



# HANCOCK COUNTY, INDIANA THOROUGHFARE PLAN EXECUTIVE SUMMARY

# THOROUGHFARE PLAN

## EXECUTIVE SUMMARY

The Hancock County Thoroughfare Plan provides a vision for the County's future transportation system and the projects and priorities for achieving it. The transportation system and its condition, maintenance, and efficiency are of the utmost importance in the quality of life of residents and businesses in Hancock County. Using the Future Hancock Vision and Strategic Objective as a guiding principle, the Thoroughfare Plan was developed based on public input and discussions with County, regional, and state transportation professionals. It was informed by the Future Land Use Map's land use recommendations' potential impacts on traffic. It is a long-term plan with much of the implementation expected to be 5-10 years out. The Thoroughfare Plan includes detailed analysis of existing transportation conditions in the County as well as future traffic models.

The Thoroughfare Plan will support and implement the Mt. Comfort Corridor Visioning Project as well as the 2018 Hancock County Trails Plan recommendations. Final recommendations of the Thoroughfare Plan suggest the future change in the designation of different county roads and what kinds of upgrades or classifications are most appropriate.

## Future Hancock Vision Strategic Objective E: Invest in a Robust and Efficient Transportation System Concurrent with Development

Due to global and national shifts in supply chain management, inventory control, and logistics, as well as shifting population dynamics bringing personal vehicle traffic, it is imperative that the County maintain a highly functional, multi-faceted transportation system for goods and people by:

- Working with State, regional, and local partners to have a safe, efficient network of roads within the County to improve both freight and passenger mobility
- Working with the state to make improvements to I-70 and interchanges and state roads
- Working with IndyGo, Central Indiana Regional Transit Authority, and Hancock Area Rural Transit to create a strong multimodal transportation system that supports Hancock's economic development objectives, that may include:
  - Workforce Connector services
  - Transit expansion
  - Innovative private partnerships to address employer demands
- Planning for the increased electrification of all transportation modes by working with public and private entities to strategically locate charging stations
- Implementing the Hancock County Trails Plan and develop policies for the addition of bike lanes and sidewalks with new development to improve walkability
- Implementing a Complete Streets approach on new and expanded State, local, and County roads
- Coordinating with the Indianapolis Regional Airport to avoid conflicting land uses in growth areas surrounding the Airport



## Prioritized Projects

The study team prioritized potential future projects for roads and trails in Hancock County based upon on the following three criteria:

**URGENCY:** the degree to which the project is needed in the near-term to address existing or imminent motor vehicle congestion, or to fill a critical gap in the pedestrian and bicycle system.

**SYNERGY:** the degree to which the project provides multiple benefits for mobility, accessibility, safety, and economic impacts.

**VALUE:** a planning-level assignment of relative level of benefit vs. relative project costs.

Each project included in the Thoroughfare Plan Map and the Tier 1 and Tier 2 Priority Trails in the Trails Plan Map were scored from 1 to 3 on the three criteria above with 1 being higher or better compared to 3 being lower or poorer. Consequently, the lowest priority scores (PS) have the highest priority. Therefore, a score of PS of 3 represents the highest priority, while a PS of 9 represents a low priority project.

| Motor Vehicle Project  | Priority Score        |
|--|-----------------------|
| <b>Tier 1</b>  |                       |
| CR 600 W from US 40 to CR 200 N                                    | 4                     |
| CR 600 W from CR 500 N to E 96th Street                            | 4                     |
| CR 600 W from US 52 to US 40                                       | 4                     |
| <b>Tier 2</b>  |                       |
| CR 200 W from CR 200 N to CR 300 N                                 | 6                     |
| CR 200 W/CR 300 W from CR 300 N to CR 500 N                        | 6                     |
| CR 200 W from US 40 to CR 200 N                                    | 6                     |
| CR 300 N from CR 600 W to CR 300 W                                 | 7                     |
| CR 300 N from CR 200 W to SR 9                                     | 6                     |
| CR 500 N from CR 600 W to CR 300 W                                 | 7                     |
| CR 200 N from CR 600 W to Fortville Pike                           | 6                     |
| <b>Tier 3</b>  |                       |
| CR 525 W from US 40 to CR 200 N                                    | 8                     |
| CR 300 E/CR 400 E from I-70 to SR 234                              | 8                     |
| <b>Trails Project</b>  | <b>Priority Score</b> |
| <b>Tier A</b>  |                       |
| CR 600 W Multiuse Trail/Protected Bike Lane from US 52 to CR 500 N | 3                     |
| Pennsy Trail Multiuse Trail from CR 600 W to CR 150 W              | 3                     |
| <b>Tier B</b>  |                       |
| CR 700 W Multiuse Trail from US 52 to Pennsy trail                 | 5                     |
| CR 700 W Multiuse Trail from CR 100 N to CR 600 N                  | 5                     |
| CR 500 W Multiuse Trail from CR 300 S to CR 100 S                  | 5                     |
| SR 9 Multiuse Trail from CR 300 N to CR 500 N                      | 5                     |
| Railroad Street Multiuse Trail from Wilkinson to Shirley           | 5                     |
| <b>Tier C</b>  |                       |
| Pennsy Trail from CR 400 E to the County Line                      | 6                     |
| Sugar Creek Multiuse Trail from New Palestine to Eden              | 7                     |
| Fortville Pike Multiuse Trail from Beckenholt Park to Fortville    | 7                     |