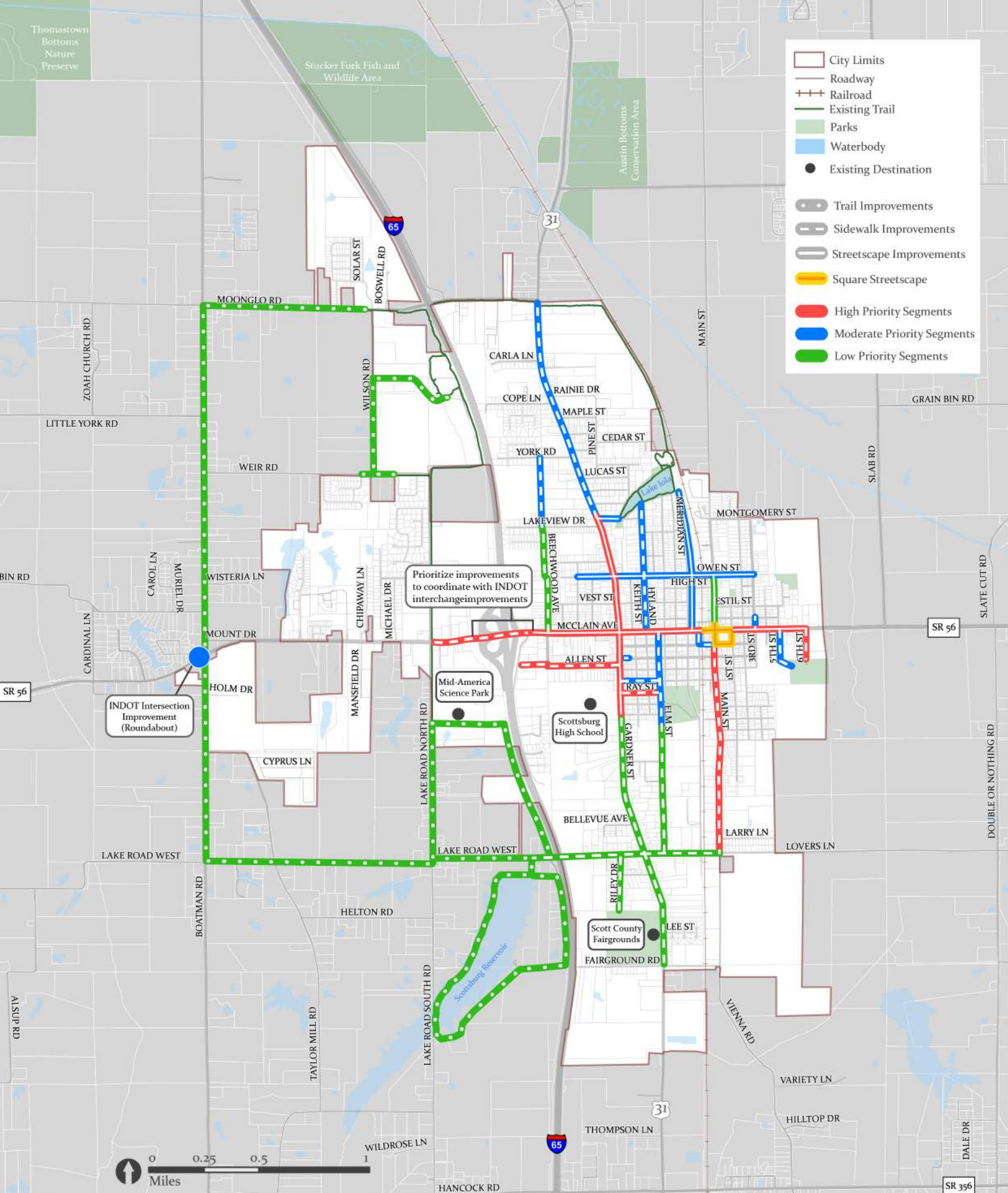
Moderate priority routes build upon the high priority routes and further connect the core of the city while also reaching further north and south. It includes corridors such as US 31, Beechwood Avenue, Hyland, Owen Street, Meridian Street, Elm Street, and several shorter connections. These corridors connect neighborhoods to major corridors and recreational facilities.

Total estimated cost: \$4.5 million

LOW PRIORITY ROUTES

Low priority routes include the remaining segments that were identified. They primarily consist of segments located outside of the current city limits or connections that build upon the previous priority segments.

Total estimated cost: \$11.5 million



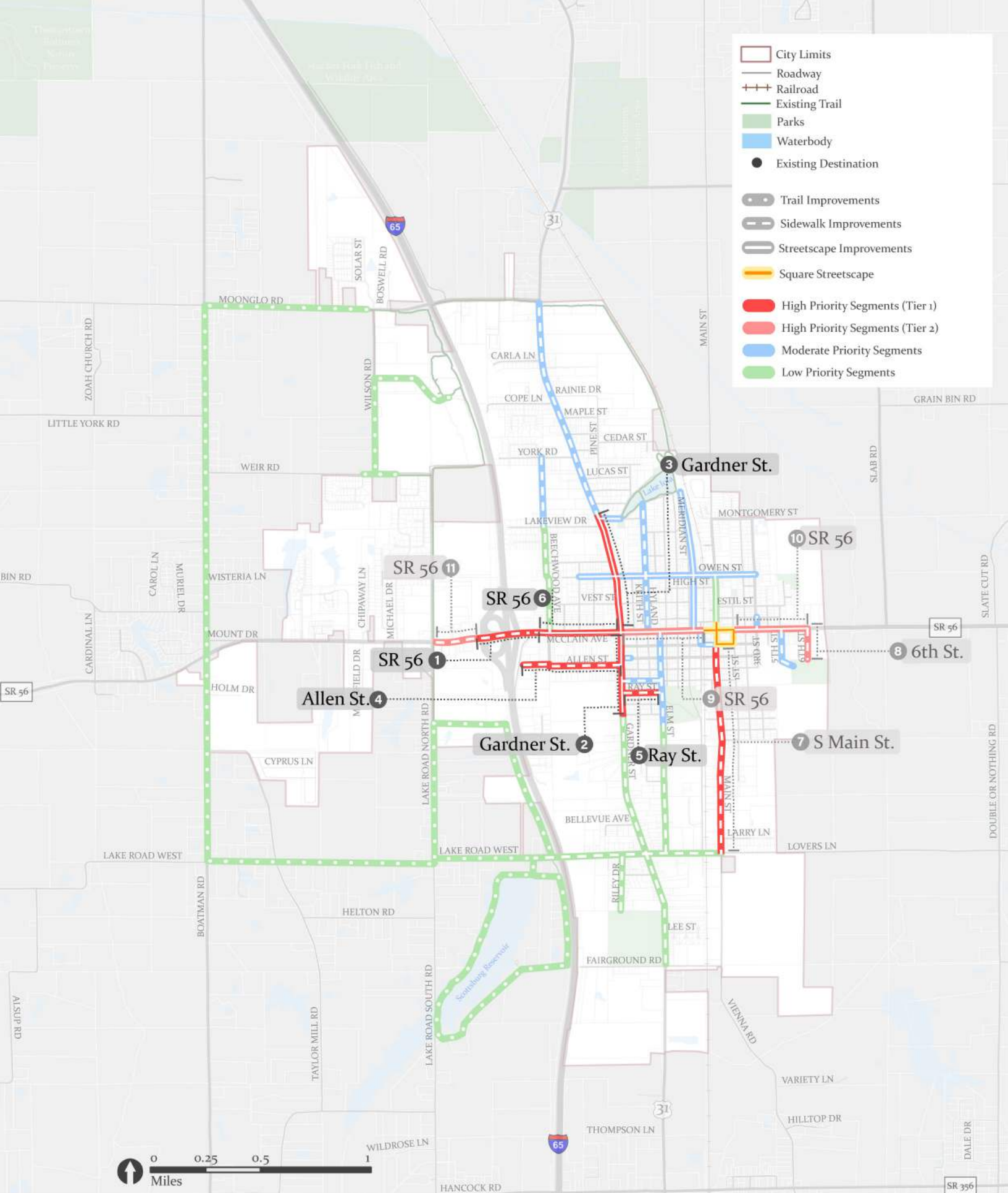
SIDEWALK AND TRAIL IMPROVEMENTS

IMPLEMENTATION PLAN FOR HIGH PRIORITY ROUTES

This section includes a timeline for funding the high priority routes within an eight-year timeline, as shown in the Implementation Funding Timeline on page 14. This proposed strategy uses the planning-level costs for type of corridor. For street segments on Gardner Lane/US 31, an additional contingency was included for potential utility and right-of-way adjustments since utility relocation and right-of-way are likely but this plan did not analyze the cost of those impacts.

Along with the timeline, the Priority Routes for Implementation Map on page 13 further separates the high priority segments into two tiers, with Tier 1 being completed first. The segment of SR 56 that includes planned sidewalk improvements on the I-65 overpass is not included in the funding timeline because it will require special coordination with INDOT and the construction timeline is likely beyond this planning horizon.

Based on anticipated local budgets from the Redevelopment Commission and City Council, \$500,000 in local funding was included annually within the funding timeline. With the exception of projects that will seek INDOT funding, Tier 1 projects are planned to be funded by 2025 and Tier 2 projects are slated for funded by 2031. The city anticipates additional funds in 2024 from CCMG (Community Crossing Matching Grant) to construct one segment of sidewalks that qualifies under the program. Due to the high cost for sidewalk and streetscape improvements along high priority segments of SR 56 and US 31, pursuing INDOT Rural Aid Funding (through LPA) is recommended in order to maximize local funding. LPA funds are committed a number of years in advance with applications typically due by December of each year. Because of this, LPA funds would not be available until 2030 at the earliest if a grant was awarded (applications in 2024 apply for 2030 funding). The LPA program requires a local match of 20%.



PRIORITY ROUTES FOR IMPLEMENTATION

IMPLEMENTATION FUNDING TIMELINE

SIDEWALK IMPLEMENTATION TIMELINE

SEGMENT DETAILS							IMPLEMENTATION TIMELINE FOR LOCAL FUNDING							
ID #	Street Name	Linear Feet	Improvement Type	Cost Per Linear Foot	Sides of Street	Cost	2024	2025	2026	2027	2028	2029	2030	2031
High Priority (Coordination)														
1	SR56	1,430	Sidewalk		1	\$ -								
High Priority (Tier 1)														
2	South Gardner Street*	2,000	SR56/US31 Streetscape	\$ 355.00	1	\$ 533,000	\$ 79,000	\$ 454,000						
3	North Gardner Street†	2,750	SR56/US31 Streetscape	\$ 355.00	2	\$ 1,464,000							\$ 292,800	
4	Allen Street	2,350	Sidewalk	\$ 200.00	1	\$ 235,000	\$ 235,000							
5	Ray Street	930	Sidewalk	\$ 200.00	2	\$ 186,000	\$ 186,000							
6	SR56	2,200	SR56/US31 Streetscape	\$ 355.00	2	\$ 781,000							\$ 156,200	
High Priority (Tier 2)														
7	South Main Street	5,320	Sidewalk	\$ 200.00	2	\$ 1,064,000		\$ 46,000	\$ 500,000	\$ 518,000				
8	6th Street	660	Sidewalk	\$ 200.00	2	\$ 132,000	\$ 26,400							
9	SR56	1,640	SR56/US31 Streetscape	\$ 355.00	2	\$ 580,000				\$ 500,000	\$ 80,000			
10	SR56	1,760	SR56/US31 Streetscape	\$ 355.00	2	\$ 625,000					\$ 420,000			\$ 205,000
11	SR56	890	Sidewalk	\$ 200.00	2	\$ 178,000								\$ 178,000
TOTALS	--	20,500	--	--	--	\$ 5,778,000	\$ 526,400	\$ 500,000	\$ 500,000	\$ 518,000	\$ 500,000	\$ 500,000	\$ 449,000	\$ 383,000

*Includes a right-of-way and utility contingency of \$178,000
 †Includes a right-of-way and utility contingency of \$488,000

■ Only local match (20%) of project cost is included in this spreadsheet. Remaining funding anticipated from Community/Crossings Matching Grant
■ Only local match (20%) of project cost is included in this spreadsheet. Remaining funding anticipated from LPA Grant (INDOT)

