

IMPROVEMENT

01

Supporting Goals



North Main Street and Speed Control

The city can increase safety and reduce speeding concerns on North Main Street by adopting a comprehensive approach to traffic calming that prioritizes people as well as vehicles. Measures such as speed tables, raised intersections, and enhanced crosswalks encourage drivers to slow down while improving comfort and visibility for pedestrians. These tools are particularly effective in areas where residential neighborhoods, schools, or local destinations are present, helping create a safer and more predictable street environment.

Road restriping and lane narrowing are another proven strategy for lowering speeds and improving safety along corridors like North Main Street. By narrowing lane widths and making both lanes the same width, the city can discourage speeding by making the lane feel smaller for drivers while reallocating space for bike lanes, wider sidewalks, or landscaped buffers or medians. Calm street programs build on this concept by combining design changes with signage, pavement markings, and community outreach to reinforce desired driving behavior and foster a shared understanding of the street's purpose.

Evaluating the effectiveness of the existing roundabouts on North Main Street at East Crutcher Street and East Poplar Street is also an important step in understanding how current infrastructure is performing. Reviewing crash data, speed patterns, and pedestrian and cyclist comfort can help identify

where adjustments are needed to improve safety. Well-functioning roundabouts can reduce conflict points and severe crashes, but they must be properly designed, signed, and maintained to ensure they support all users.

Looking ahead, the city can also study locations where future roundabouts or other alternatives such as raised intersections may be appropriate as part of a long-term safety strategy. When thoughtfully placed, these tools can manage traffic flow while naturally keeping speeds low at key intersections. By integrating speed tables, road diets, calm street programs, and both existing and future roundabouts into a coordinated plan, the city can create a safer, slower, and more welcoming North Main Street for residents, visitors, and commuters alike.

In 2025, Elizabethtown adopted the Envision Zero Elizabethtown Safety Action Plan. This action plan developed a strategy for eliminating fatal and serious injury crashes and serves as a guide for future safety improvement projects, policies, and strategies. Several of the projects included in the plan have been initiated or are currently under design by the City of Elizabethtown or Kentucky Transportation Cabinet (KYTC). Within the plan, North Mulberry Street was included within the High Injury Network for speed and safety improvements, and a policy and process shift was recommended to assess the City's need for a Neighborhood Traffic Management Plan (NTMP).

Neighborhood Traffic Management is a strategic approach to address traffic-related issues within residential areas or neighborhoods. These plans are tailored to mitigate the impacts of traffic volume, speed, and safety concerns that affect the quality of life for residents. NTMPs involve a comprehensive process that includes community engagement, and the implementation of traffic calming measures and strategies. They can also address neighborhood speeding concerns by adopting clear, context-sensitive speed control policies that reflect residential character rather than relying solely on arterial roadway standards. When speed policies are consistent and clearly communicated, drivers are more likely to understand and respect expectations.

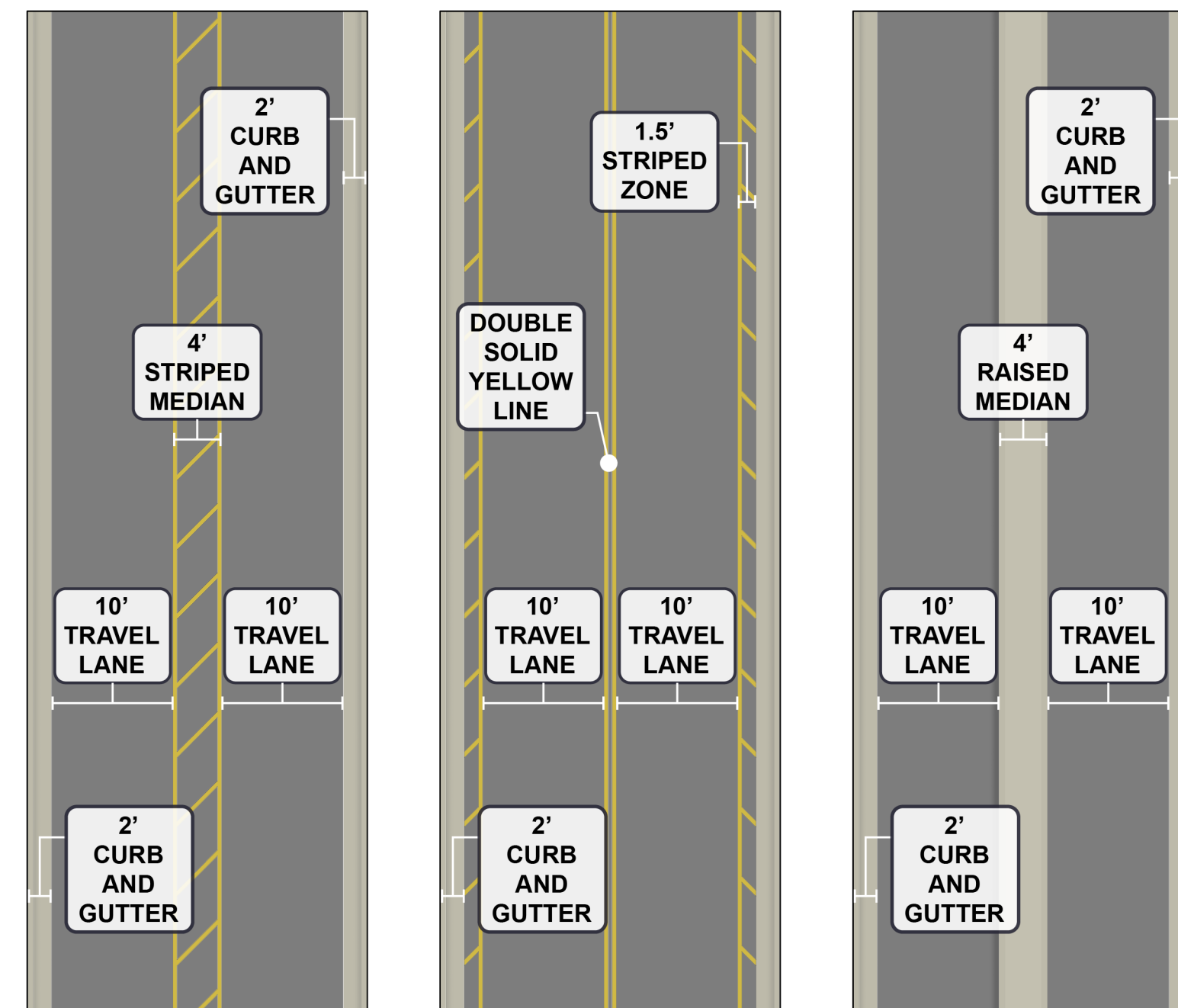
Enforcement programs play a key role in reinforcing these policies, especially when paired with education. Targeted speed enforcement in areas with frequent complaints can deter habitual speeding without creating a sense of constant policing. Programs that use data, such as speed studies and crash analysis, allow enforcement efforts to be focused where they are most needed, improving safety while maintaining community trust.

Community-based initiatives can further support speed control by encouraging resident participation. Neighborhood speed watch programs, yard signage, and temporary signs that display vehicle speeds help raise awareness and promote voluntary compliance. These approaches empower residents to be part of the solution and reinforce the idea that neighborhood streets are shared spaces, not high-speed corridors.

The city can integrate enforcement with long-term evaluation and adaptation. Regularly reviewing speed data, crash trends, and resident feedback allows policies and enforcement strategies to evolve over time.



Example single-lane roadway with new median and gateway. New Albany, IN



Graphic representation of different striping options to narrow the travel lanes

Project 1A - Intersections

Intersections improvements should be implemented that prioritize designs that naturally slow vehicles while improving safety and comfort for pedestrians and cyclists. Raised intersections, speed tables, and enhanced crossings can be strategically placed along North Main Street to reinforce lower speeds at key conflict points and neighborhood connections. The existing roundabout on North Main Street at East Crutcher Street and East Poplar Street should be reevaluated using crash history, speed data, and user comfort to determine whether geometric improvements, signing, or conversion to another type of intersection (such as a raised intersection) are needed. In addition, the city should study opportunities for new or enhanced intersection treatment at West Williams Street and North Main Street to better manage vehicle speeds and turning movements.

Project 1B - Narrower Lanes

The travel lanes on North Main Street should be narrowed by restriping; this is a cost-effective strategy to reduce speeding and improve safety without relocating curbs or requiring major reconstruction. Implementing 10 to 11 foot lanes in both directions along North Main Street can be accomplished through either adding a striped buffer on the outside edges of the roadway or adding a striped or raised median between the travel lanes. These changes visually and physically cue drivers to travel at safer speeds while creating opportunities to better organize space for pedestrians, bicyclists, and landscaping.

Project 1C - NTMP and Other Programs

Ensure that there is a focus on North Mulberry Street and North Main Street in the city-wide Neighborhood Traffic Management Plan (when created). Additionally, collaborate with local law enforcement to identify develop community awareness programs and additional enforcement policies.

IMPROVEMENT

02

Supporting Goals



Alleys

Residential alleyways can add functionality for property owners with improving access to rear garages and parking areas. Well-maintained pavement, clear entry points, and adequate turning space allow residents to safely and conveniently use garages from the alley rather than relying on street parking. Consistent alley widths, improved drainage, and regular surface repairs reduce wear on vehicles and make alleys feel like intentional parts of the neighborhood's circulation system rather than neglected spaces.

Lighting is another critical element in creating safer and more welcoming alleys. Installing well-placed, energy-efficient lighting at key locations, such as garage entrances, intersections, and mid-block areas improves visibility for drivers and pedestrians while deterring unwanted activity. New lighting can also be solar-powered to reduce on-going costs for electricity. Thoughtful lighting design can balance safety with residential comfort, minimizing glare into homes while ensuring alleys remain functional at night.

Implementing a clean and clear initiative helps maintain safe vehicular access and reinforces shared responsibility among property owners. These initiatives can include routine removal of debris, vegetation management, and enforcement of rules that prevent storage of trash, parked vehicles, or personal items in the alley right-of-way. Clear guidelines and regular maintenance schedules ensure alleys remain passable for residents, service vehicles, and emergency access.

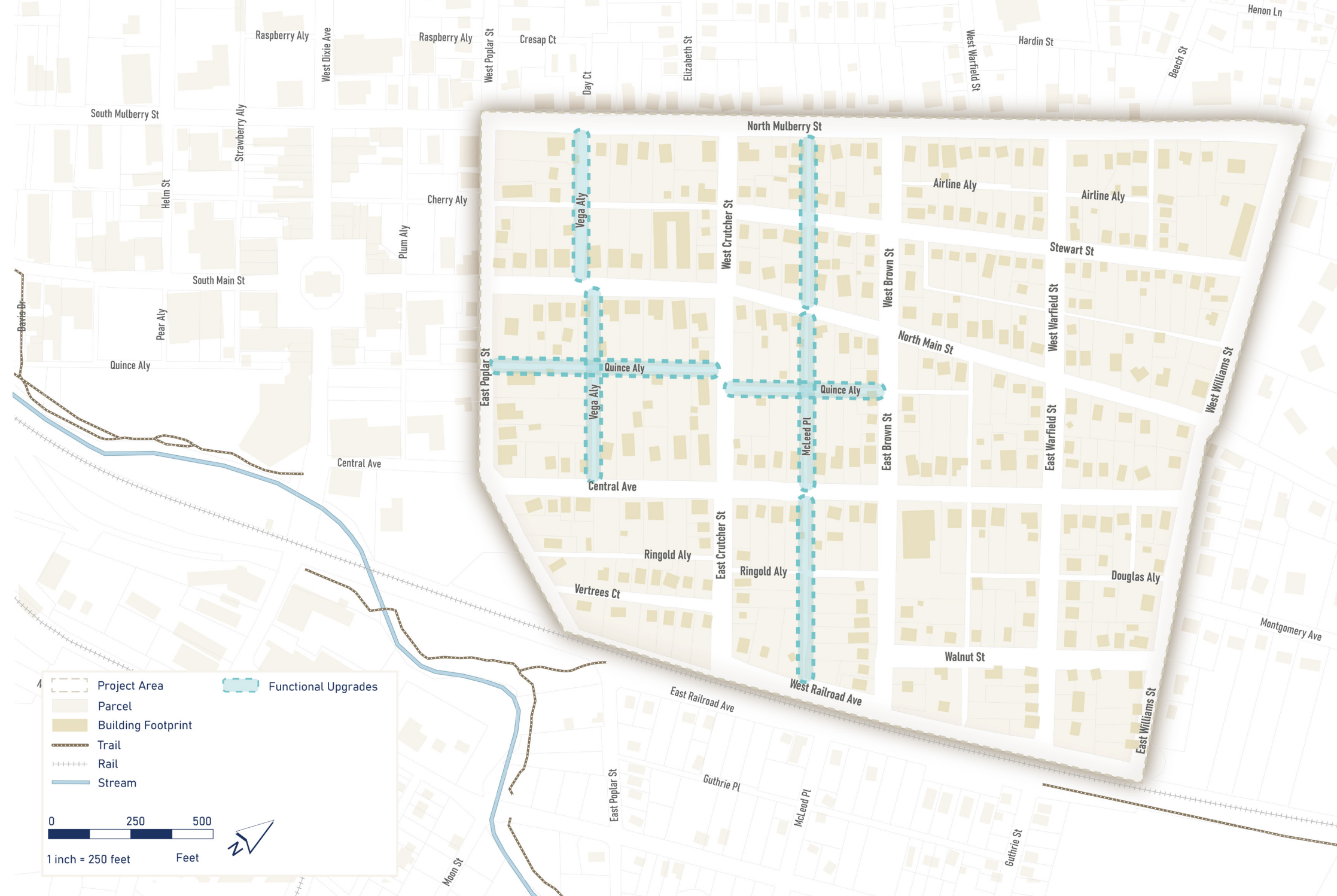
Finally, the city can strengthen alley friendliness through communication and partnership with local property owners. Providing clear information about alley use, maintenance expectations, and available city support encourages cooperation and long-term care. When access improvements, lighting upgrades, and clean and clear initiatives are coordinated, residential alleys become safer, more functional, and more valuable assets for both homeowners and the neighborhood as a whole.

Project 2A: Functional Upgrades

Upgrades should be implemented through a phased approach that prioritizes alleys with the greatest access, drainage, or safety challenges while coordinating improvements to pavement, lighting, and turning radii. Careful design standards, alignment with utility infrastructure, and attention to minimizing construction impacts will help ensure upgrades are durable and compatible with surrounding residential uses. Priority improvement areas include Vega and Quince Alleys and potentially McLeod Place. McLeod Place, while technically a roadway and not an alley, functions more as a major north to south alley for the neighborhood.

Project 2B: Clean and Clear Initiative

A Clean and Clear Initiative should be developed that will outline direct, enforceable standards for alley use, along with a routine maintenance and inspection program to ensure compliance. Success will depend on coordinated communication with property owners, consistent enforcement of debris and obstruction rules, and clearly defined responsibilities between the city and residents to maintain safe and accessible alleys over time.



IMPROVEMENT

03

Supporting Goals



Trails and Sidewalk Network

Completing a sidewalk network in the neighborhood is essential for safety, accessibility, and quality of life. Continuous sidewalks allow residents of all ages and abilities to move through the neighborhood without being forced into the roadway, reducing the risk of vehicle-pedestrian conflicts. For children walking to school, seniors taking daily walks, or residents accessing parks, downtown, or nearby services, a connected sidewalk system provides predictable, safe routes that support independence and mobility.

A complete sidewalk network also encourages healthier and more sustainable travel choices. When sidewalks are missing or inconsistent, walking becomes inconvenient and discouraging, even for short trips. By filling gaps, especially along main neighborhood streets and routes leading to schools, community centers, and downtown, Elizabethtown can promote walking and reduce short car trips. This shift not only supports physical health but also helps reduce traffic congestion and neighborhood speeding. New sidewalk segments have been identified on the following map with a priority level attached to the reconstruction of existing segments.

As funding becomes available the city can use the priority list to complete sidewalk projects or incorporate sidewalk improvements into the overall streetscape or road projects. Stormwater and drainage challenges are often a barrier to sidewalk construction, but they can be addressed through thoughtful design. Solutions such as permeable concrete, bioswales, rain gardens, and curb extensions with planted areas can manage runoff while enhancing the streetscape. Sidewalks can be slightly elevated or designed with integrated drainage channels on side streets or areas without

inlets/gutters to prevent pooling and erosion. These approaches protect adjacent properties, improve water quality, and make sidewalks more durable and comfortable year-round.

Improved crosswalks and road crossings are a critical companion to a completed sidewalk network, particularly along North Mulberry Street, East Poplar Street and other key locations. High-visibility crosswalks, curb ramps, and pedestrian refuge islands can be added at busy intersections and near schools where pedestrian activity is highest. Traffic-calming measures such as raised crosswalks, curb extensions, and enhanced signage help slow vehicles and increase driver awareness. Together, connected sidewalks and well-designed crossings create a cohesive, safe system that allows residents to move confidently throughout the neighborhood.

Building a connection from the residential neighborhood to the Buffalo Lake Trail would provide Elizabethtown with a valuable opportunity to expand access to recreation, health, and mobility options for residents. A direct trail connection encourages walking and biking for daily activity, supports active lifestyles for all ages, and links the neighborhood to one of the city's key natural amenities. This connection would strengthen the overall trail network while helping residents feel more connected to the broader community and outdoor spaces.

Establishing this connection also supports transportation and quality-of-life goals by offering a safe alternative to driving for short trips and recreation. A neighborhood link to the Buffalo Lake Trail can increase property value, promote tourism, and reinforce Elizabethtown's commitment to multi-modal infrastructure. By integrating the neighborhood into the trail system, the city creates opportunities for social interaction, outdoor exercise, and environmental appreciation, all of which contribute to a healthier and more vibrant community.

Crossing the CSX railroad at any location will be difficult to get approved by CSX. The existing crossing at East Crutcher Street will likely be easier to upgrade to make this existing crossing safer. A new crossing, while very difficult to get approved, should be at least considered at Williams Street since people are currently walking across the tracks at unmarked crossings. As the city's new amphitheater and event venue opens near Buffalo Lake, there will likely be more people walking to this area for events. Careful evaluation of design options for any crossing, such as enhanced rail crossing safety measures or even elevated structures, can help balance safety, feasibility, and connectivity. By acknowledging and planning for this constraint early, Elizabethtown can pursue a solution that safely links the neighborhood to the Buffalo Lake Trail while respecting railroad operations and existing roadway limitations.



Project 3A: Sidewalk Priority

The sidewalk network in the neighborhood should be expanded and improved; these improvements fall into two categories: new sidewalks and reconstruction sidewalks. Context of the adjacent use and the width of the right-of-way vary throughout the neighborhood and therefore require different treatments. This could include sidewalks that abut the roadway and include a curb and gutter, sidewalks that are separated from the roadway due to an elevation change, and sidewalks that are separated from the roadway that can include drainage structures or pedestrian amenities between the roadway and sidewalk. While the context may vary, new and reconstructed segments should be at least five feet wide.

Project 3C: Improved Crutcher Street Railroad Crossing

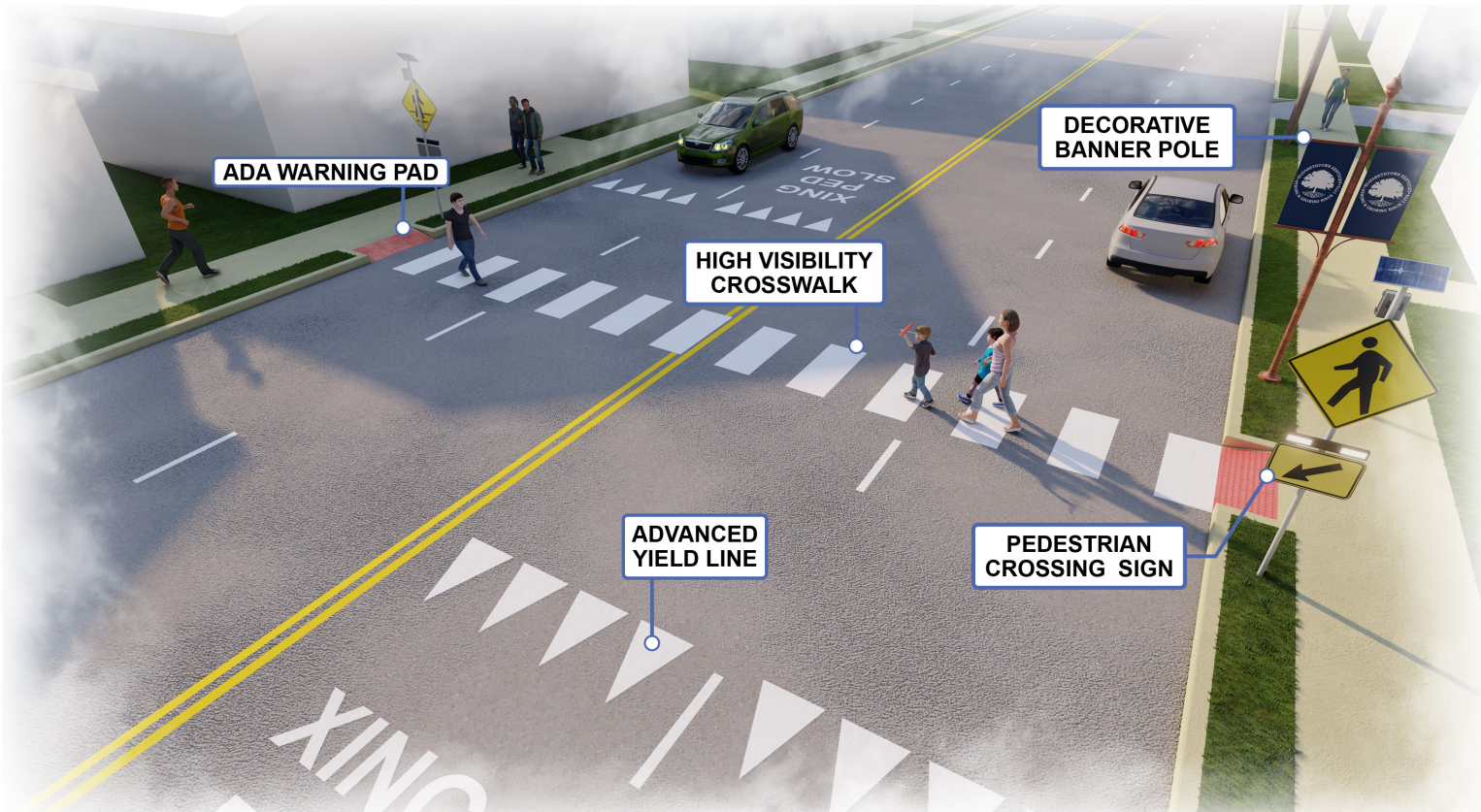
Options for a sidewalk or marked pedestrian facility should be considered at the East Crutcher Street railroad crossing. The existing at-grade railroad crossing includes about 33 feet of pavement without any sidewalk or pedestrian facilities over the tracks. However, there is an existing sidewalk along East Railroad Avenue that connects to Buffalo Lake Trail. Options for the crossing should ideally include a 5-foot sidewalk on the west side of the road but, if this is not possible, could reconfigure how the existing pavement is used by allowing for two 10-foot travel lanes and a 13-foot striped buffer on the west side of the road. Pedestrian crossing arms and flashing warning lights to alert users to approaching trains should be installed as well. These upgrades reduce conflicts between pedestrians, vehicular, and rail traffic while maintaining the existing at-grade crossing configuration.

Project 3B: Crosswalks

Improvements should be completed at the four priority crosswalk locations entering the neighborhood shown on the improvements map. These intersections have higher traffic volumes and/or serve as an entry point into the neighborhood. The design of priority crosswalks should emphasize visibility, accessibility, and consistency to enhance safety for all users. Crosswalks should incorporate ADA-compliant curb ramps with proper slopes, detectable warning surfaces, and clear alignment with pedestrian travel paths to ensure accessible crossings for people with mobility or visual impairments. High-visibility striping treatments such as ladder, continental, or zebra patterns should be used based on roadway context, traffic volumes, and speed, with durable materials that maintain contrast over time. When paired with appropriate signage, lighting, and curb extensions (where feasible), these design elements help clearly define pedestrian space and reinforce driver awareness at key crossing locations.

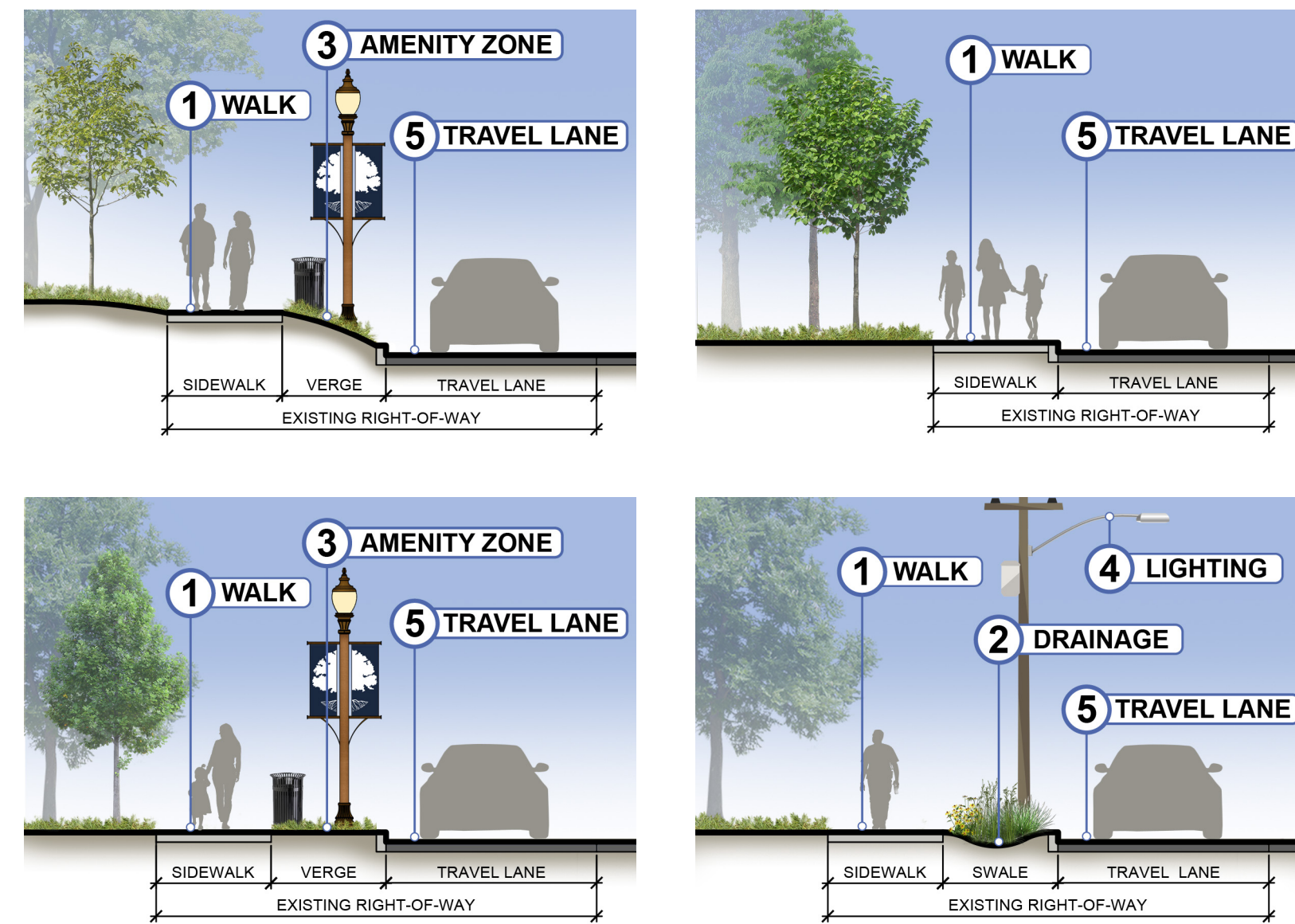
Project 3D: New Williams Crossing

The feasibility of a long-term railroad crossing at East Williams Street should be evaluated. This would connect the neighborhood to the Buffalo Lake Trail through either a new at-grade crossing (which is very unlikely) or potentially a new elevated pedestrian bridge. The structure would need to span the active rail corridor and be designed to meet all required train clearance, ensuring safe, uninterrupted rail operations below. The crossing would provide an accessible and safe route for pedestrians and trail users while eliminating at-grade conflicts with trains. However, this would have significant cost compared to an at-grade crossing.



A mid-block crosswalk provides a designated pedestrian crossing between intersections where foot traffic is concentrated. It improves safety and connectivity by clearly marking a preferred crossing location and increasing driver awareness of pedestrians.

POTENTIAL SIDEWALK CONFIGURATIONS





Pedestrian Scale Lighting

Installing pedestrian-scale lighting fixtures along the main corridors of the neighborhood can greatly enhance the character and identity of the area. These fixtures create a more visually engaging streetscape, helping streets feel welcoming rather than purely functional. By displaying neighborhood names, seasonal designs, or community messages, the lighting fixtures reinforce a sense of place and pride among residents while making the area more recognizable to visitors.

Pedestrian-scale light fixtures also support economic vitality along main streets. Attractive, well-designed banners draw attention to commercial corridors and can encourage people to slow down, walk, and explore nearby shops and restaurants. This increased foot traffic benefits local businesses and helps create an active street life, which in turn improves safety through “eyes on the street” and a livelier public realm.

These lights also contribute to safer and more comfortable pedestrian environments. When streets are designed at a human scale, with elements like banners, lighting, trees, and seating, they feel narrower and calmer, which can encourage slower vehicle speeds. This traffic-calming effect makes walking more pleasant and safer, supporting broader goals such as walkability, community health, and sustainable transportation.

There are two options for lighting improvements within the neighborhood: KU-installed and maintained fixtures or city-installed and maintained fixtures.

KU offers a variety of outdoor LED lighting options for local governments within their service territory. The Outdoor LED Lighting Service includes installation and maintenance of the lighting fixtures. Customers that use this service pay a monthly fee, per installed light, that appears on their standard bill and covers costs of the lighting installation, maintenance, and electricity use. The program offers LED lighting fixtures at 3,000 Kelvin, which most closely resembles “daylight at noon” and appears whiter in color compared to conventional lighting. Conventional lighting is considered “omnidirectional,” which means light emits from all directions, making it less effective at reaching your desired target. LEDs distribute light at sharper, more defined angles to illuminate directly in the intended direction. This helps cut down the loss of lumen, or lighting, making it much more efficient.

A short streetscape light pole is typically designed at a pedestrian-friendly height, usually around 10 to 16 feet tall, so it feels proportionate to people walking along the sidewalk rather than towering overhead. The pole is often made of durable materials such as powder-coated steel or aluminum and may feature decorative elements like a fluted shaft, finial top, or integrated brackets that hold one or two vertical banners (Improvement 7).

Currently, North Mulberry Street, North Main Street, and Central Avenue have tall Kentucky Utilities Company (KU) single-arm lights that are attached to the utility poles. Because of this fixture type and that they are owned by KU, no decorative elements or additional features may be attached to the pole. The poles are along one side of the street and are located at each intersection and alley access point (midblock). The new lighting fixtures should be installed on the opposing side of the streets to minimize clutter.

Project 4A: Priority Corridors

As sidewalk and corridor improvements are completed along North Mulberry Street, North Main Street, and Central Avenue, lighting fixtures should be installed at the appropriate spacing based on the pole height and type (but should not exceed 100 feet). The City can either utilize the KU approved outdoor lighting options or the city can install and maintain these fixtures.

Fixture	Label	Wattage Equivalence	Pole Type	Fixture Price	Fixture Rate Code	Pole Type	Pole Rate Code	Fixture + Pole Total
	Type H	100w	Decorative Smooth	\$8.41	399			\$20.45
	Type K	70w or 100w	Decorative Smooth	\$9.91	KA1	\$12.04	PK3	\$21.95
			Historic Fluted	\$9.91	KA1	\$17.03	PK4	\$26.94
	Type H	100w	Historic Fluted	\$22.36	KV1	\$17.03	PK4	\$39.39



Bike Racks

Providing bicycle racks is essential to a successful bicycle network. In addition to reducing theft, the availability of bike racks can prevent people from using signposts, parking meters, trees, and fences to lock up bikes. Bikes locked to these items may interfere with bicycle and pedestrian traffic flow or make the sidewalk or area inaccessible to persons with disabilities.

When installed, bike racks should be easily accessible and identifiable from the street, physically protected from vehicle travel lanes and parking areas, and out of the way of pedestrian traffic and building entrances. Installation of the racks can be included in various streetscape and road projects as well as other site-specific projects. With coordination of the property owner, bike racks at the church, community garden, and pocket park (when implemented) can further serve the neighborhood and local surrounding community.

The neighborhood can support implementation and long-term success by helping with outreach and maintenance. Residents can assist by promoting proper use of the bike racks, reporting damage, and encouraging respectful parking behavior. By taking ownership after installation, the neighborhood can demonstrate shared responsibility and reinforce the value of collaboration between residents and the city.

Project 5A: Bike Rack Installation

Install at least 2 to 3 bike racks at public gathering locations, like the church, community garden, and pocket park (when implemented). These fixtures should be directly off of the sidewalk to as not impede the walkway.

Landscape Forms – Metro 40 Collection

The Shadow™ Rack bike rack is a beautiful addition to any outdoor space looking to incorporate bike parking. The rack displays artistic designs, which cast stunning shadows onto the ground beneath. Choose if you want your shadow rack to display one of our pre-created designs (a bird, a bee, or a sun), or contact us if you're interested in using your own custom image.

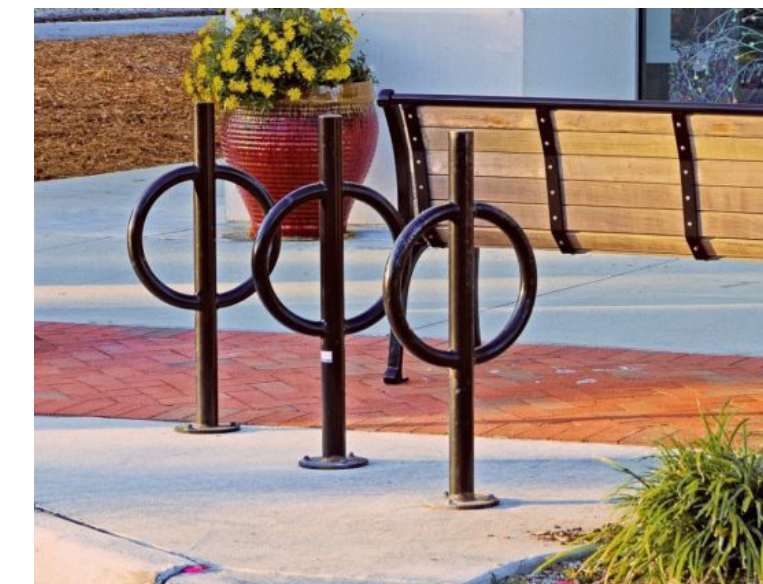
- As low as \$459
- 2 Bike Capacity
- 12" L x 36" H
- Variety of colors and finishes
- Surface mounted or ground mounted



MADRAX – Post and Ring

The Post & Ring rack is a classic, dual-purpose solution for secure bike parking and space definition. The welded ring supports two points of contact and accepts U-locks through the frame and wheel. Parks up to two bikes, ideal for sidewalks, campuses, and retail areas.

- As low as \$179
- 2 Bike Capacity
- 17.5" Length, 35" – 38" Height
- Variety of colors and finishes
- Surface mounted or ground mounted



Water and Wastewater Upgrades

Elizabethtown has an important opportunity to address water and wastewater service in the North Downtown neighborhood by integrating needed utility upgrades directly into planned streetscape improvements. Coordinating these efforts ensures that investments in sidewalks, lighting, landscaping, and roadway design are not undermined by aging or undersized underground infrastructure that will need to eventually be upgraded. By approaching utility upgrades and streetscape projects as comprehensive corridor improvements rather than surface-level enhancements, the city can improve reliability, reduce future disruptions, and maximize the return on public funds. Incorporating water and wastewater upgrades during streetscape construction allows Elizabethtown to replace deteriorated pipes, increase system capacity, and correct drainage or inflow issues that contribute to service interruptions. North Downtown, with its older development patterns, is more vulnerable to infiltration, low pressure, and sewer backups due to increased debris entering the system. Addressing these issues at the same time as street or sidewalk reconstruction minimizes the need for repeated excavation, shortens construction timelines overall, and reduces inconvenience to residents and businesses.

This integrated approach also supports broader community goals related to economic revitalization and public health. Reliable water and wastewater services are essential for attracting new development, supporting existing businesses, and enabling higher-density or mixed-use projects envisioned for North Downtown. Modernized infrastructure improves fire protection, and while not a current problem reduces environmental risks from sewer overflows, and enhances resilience to extreme weather events, all of which contribute to a safer and more sustainable neighborhood.

Embedding utility upgrades into streetscape improvements encourages better long-term planning and interdepartmental coordination. Aligning capital improvement plans for public works, utilities, and transportation allows Elizabethtown to prioritize projects based on need, equity, and lifecycle costs. For North Downtown, this means not only creating attractive and walkable streets but also ensuring that the infrastructure beneath them is capable of supporting the neighborhood's growth and quality of life for decades to come.

Project 6A: Coordinate Infrastructure Projects

Infrastructure projects should be coordinated in North Downtown through close collaboration among city departments, utility providers, and contractors to align planning, design, and construction schedules. By integrating water and wastewater upgrades into planned streetscape improvements, Elizabethtown can reduce redundant excavation, lower long-term costs, and minimize disruptions to residents and businesses. Successful implementation will depend on shared project timelines, coordinated capital improvement planning, and clear communication channels that ensure underground utility needs are addressed before surface improvements are completed, resulting in more resilient, efficient, and long-lasting neighborhood infrastructure.



Gateway

Installing a neighborhood gateway sign on North Main Street and other neighborhood edges, such as along North Mulberry Street, is an important step for Elizabethtown as it helps clearly establish neighborhood identity within a growing and evolving city. Gateway signs signal arrival and create a sense of place, helping residents and visitors understand when they are entering or leaving a distinct area with its own character and history. The city's wayfinding plan includes an option for neighborhood gateway signs and banner posts that are independent of light poles. These signs should be used for this improvement to provide visual consistency while reinforcing that this neighborhood is a recognized and valued part of the community.

A well-designed gateway sign also strengthens community pride and cohesion. When residents see their neighborhood named and represented in the public realm, it fosters a stronger sense of belonging and ownership. This visible recognition can encourage residents to become more engaged in neighborhood improvement efforts, support local initiatives, and care for shared spaces. For long-time residents, the sign affirms identity and continuity, while for newcomers, it provides a welcoming introduction to the neighborhood.

Project 7A: North Main Gateway

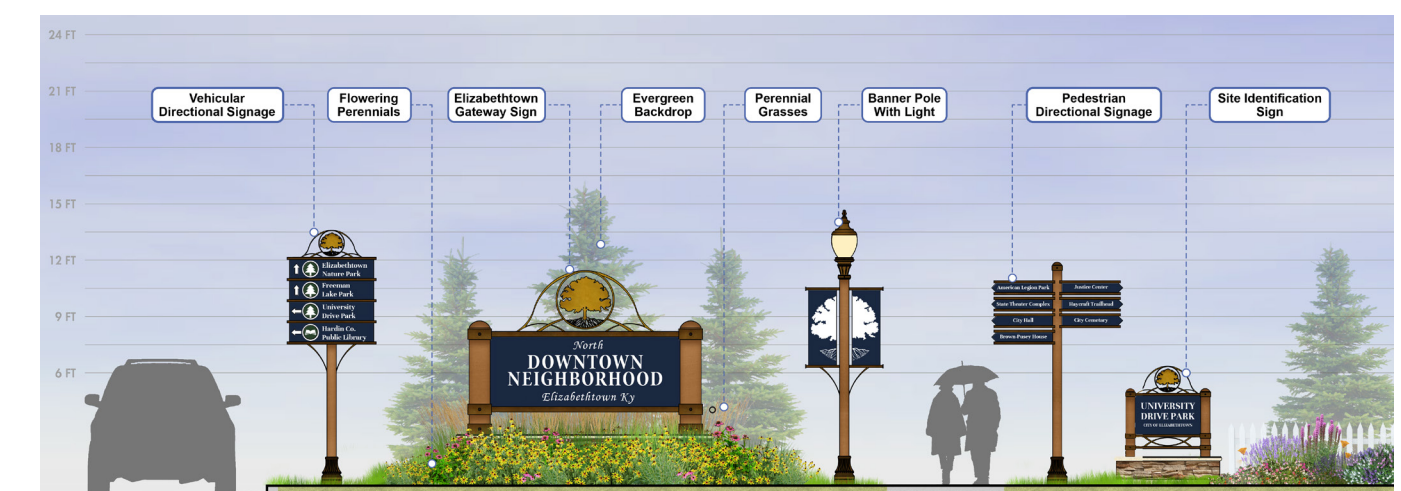
A gateway sign and plantings should be installed at North Main Street and East Poplar Street. This should be considered as the city reevaluates the mini-roundabouts on North Main Street at East Poplar Street (see Improvement 1). Once design plans are finalized, either a large gateway sign or a modified site identification sign along with plantings can be installed at this intersection to signify the neighborhood edge.

From a broader planning and economic perspective, a neighborhood gateway sign on North Main Street and other entry points improves wayfinding and enhances the corridor's overall appearance. Clear identity markers help visitors navigate the city more easily and can highlight neighborhoods as destinations rather than pass-through areas. As North Main Street continues to serve as an important connector to downtown, a gateway sign aligned with Elizabethtown's sign standards contributes to a cohesive streetscape, supports local investment, and reinforces the city's commitment to thoughtful, place-based design.

Along with the gateway signage, banners can be installed along North Mulberry Street corridor if the new lighting fixtures are installed (Improvement 4). These banners are mounted lower on the pole for easy visibility, with colors and graphics that complement the surrounding neighborhood or corridor. The overall design is clean and attractive, blending with trees and other street furniture to enhance the visual appeal of the street without creating clutter.

Project 7B: Banners

Coordinating with Improvement 4, pedestrian scale lighting banner arms can be installed on the new light poles along North Mulberry Street and along North Main Street and Central Avenue at intersections. These banner arms can have informational designs as well as seasonal decorations.



Elizabethtown Wayfinding Plan

IMPROVEMENT
08
Supporting Goals

Balanced Development

Identity and Design

Neighborhood Pride

Dilapidated and Building Maintenance

Addressing dilapidated buildings and ensuring proper building and property maintenance is important because neglected structures can pose serious safety, health, and economic risks to a community. Unsafe buildings can cause injuries if people trespass, attract pests, or become fire hazards, putting residents and first responders in danger. Poorly maintained properties can also lower surrounding property values, discourage investment, and contribute to crime or vandalism, which affects neighborhood stability and quality of life. By proactively maintaining buildings and enforcing codes, cities protect residents' health and safety, preserve property values, and create an environment where communities can thrive and attract new investment.

Creating programs that provide assistance and reduce barriers for rehabilitation or reconstruction can improve building maintenance and rehabilitation in the neighborhood.

Pre-Approved Housing Plans Program

Communities are recognizing that one barrier to residential infill and redevelopment is the cost and time involved with obtaining design plans for a home. The City is currently in the process of developing stamped sets of building plans for multiple housing types that would allow a property owner to simply choose a "pre-approved housing plan" that would streamline permitting and reduce initial costs.

Project 8A: Pre-Approved Building Plans

Develop a catalog of pre-approved housing plans to simplify the design and permitting processes for housing development. These plans should be suited to the most common types of vacant parcels in Elizabethtown to encourage infill development, and the plans should align with parcel sizes and local ordinances regarding setbacks, structure sizes, structure heights, etc. After approving the catalog of pre-approved housing plans, advertise and share it online as well as in City offices and market it to local developers as an opportunity to streamline the development process.

The program intends to create a library of building plans for various housing styles that are already approved by the City's building official. This will eliminate the need for individualized architectural review for each project that uses a pre-approved plan, thereby reducing "soft costs" and accelerating the construction timeline. Building plans for the following housing types are being considered:

- **Accessory Dwelling Units (ADUs):** Small, secondary residential dwellings (often called "granny flats" or carriage houses) located on the same lot as an existing single-family home.
- **Single-Family Homes:** Diverse styles of standalone residential units suitable for smaller, urban lots. The program is also specifically aiming to address the "missing middle" by focusing on high-quality, attainable designs that can be replicated across different neighborhoods.

Home Repair

The city can facilitate and support exterior and interior home repair by creating programs that reduce financial and technical barriers for residents. This can include offering grants, forgivable loans, or low-interest loans for essential repairs such as plumbing, electrical systems, heating and cooling, accessibility upgrades, and health-and-safety improvements. The city can also leverage state or federal funding sources and prioritize repairs that prevent displacement or further property deterioration.

In addition to funding, Elizabethtown can provide technical assistance and coordination to make repairs easier to complete. This may involve pre-approved contractor lists, help with inspections and permits, case management for seniors or people with disabilities, and partnerships with nonprofit housing organizations. Outreach, clear eligibility guidelines, and streamlined application processes are key to ensuring residents are aware of and can successfully use these programs.

Program Examples

Home Repair Grant Programs: The city offers small grants or forgivable loans to fix critical interior issues such as unsafe wiring, leaking plumbing, mold remediation, or broken heating systems, especially for low-income homeowners and seniors.

South Bend Neighborhood Infill Program – South Bend, Indiana



Property Improvement Program

To additionally establish a defined character of the neighborhood the city can implement a curb appeal program. This could function similar to the city's existing facade improvement program in the C5 zoning district. It could include facade or building improvements, such as deteriorating siding, outdated windows, poor lighting, or adding a front porch, as well as property improvements between the home and street, such as yard improvements or sidewalk connections from the house to the public sidewalk. The city can then allocate funds through grants, matching funds, or low-interest loans, often prioritizing owner-occupied homes or areas with higher need. Property owners who apply should be required to comply with the design standards in this plan and providing a list of partnerships with local contractors can streamline the process for the property owner.

Successful implementation also depends on strong community engagement and administrative support. The city should host informational meetings, provide one-on-one assistance with applications, and offer guidance to help residents select appropriate improvements. Clear timelines, transparent approval criteria, and regular communication is typically needed to build trust and participation. Once projects are completed, the city can monitor outcomes, such as improved property conditions, resident satisfaction, and neighborhood pride, to refine and expand the program over time.

Property Maintenance Programs

The city can further encourage property and home improvements that visually impact the neighborhood by creating small-scale, easy-to-access programs that address visible and preventative repairs. This could include a "Paint a Porch" program where the city or community partner can donate supplies and volunteers help touch up or paint front facades, porches, railings, trim, or

steps before deterioration worsens. This program can be helpful for those neighbors who are elderly, disabled, or otherwise would not be able to do it themselves.

One of the cornerstones of this effort could be a quarterly neighborhood cleanup day. Each season, residents gather to pick up litter, clear sidewalks and alleys, and address problem areas identified by neighbors. The cleanup days are family-friendly and can even conclude with a small social gathering, reinforcing the idea that caring for the neighborhood can be both productive and enjoyable. Over time, these events can lead to noticeable improvements in cleanliness and a stronger shared responsibility for public spaces.

Another option is for the city to host "Dumpster Days" where a large dumpster is placed within the neighborhood for a weekend or week and resident can dispose of large items and other trash for free. Volunteers can also be on hand to assist neighbors with moving larger items to the dumpster. This can help remove unsightly items from front porches and yards, such as couches and similar items. By setting clear eligibility criteria, focusing on older housing stock, and coordinating bulk purchasing of supplies, the city can keep costs low while improving safety and curb appeal across the neighborhood.

To maximize participation and impact, the city should pair these programs with strong outreach and local partnerships. Working with neighborhood groups, nonprofits, youth job programs, or volunteer groups can help deliver volunteer labor and build community ownership. Simple application processes, flexible scheduling, and technical guidance ensure residents can easily participate. Over time, these visible improvements can boost neighborhood pride, prevent more costly repairs, and complement larger housing rehabilitation and code enforcement efforts.

Project 8C: Property Improvement Program

Establish an exterior property maintenance program, similar to the downtown facade grant program, that outlines the specific eligible items, required matching funds, and property eligibility. This program should prioritize property owners or areas that have the greatest need for additional support.

Project 8B: Home Repair Program

Create a program for qualifying and essential home repairs to those with low to moderate income. The program should prioritize property owners that have exhibited the greatest need in their application. Additionally, the city can maintain a list of approved contractors that regularly work on similar projects and are familiar with local regulations.

Project 8D: Property Maintenance Program

Outline and implement a program that includes regular events each year that focuses on visually improving the neighborhood through property maintenance. Each event should include potential supply donations, volunteers who will assist, and ways to publicize each event.

IMPROVEMENT
09
Supporting Goals

Balanced Development

Identity and Design

Neighborhood Pride

Design Guidelines

Design guidelines for existing and new development in the neighborhood are important since they help ensure that redevelopment strengthens rather than disrupts the character, livability, and long-term value of the area. Clear guidelines provide predictability for residents, builders, and developers by setting shared expectations for building scale, orientation, and design quality. They help new homes and additions fit comfortably within existing patterns, protecting neighborhood identity while still allowing for thoughtful change. By encouraging pedestrian-friendly design, durable materials, and cohesive streetscapes, design guidelines support stable property values, community pride, and a more attractive, well-functioning neighborhood over time.

The following 10 design guidelines should be encouraged and promoted to property owners and builders rather than required or mandatory unless a property is using public funds, such as the property improvement program. These guidelines are intended to support compatible development and thoughtful reinvestment in the neighborhood and emphasize neighborhood character, pedestrian orientation, and long-term durability while allowing flexibility in architectural expression.



Existing housing example

Project 9A: Design Guidelines

The design guidelines should be shared through clear, user-friendly materials and integrated into early conversations with property owners and builders during the planning and permitting process. The city can promote voluntary adoption by offering technical assistance, design examples, and incentives, such as priority review or eligibility for funding programs, while applying the guidelines as requirements only when public funds are involved.

- 01 Design Guideline 1: Neighborhood Character and Development Patterns
- 02 Design Guideline 2: Architectural Style
- 03 Design Guideline 3: Building Location and Front Yards
- 04 Design Guideline 4: Parking and Garages
- 05 Design Guideline 5: Lighting

- 06 Design Guideline 6: Balconies
- 07 Design Guideline 7: Roof Design
- 08 Design Guideline 8: Porches and Entries
- 09 Design Guideline 9: Windows, Doors, and Shutters
- 10 Design Guideline 10: Landscaping

IMPROVEMENT
10
Supporting Goals

Balanced Development

Identity and Design

Neighborhood Pride

Commercial Transitions

A successful transition from the downtown core into the residential neighborhood relies on gradually shifting scale, intensity, and land use rather than abrupt changes. Elizabethtown can use transitional zoning that allows medium-density buildings, such as townhomes, small apartment buildings, or mixed-use structures, between taller downtown buildings and lower-density homes. Step-down building heights, increased setbacks, and design standards that reflect neighborhood character help create a comfortable visual and physical transition while maintaining an urban feel closer to downtown.

At the edge of the residential neighborhood along North Mulberry Street and East Poplar Street, small-scale neighborhood commercial uses can serve as an effective buffer between more intense downtown activity and the quieter residential streets. Corner stores, cafes, neighborhood markets, childcare services, and professional offices are permitted through the current Neighborhood Commercial (C-2) zoning. These uses should be designed following the design guidelines in the downtown plan that includes pedestrian scale, buildings close to the sidewalk, transparent storefronts, and limited parking located behind or on the side of the building, ensuring they feel integrated into the neighborhood rather than intrusive.

Elizabethtown can target desired commercial uses that serve the neighborhood and the design of that development along North Mulberry Street through

programs and incentives. Tools such as reduced parking requirements flexibility for desired uses can lower barriers for small businesses. Additionally, financial incentives like facade improvement grants, tenant improvement assistance, low-interest loans, or rent subsidies can help local entrepreneurs establish themselves. The city can also prioritize these areas for streetscape improvements, lighting, and sidewalk enhancements to create an inviting environment for customers as outlined in Improvement 3.

Long-term success also depends on community involvement and clear planning guidance. By engaging neighbors early and emphasizing locally serving businesses rather than destination retail, the city can foster vibrant, walkable edges that connect downtown activity with neighborhood life in a balanced and sustainable way.

IMPROVEMENT
11
Supporting Goals

Identity and Design

Neighborhood Pride

Pocket Park

Underused parcels of land through the neighborhood are identified; these properties remain unproductive and do not encourage investment or build community pride. A public space, like a park or plaza, could bring residents together in a common area, encourage them to interact with one another and get to know their community, and provide a needed amenity within the neighborhood. One of the identified underutilized parcels can be developed into a public park and programmed with neighborhood events or markets.

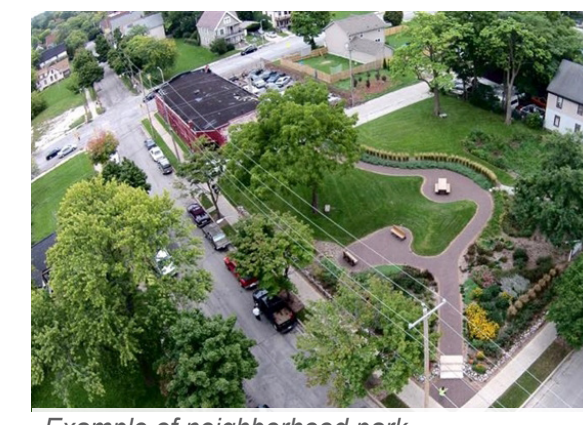
Most of the identified vacant parcels in the neighborhood are smaller than half an acre in size. Though this is small, it is ideal for a pocket park intended to serve the immediate neighborhood as opposed to the entire city. Neighborhood input should be gathered to ensure this park reflects local needs, particularly for seniors and children who may benefit most from nearby, walkable green space and a place to play that is close to home. Incorporating outdoor athletic equipment designed for older adults, such as low-impact exercise stations, balance features, and shaded seating, and an open lawn space and small playground for children, can promote physical activity while fostering daily social interaction among neighbors. By developing this pocket park on a neighborhood-focused scale, the city can ensure the surrounding neighborhood will not be overwhelmed with traffic or park visitors. The park can also serve as a gathering place for neighborhoods or families with a small pavilion or similar covered structure.

Project 11A: Pocket Park

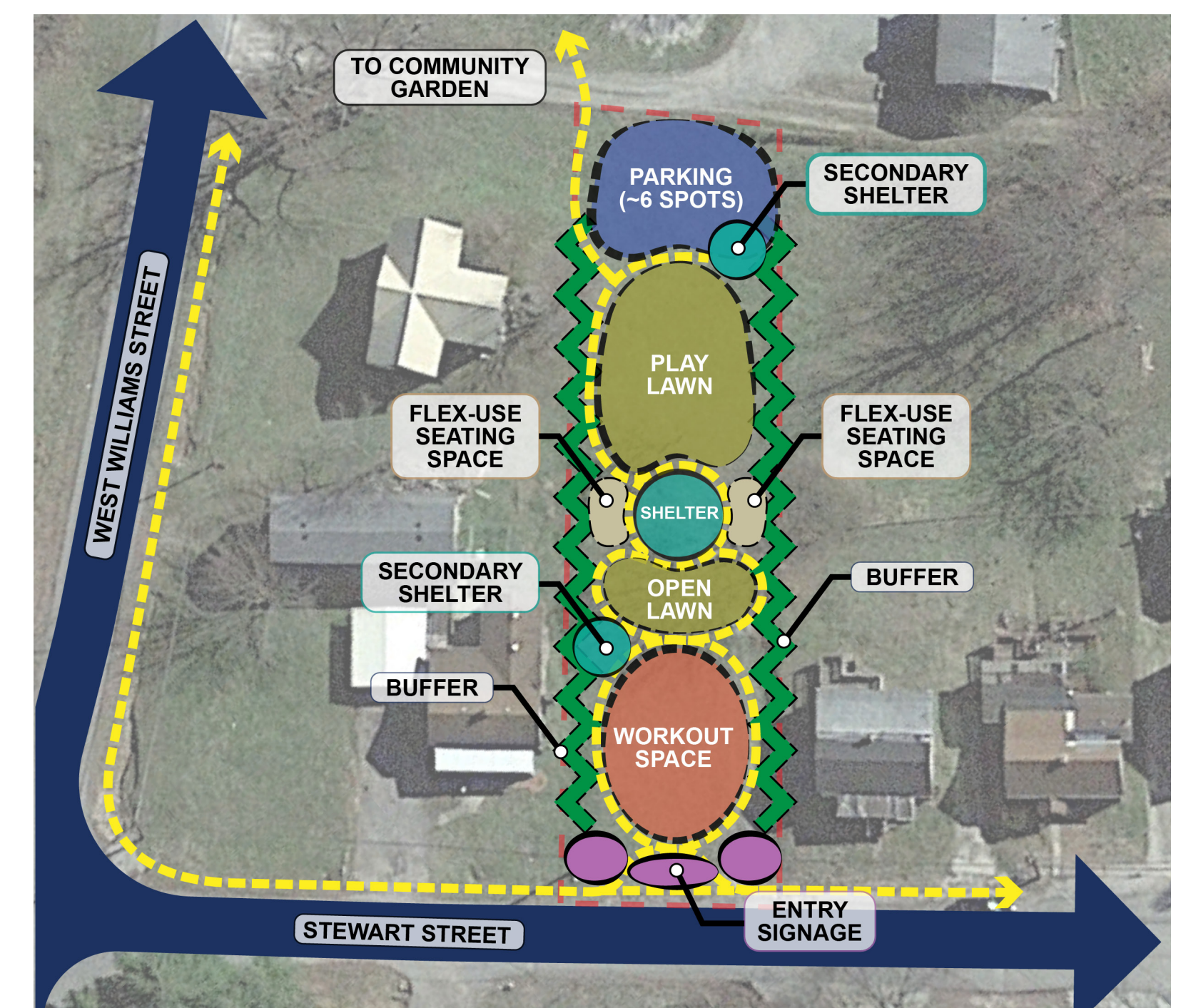
Secure one of the underused parcels, and design and construct a pocket park that includes the features and elements that the neighborhood desires and will use.



Example of exercise equipment



Example of neighborhood park



IMPROVEMENT
12
Supporting Goals

Identity and Design

Neighborhood Pride

Improve or Expand Community Garden

Community gardens can serve as living classrooms where residents of all ages learn about ecology, nutrition, and sustainability through hands-on experience. By participating in planting, composting, and harvesting, community members gain practical knowledge about food systems, soil health, and water conservation. The neighborhood and community partners can partner with local schools, nonprofits, and environmental educators to host workshops, field trips, and demonstrations in these spaces, turning everyday landscapes into accessible learning environments that connect abstract environmental concepts to real life.

Green infrastructure projects, such as raised garden beds, rain gardens, bioswales, green roofs, and tree plantings, can also be powerful education tools when their purpose and function are clearly explained. Informational signs, public tours, and interactive events can show residents how these features manage stormwater, reduce flooding, improve air quality, and mitigate urban heat. When people understand how green infrastructure works and why it matters, they are more likely to support similar projects and adopt sustainable practices at home, such as small vegetable gardens, rain barrels or native plant landscaping.

Beyond education, both community gardens and green infrastructure projects strengthen engagement by encouraging collaboration and shared responsibility. Planning, building, and

maintaining these spaces gives residents a voice in shaping their neighborhood while fostering relationships across age, culture, and background. This sense of ownership builds civic pride and trust, making it easier for Elizabethtown to engage neighborhoods in broader conversations about environmental resilience, public health, and long-term neighborhood improvement.

Project 12A: Community Garden

The existing community garden, managed by United Way, is a strong community resource that benefits the neighborhood and greater community. It currently provides some produce for the community grown in this public gardening beds. The City and neighborhood can further support this resource by seeking additional donors that may help United Way expand the garden and their operations there.



Example of expanded raised garden beds

IMPROVEMENT
11
Supporting Goals

Identity and Design

Neighborhood Pride

Neighborhood Liaison Group

Creating a neighborhood liaison group provides a clear structure for collaboration between residents, businesses, and the city during the implementation of this master plan. This group could serve as a leadership group for residents, a group to put plans into on-the-ground actions, and a trusted point of contact for residents' voices and ideas. By bringing together representatives from the neighborhood, the liaison group can reflect diverse perspectives and help build broad support for events and planned improvements.

A neighborhood liaison group also plays a critical role in communication and coordination. Members can help share timely information about project schedules, construction impacts, and upcoming decisions, reducing confusion and misinformation. In turn, the group can gather feedback, identify concerns early, and relay them to city staff, allowing adjustments to be made and helping projects stay on track.

From an implementation standpoint, the liaison group can assist with prioritizing events or projects and aligning them with community needs and capacities. By working closely with city departments, the group can help identify quick wins, phasing strategies, and opportunities to coordinate improvements or leverage additional funding. This collaborative approach increases efficiency and ensures that limited resources are directed toward projects that deliver the greatest neighborhood

benefit. Improvements 14 and 15 would be led by the created group and become the coordinator of neighborhood lead event planning with the support of the city.

Project 13A: Liaison Group

Create a neighborhood liaison pilot program within the neighborhood. This should clearly define roles, function, and focus of this group. The group can meet with city staff routinely to coordinate efforts and increase communication and information sharing. If the program is successful, it could be expanded to other neighborhoods within the city.



Neighborhood-Lead Public Art and Murals

Incorporating public art and murals into a residential neighborhood begins with community engagement and a shared vision. This improvement should be led by residents, local artists, and nearby businesses rather than the city who can come together through workshops or open forums to discuss themes that reflect the neighborhood's identity, history, and connection to the city. This collaborative approach helps ensure the art feels authentic rather than imposed, and it builds local pride and stewardship. Early conversations can also identify suitable locations such as blank building walls, utility boxes, retaining walls, or community gathering spaces.

Partnerships are essential to moving from ideas to implementation. Neighborhood groups can work with Elizabethtown Art Movement, Elizabethtown Artist Coalition, or other development organizations to secure permissions, funding, and technical guidance. Property owners play a key role, especially for murals, and clear agreements help define responsibilities for installation and maintenance. Grants, sponsorships, and artist-in-residence programs can make projects more affordable while supporting local creatives and strengthening ties between the residential neighborhood, downtown, and greater Elizabethtown.

Design and placement should balance creativity with neighborhood character. Murals and public art can serve as gateways between downtown and the residential streets, using color and storytelling to signal transitions while still respecting the quieter nature of a neighborhood. Thoughtful scale, lighting, and materials help artwork blend into its surroundings rather than overwhelm them. Including wayfinding elements or interpretive signage (see Improvement 8) can also encourage walking and exploration, drawing foot traffic without disrupting daily life.

Long-term success depends on care, programming, and ongoing community involvement. Establishing maintenance plans, whether through the city, neighborhood groups, or artists, helps preserve the artwork over time. Events such as mural walks, art openings, or educational tours can keep the installations relevant and well-used. By treating public art as a living part of the neighborhood rather than a one-time project, residents and city partners can create a vibrant, welcoming environment that connects the neighborhood to downtown while maintaining its unique character.

Project 14A: Neighborhood Initiation of Program

Engage the Local Art Community and Define a Vision – The neighborhood can organize and lead community meetings, workshops, or surveys to gather ideas on themes, styles, and concerns. Identify how the art should reflect neighborhood identity. Document feedback to ensure transparency and broad support.

Identify and Secure Locations – Map potential sites such as building walls, alleys, utility boxes, fences, or plazas. Meet with property owners to discuss interest and obtain written permission. Coordinate with the city to confirm zoning, visibility, and safety requirements.

Develop a Budget and Secure Funding – Estimate costs for artist fees, materials, equipment, permits, and maintenance. Apply for public art grants, seek sponsorships from nearby businesses, and explore neighborhood fundraising options. Identify any in-kind contributions such as wall preparation or equipment.

Project 14B: Art Installation & Maintenance

Select Artists and Designs – Issue a call for artists with clear criteria, themes, and site information. Include community members in the selection process. Review design proposals with the city and property owners to ensure compliance and shared expectations.

Obtain Permits and Final Approvals – Submit required permits and agreements to the city. Finalize contracts outlining scope of work, timelines, insurance, and maintenance responsibilities. Confirm installation schedules and logistics.

Prepare Sites and Install Artwork – Coordinate wall preparation, surface repairs, and safety measures. Schedule installation to minimize neighborhood disruption. Communicate timelines to residents and nearby businesses.

Celebrate and Promote the Artwork – Host a mural unveiling, neighborhood art walk, or small festival. Promote the project through social media, local press, and city channels. Consider signage that explains the artwork and credits artists and partners.

Plan for Maintenance and Ongoing Programming – Establish a maintenance plan and budget for repairs or touch-ups. Assign responsibility for reporting damage or graffiti. Organize periodic events, tours, or new art phases to keep the program active and valued over time.



Example business mural



Example painted utility box



Example painted fence



Neighborhood-Lead Community Events and Efforts

The neighborhood's sense of pride and connection can be strengthened through a series of ongoing community events and shared efforts that bring residents together throughout the year. These initiatives can be led and designed by the neighborhood not only to improve the physical appearance of the area, but also to build relationships among neighbors and encourage long-term stewardship. By offering regular opportunities to participate, the neighborhood creates a culture of involvement where residents feel invested in the place they live.

Seasonal streetscape decorations further enhance a neighborhood's character and sense of celebration. City staff and volunteers can install and maintain decorations that reflect the changing seasons and holidays, such as banners (cannot be on utility light poles), fall planters, or winter lights. These visual touches can make the neighborhood feel welcoming and vibrant, especially for those walking or biking through the area. The decorations also signal community pride and help distinguish the neighborhood while respecting its residential nature.

An annual tree giveaway program supports both environmental goals and neighborhood beautification. Each year, residents would be invited to receive free or low-cost trees (typically saplings) to plant in their yards, contributing to increased canopy cover and long-term sustainability. Educational

materials and occasional planting workshops would help ensure the trees thrive. As the trees grow, they provide shade, improve air quality, and create a lasting legacy of the community's commitment to a greener future.

Complementing these efforts is the "Yard of the Month" program, which recognizes residents who take exceptional care of their properties. Each month during the spring and summer seasons, a home would be selected and celebrated with a small sign and neighborhood recognition. This program encourages friendly competition and inspires others to enhance their own yards. Together, these events and initiatives create a cohesive, engaged neighborhood where small actions collectively make a meaningful impact.



Example of community clean-up day

15A: Neighborhood- Lead Community Event

The neighborhood should plan and host annual or seasonal neighborhood events, starting with one event as a pilot. The events can range from festivals and block parties to charity auctions or beautification. Outdoor events should be held in a public space, like along a road or in the neighborhood pocket park.

Project 15C: Tree Program

The neighborhood should partner with a tree nursery to host a raffle or giveaway of saplings or young trees. As part of the giveaway, recipients should receive educational materials about how to care for their tree. This program can operate annually as an individual event or as part of a larger community festival.

Project 15B: Seasonal Decorations

The neighborhood should organize seasonal decorations along the major roads within the neighborhood. This could also be coordinated with the city as they install decorations in the downtown area during holidays and special events. If new pedestrian-scale lighting is installed (city-owned), the decorations can be extended along the corridors that branch from downtown into the neighborhood (See Improvement Four).

Project 15D: Yard of the Month Program

The neighborhood should establish a Yard of the Month Program, or something similar, to cultivate pride and stewardship in the neighborhood. This should outline eligibility, rules, judging, and other similar details. Donated prizes from local businesses could also be solicited for the winner each month.

GENERAL COMMENTS