



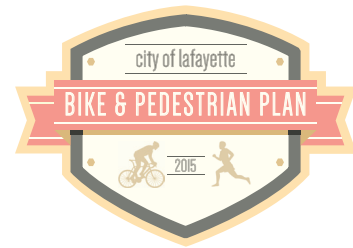
FINAL REPORT

JUNE 30, 2015

prepared by

BUTLER, FAIRMAN & SEUFERT, INC.





LETTER OF INTRODUCTION

Butler Fairman & Seufert, Inc. (BF&S) is pleased to present the Lafayette Bike and Pedestrian Plan to the citizens and administrators of the City of Lafayette, Indiana. This report is the product of a collaborative effort by city staff, BF&S design professionals, the Lafayette Bicycle and Pedestrian Steering Committee, the Lafayette Bicycle and Pedestrian Advisory Committee, local merchants, local bicycle clubs, and members of the community. It is intended to serve as a guide for future alternative transportation and recreational development within Lafayette and the city's connections to the surrounding communities.

Each bicycle facility route, pedestrian improvement, program recommendation, and policy recommendation was thoroughly researched. Decisions were based on a process that consisted of a city-wide inventory and analysis process, design synthesis, public input, cost analysis, and development of design standards before ultimately reaching the master plan stage. The resulting recommendations are the best solutions to initiating a city-wide bicycle and pedestrian network. The plan is intended to be a supplement to the 2012 Lafayette Trails Master Plan. As the city grows and other opportunities present themselves, the Bike and Pedestrian Plan may need to be updated periodically. The plan is intended to be a "living document". However, the initial Bike and Pedestrian Plan will serve as a long lasting foundation for future alternative transportation development.

BF&S is very appreciative to have been able to assist the City of Lafayette in this planning effort and looks forward to the implementation of these recommendations.

Respectfully submitted on the 30th day of June 2015,

Butler, Fairman, & Seufert, Inc.

Alan L. Hamersly, P.E.

A handwritten signature in black ink, appearing to read 'Alan L. Hamersly'.

Jason G. Griffin, P.L.A.

A handwritten signature in black ink, appearing to read 'Jason G. Griffin'.



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Public Open House II - October 2, 2014	
Advisory Committee Meeting - October 21, 2014	
Advisory Committee Meeting - November 18, 2014	
Advisory Committee Meeting - February 12, 2015	
50% Draft Plan Public Presentation - February 28, 2015	
Steering Committee Meeting - April 1, 2015	
Steering Committee Meeting - April 29, 2015	
Steering Committee Meeting - May 14, 2015	
Advisory Committee Meeting - May 21, 2015	
75% Draft Plan Public Presentation - June 3, 2015	
Steering Committee Meeting - June 10, 2015	

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APPENDIX C (SEPARATE BOOK)

Detailed Cost Estimates	
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PROJECT BACKGROUND



PROJECT BACKGROUND

BACKGROUND

The City of Lafayette, Indiana, in conjunction with the Tippecanoe County Area Plan Commission (TCAPC) and the Indiana State Department of Health, has a goal to provide better alternative transportation options for the citizens of Lafayette and Tippecanoe County.

This growing need for alternative transportation has risen for several reasons. Personal economics, a movement to become a healthier society, and safety are all driving this trend. The high costs of owning, operating, and maintaining automobiles have the public searching for less expensive means of commuting and reaching everyday destinations. People are beginning to realize the need to exercise for their own physical and mental health.

In December of 2012 the City of Lafayette completed a comprehensive trails master plan in an effort to respond to this need. The plan identified thirty-three (33) corridors for development, including a major loop trail around the city, a major north-south corridor, and a major east-west corridor. In all, these corridors measured approximately sixty-four (64) miles of potential multi-use trail for the citizens of Lafayette. All of these proposed corridors were facilities that were separated from the roadway and would be appropriate for families. Currently several of these corridors are under development. The plan, however, did not thoroughly address on-road bicycle facilities, pedestrian facilities, and programs and policies to support the improved infrastructure.

On July 31, 2014, the TCAPC in conjunction with the Indiana State Department of Health and the Health by Design Coalition hosted a day-long Active Living Workshop. As part of the workshop, community partners and attendees identified key action steps that need to be taken. One of the key action steps for Lafayette was to develop a bicycle and pedestrian master plan that would help to improve connections to the previously completed trail master plan and encourage healthy transportation choices.

It is due to these reasons that Lafayette has determined a need for a comprehensive study to guide the planning and design of both bicycle and pedestrian facilities throughout the city. The plan will also help to identify key programs and policies that the city can implement as support for the proposed infrastructure.



PROJECT BACKGROUND

NEED FOR THE PLAN

In the United States of America, 30% of the population currently does not drive a motor vehicle. This includes children, the elderly, those people that are physically unable to drive, those that are financially unable to afford the cost and maintenance of a vehicle, and an increasing population of those who chose to use alternative transportation for its economic, environmental, and health benefits.

Currently it is recommended that adults participate in moderate activity for 150 minutes a week. This translates to 30 minutes a day for 5 days a week. In the State of Indiana, 30% of adults fall into the obese category and 16% of teenagers are obese. This alarming fact is partly attributed to an increasingly sedentary lifestyle. In 1969 the percentage of school children walking to school was 48% and today that number is down to 13%. Getting more kids to walk or bike to school could help lower this percentage and an added benefit is that kids who walk or ride arrive ready to learn and more focused. This is also true of workers who use alternative modes of transportation.

TARGET USERS

This plan is intended for pedestrians and bicyclists who either wish to or need to make daily trips for goods and services within their community, and recreational users looking to maintain or improve their health. Users that fall into the category of needing to make trips by foot are the elderly who can no longer drive, schoolchildren, those people that are unable to afford or maintain a car and therefore need to find alternative means to make connections.

This plan is also for casual bike riders that may not be comfortable riding among automobile or truck traffic. These types of riders account for 60% of the bicycling population, and require improved infrastructure or residential streets with low traffic and speed limits to make connections within the community.



PROJECT BACKGROUND

GOALS & OBJECTIVES

1. Increase the number of people that exercise daily by providing safe walking and biking experiences for citizens of all ages and levels of ability.
2. Increase the number of people walking and bicycling for everyday transportation purposes such as commuting to work, to school and running errands.
3. Enhance community connections to neighborhoods, parks, schools, businesses, retail and dining, and government facilities.
4. Increase the quality of life in the City of Lafayette in an effort to retain current citizens and attract new citizens.
5. Provide guidance and priorities for implementing infrastructure to support walking and bicycling with a broad range of funding and support.
6. Provide program and policy recommendations that help support and increase walking and biking in the community.
7. Provide community awareness of motorists and cyclists sharing the road through public education.
8. Increase eco-tourism in the City of Lafayette by attracting people that are looking for recreational activities in the region.
9. Prepare for future funding opportunities when they present themselves.
10. Identify future Safe Routes to Schools opportunities.
11. Create regional connections to county facilities and surrounding communities.

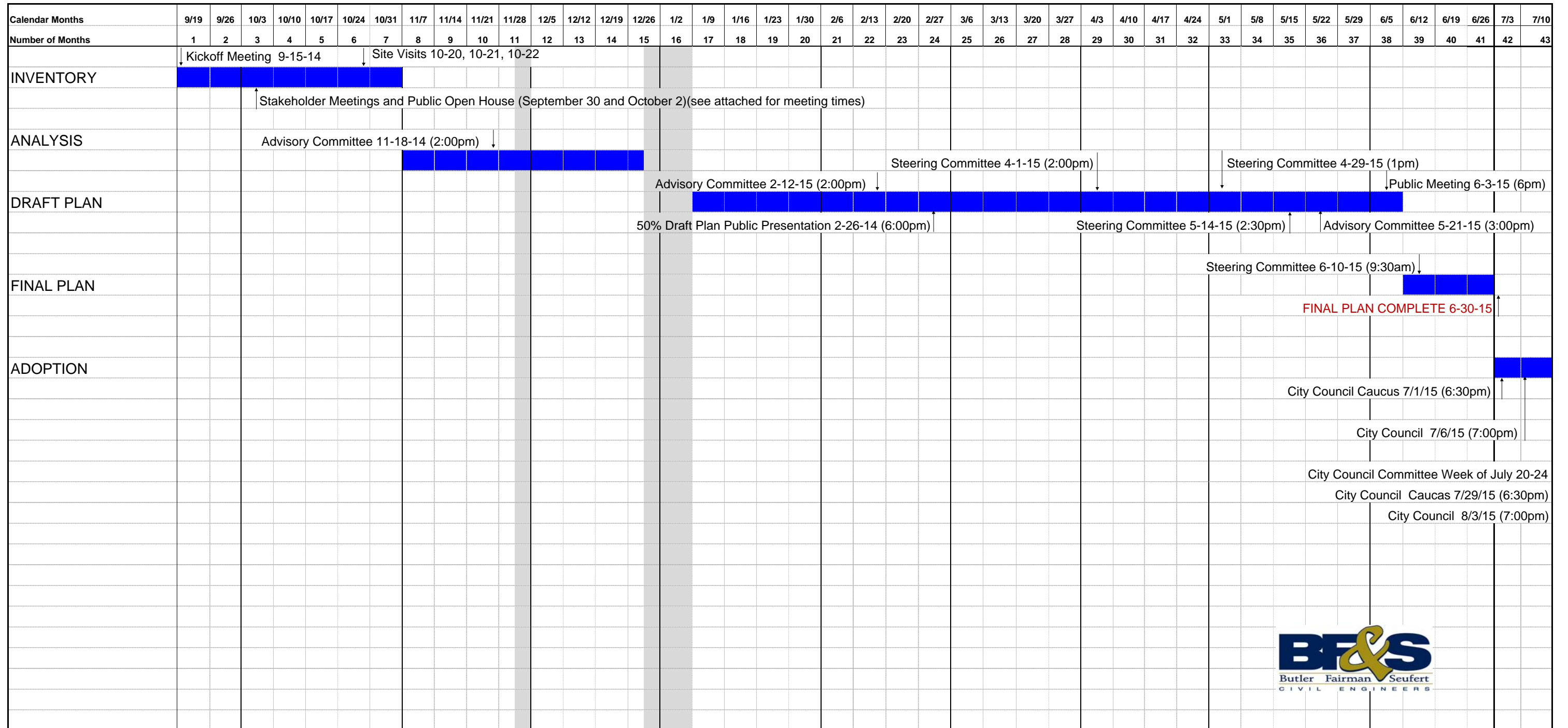
SCOPE OF THE PLAN

The plan studies the entire city limits of Lafayette. While it looked at connection points into Tippecanoe County and West Lafayette, the plan did not study or make suggestions regarding facilities under the control of another jurisdiction. This would include the bridges over the Wabash River which are owned by the County.

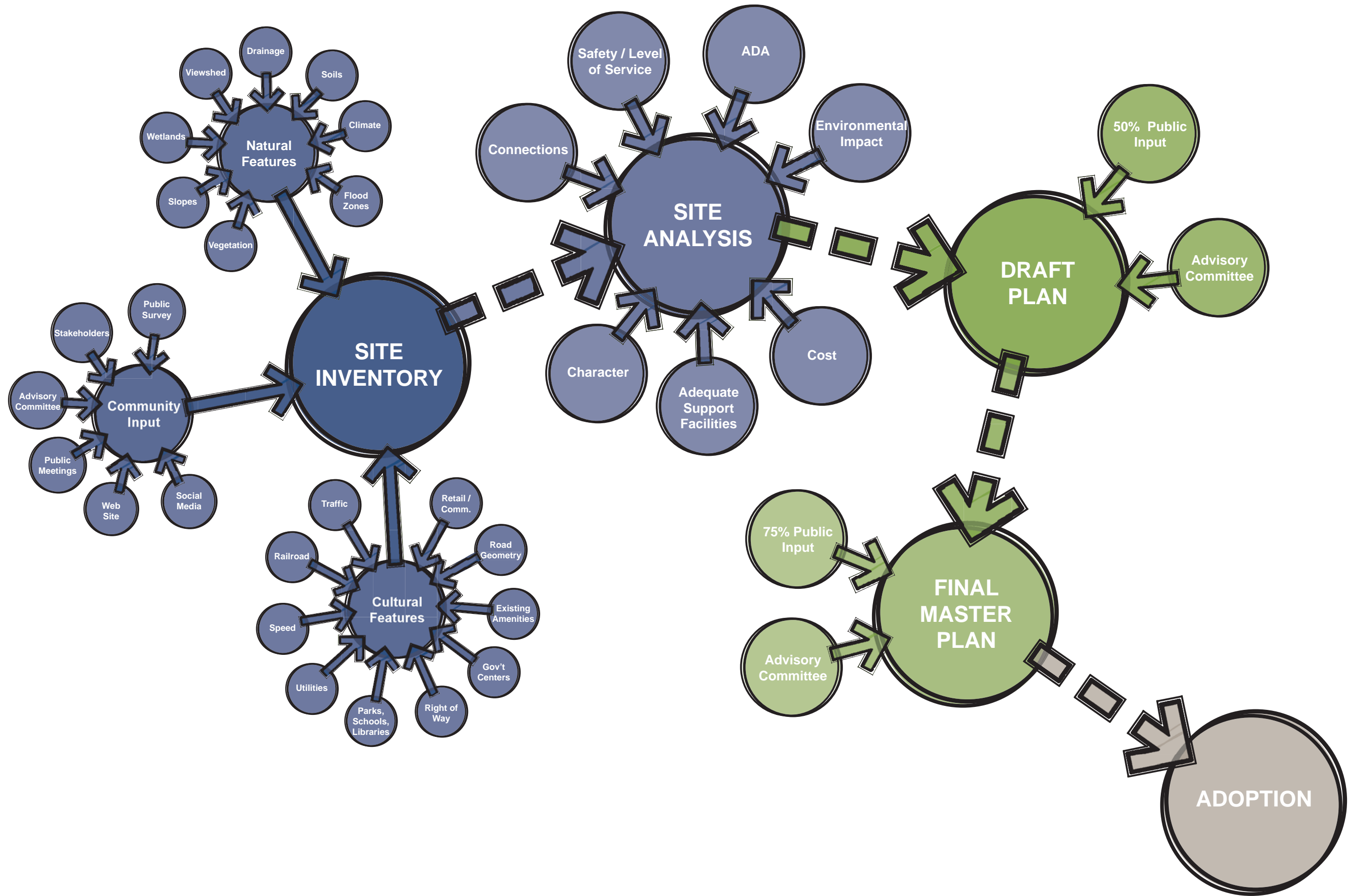
As mentioned previously, a comprehensive trails master plan was completed in 2012 that outlined thirty-three (33) multi-use trails for the community. This plan is intended to be a supplement to that plan. This plan investigates both on-road facilities as well as some separated corridors that can be improved to enhance the existing pedestrian and bike network. Due to the existence of the previous trail plan, this plan concentrates on roadway facilities and in some cases re-evaluates whether a previously proposed trail route can be developed with on-road facilities and sidewalks more quickly. An infrastructure improvement plan has been provided that outlines the proposed routes and shows how this fits in with the previous plan. Detailed cost estimates and phasing are provided for each route, and priority corridors are identified. Development Standards and possible funding opportunities are included for all routes. Public input has been sought throughout the master plan.

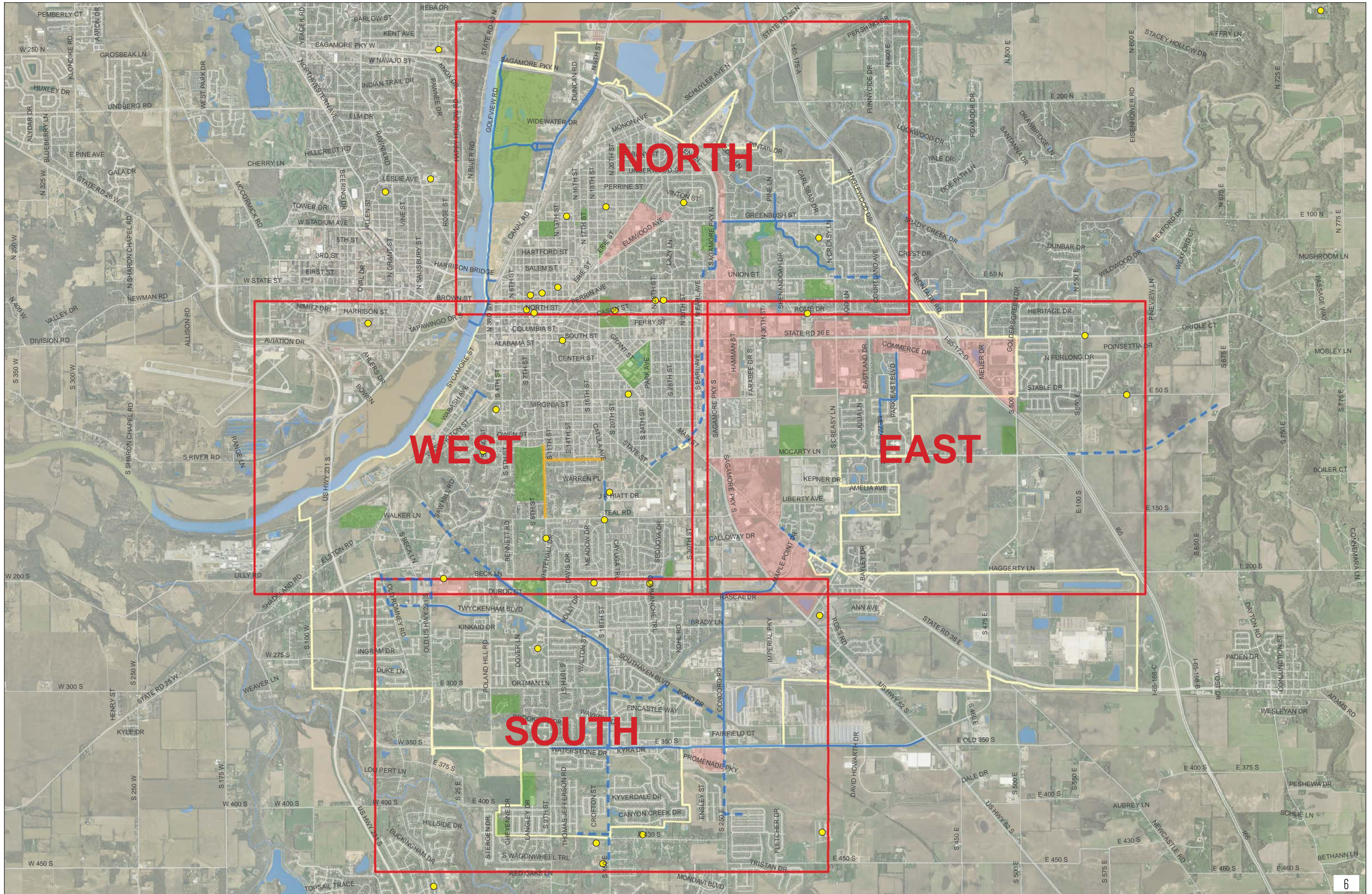
Recommendations for bicycle and walking programs and policies have been developed for the entire community to help support the infrastructure plan.

**LAFAYETTE BIKE AND PEDESTRIAN MASTER PLAN
PROJECT
SCHEDULE**



Lafayette Plan Sched_5-19-15





NORTH

WEST

EAST

SOUTH



PUBLIC INVOLVEMENT



PUBLIC INVOLVEMENT

SUMMARY OF PUBLIC INPUT

In an effort to get as much input from as many different members of the community as possible, there were several different types of meetings provided throughout the course of the plan development. Additionally, a plan website was created to provide information to the public and allow for input.

A Citizen Advisory Committee was created consisting of several key members from the community. The Citizen Advisory Committee's role was to help guide the plan and be a sounding board for the City. A Steering Committee consisting of key city staff members was created for review of technical items from the consultant and to weigh suggestions from the public.

There were a series of four Advisory Committee meetings held to review the major stages of the plan process. Three stakeholder meetings were held during the inventory and analysis stage of the plan development. The groups were split into government stakeholders, private organizations, and a combination of local retail, dining, and major employers. There were a total of nineteen (19) attendees.

During the inventory and analysis phase of the plan, the city held two (2) public open houses at the MatchBox Coworking Studio to give as much opportunity for the public to express its desires and needs for the plan. The open houses allowed for citizens to come and go at their leisure and on their schedule. The public was allowed to participate in the process by allowing attendees to place stickers on three different boards designed to determine points of origin and destinations within the community and the bicycle and walking programs that interested them. Members of the consultant team and city staff were able to interact with the public in "one-on-one" sessions. A total of thirty-four (34) people attended the open houses.

A public survey was placed on the plan website during the early stages of the plan. The survey was open from October 31, 2014 through December 30, 2014. A total of 440 responses were received.

In total there were six (6) public presentations of the Lafayette Bike and Pedestrian Plan. The first presentation was given on February 26, 2015. This presentation was given while the plan was at a 50% draft stage and the public was encouraged to provide feedback at the meeting. A comment sheet was also provided to allow citizens time to digest the plan and send the comment sheet back by the end of the comment period. The second presentation of the plan was given on June 3, 2015. The plan was at 75% draft stage and again the public was encouraged to provide feedback. During the adoption process there were four (4) public meetings in which the plan was presented to the City Council and the public.



PUBLIC INVOLVEMENT

MEETING SCHEDULE

DESCRIPTION:	DATE:
Kick-off Meeting	August 15, 2014
Government Stakeholder Meeting	September 30, 2014
Inventory & Analysis Public Open House, I	September 30, 2014
Private Organizations Stakeholder Meeting	October 2, 2014
Retail, Dining, Major Employers Stakeholder Meeting	October 2, 2014
Inventory & Analysis Public Open House, II	October 2, 2014
Advisory Committee Meeting	October 21, 2014
Advisory Committee Meeting	November 18, 2014
Advisory Committee Meeting	February 12, 2015
50% Draft Plan Public Presentation	February 28, 2015
Steering Committee Meeting	April 1, 2015
Steering Committee Meeting	April 29, 2015
Steering Committee Meeting	May 14, 2015
Advisory Committee Meeting	May 21, 2015
75% Draft Plan Public Presentation	June 3, 2015
Steering Committee Meeting	June 10, 2015
City Council Caucus	July 1, 2015
City Council Meeting	July 6, 2015
City Council Caucus	July 29, 2015
City Council Meeting	August 3, 2015



PUBLIC INVOLVEMENT

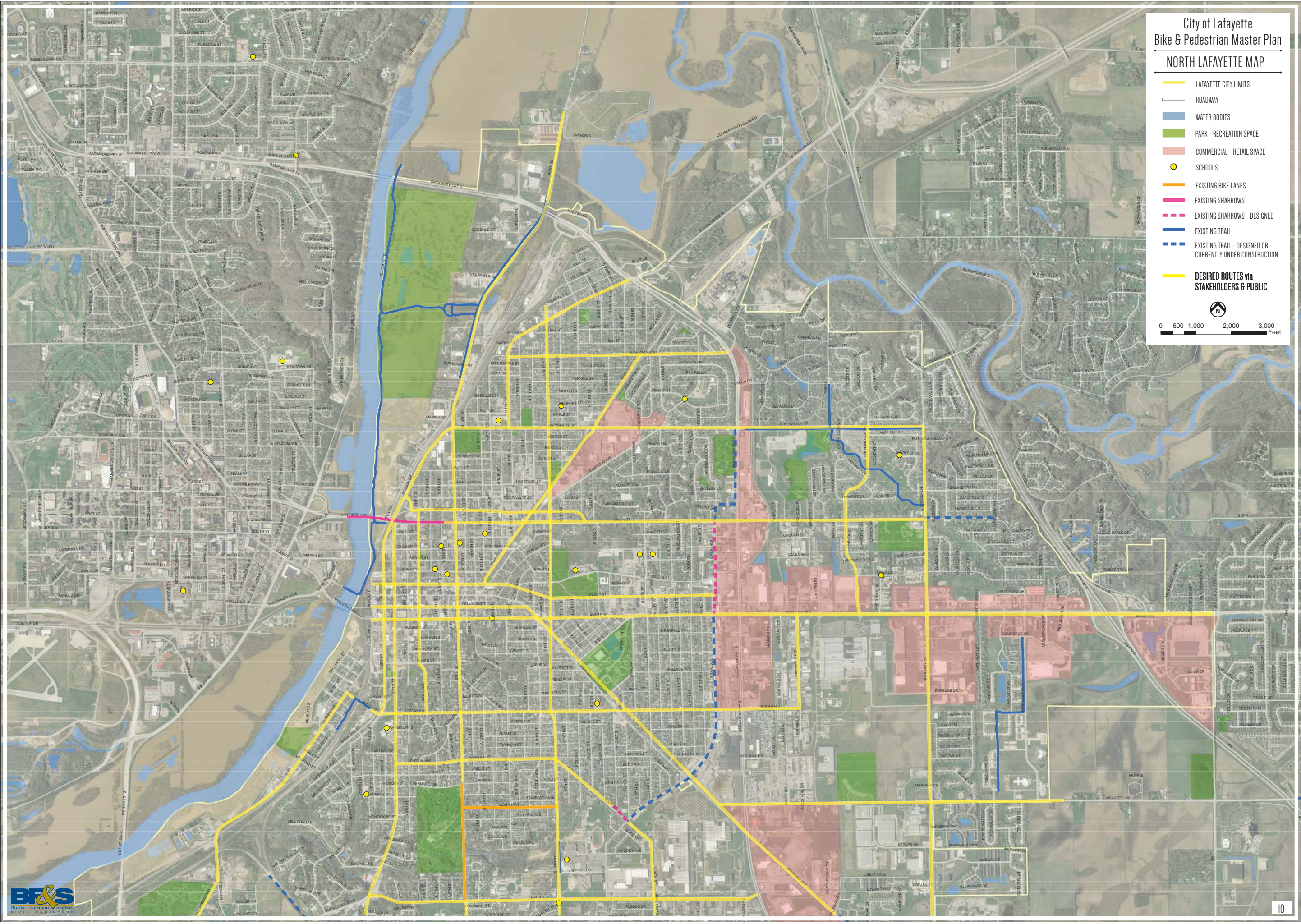
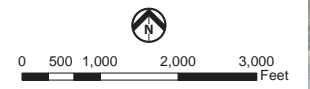
SUMMARY OF PUBLIC SURVEY

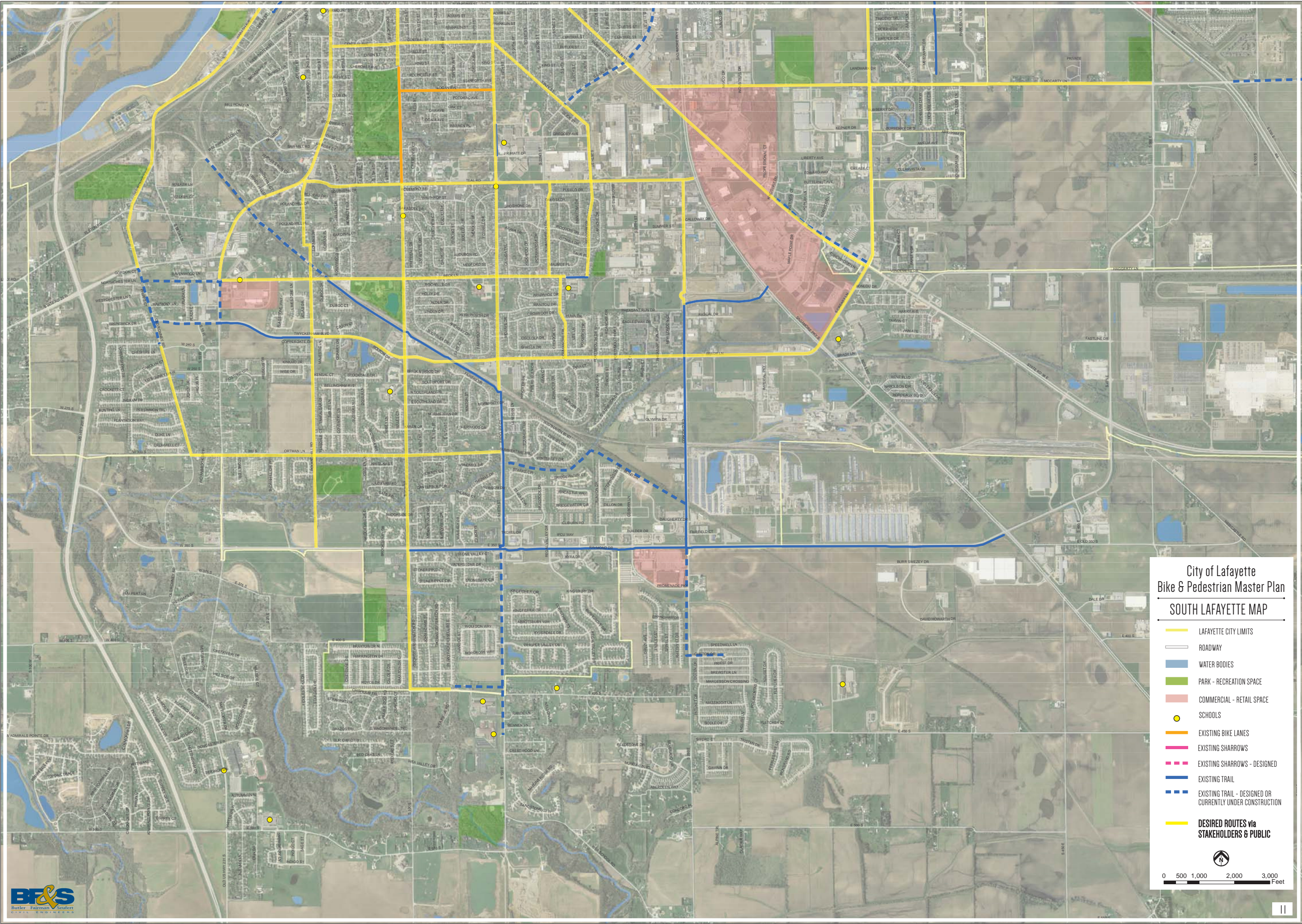
As mentioned previously a public survey was administered through the plan website. The survey was advertised through the newspaper, social media, and via fliers handed out at various public events. The survey consisted of 19 questions of which 3 involved placing a pin on map to identify community destination spots, community problems areas, and closest intersection to residence. In total there were approximately 440 responses. Below is a summary of some of the responses. For a detailed breakdown of the responses, see Appendix B.

- Of 440 respondents, only 39 indicated that they had attended a previous input session.
- Top 3 goals identified by respondents:
 - Enhance community connections to neighborhoods, parks, schools, businesses, retail and dining, and governmental facilities.
 - Increase the number of people walking and biking for everyday purposes such as commuting to work, to school, and running errands.
 - Improve the quality of life in the City of Lafayette in an effort to retain current citizens and attract new citizens.
- Most responses were from the 25-34 and 45-64 years old age group (32%).
- 49% indicated they would use network to commute.
- 46% would use network for running daily routines (errands).
- 36% would use in the winter. The other 3 seasons ranked at 98%.
- 12% of respondents did not bike. Leisurely to intermediate riders made up 50% of respondents, 37% identified themselves as advanced riders.
- 5% of respondents did not walk or jog regularly, 48% responded that they walk or jog 2 to 3 times a week.
- 25% would use on the weekend. 27% would use in the morning and evenings.
- 35% would only travel 1-2 miles to access a shared use path.
- Change of behavior for enhanced bike and pedestrian network:
 - Only 5% of respondents would not change their behavior.
 - 82% would increase their walking and bicycling for wellness.
 - 74% would support public funding for improving bicycle and pedestrian networks.
 - 62% would support changing the traffic pattern in their neighborhood.
 - 63% would promote walking and biking among friends and family.
 - 26% indicated that they would give up parking in front of their business or rental property.

City of Lafayette
Bike & Pedestrian Master Plan
NORTH LAFAYETTE MAP

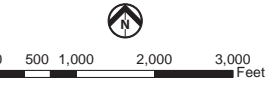
-  LAFAYETTE CITY LIMITS
-  ROADWAY
-  WATER BODIES
-  PARK - RECREATION SPACE
-  COMMERCIAL - RETAIL SPACE
-  SCHOOLS
-  EXISTING BIKE LANES
-  EXISTING SHARROWS
-  EXISTING SHARROWS - DESIGNED
-  EXISTING TRAIL
-  EXISTING TRAIL - DESIGNED OR CURRENTLY UNDER CONSTRUCTION
-  DESIRED ROUTES via STAKEHOLDERS & PUBLIC

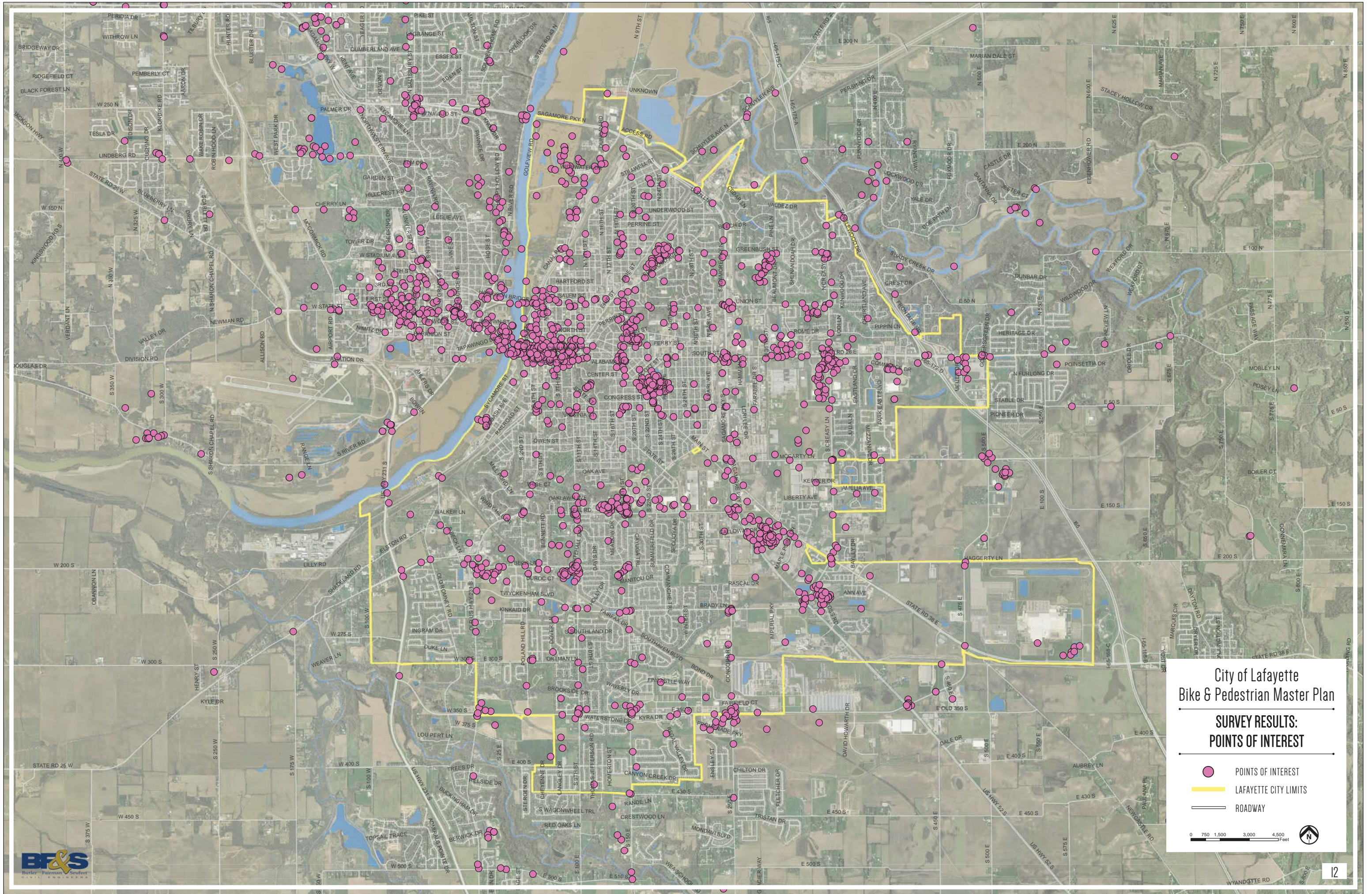




City of Lafayette
 Bike & Pedestrian Master Plan
 SOUTH LAFAYETTE MAP

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS
- EXISTING BIKE LANES
- EXISTING SHARROWS
- - - EXISTING SHARROWS - DESIGNED
- EXISTING TRAIL
- - - EXISTING TRAIL - DESIGNED OR CURRENTLY UNDER CONSTRUCTION
- DESIRED ROUTES via STAKEHOLDERS & PUBLIC



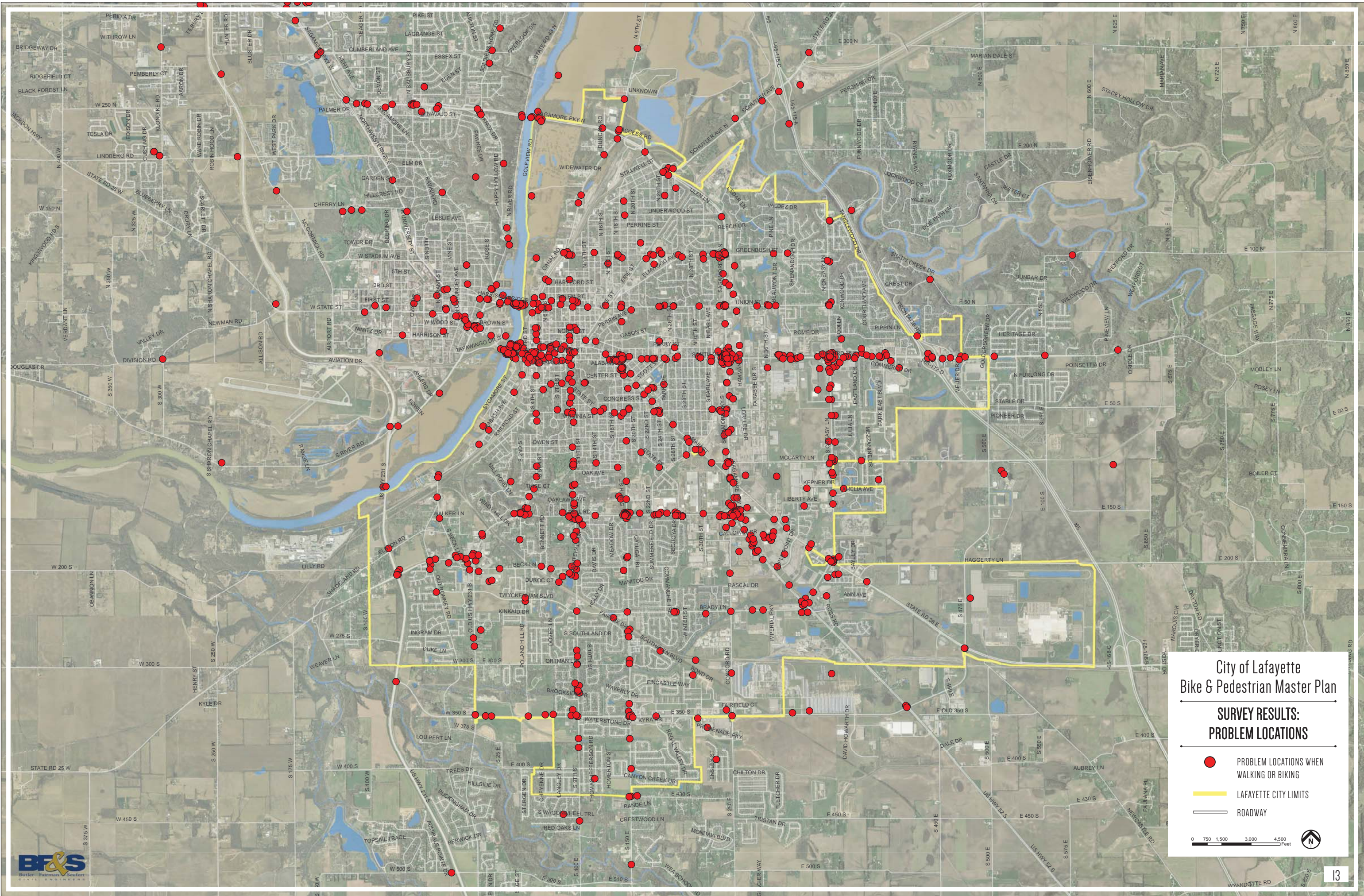


City of Lafayette
Bike & Pedestrian Master Plan

SURVEY RESULTS:
POINTS OF INTEREST

- POINTS OF INTEREST
- LAFAYETTE CITY LIMITS
- ROADWAY

0 750 1,500 3,000 4,500 Feet

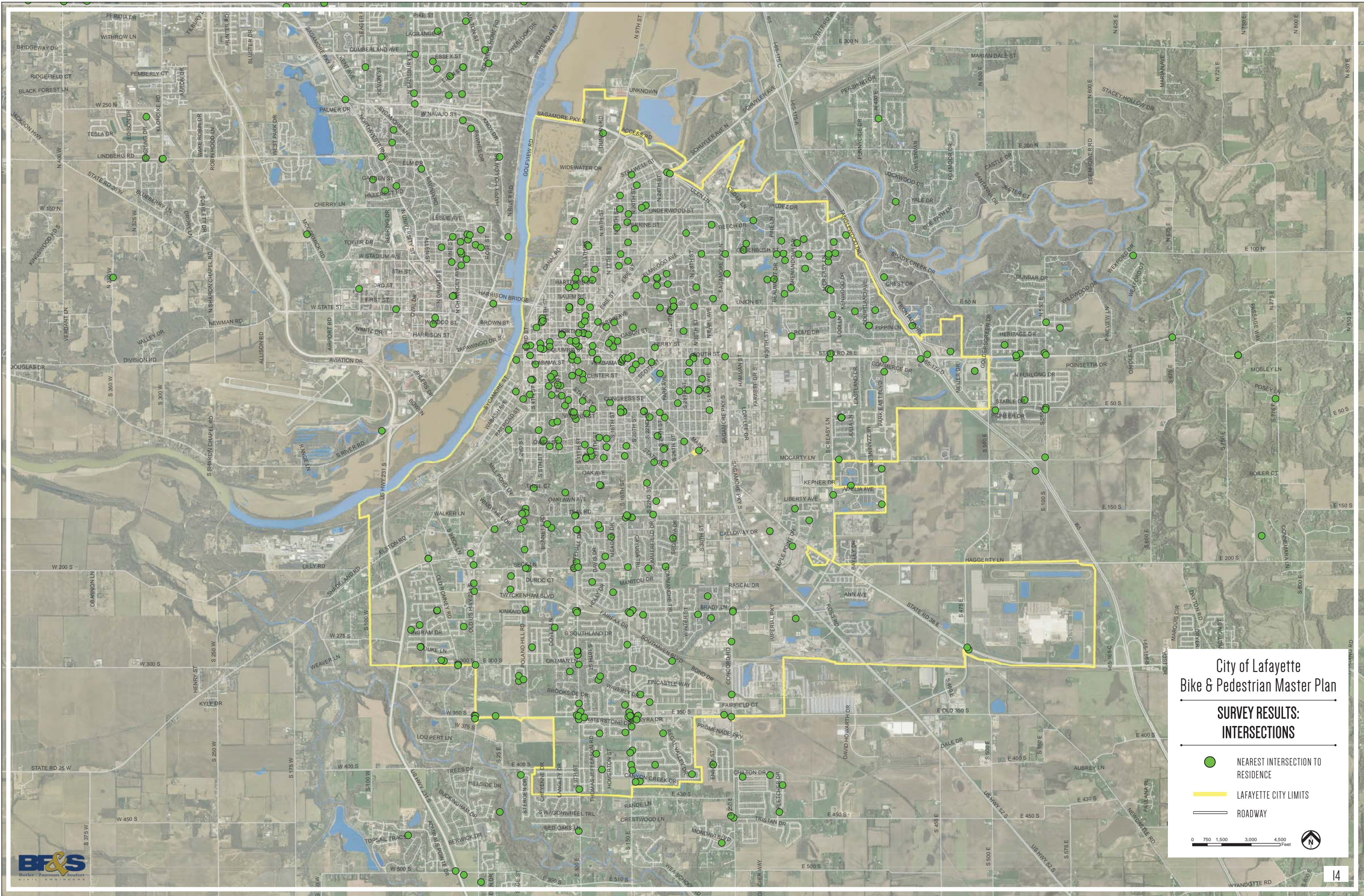


City of Lafayette
Bike & Pedestrian Master Plan

SURVEY RESULTS:
PROBLEM LOCATIONS

- PROBLEM LOCATIONS WHEN WALKING OR BIKING
- LAFAYETTE CITY LIMITS
- ROADWAY

0 750 1500 3000 4500 Feet



City of Lafayette Bike & Pedestrian Master Plan

SURVEY RESULTS: INTERSECTIONS

- NEAREST INTERSECTION TO RESIDENCE
- LAFAYETTE CITY LIMITS
- ROADWAY





INVENTORY & ANALYSIS



INVENTORY & ANALYSIS

BIKEABILITY CONDITIONS

Many of Lafayette’s neighborhood streets have low volumes of vehicles and low speeds. Therefore, there are already many on-road facilities that can be safely used for bicycling by its citizens. However, these routes are disjointed from one another and many times existing routes that span the length of the community are heavily traveled or have high speeds. Contributing to this lack of connection is Sagamore Parkway, Veterans Memorial Parkway, Creasy, Lane, and eastern portions of South Street. Sagamore Parkway cuts the community almost in half and many retail areas on the east side of the community from the downtown area. Another major factor that limits bicycle travel is the topography. There are several hills that might discourage certain cyclists from riding on certain roadways. For these reasons it was important to find several arterial routes that could be used for biking throughout the community and for several of them to have limited grades.

The team measured created mid-block cross sections of the streets along identified “desired” routes as part of the inventory process, and analyzed these to see where opportunities were available to gain space for bicycle facilities along roadways. The team looked at the existing lane widths to see if it would be appropriate to narrow them and how much space might be gained from that treatment. Opportunities and constraints were also noted for each mid-block section based upon apparent available right-of-way, existing utilities, drainage structures, curb type, distance from street to building, and utilization of on-street parking.

a. Measurements of the mid-block geometry of each route along with the average daily traffic, speed limit, and percent of commercial traffic, were inserted into a Bicycle Level of Service Calculator (BLOS). The BLOS is a nationally-used measure of on-road bicycle level of comfort based upon a roadway’s geometry and traffic conditions. It is intended to take into account the comfort level of a beginner to intermediate rider.

b. The Route Location Map indicates where measurements were taken at and the stretch of roadway that the measurements cover.

b. A map was created that summarizes the existing BLOS conditions by color coding those sections that are more suitable for casual riders and those that are currently more appropriate for expert riders.

The following map illustrates the existing BLOS for the routes studied. A grade of “A” through “B” indicates that the route is suitable for a casual rider. A grade that equals high “C” indicates that the route is borderline suitable for casual riders. A grade of “D” through “F” means that only expert riders would feel comfortable riding the route in its present conditions and that an improvement is needed.



INVENTORY & ANALYSIS

PEDESTRIAN WALKABILITY CONDITIONS

The core of Lafayette’s downtown area is comprised of consistently sized, relatively short blocks laid out in a grid pattern which lend themselves well to making pedestrian connections. Additionally many of them have street trees and buffer zones between the walking area and the travel-way that make walking more comfortable. Away from the downtown area there are a few neighborhoods to the north and east that still do not have sidewalks. Many of these have been identified through the city’s sidewalk plan and ADA transition plan. The largest impediment to safe pedestrian travel seems to be unsafe crossings of intersections. This is especially true of several of the large arterial roadways that require users to cross multiple lanes of travel at one time.

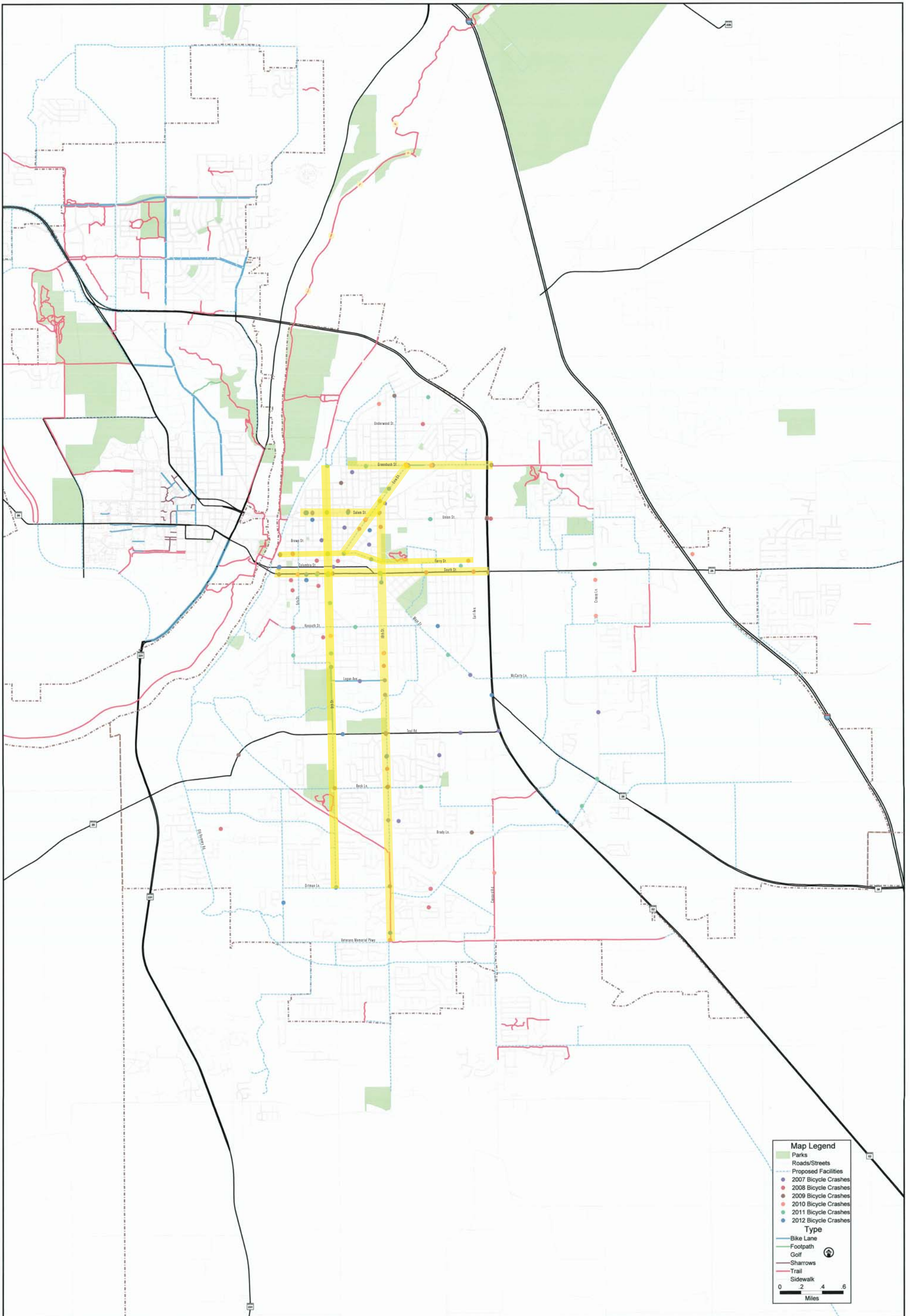
As mentioned previously in the Bikeability Conditions section, Sagamore Parkway, Veterans Memorial Parkway, Creasy, Lane, and eastern portions of South Street create barriers for the community in utilizing alternative modes of transportation.

The team analyzed the same corridors for pedestrian level of service that were analyzed for bikeability conditions to see if the corridor would support both biking and walking. Corridors that currently had sidewalks on both side of the streets were deemed as highly walkable, corridors or sections of corridors with a sidewalk located only on one side were deemed borderline walkable, and sections that had sidewalks on neither side of the road were considered not walkable. Existing sidewalks were also evaluated based upon the condition of the current sidewalk.

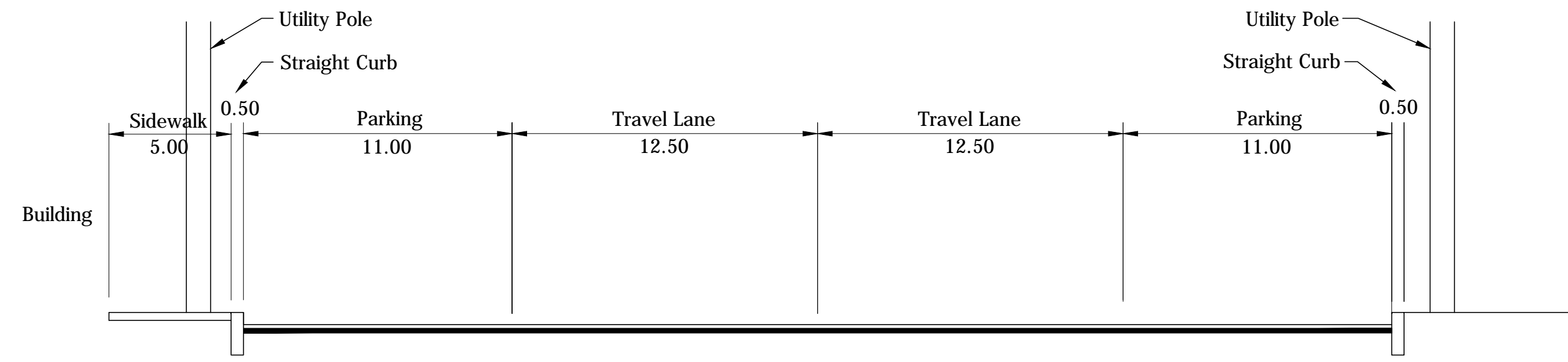
A map was then created that summarizes the existing Pedestrian Level of Service (PLOS) conditions by color coding those sections that are more suitable for walking and those that need improvement. Based upon the PLOS map it was determined that most of the downtown area falls into the A and B level and is considered on the high side of walkability. Sections that fell into the C level are considered borderline walkable, and D-F levels are considered less walkable or not walkable. The less walkable sections appeared to mostly be located away from the core of the downtown.

The following map illustrates the existing PLOS for the study area.

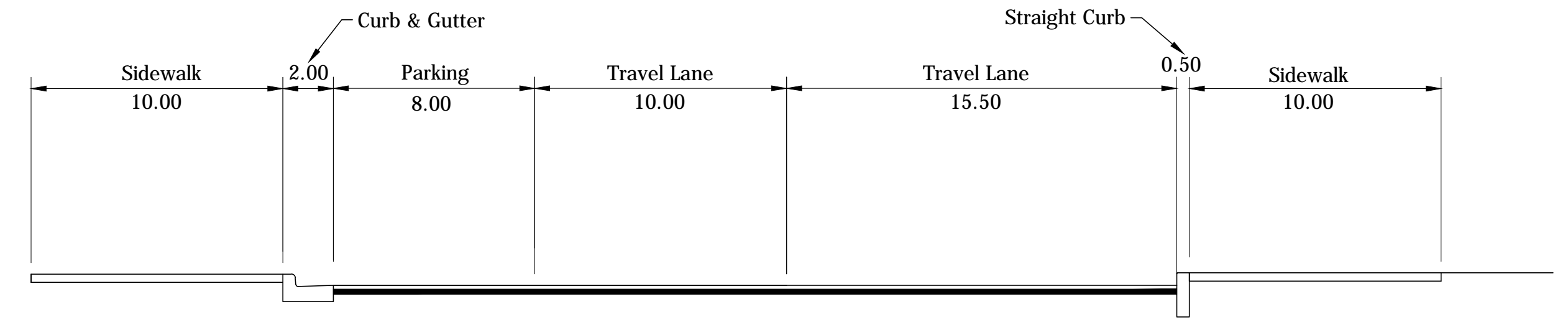
Non-Motorized Facilities and Bicycle Crashes in Lafayette



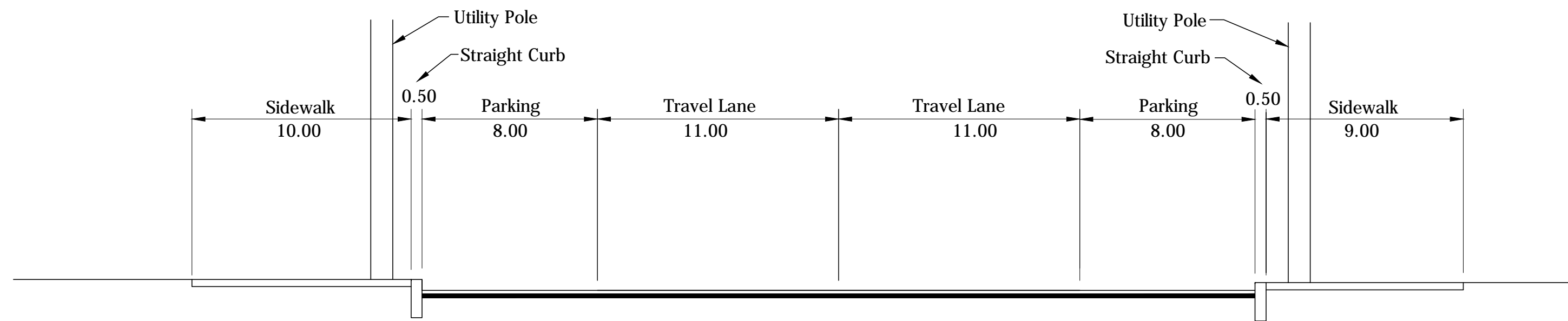
EXISTING CROSS SECTIONS



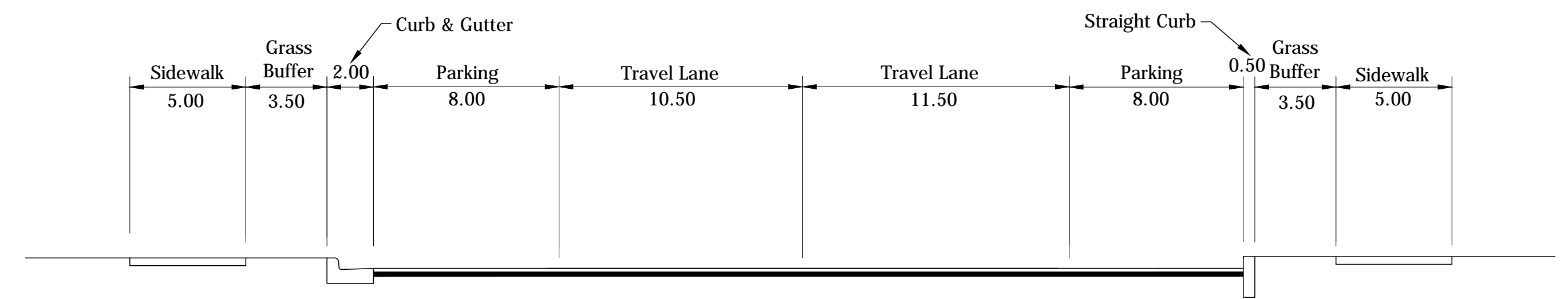
1). 3rd Street
SCALE: 1" = 10'
From Cincinnati Street to Brown Street



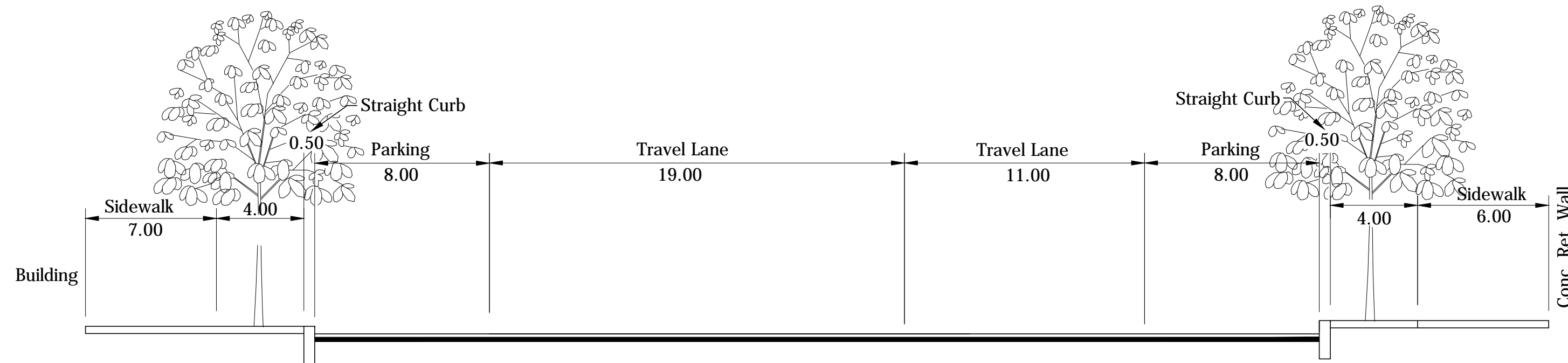
5). 3rd Street
SCALE: 1" = 10'
From South Street to Alabama Street



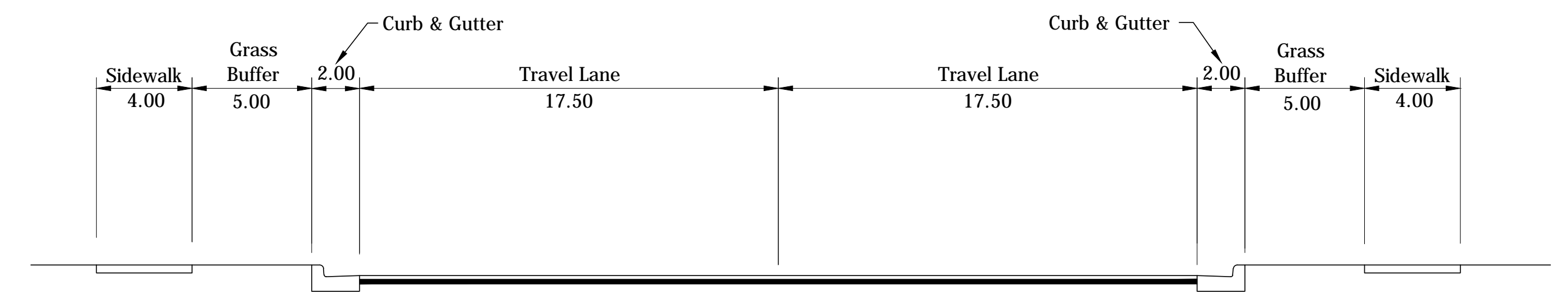
2). 3rd Street
SCALE: 1" = 10'
From Brown Street to Main Street



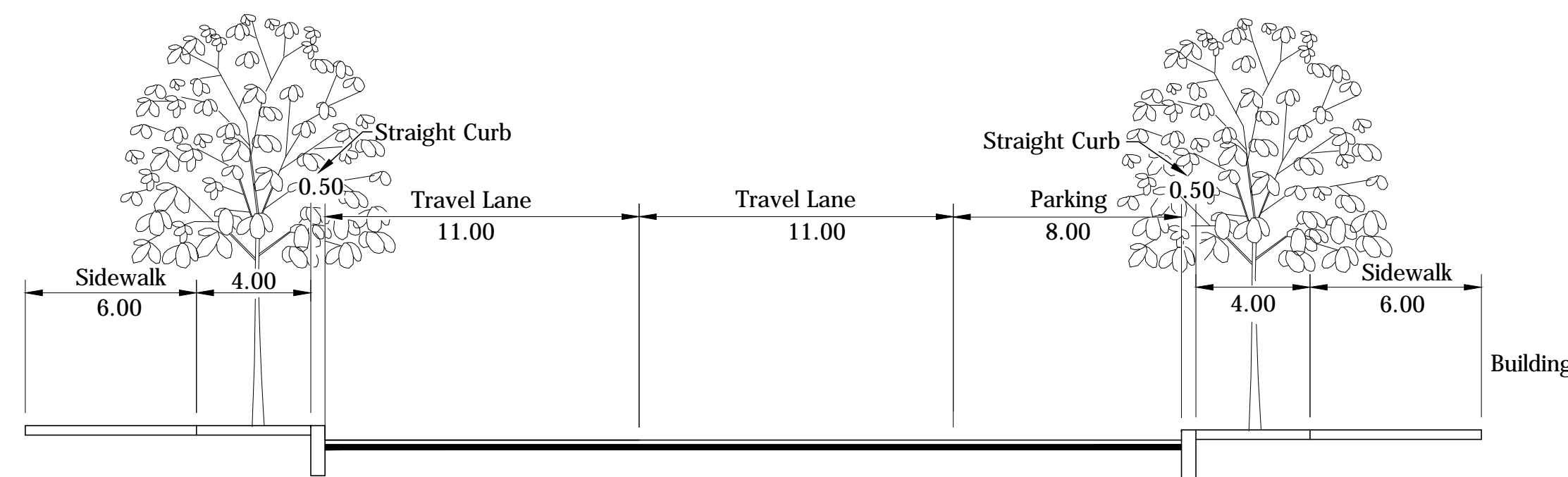
6). 3rd Street
SCALE: 1" = 10'
From Alabama Street to Green Street



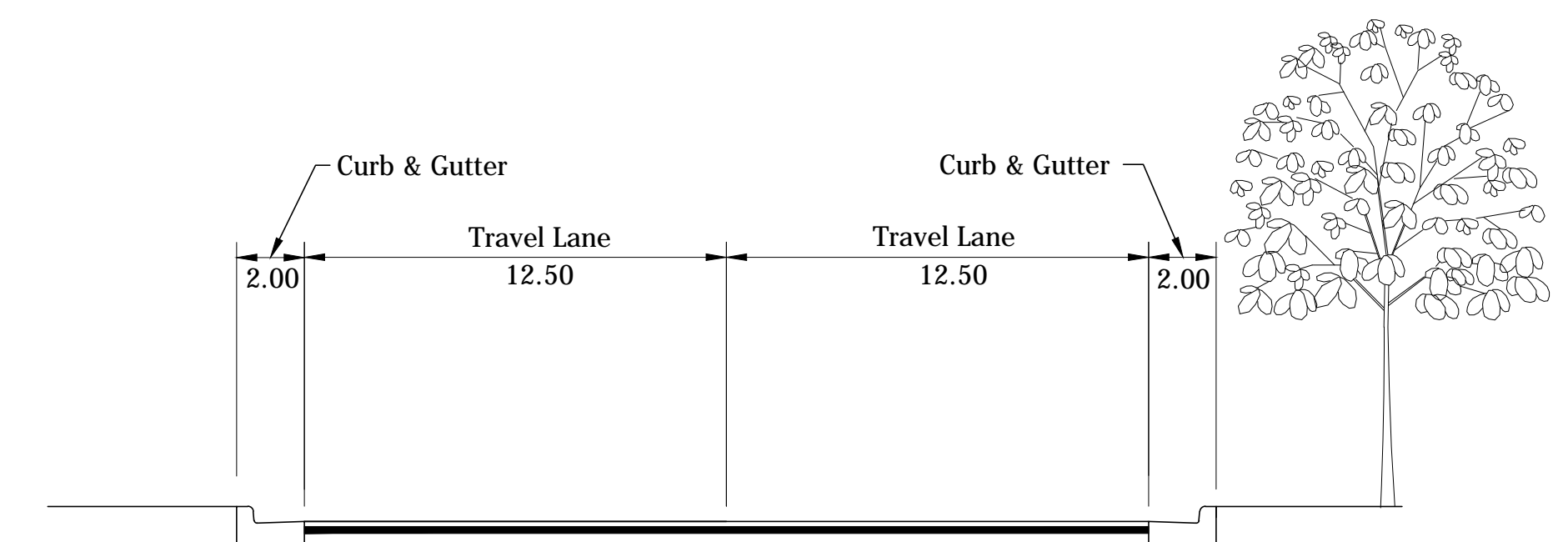
3). 3rd Street
SCALE: 1" = 10'
From Main Street to Columbia Street



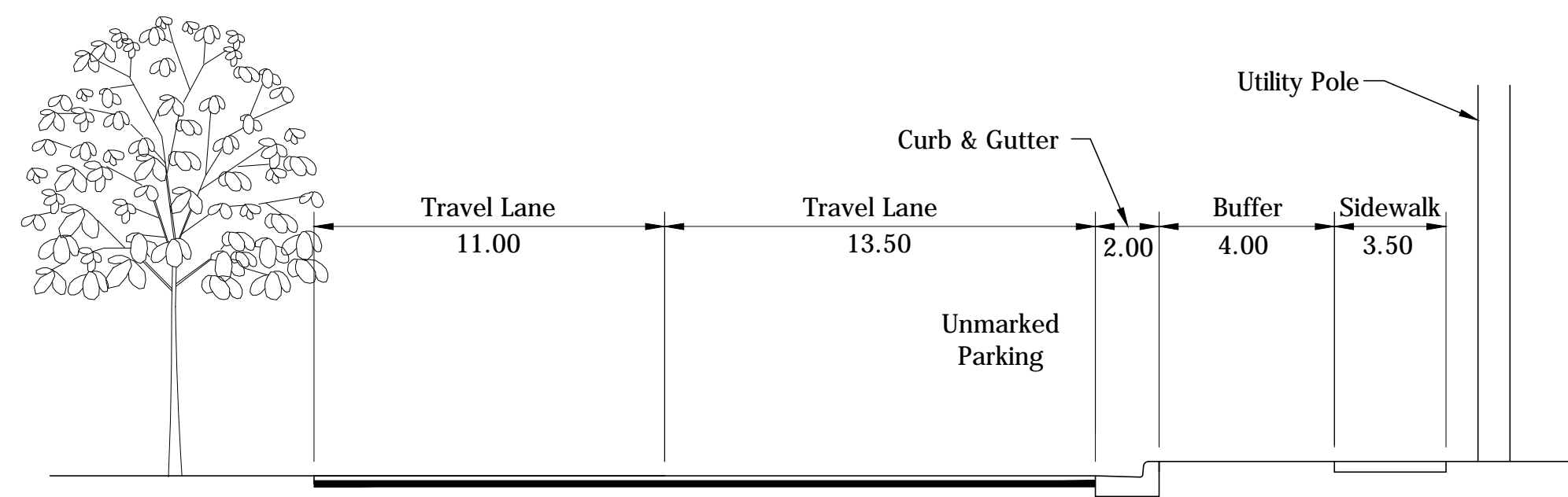
7). 3rd Street
SCALE: 1" = 10'
From Green Street to Kossuth Street



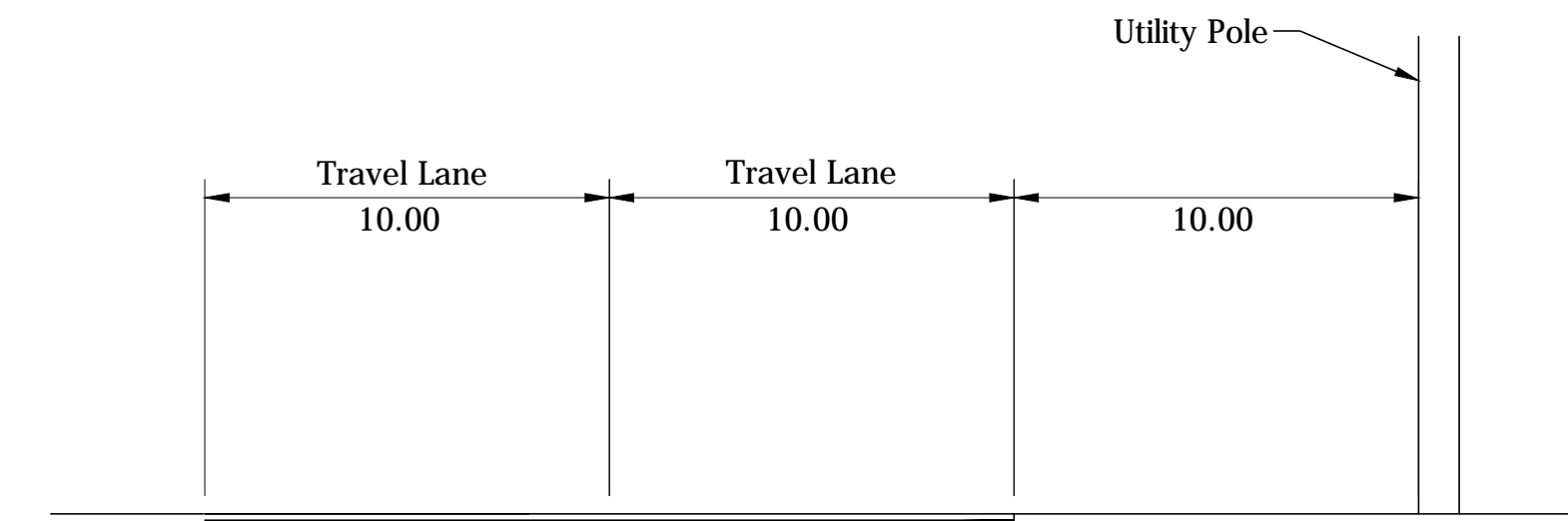
4). 3rd Street
SCALE: 1" = 10'
From Columbia Street to South Street



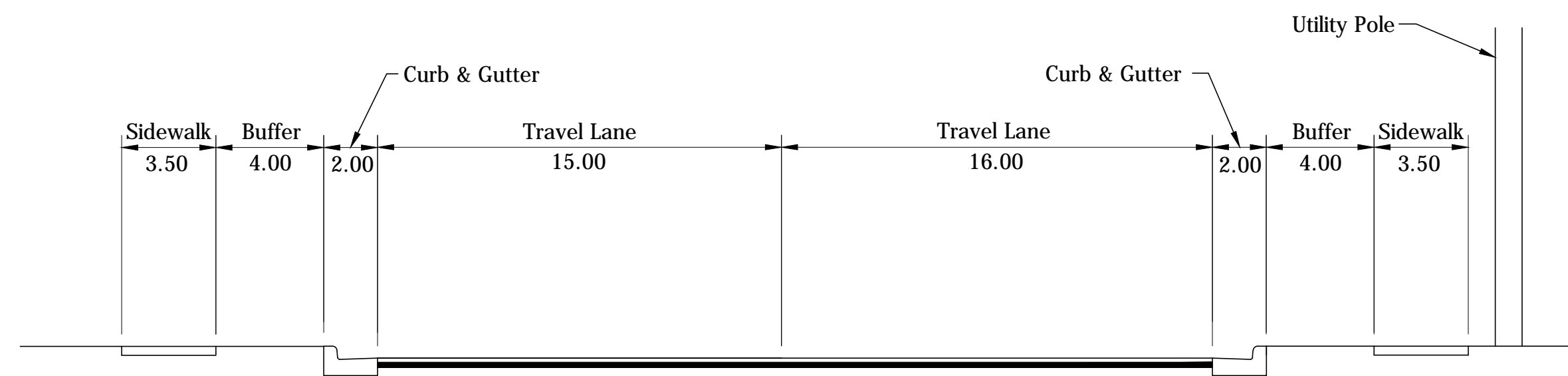
8). Poland Hill Road
SCALE: 1" = 10'
From Veterans Memorial Parkway to Ortman Lane



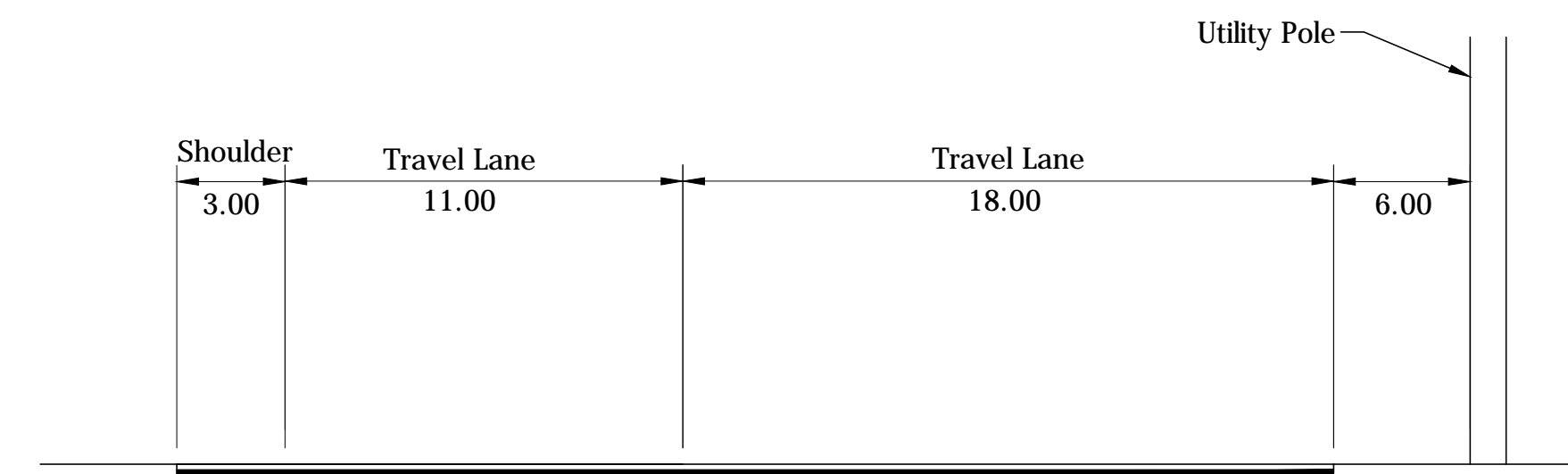
9). Poland Hill Road
SCALE: 1" = 10'
From Ortman Lane to Teasdale Drive



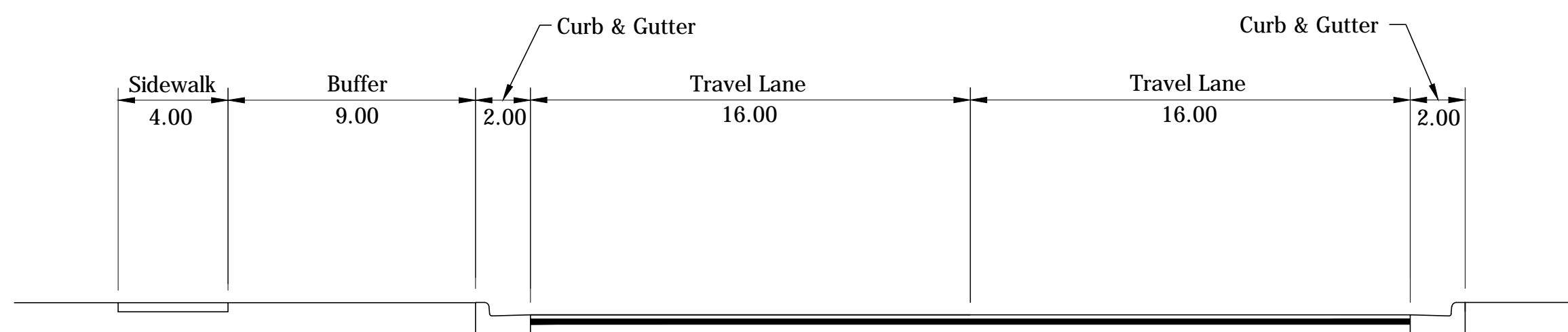
13). Poland Hill Road
SCALE: 1" = 10'
From Poland Hill Place to Teal Road



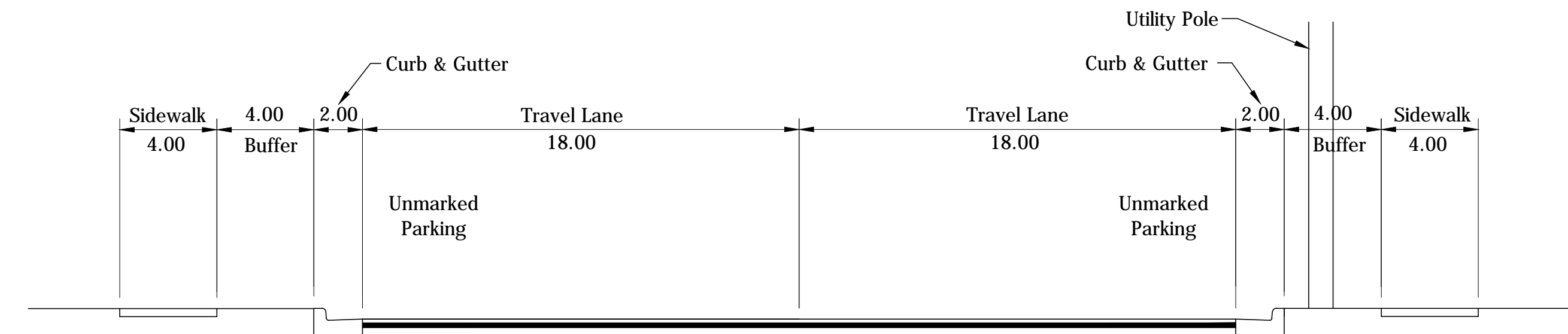
10). Poland Hill Road
SCALE: 1" = 10'
From Kensal Court to Twyckenham Boulevard



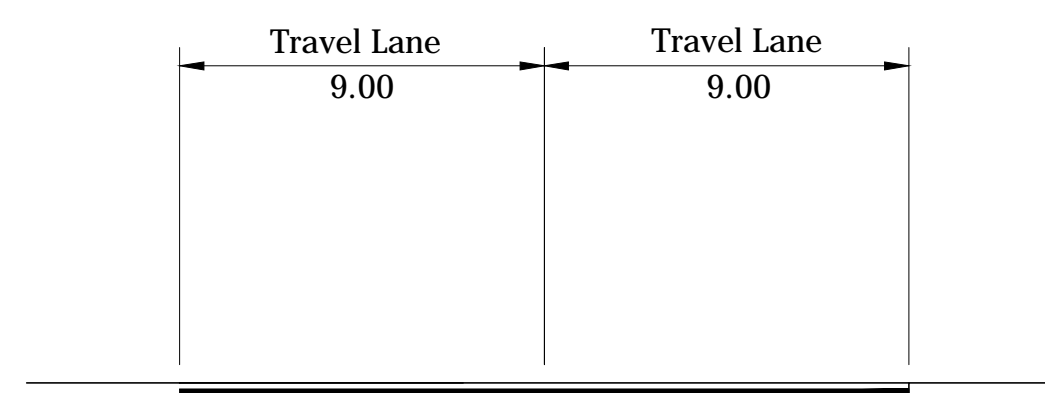
14). 4th Street
SCALE: 1" = 10'
From Poland Hill Place to Montiflore Street



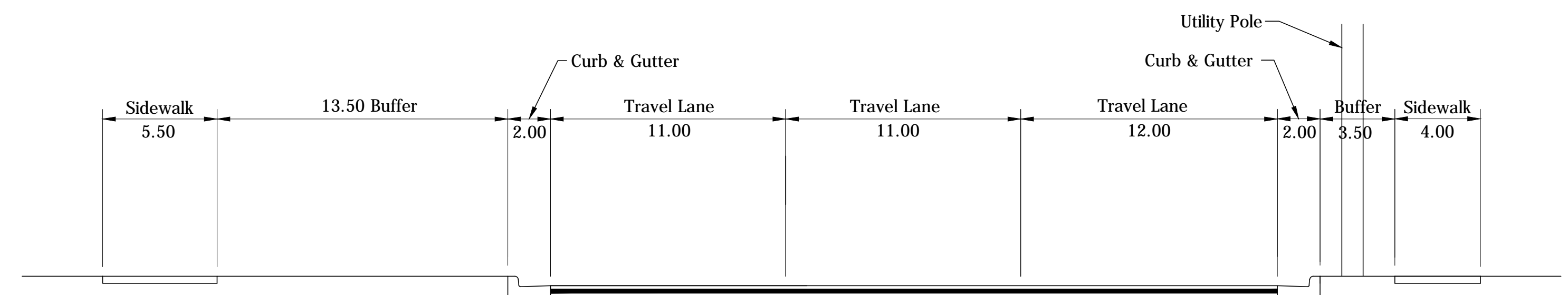
11). Poland Hill Road
SCALE: 1" = 10'
From Twyckenham Boulevard to Beck Lane



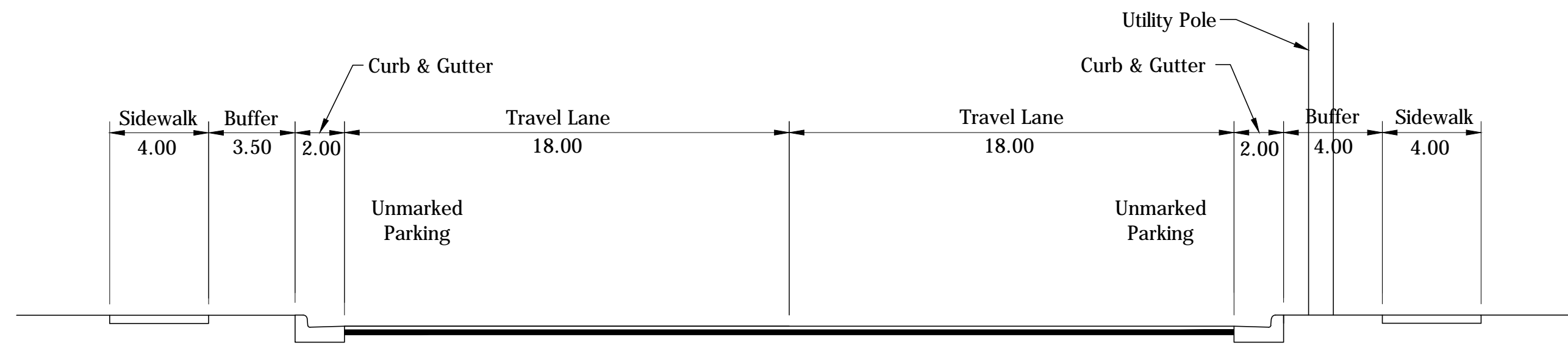
15). 4th Street
SCALE: 1" = 10'
From Montiflore Street to Central Street



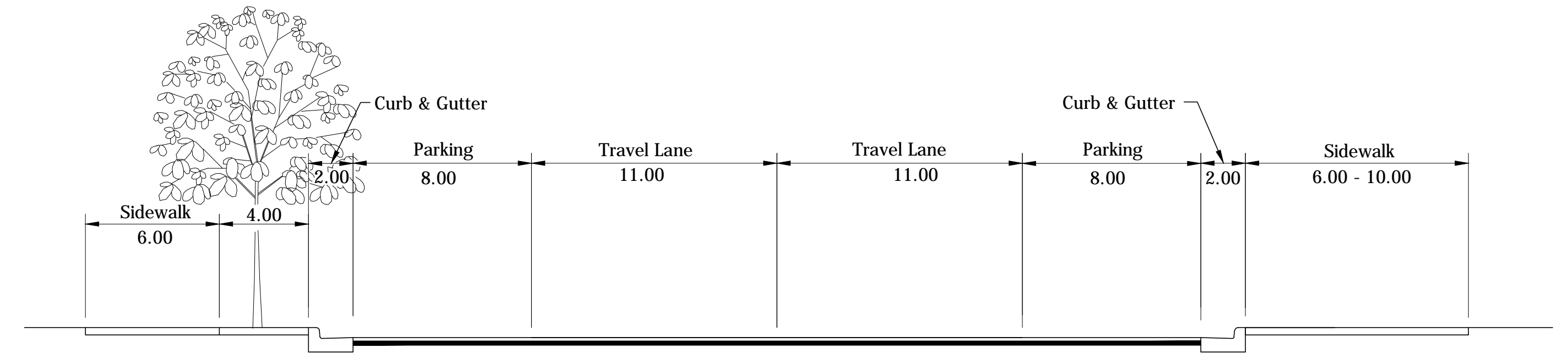
12). Poland Hill Road
SCALE: 1" = 10'
From Beck Lane to Poland Hill Place



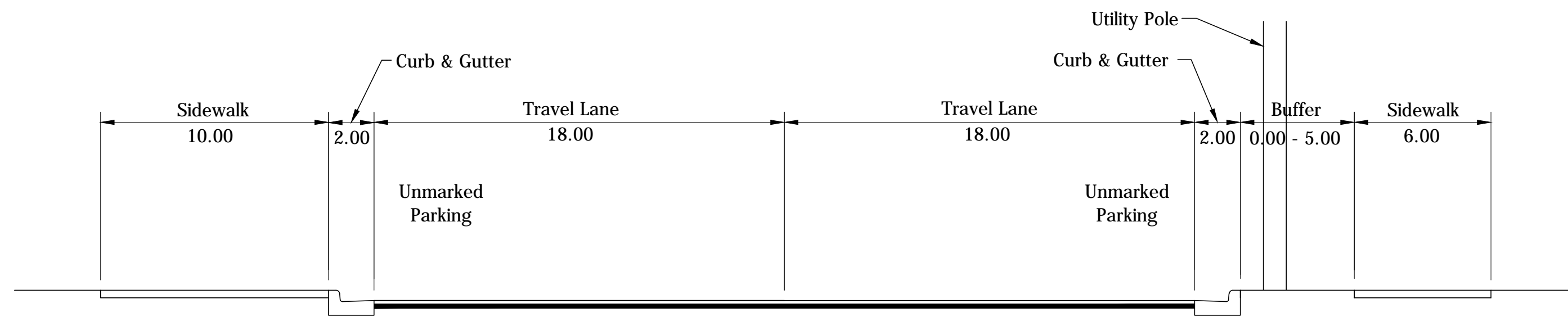
16). 4th Street
SCALE: 1" = 10'
From Central Street to Kossuth Street



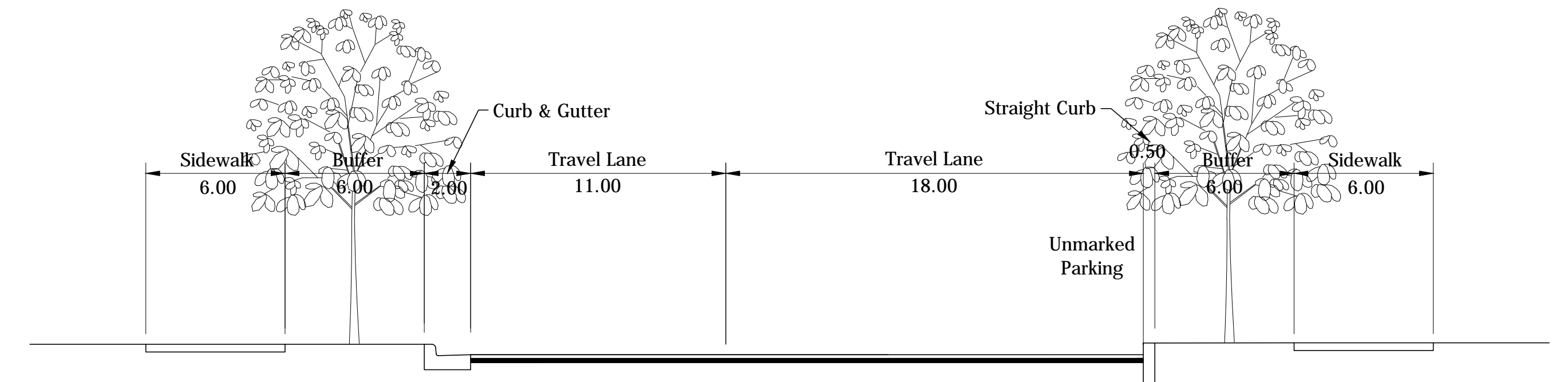
17). 4th Street
SCALE: 1" = 10'
From Kossuth Street to Romig Street



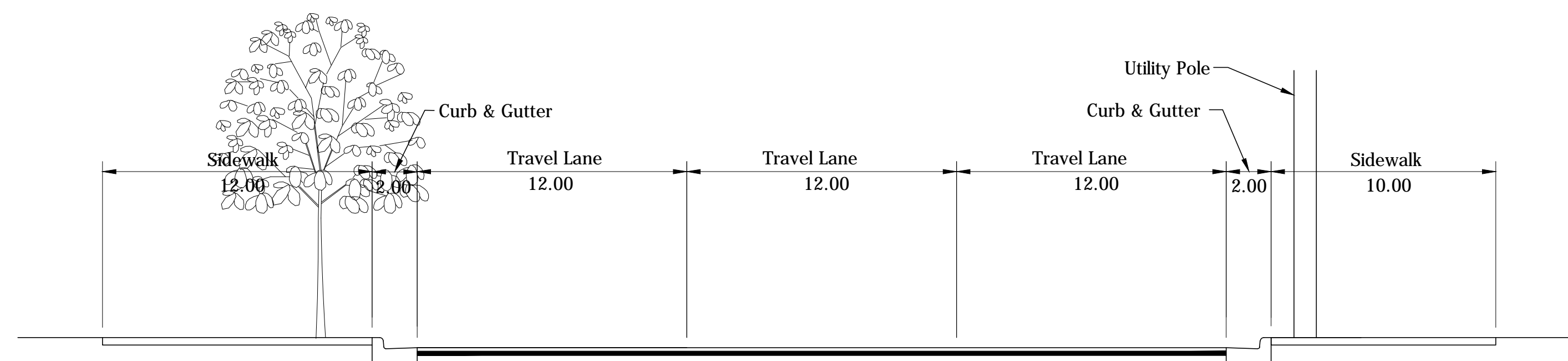
21). 4th Street
SCALE: 1" = 10'
From Main Street to Union Street



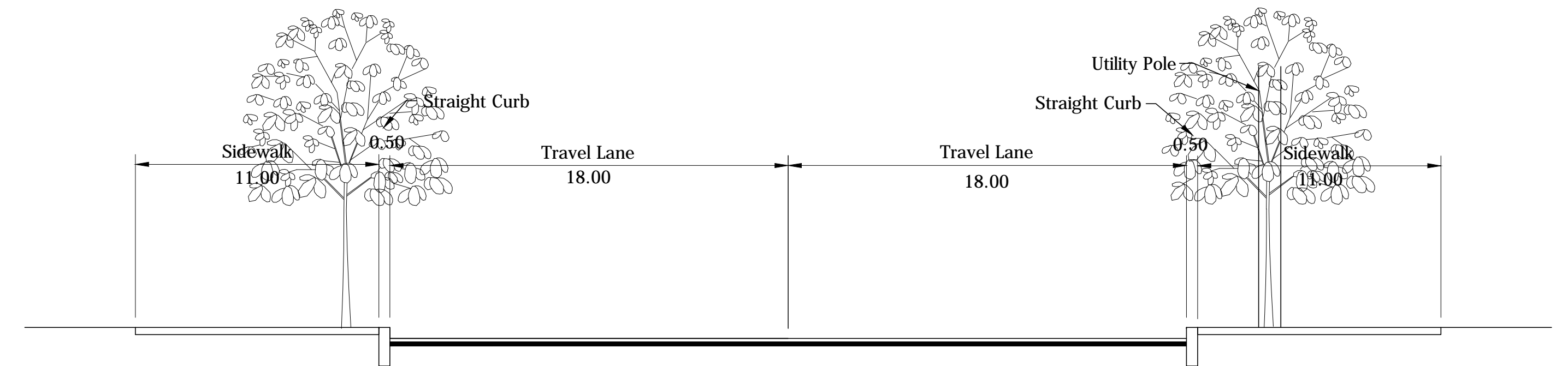
18). 4th Street
SCALE: 1" = 10'
From Romig Street to Alabama Street



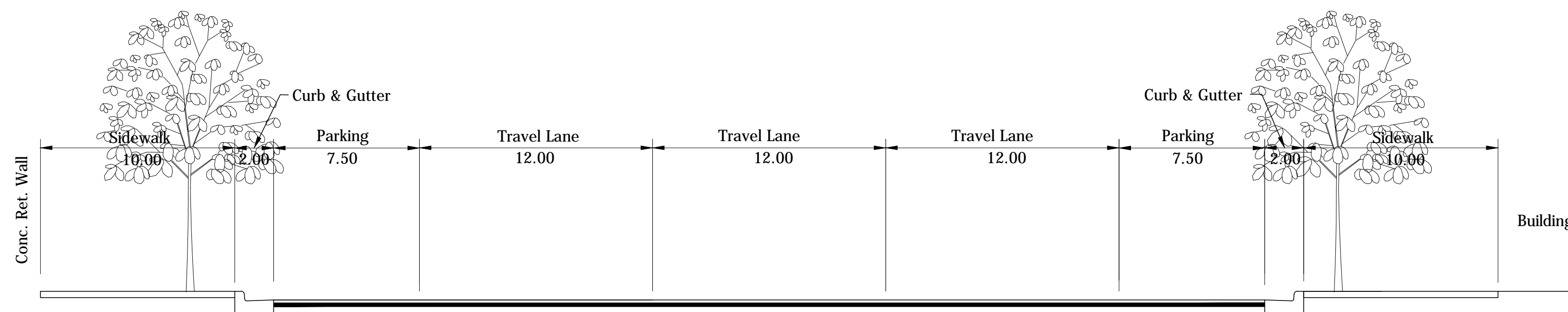
22). 6th Street
SCALE: 1" = 10'
From Salem Street to North Street



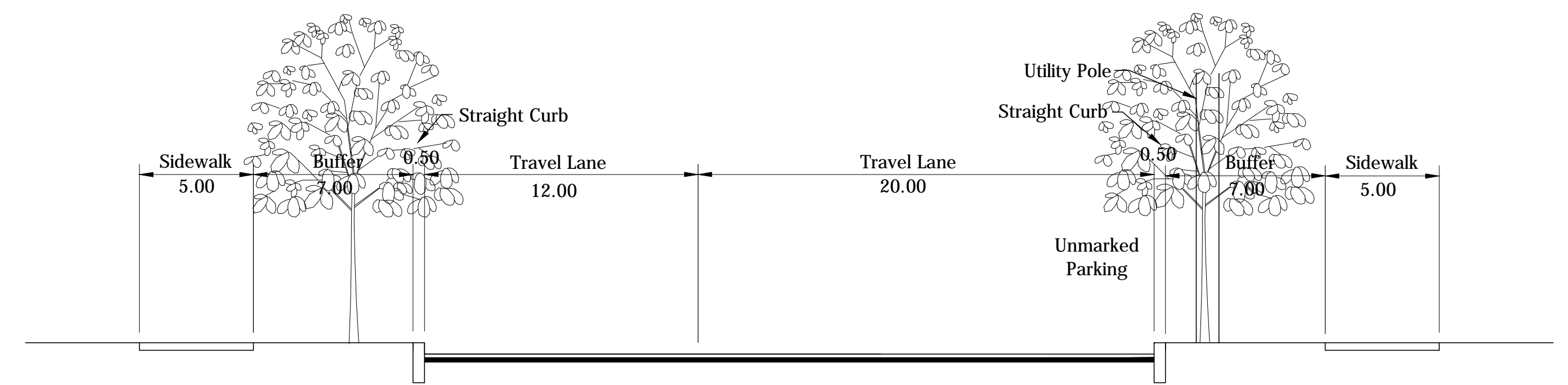
19). 4th Street
SCALE: 1" = 10'
From Alabama Street to Columbia Street



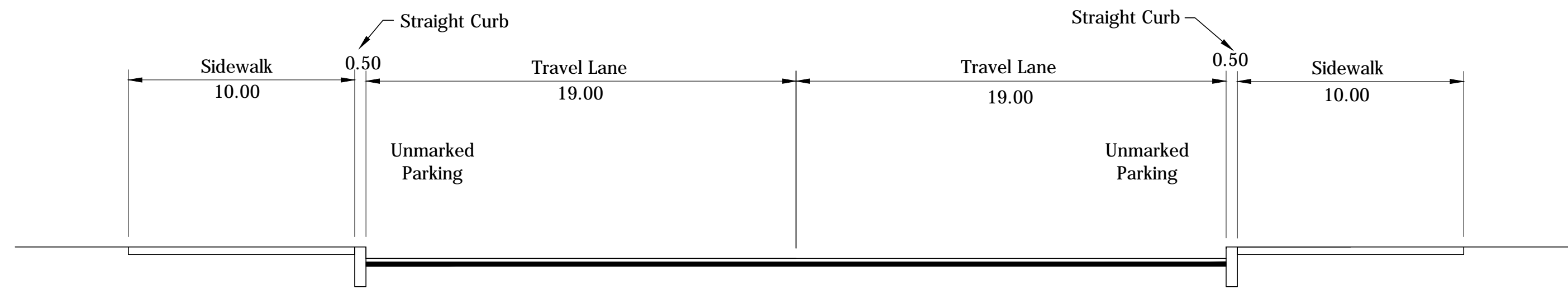
23). 6th Street
SCALE: 1" = 10'
From North Street to South Street



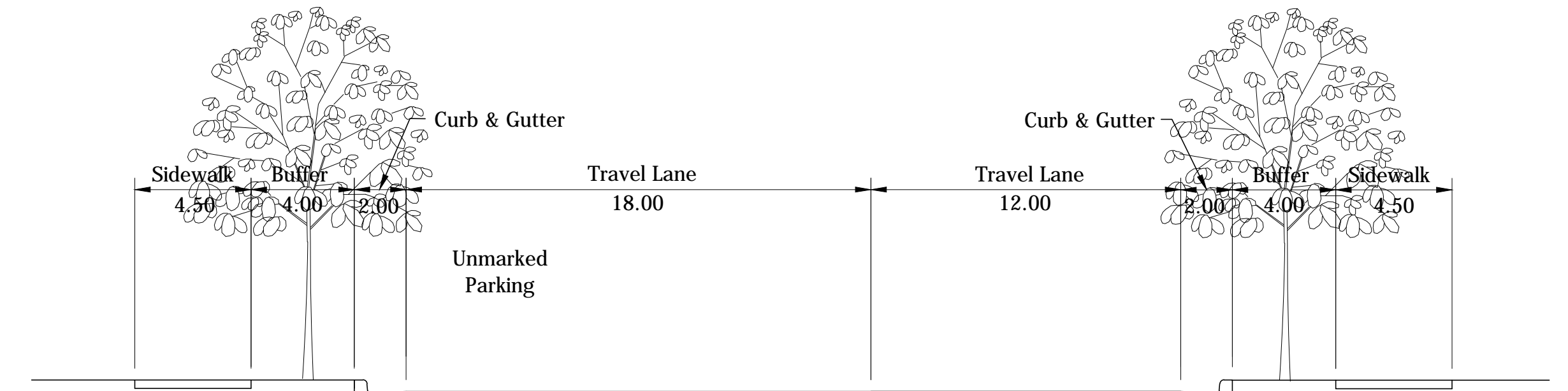
20). 4th Street
SCALE: 1" = 10'
From Columbia Street to Main Street



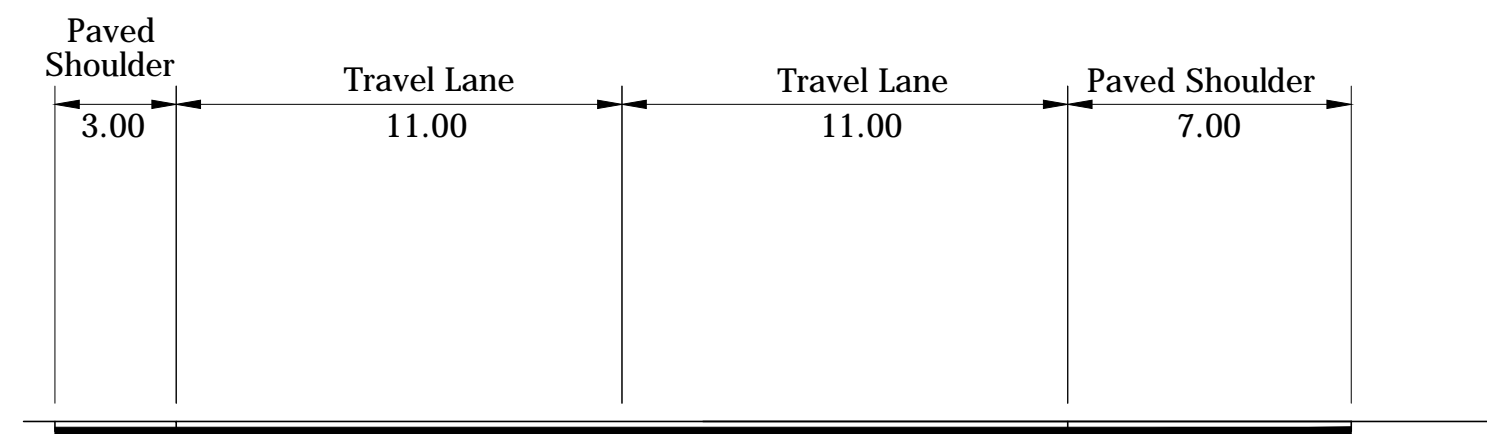
24). 6th Street
SCALE: 1" = 10'
From South Street to Romig Street



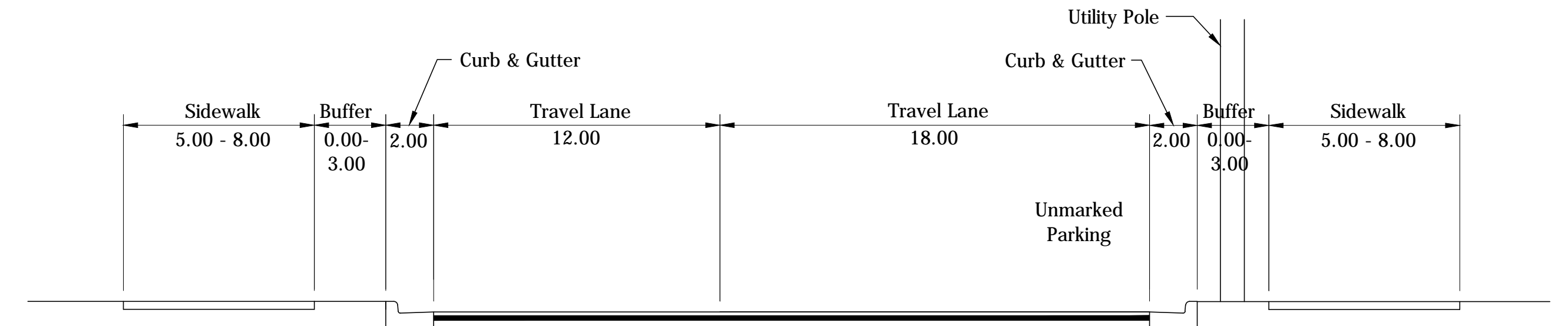
25). Lingle Avenue
SCALE: 1" = 10'
From Romig Street to Kossuth Street



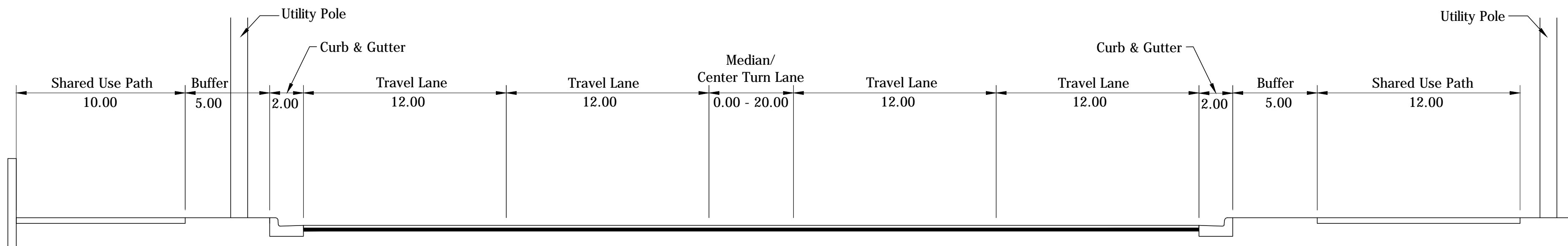
30). 9th Street
SCALE: 1" = 10'
From Greenbush Street to Salem Street



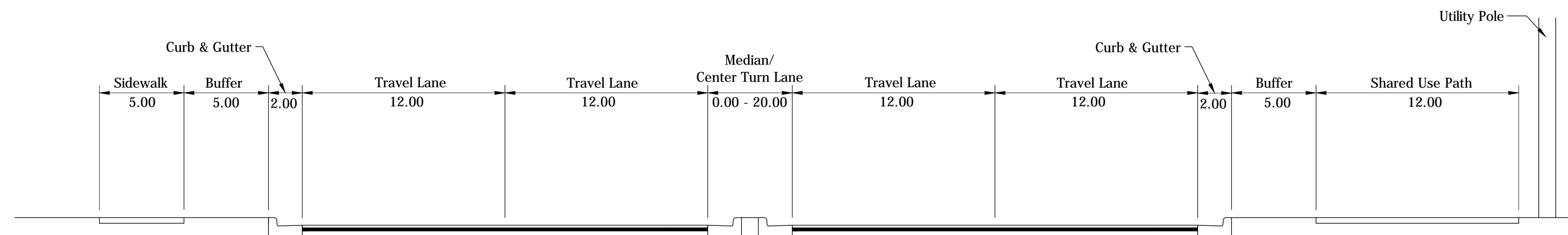
26). 9th Street
SCALE: 1" = 10'
From North City Limits to Sagamore Parkway



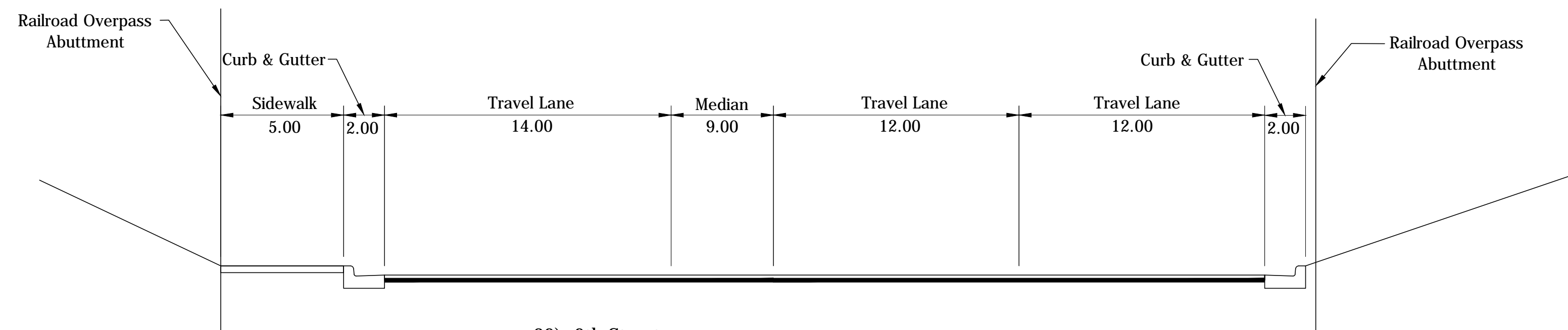
31). 9th Street
SCALE: 1" = 10'
From Salem Street to North Street



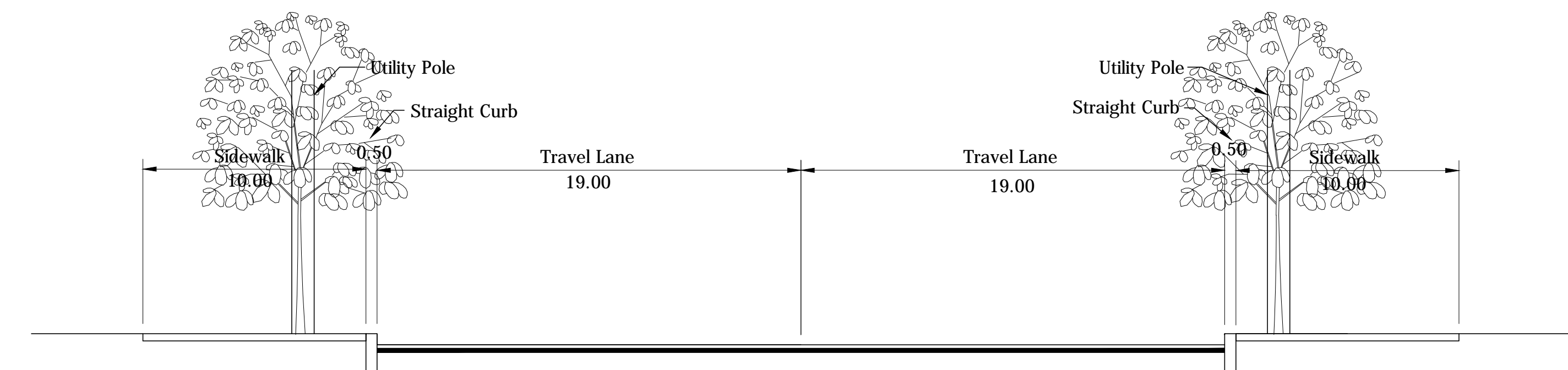
27). 9th Street
SCALE: 1" = 10'
From Sagamore Parkway to Duncan Road



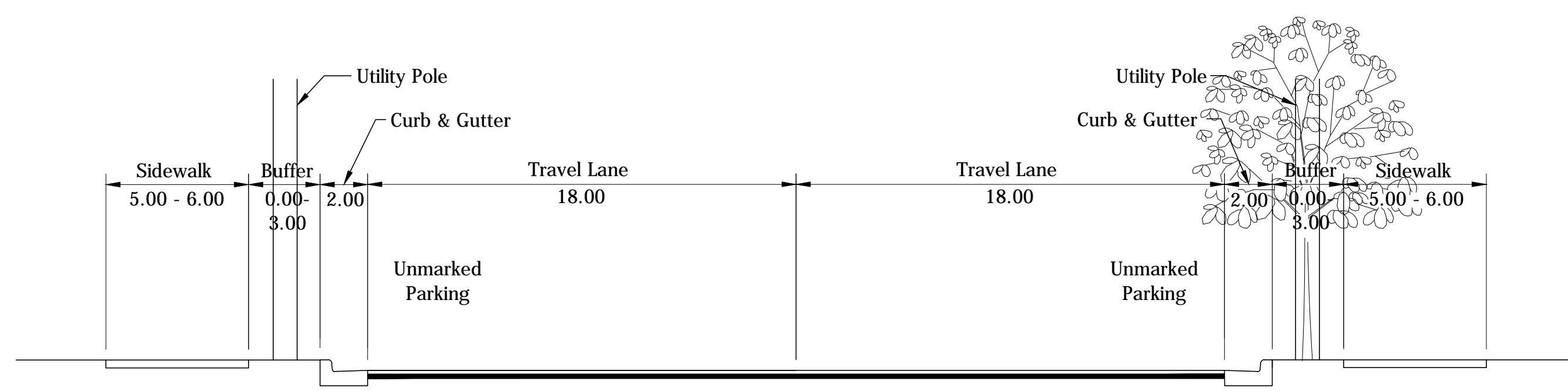
28). 9th Street
SCALE: 1" = 10'
From Duncan Road to Canal Road



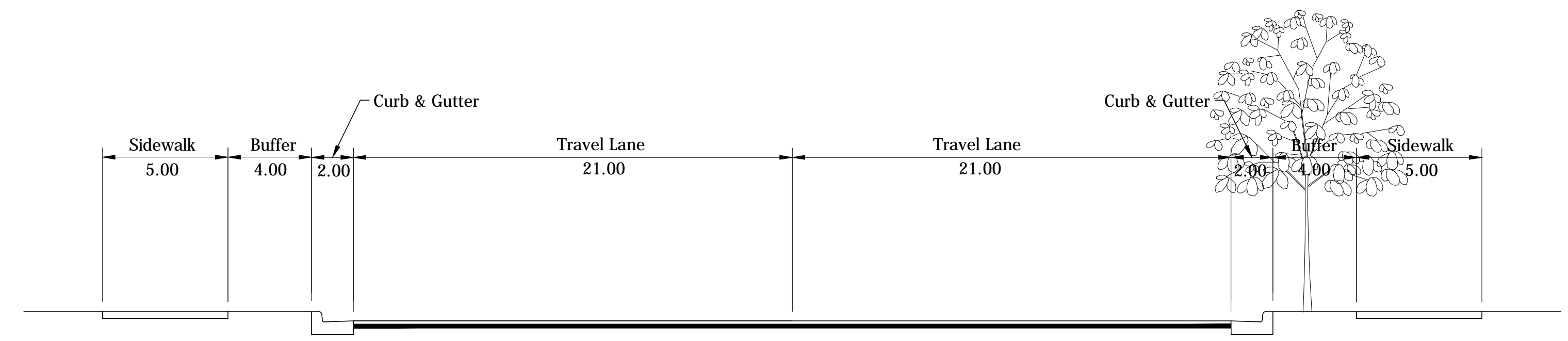
29). 9th Street
SCALE: 1" = 10'
From Canal Road to Greenbush Street



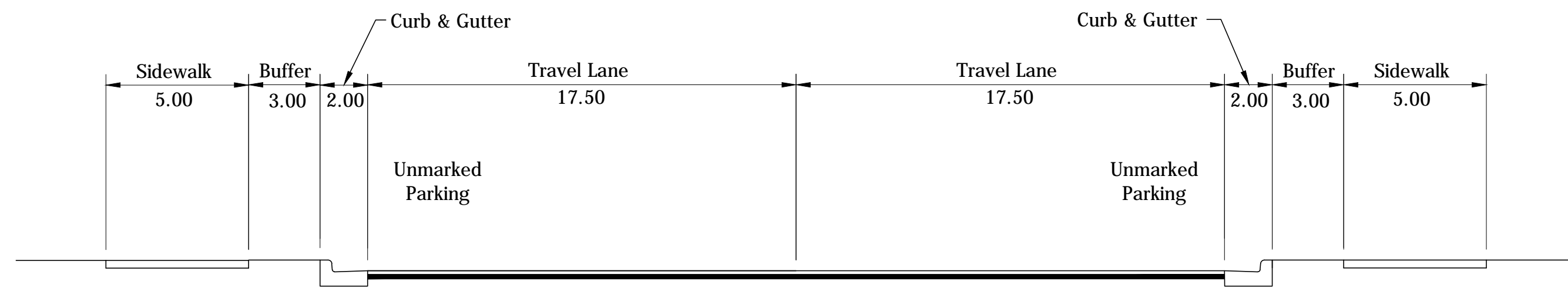
32). 9th Street
SCALE: 1" = 10'
From North Street to Columbia Street



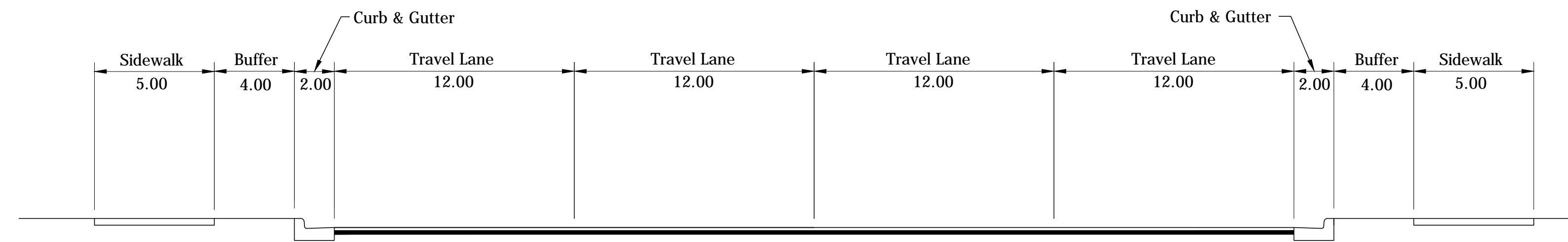
33). 9th Street
SCALE: 1" = 10'
From Columbia Street to Kossuth Street



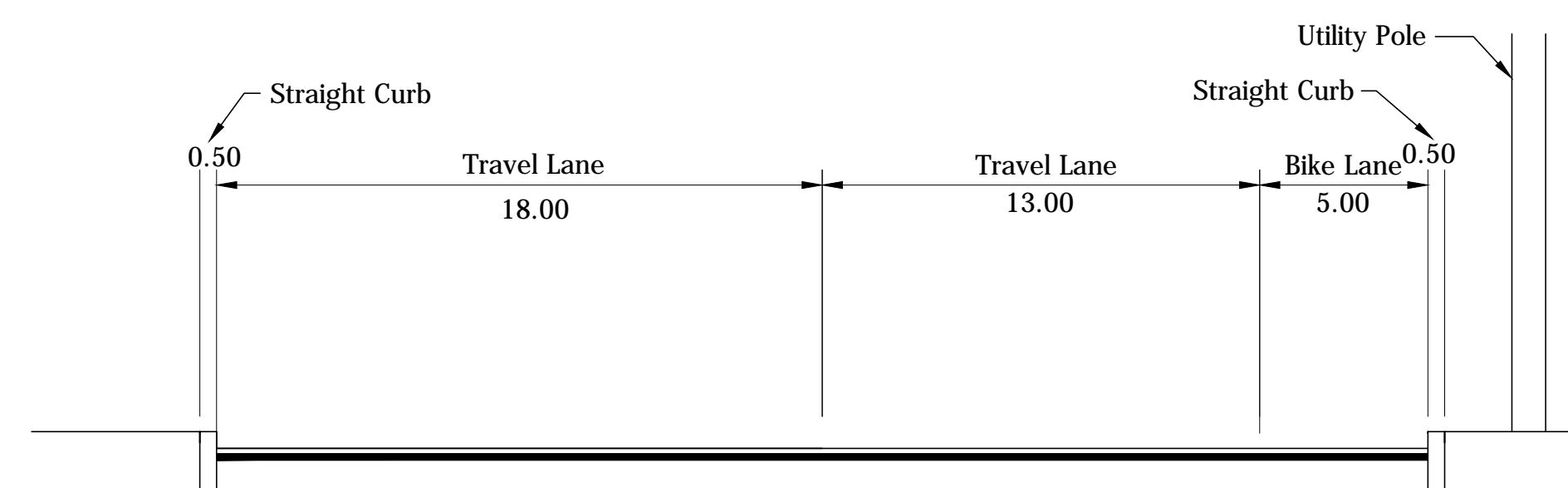
37). 9th Street
SCALE: 1" = 10'
From Beck Lane to the Railroad



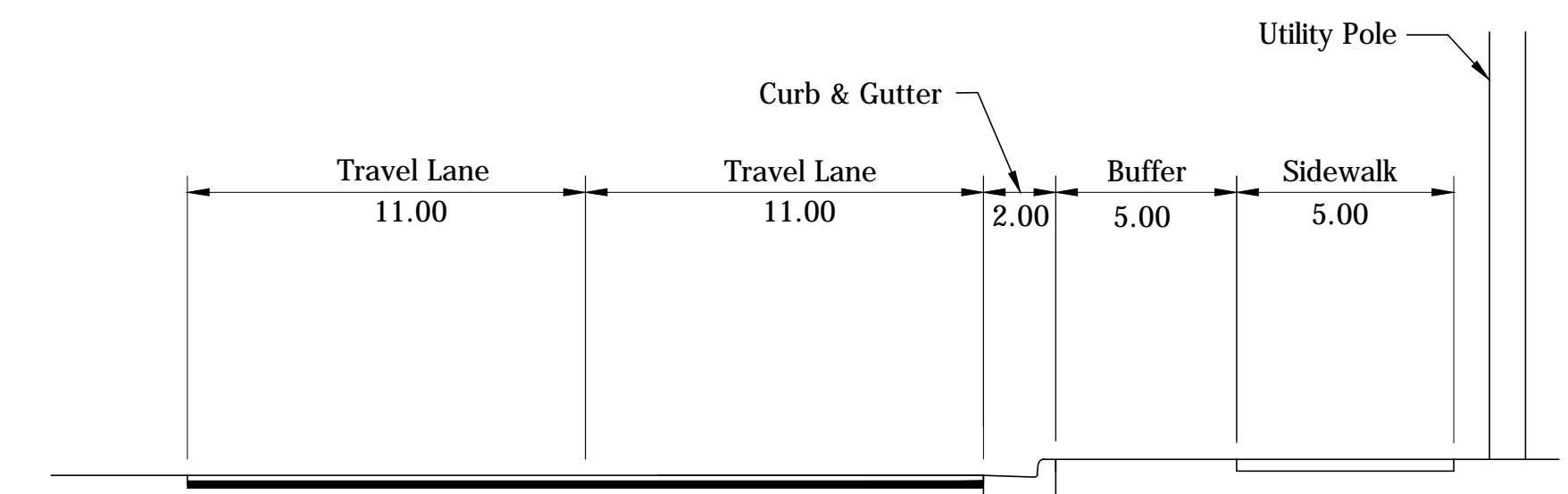
34). 9th Street
SCALE: 1" = 10'
From Kossuth Street to Cherokee Avenue



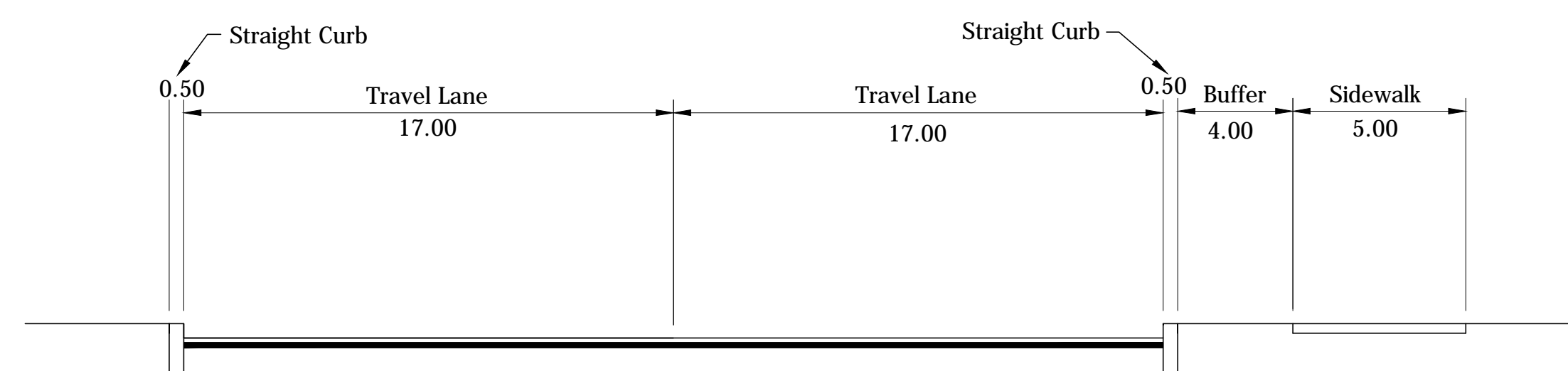
38). 9th Street
SCALE: 1" = 10'
From the Railroad to Brick n Wood Drive



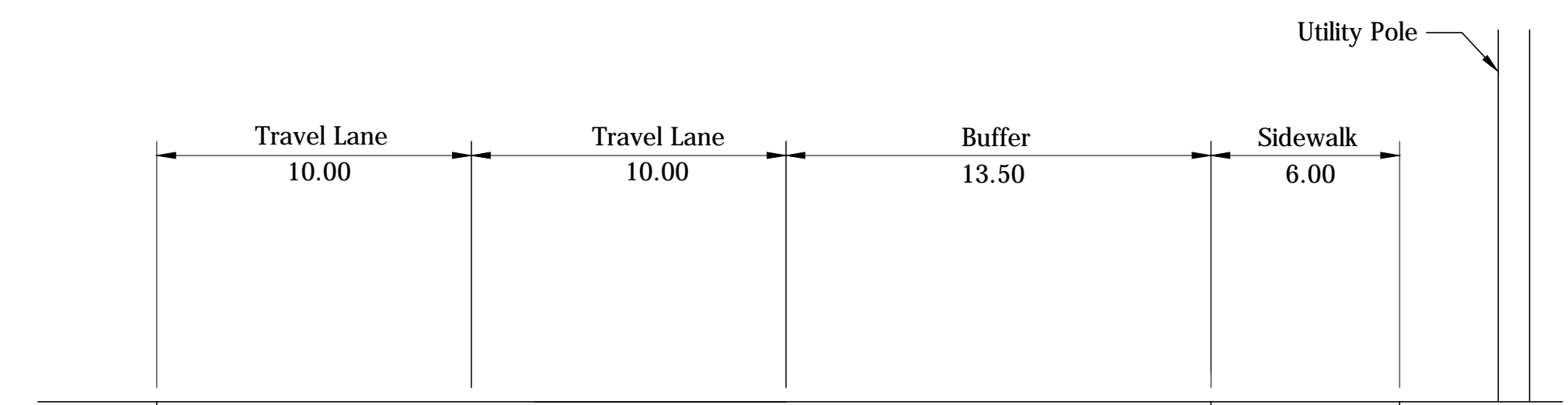
35). 9th Street
SCALE: 1" = 10'
From Cherokee Avenue to Teal Road



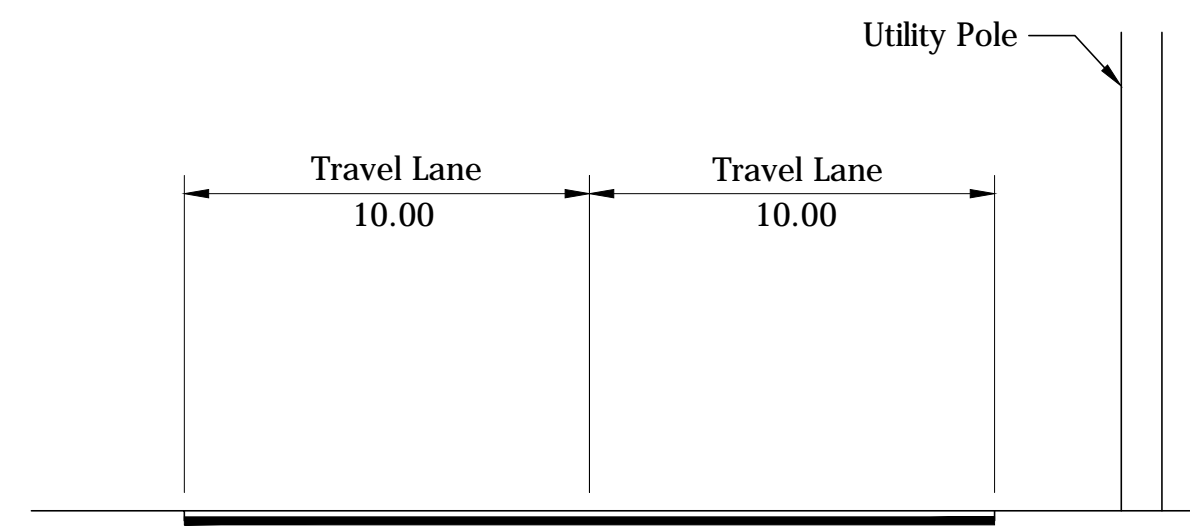
39). 9th Street
SCALE: 1" = 10'
From Brick n Wood Drive to Southland Drive



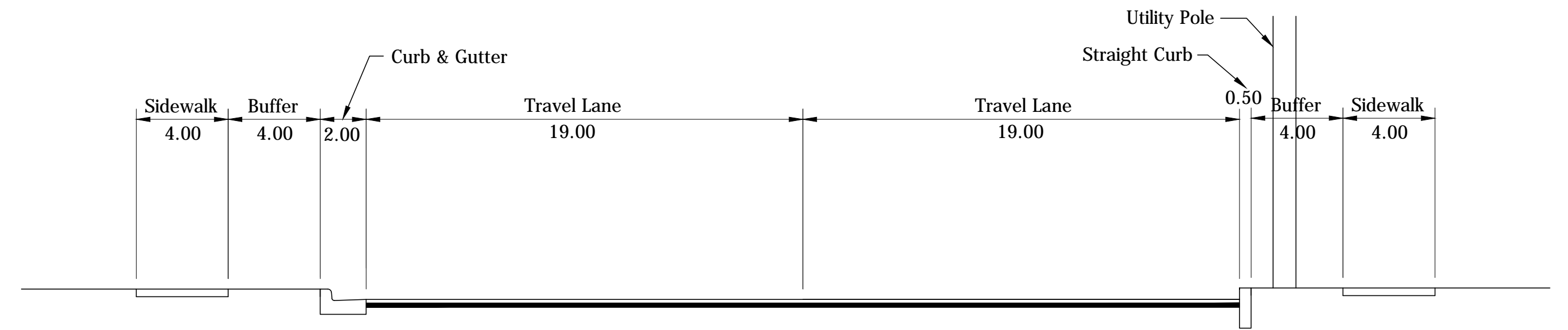
36). 9th Street
SCALE: 1" = 10'
From Teal Road to Beck Lane



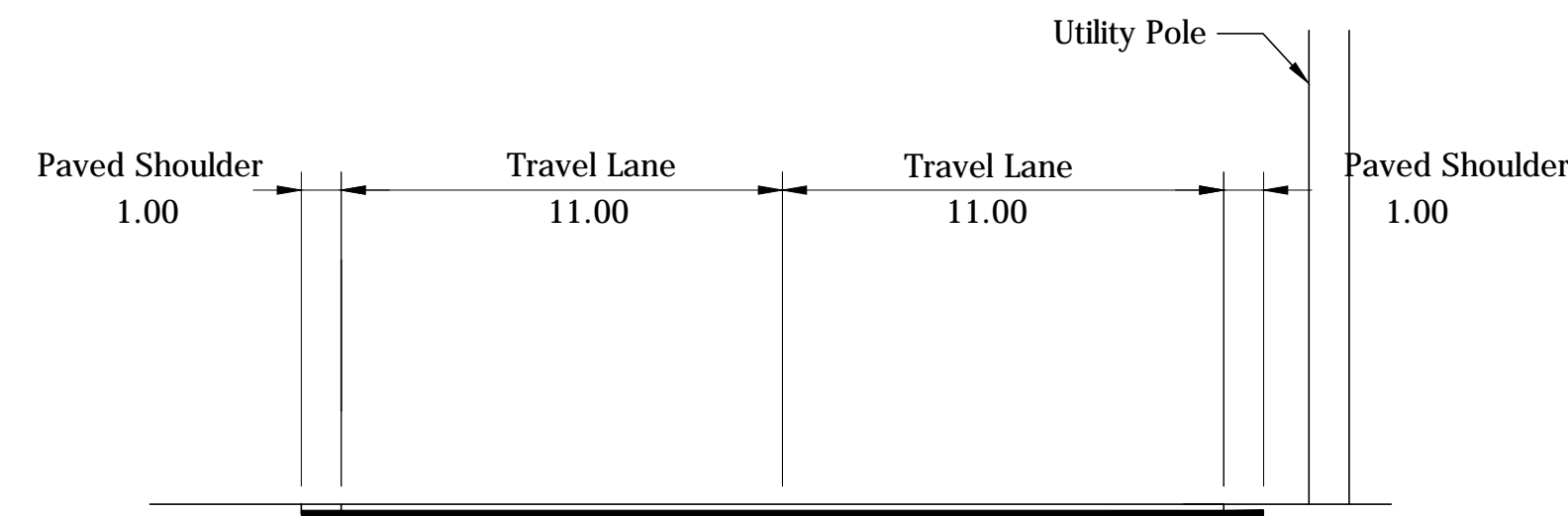
40). 9th Street
SCALE: 1" = 10'
From Southland Drive to Dover Lane



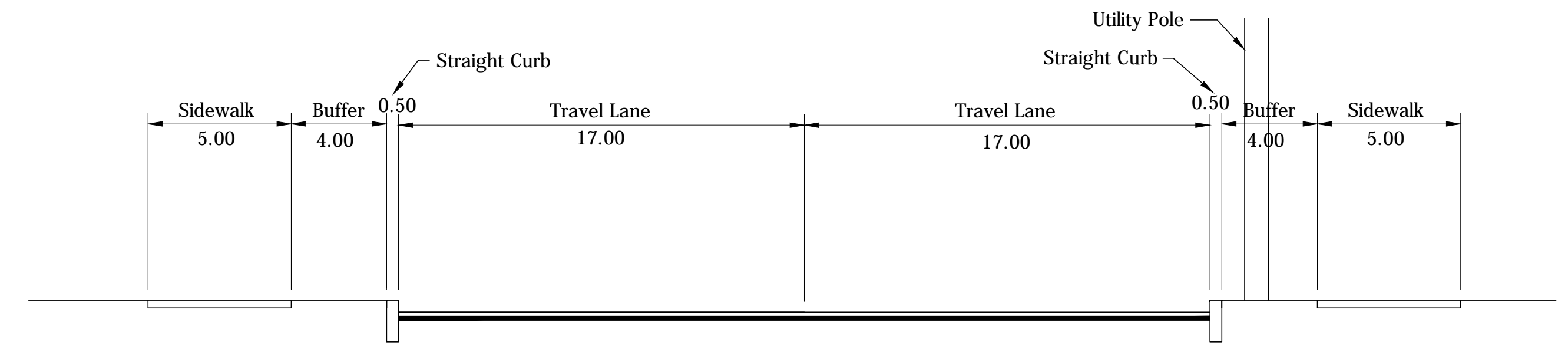
41). 9th Street
SCALE: 1" = 10'
From Dover Lane to Veterans Memorial Parkway



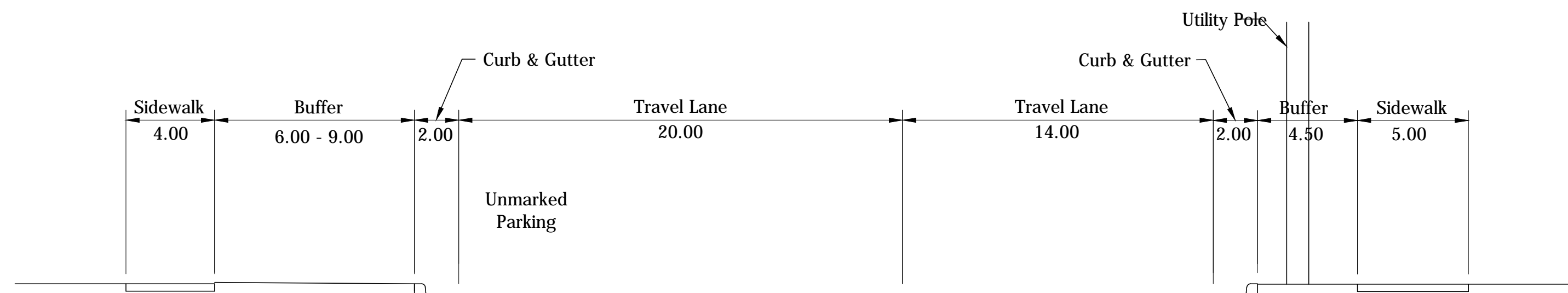
45). 18th Street
SCALE: 1" = 10'
From Erie Street to Cason Street



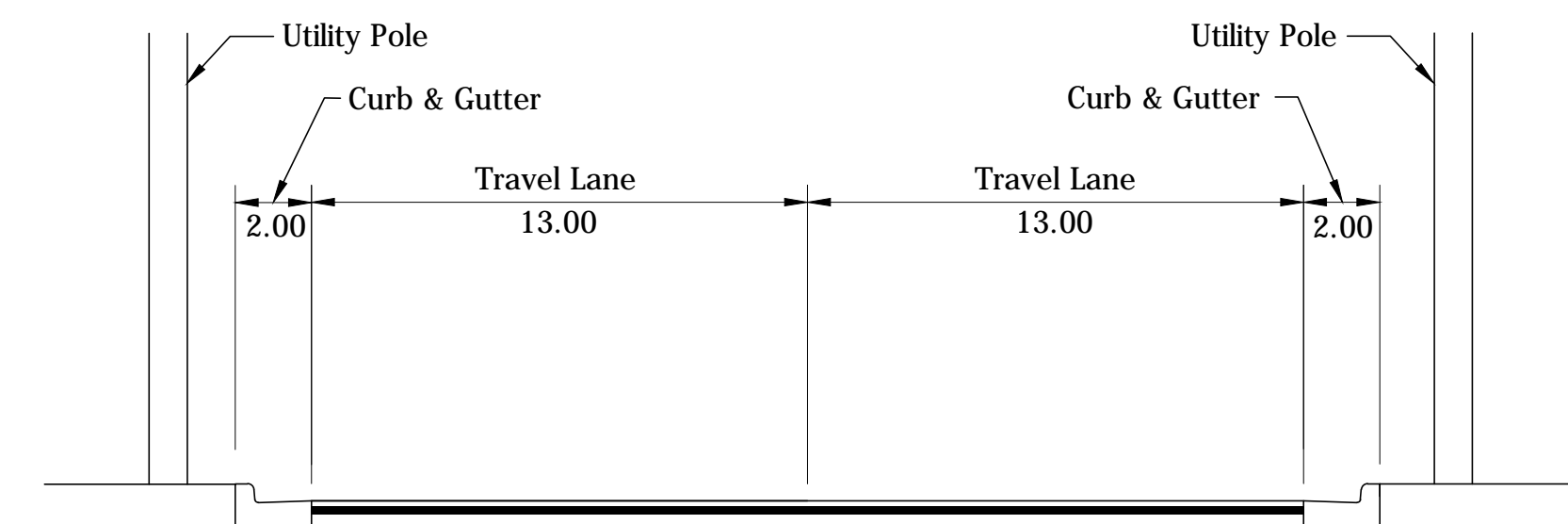
42). 9th Street
SCALE: 1" = 10'
From Veterans Memorial Parkway to County Road 430 South



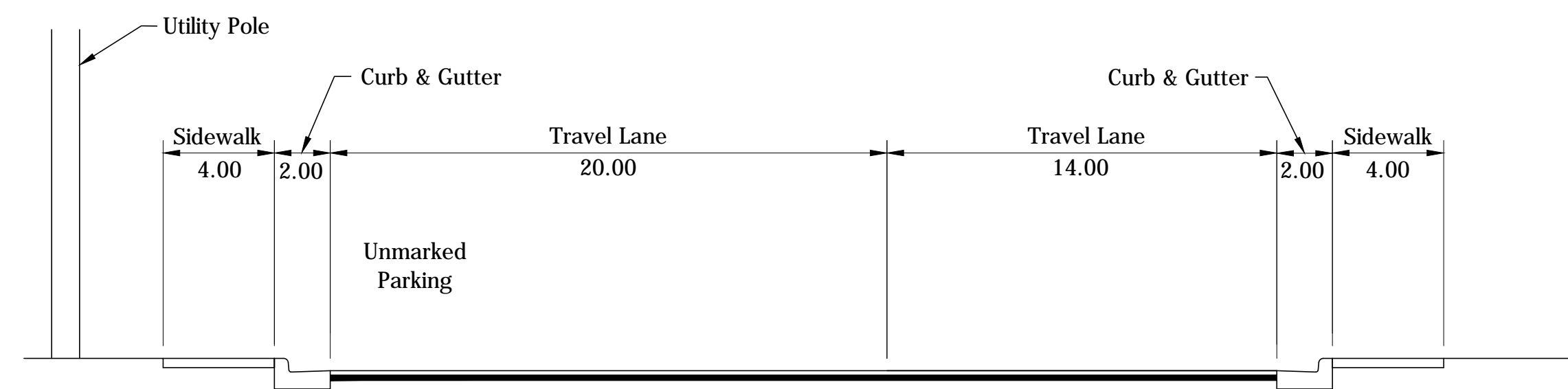
46). 18th Street
SCALE: 1" = 10'
From Cason Street to Main Street



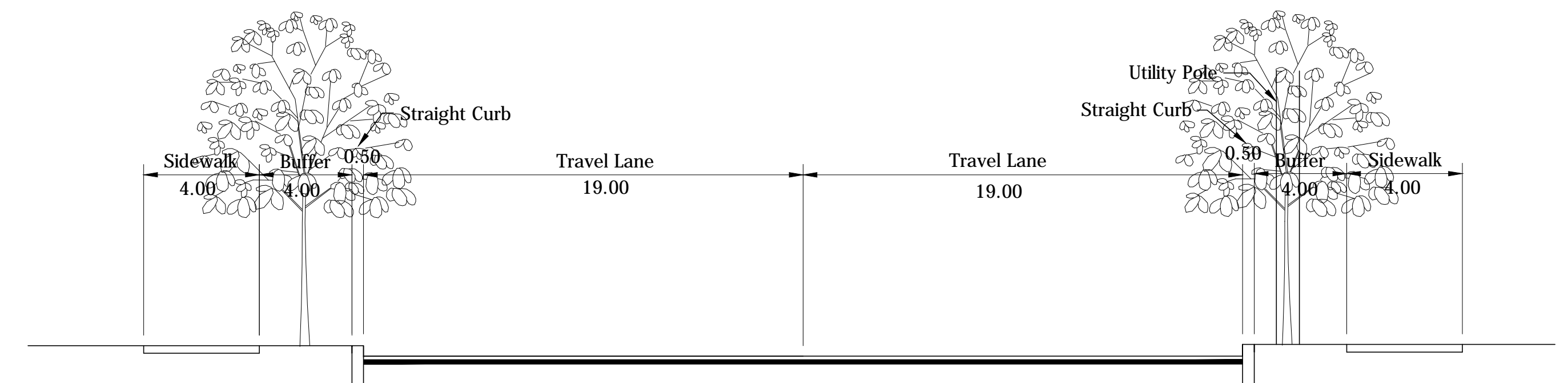
43). 18th Street
SCALE: 1" = 10'
From Schuyler Avenue to Underwood Street



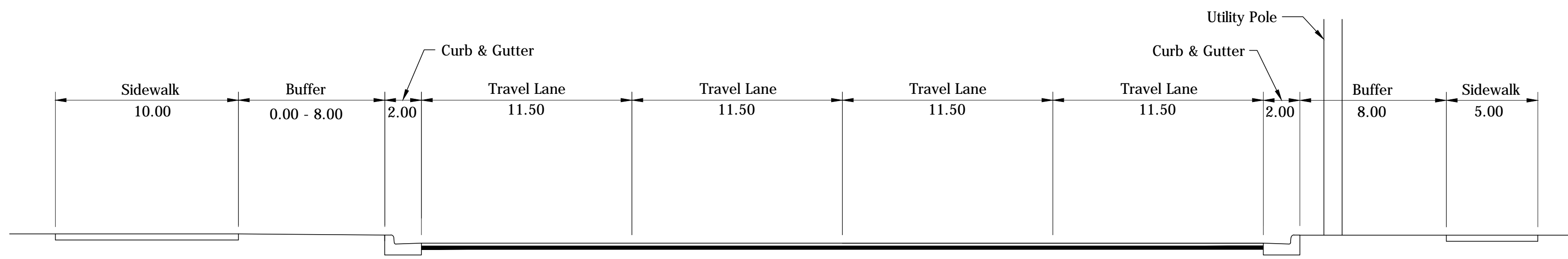
47). 18th Street
SCALE: 1" = 10'
From Main Street to Center Street



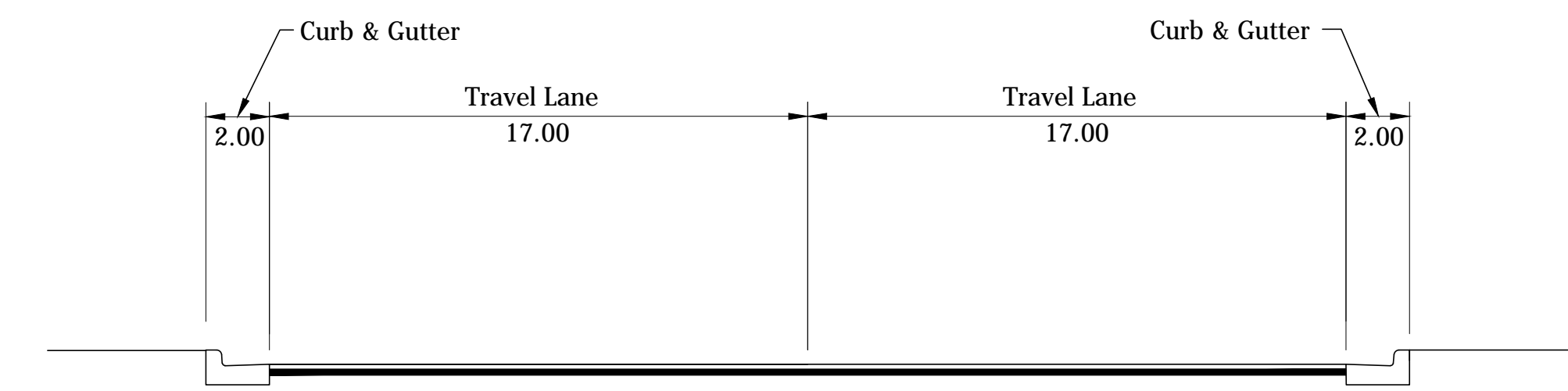
44). 18th Street
SCALE: 1" = 10'
From Underwood Street to Erie Street



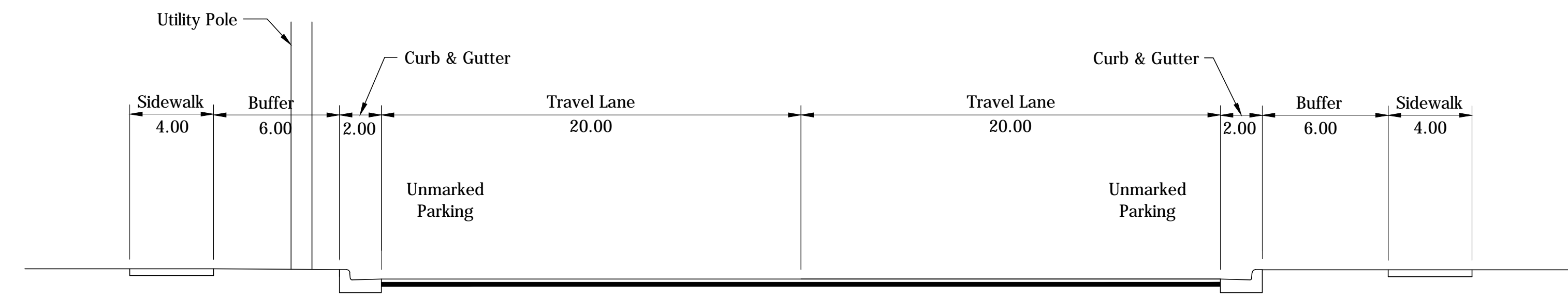
48). 18th Street
SCALE: 1" = 10'
From Center Street to Jeff High School North Drive



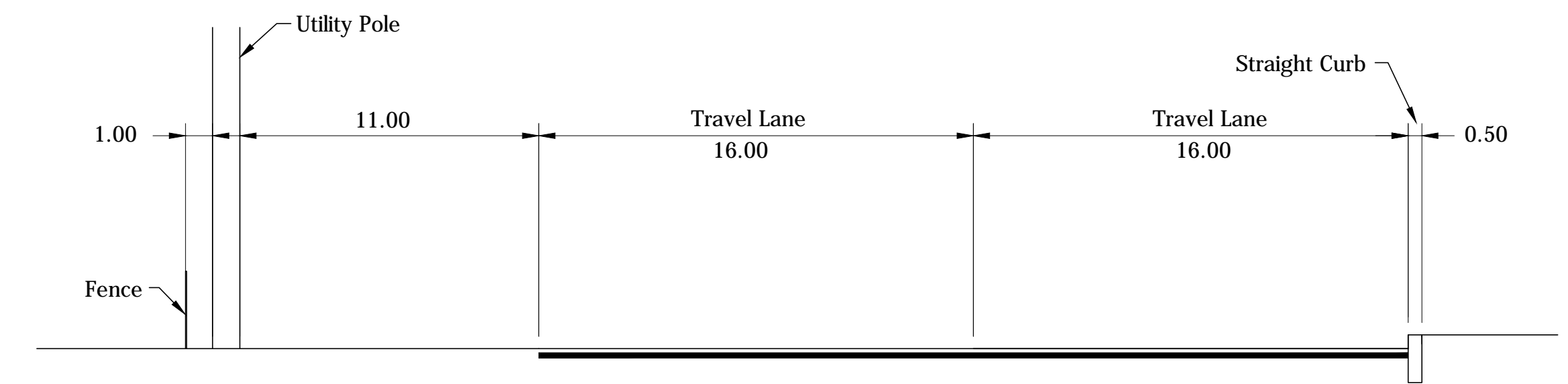
49). 18th Street
SCALE: 1" = 10'
From Jeff High School North Drive to Teal Road



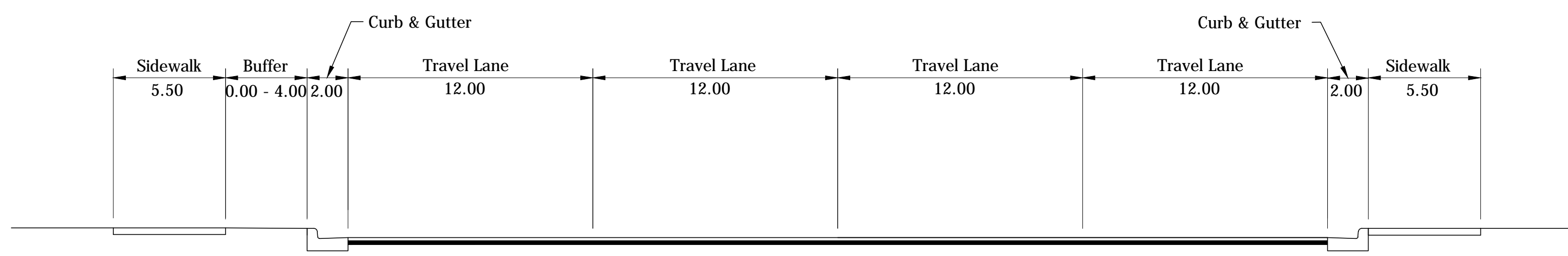
52b). State Street
SCALE: 1" = 10'
From Earl Avenue to 26th Street



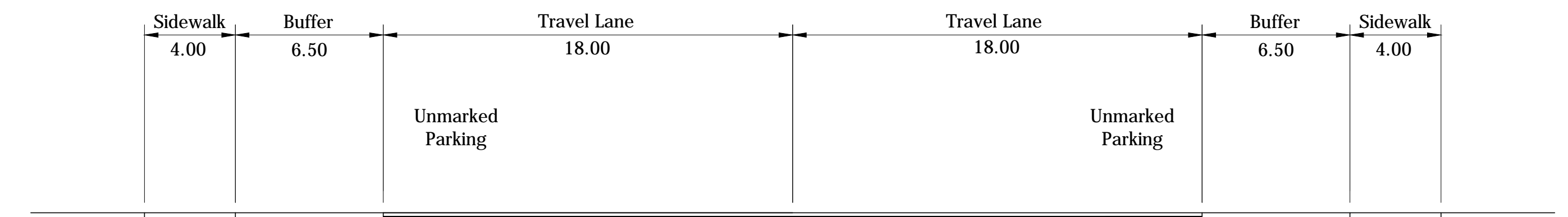
50). 18th Street
SCALE: 1" = 10'
From Teal Road to Brady Lane



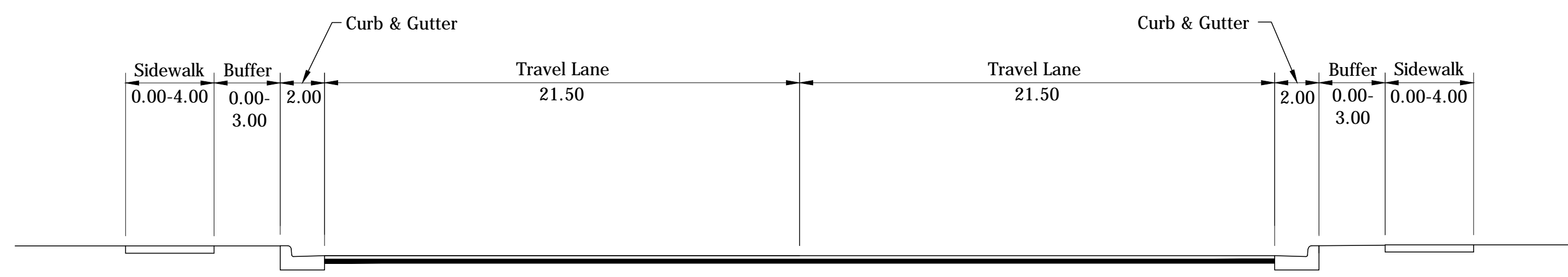
53). 26th Street
SCALE: 1" = 10'
From State Street Teal Road



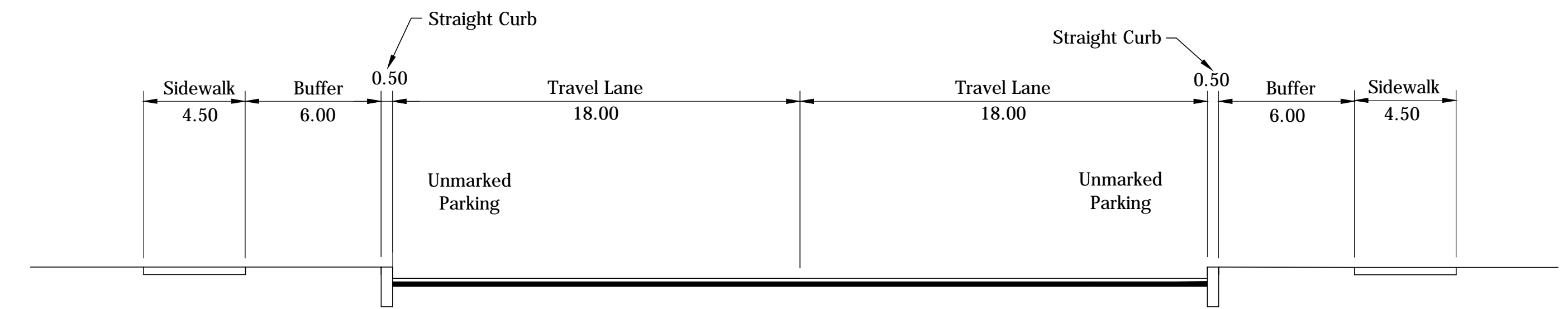
51). 18th Street
SCALE: 1" = 10'
From Brady Lane to Railroad



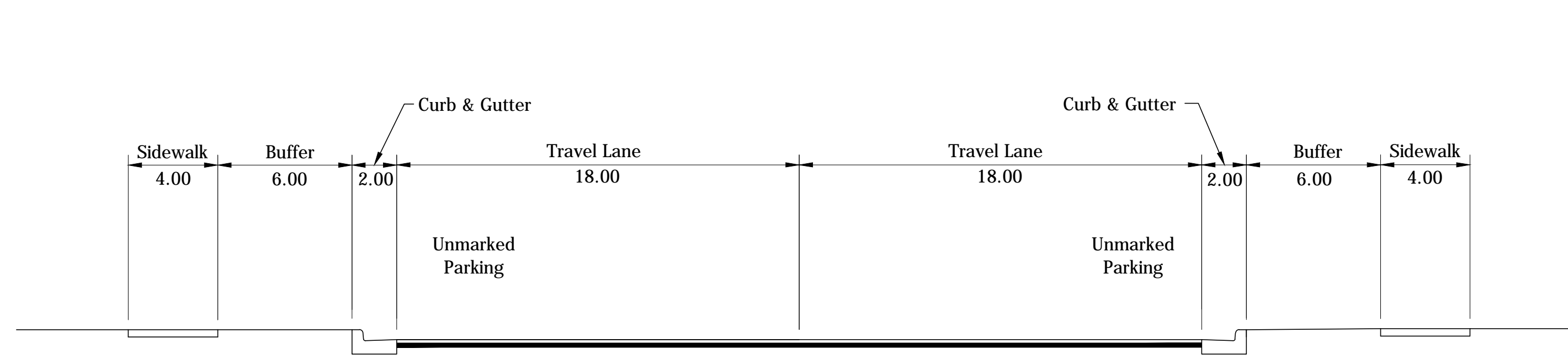
54). Sequoia Drive
SCALE: 1" = 10'
From Teal Road to Beck Lane



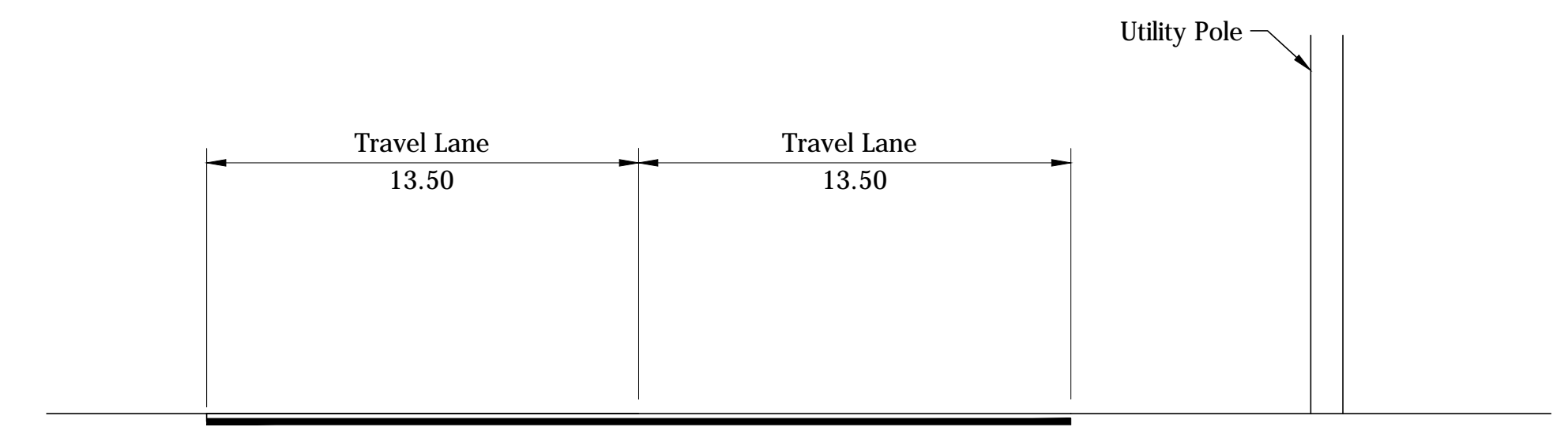
52a). State Street
SCALE: 1" = 10'
From 18th Street to Earl Avenue



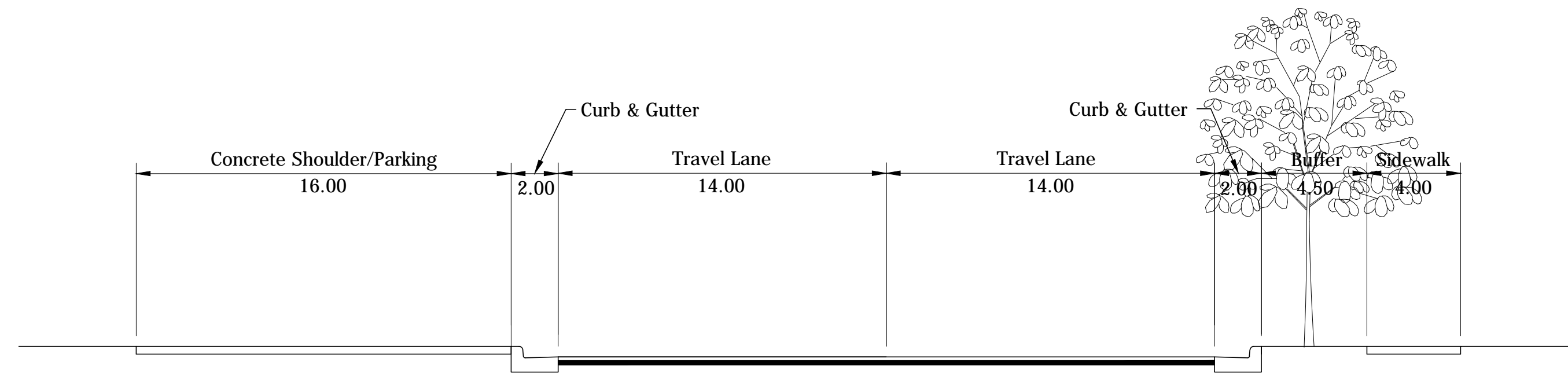
55). Comanche Trail
SCALE: 1" = 10'
From Beck Lane to Brady Lane



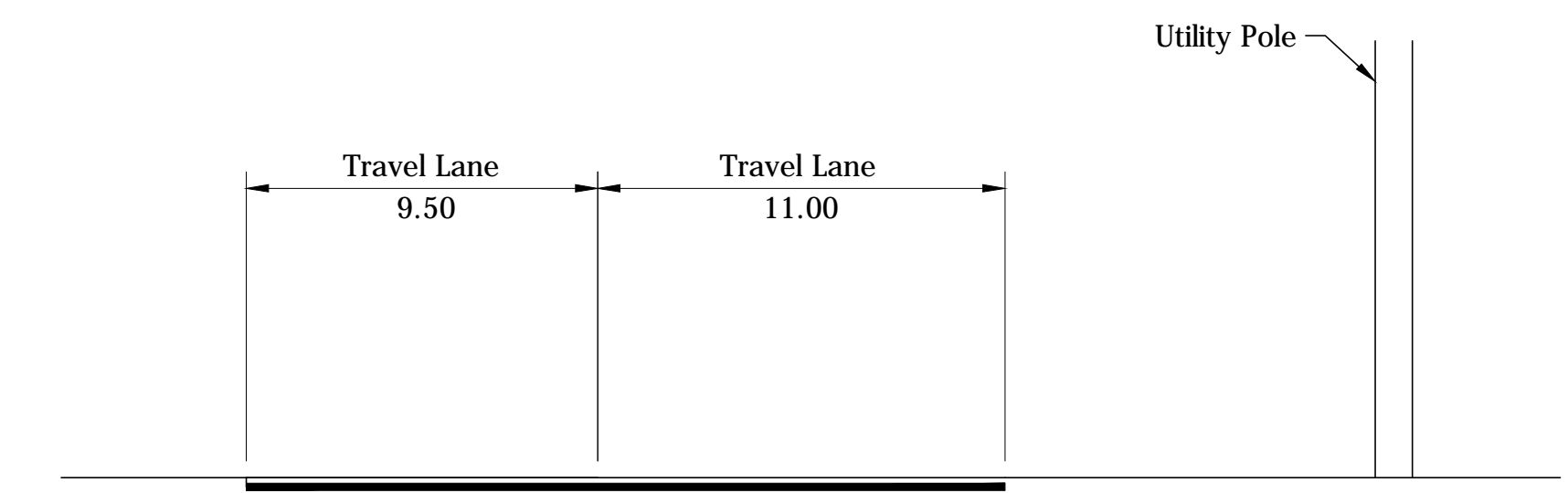
56). Summerfield Drive
SCALE: 1" = 10'
From Teal Road to Beck Lane



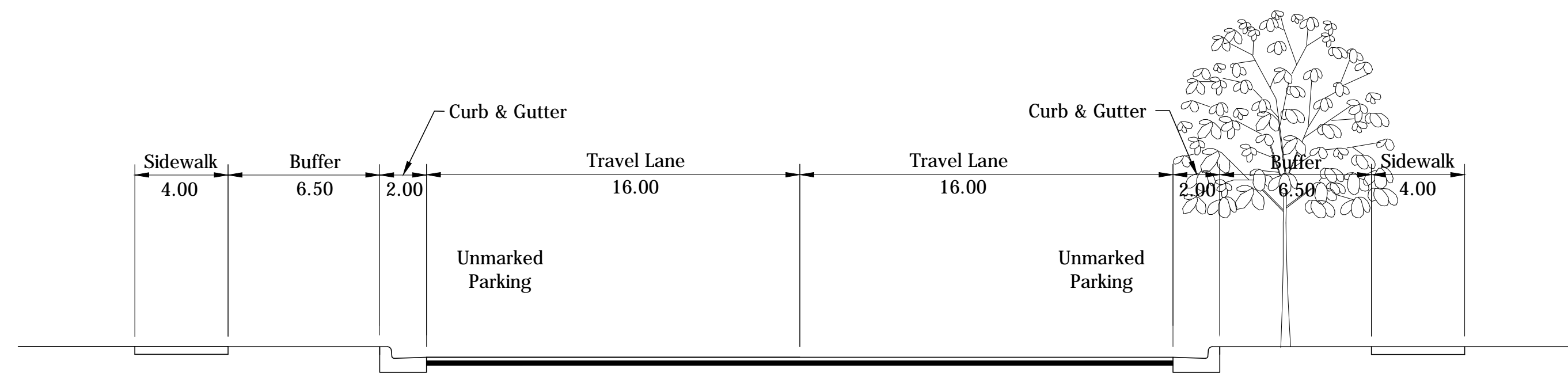
60). Wabash Avenue
SCALE: 1" = 10'
From Old Toe Path Road to Beck Lane



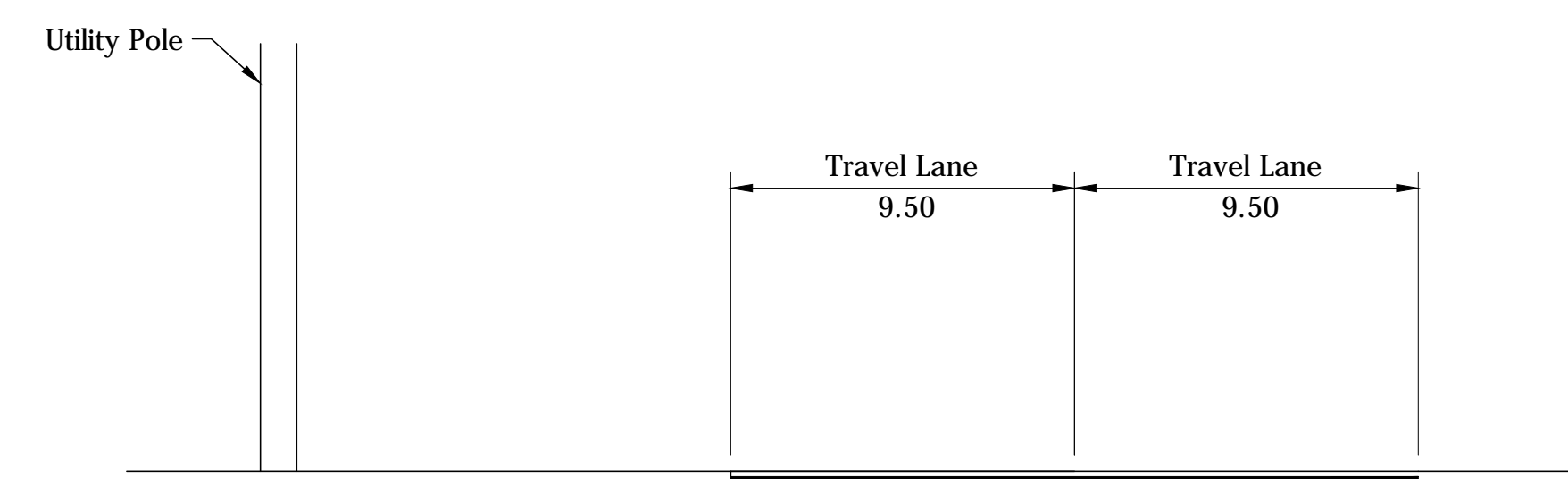
57). America Street
SCALE: 1" = 10'
From Queen Street to Wabash Avenue



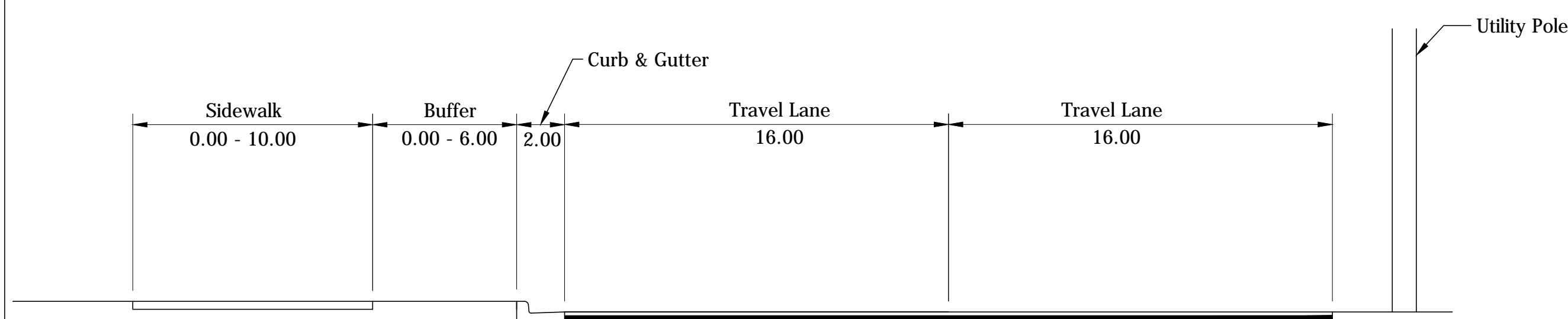
61). Wabash Avenue
SCALE: 1" = 10'
From Beck Lane to Elston Road



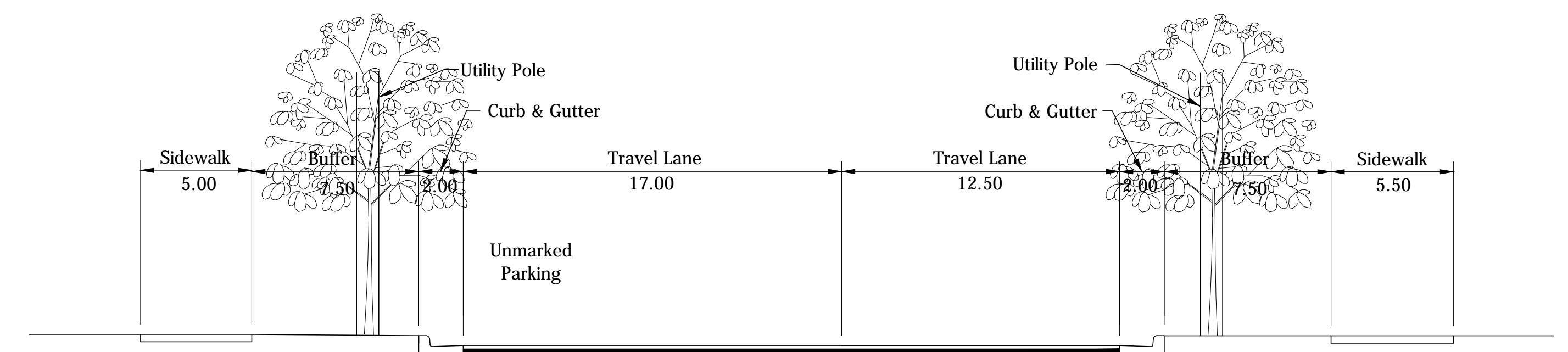
58). Wabash Avenue
SCALE: 1" = 10'
From America Street to Nealy Street



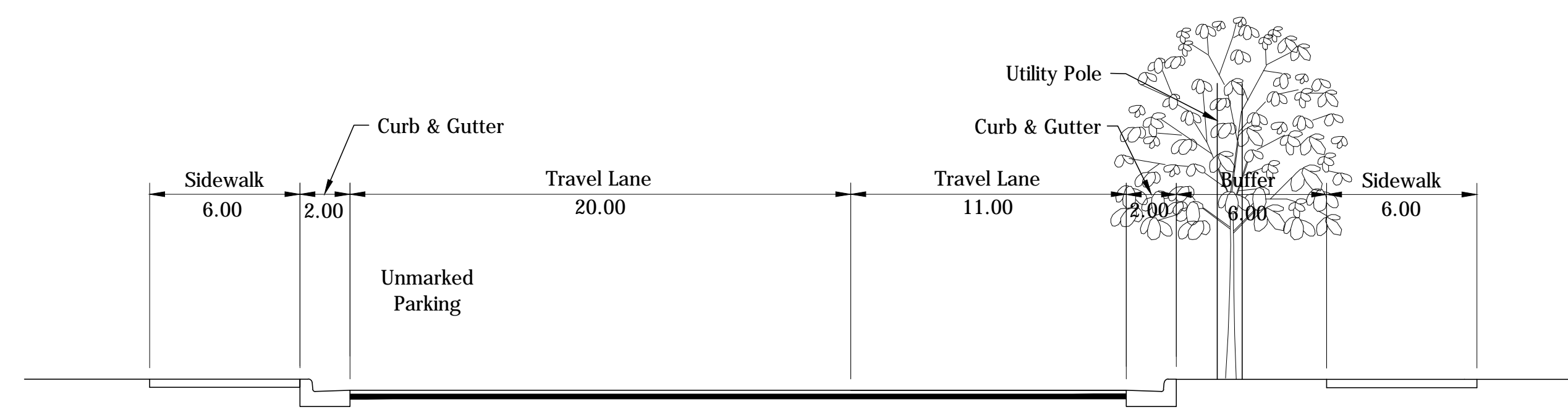
62). Old Romney Road
SCALE: 1" = 10'
From Elston Road to Ortman Lane



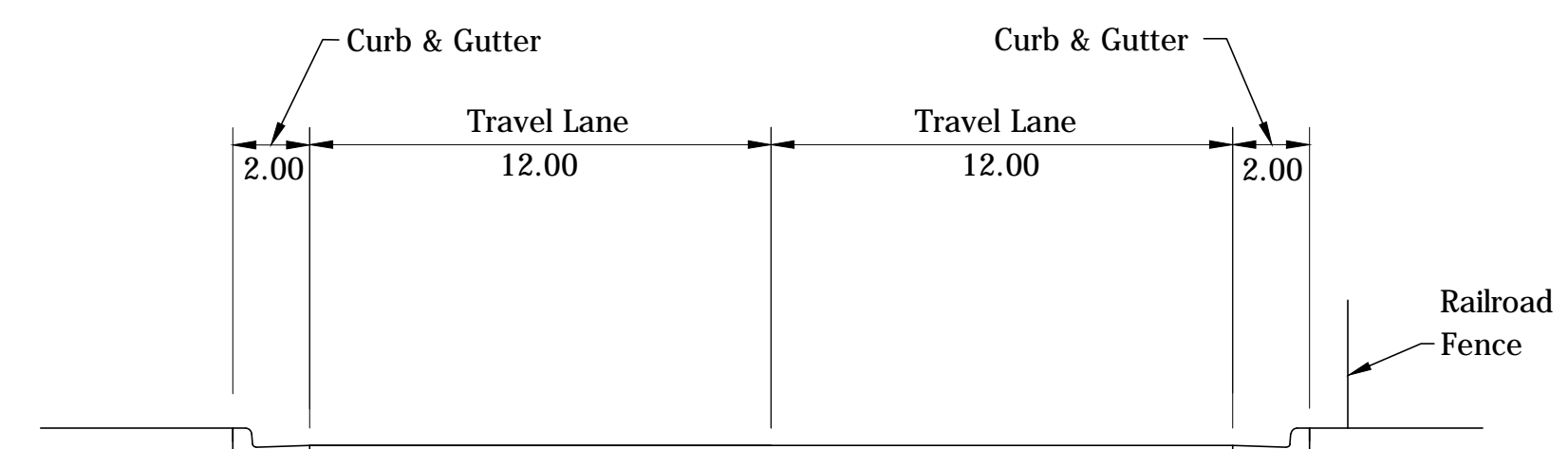
59). Wabash Avenue
SCALE: 1" = 10'
From Nealy Street to Old Toe Path Road



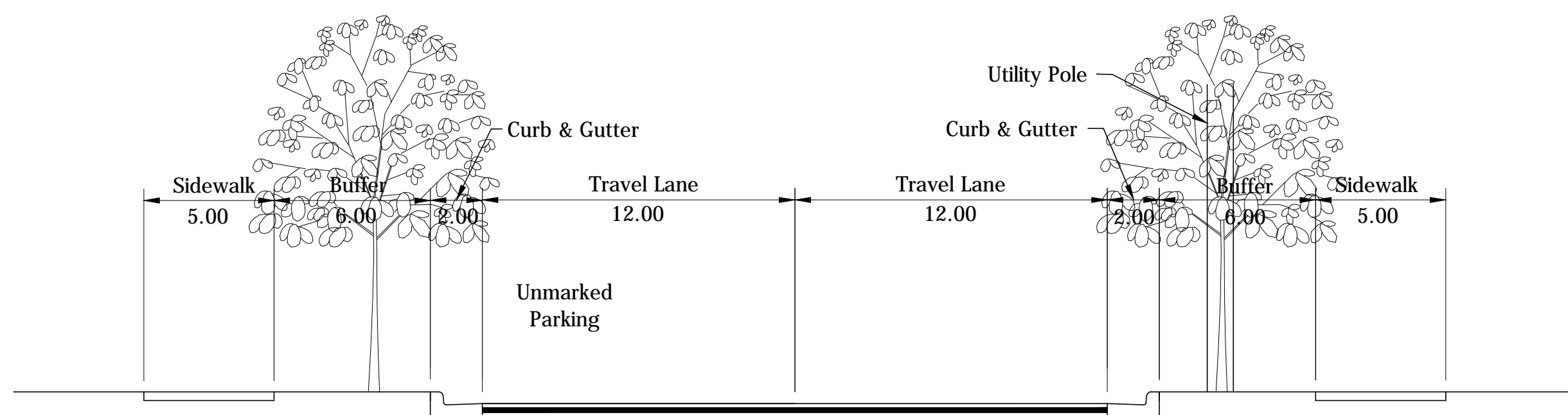
63). Schuyler Avenue
SCALE: 1" = 10'
From Sagamore Parkway to 18th Street



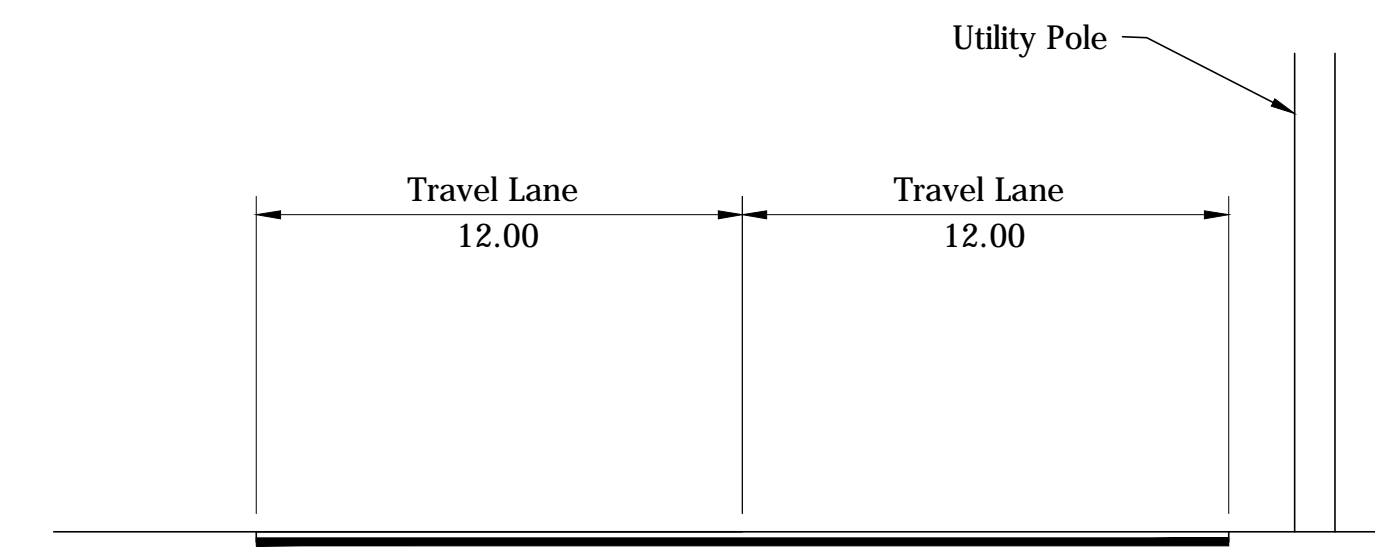
64). Schuyler Avenue
SCALE: 1" = 10'
From 18th Street to Underwood Street



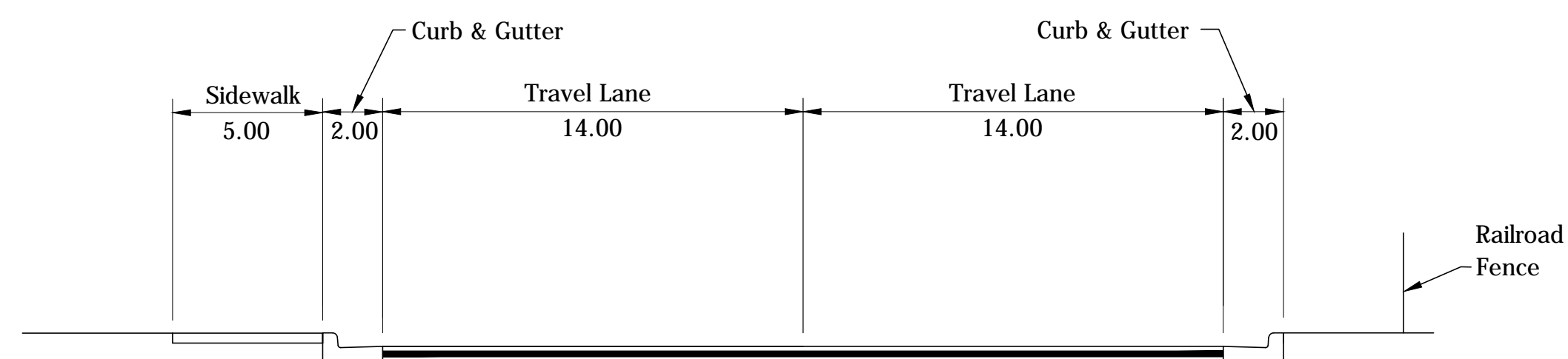
68). 3rd Street
SCALE: 1" = 10'
From Salem Street to Cincinnati Street



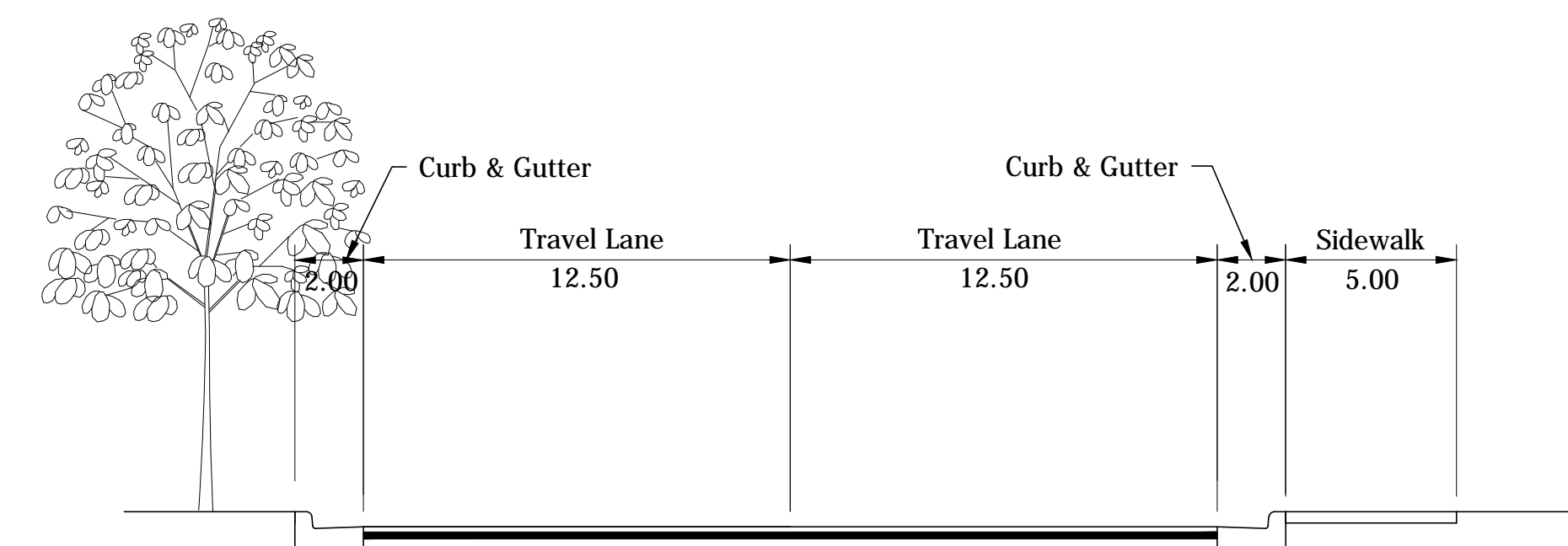
65). 15th Street
SCALE: 1" = 10'
From Underwood Street to Greenbush Street



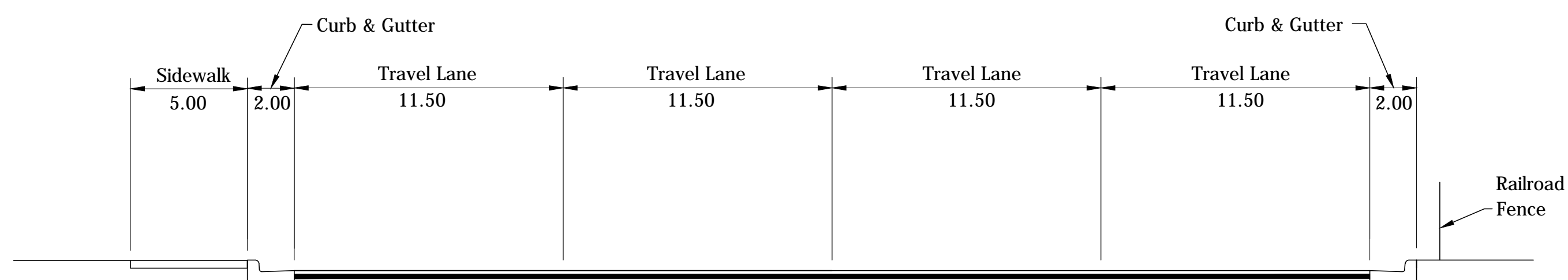
69). Old US 231/SR 25
SCALE: 1" = 10'
From Teal Road to Beck Lane



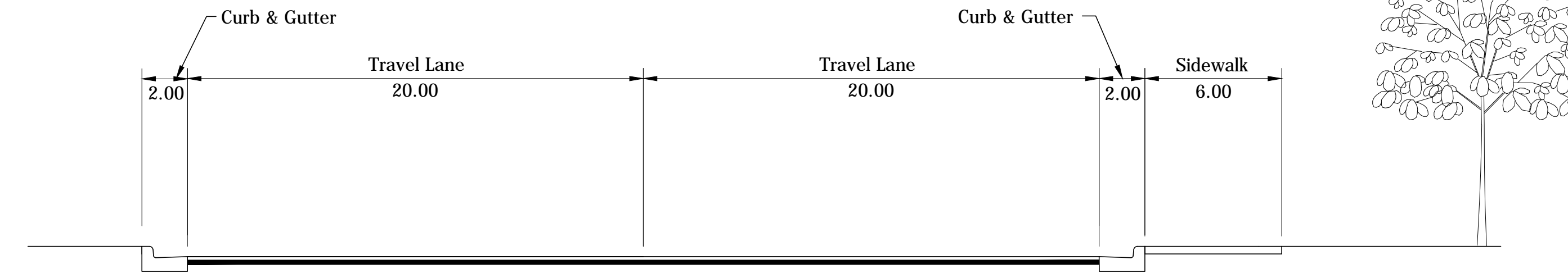
66). Fannon Drive
SCALE: 1" = 10'
From Greenbush Street to Hartford Street



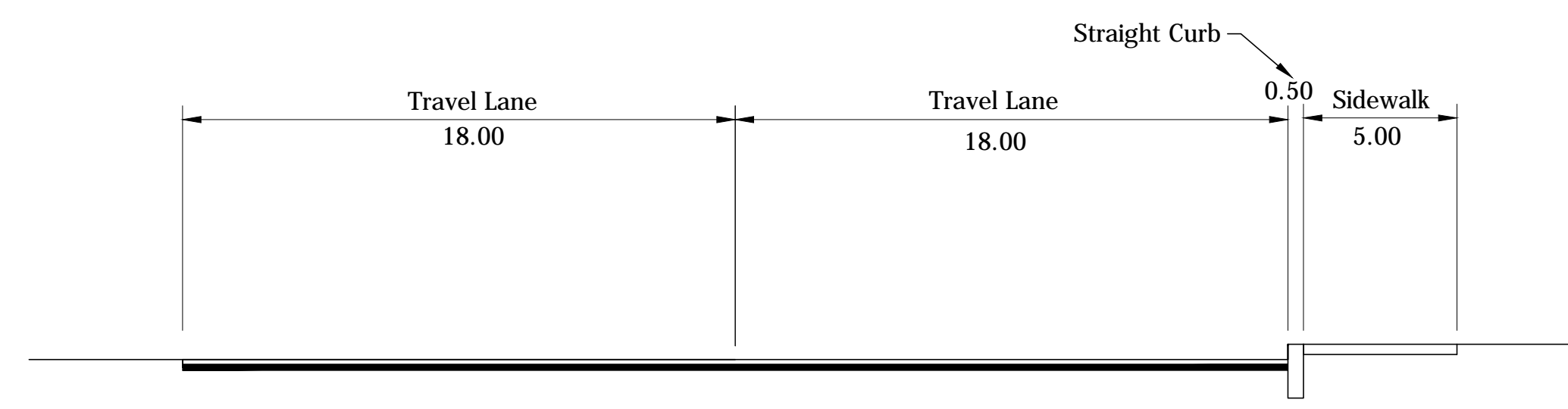
70). Erie Street
SCALE: 1" = 10'
From Underwood Street to 18th Street



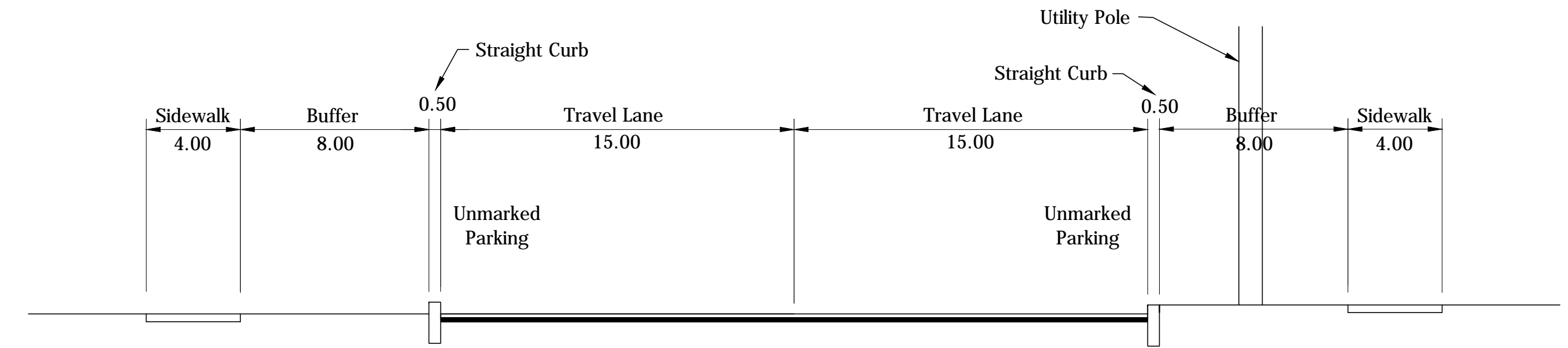
67). Fannon Drive
SCALE: 1" = 10'
From Hartford Street to Salem Street



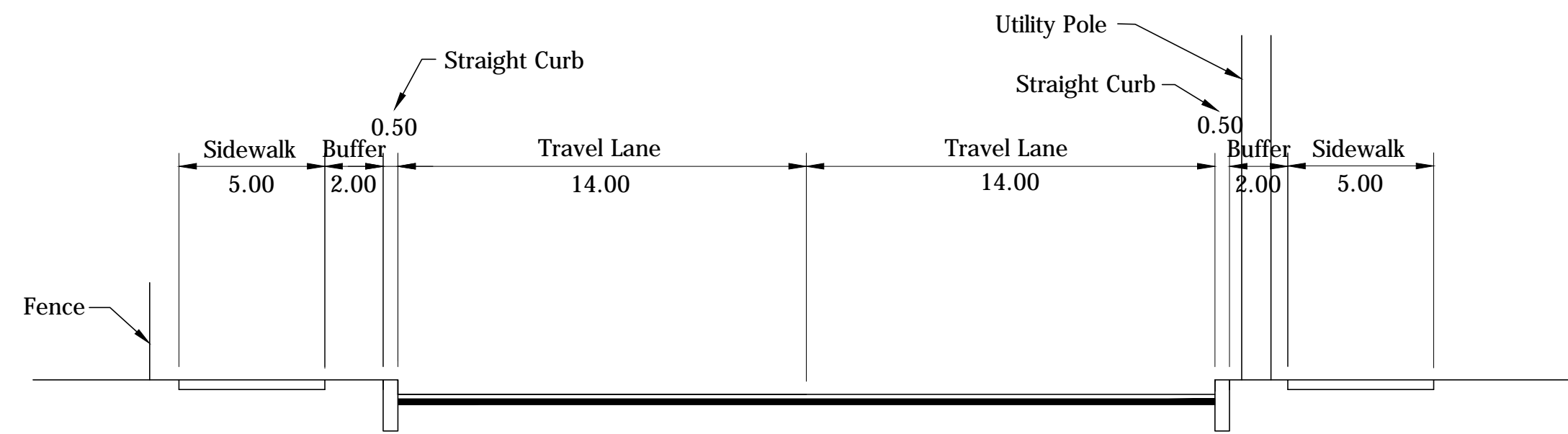
71). Erie Street
SCALE: 1" = 10'
From 18th Street to Salem Street



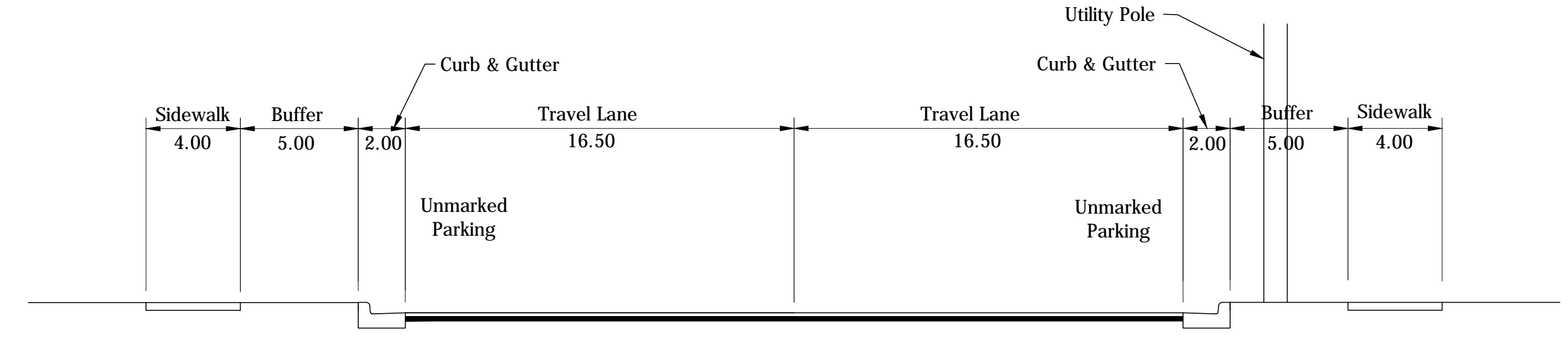
72). Erie Street
SCALE: 1" = 10'
From Salem Street to Cincinnati Street



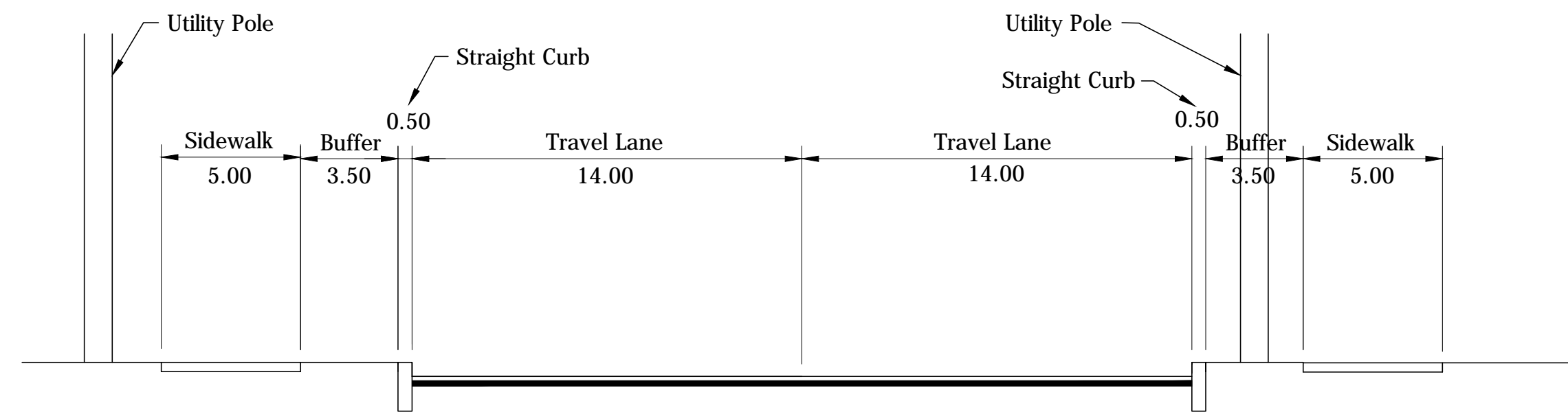
76). Underwood Street
SCALE: 1" = 10'
From 19th Street to Erie Street



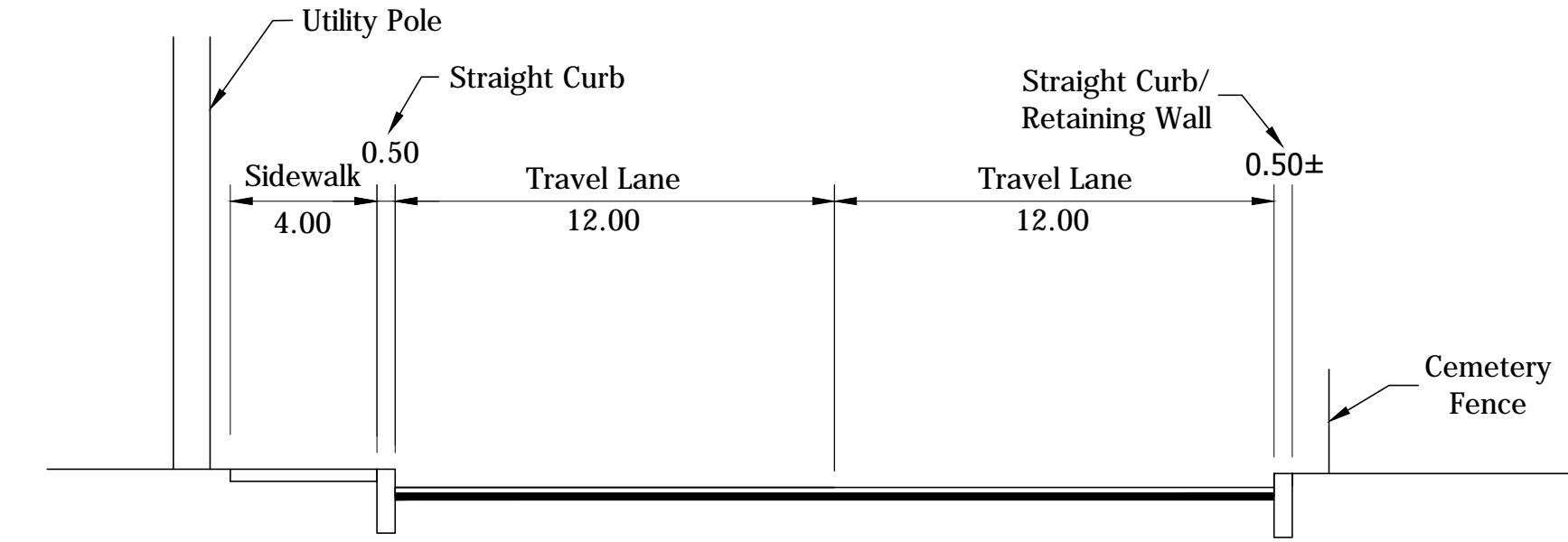
73). Erie Street
SCALE: 1" = 10'
From Cincinnati Street to Ferry Street



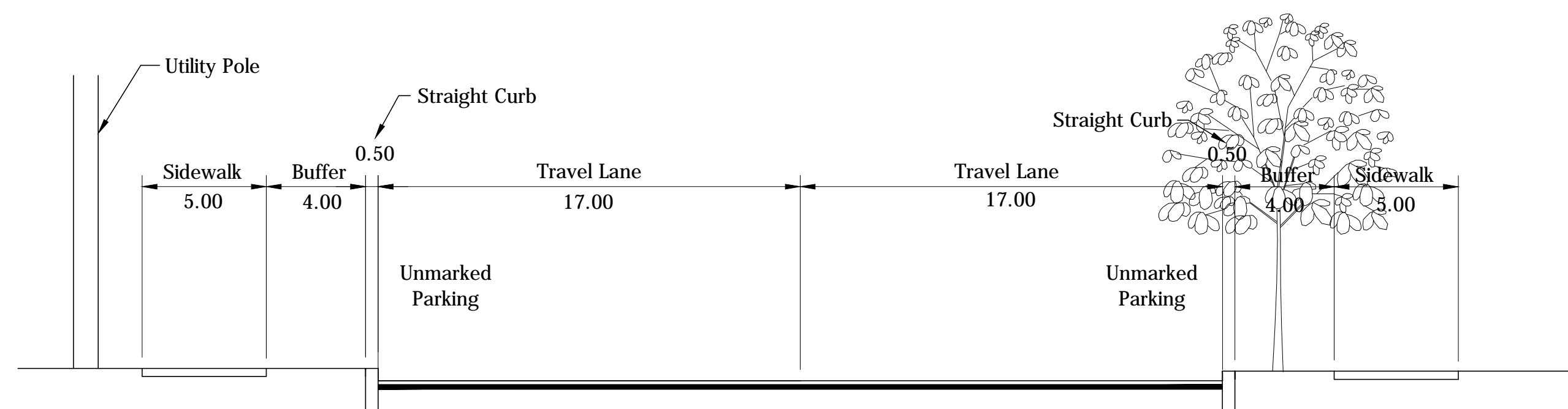
77). Underwood Street
SCALE: 1" = 10'
From Erie Street to Sagamore Parkway



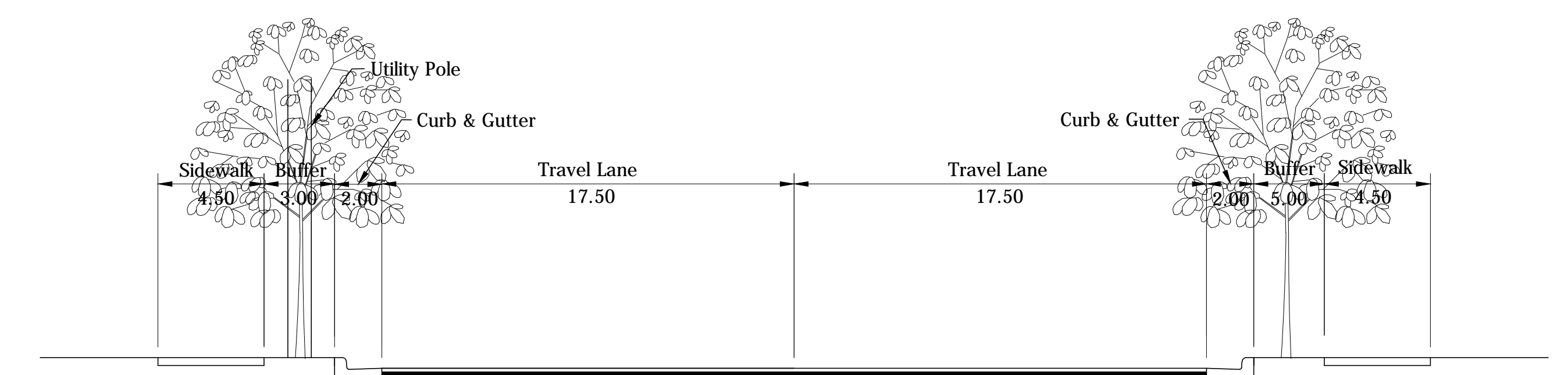
74). Underwood Street
SCALE: 1" = 10'
From 15th Street to 17th Street



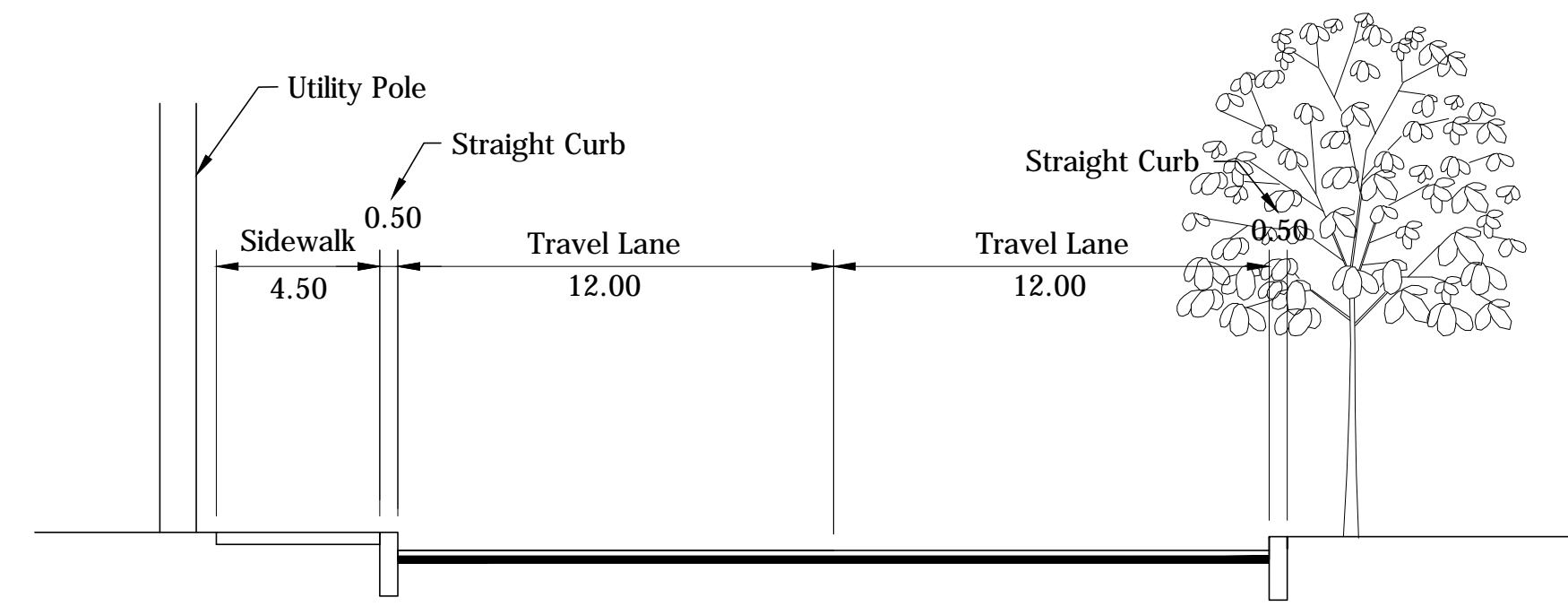
78). Greenbush Street
SCALE: 1" = 10'
From 9th Street to 12th Street



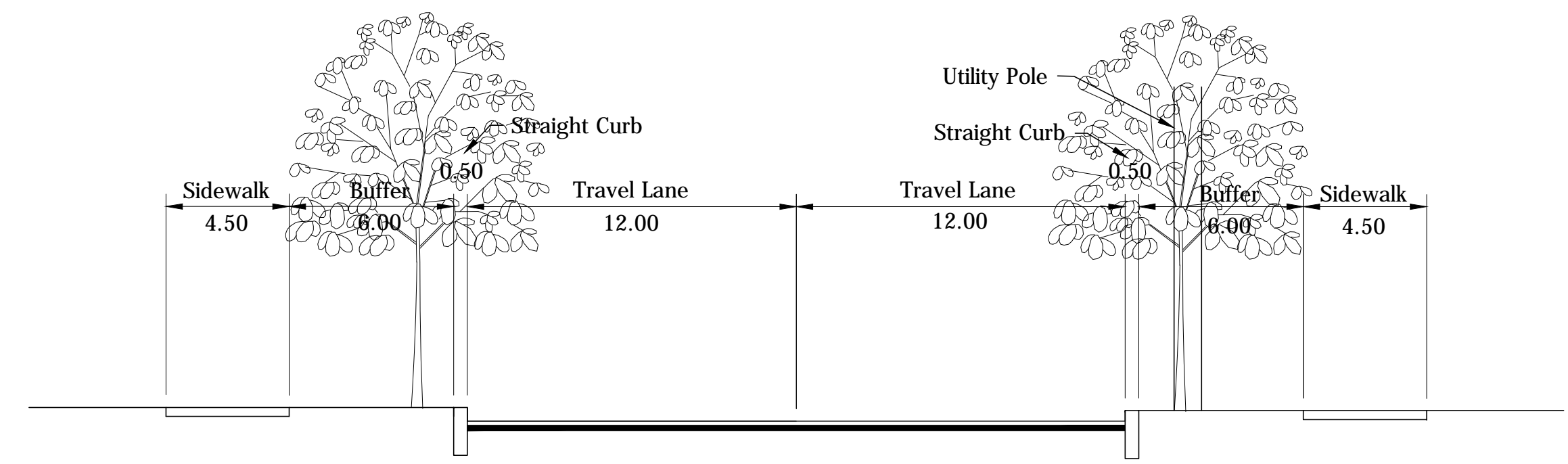
75). Underwood Street
SCALE: 1" = 10'
From 17th Street to 19th Street



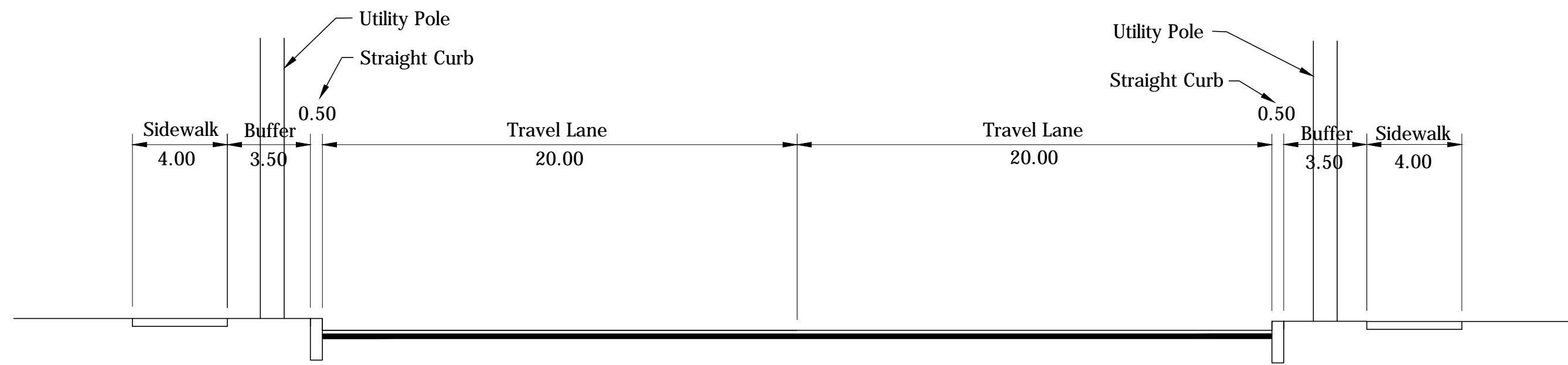
79). Greenbush Street
SCALE: 1" = 10'
From 12th Street to Erie Street



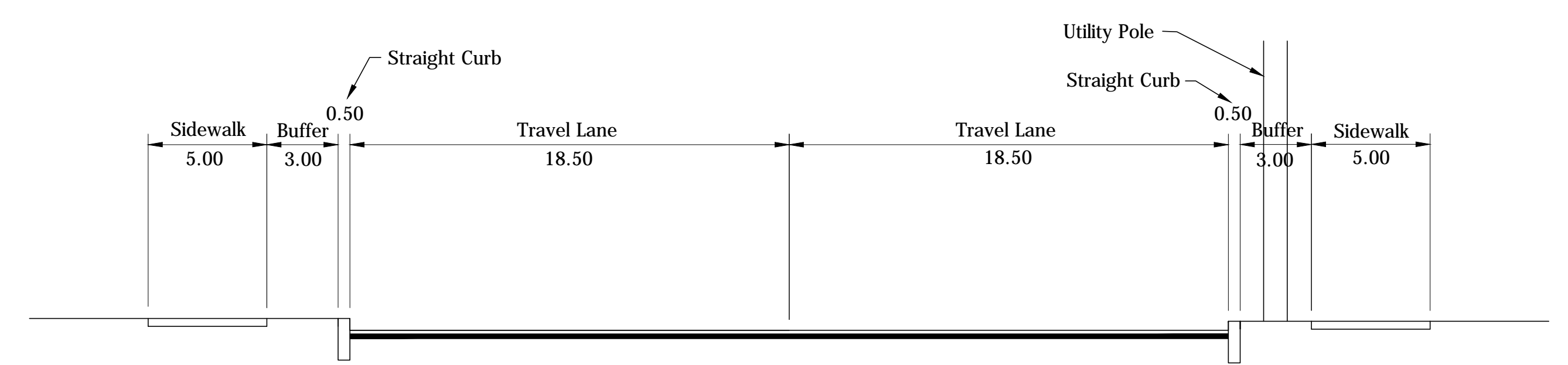
80). Greenbush Street
SCALE: 1" = 10'
From Erie Street to Elmwood Avenue



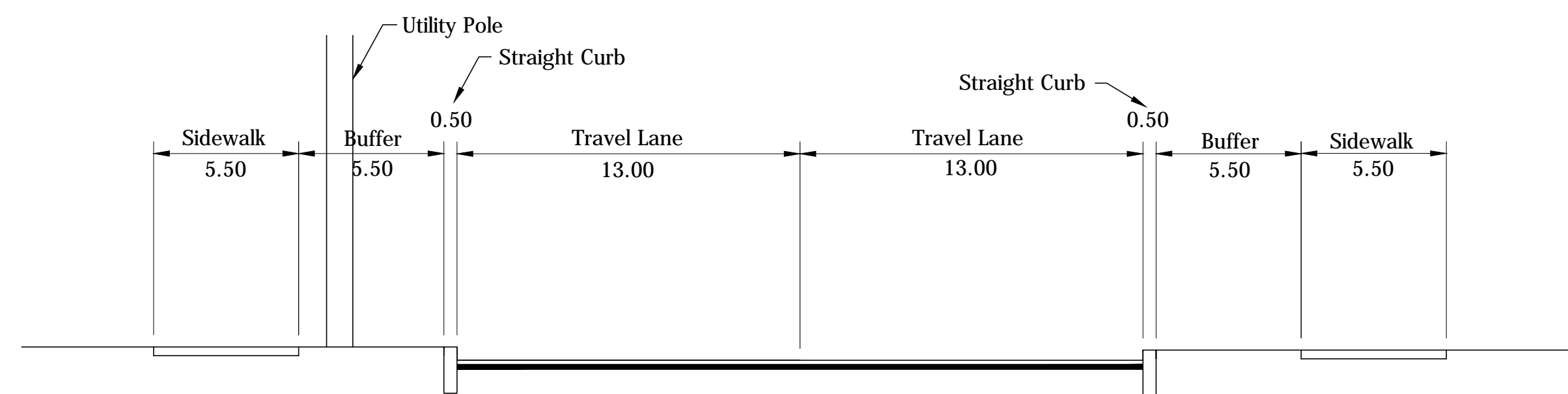
84). Salem Street
SCALE: 1" = 10'
From 14th Street to 10th Street



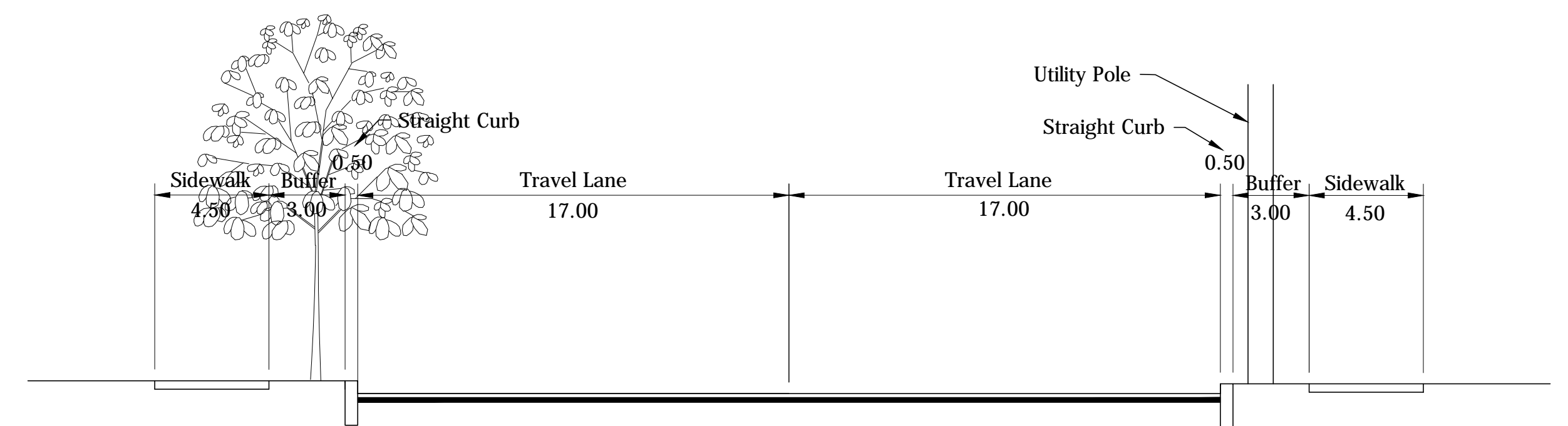
81). Greenbush Street
SCALE: 1" = 10'
From Elmwood Avenue to Sagamore Parkway



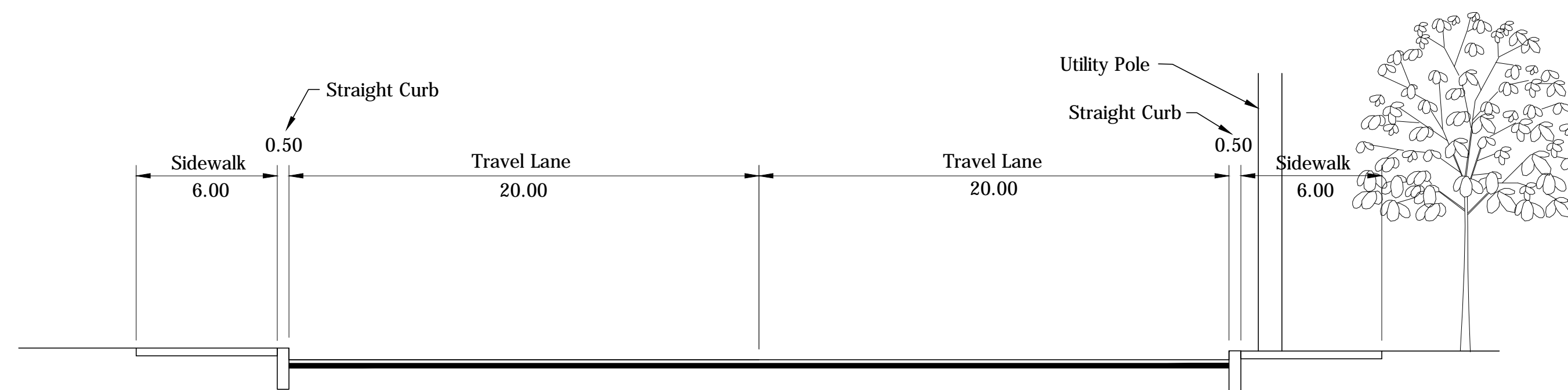
85). Salem Street
SCALE: 1" = 10'
From 10th Street to Fannon



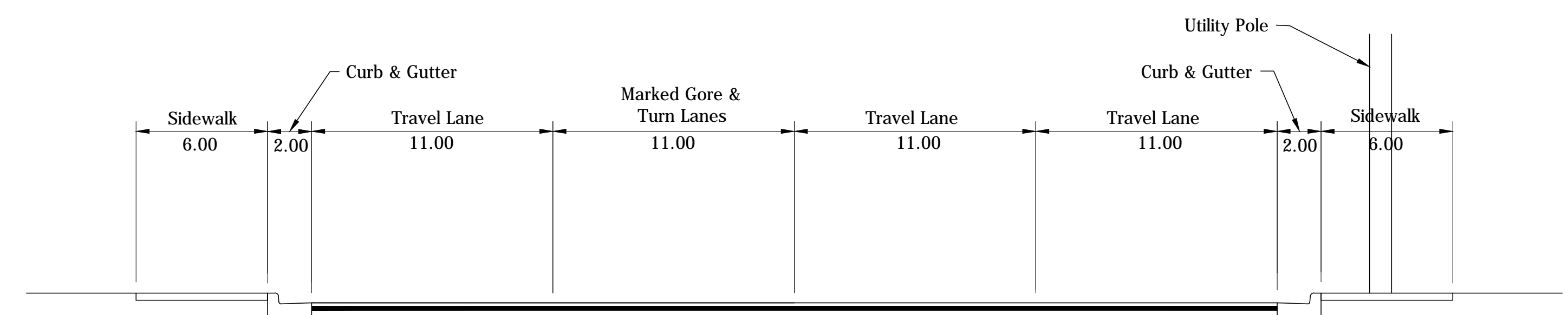
82). Salem Street
SCALE: 1" = 10'
From Union Street to Erie Street



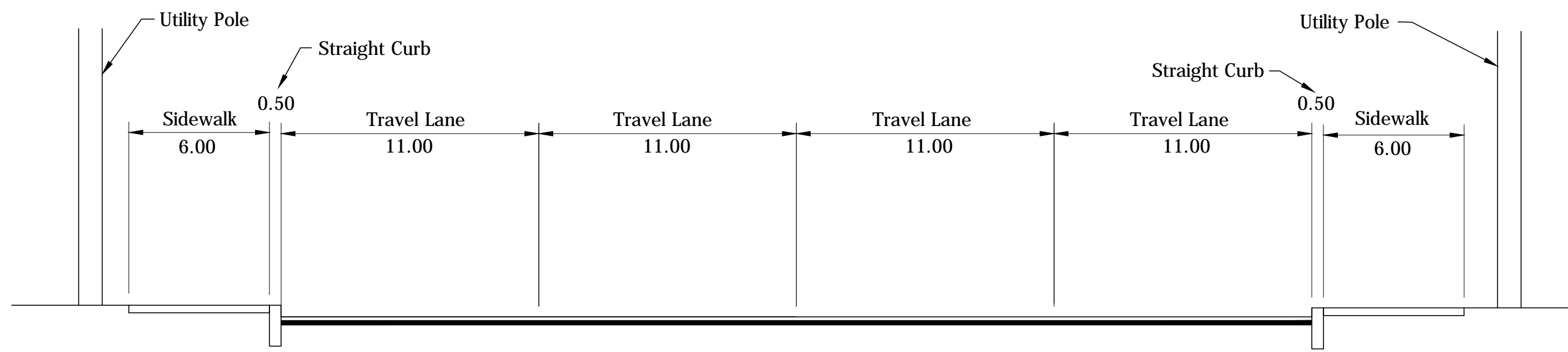
86). Union Street
SCALE: 1" = 10'
From R.R. Overpass to 21st Street



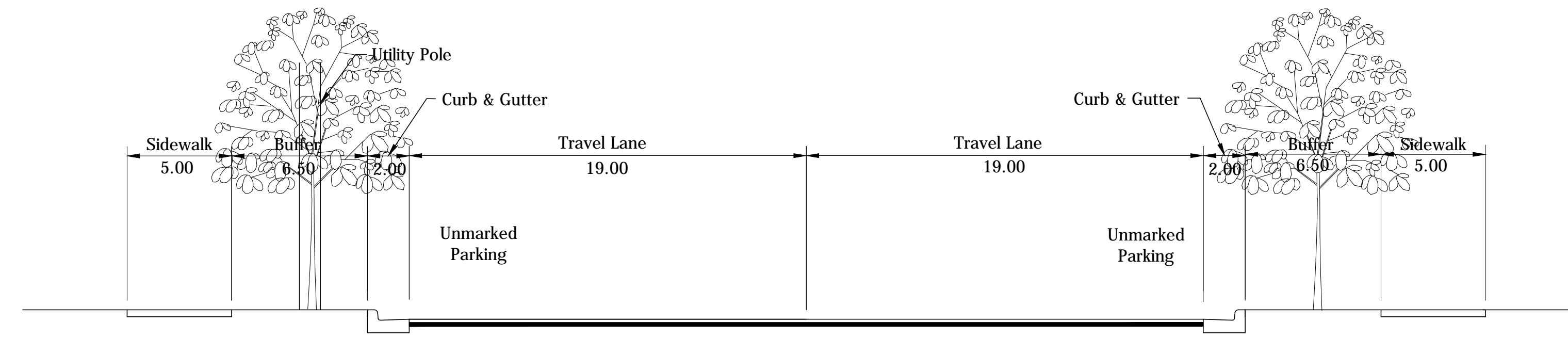
83). Salem Street
SCALE: 1" = 10'
From Erie Street to 14th Street



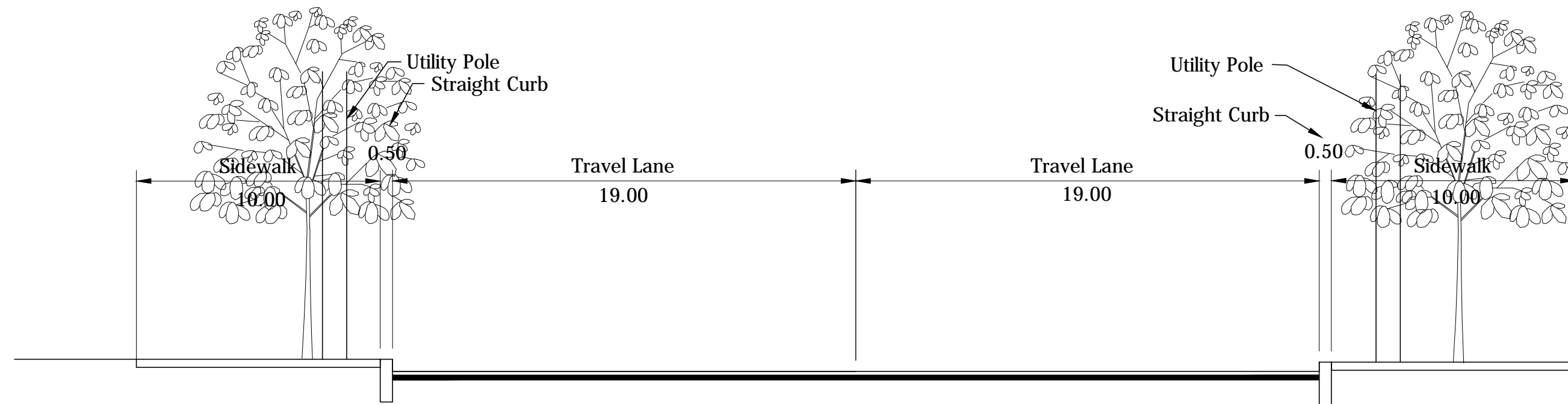
87). Union Street
SCALE: 1" = 10'
From 21st Street to Sagamore parkway



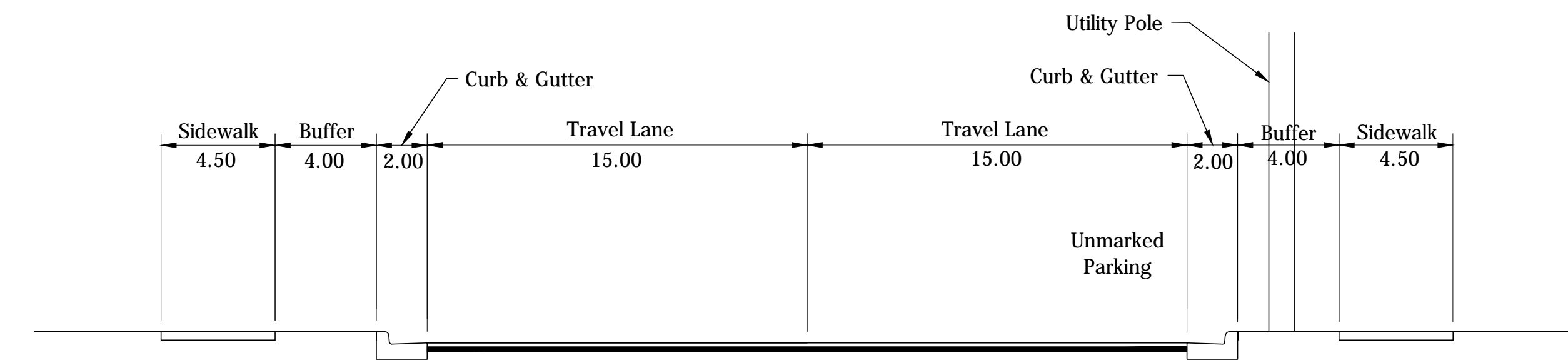
88). Union Street
SCALE: 1" = 10'
From Sagamore Parkway to Creasy Lane



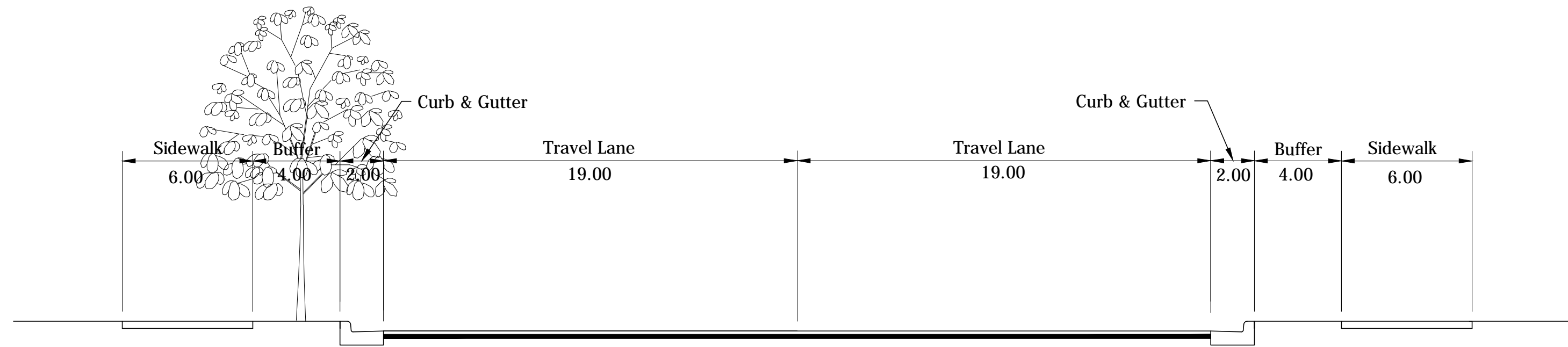
92). Ferry Street
SCALE: 1" = 10'
From Perrin Avenue to 18th Street



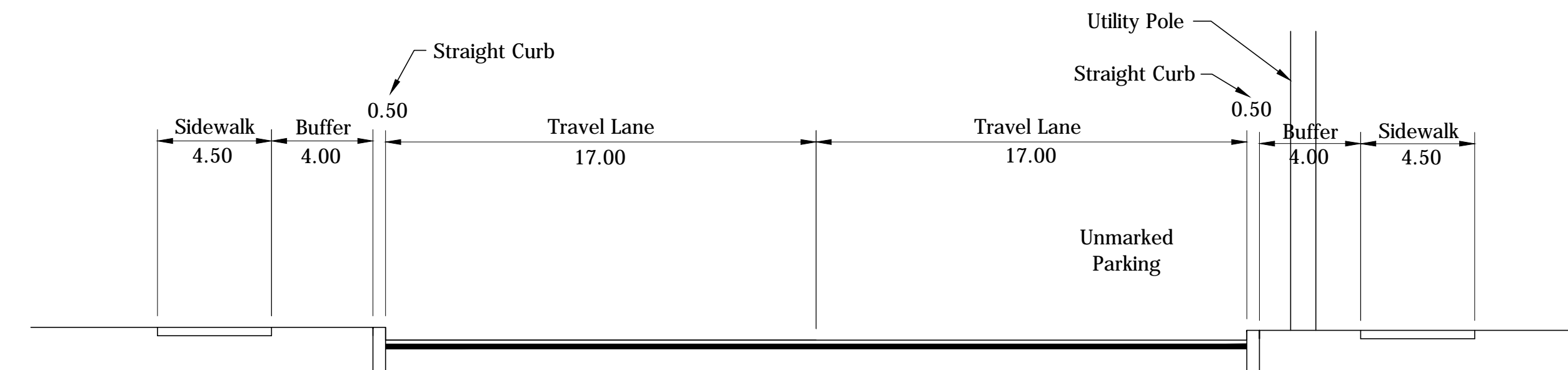
89). Ferry Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



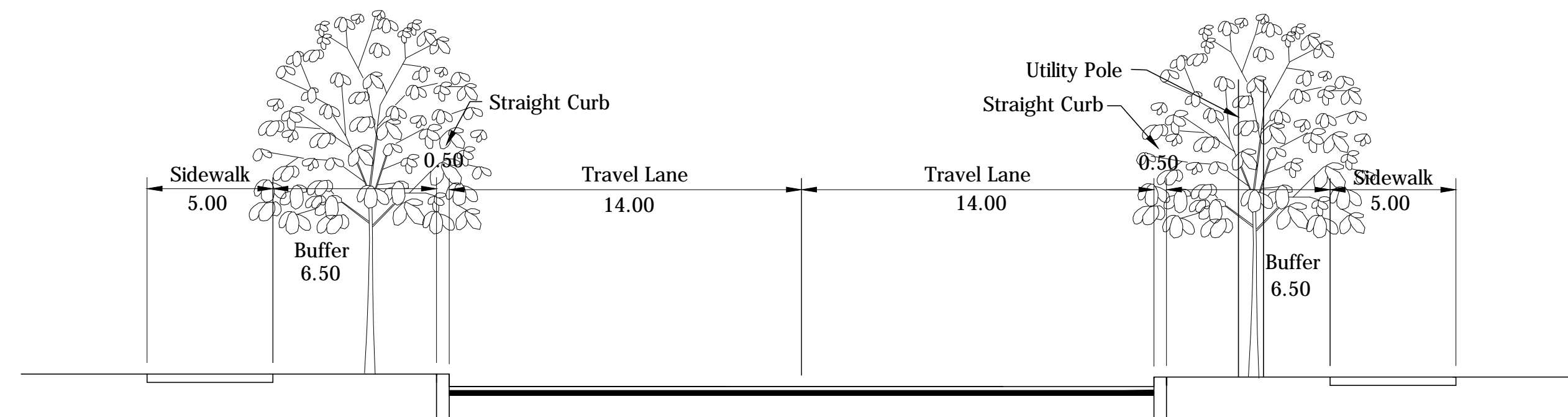
93). Ferry Street
SCALE: 1" = 10'
From 18th Street to 22nd Street



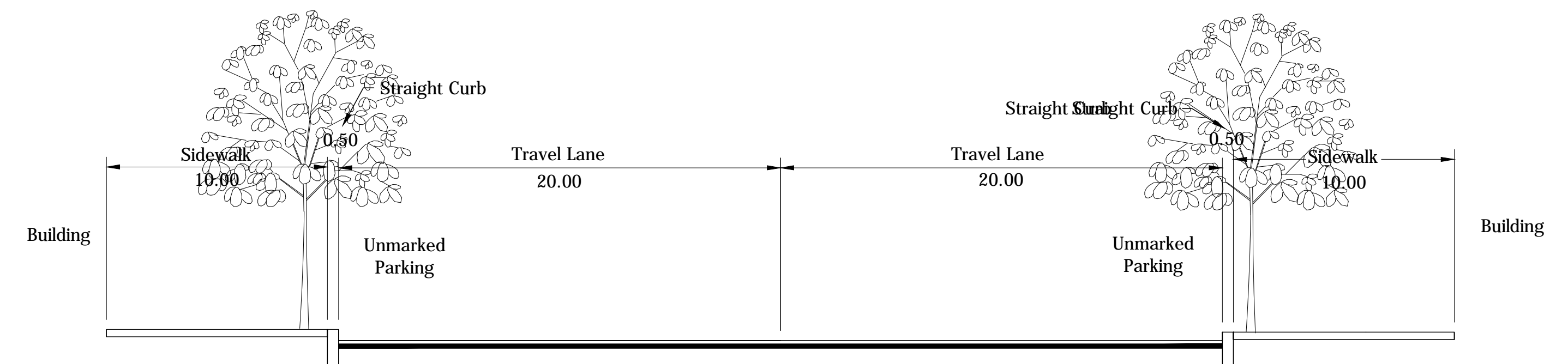
90). Ferry Street
SCALE: 1" = 10'
From 6th Street to 10th Street



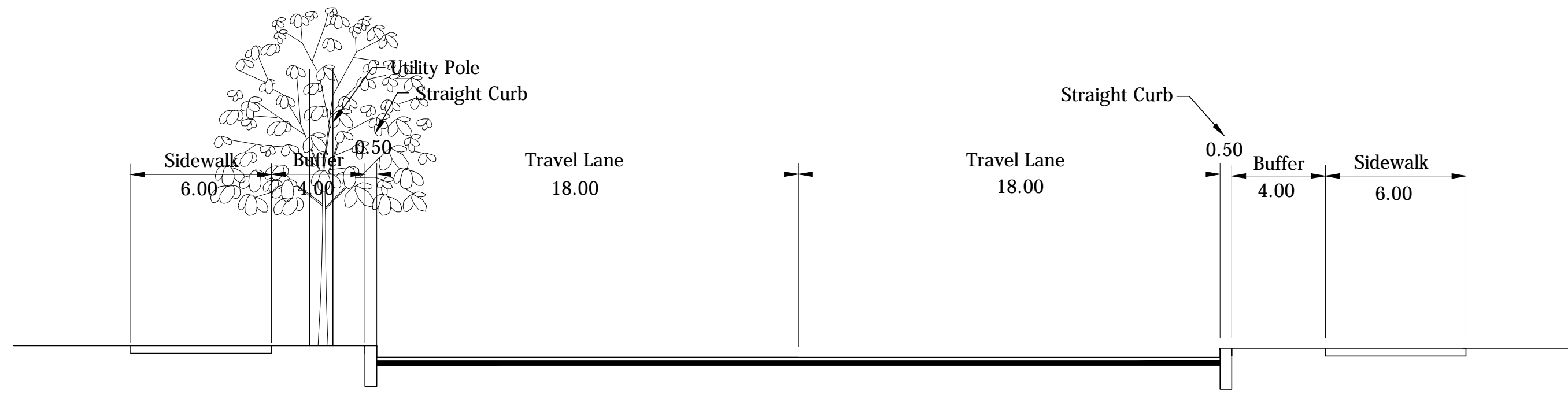
94). Ferry Street
SCALE: 1" = 10'
From 22nd Street to Earl Avenue



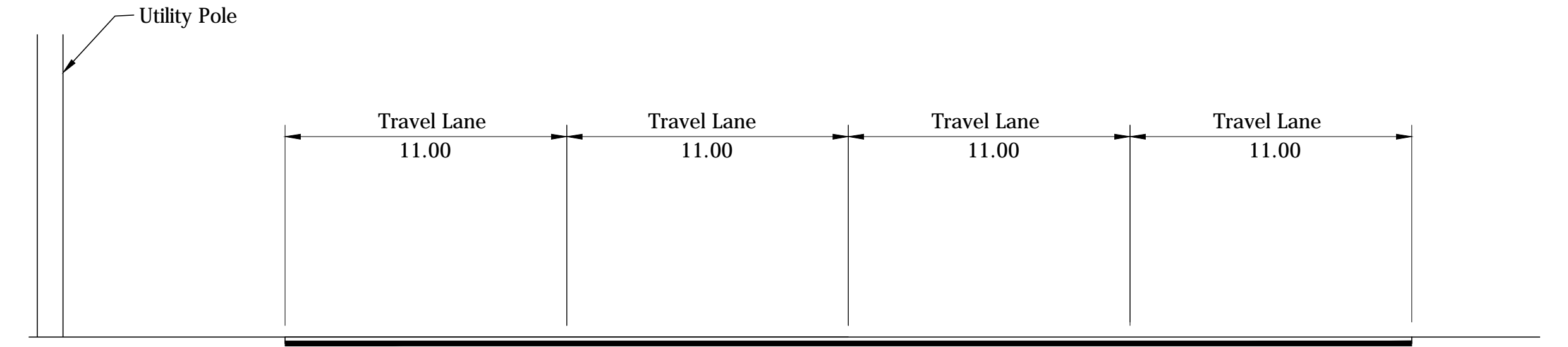
91). Ferry Street
SCALE: 1" = 10'
From 10th Street to Perrin Avenue



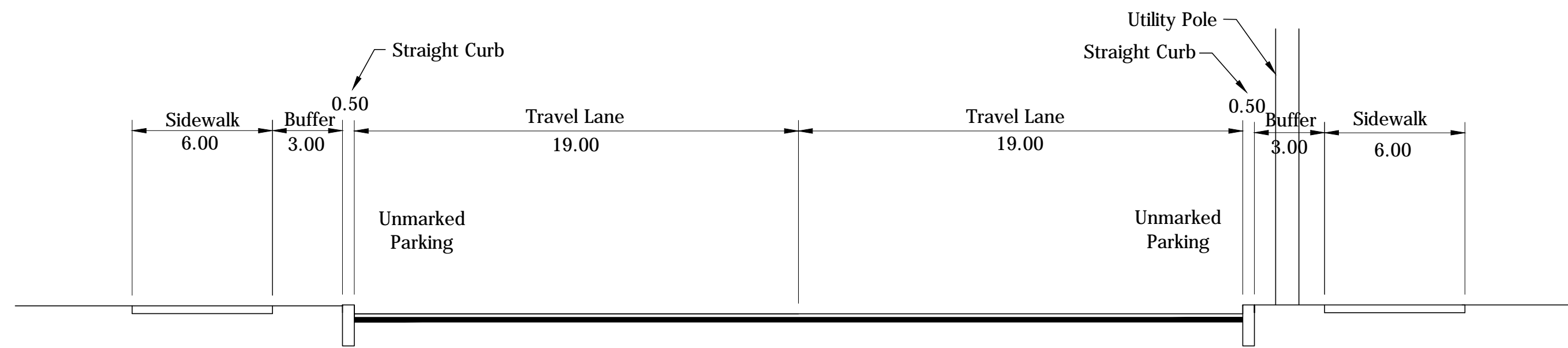
95). Main Street
SCALE: 1" = 10'
From 2nd Street to 11th Street



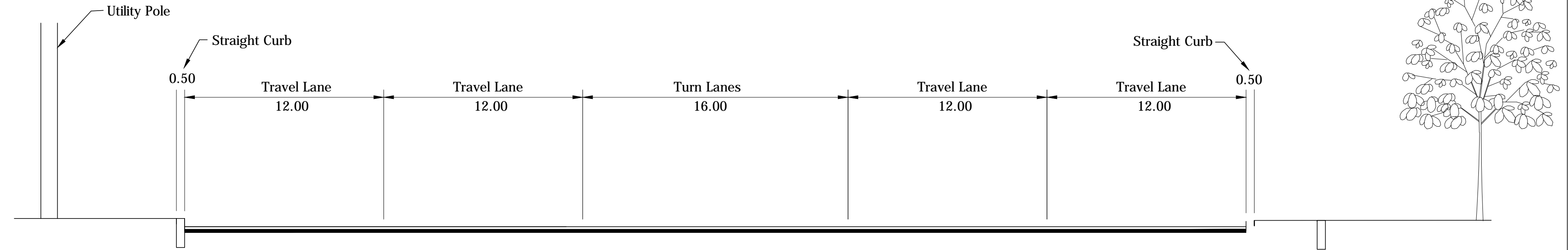
96). Main Street
SCALE: 1" = 10'
From 11th Street to Perrin Avenue



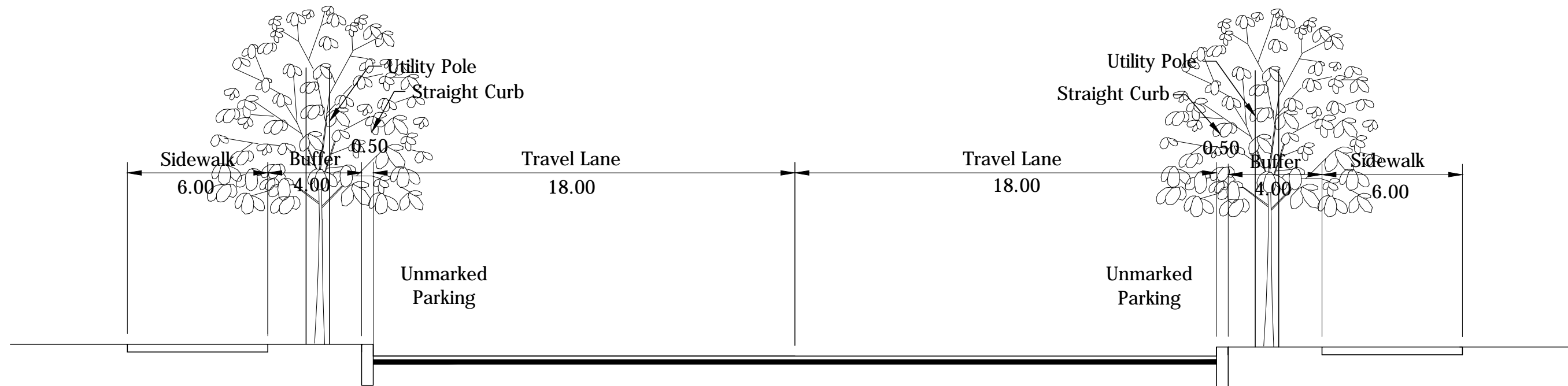
99). Main Street
SCALE: 1" = 10'
From Earl Avenue to Sagamore Parkway



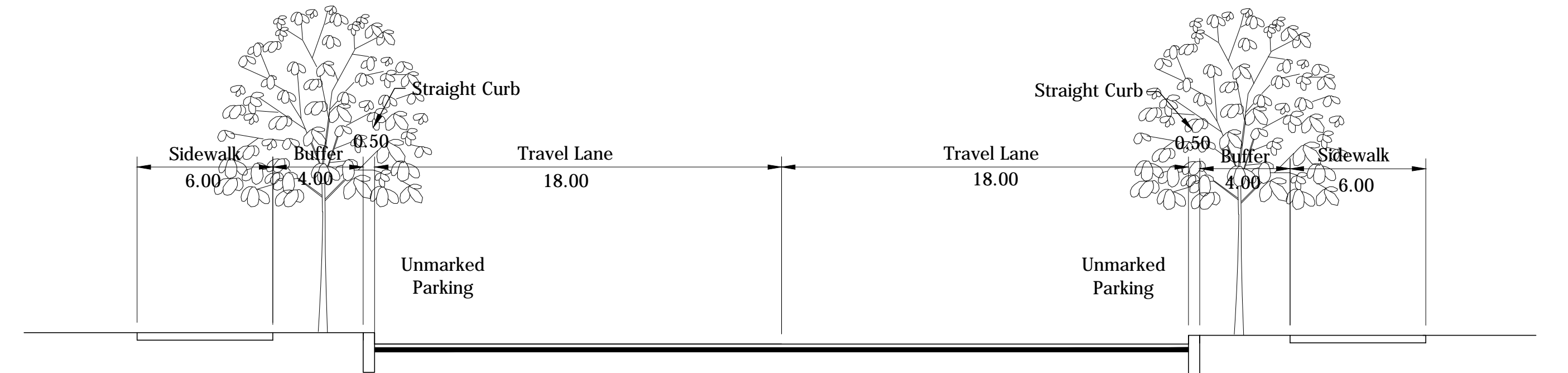
97). Main Street
SCALE: 1" = 10'
From Perrin Avenue to Columbia Street



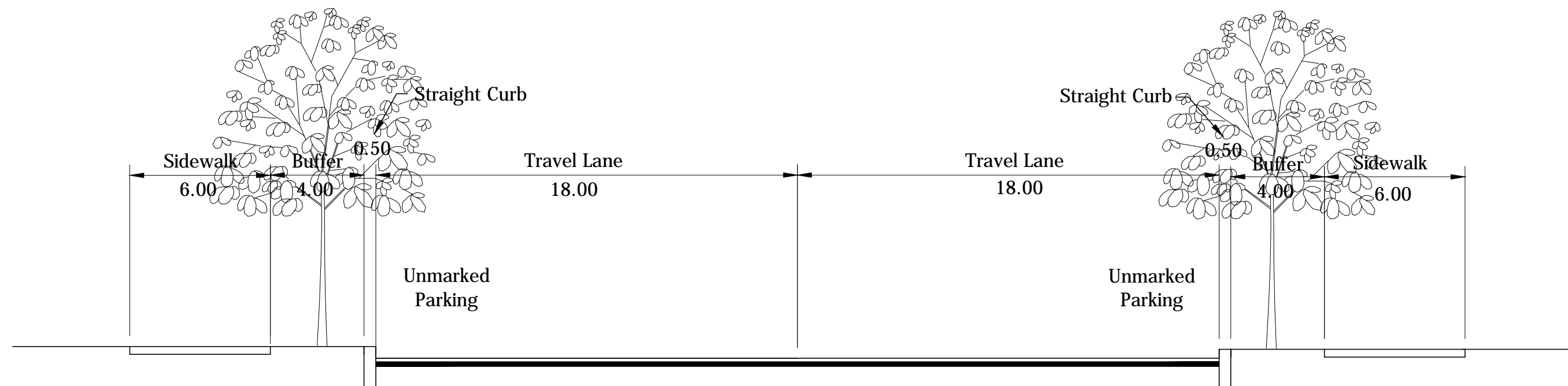
100). Main Street
SCALE: 1" = 10'
From Sagamore Parkway to Creasy Lane



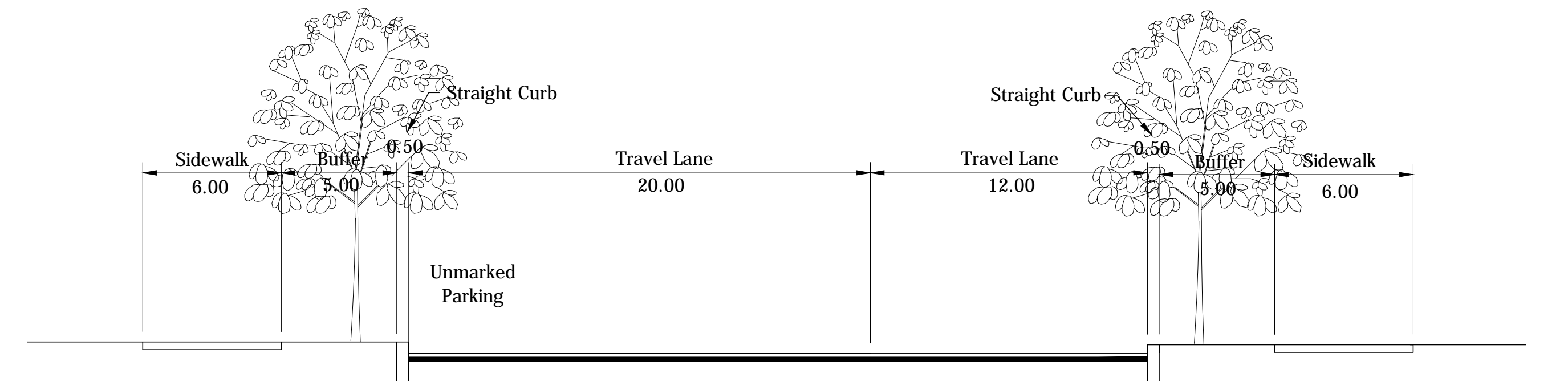
98a). Main Street
SCALE: 1" = 10'
From Columbia Street to 25th Street



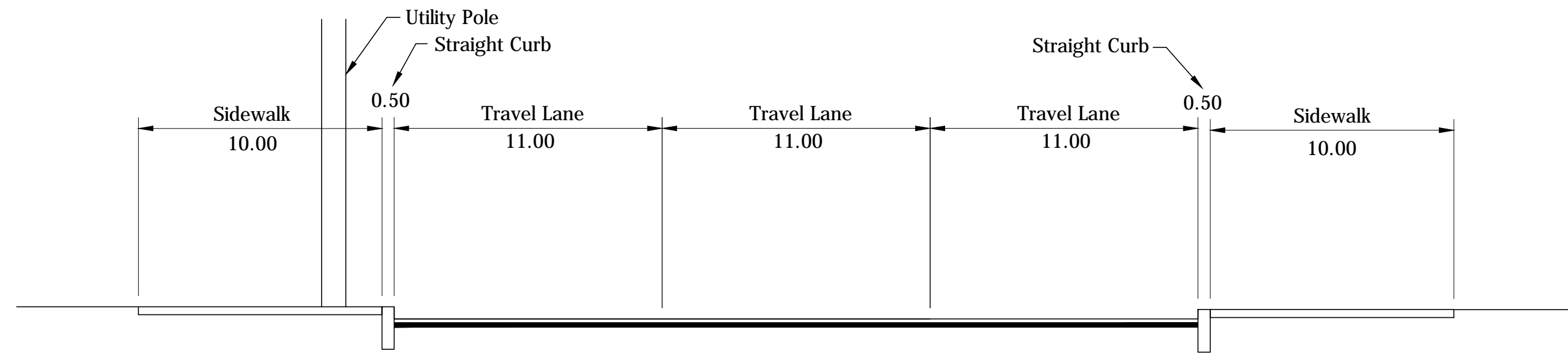
101). Columbia Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



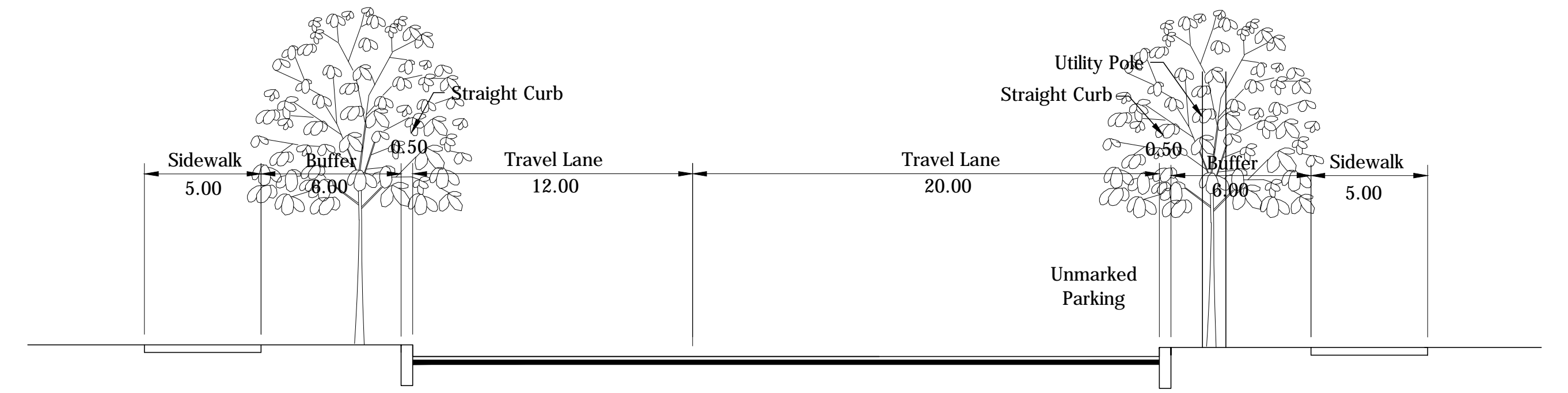
98b). Main Street
SCALE: 1" = 10'
From 25th Street to Earl Avenue



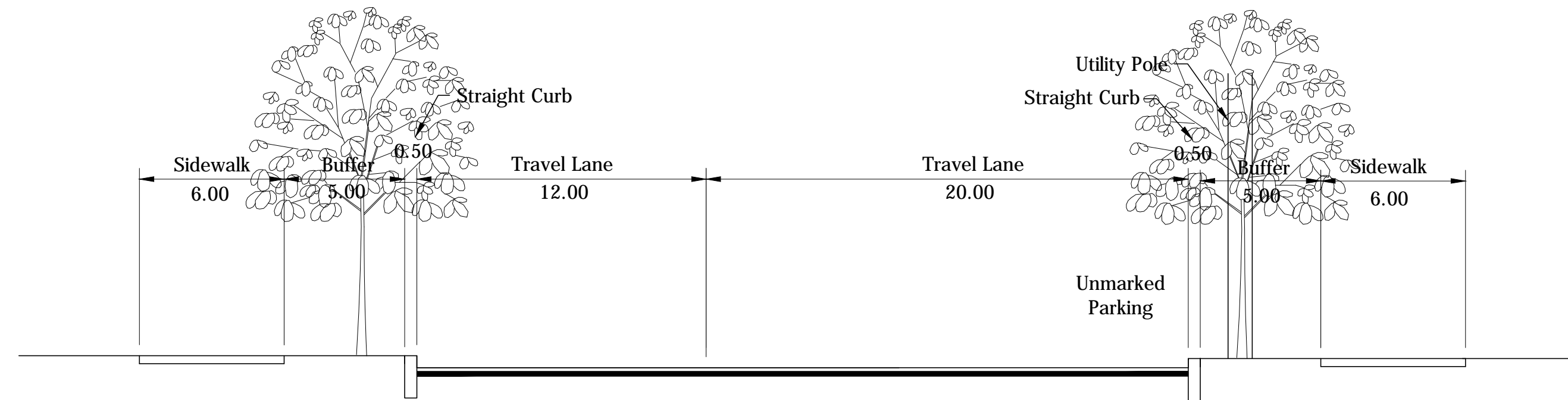
102). Columbia Street
SCALE: 1" = 10'
From 6th Street to Main Street



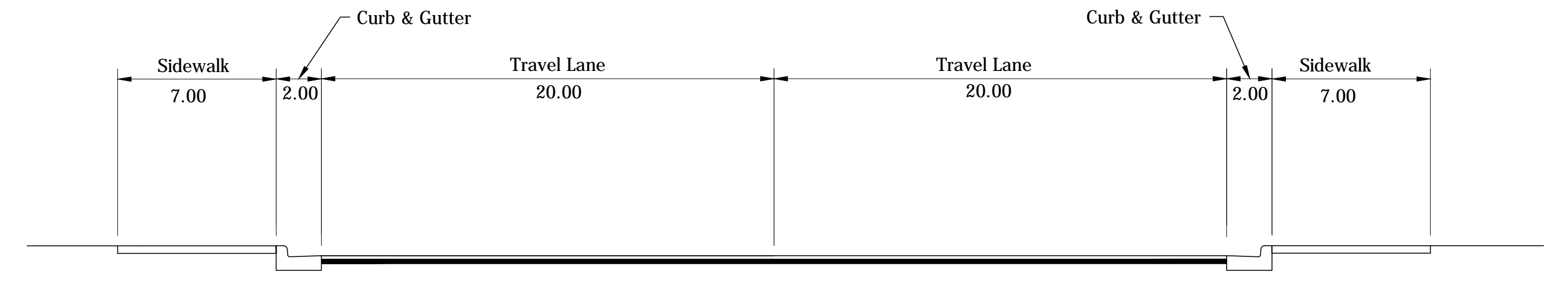
103). South Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



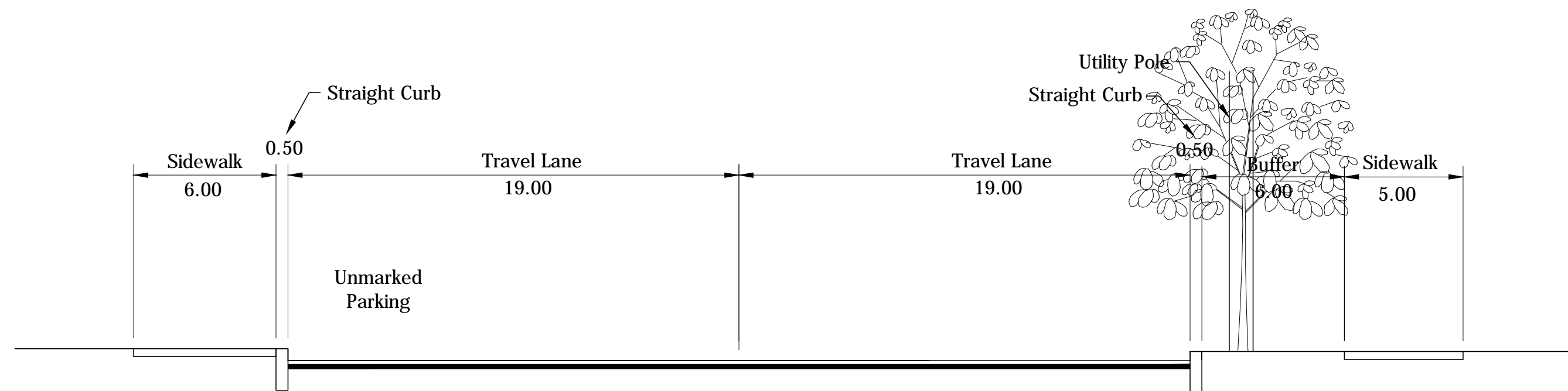
107). South Street
SCALE: 1" = 10'
From Main Street to Earl Avenue



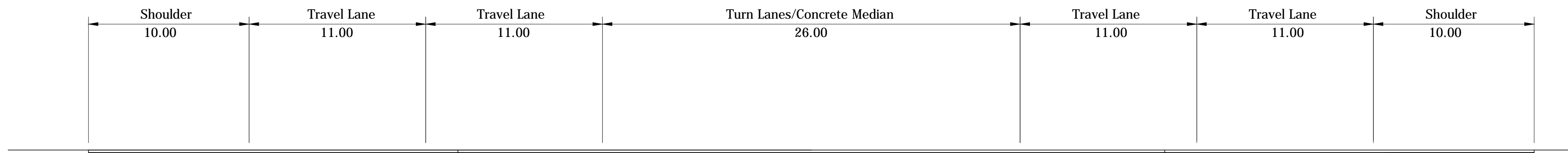
104). South Street
SCALE: 1" = 10'
From 6th Street to 11th Street



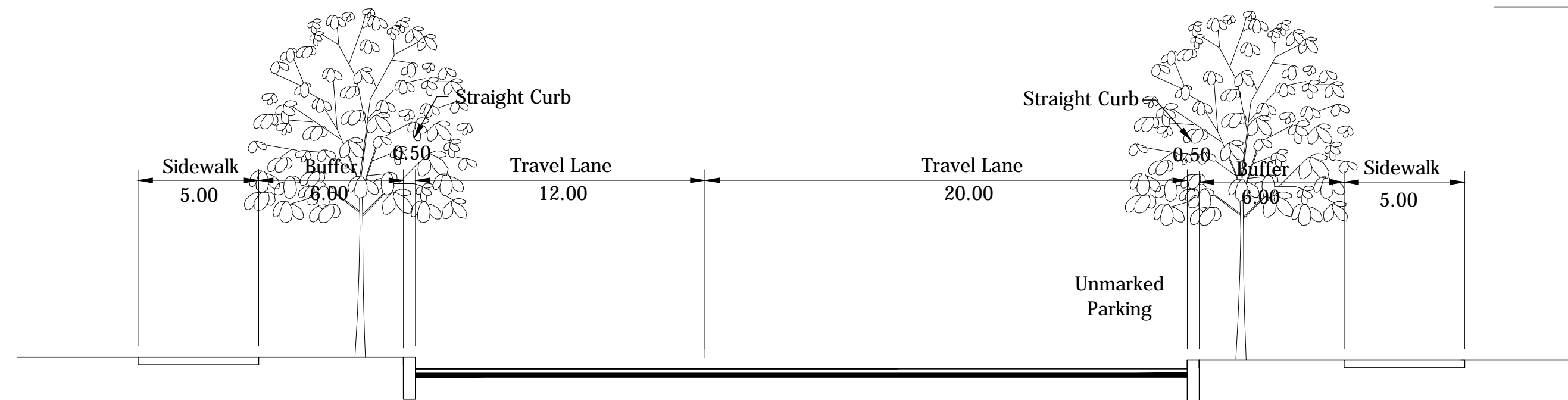
108). South Street
SCALE: 1" = 10'
From Earl Avenue to Sagamore Parkway



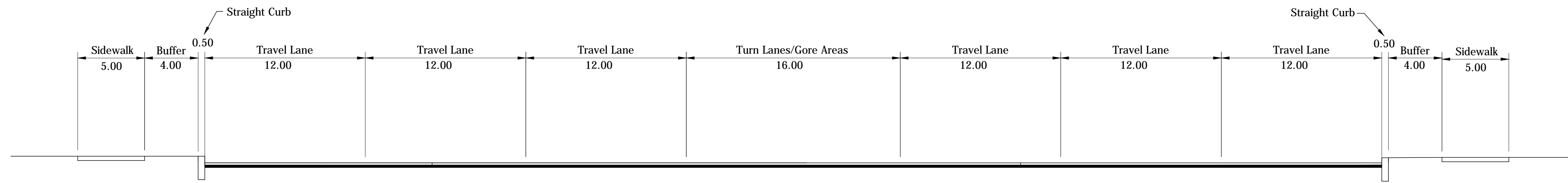
105). South Street
SCALE: 1" = 10'
From 11th Street to 13th Street



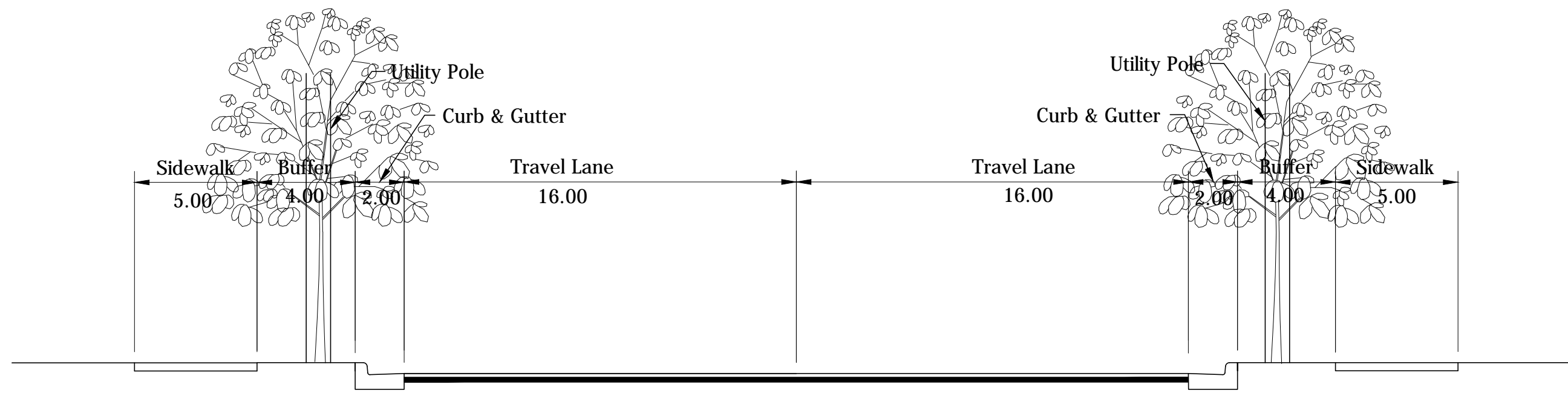
109). South Street
SCALE: 1" = 10'
From Sagamore Parkway to Park East Boulevard



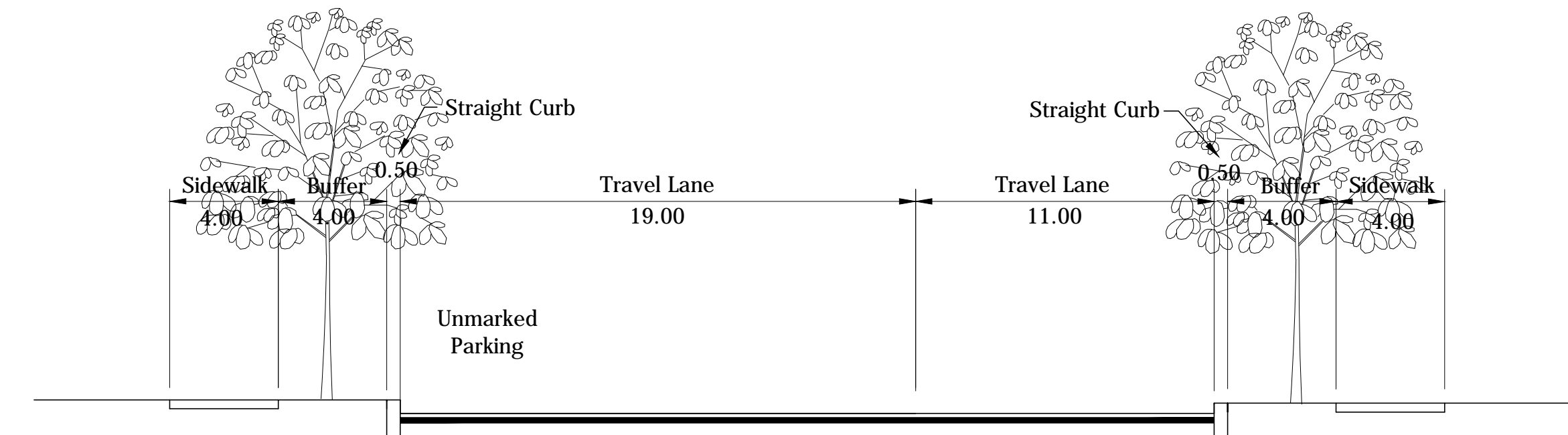
106). South Street
SCALE: 1" = 10'
From 13th Street to Main Street



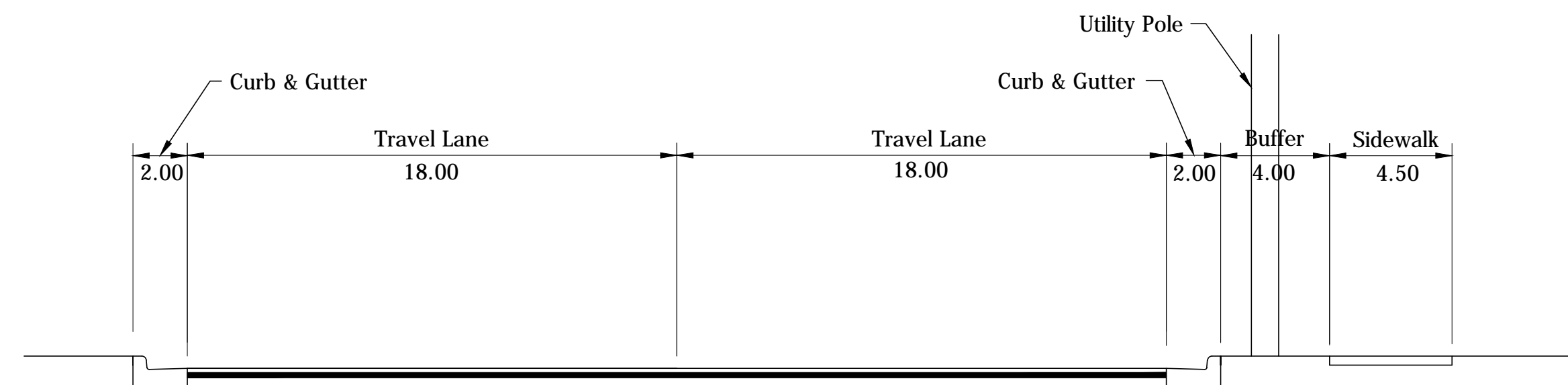
110. South Street
SCALE: 1" = 10'
From Park East Boulevard to Veterans Memorial Parkway



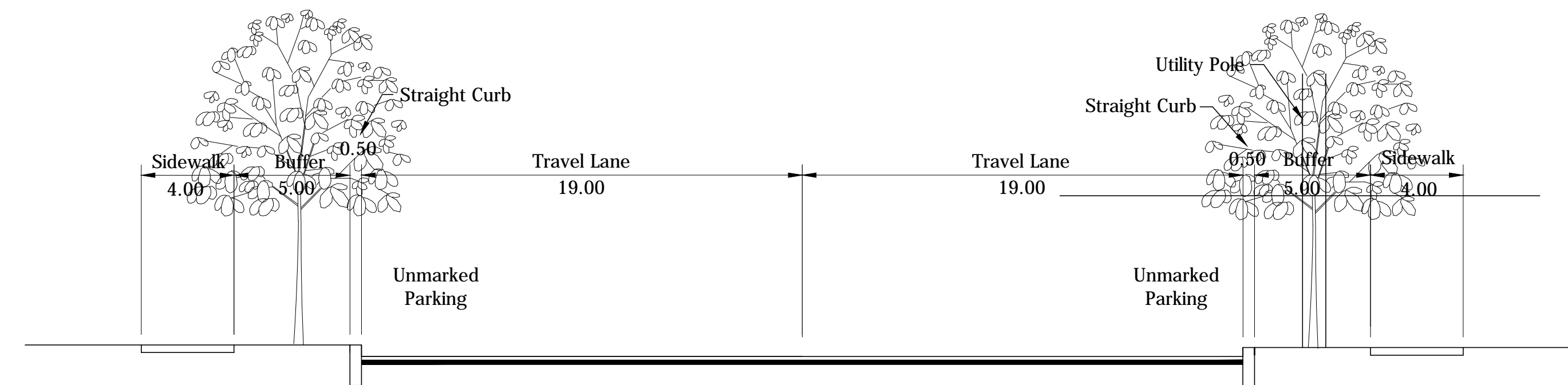
111. Smith Street
SCALE: 1" = 10'
From Existing Trail to 3rd Street



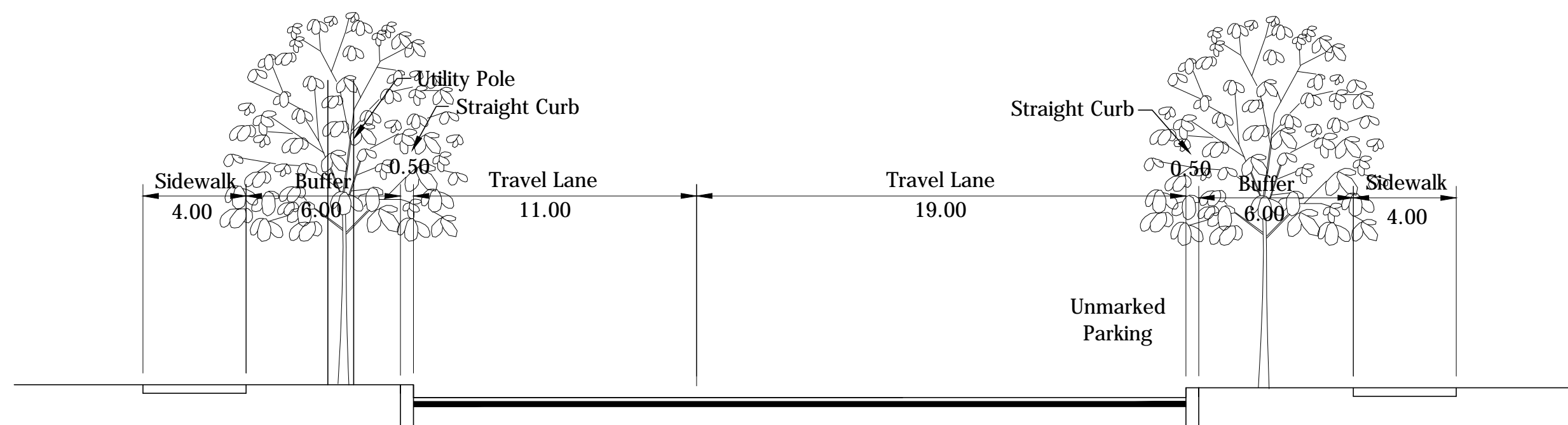
114. Kossuth Street
SCALE: 1" = 10'
From 9th Street to Main Street



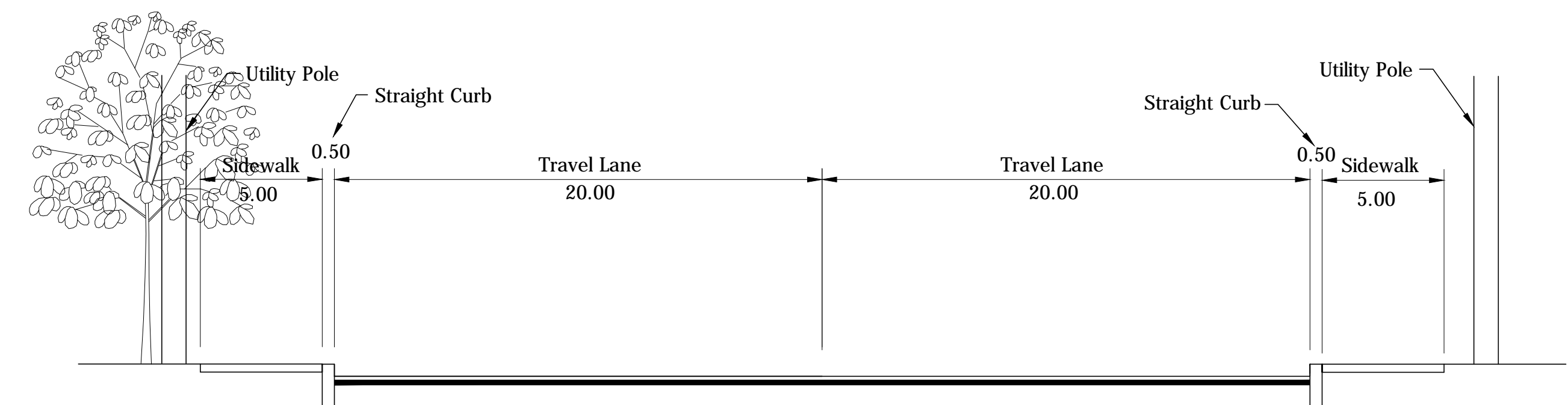
112. Kossuth Street
SCALE: 1" = 10'
From 3rd Street to 4th Street



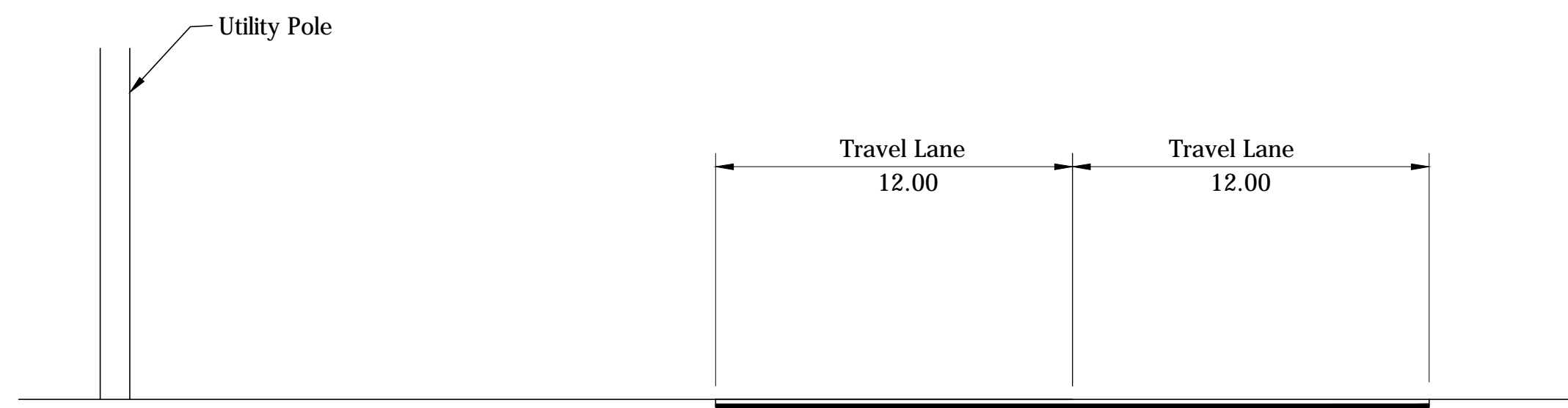
115. Kossuth Street
SCALE: 1" = 10'
From Main Street to Earl Avenue



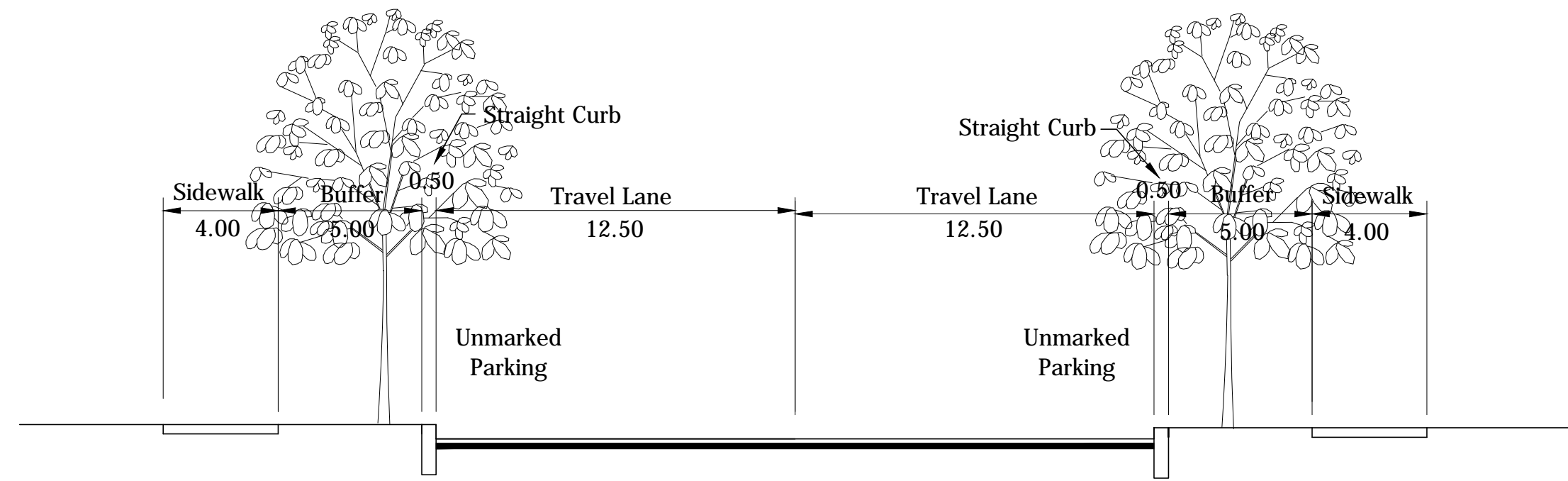
113. Kossuth Street
SCALE: 1" = 10'
From 4th Street to 9th Street



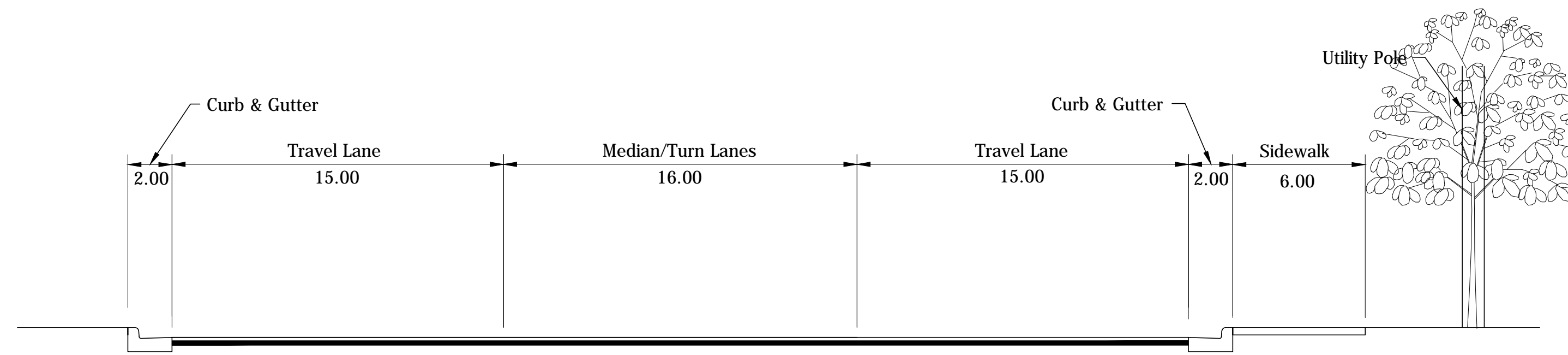
116. Kossuth Street
SCALE: 1" = 10'
From Earl Avenue to Sagamore Parkway



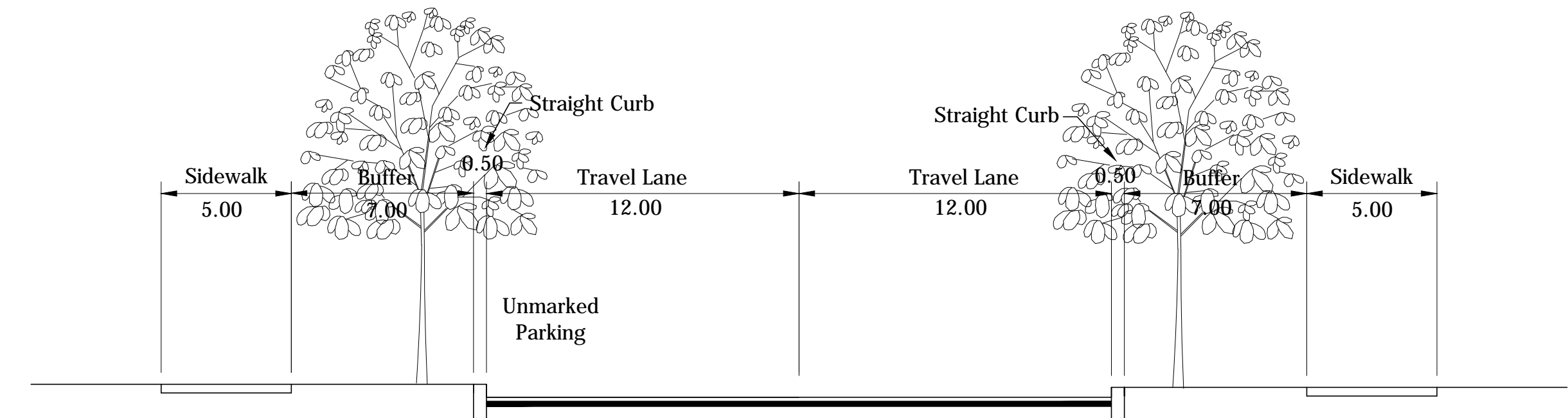
117). Kossuth Street
SCALE: 1" = 10'
From Sagamore Parkway to Farabee Drive



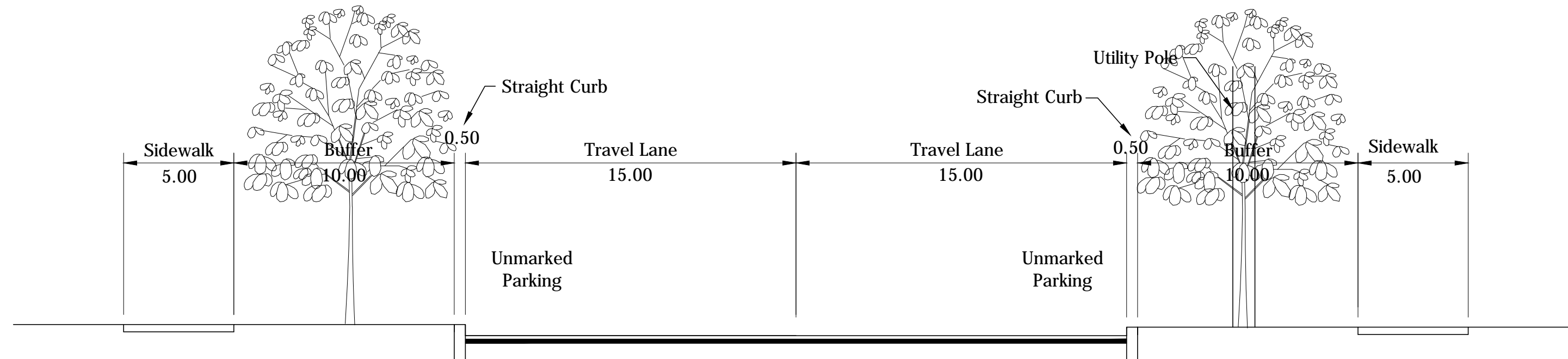
121). Central Street
SCALE: 1" = 10'
From 9th Street to 14th Street



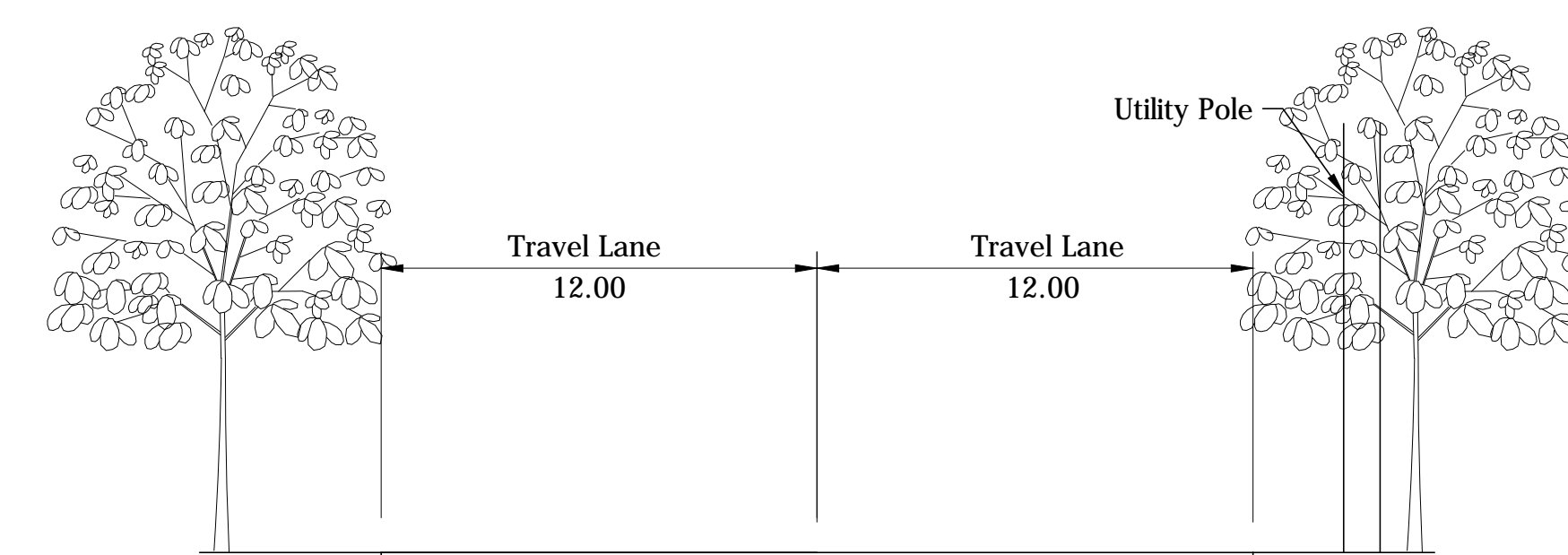
118). Farabee Drive
SCALE: 1" = 10'
From South Street to Kossuth Street



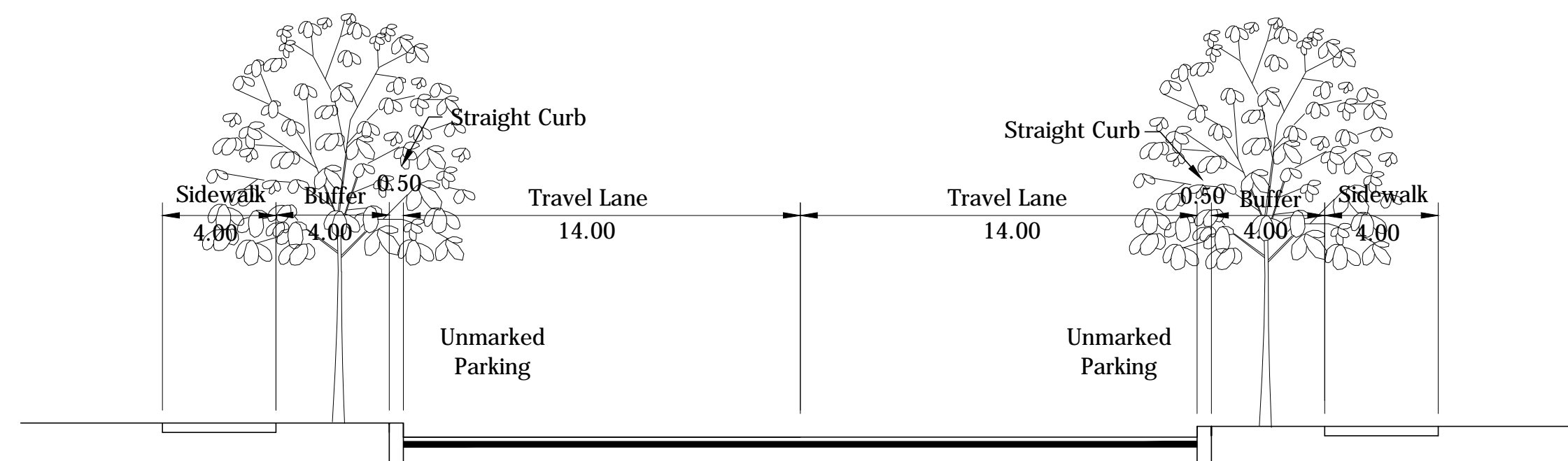
122). Central Street
SCALE: 1" = 10'
From 14th Street to 18th Street



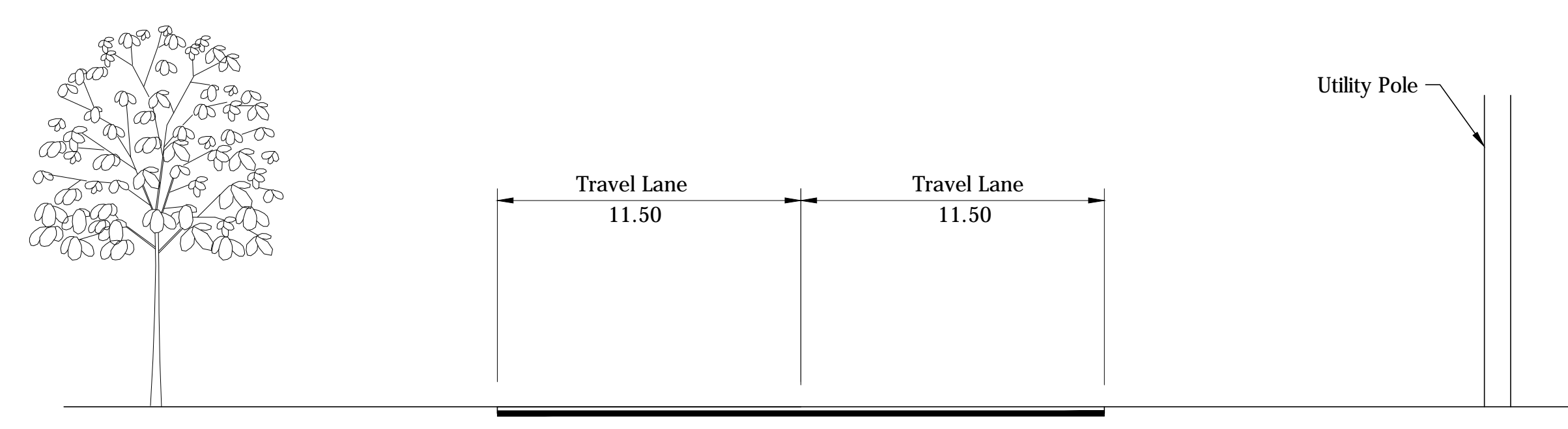
119). Central Street
SCALE: 1" = 10'
From 4th Street to Highland Avenue



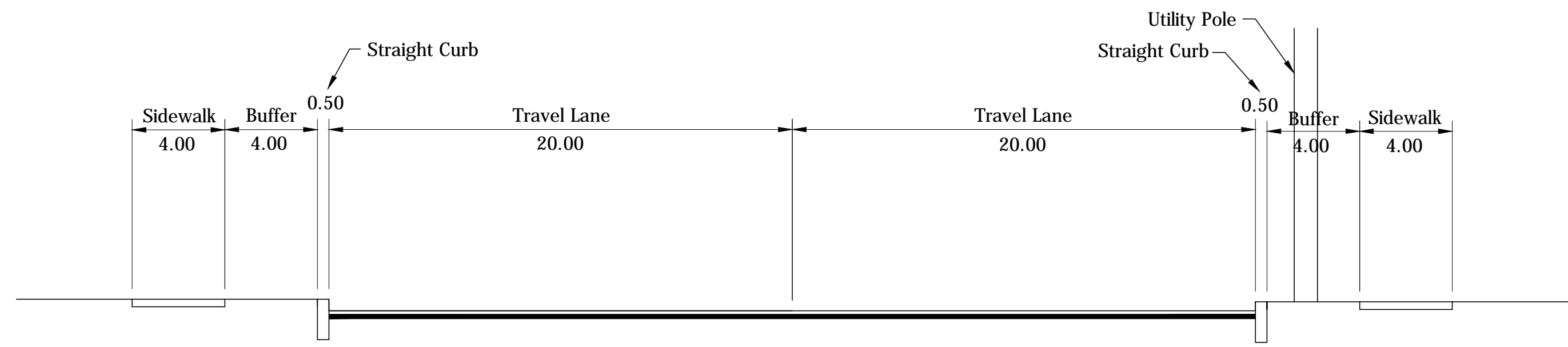
123). Teal Road/State Road 25
SCALE: 1" = 10'
From 4th Street to Bennett Road



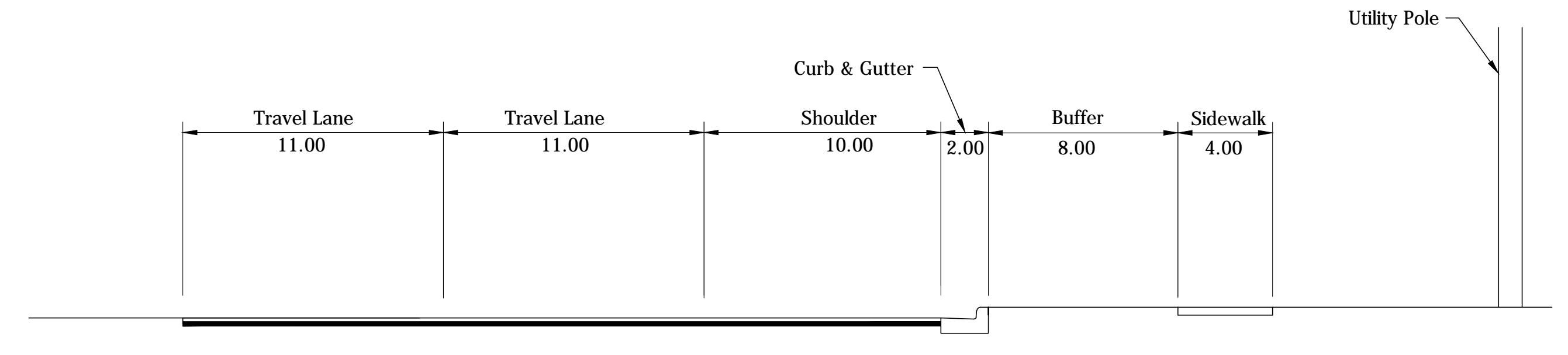
120). Central Street
SCALE: 1" = 10'
From Highland Avenue to 9th Street



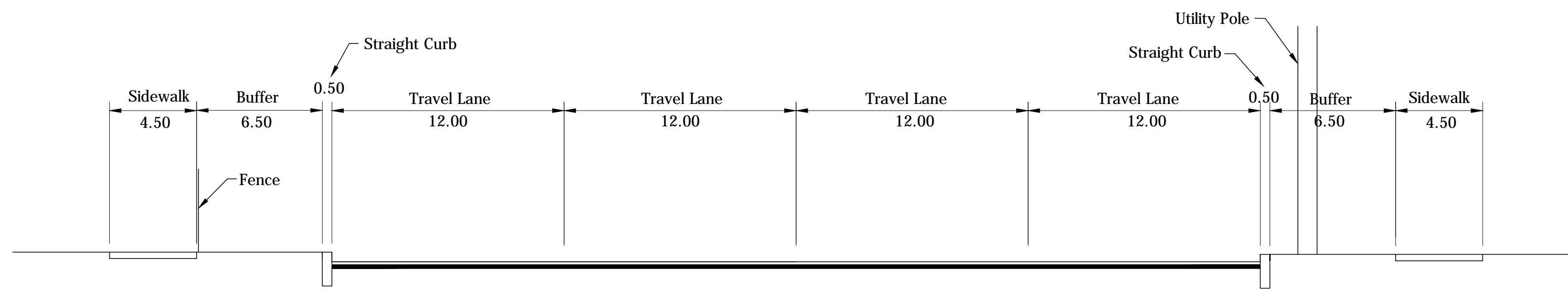
124). Teal Road/State Road 25
SCALE: 1" = 10'
From Bennett Road to 9th Street



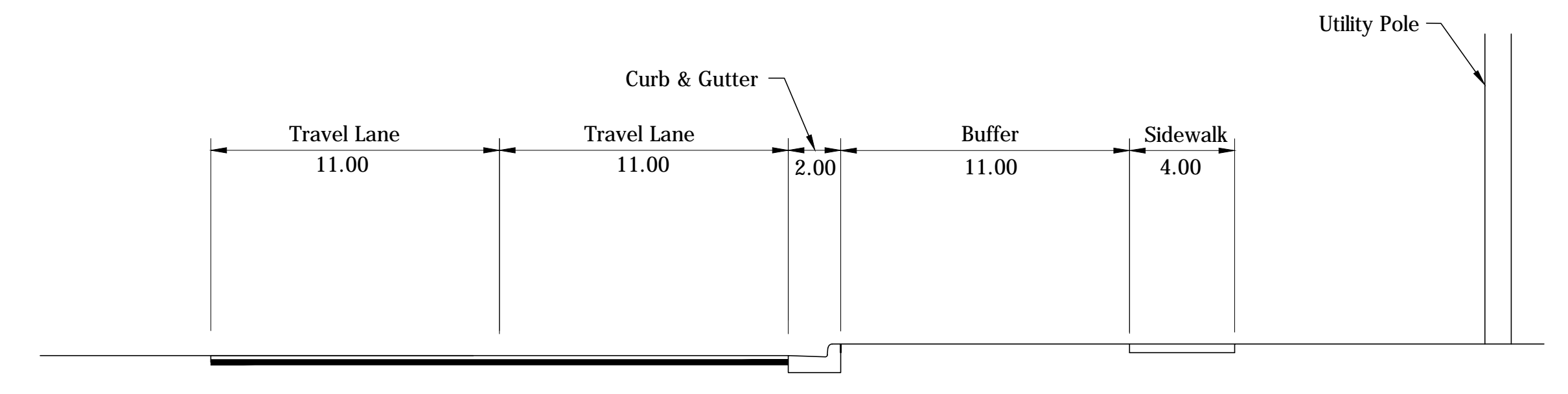
125). Teal Road/State Road 25
SCALE: 1" = 10'
From 9th Street to 18th Street



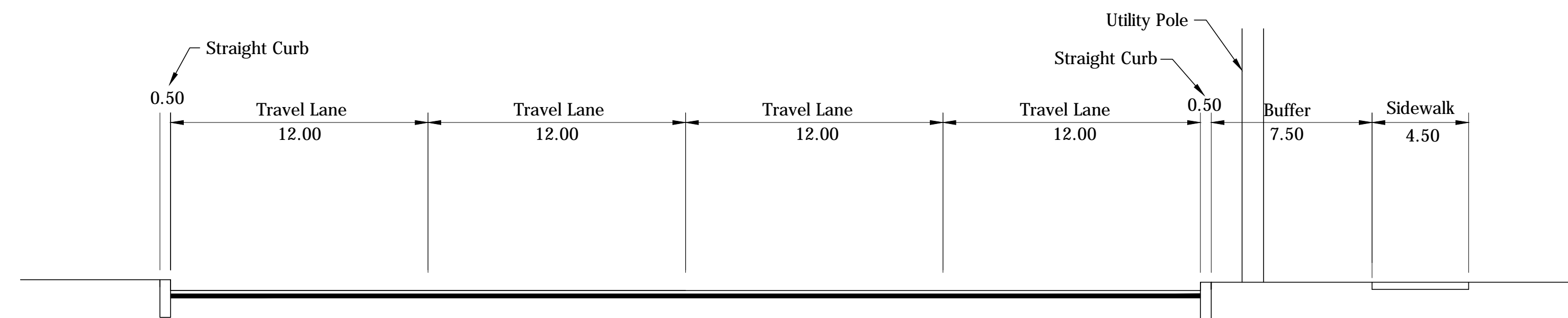
129). Beck Lane
SCALE: 1" = 10'
From Olds U.S. 231 to Pay Less East Entrance



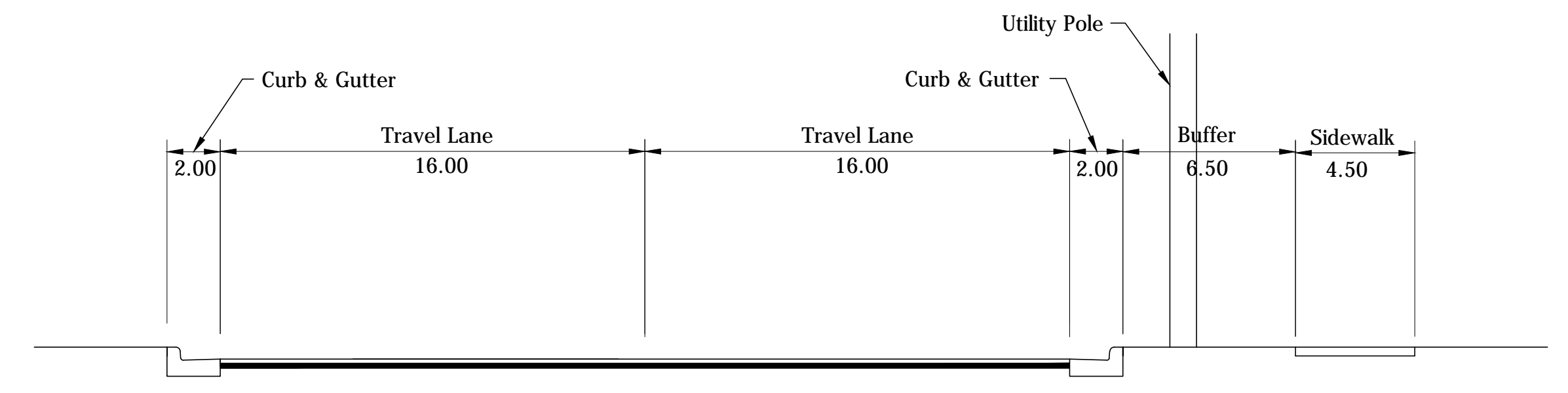
126). Teal Road/State Road 25
SCALE: 1" = 10'
From 18th Street to 22nd Street



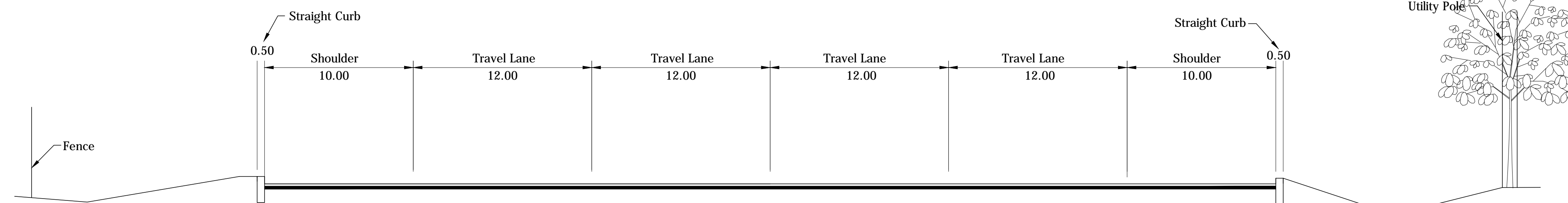
130). Beck Lane
SCALE: 1" = 10'
From Pay Less East Entrance to Poland Hill Road



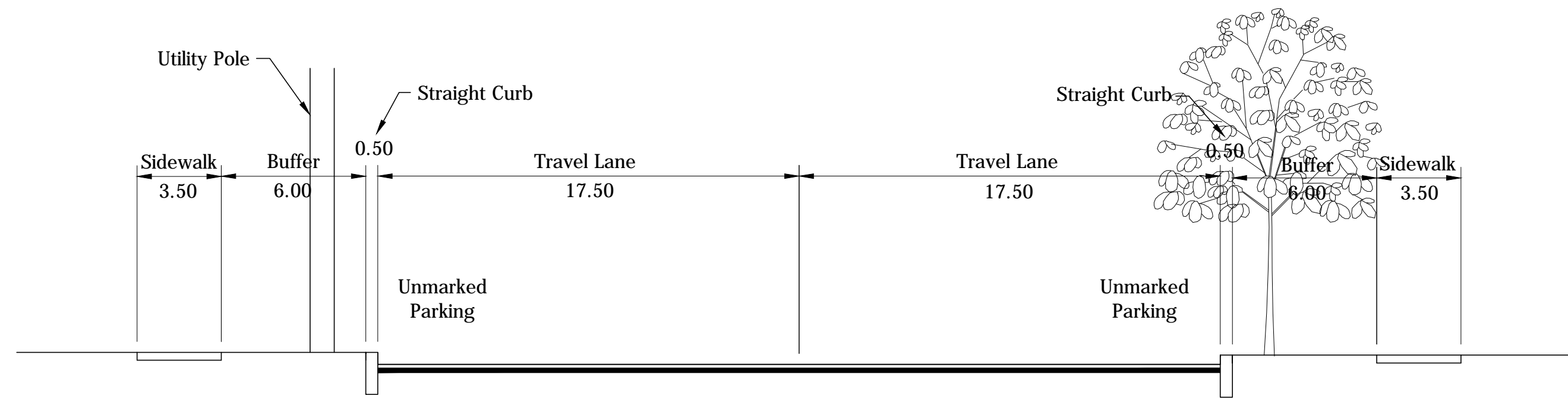
127). Teal Road/State Road 25
SCALE: 1" = 10'
From 22nd Street to 26th Street



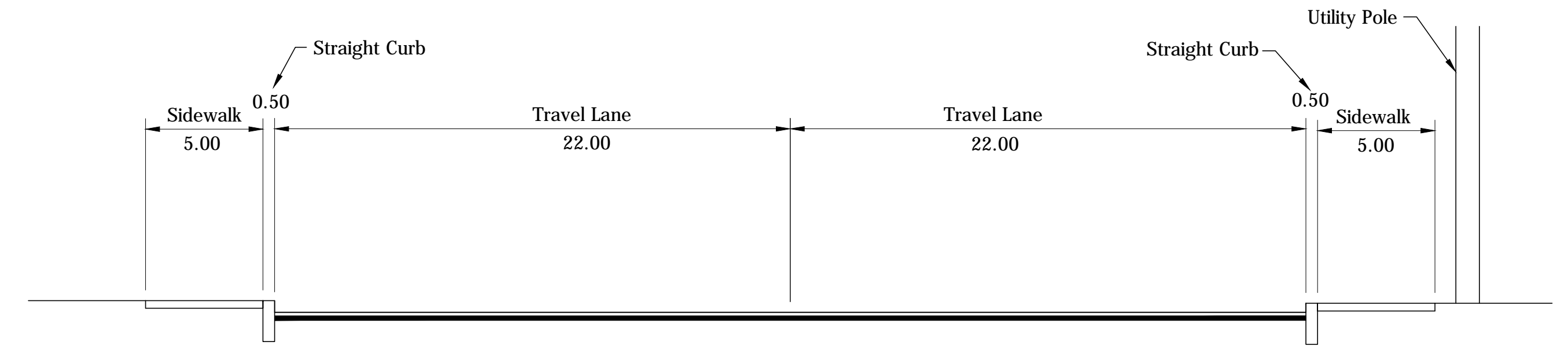
131). Beck Lane
SCALE: 1" = 10'
From Poland Hill Road to 9th Street



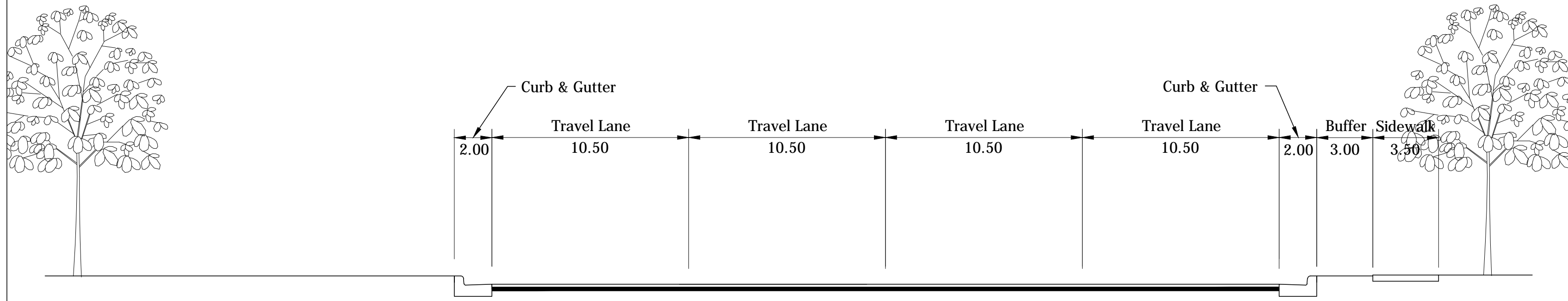
128). Teal Road/State Road 25
SCALE: 1" = 10'
From 26th Street to Sagamore Parkway



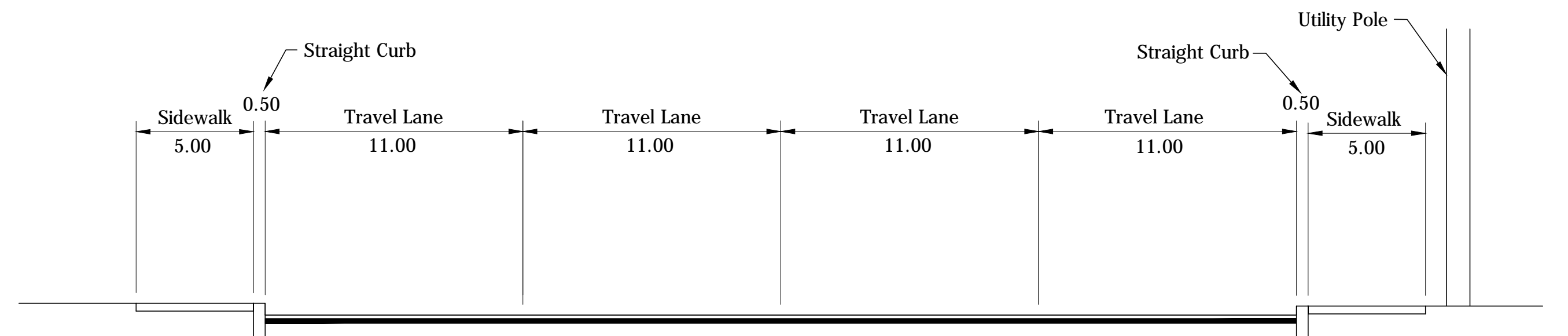
132). Beck Lane
SCALE: 1" = 10'
From 9th Street to Sequoia Drive



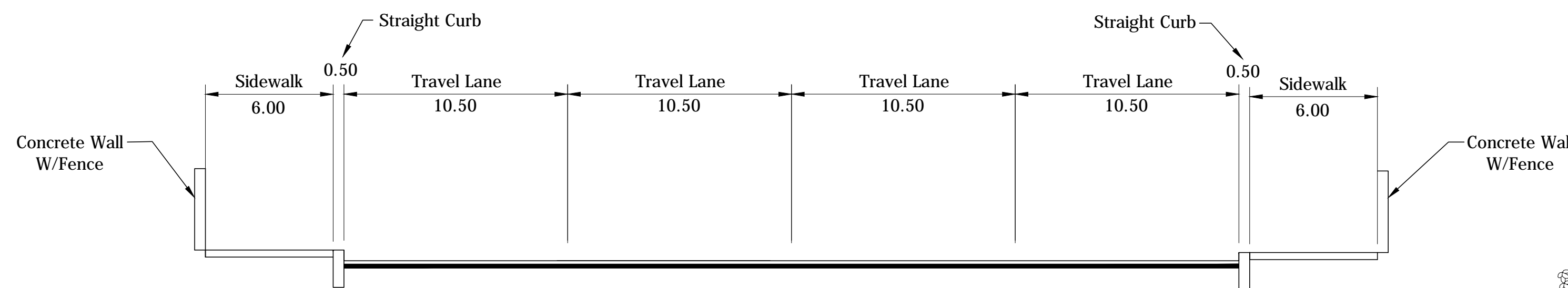
136). Brady Lane
SCALE: 1" = 10'
From Hanover Drive to the Railroad



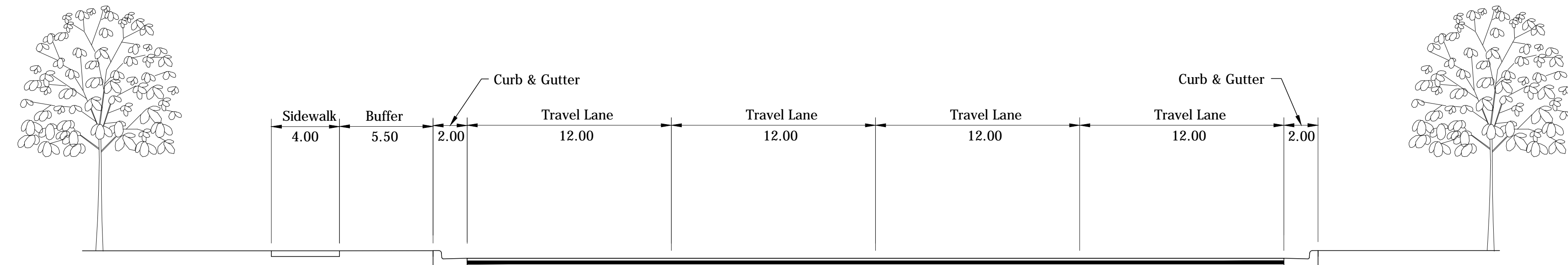
133). Twyckenham Boulevard
SCALE: 1" = 10'
From Poland Hill Road to 9th Street



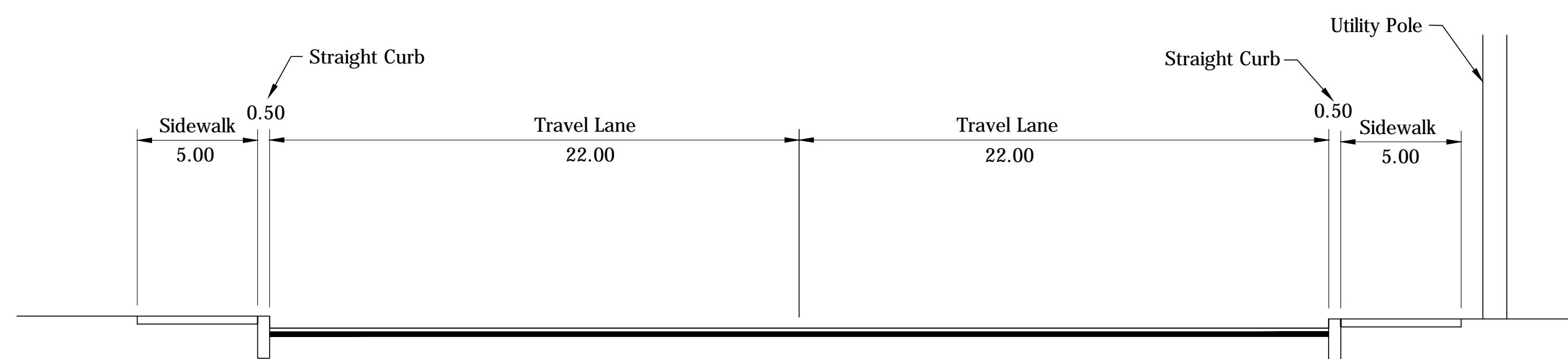
137). Brady Lane
SCALE: 1" = 10'
From Railroad to Concord Road



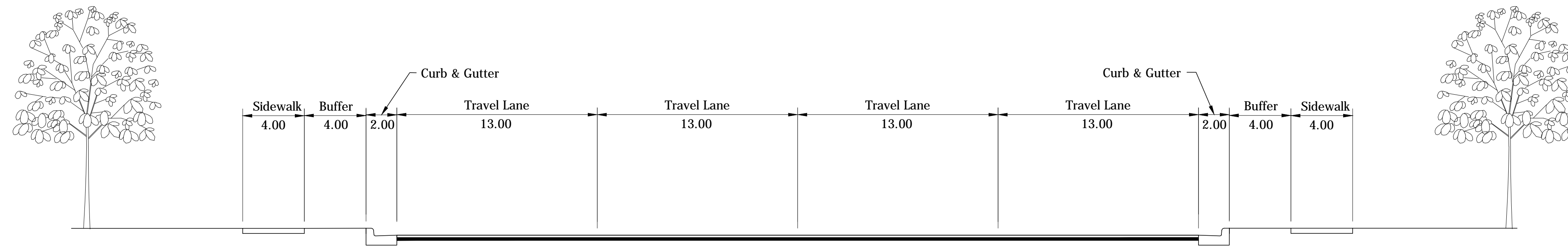
134). Twyckenham Boulevard
SCALE: 1" = 10'
From 9th Street to 18th Street



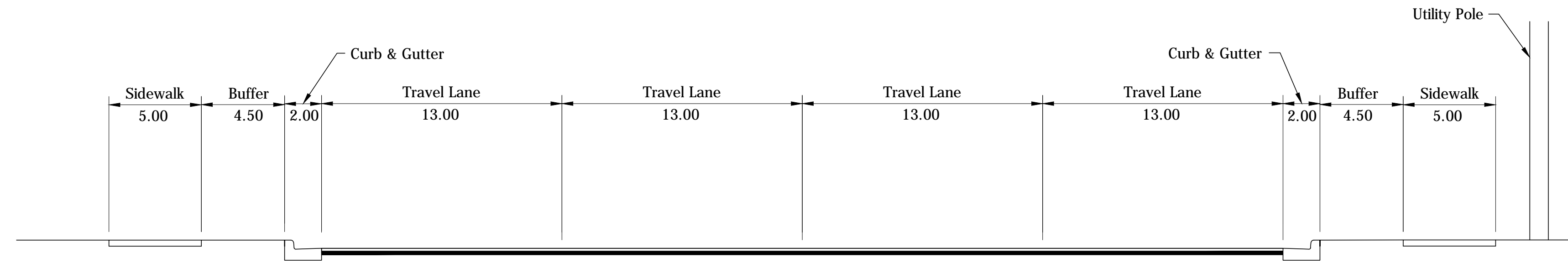
138). Brady Lane
SCALE: 1" = 10'
From Concord Road to Sagamore Parkway



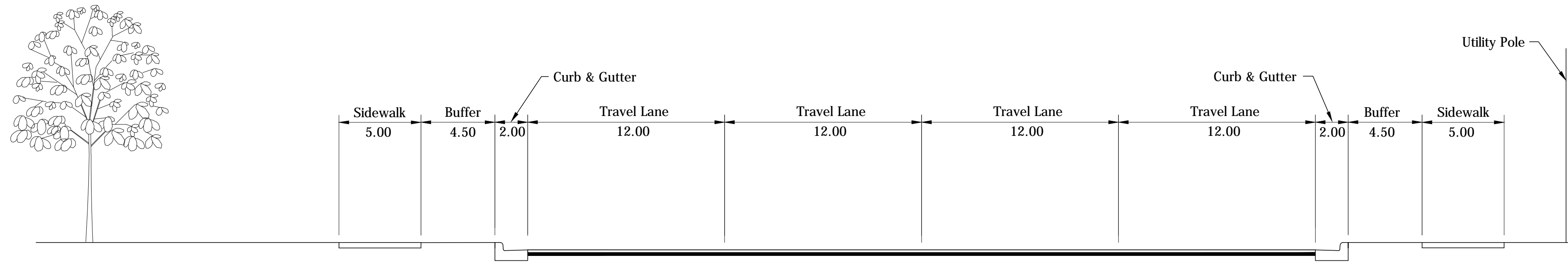
135). Brady Lane
SCALE: 1" = 10'
From 18th Street to Hanover Drive



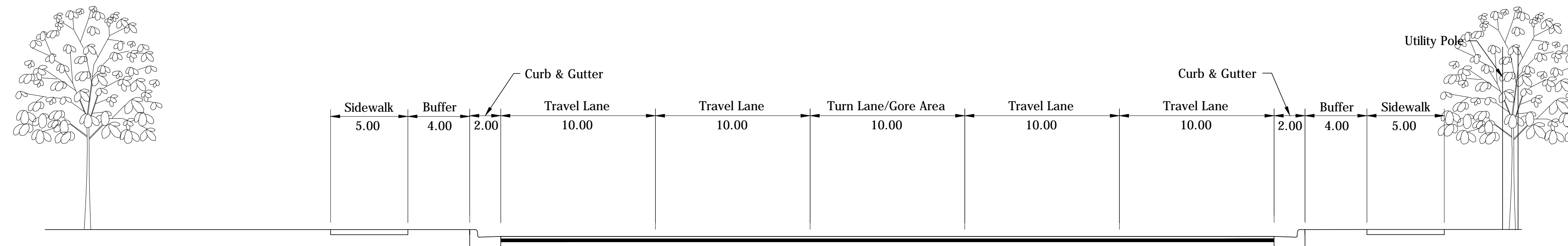
139). Creasy Lane
 SCALE: 1" = 10'
 From Sagamore Parkway to Amelia Avenue



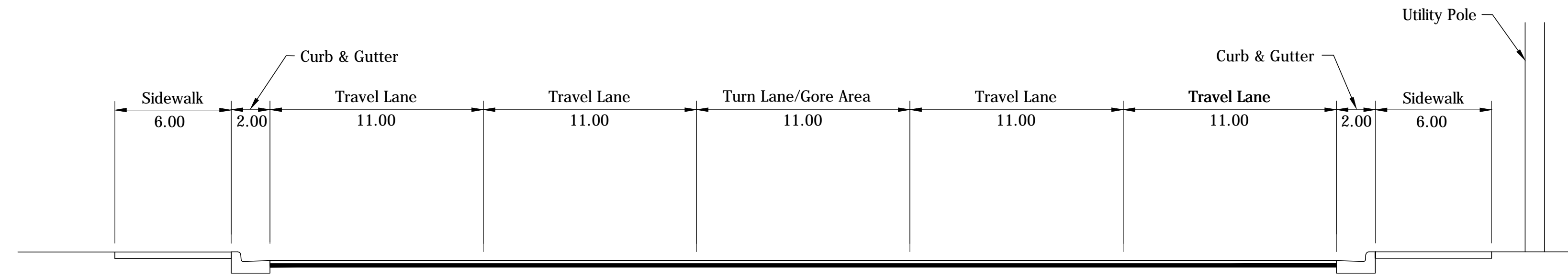
140). Creasy Lane
 SCALE: 1" = 10'
 From Amelia Avenue to Harper Drive



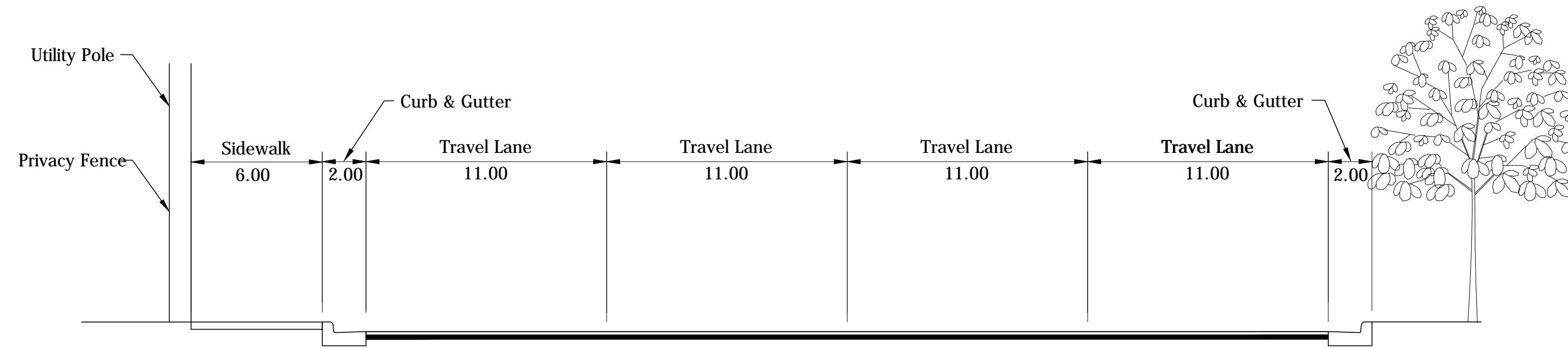
141). Creasy Lane
 SCALE: 1" = 10'
 From Harper Drive to Fortune Drive



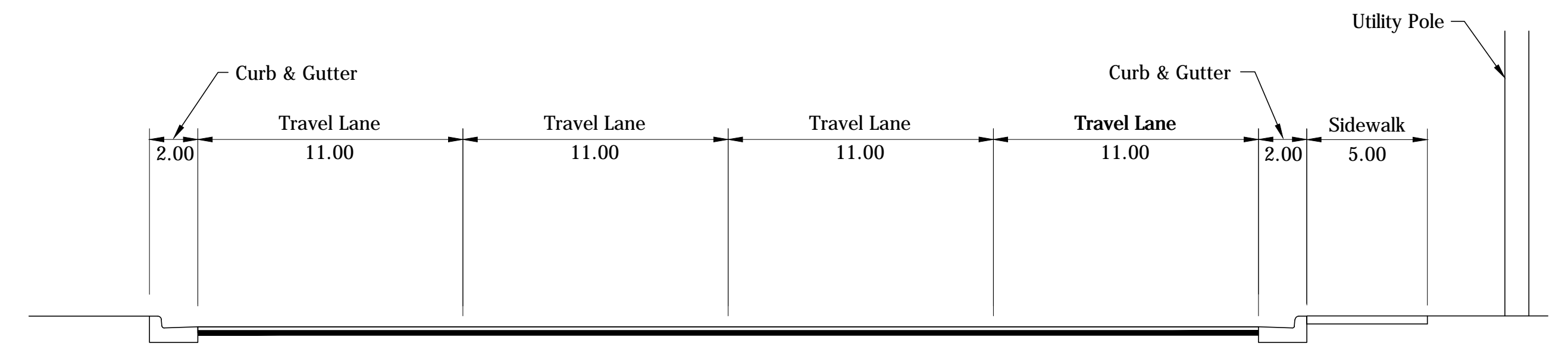
142). Creasy Lane
 SCALE: 1" = 10'
 From Fortune Drive to Rome Drive



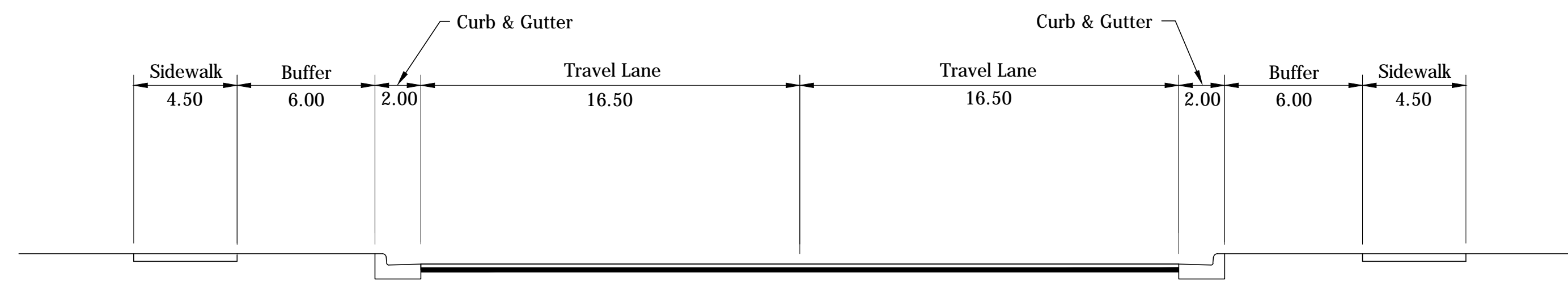
143). Creasy Lane
SCALE: 1" = 10'
From Rome Drive to Kensington Drive



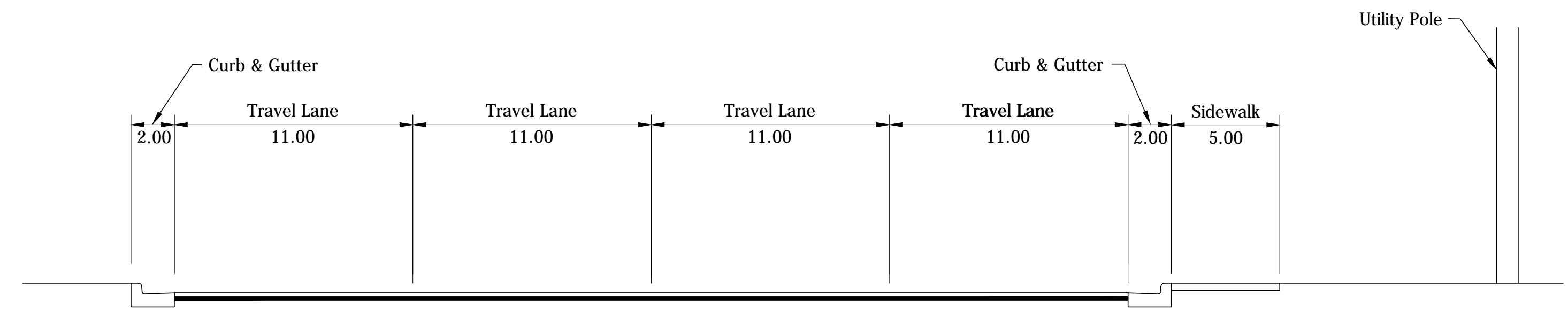
144). Creasy Lane
SCALE: 1" = 10'
From Kensington Drive to Greenbush Street



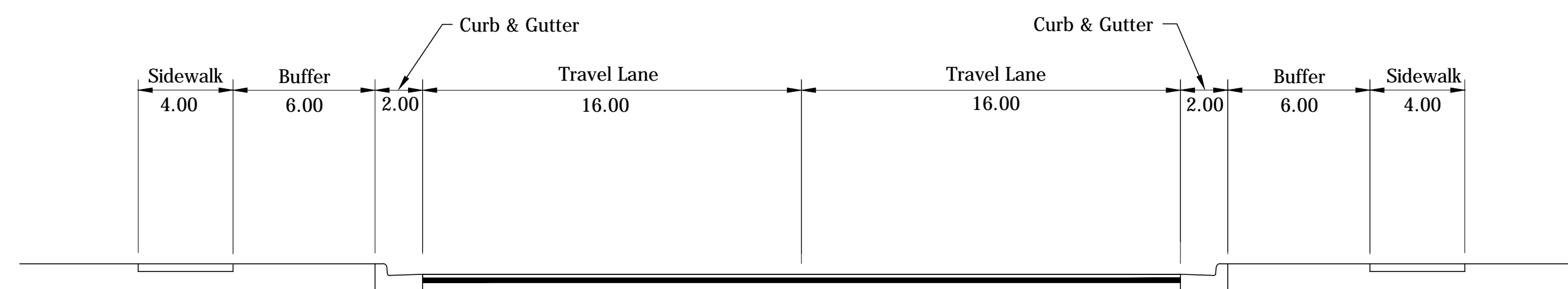
146). McCarty Lane
SCALE: 1" = 10'
From Main Street/SR 38 to Navco Drive



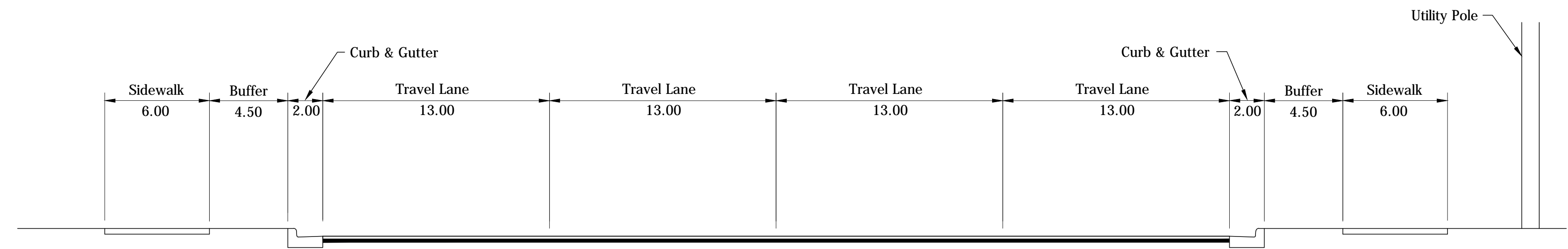
145a). Shenandoah Drive
SCALE: 1" = 10'
From Greenbush Street to Union Street



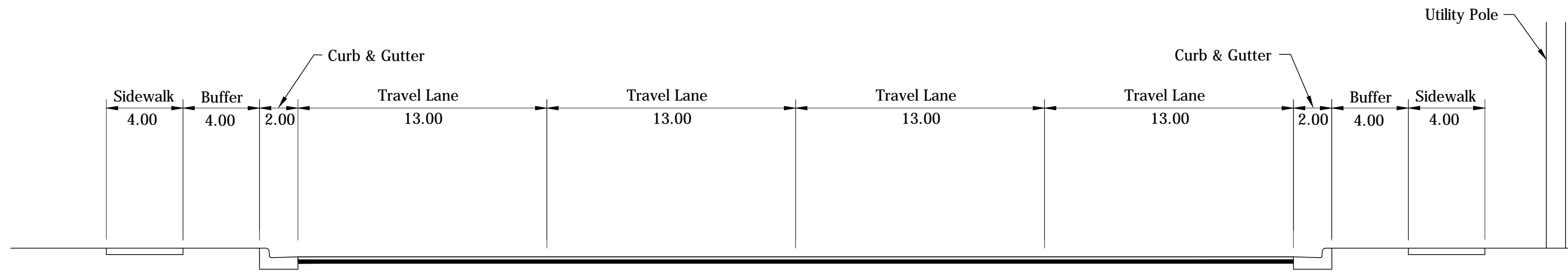
147). McCarty Lane
SCALE: 1" = 10'
From Navco Drive to Creasy Lane



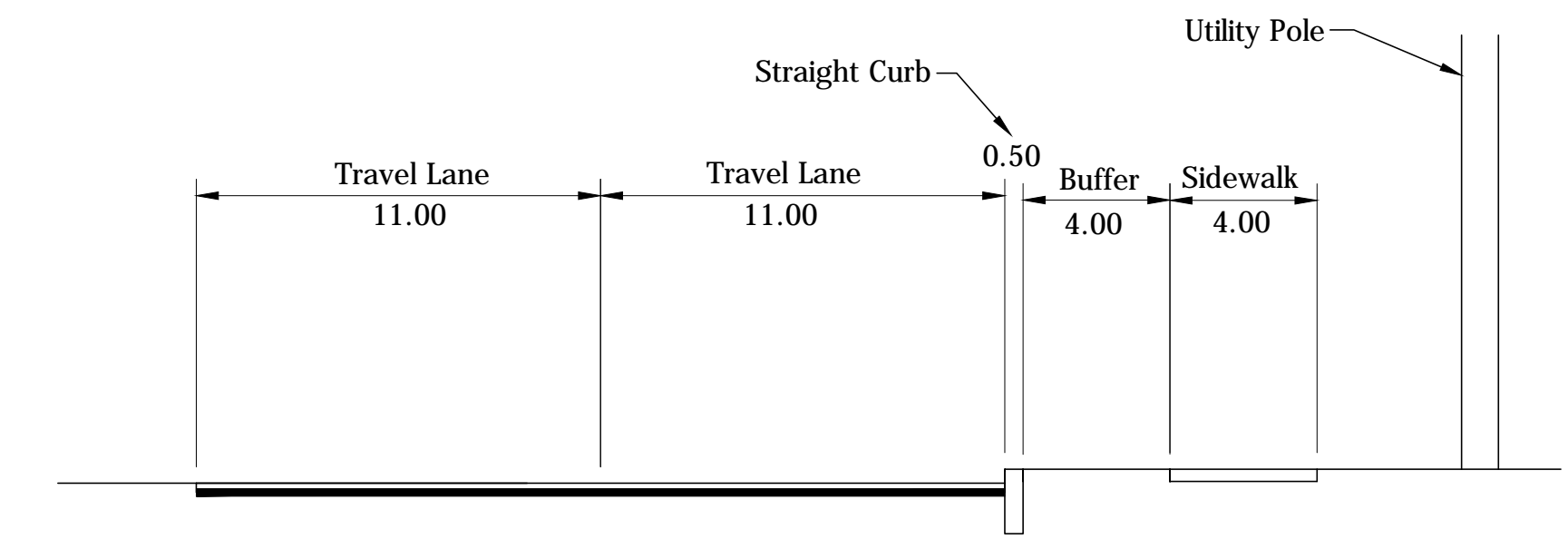
145b). Shenandoah Drive
SCALE: 1" = 10'
From Union Street to South Street



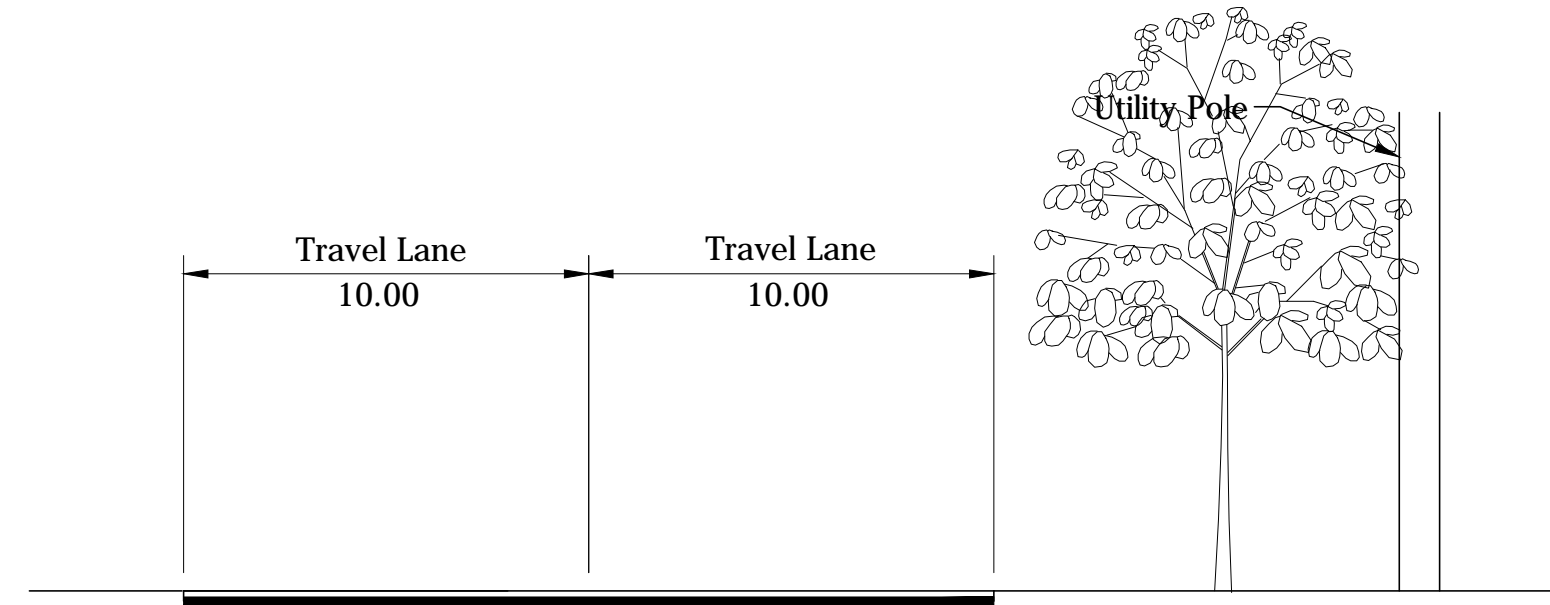
148). McCarty Lane
SCALE: 1" = 10'
From Creasy Lane to Sickie Court



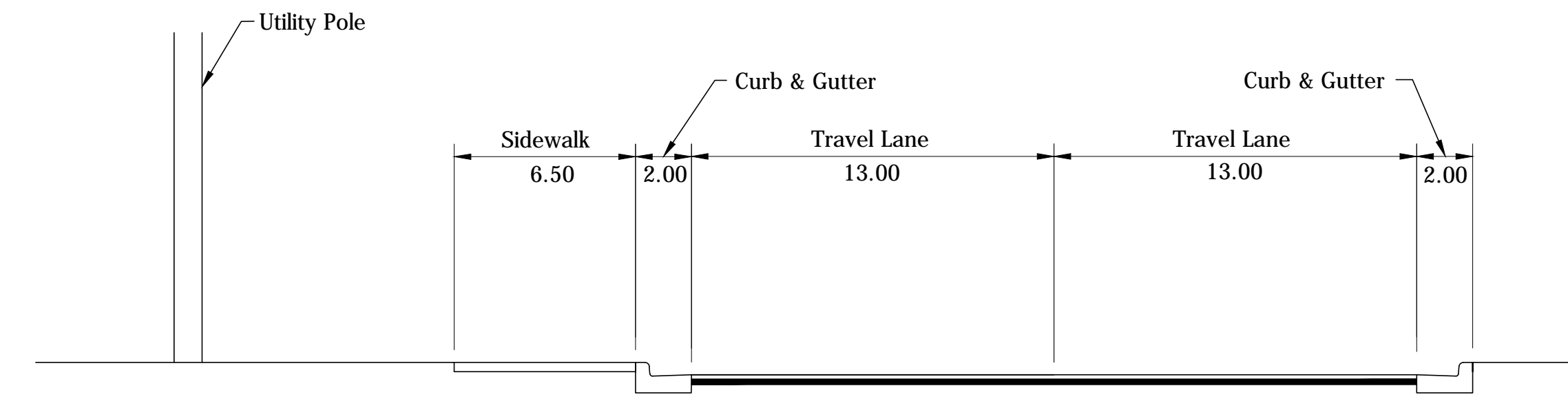
149) McCarty Lane
SCALE: 1" = 10'
From Sickle Court to Veterans Memorial Parkway



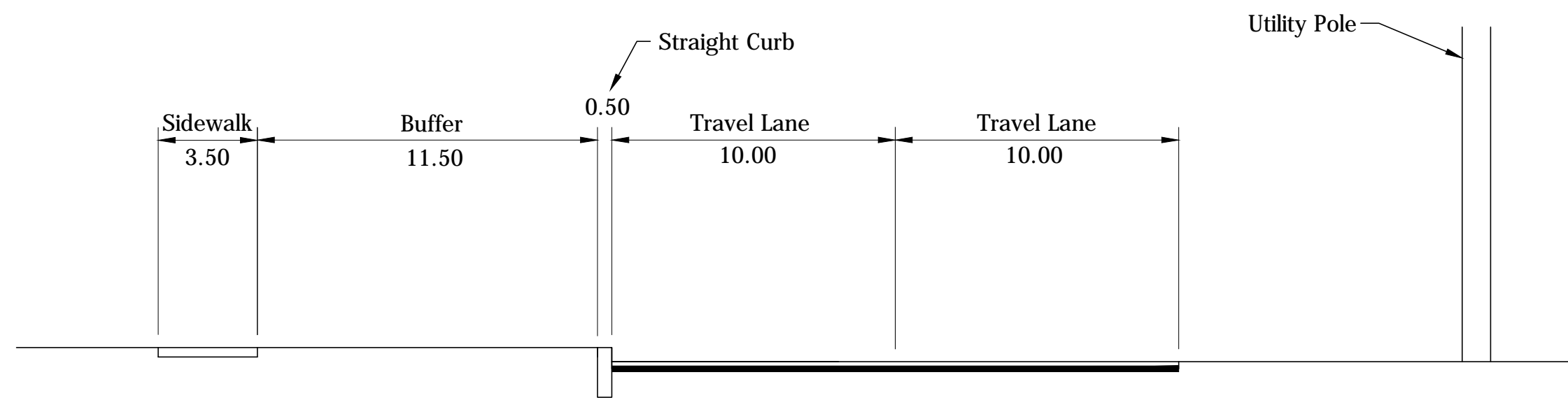
153) Ortman Lane
SCALE: 1" = 10'
From Windmill Drive to 18th Street



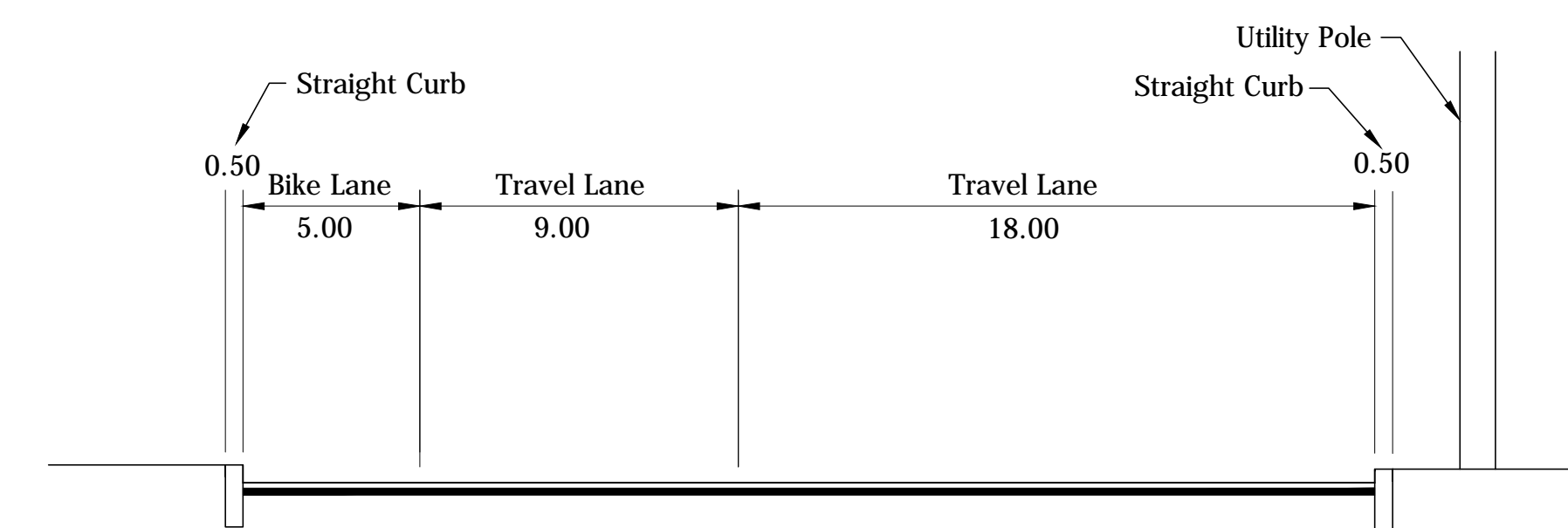
150) Ortman Lane
SCALE: 1" = 10'
From Old Romney Road to Coventry Lane



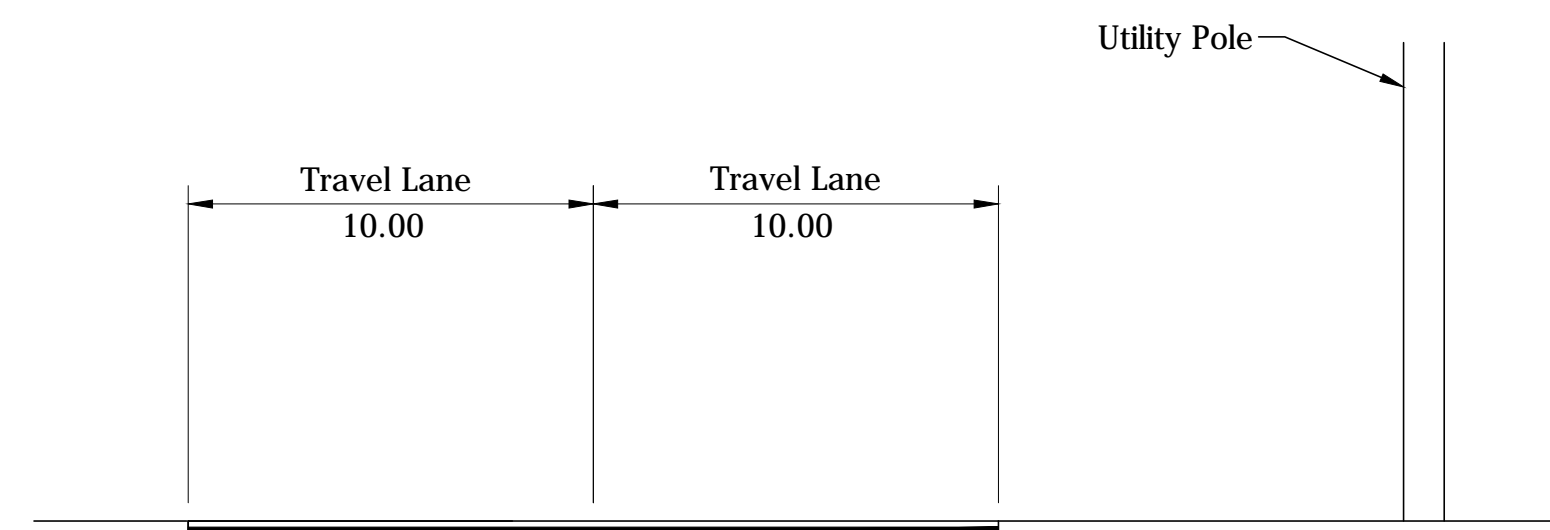
154) East 430 South
SCALE: 1" = 10'
From 9th Street to Wea Ridge Road



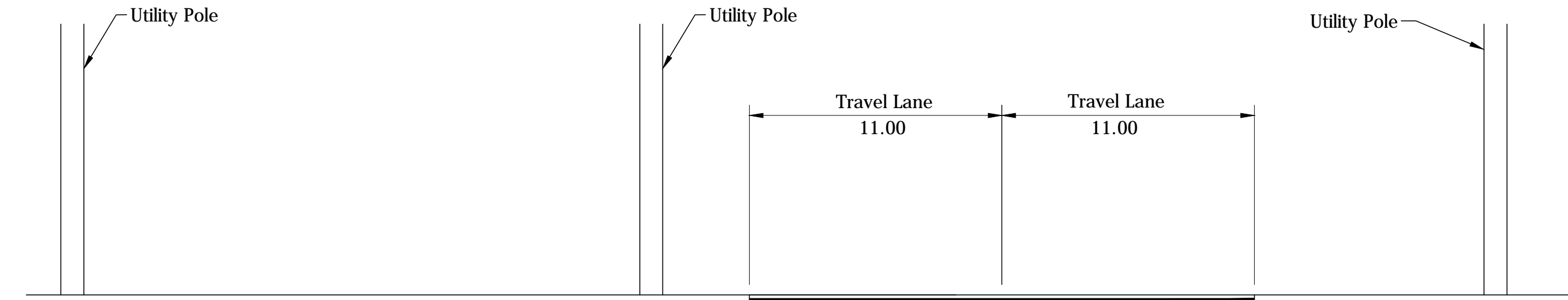
151) Ortman Lane
SCALE: 1" = 10'
From Coventry Lane to Victoria Avenue



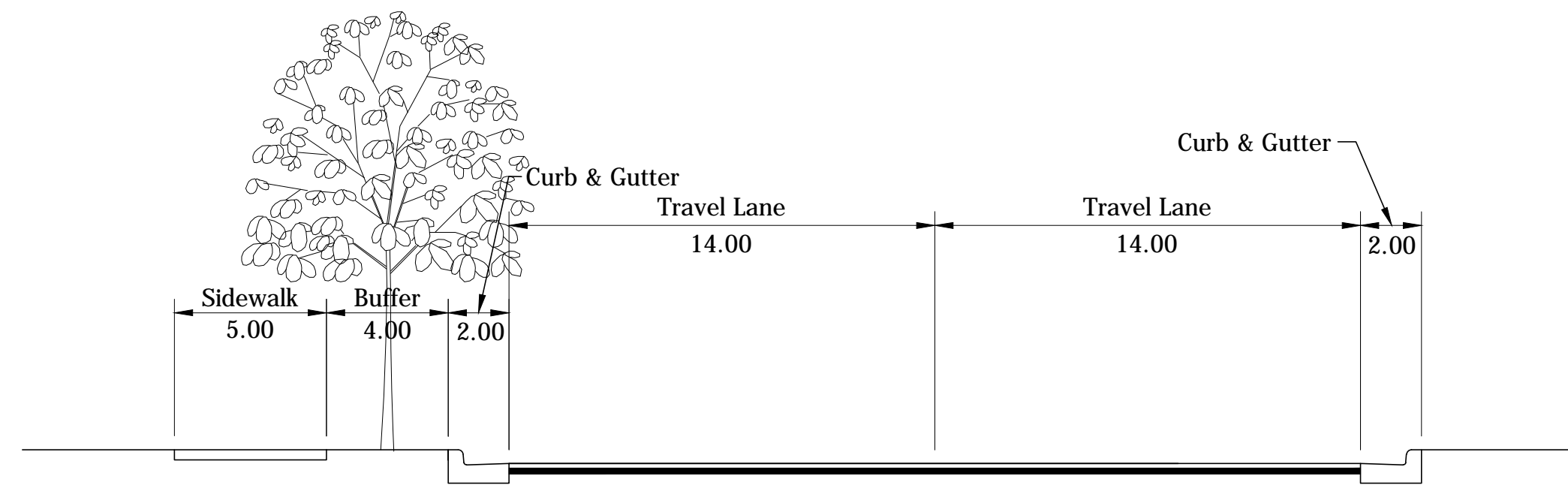
155) Logan Avenue
SCALE: 1" = 10'
From 9th Street to 18th Street



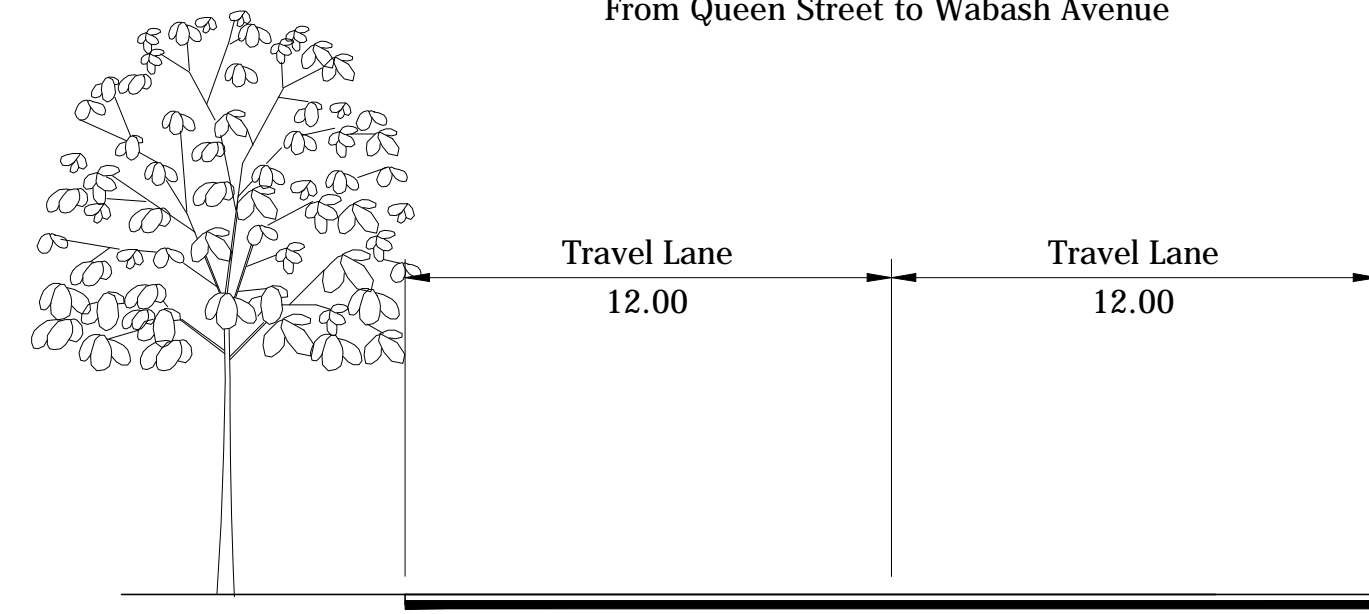
152) Ortman Lane
SCALE: 1" = 10'
From Victoria Avenue to Windmill Drive



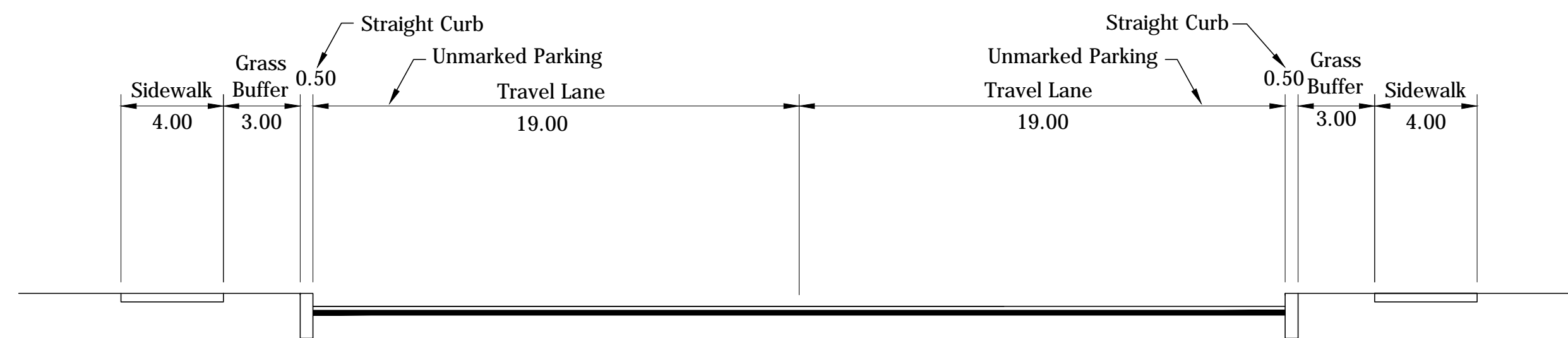
156) Concord Road
SCALE: 1" = 10'
From Teal Road/State Road 25 to Maple Point Drive



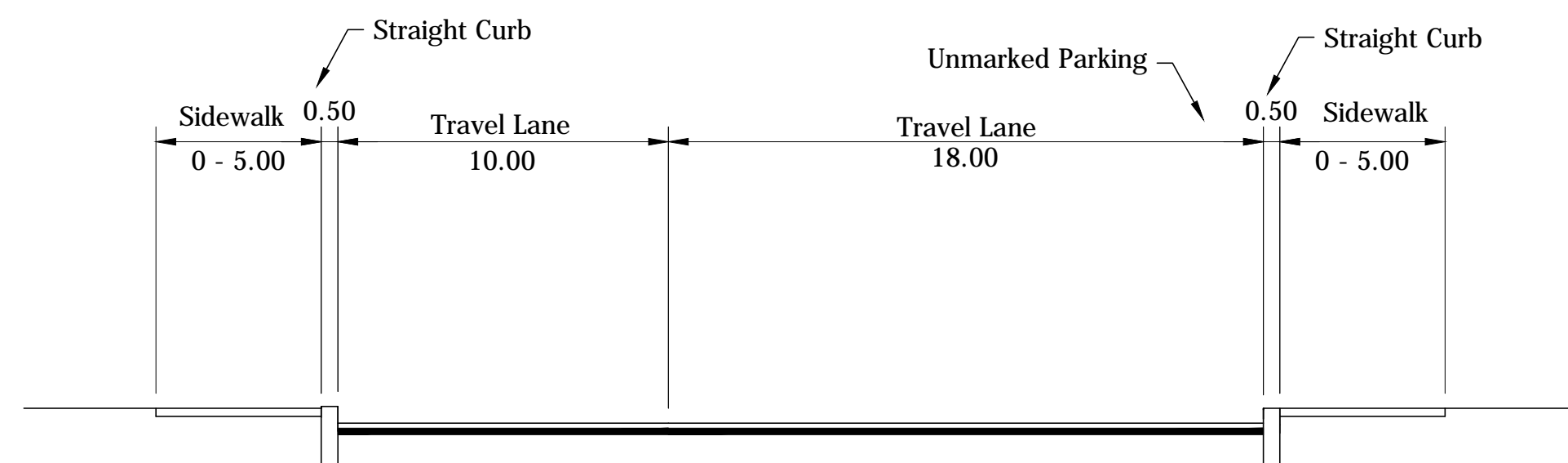
157). Williams Street
SCALE: 1" = 10'
From Queen Street to Wabash Avenue



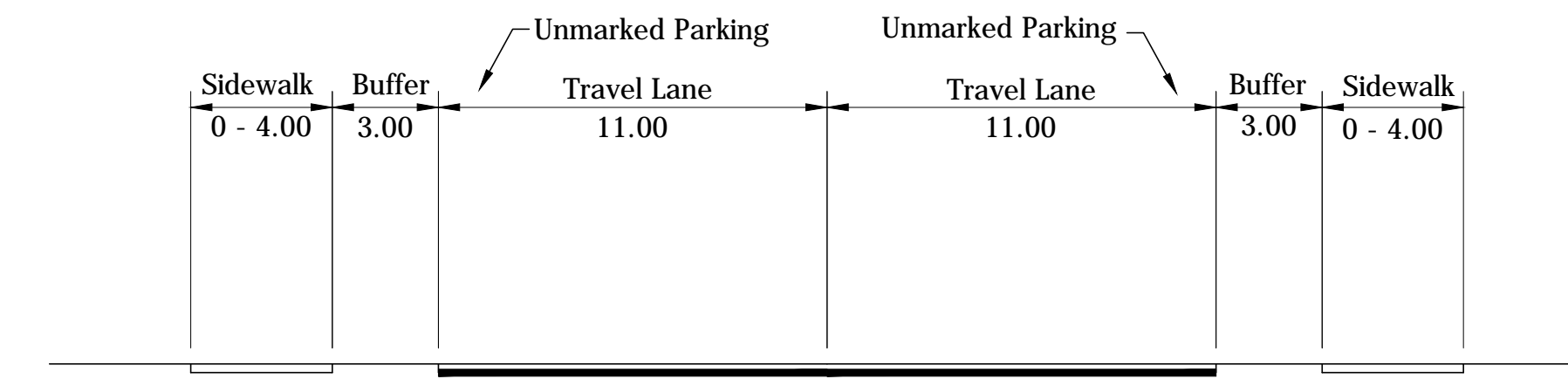
158). Williams Street
SCALE: 1" = 10'
From Wabash Avenue to 1st Street



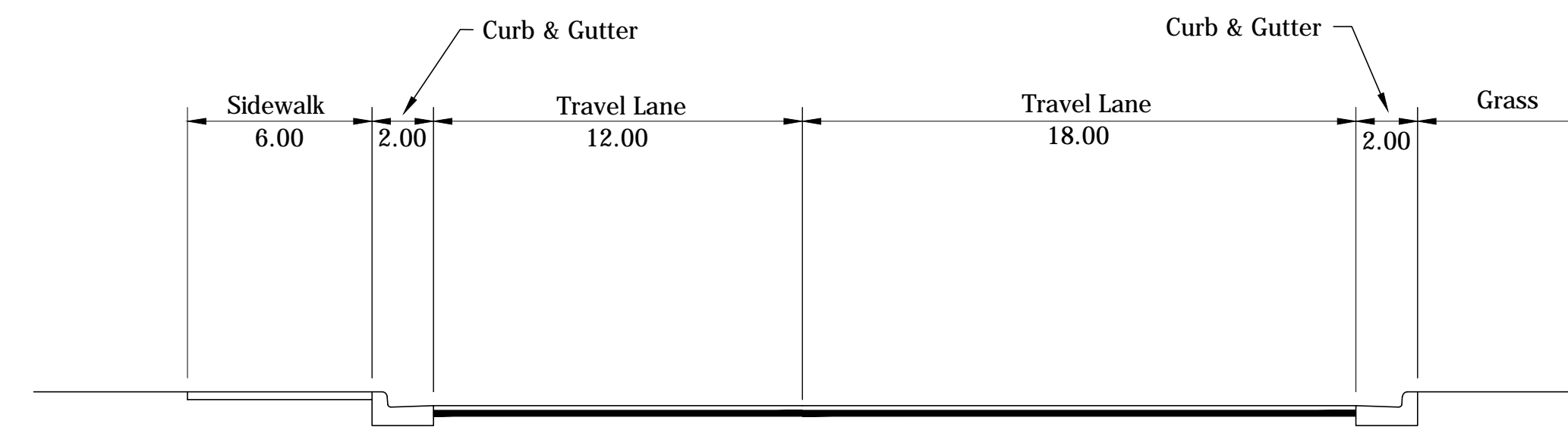
159). 13th Street
SCALE: 1" = 10'
From Burroughs Street to Greenbush Street



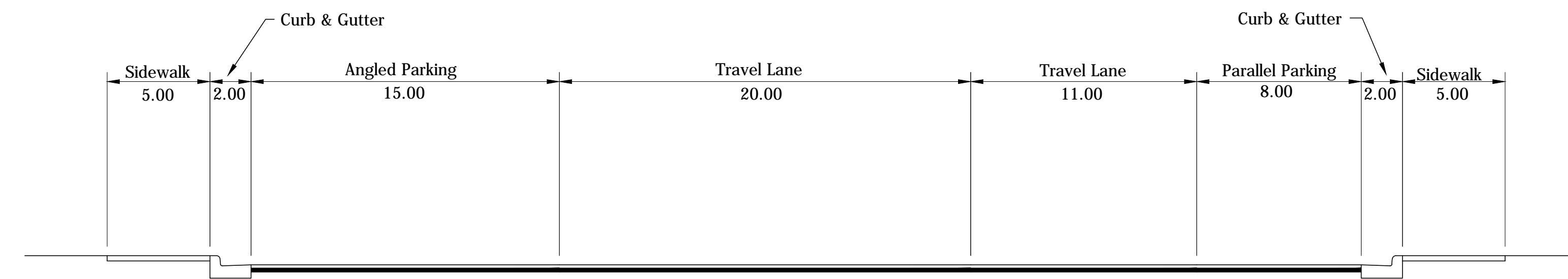
160). 24th Street
SCALE: 1" = 10'
From Main Street to Earl Avenue



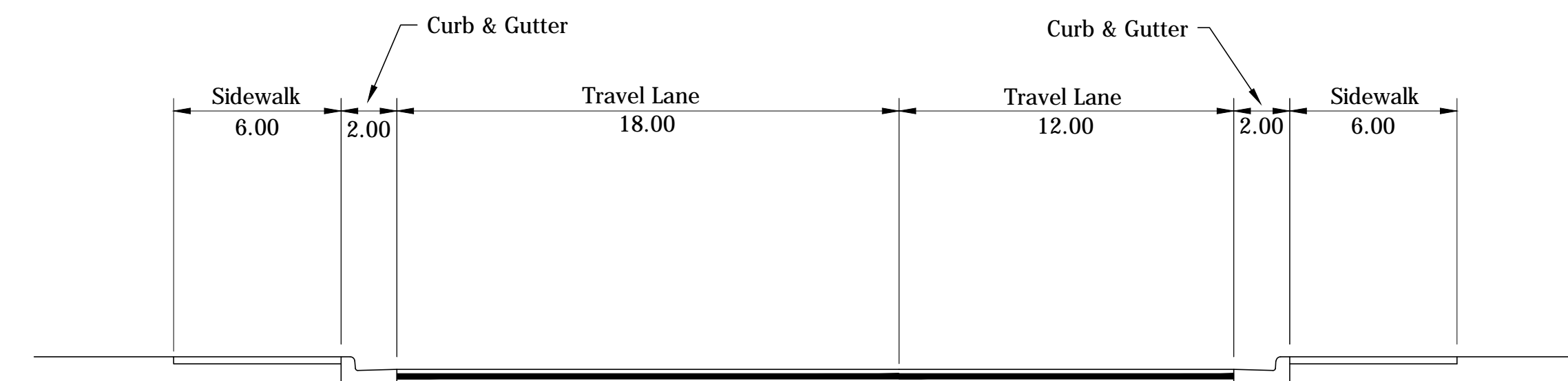
161). Central Street
SCALE: 1" = 10'
From 18th Street to 24th Street



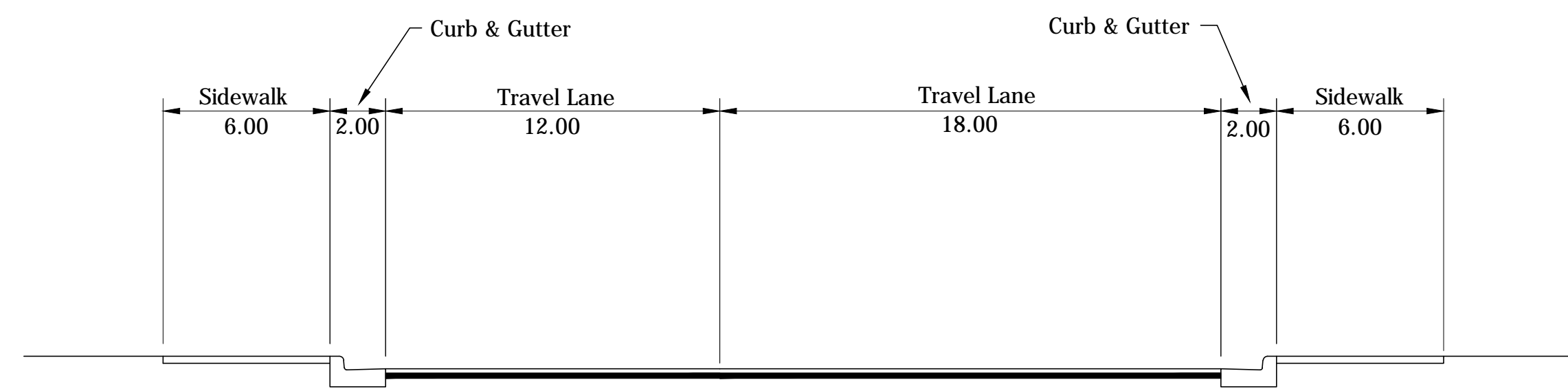
162). 26th Street
SCALE: 1" = 10'
From Union Street to Sunnyside Middle School Drive North



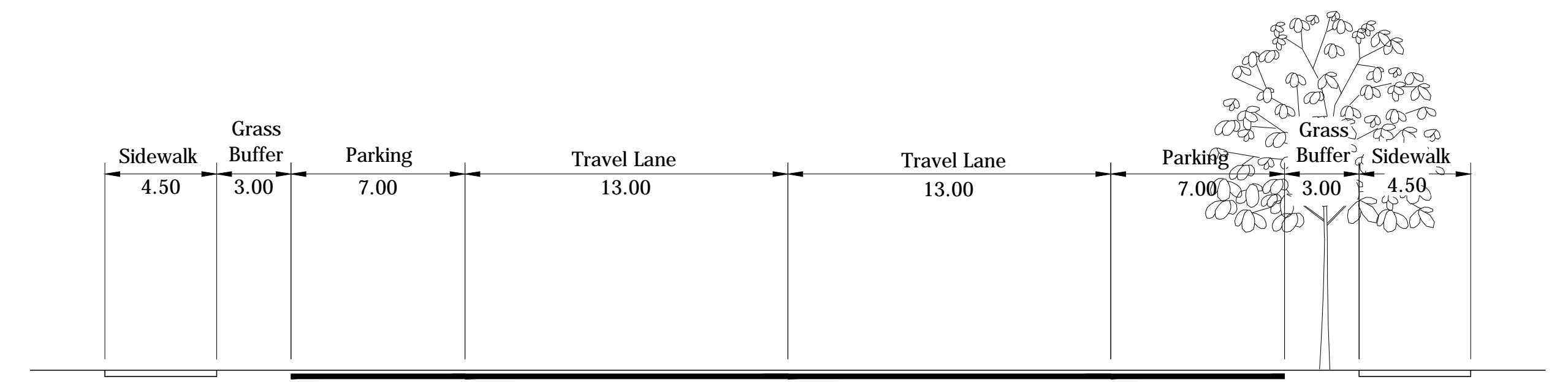
163). 26th Street
SCALE: 1" = 10'
From Sunnyside Middle School Drive North to Middle School Drive South



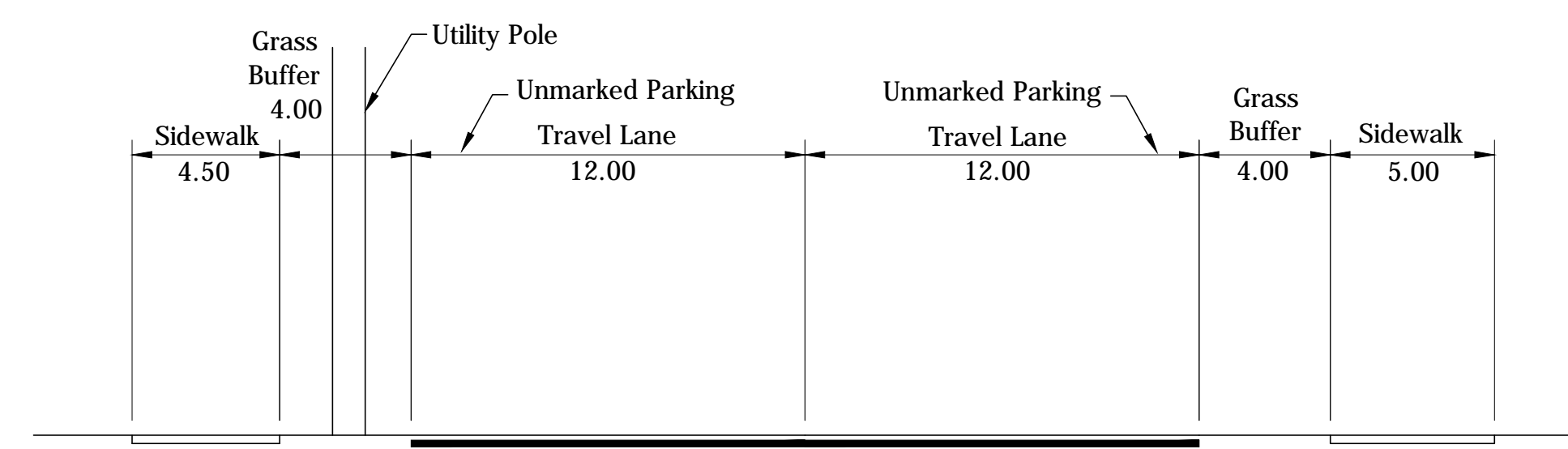
164). 26th Street
SCALE: 1" = 10'
From Sunnyside Middle School Drive South to Cason Street



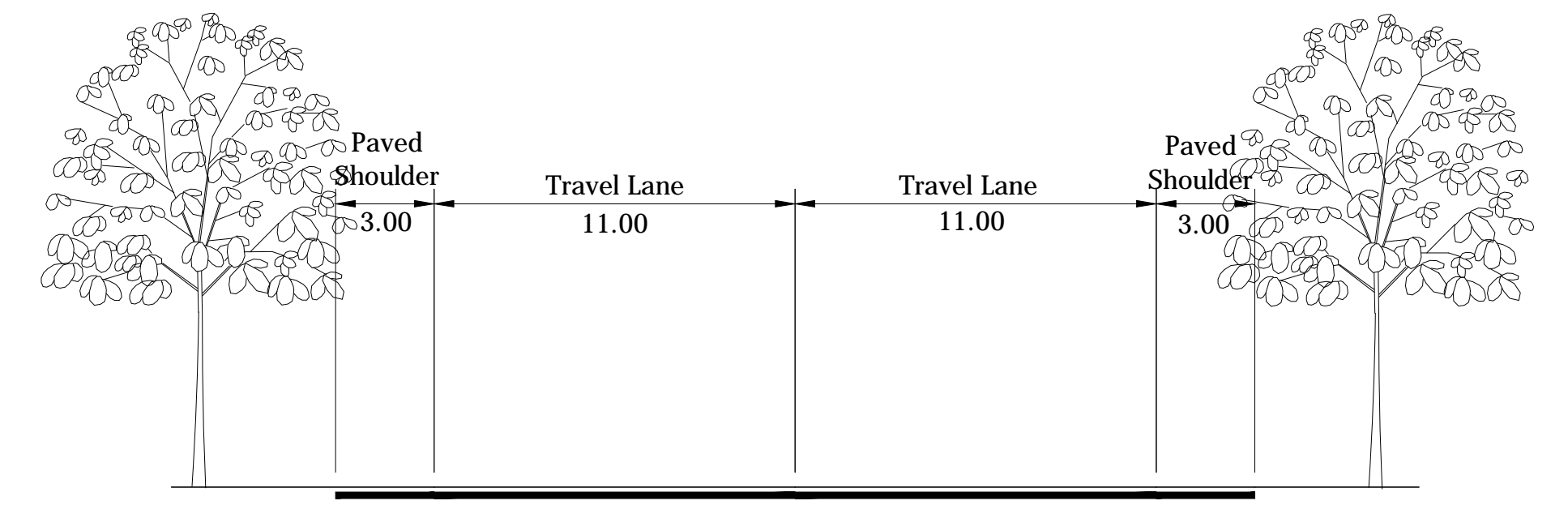
165). 26th Street
SCALE: 1" = 10'
From Cason Street to Ferry Street



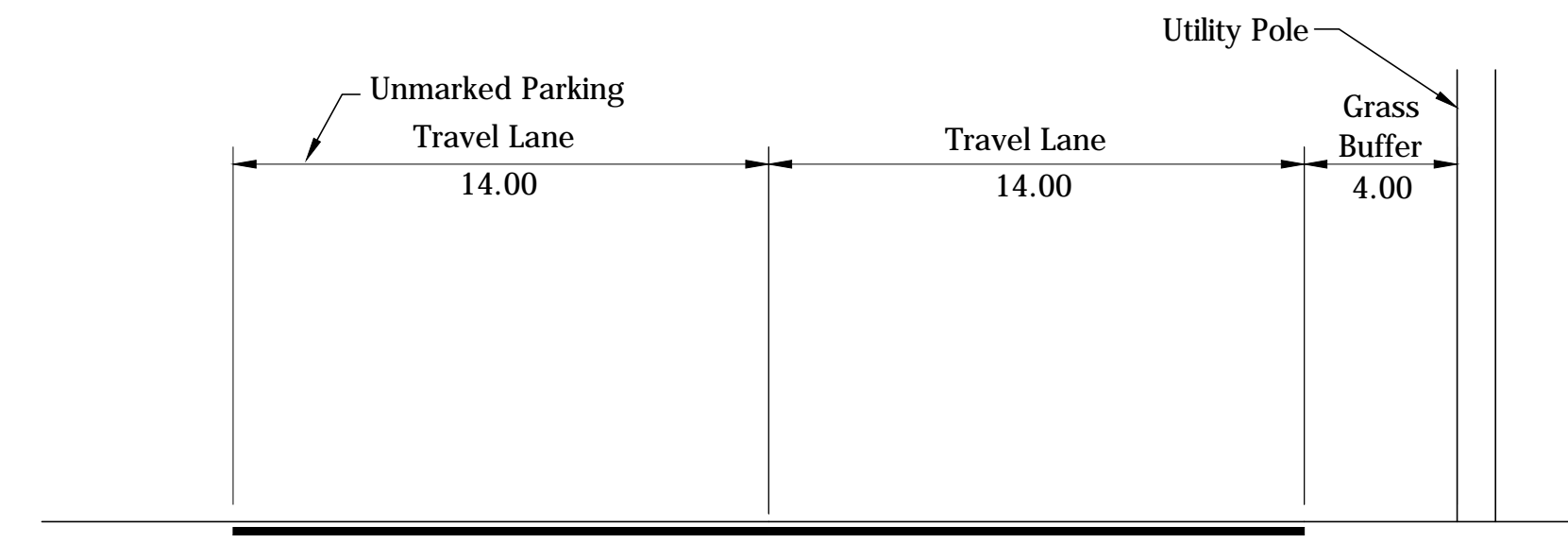
169). 14th Street
SCALE: 1" = 10'
From Kossuth Street to Congress Street



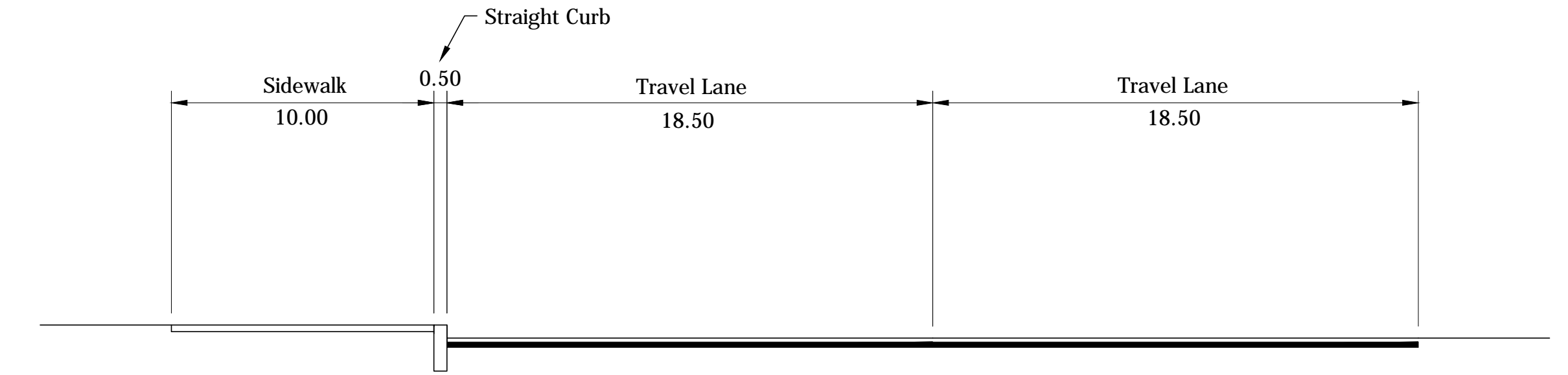
166). 22nd Street
SCALE: 1" = 10'
From State Street to Kossuth Street



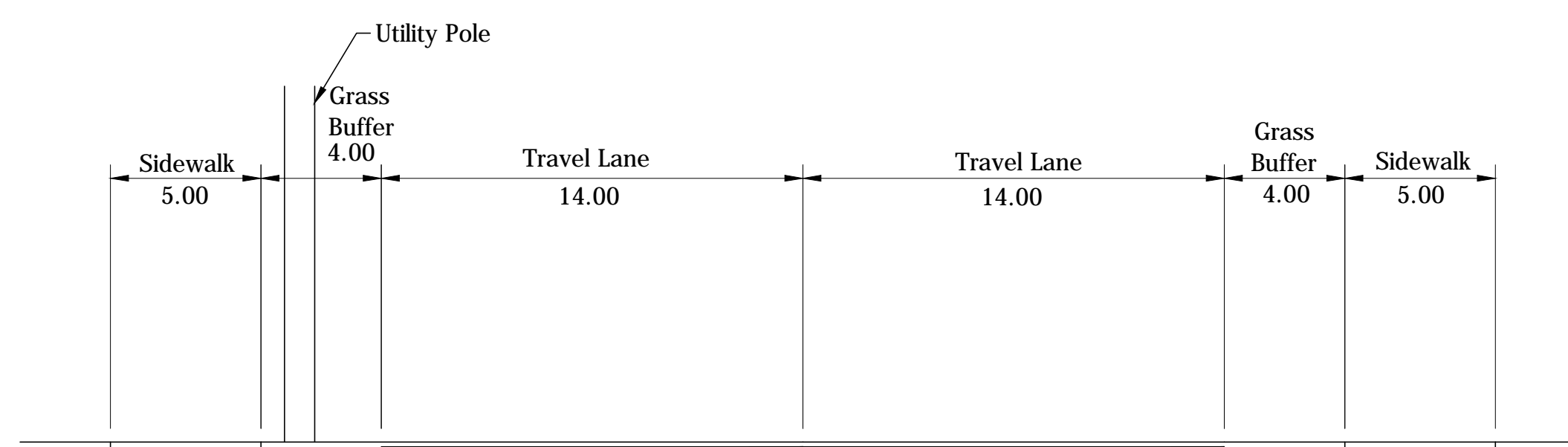
170). Valley Street
SCALE: 1" = 10'
From Congress Street to Digby Drive



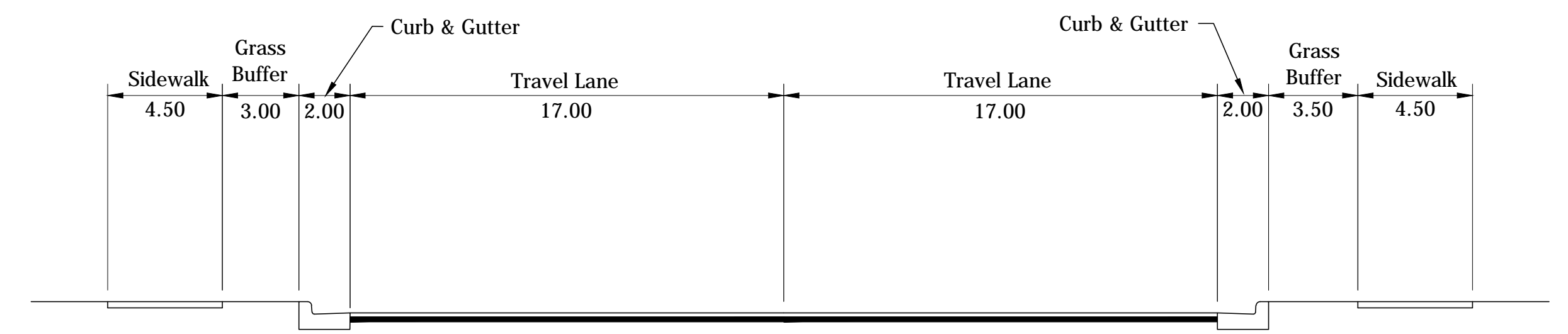
167). 14th Street
SCALE: 1" = 10'
From Warren Drive to Logan Avenue



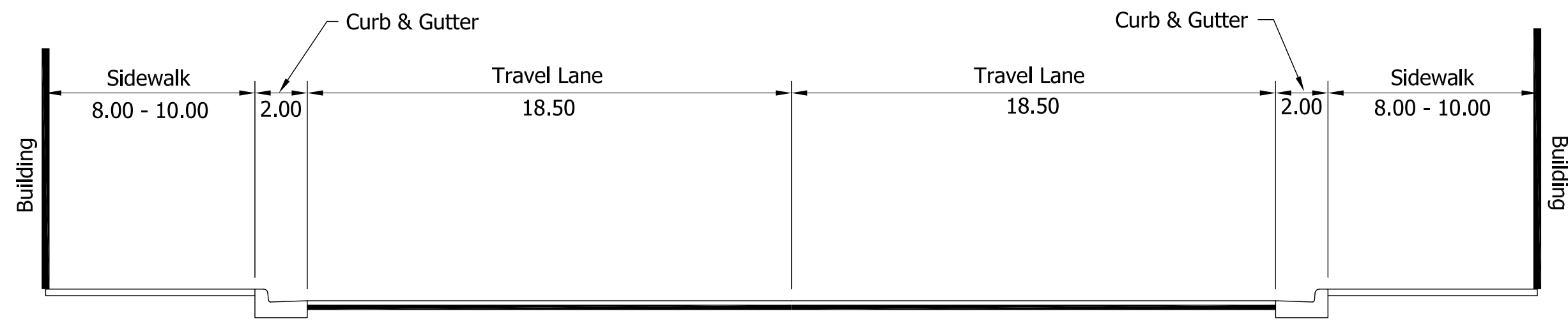
171). 10th Street
SCALE: 1" = 10'
From Digby Drive to South Street



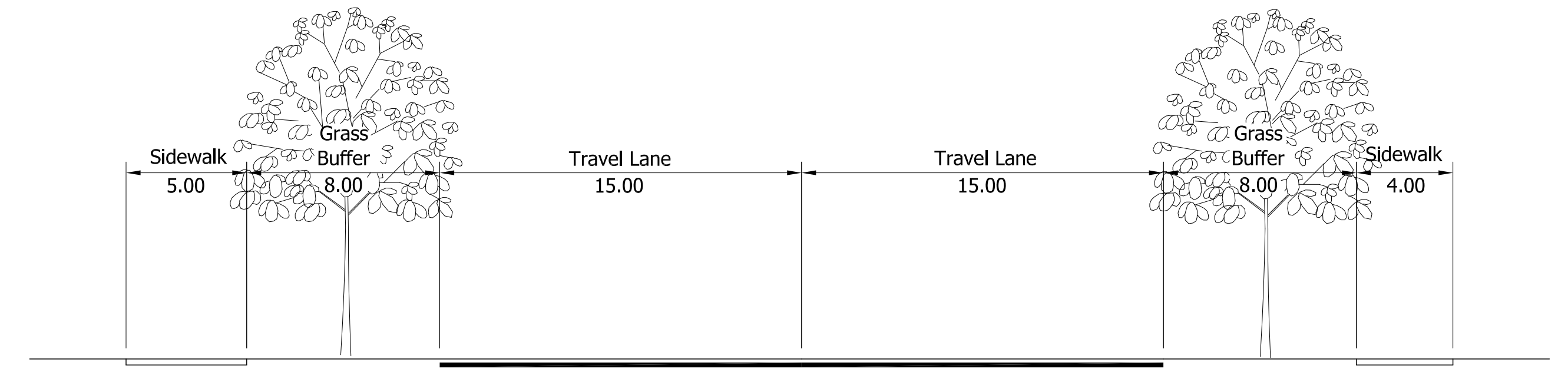
168). 14th Street
SCALE: 1" = 10'
From Logan Avenue to Kossuth Street



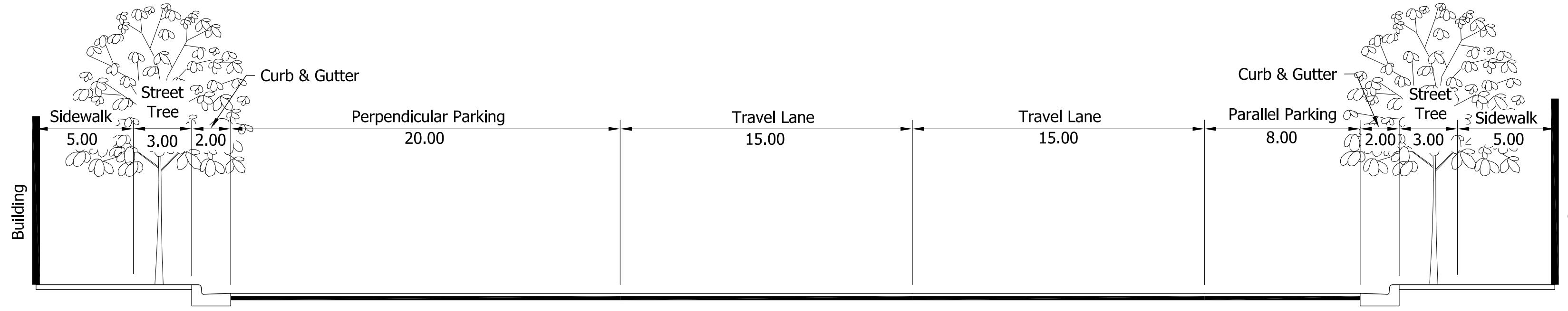
172). 5th Street
SCALE: 1" = 10'
From Abandoned Rail Corridor to New York Street



173). 5th Street
SCALE: 1" = 10'
From New York Street to Columbia Street



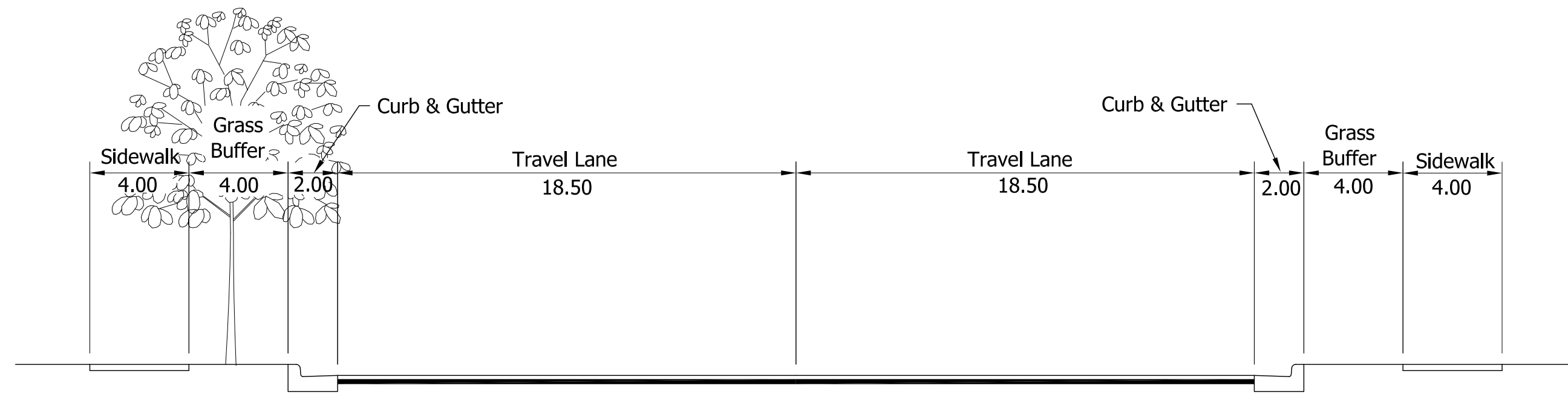
177). 20th Street
SCALE: 1" = 10'
From Underwood Street to Schuyler Avenue



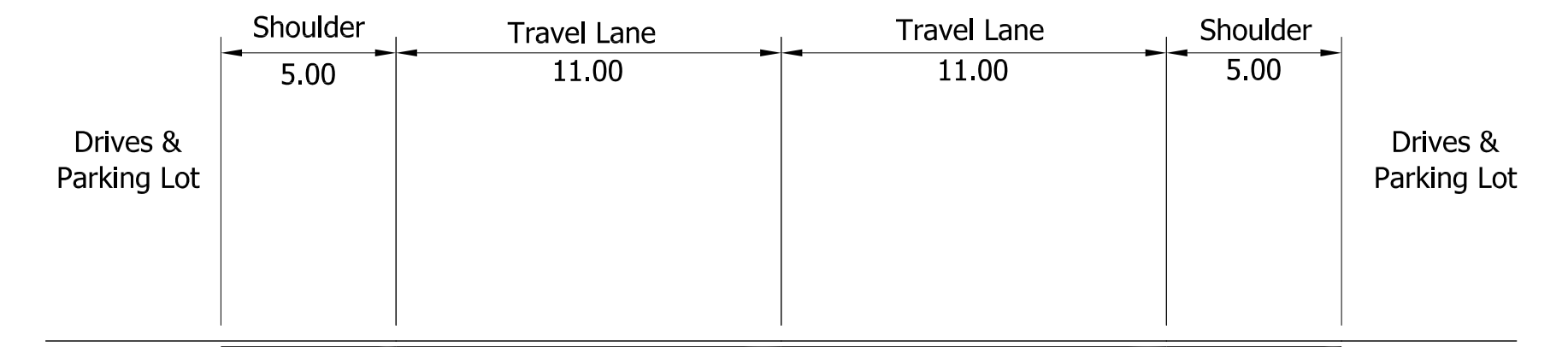
174). 5th Street
SCALE: 1" = 10'
From Columbia Street to Main Street



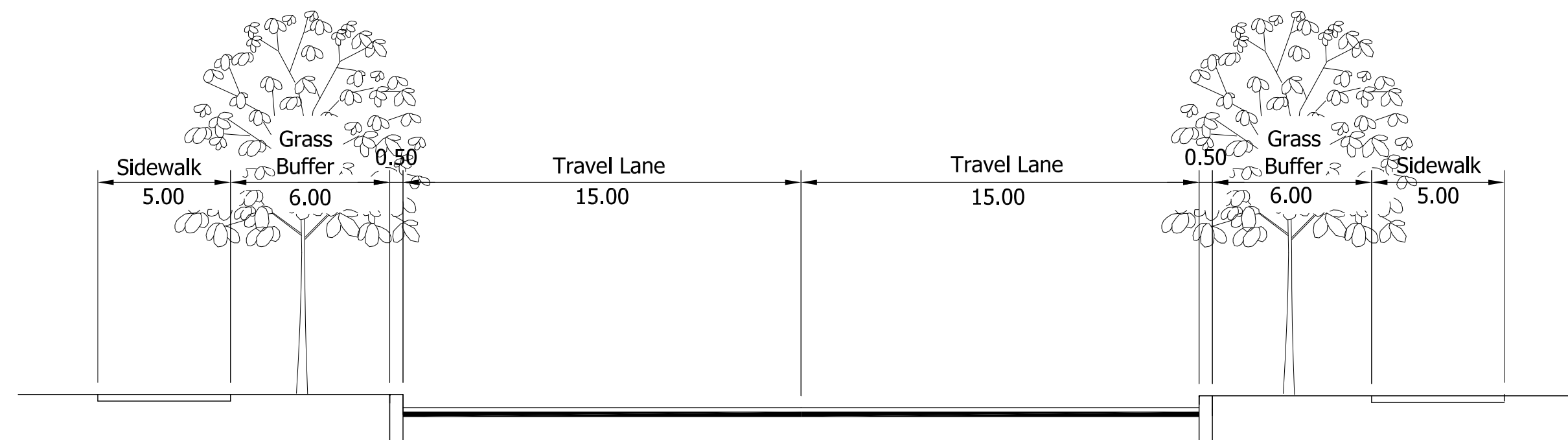
178). Summer Street
SCALE: 1" = 10'
From Concord Road to 30th Street



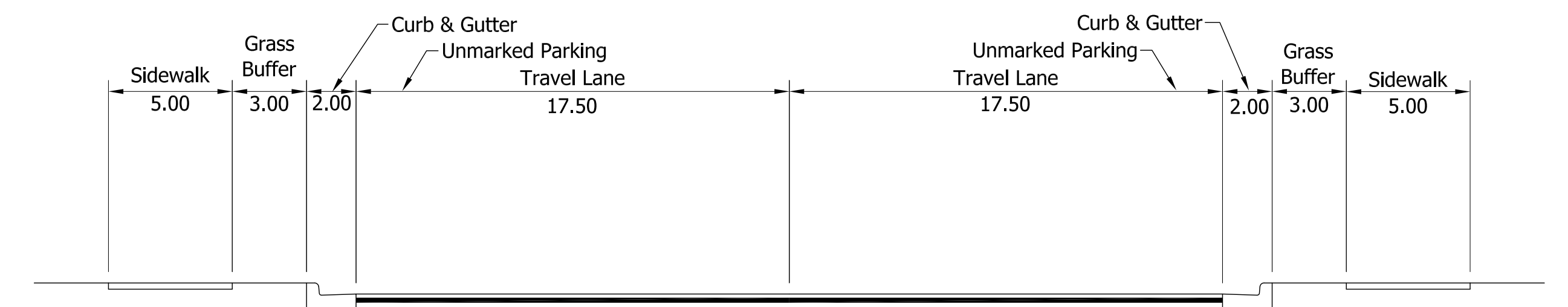
175). 5th Street
SCALE: 1" = 10'
From Main Street to Union Street



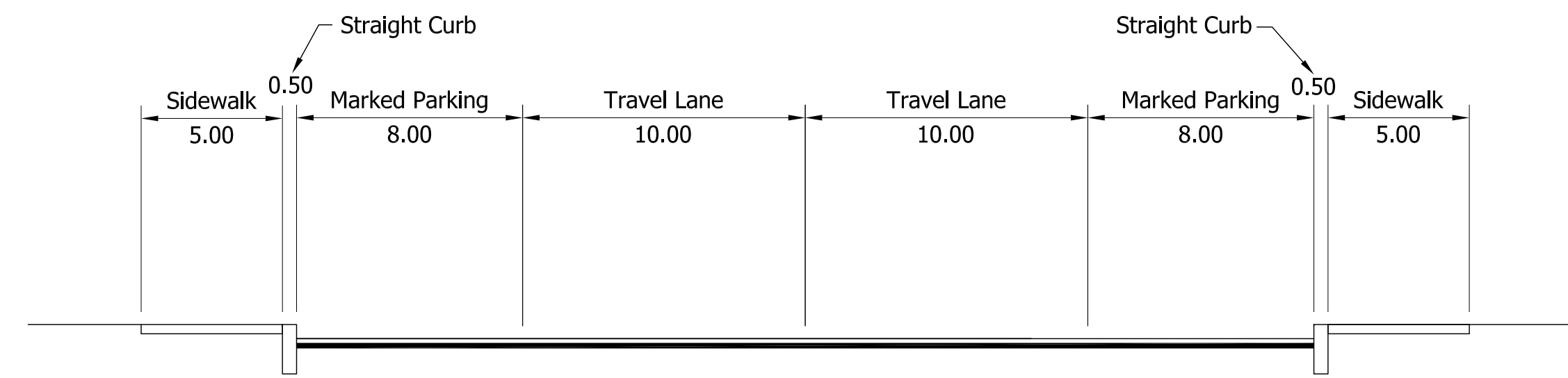
179). 30th Street
SCALE: 1" = 10'
From Summer Street to Teal Street



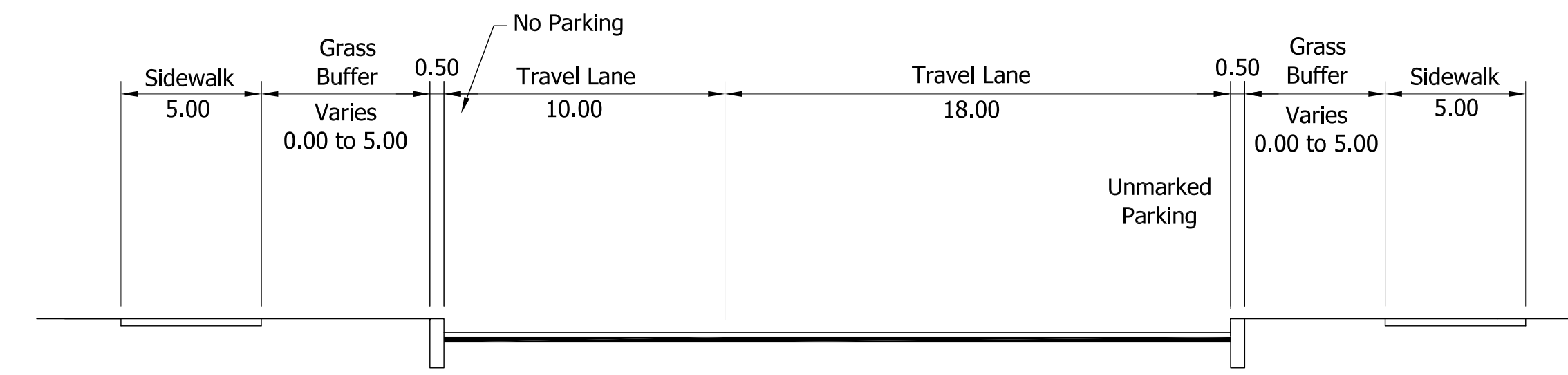
176). Owen Street
SCALE: 1" = 10'
From 4th Street to 9th Street



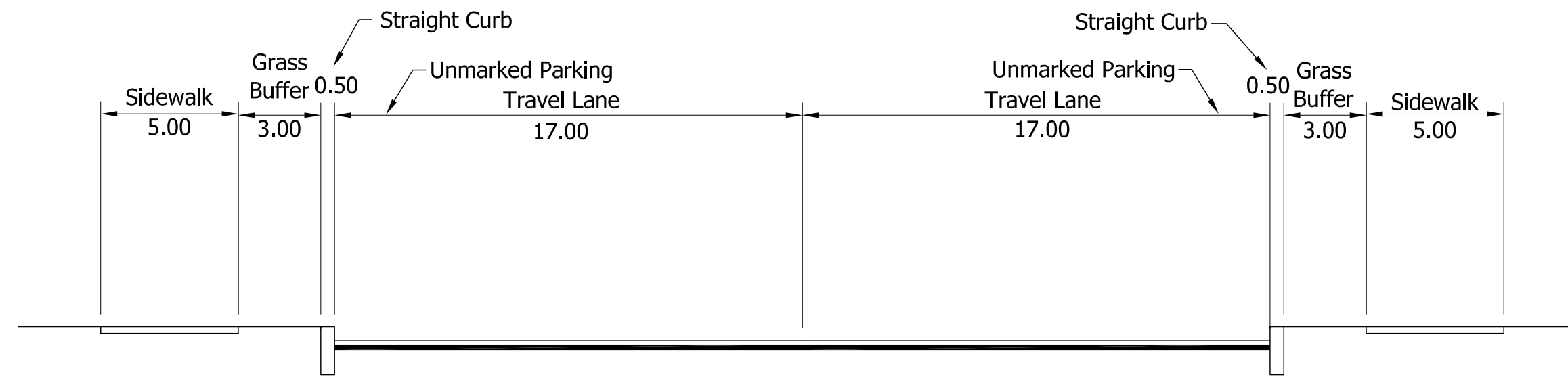
180). Asher Street
SCALE: 1" = 10'
From Main Street to Ferry Street



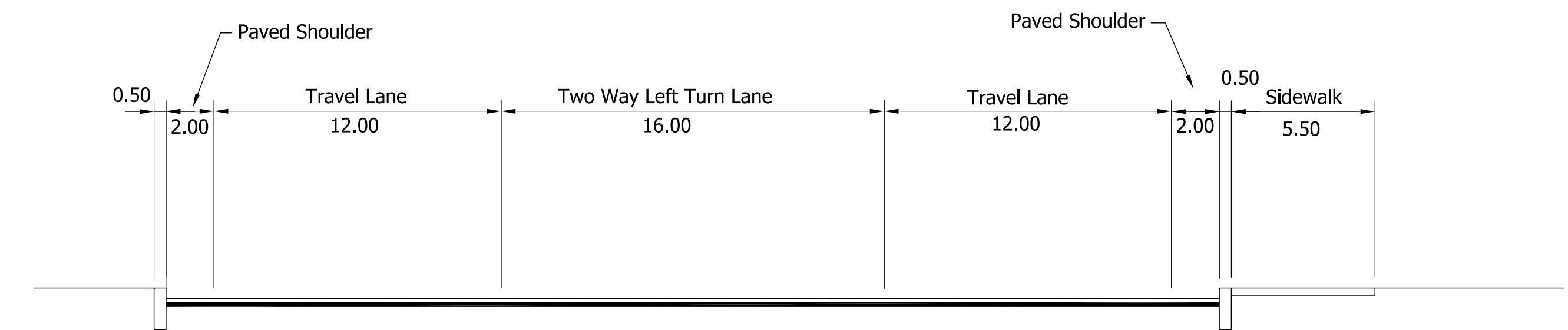
181). Romig Street
SCALE: 1" = 10'
From 3rd Street to Lingle Avenue



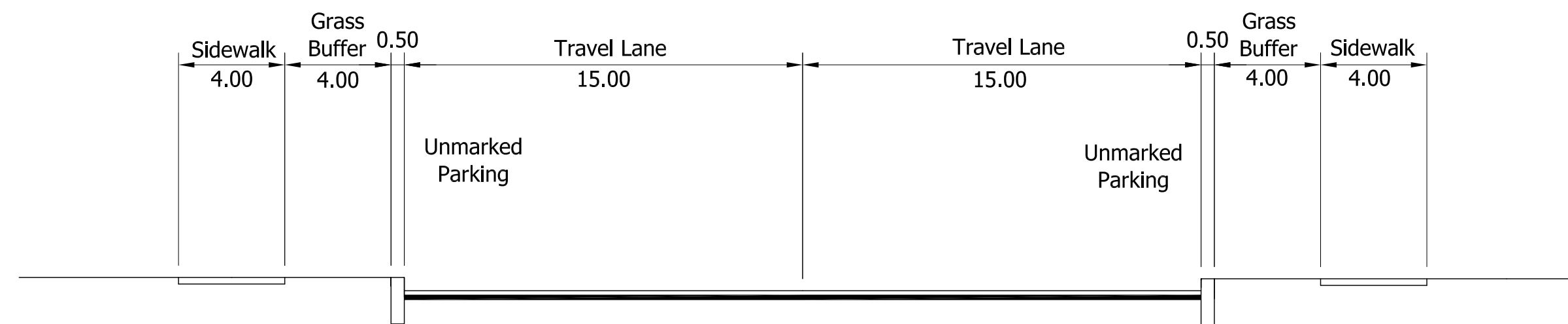
186). 26th Street
SCALE: 1" = 10'
From Wallace Avenue to Main Street



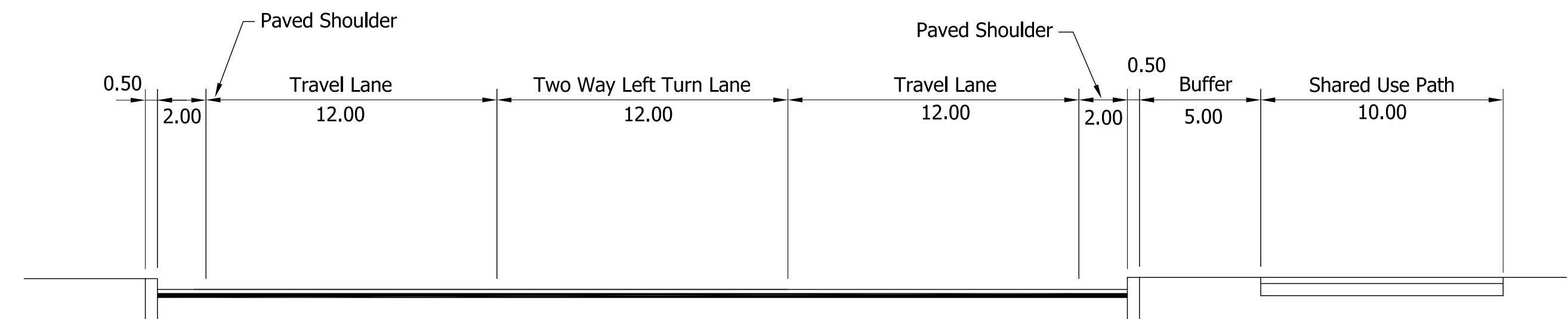
182). Cincinnati Street
SCALE: 1" = 10'
From 3rd Street to 6th Street



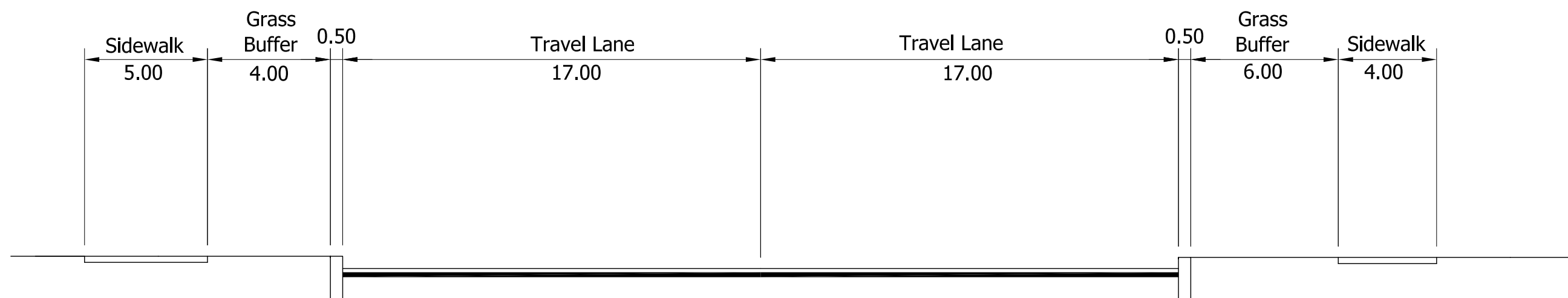
187). Earl Avenue
SCALE: 1" = 10'
From Union Street to South Street



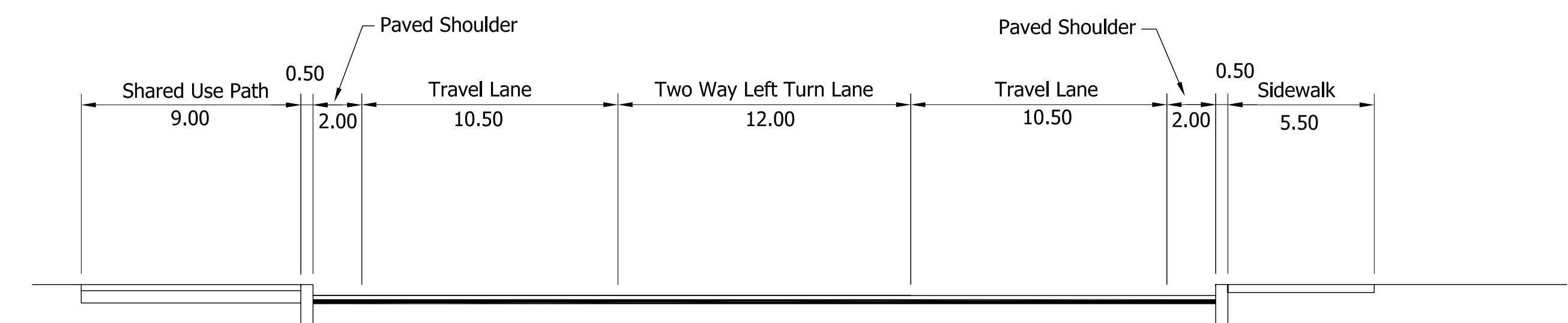
183). Elmwood Avenue
SCALE: 1" = 10'
From Greenbush Street to Underwood Street



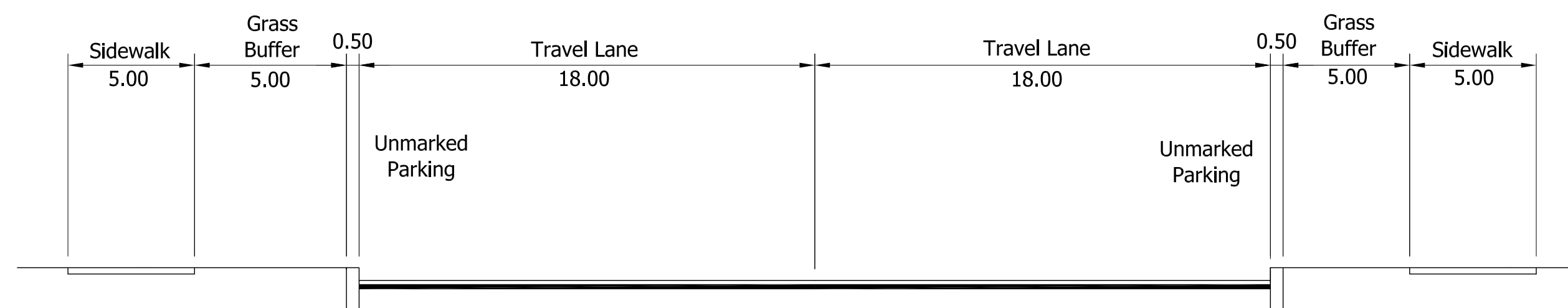
188). Earl Avenue
SCALE: 1" = 10'
From South Street to Kossuth Street



184). 26th Street
SCALE: 1" = 10'
From Ferry Street to South Street










189). Earl Avenue
SCALE: 1" = 10'
From Kossuth Street to State Street


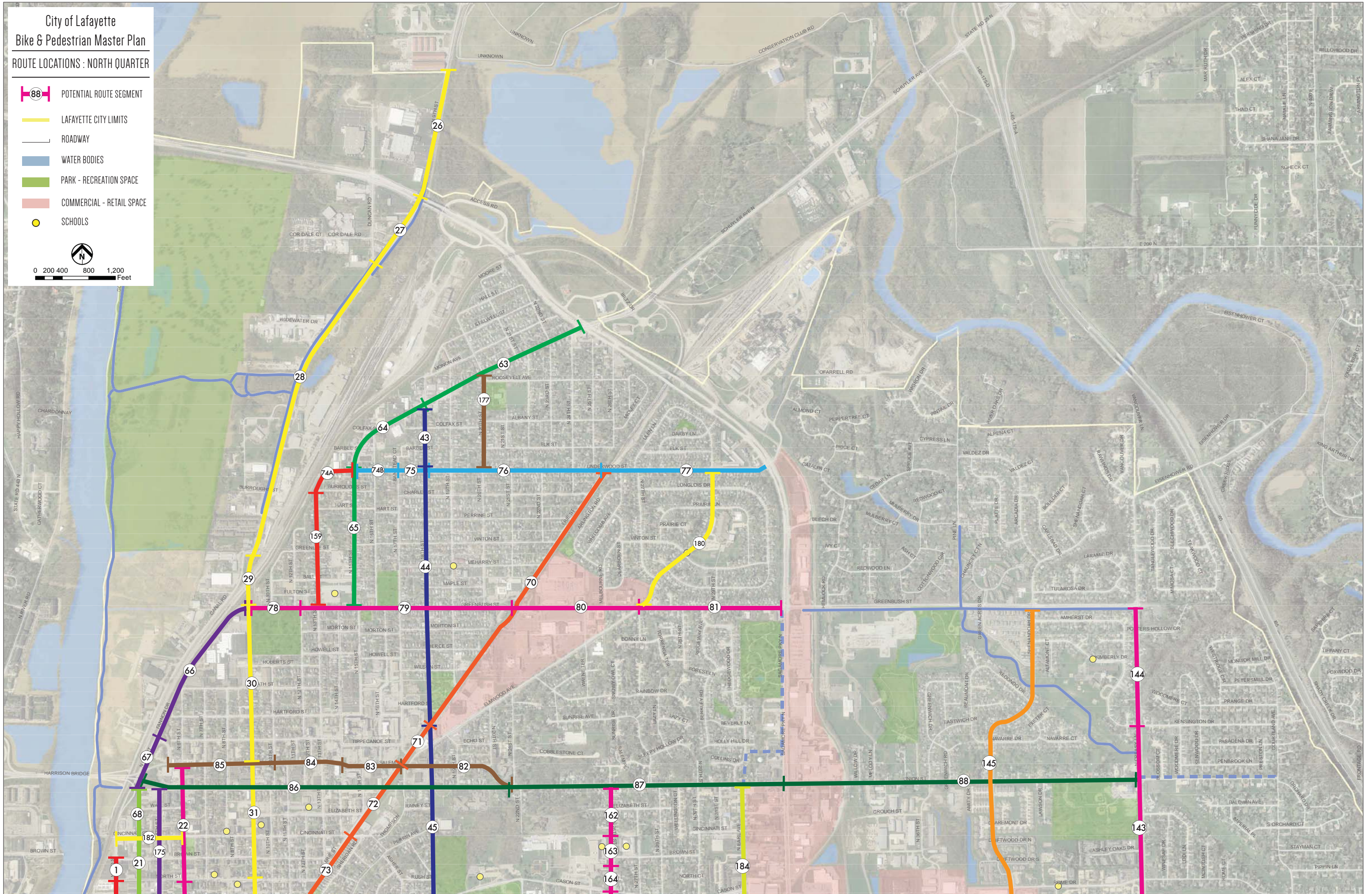


185). 26th Street
SCALE: 1" = 10'
From South Street to Wallace Avenue

City of Lafayette
Bike & Pedestrian Master Plan
ROUTE LOCATIONS : NORTH QUARTER

-  POTENTIAL ROUTE SEGMENT
-  LAFAYETTE CITY LIMITS
-  ROADWAY
-  WATER BODIES
-  PARK - RECREATION SPACE
-  COMMERCIAL - RETAIL SPACE
-  SCHOOLS

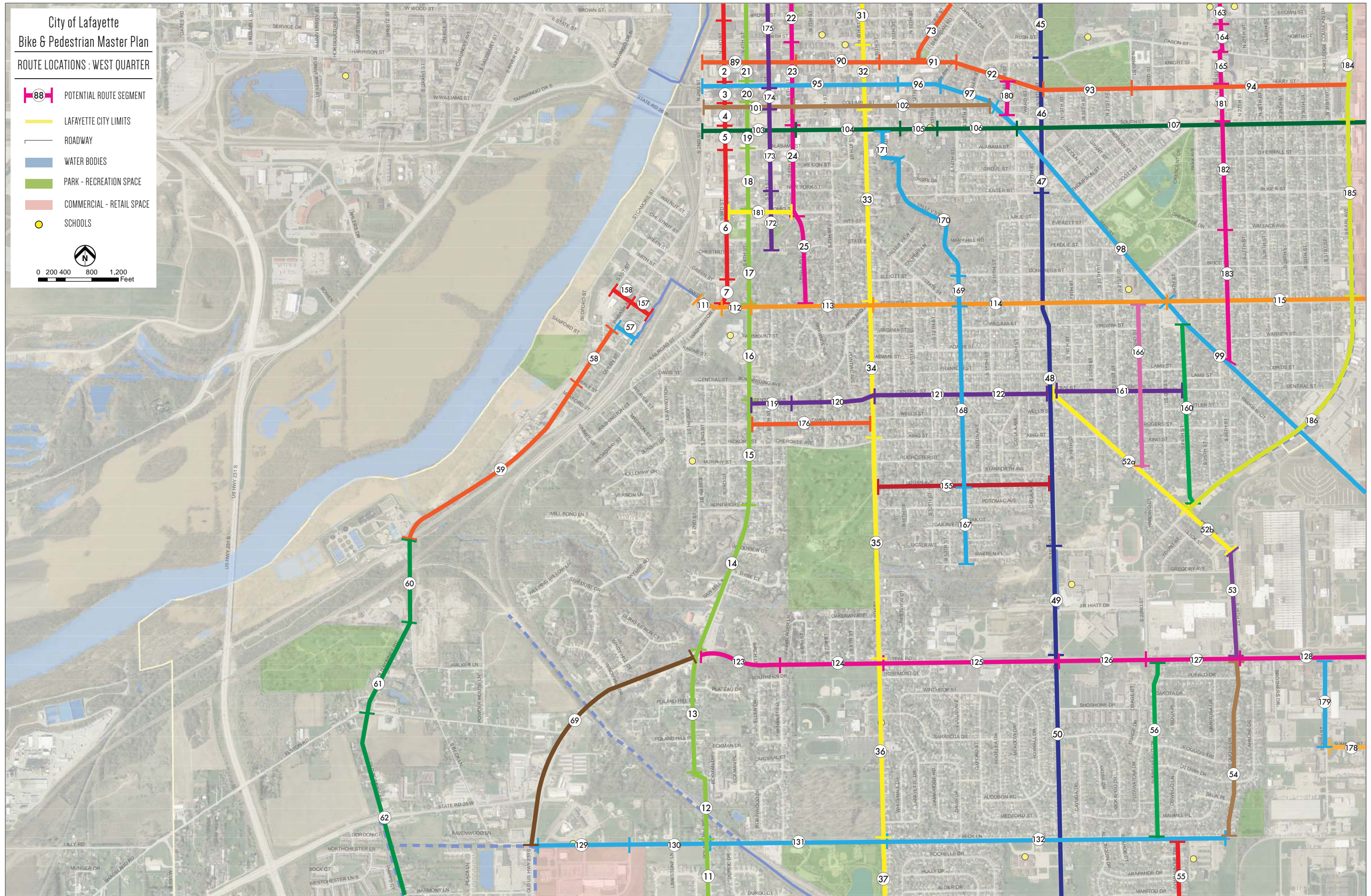
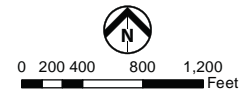
0 200 400 800 1,200 Feet

City of Lafayette Bike & Pedestrian Master Plan








ROUTE LOCATIONS : WEST QUARTER


- POTENTIAL ROUTE SEGMENT
- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS




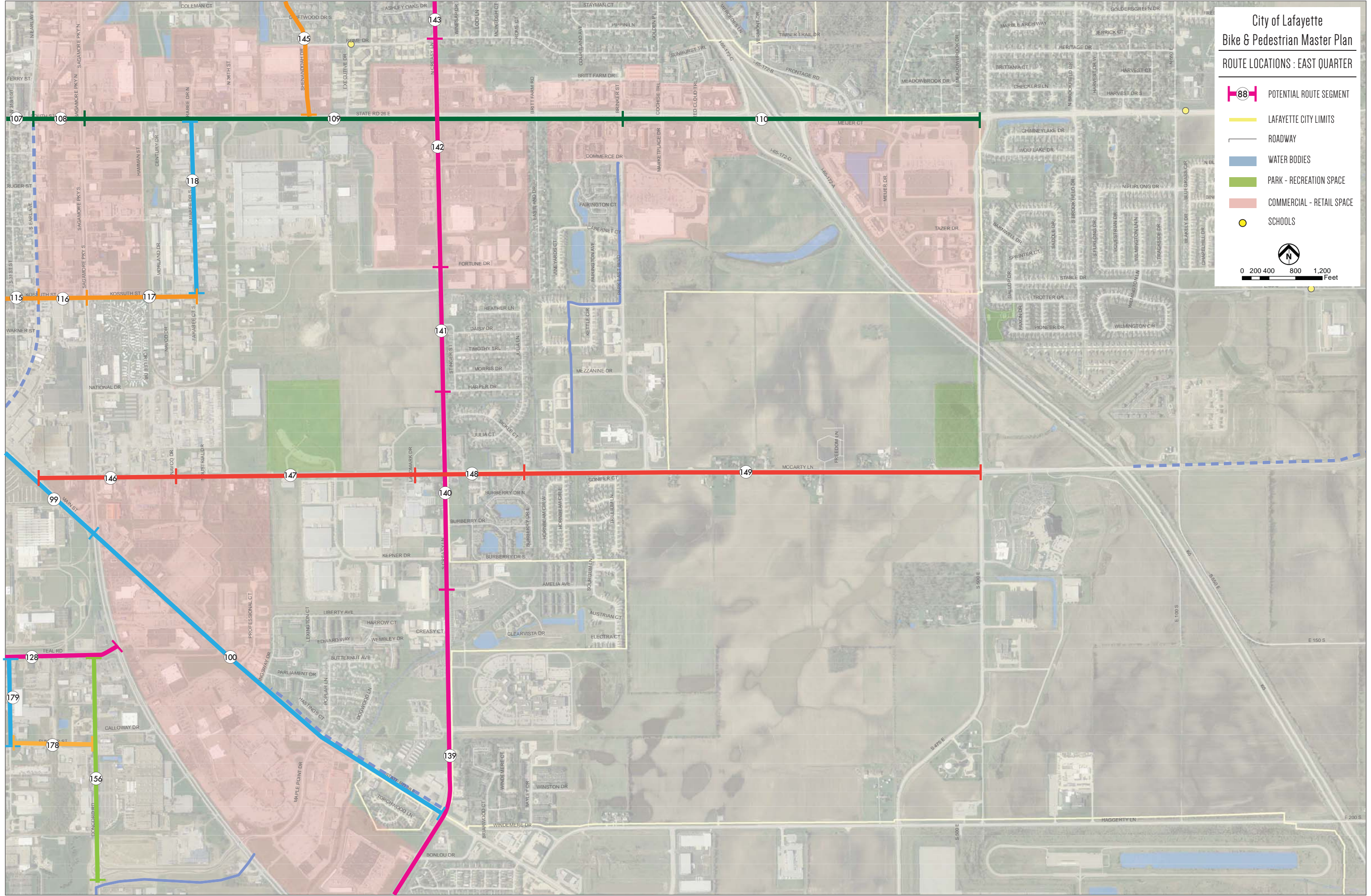
City of Lafayette Bike & Pedestrian Master Plan

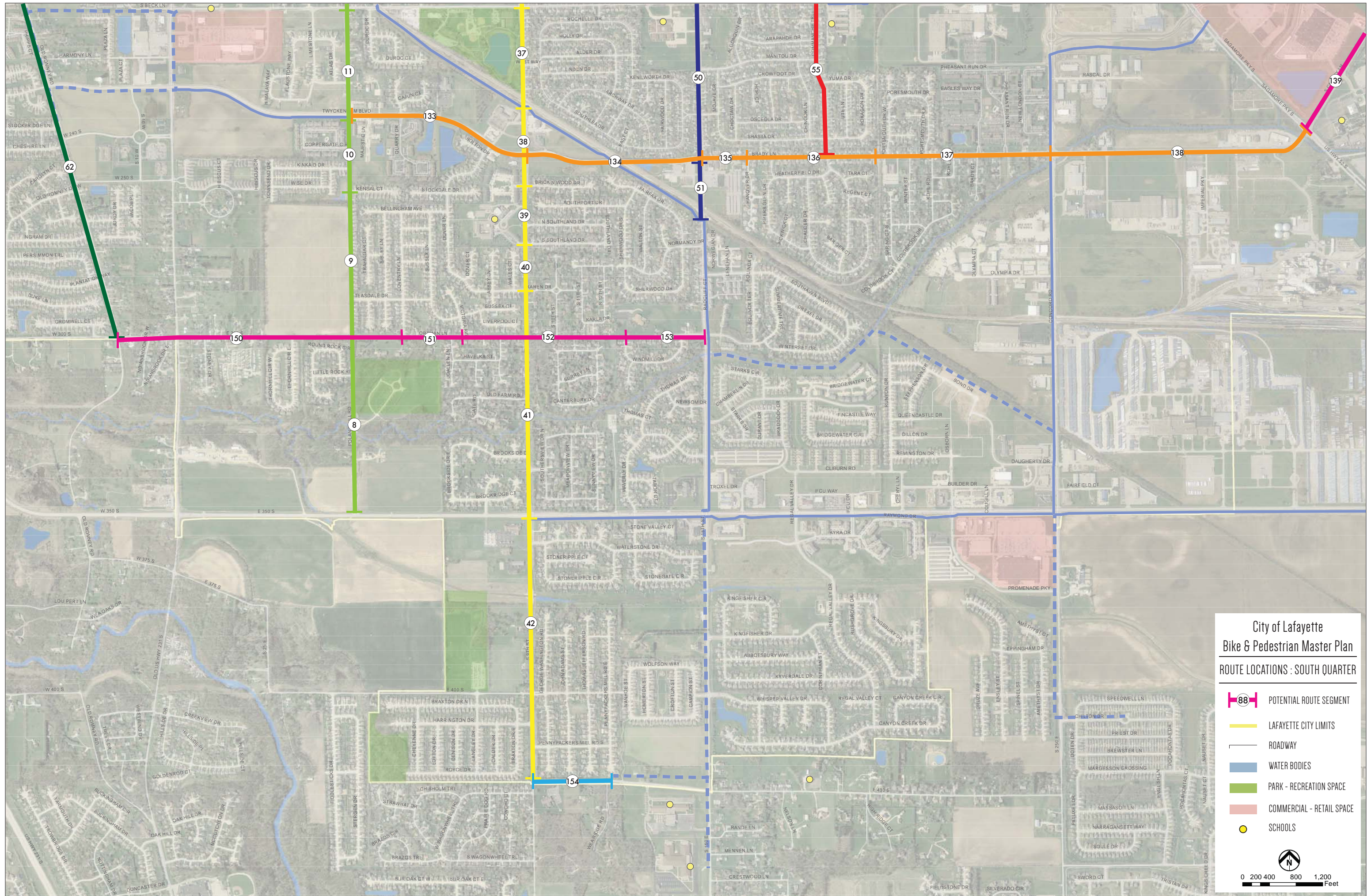
ROUTE LOCATIONS : EAST QUARTER

-  POTENTIAL ROUTE SEGMENT
-  LAFAYETTE CITY LIMITS
-  ROADWAY
-  WATER BODIES
-  PARK - RECREATION SPACE
-  COMMERCIAL - RETAIL SPACE
-  SCHOOLS



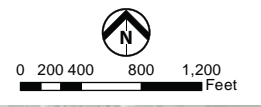






City of Lafayette
Bike & Pedestrian Master Plan
 ROUTE LOCATIONS : SOUTH QUARTER

- POTENTIAL ROUTE SEGMENT
- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS



Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE
1	3rd Street	Cincinnati Street	Brown Street	4139	N	2	12.5		11		30	3.00%	4	35.00%	50	5	0	0	0.344866	A	2.998708127	C
2	3rd Street	Brown Street	Main Street	4139	N	2	11		8		30	3.00%	4	65.00%	100	9	0	0	3.146116	C	1.92731771	B
3	3rd Street	Main Street	Columbia Street	4139	N	2	11		8		25	3.00%	4	95.00%	100	6	4	30	3.5404548	D	1.450029708	A
4	3rd Street	Columbia Street	South Street	4139	N	2	12.5		10		25	3.00%	4	50.00%	100	6	4	35	1.3292048	A	1.388099139	A
5	3rd Street	South Street	Alabama Street	4139	N	2	15		8		25	3.00%	4	60.00%	100	6	4	35	2.0554548	B	1.378923945	A
6	3rd Street	Alabama Street	Green Street	4139		1	10.5		8		25	3.00%	4	50.00%	100	4	3.5	40	2.8506304	C	1.928559122	B
7	3rd Street	Green Street	Kossuth Street	4139		1	17.5		0		25	2.00%	4	0.00%	100	5	4	0	2.5446834	C	2.35437866	B
8	Poland Hill	Ortman Lane	Vet. Memorial Pkwy	2546		1	12.5				35	1.00%	4	0.00%	0	0	0	0	3.2218764	C	5.796553453	F
9	Poland Hill	Kensal Ct.	Ortman Lane	2546		1	11				35	1.00%	4	0.00%	60	3.5	5.5	0	3.3981264	C	3.292847622	C
10	Poland Hill	Twyckenham Blvd.	Kensal Ct.	2546		1	15				35	1.00%	4	0.00%	100	4	3.5	0	2.8781264	C	2.561581635	C
11	Poland Hill	Beck Lane	Twyckenham Blvd.	2546		1	16				35	2.00%	4	0.00%	35	4	9	0	2.9066116	C	4.026218957	D
12	Poland Hill	Poland Lane	Beck Lane	2546		1	10				35	2.00%	4	0.00%	0	0	0	0	3.6866116	D	6.070350591	F
13	Poland Hill	Teal Rd	Poland Lane	2546		1	10				35	2.00%	4	0.00%	0	0	0	0	3.6866116	D	6.070350591	F
14	4th Street	Montifiore Street	Poland Hill Rd.	9780		1	11	3			30	2.00%	4	0.00%	0	0	0	0	3.2921656	C	6.549301657	F
15	4th Street	Central Ave.	Montifiore Street	9780		1	18				30	2.00%	4	0.00%	100	4	4	0	3.1171656	C	3.35021415	C
16	4th Street	Kossuth Street	Central Ave.	9780		1	11				30	2.00%	4	0.00%	100	4	3.5	0	4.1321656	D	3.606002959	D
17	4th Street	Romig Street	Kossuth Street	9780		1	18				30	2.00%	4	20.00%	100	4	3.5	0	3.4571656	C	3.348895504	C
18	4th Street	Alabama Street	Romig Street	9780		1	18		0		25	3.00%	4	20.00%	100	10	0	0	3.3678423	C	2.926439285	C
19	4th Street	Columbia Street	Alabama Street	7282		3	12		0		25	3.00%	4	0.00%	100	10	0	0	3.2213143	C	2.052740212	B
20	4th Street	Main Street	Columbia Street	7282		3	12		7.5		25	3.00%	4	80.00%	100	6	4	35	3.3363143	C	1.491849781	A
21	4th Street	Union Street	Main Street	7282		2	11		8		30	3.00%	4	60.00%	100	6	0	0	3.2875464	C	2.268199226	B
22	6th Street	Salem Street	North Street	3348		1	11				25	3.00%	4	60.00%	100	6	6	30	3.9793503	D	1.581863707	B
23	6th Street	North Street	South Street	3348		1	18				25	3.00%	4	70.00%	100	7	4	35	3.4993503	C	1.611213106	B
24	6th Street	South Street	Romig Street	3348		1	12				25	2.00%	4	60.00%	100	5	7	40	3.7884032	D	1.517862131	B
25	Lingle Ave.	Romig Street	Kossuth Street	3348		1	19				30	1.00%	4	5.00%	100	10	0	0	2.3206183	B	2.103391112	B
26	9th Street	N. City Limits	Sagamore Pkwy	3348		1	11	3	0		40	4.00%	4	0.00%	0	0	0	0	3.4252629	C	5.920781657	F
27	9th Street	Sagamore Pkwy	Duncan Street	7284		2	12				40	3.00%	4	0.00%	100	10	5	0	-1.801653	A	2.305949075	B
28	9th Street	Duncan Street	Canal Rd.	7284		2	12				40	3.00%	4	0.00%	90	5	5	0	-1.801653	A	2.739424512	C
29	9th Street	Canal Rd.	Greenbush Street	7533		1	12				40	3.00%	4	0.00%	50	5	0	0	4.3268143	D	4.405279159	D
30	9th Street	Greenbush Street	Salem Street	7533		1	12				25	3.00%	4	30.00%	100	4.5	4	50	4.1104919	D	2.455032224	B
31	9th Street	Salem Street	North Street	7533		1	12				25	3.00%	4	20.00%	100	8	0	0	4.0154919	D	2.808280984	C
32	9th Street	North Street	Columbia Street	7533		1	19				25	3.00%	4	20.00%	100	6	4	40	3.0704919	C	2.224546409	B
33	9th Street	Columbia Street	Kossuth Street	7533		1	18				25	3.00%	4	20.00%	100	5	3	40	3.2354919	C	2.406769781	B
34	9th Street	Kossuth Street	Cherokee Ave.	7533		1	17.5				35	3.00%	4	10.00%	100	4.5	2.5	0	3.5753049	D	3.122432698	C
35a	9th Street (north bound)	Cherokee Ave.	Teal Rd.	7533		1	18				35	3.00%	4	5.00%	0	0	0	0	3.4053049	C	6.052868626	F
35b	9th Street (south bound)	Cherokee Ave.	Teal Rd.	7533		1	13			5	35	3.00%	4	5.00%	0	0	0	0	2.4053049	B	6.052868626	F
36	9th Street	Teal Rd.	Beck Lane	7533		1	17				35	3.00%	4	0.50%	50	5	4	0	3.5000424	C	4.089184263	D
37	9th Street	Beck Lane	Railroad	7533		1	21				30	3.00%	4	10.00%	100	5	4	40	2.7811531	C	2.34806307	B
38	9th Street	Railroad	Brick N. Wood Dr.	7533		2	12				30	2.00%	4	0.00%	100	5	4	0	3.533896	D	2.593261034	C
39	9th Street	Brick N. Wood Dr.	Southland Dr.	7533		1	11				35	2.00%	4	0.00%	50	5	5	0	4.1315899	D	4.291369997	D
40	9th Street	Southland Dr.	Dover Lane	7533		1	10				35	2.00%	4	0.00%	50	6	13.5	0	4.2365899	D	4.230632707	D
41	9th Street	Dover Lane	Vet. Memorial Pkwy	7533		1	10				35	2.00%	3	0.00%	0	0	0	0	4.580076	E	6.774764341	F
42	9th Street	Vet. Memorial Pkwy	E 430 S.	7533		1	11	1			35	2.00%	4	0.00%	0	0	0	0	3.8915899	D	6.551055791	F
43	18th Street	Schuyler Ave.	Underwood Street	5098		1	14				35	3.00%	4	30.00%	100	4	4	0	4.1335993	D	2.956248334	C
44	18th Street	Underwood Street	Erie Street	5098		1	14				35	3.00%	4	30.00%	100	4	0	0	4.1335993	D	2.956248334	C

Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE
46	18th Street	Cason Street	Main Street	5098	N	1	17				35	3.00%	3	10.00%	100	5	4	0	3.8020854	D	2.744650467	C
47	18th Street	Main Street	Center Street	5098	N	1	13				35	3.00%	4	0.00%	0	0	0	0	3.8935993	D	6.108899638	F
48	18th Street	Center Street	Jeff North Drive	5098	N	1	19				30	4.00%	4	15.00%	100	4	4	0	3.242818	C	2.655370088	C
49	18th Street	Jeff North Drive	Teal Rd.	5098	N	2	11.5				30	4.00%	4	0.00%	100	5	8	0	3.7613924	D	2.439201886	B
50	18th Street	Teal Rd.	Brady lane	5098	N	1	20				35	3.00%	4	40.00%	100	6	4	0	3.4585993	C	2.577706613	C
51	18th Street	Brady Lane	Railroad	5098		2	12				35	3.00%	4	0.00%	100	5.5	0	0	3.6671737	D	2.501627429	B
52a	State Street	18th Street	Earl Rd.	3348		1	20				35	2.00%	4	15.00%	20	4	2.5	0	2.6141983	C	4.00649996	D
52b	State Street	Earl Rd.	26th Street	3348		1	17				35	2.00%	4	5.00%	0	0	0	0	2.9641983	C	5.531830674	F
53	26th Street	State Street	Teal Rd.	3348		1	15				35	3.00%	4	0.00%	0	0	0	0	3.4004133	C	5.686127403	F
54	Sequoia Drive	Teal Rd.	Beck Lane	3348		1	18				35	2.00%	4	20.00%	100	4	6.5	300	3.0454483	C	2.570375504	C
55	Commanche Trail	Beck Lane	Brady lane	2000		1	18				25	2.00%	4	20.00%	100	4.5	6	500	2.4271887	B	2.084411508	B
56	Summerfield Drive	Teal Rd.	Beck Lane	2200		1	18				35	1.00%	4	20.00%	100	4	6	500	2.6490708	C	2.408220504	B
57	America Street	Queen Street	Wabash Ave.	50		1	13.5				30	1.00%	4	10.00%	100	5	4	25	1.1191419	A	1.441522369	A
58	Wabash Ave.	America Street	Nealy Street	3348		1	15				35	5.00%	4	5.00%	100	4	6.5	0	3.923533	D	2.674505415	C
59	Wabash Ave.	Nealy Street	Old Tow Path Rd.	3348		1	16				35	5.00%	4	0.00%	2	10	0	0	3.694783	D	4.311162007	D
60	Wabash Ave.	Old Tow Path Rd.	Beck Lane	3348		1	11.5				35	5.00%	3	0.00%	0	0	0	0	4.6570191	E	6.012145188	F
61	Old Romney Rd	Beck Lane	Elston Rd.	3348		1	10				35	2.00%	4	5.00%	20	4	11.5	0	3.8741983	D	4.36837986	D
62	Old Romney Rd	Elston Rd.	Ortman Rd.	4500		1	10				40	2.00%	4	0.00%	0	0	0	0	4.068871	D	6.496353091	F
63	Schuyler Ave	Sagamore Pkwy	18th Street	8955		1	11				35	3.00%	4	0.00%	100	6	6	0	4.4192247	D	3.397118211	C
64	Schuyler Ave	18th Street	Underwood Street	8955		1	12.5				35	3.00%	3	5.00%	95	5.5	7.5	40	4.6477108	E	2.47567439	B
65	15th Street	Underwood Street	Greenbush Street	3348		1	12				35	2.00%	4	30.00%	100	5	6	45	3.9204483	D	1.85378274	B
66	Fannon Drive	Greenbush Street	Hartford Street	8119		1	14				40	4.00%	4	0.00%	50	5	0	0	4.3393857	D	4.418906606	D
67	Fannon Drive	Hartford Street	Salem Street	8119		2	11.5				40	4.00%	4	0.00%	50	5	0	0	4.3067101	D	3.932560011	D
68	3rd Street	Salem Street	Cincinnati Street	4139		1	12				30	4.00%	4	0.00%	0	0	0	0	3.9484122	D	5.941653291	F
69	Old US 231 / SR 25	Teal Rd.	Beck Lane	13290		1	12				40	4.00%	4	0.00%	0	0	0	0	4.8492378	E	7.514232041	F
70	Erie Street	Underwood Street	18th Street	2500		1	12.5				30	2.00%	4	0.00%	50	5	0	0	3.2643429	C	3.396712929	C
71	Erie Street	18th Street	Salem Street	3348		1	20				35	3.00%	4	0.00%	50	6	0	0	2.5254133	C	3.332688874	C
72	Erie Street	Salem Street	Cincinnati Street	3348		1	18				35	3.00%	4	0.00%	60	5	0	0	2.9054133	C	2.967407478	C
73	Erie Street	Cincinnati Street	Ferry Street	3348		1	14				35	2.00%	4	20.00%	90	5	2	0	3.6054483	D	2.843658935	C
74	Underwood Street	15th Street	17th Street	2738		1	14				25	2.00%	3	40.00%	100	5	3.5	400	3.7099137	D	2.266153984	B
75	Underwood Street	17th street	19th Street	2738		1	17				25	2.00%	3	40.00%	100	5	4	100	3.3649137	C	2.169439025	B
76	Underwood Street	19th Street	Erie Street	2738		1	15				25	2.00%	3	40.00%	100	4	8	500	3.6049137	D	2.345834811	B
77	Underwood Street	Erie Street	Sagamore Pkwy	2738		1	16.5				25	2.00%	4	40.00%	90	4	5	700	3.0851776	C	2.543286101	C
78	Greenbush Street	9th Street	12th Street	8119		1	12				22	3.00%	4	0.00%	50	4	0	0	3.4822881	C	4.165015748	D
79	Greenbush Street	12th Street	Erie Street	8119		1	17.5				35	3.00%	4	20.00%	100	4.5	3	0	3.7732861	D	3.20456705	C
80	Greenbush Street	Erie Street	Elmwood Ave.	8119		1	12				35	3.00%	4	0.00%	60	4.5	0	0	4.2545361	D	3.895385782	D
81	Greenbush Street	Elmwood Ave.	Sagamore Pkwy	8119		1	20				35	3.00%	4	20.00%	80	4	3.5	0	3.3545361	C	3.430090979	C
82	Salem Street	Union Street	Erie Street	8639		2	13				25	4.00%	4	5.00%	100	5.5	5.5	225	3.5994229	D	2.477690532	B
83	Salem Street	Erie Street	14th Street	8639		2	20				25	4.00%	4	35.00%	100	6	0	0	3.0194229	C	2.228014498	B
84	Salem Street	14th Street	10th Street	8639		2	12				25	4.00%	4	20.00%	100	4.5	6	50	3.8806729	D	1.780668924	B
85	Salem Street	10th Street	Fannon Drive	8639		2	18.5				25	4.00%	4	30.00%	100	5	0	0	3.1794229	C	2.347782152	B
86	Union Street	RR Overpass	21st Street	9587		2	17				35	4.00%	4	40.00%	100	4.5	3	0	4.0788194	D	2.74960222	C
87	Union Street	21st Street	Sagamore Pkwy	6890		1	11				35	4.00%	4	0.00%	100	6	0	0	4.5027642	D	3.105436961	C
88	Union Street	Sagamore Pkwy	Creasy Lane	6890		2	11				35	3.00%	4	0.00%	95	6	0	0	3.9348936	D	2.618830711	C
89	Ferry Street	2nd Street	6th Street	3348		1	19				25	3.00%	4	80.00%	100	6	4	150	3.4993503	C	2.115706075	B

Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE
92	Ferry Street	Perrin Ave.	18th Street	3348	N	1	19				25	2.00%	4	40.00%	100	5	6.5	60	2.8434032	C	1.447289873	A
93	Ferry Street	18th Street	22nd Street	3348	N	1	15				25	2.00%	4	20.00%	100	4.5	4	0	3.1234032	C	2.373120759	B
94	Ferry Street	22nd Street	Earl Ave.	3348	N	1	17				35	3.00%	4	10.00%	95	4.5	4	200	3.2454133	C	2.54736399	C
95	Main Street	2nd Street	11th Street	5098	N	1	20				25	3.00%	4	80.00%	100	6	4	40	3.5975362	D	1.85986831	B
96	Main Street	11th Street	Perrin Ave.	5098	N	1	18				25	3.00%	4	20.00%	100	6	4	250	3.0375362	C	2.394270627	B
97	Main Street	Perrin Ave.	Columbia Street	5098		1	19				25	3.00%	4	40.00%	100	6	3	0	3.1925362	C	2.365108377	B
98a	Main Street	Columbia Street	25th Street	9902		1	18				25	4.00%	4	15.00%	100	6	4	200	3.4400286	C	3.073119425	C
98b	Main Street	25th Street	Earl Ave.	9902		1	18				35	4.00%	4	15.00%	100	6	4	200	3.9303856	D	3.313119425	C
99	Main Street	Earl Ave.	Sagamore Pkwy.	9902		2	11				35	5.00%	4	0.00%	10	5	0	0	4.5681348	E	4.926662497	E
100	Main Street	Sagamore Pkwy.	Creasy Lane	17849		2	12				40	5.00%	4	0.00%	0	0	0	0	4.8997961	E	6.897605166	F
101	Columbia Street	2nd Street	6th Street	14000		2	10		8		25	4.00%	4	90.00%	100	6	4	40	4.3054375	D	2.165422439	B
102	Columbia Street	6th Street	Main Street	12000		2	12				25	4.00%	4	50.00%	100	6	5	30	4.3022831	D	2.03767804	B
103	South Street	2nd Street	6th Street	13000		3	13				25	4.00%	4	0.00%	100	10	0	0	3.537294	D	2.293090791	B
104	South Street	6th Street	11th Street	12360		2	12				25	4.00%	4	30.00%	100	6	5	40	4.1572694	D	2.063868361	B
105	South Street	11th Street	13th Street	12300		2	19				25	4.00%	4	60.00%	100	5	6	40	3.7148023	D	1.886255476	B
106	South Street	13th Street	Main Street	12300		2	11				25	4.00%	4	30.00%	100	5	6	40	4.2398023	D	2.028077963	B
107	South Street	Main Street	Earl Ave.	15250		1	12				35	4.00%	4	10.00%	100	5	6	35	4.9055799	E	3.535675411	D
108	South Street	Earl Ave.	Sagamore Pkwy.	19147		2	10				35	4.00%	4	0.00%	100	7	0	0	4.7745305	E	3.447752063	C
109	South Street	Sagamore Pkwy.	Park E. Blvd.	35700		2	11	10			45	5.00%	4	0.00%	0	0	0	0	1.2809947	A	7.641683469	F
110	South Street	Park E. Blvd	Vet. Memorial Pkwy	23500		3	12				45	5.00%	4	0.00%	0	0	0	0	4.9484217	E	6.913477874	F
111	Smith Street	Existing Trail	3rd Street	50		1	16				30	2.00%	4	40.00%	100	5	4	50	1.3421972	A	1.388075335	A
112	Kossuth Street	3rd Street	4th Street	3000		1	18				30	2.00%	4	5.00%	50	4.5	4	0	2.6067799	C	3.336606566	C
113	Kossuth Street	4th Street	9th Street	5671		1	11				30	2.00%	4	15.00%	100	4	6	40	4.0096137	D	2.134161378	B
114	Kossuth Street	9th Street	Main Street	5671		1	11.5				30	2.00%	4	30.00%	100	4	4	50	4.0996137	D	2.353202659	B
115	Kossuth Street	Main Street	Earl Ave.	5671		1	19				30	2.00%	4	25.00%	100	4	5	200	3.0996137	C	2.735664602	C
116	Kossuth Street	Earl Ave.	Sagamore Pkwy.	5671		1	20				30	5.00%	4	0.00%	100	5	0	0	3.0334754	C	2.606387249	C
117	Kossuth Street	Sagamore Pkwy.	Farabee Dr.	5671		1	12				35	5.00%	4	0.00%	0	0	0	0	4.5219732	E	6.288048291	F
118	Farabee Dr.	South Street	Kossuth Street	5671		1	15				30	5.00%	4	0.00%	50	6	0	0	3.9084754	D	3.674653946	D
119	Central Street	4th Street	Highland Ave.	1500		1	15				25	1.00%	3	20.00%	100	5	10	90	2.9350769	C	2.059500573	B
120	Central Street	Highland Ave.	9th Street	1500		1	14				25	1.00%	4	20.00%	100	4	4	70	2.7165908	C	1.597139682	B
121	Central Street	9th Street	14th Street	1500		1	12.5				25	1.00%	4	40.00%	100	4	5	50	3.0753408	C	1.512455531	B
122	Central Street	14th Street	18th Street	1500		1	12				25	1.00%	4	30.00%	100	5	7	40	3.0315908	C	1.257852081	A
123	Teal Rd / SR 25	4th Street	Bennett Rd.	13290		1	12				30	5.00%	4	0.00%	0	0	0	0	4.7452602	E	7.234232041	F
124	Teal Rd / SR 25	Bennett Rd.	9th Street	13290		1	11.5				30	5.00%	4	0.00%	0	0	0	0	4.8040102	E	7.286452688	F
125	Teal Rd / SR 25	9th Street	18th Street	17018		1	20				30	5.00%	3	5.00%	60	4	4	0	4.0328569	D	4.808013161	E
126	Teal Rd / SR 25	18th Street	22nd Street	17018		2	12				35	5.00%	3	0.00%	100	4.5	6.5	0	5.0711791	E	3.450473282	C
127	Teal Rd / SR 25	22nd Street	26th Street	17018		2	12				35	5.00%	3	0.00%	50	4	7.5	0	5.0711791	E	4.516503248	E
128	Teal Rd / SR 25	26th Street	Sagamore Pkwy.	17018		2	12	10			35	5.00%	3	0.00%	0	0	0	0	0.6711791	A	5.94518716	F
129	Beck Lane	Old Us 231	Pay Less East Entr.	4334		1	12	12			25	3.00%	4	0.00%	50	4	8	0	-2.244779	A	3.287491212	C
130	Beck Lane	Pay Less East Entr.	Poland Hill Rd.	4334		1	13				25	3.00%	4	0.00%	50	4	11	0	3.390221	C	3.648074663	D
131	Beck Lane	Poland Hill Rd.	9th Street	4334		1	16				25	3.00%	4	0.00%	50	4.5	6.5	0	2.955221	C	3.480070908	C
132	Beck Lane	9th Street	Sequoia Dr.	4334		1	17.5				25	3.00%	4	30.00%	100	3.5	6	300	3.183971	C	2.549803638	C
133	Twyckenham Blvd.	Poland Hill Rd.	9th Street	6848		2	10.5				35	3.00%	4	0.00%	65	3.5	3	40	3.9855436	D	2.878253273	C
134	Twyckenham Blvd.	9th Street	18th Street	6848		2	10.5				35	3.00%	4	0.00%	100	6	0	0	3.9855436	D	2.632930105	C
135	Brady Lane	18th Street	Hanover	6848		1	22				30	3.00%	4	20.00%	100	5	0	0	2.7328174	C	2.715112339	C

Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE
139	Creasy Lane	Sagamore Pkwy	Amelia Ave.	12841	N	2	13				40	4.00%	5		100	4	4		4.1964022	D	3.332792788	C
140	Creasy Lane	Amelia Ave.	Harper Dr.	12841	N	2	9.5				40	5.00%	5		100	5	4.5		4.8426038	E	3.340437672	C
141	Creasy Lane	Harper Dr.	Fortune Dr.	12841	N	2	12				40	5.00%	5		50	5	4.5		4.5738538	E	4.248138534	D
142	Creasy Lane	Fortune Dr.	Rome Dr.	12841	N	2	10				40	5.00%	5		75	5	4	40	4.7938538	E	2.948866728	C
143	Creasy Lane	Rome Dr.	Kensington Dr.	12841	N	2	10				35	3.00%	5		100	6	0		4.1965527	D	3.073492082	C
144	Creasy Lane	Kensington Dr.	Greenbush Street	12841		2	10				35	2.00%	5		100	6			3.9965876	D	3.073492082	C
145a	Shenandoah Dr.	Greenbush Street	Union Street	2000		1	16.5				22	2.00%	4		100	4.5	6		2.0481476	B	2.077490133	B
145b	Shenandoah Dr.	Union Street	South Street	3000		1	16				30	2.00%	5		100	4	6		2.6990449	C	2.460346457	B
146	McCarty Lane	Main Street / SR 38	Navco Dr.	6848		2	11				35	5.00%	4		50	5			4.3811633	D	3.710973747	D
147	McCarty Lane	Navco Dr.	Landmark Dr.	6848		2	11				35	4.00%	4		50	5			4.1482385	D	3.710973747	D
148	McCarty Lane	Landmark Dr.	Sickle Ct.	6848		2	10				35	3.00%	5		100	6	4.5		3.8778086	D	2.650236457	C
149	McCarty Lane	Sickle Ct.	Vet. Memorial Pkwy	6848		2	12				35	3.00%	5		50	4	4		3.6578086	D	3.798246998	D
150	Ortman Lane	Old Romney Rd.	Coventry Lane	2508		1	10				35	1.00%	3						3.8389883	D	6.064983091	F
151	Ortman Lane	Coventry Lane	Victoria Ave.	2508		1	10				35	1.00%	3		50	3.5	11.5		3.8389883	D	3.831581904	D
152	Ortman Lane	Victoria Ave.	Windmill Dr.	2508		1	10				35	1.00%	3						3.8389883	D	6.064983091	F
153	Ortman Lane	Windmill Dr.	18th Street	2508		1	11				35	1.00%	3		70	4	4		3.7339883	D	3.208832959	C
154	E 430 S.	9th Street	Wea Ridge Rd.	1000		1	13				30	2.00%	5		50	6.5			2.5770485	C	3.041877229	C
155	Logan Ave.	9th Street	18th Street	5098		1	9.5			5	25	3.00%	4						2.4162862	B	5.734912107	F
156	Concord	Teal Rd. / SR 25	Maple Point Dr.	6848		1	11				35	7.00%	5		50	12	2.5		5.088893	E	3.983175299	D
157	Williams Street	Queens Street	Wabash Avenue	50	Y	1	14				30	2.00%	4		50	5	4	30	-1.808956	A	2.431322102	B
158	Williams Street	Wabash Avenue	1st Street	100	Y	1	12				30	3.00%	4		50	5	4		-0.218489	A	3.075367909	C
159	13th Street	Burroughs Street	Greenbush Street	2000	Y	1	20				30	1.00%	4	40.00%	100	4	3		0.3906538	A	2.184532102	B
160	24th Street	Main Street / SR 38	Earl Avenue	1500		1	10				25	1.00%	4	10.00%	15	5			3.0315908	C	4.235638566	D
161	Central Street	18th Street	24th Street	1500	Y	1	11				25	1.00%	3	10.00%	100	5	3		2.3562488	B	2.198476428	B
162	26th Street	Union Street	Sunnyside MS Dr. N	4000		1	12				22	2.00%	5	40.00%	70	6			3.2818382	C	2.864753273	C
163	26th Street	Sunnyside MS Dr. N	Sunnyside MS Dr. S	4000		1	12				22	2.00%	5	40.00%	70	6			3.2818382	C	2.864753273	C
164	26th Street	Sunnyside MS Dr. S	Cason Street	4000		1	12				22	2.00%	5	40.00%	70	6			3.2818382	C	2.864753273	C
165	26th Street	Cason Street	Ferry Street	4000		1	12				22	2.00%	5	20.00%	100	6			3.1018382	C	2.366070504	B
166	22nd Street	State Street	Kossuth Street	2000	Y	1	12				25	1.00%	4	20.00%	100	5	4	100	2.3024456	B	2.232321125	B
167	14th Street	Warren Drive	Logan Avenue	1000	Y	1	14				25	1.00%	5	30.00%					0.760785	A	5.193879321	E
168	14th Street	Logan Avenue	Kossuth Street	3300	Y	1	14				25	1.00%	5	20.00%	100	5	4		2.6333412	C	2.346878935	B
169	14th Street	Kossuth Street	Congress Street	1000	N	1	13				25	2.00%	5	20.00%	90	4.5	3		2.5917781	C	2.361669375	B
170	Valley Street	Congress Street	Digby Drive	1000	N	1	11	3			22	0.00%	5				20		1.3092911	A	5.142726657	E
171	10th Street	Digby Drive	South Street	1000	N	1	18.5				25	1.00%	4		40	10			1.51977	B	2.67457122	C
172	5th Street	Abandoned Rail Corridor	New York Street	1000	Y	1	17				25	1.00%	5	40.00%	100	4.5	3	40	-0.243278	A	1.540156298	B
173	5th Street	New York Street	Columbia Street	3000	N	1	18.5				25	1.00%	4	40.00%	100	8	3	40	2.7367664	B	1.626617279	B
174	5th Street	Columbia Street	Main Street	3000	Y	1	15		8		25	2.00%	4	80.00%	100	8	3	25	1.7599471	B	1.541151607	B
175	5th Street	Main Street / SR 38	Union Street	3000	N	1	18.5				25	2.00%	4	60.00%	100	4	4	30	3.1315096	C	1.710388382	B
176	Owen Street	4th Street	9th Street	1500	N	1	15				25	2.00%	4	10.00%	100	5	6	50	2.5813339	C	1.299537251	A
177	20th Street	Underwood Street	Schuyler Avenue	1500	Y	1	15				22	1.00%	4	40.00%	100	5	8	50	1.11209	A	1.066473897	A
178	Summer Street	Concord Road	30th Street	4000	N	1	10	4			25	7.00%	4						3.2303884	C	5.622876657	F
179	30th Street	Summer Street	Teal Street	5000	N	1	11	5			25	7.00%	4						2.7585222	C	5.600283638	F
180	Asher Street	Main Street	Ferry Street	2000	Y	1	17.5				25	1.00%	4	15.00%	100	5	5		0.5196331	A	2.051325005	B
181	Romig Street	3rd Street	Lingle Ave.	2000	Y	1	18				25	2.00%	4	30.00%	95	5			0.8271887	A	2.035186045	B
182	Cincinnati Street	3rd Street	6th Street	2500	Y	1	17				25	2.00%	4	15.00%	100	5	3		1.4277444	A	2.137372531	B
183	Elmwood	Greenbush Street	Underwood Street	5098	Y	1	15				23	2.00%	4	5.00%	100	4	4		2.9643227	C	2.643292915	C
																			#DIV/0!	#DIV/0!	#NUM!	#NUM!
																			#DIV/0!	#DIV/0!	#NUM!	#NUM!
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																			#DIV/0!	#DIV/0!	#NUM!	#NUM!

Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE
184	26th Street	Ferry Street	South Street	3348	N	1	17				25	2.00%	4	0.00%	100	5	5		2.5234032	C	2.258084076	B
185	26th Street	South Street	Wallace Avenue	3348	Y	1	18				25	2.00%	4	30.00%	100	5	5		2.3602615	B	2.225591045	B
186	26th Street	Wallace Avenue	Main Street	3348	Y	1	14				25	2.00%	4	20.00%	100	4	0		2.9485256	C	2.469798879	B
187	Earl Ave.	Union Street	South Street	6848	N	1	12	2			35	4.00%	4	0.00%	100	6	0		3.8246641	D	3.001813632	C
188	Earl Ave.	South Street	Kossuth Street	6848	N	1	10.5	2			35	4.00%	4	0.00%	100	10	7		4.0534141	D	2.902638499	C
189	Earl Ave.	Kossuth Street	State Street	6848	N	1	10.5	2			35	4.00%	4	0.00%	100	9	2		4.0534141	D	2.911330389	C
																			#DIV/0!	#DIV/0!	#NUM!	#NUM!
																			#DIV/0!	#DIV/0!	#NUM!	#NUM!
																			#DIV/0!	#DIV/0!	#NUM!	#NUM!
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Bicycle Level of Service (BLOS) is a nationally-used measure of on-road bicyclists comfort level as a function of a roadway's geometry and traffic conditions.

BLOS A-B: Adequate for casual bicycle riders.
BLOS C-F: Only expert bicycle rides.

City of Lafayette Bike & Pedestrian Master Plan

EXISTING
 BLOS MAP : NORTH QUARTER



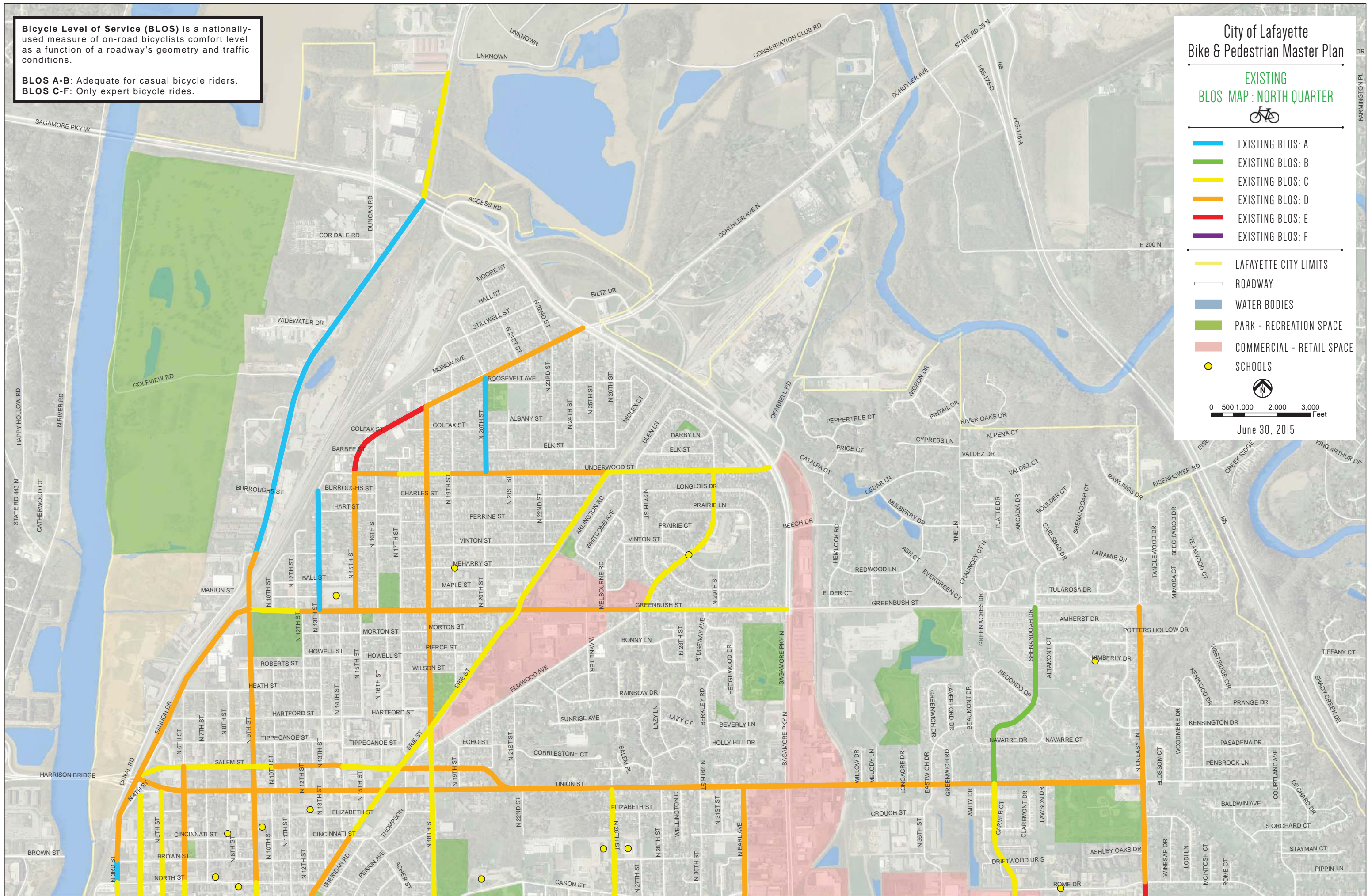
- EXISTING BLOS: A
- EXISTING BLOS: B
- EXISTING BLOS: C
- EXISTING BLOS: D
- EXISTING BLOS: E
- EXISTING BLOS: F

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS



0 500 1,000 2,000 3,000
 Feet

June 30, 2015



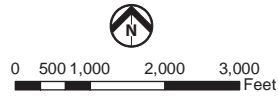
City of Lafayette Bike & Pedestrian Master Plan

EXISTING BLOS MAP : WEST QUARTER



- EXISTING BLOS: A
- EXISTING BLOS: B
- EXISTING BLOS: C
- EXISTING BLOS: D
- EXISTING BLOS: E
- EXISTING BLOS: F

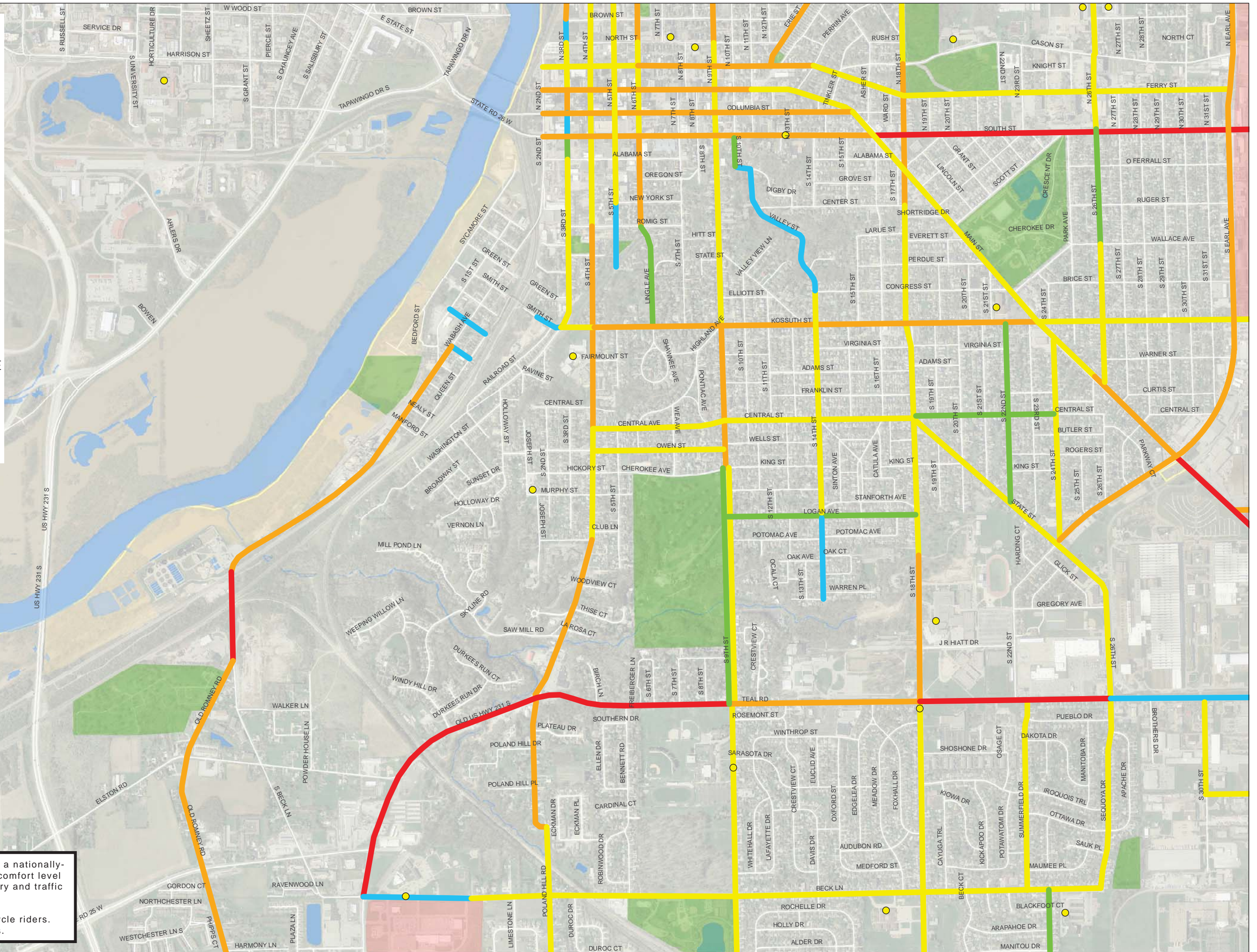
- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
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June 30, 2015

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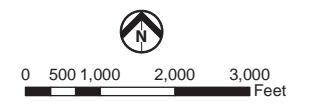


City of Lafayette Bike & Pedestrian Master Plan

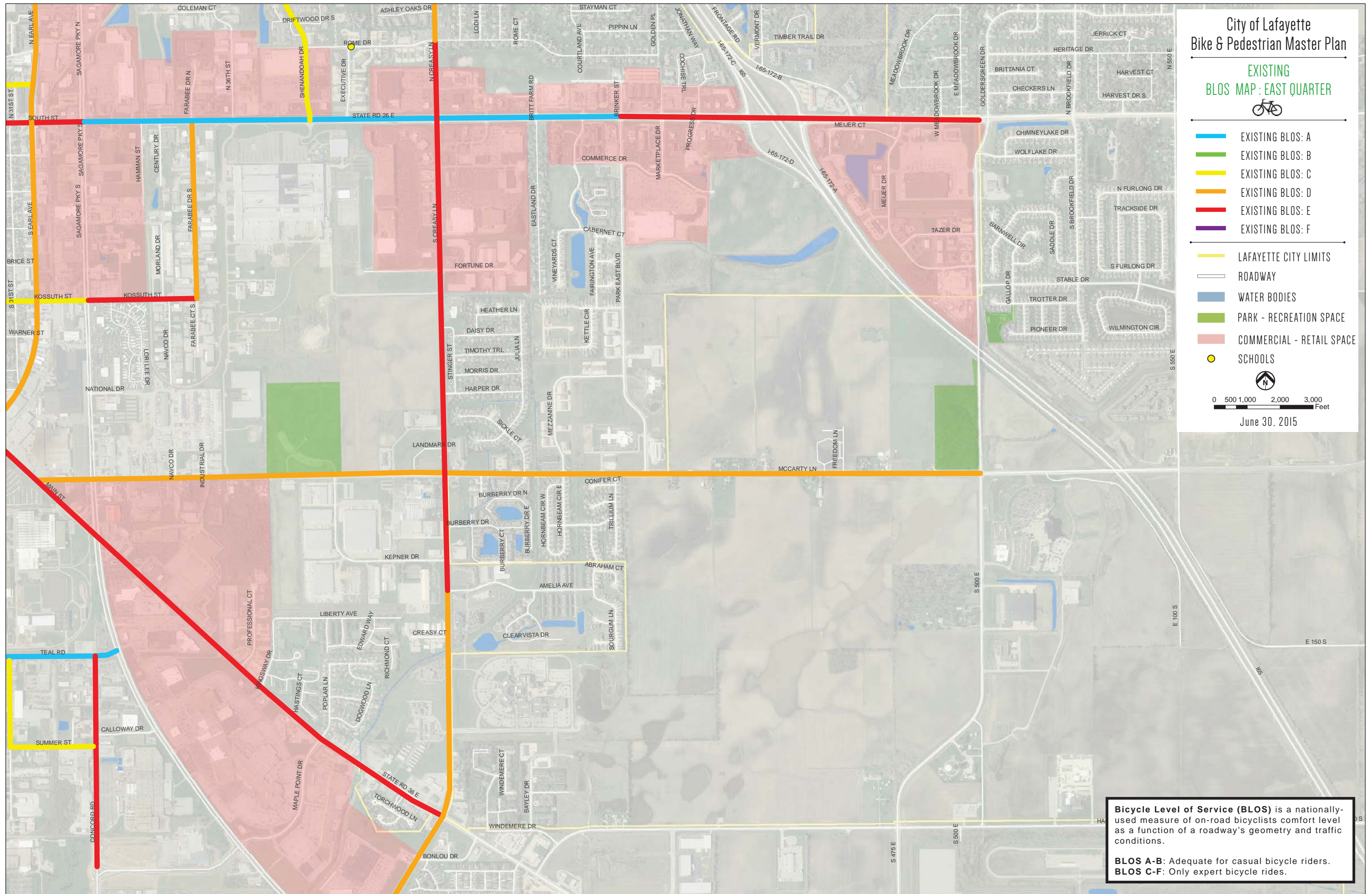
EXISTING BLOS MAP: EAST QUARTER



- █ EXISTING BLOS: A
- █ EXISTING BLOS: B
- █ EXISTING BLOS: C
- █ EXISTING BLOS: D
- █ EXISTING BLOS: E
- █ EXISTING BLOS: F
- █ LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS

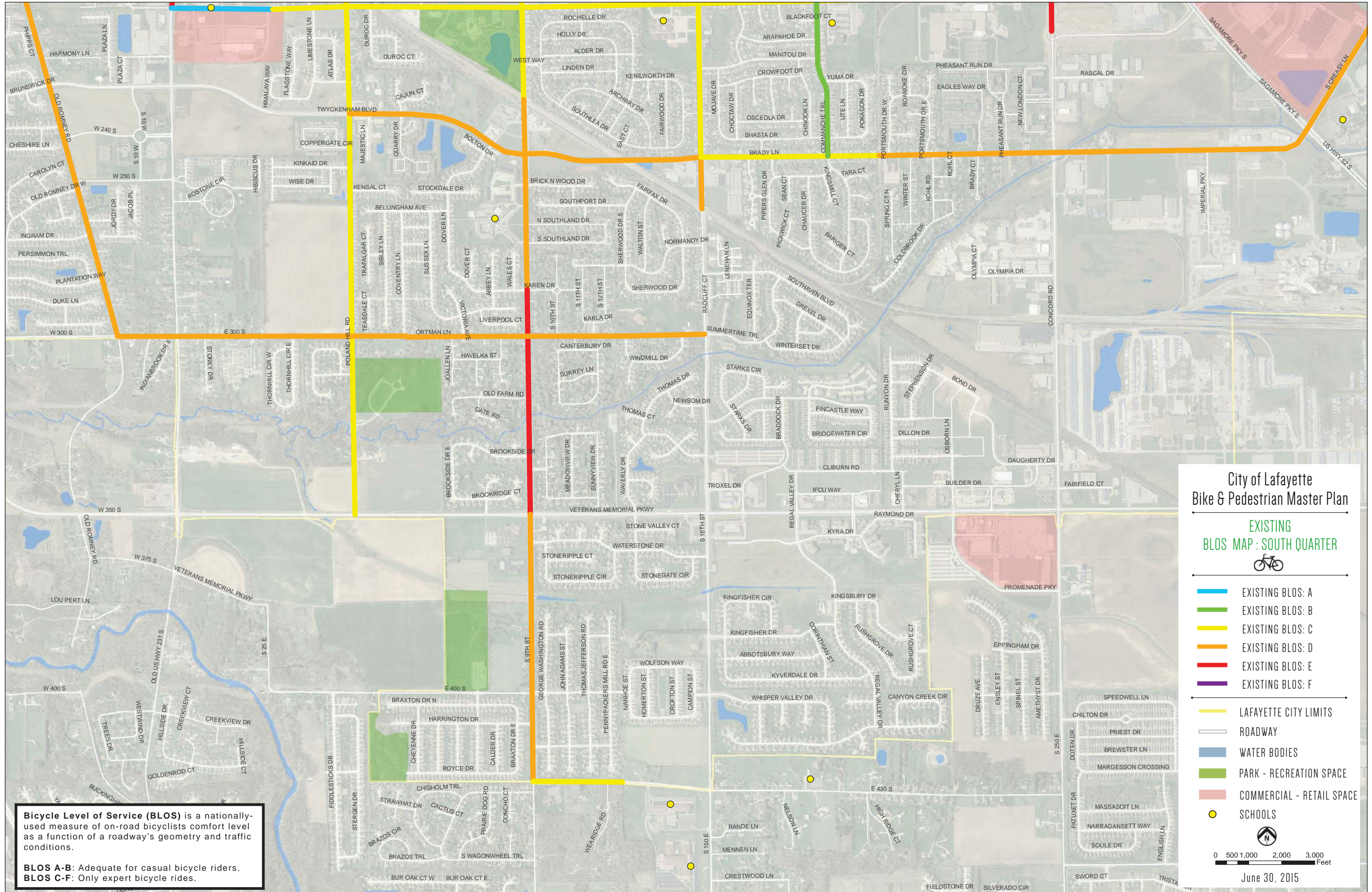


June 30, 2015



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City of Lafayette Bike & Pedestrian Master Plan

EXISTING
BLOS MAP : SOUTH QUARTER

- EXISTING BLOS: A
- EXISTING BLOS: B
- EXISTING BLOS: C
- EXISTING BLOS: D
- EXISTING BLOS: E
- EXISTING BLOS: F

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS

0 500 1,000 2,000 3,000 Feet

June 30, 2015

Pedestrian Level of Service (PLOS) calculations measure how well roadways accommodate pedestrian travel and disclose the walkers' perception of comfort and safety in the roadside environment.

PLOS A-B: Adequate for the average pedestrian.
 PLOS C-F: Not adequate for the average pedestrian.

City of Lafayette Bike & Pedestrian Master Plan

EXISTING
PLOS MAP: NORTH QUARTER



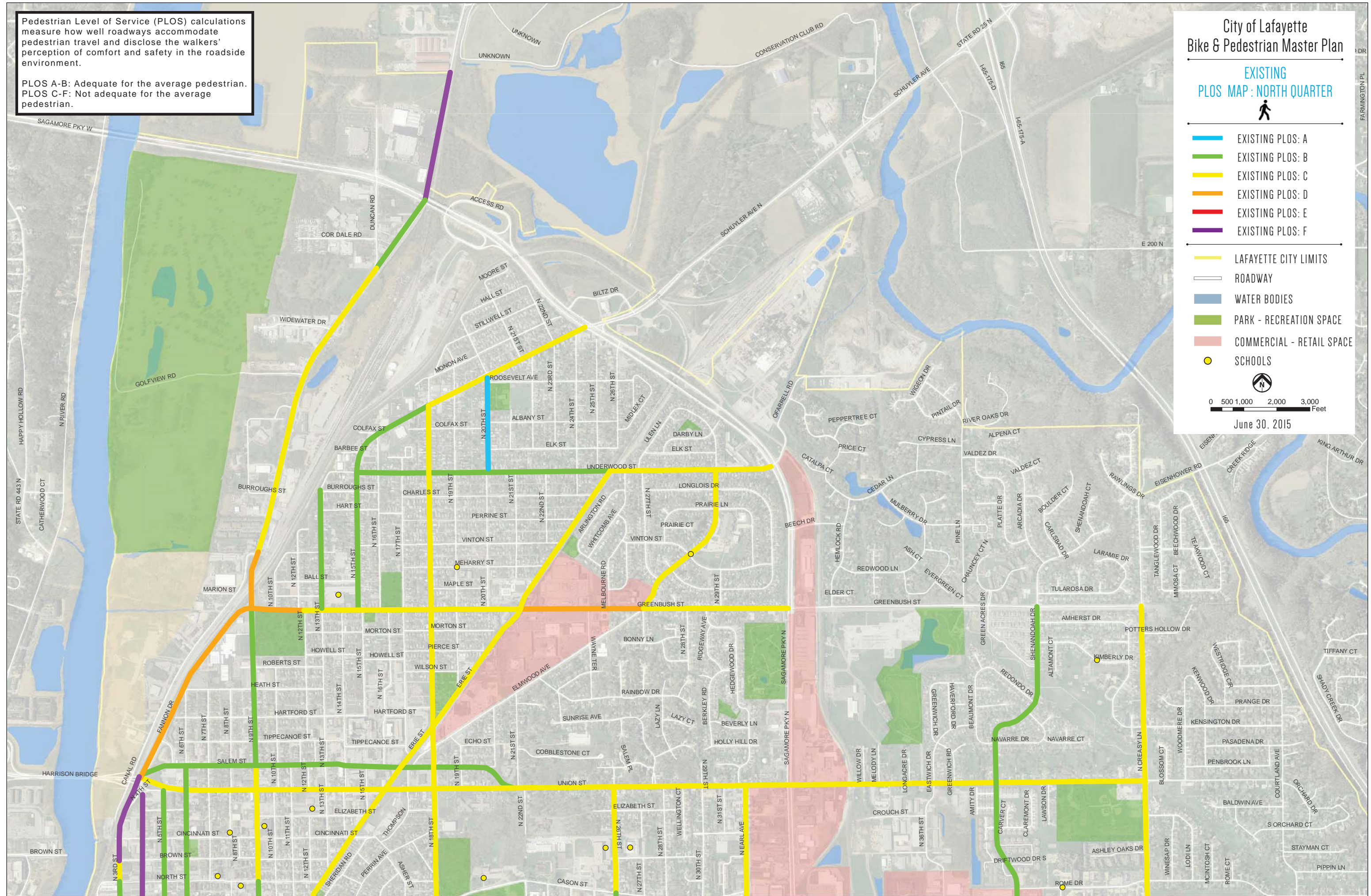
- █ EXISTING PLOS: A
- █ EXISTING PLOS: B
- █ EXISTING PLOS: C
- █ EXISTING PLOS: D
- █ EXISTING PLOS: E
- █ EXISTING PLOS: F

- █ LAFAYETTE CITY LIMITS
- █ ROADWAY
- █ WATER BODIES
- █ PARK - RECREATION SPACE
- █ COMMERCIAL - RETAIL SPACE
- SCHOOLS



0 500 1,000 2,000 3,000 Feet

June 30, 2015

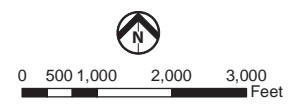


City of Lafayette Bike & Pedestrian Master Plan

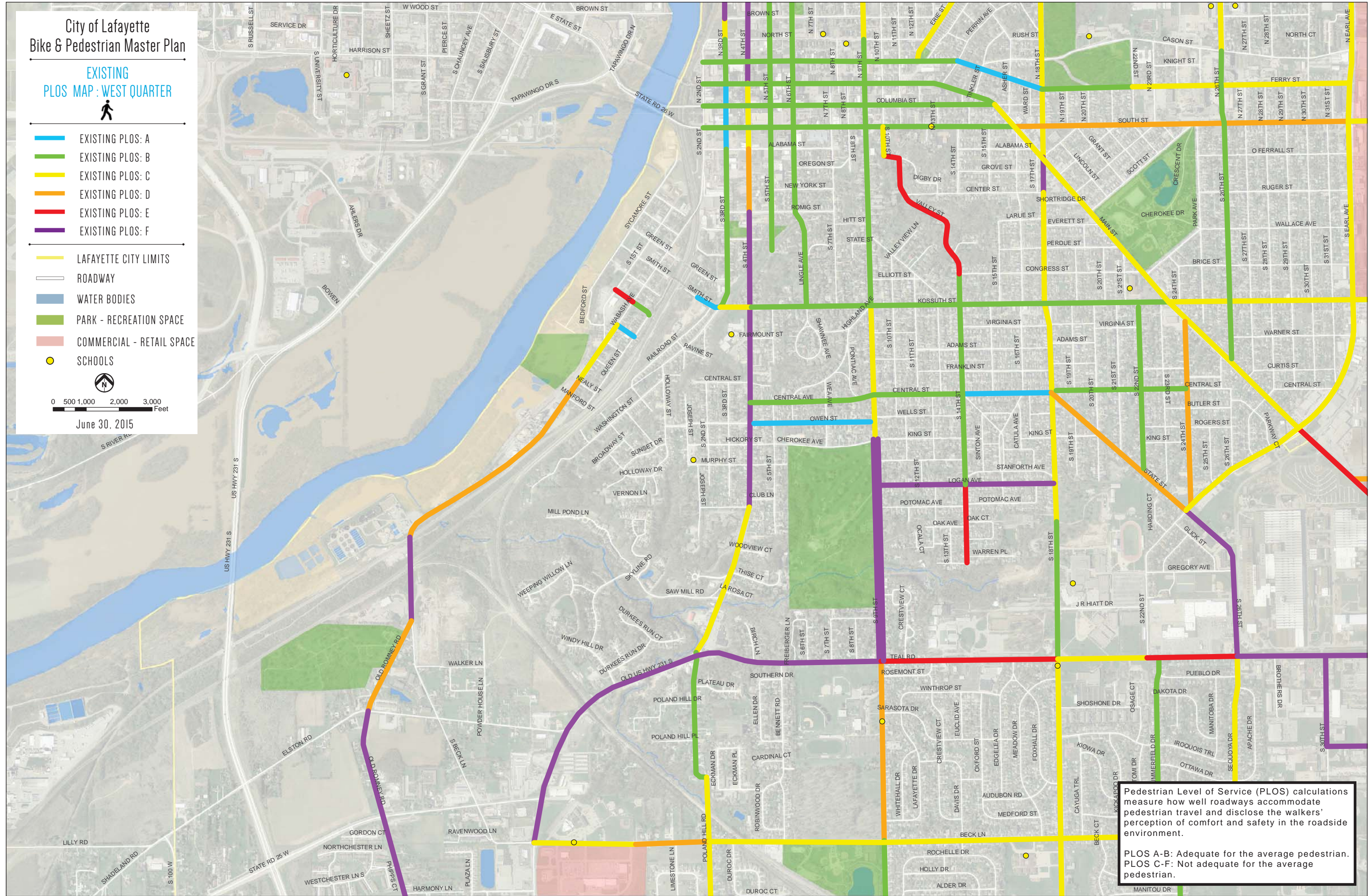
EXISTING PLOS MAP : WEST QUARTER



- EXISTING PLOS: A
- EXISTING PLOS: B
- EXISTING PLOS: C
- EXISTING PLOS: D
- EXISTING PLOS: E
- EXISTING PLOS: F
- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
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- SCHOOLS

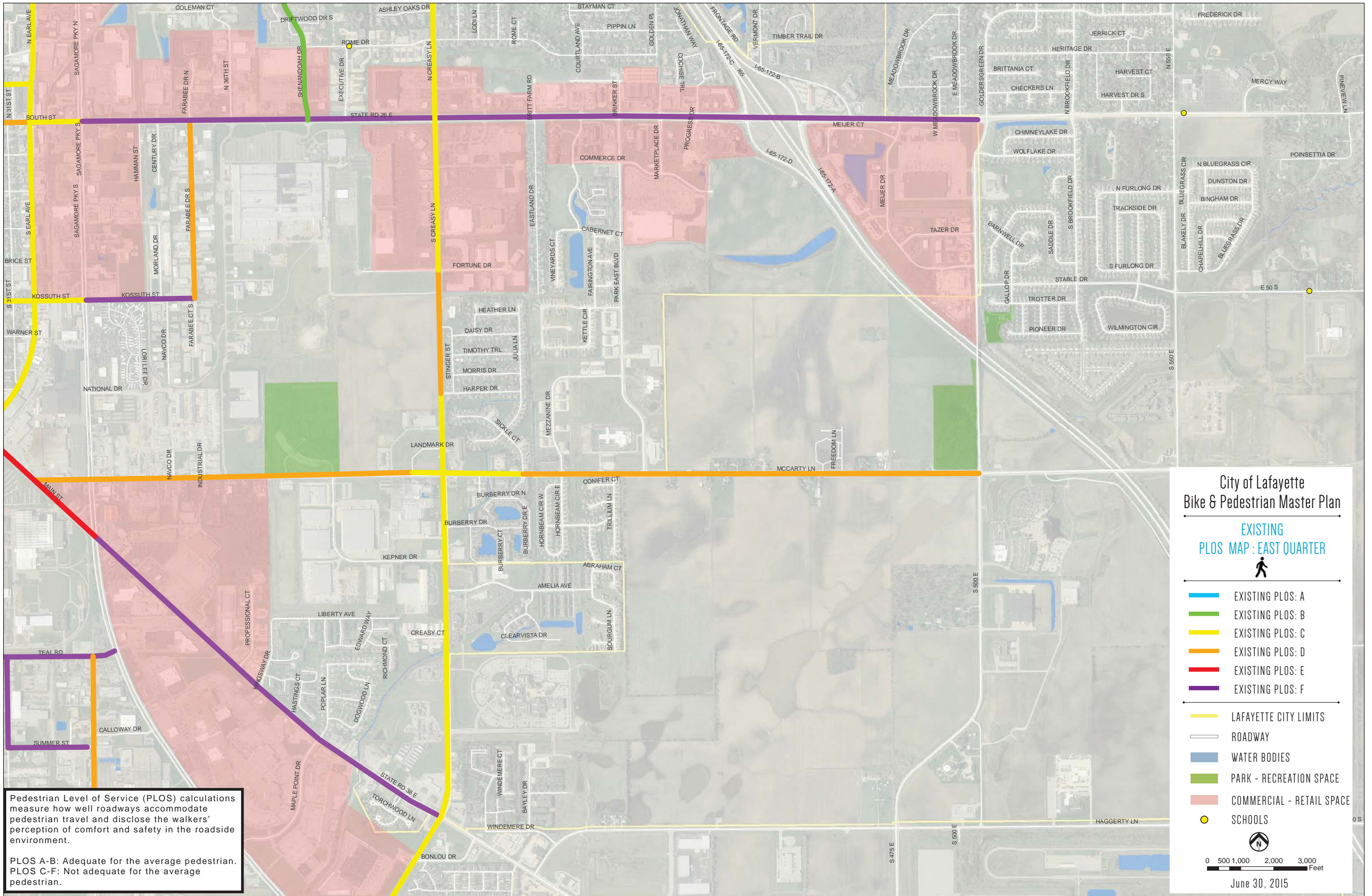


June 30, 2015



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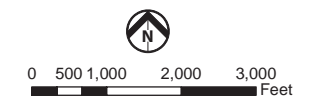
City of Lafayette
Bike & Pedestrian Master Plan

EXISTING
PLOS MAP : EAST QUARTER



- █ EXISTING PLOS: A
- █ EXISTING PLOS: B
- █ EXISTING PLOS: C
- █ EXISTING PLOS: D
- █ EXISTING PLOS: E
- █ EXISTING PLOS: F

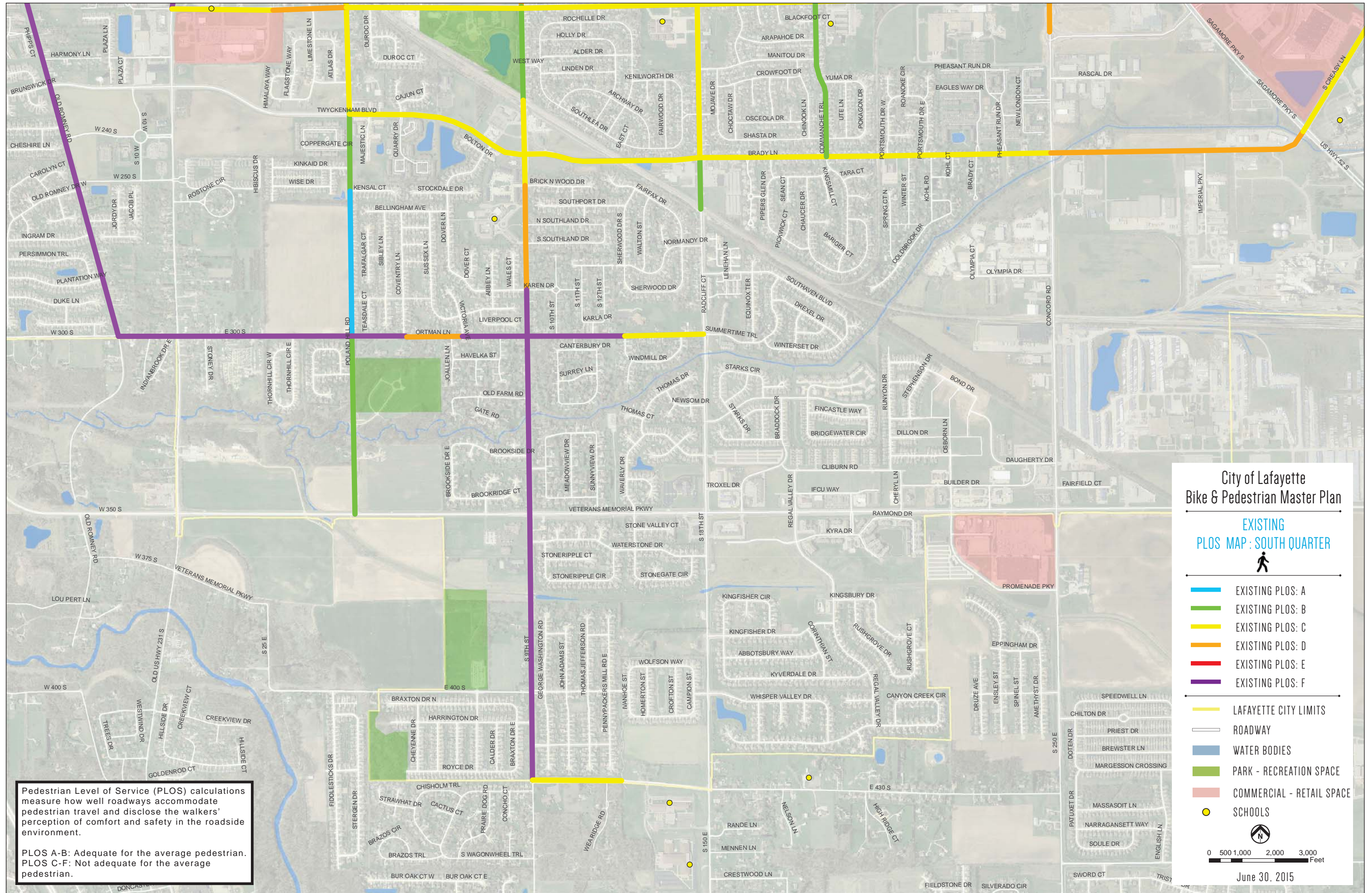
- █ LAFAYETTE CITY LIMITS
- █ ROADWAY
- █ WATER BODIES
- █ PARK - RECREATION SPACE
- █ COMMERCIAL - RETAIL SPACE
- SCHOOLS



June 30, 2015

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City of Lafayette
Bike & Pedestrian Master Plan

EXISTING
PLOS MAP : SOUTH QUARTER



- █ EXISTING PLOS: A
- █ EXISTING PLOS: B
- █ EXISTING PLOS: C
- █ EXISTING PLOS: D
- █ EXISTING PLOS: E
- █ EXISTING PLOS: F

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
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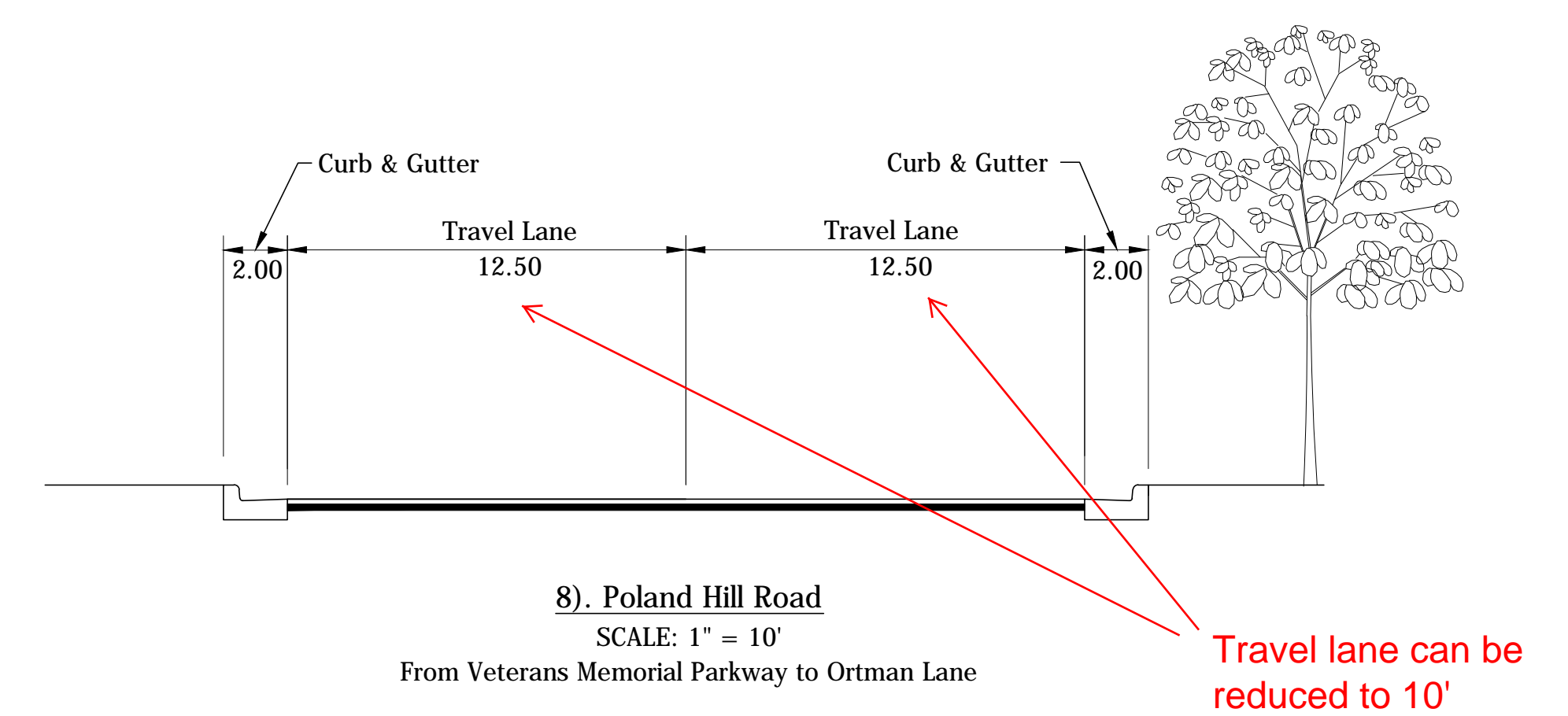
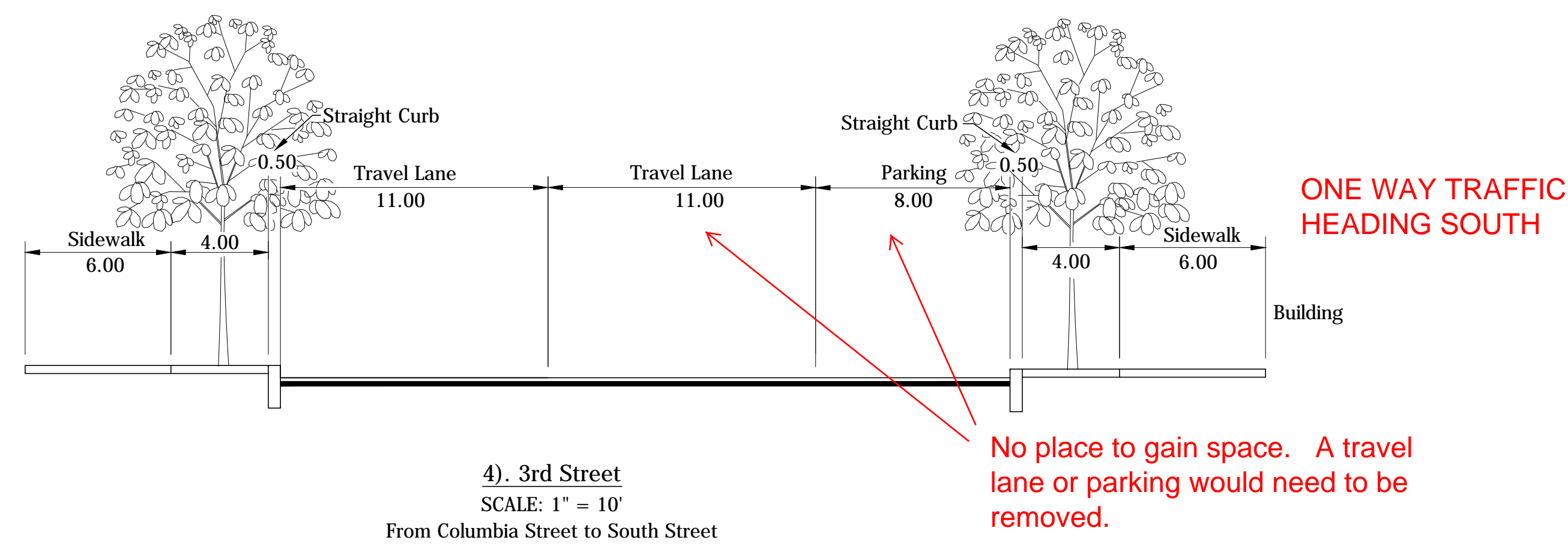
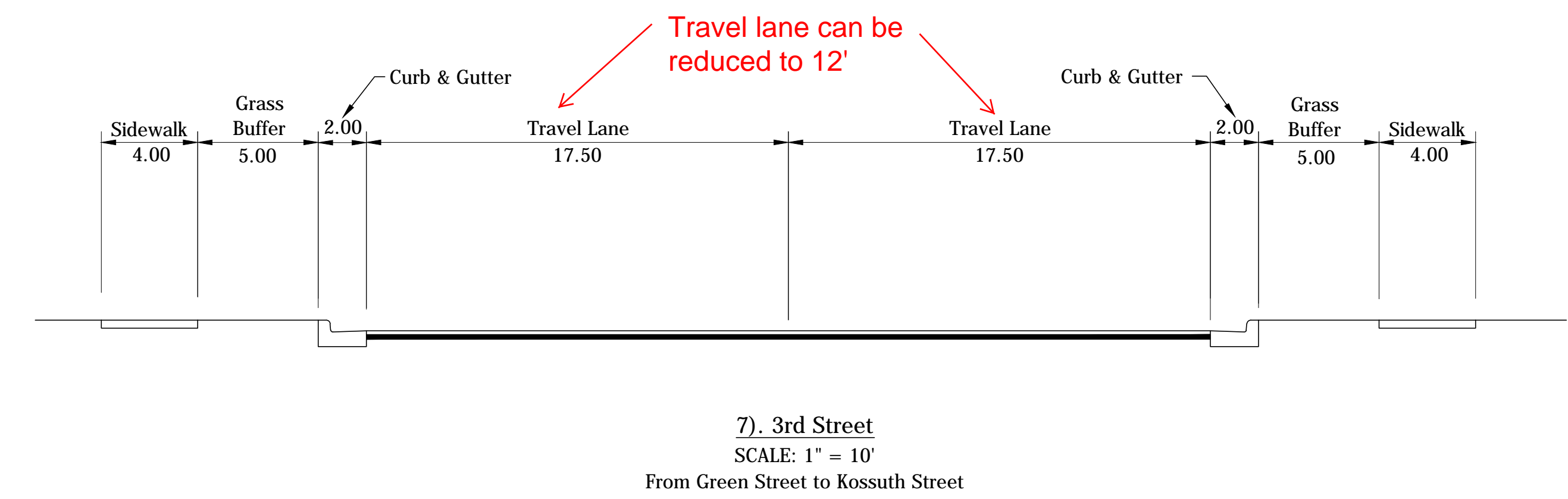
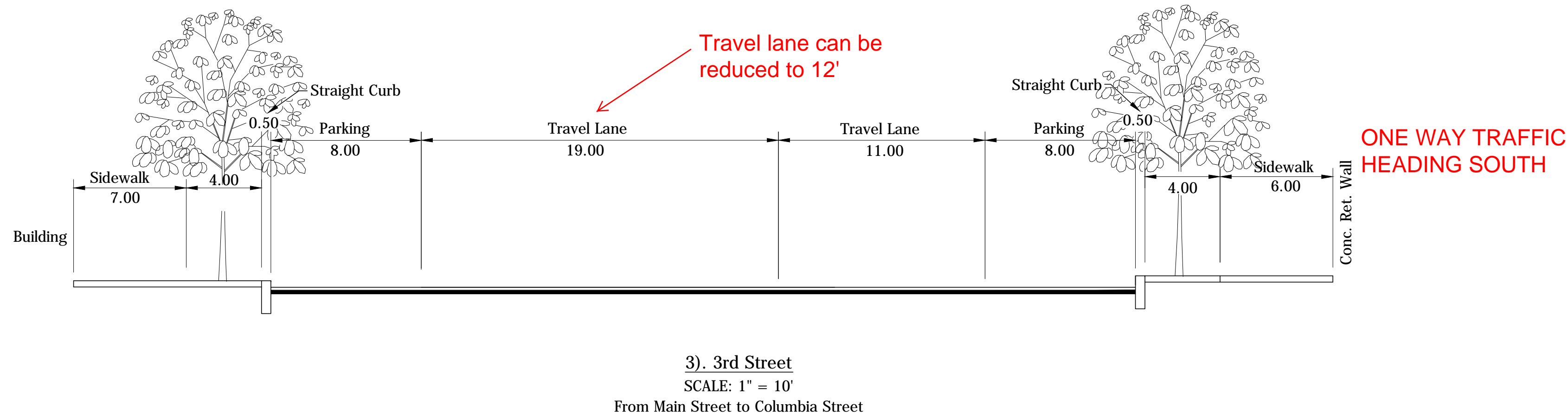
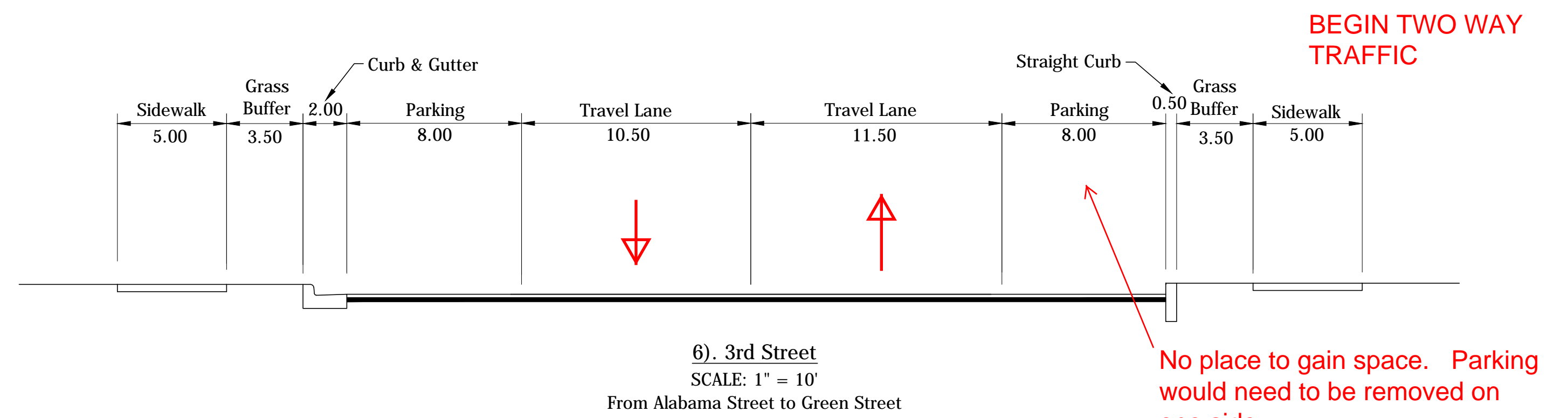
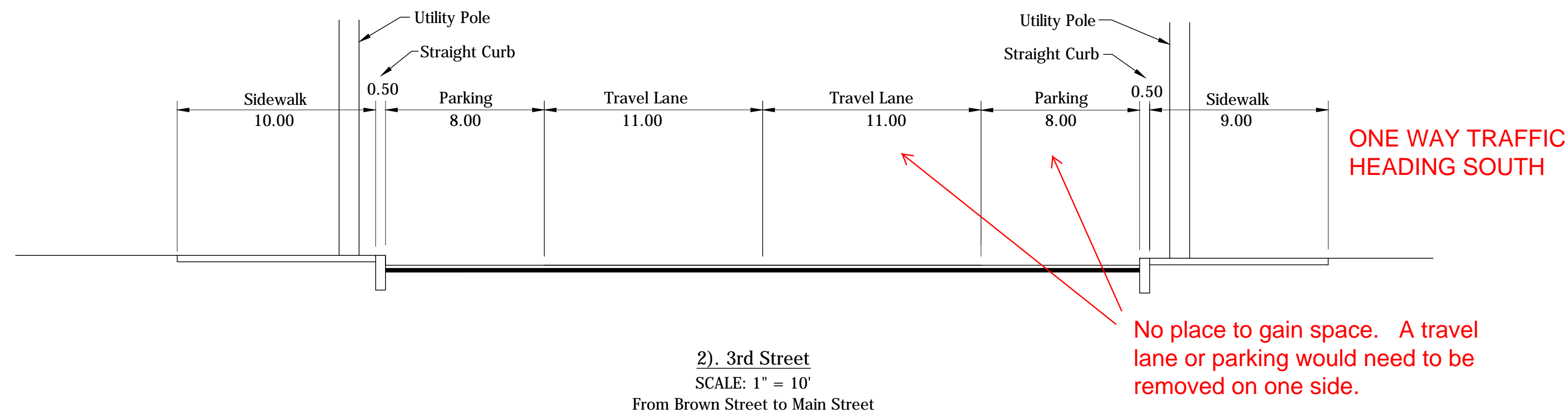
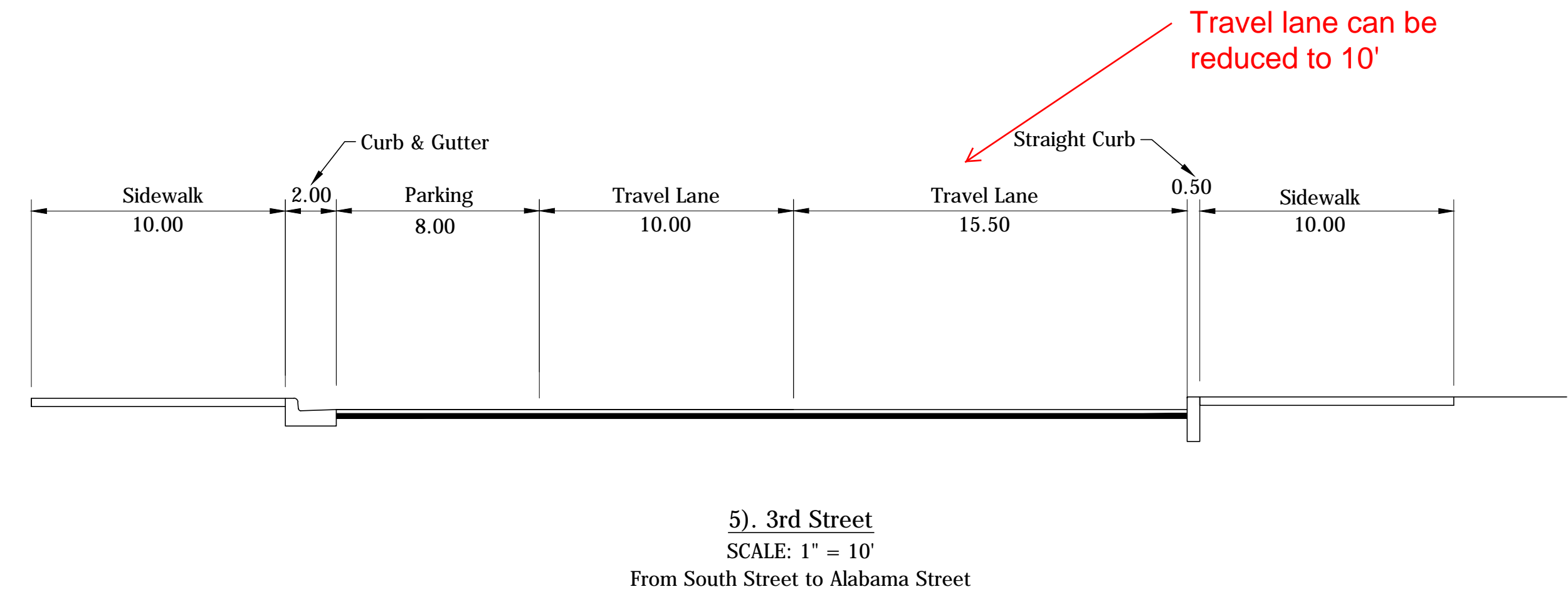
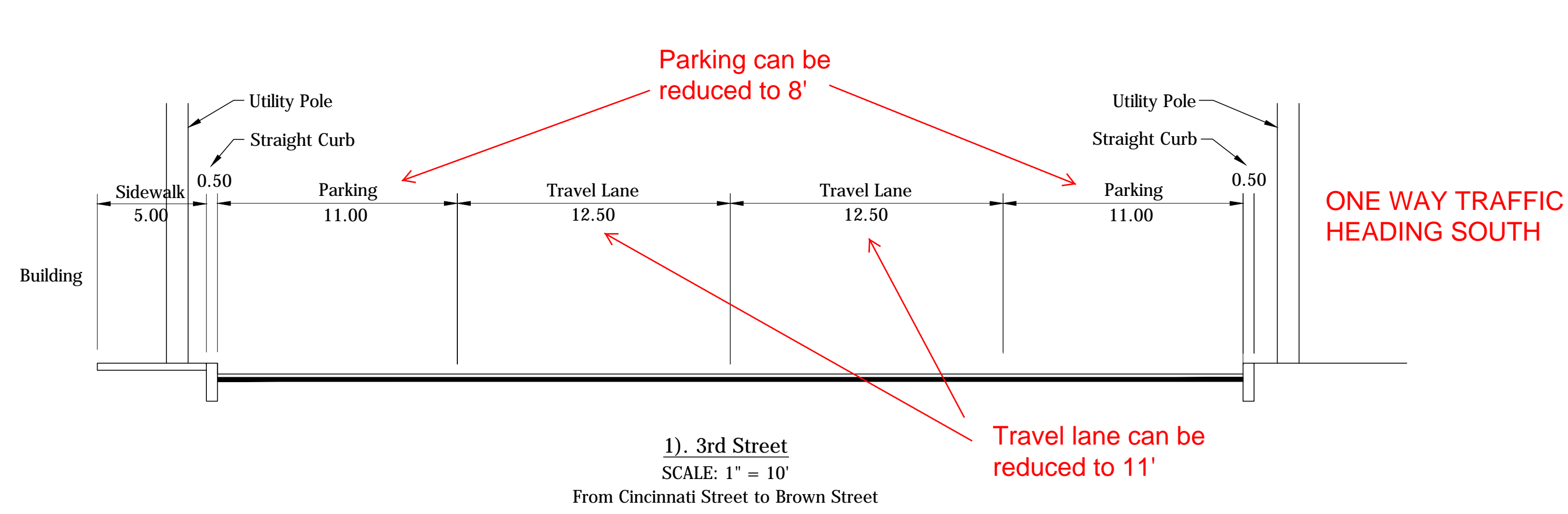


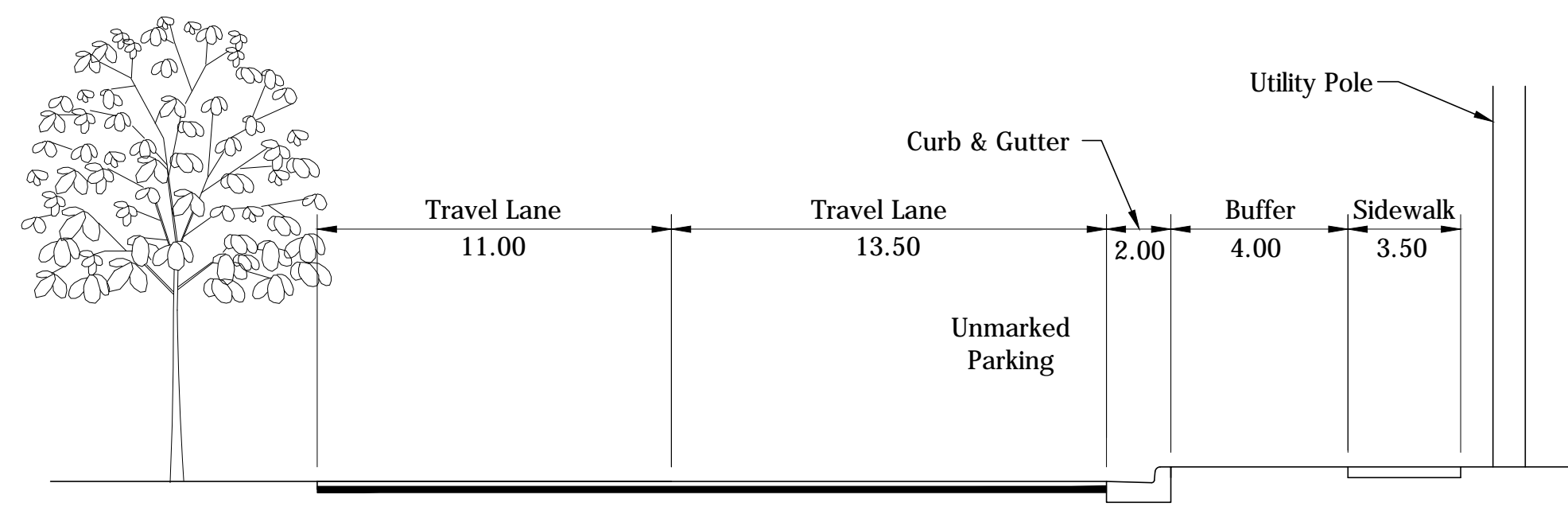
0 500 1,000 2,000 3,000
Feet

June 30, 2015

Pedestrian Level of Service (PLOS) calculations measure how well roadways accommodate pedestrian travel and disclose the walkers' perception of comfort and safety in the roadside environment.

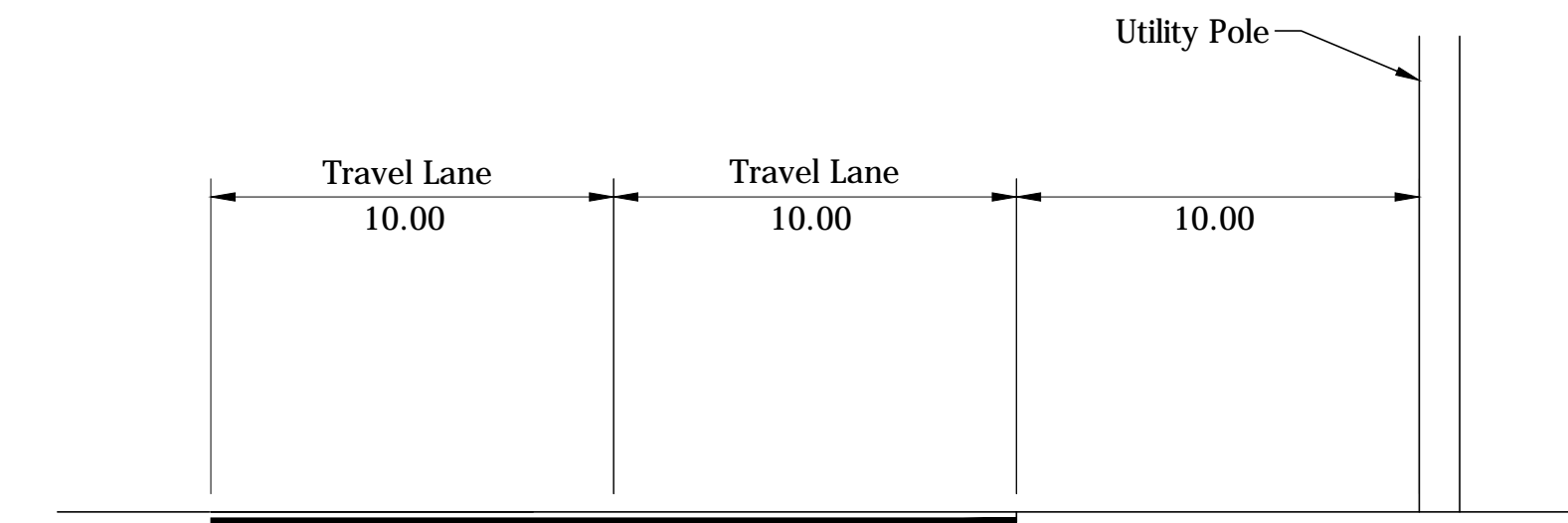
PLOS A-B: Adequate for the average pedestrian.
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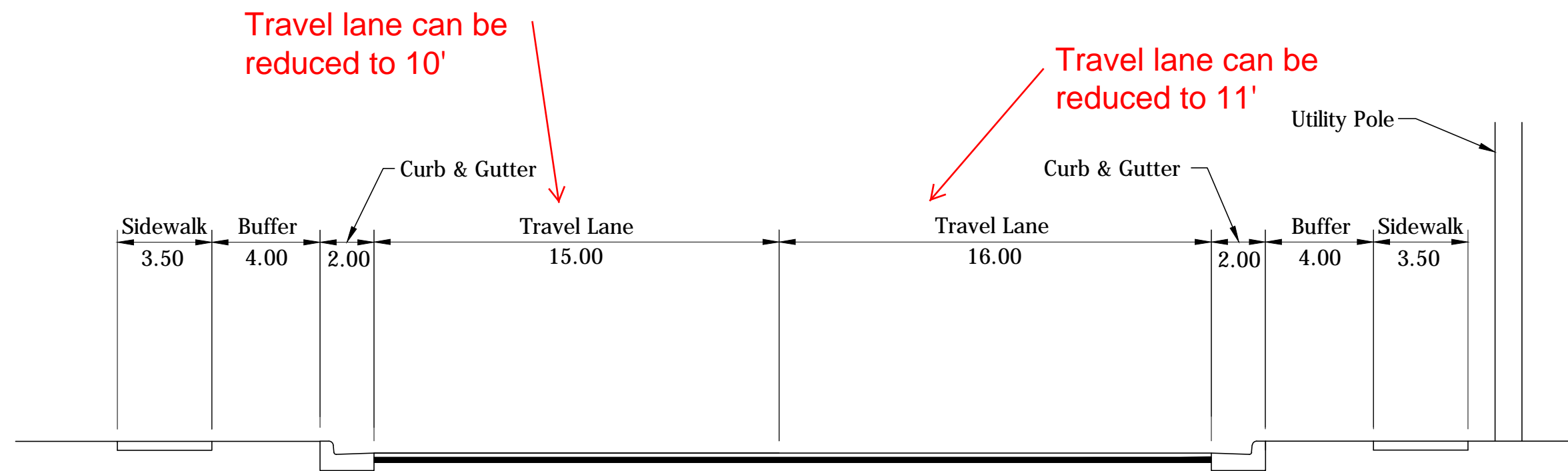


9). Poland Hill Road
SCALE: 1" = 10'
From Ortman Lane to Teasdale Drive

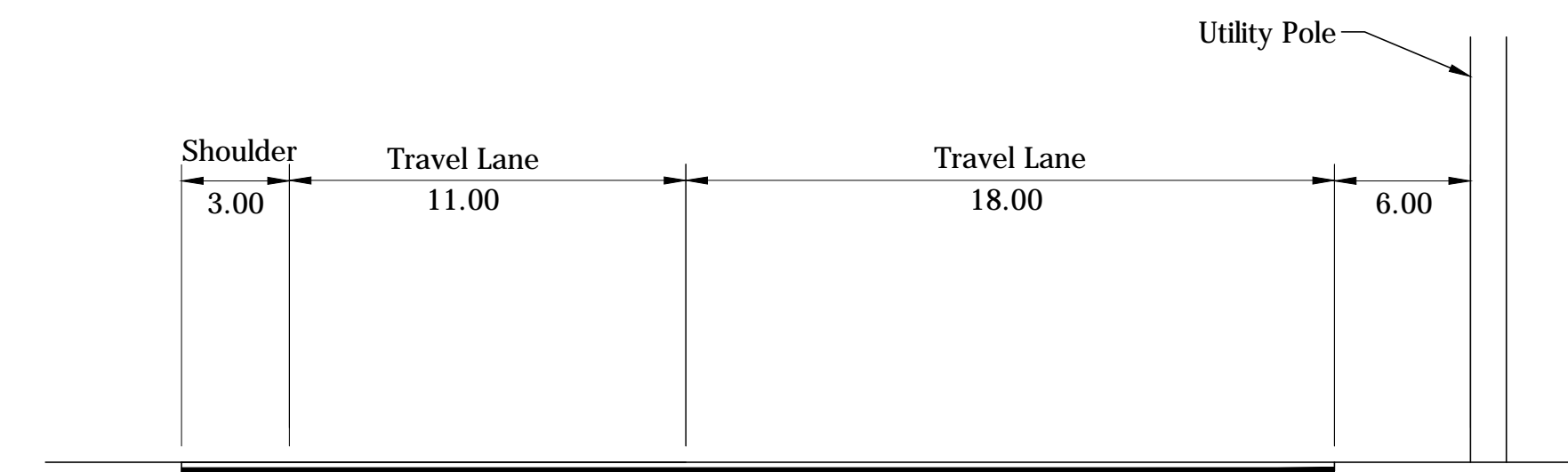
No opportunity to gain space without widening the road.



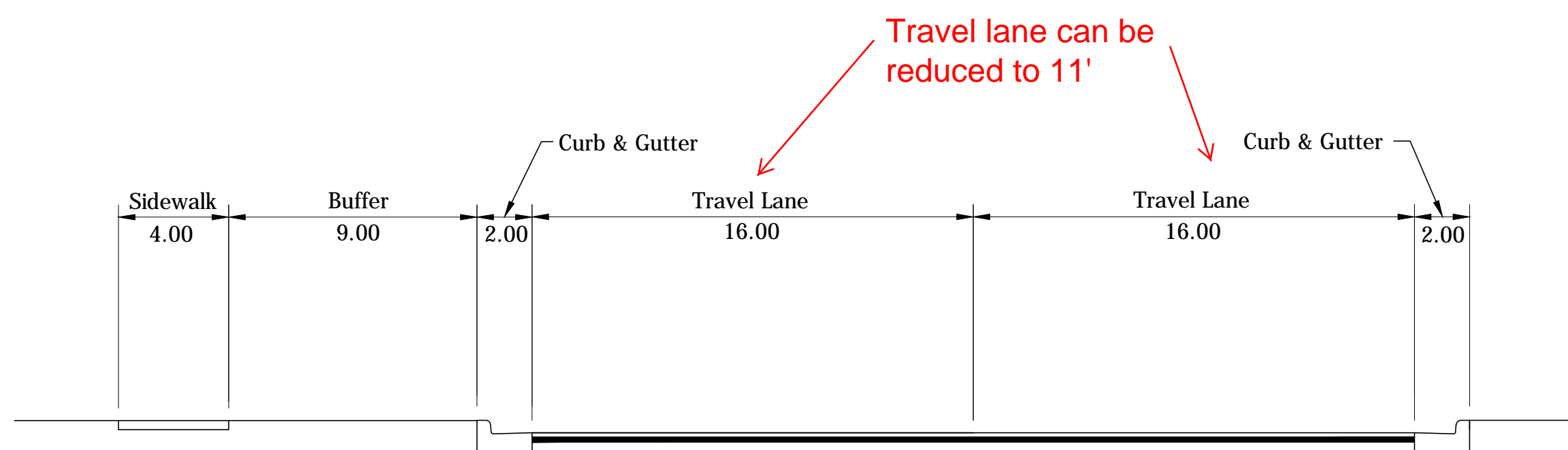
13). Poland Hill Road
SCALE: 1" = 10'
From Poland Hill Place to Teal Road



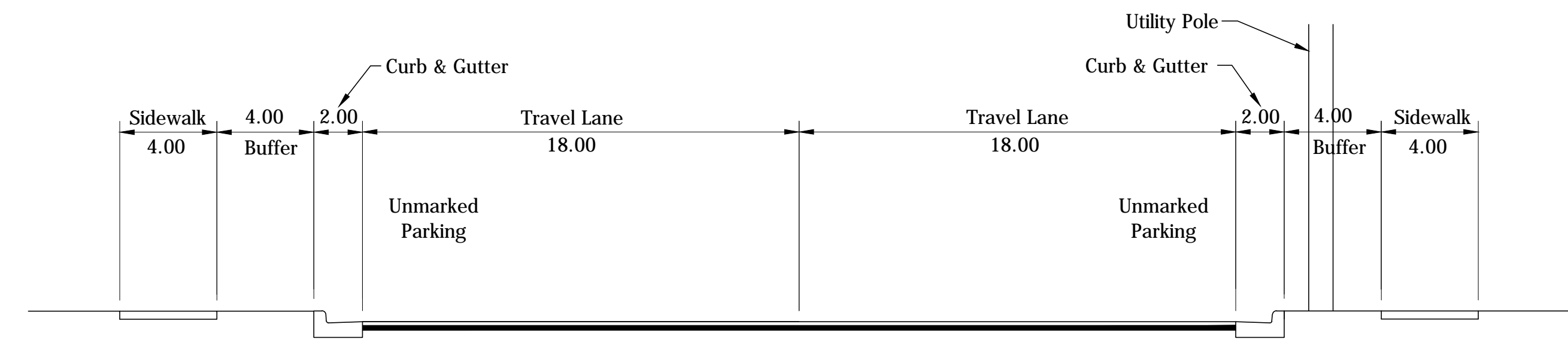
10). Poland Hill Road
SCALE: 1" = 10'
From Kensal Court to Twyckenham Boulevard



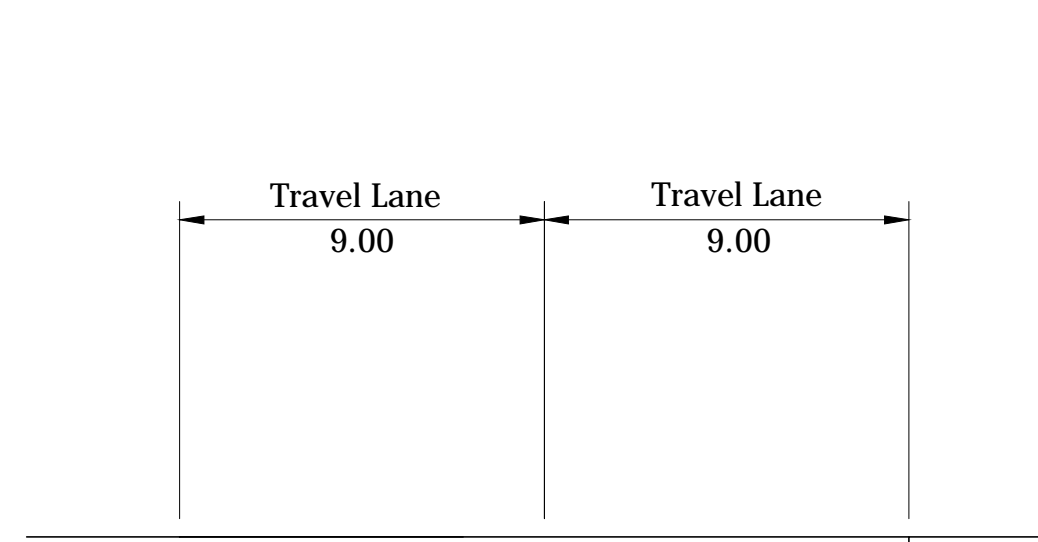
14). 4th Street
SCALE: 1" = 10'
From Poland Hill Place to Montiflore Street



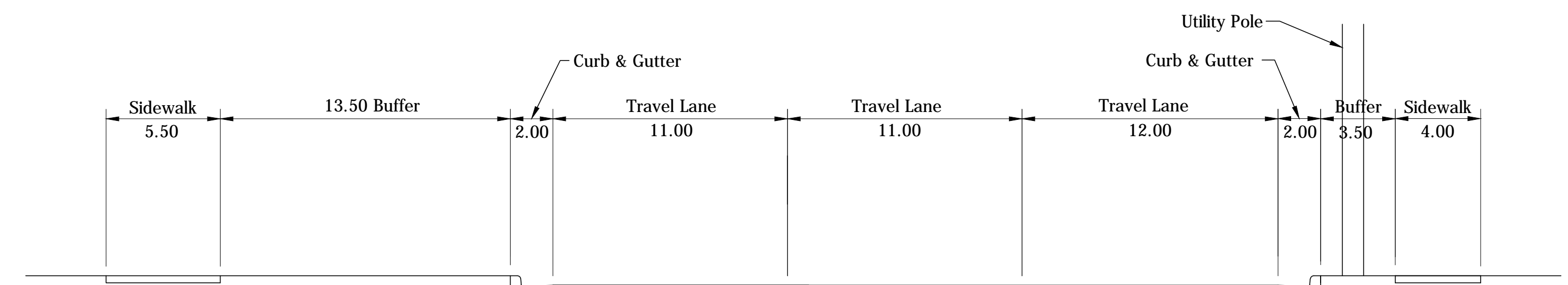
11). Poland Hill Road
SCALE: 1" = 10'
From Twyckenham Boulevard to Beck Lane



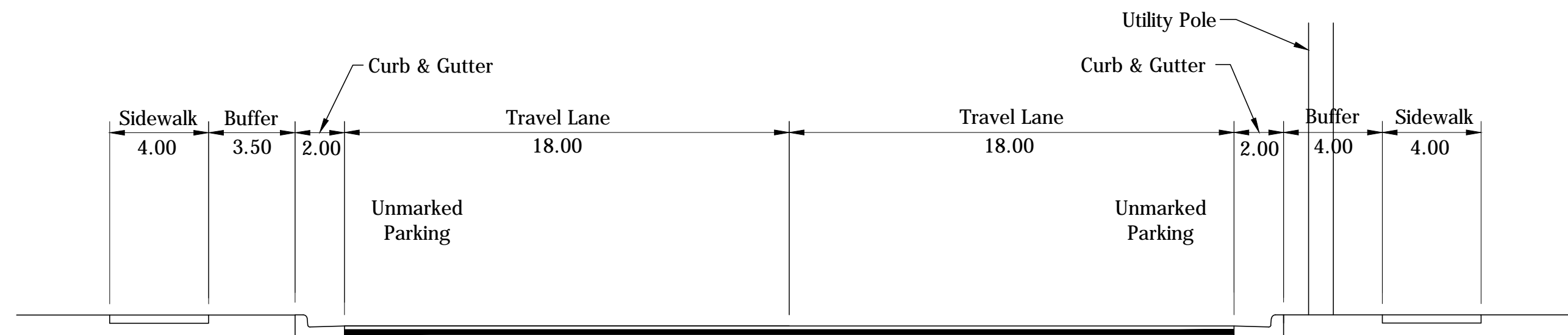
15). 4th Street
SCALE: 1" = 10'
From Montiflore Street to Central Street



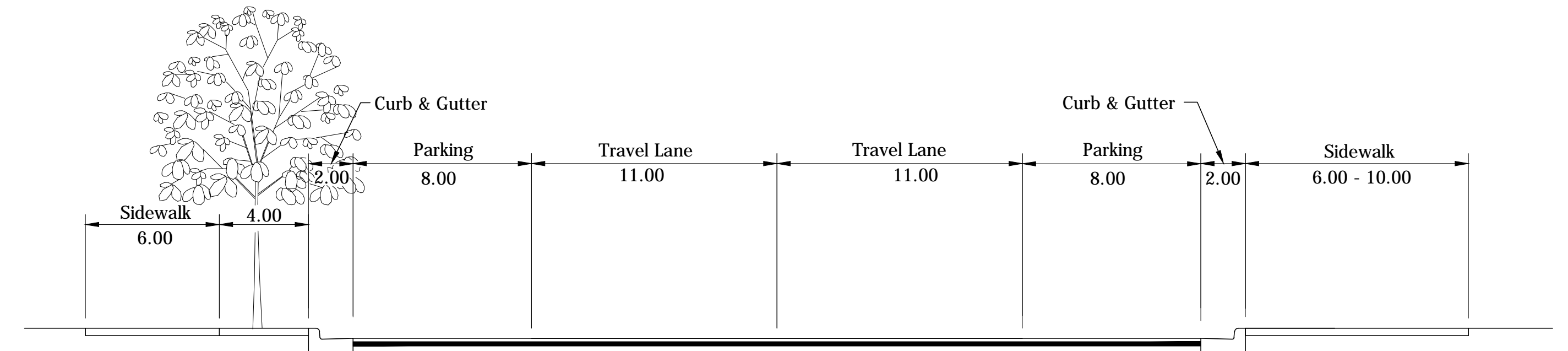
12). Poland Hill Road
SCALE: 1" = 10'
From Beck Lane to Poland Hill Place



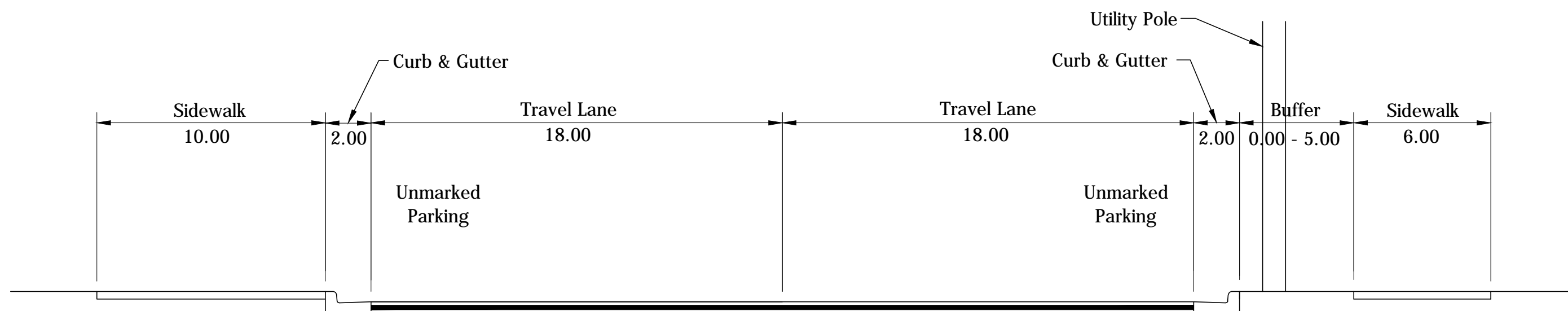
16). 4th Street
SCALE: 1" = 10'
From Central Street to Kossuth Street



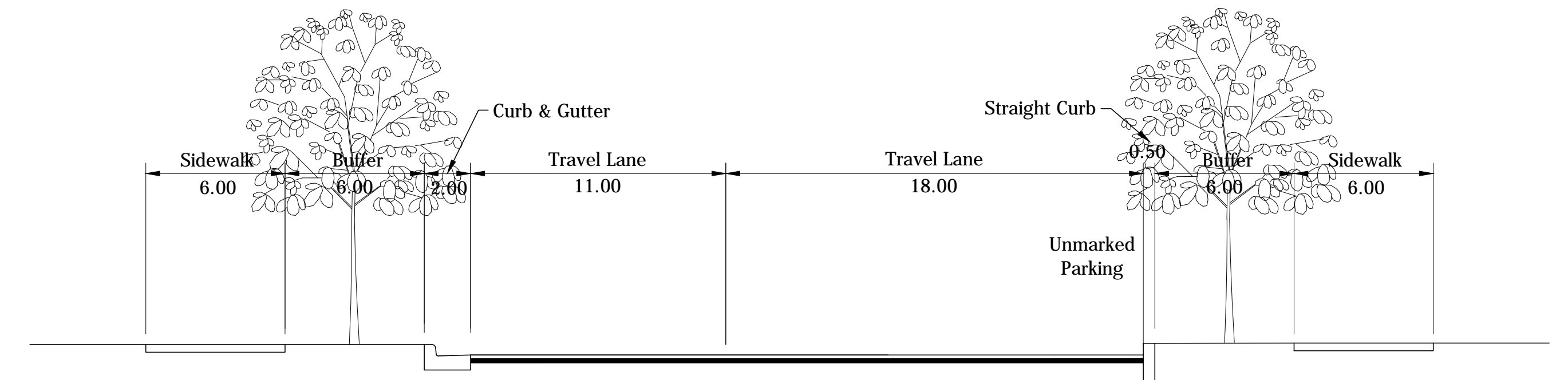
17). 4th Street
SCALE: 1" = 10'
From Kossuth Street to Romig Street



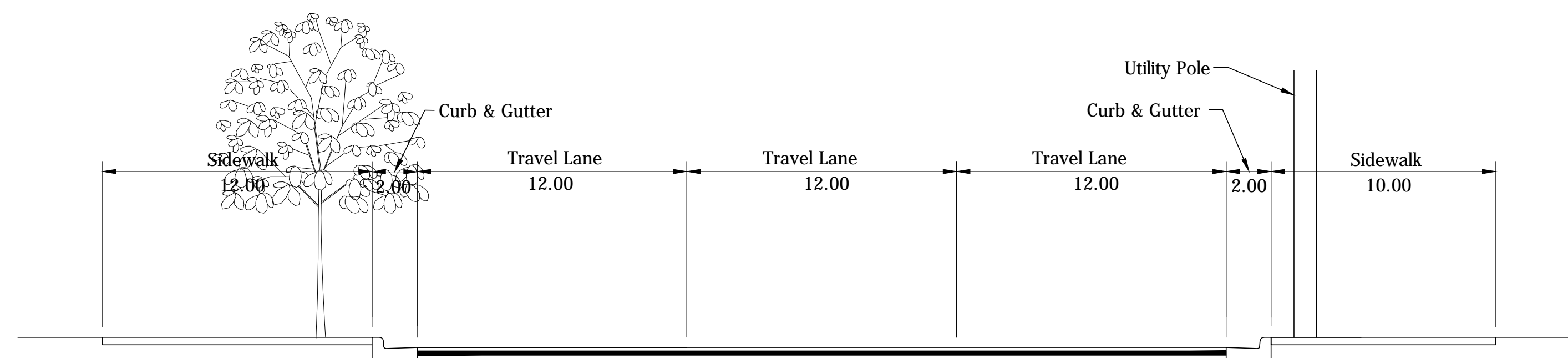
21). 4th Street
SCALE: 1" = 10'
From Main Street to Union Street



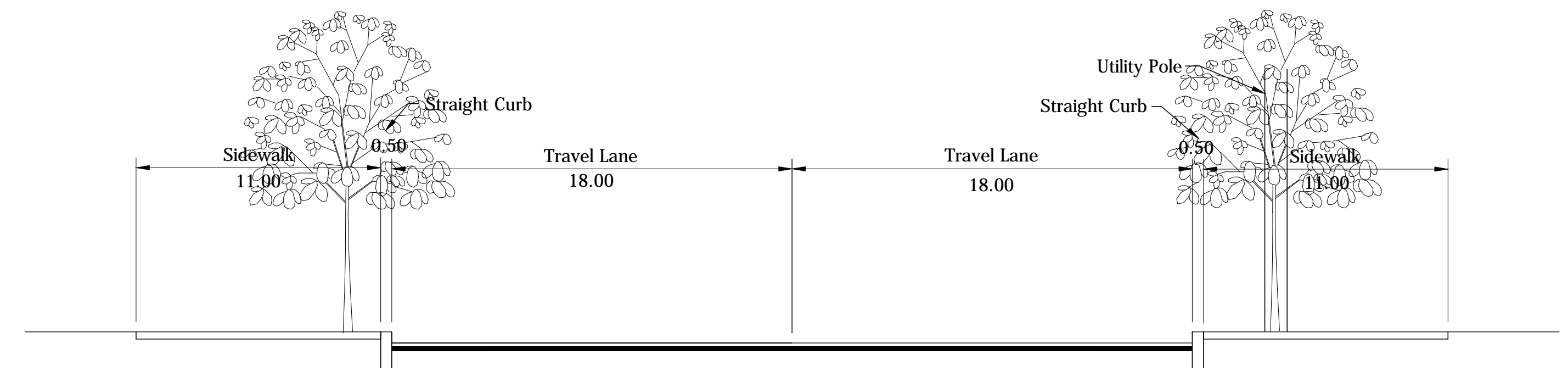
18). 4th Street
SCALE: 1" = 10'
From Romig Street to Alabama Street



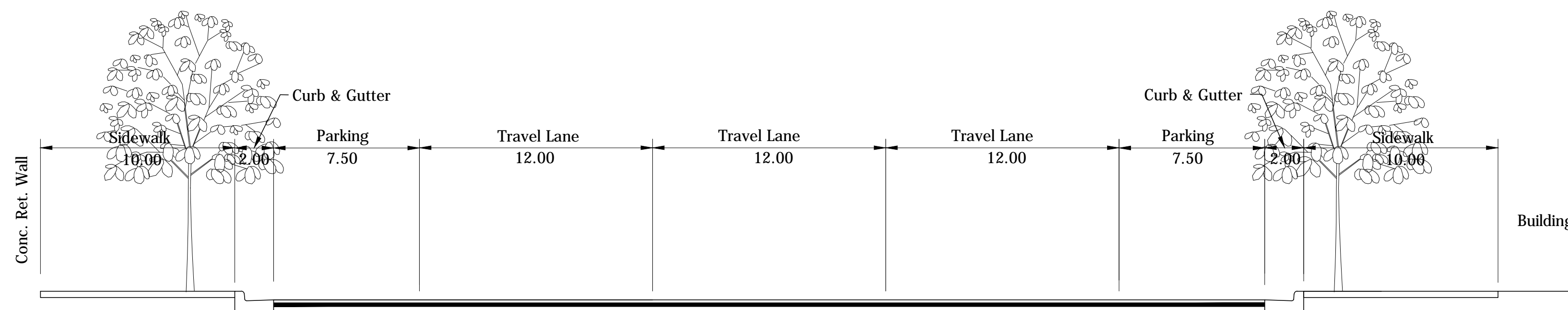
22). 6th Street
SCALE: 1" = 10'
From Salem Street to North Street



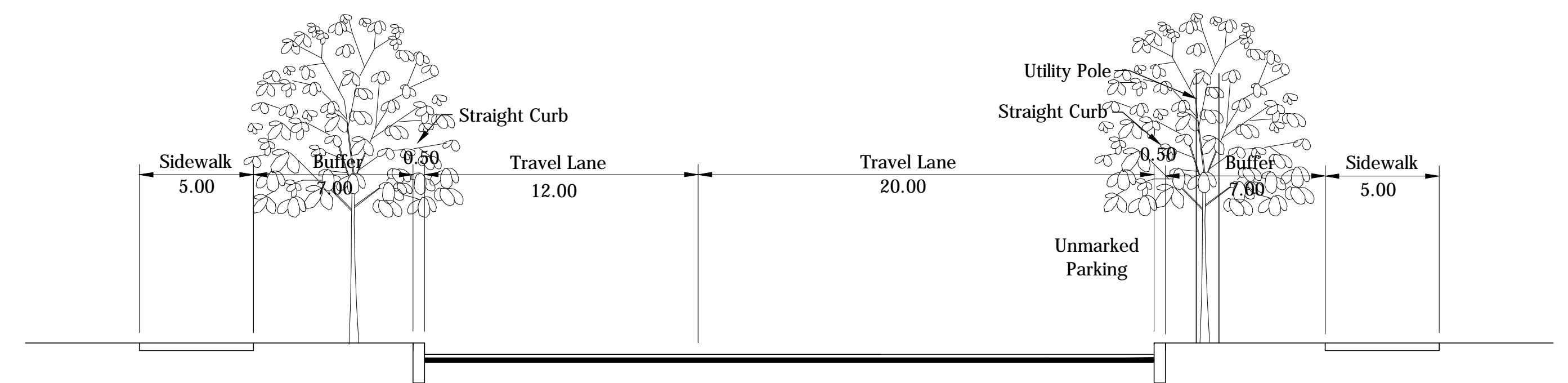
19). 4th Street
SCALE: 1" = 10'
From Alabama Street to Columbia Street



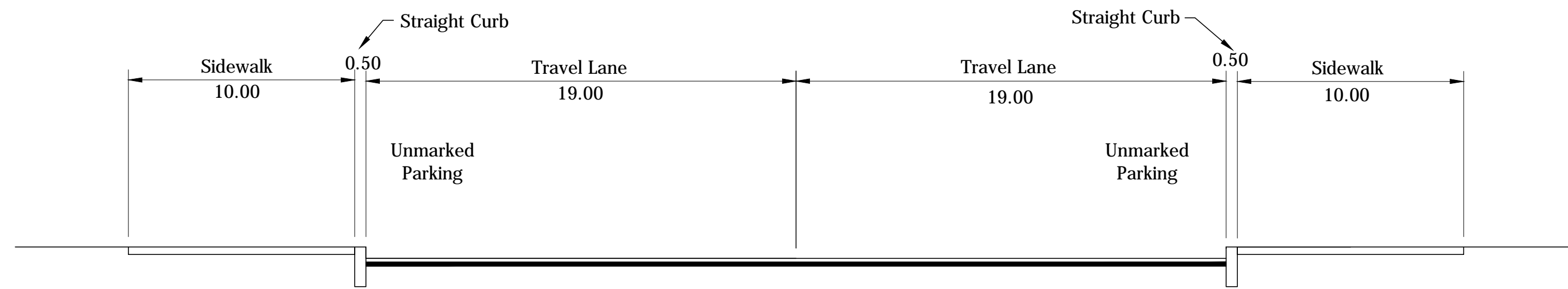
23). 6th Street
SCALE: 1" = 10'
From North Street to South Street



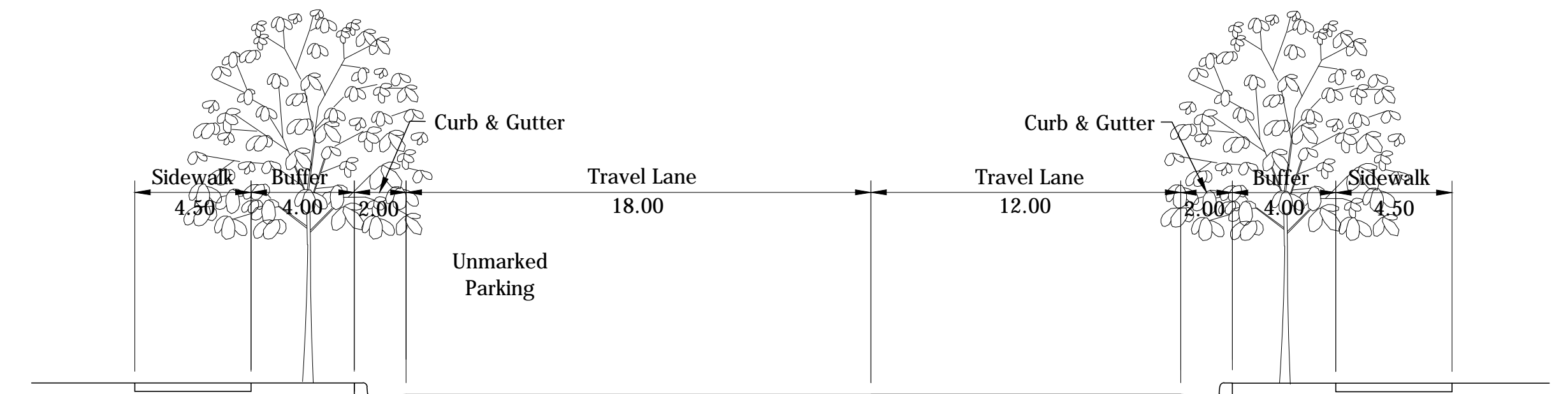
20). 4th Street
SCALE: 1" = 10'
From Columbia Street to Main Street



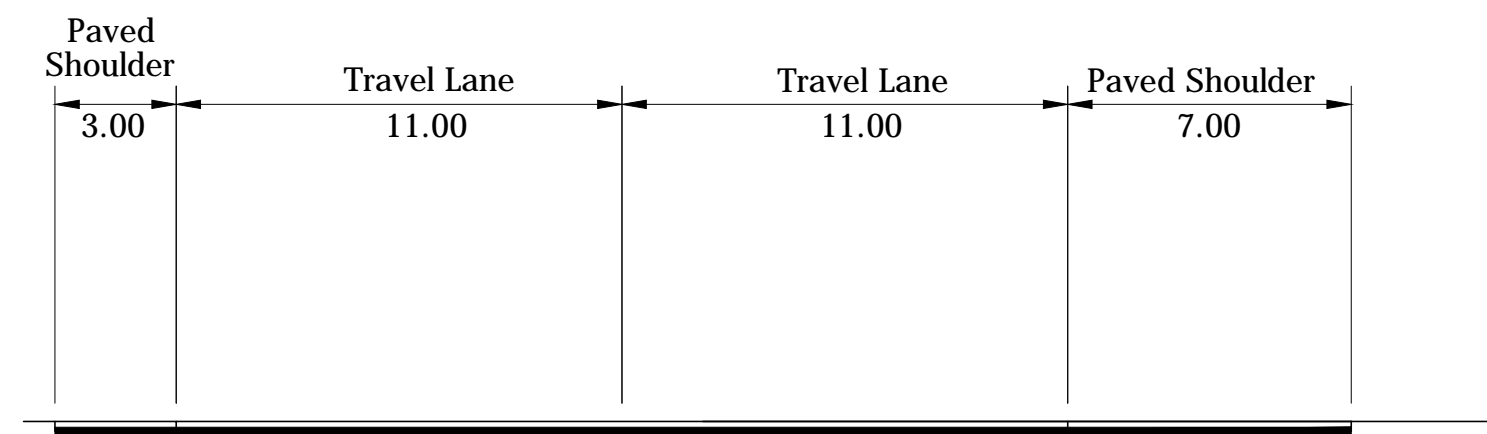
24). 6th Street
SCALE: 1" = 10'
From South Street to Romig Street



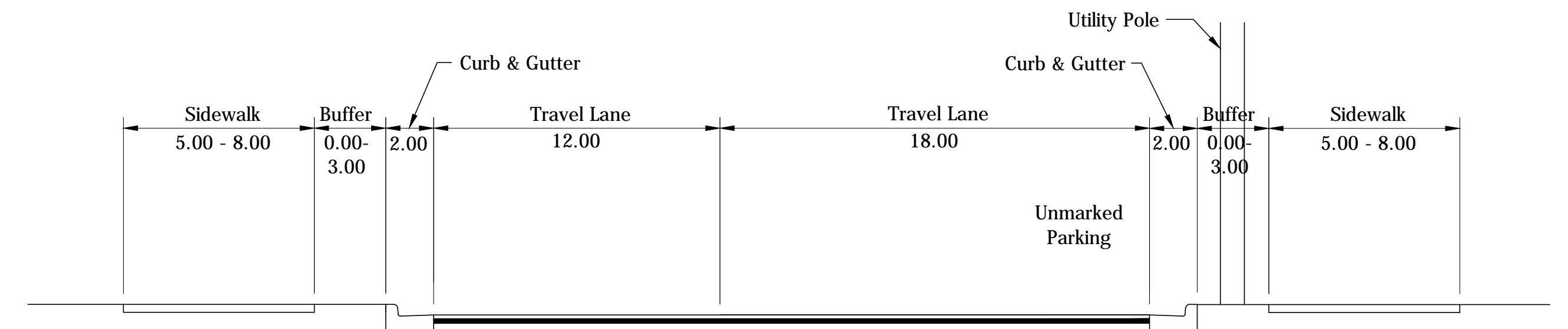
25). Lingle Avenue
SCALE: 1" = 10'
From Romig Street to Kossuth Street



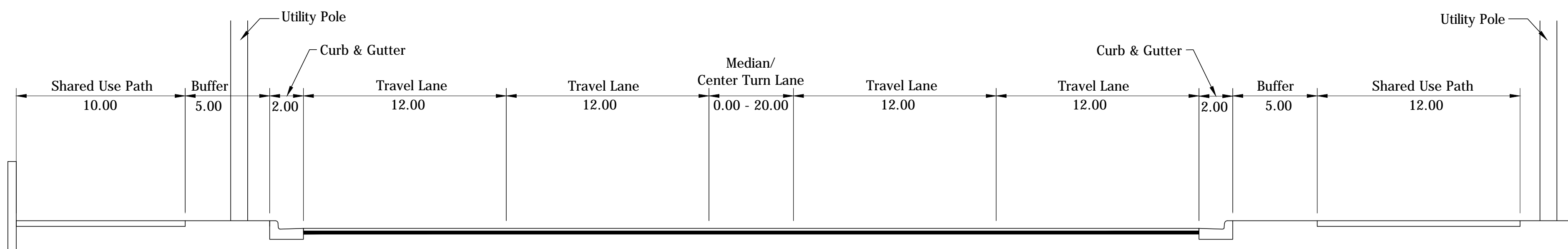
30). 9th Street
SCALE: 1" = 10'
From Greenbush Street to Salem Street



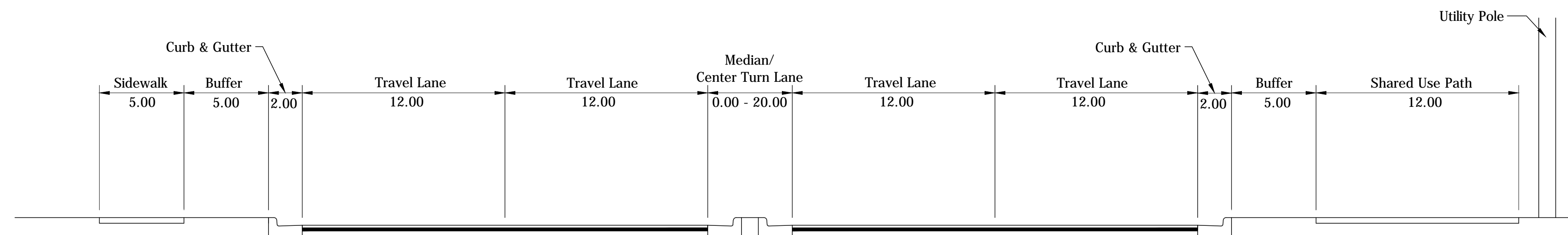
26). 9th Street
SCALE: 1" = 10'
From North City Limits to Sagamore Parkway



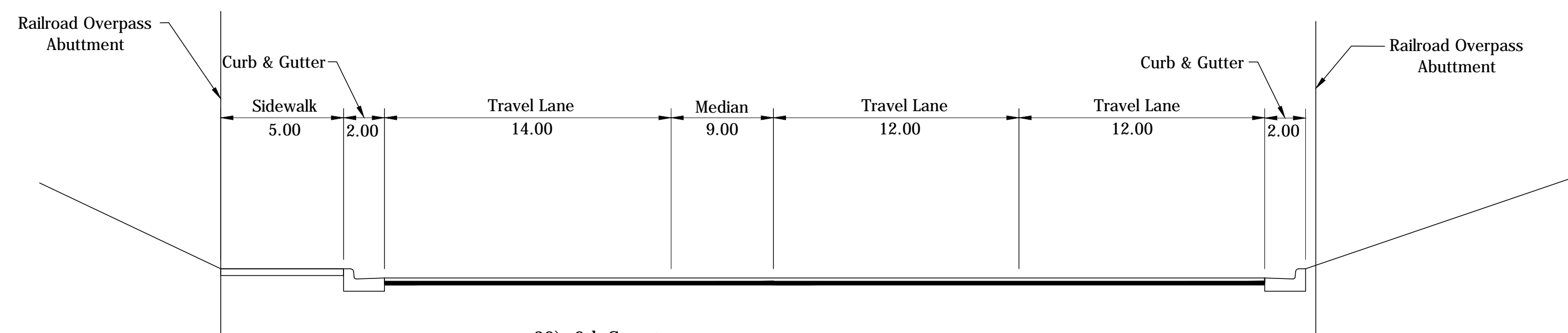
31). 9th Street
SCALE: 1" = 10'
From Salem Street to North Street



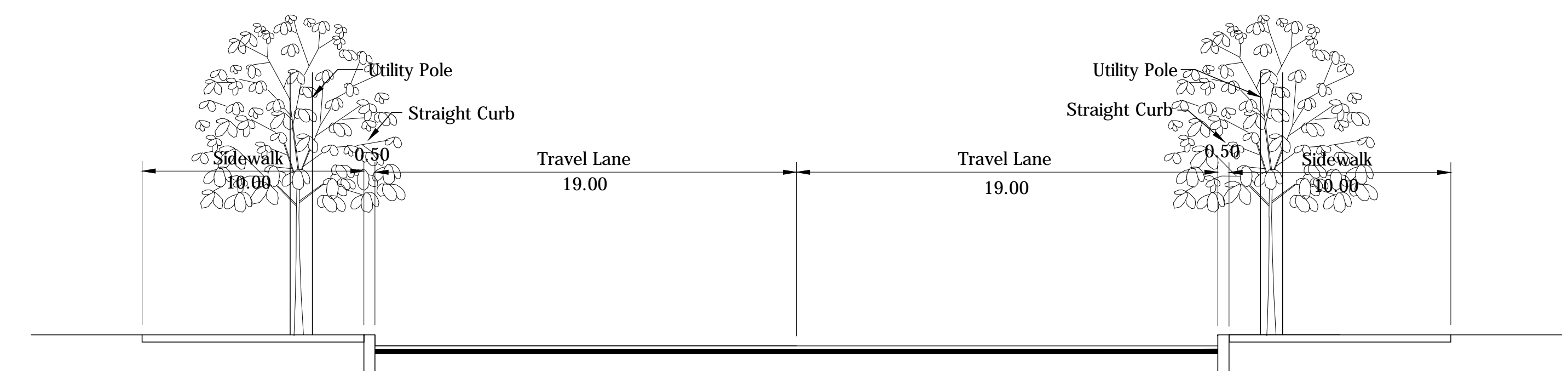
27). 9th Street
SCALE: 1" = 10'
From Sagamore Parkway to Duncan Road



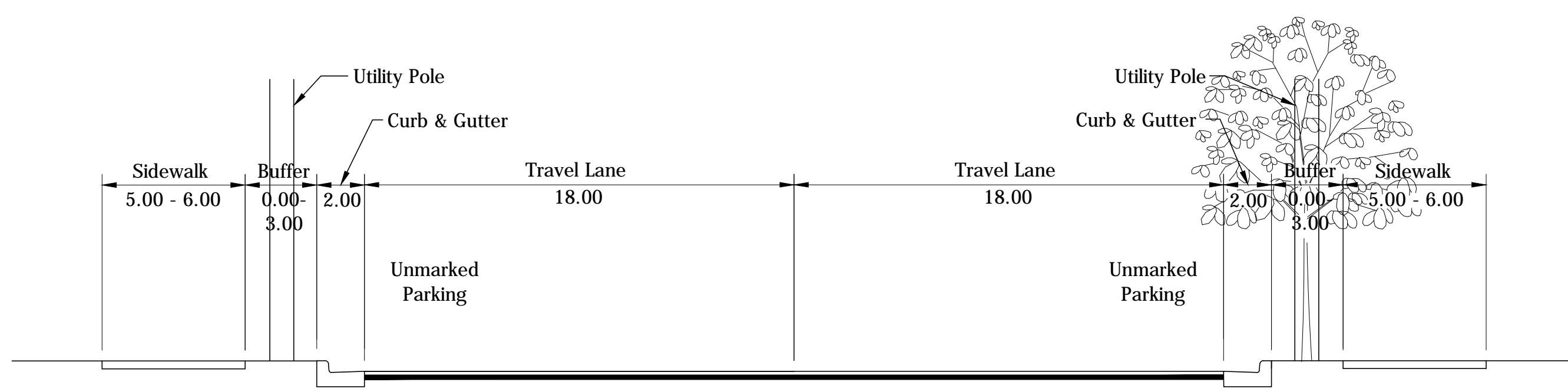
28). 9th Street
SCALE: 1" = 10'
From Duncan Road to Canal Road



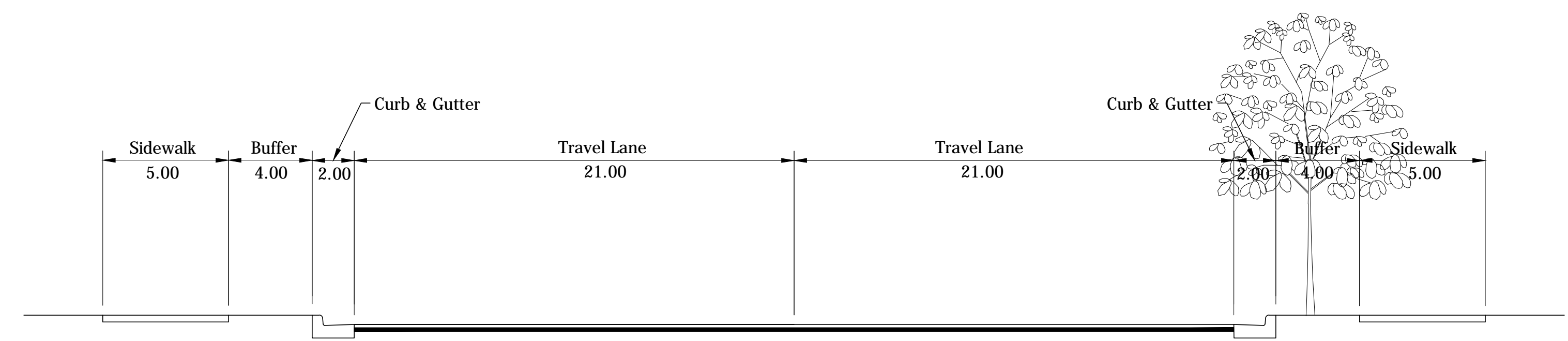
29). 9th Street
SCALE: 1" = 10'
From Canal Road to Greenbush Street



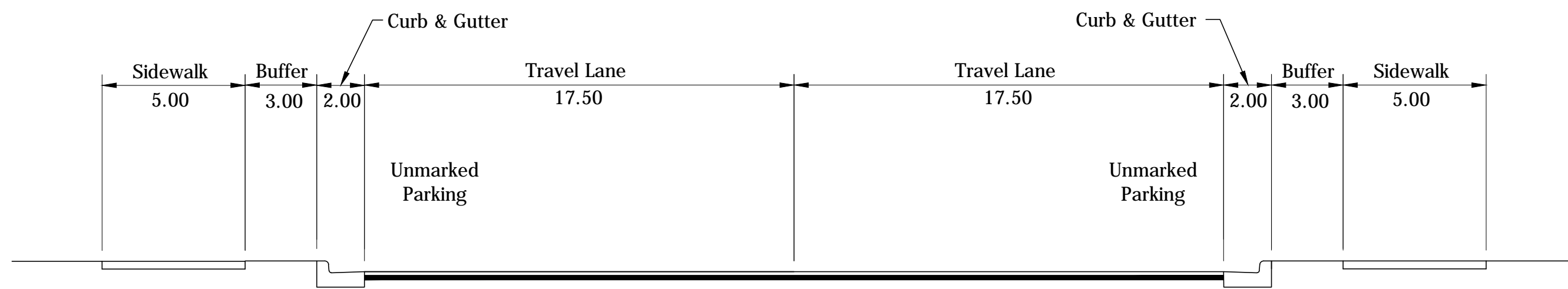
32). 9th Street
SCALE: 1" = 10'
From North Street to Columbia Street



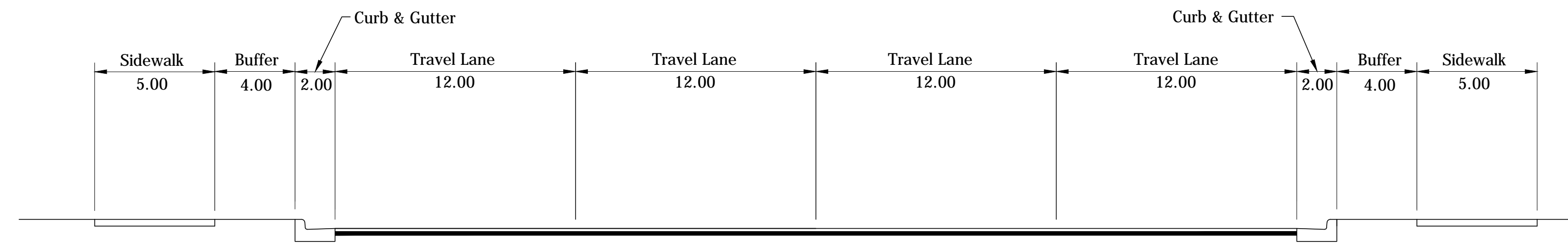
33). 9th Street
SCALE: 1" = 10'
From Columbia Street to Kossuth Street



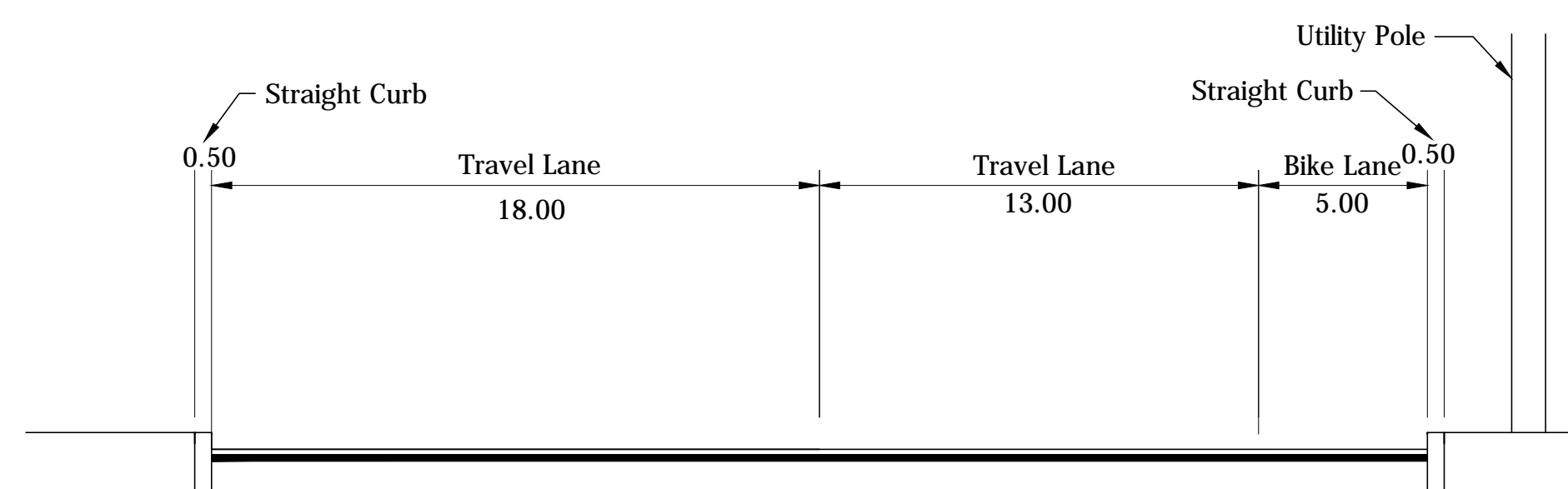
37). 9th Street
SCALE: 1" = 10'
From Beck Lane to the Railroad



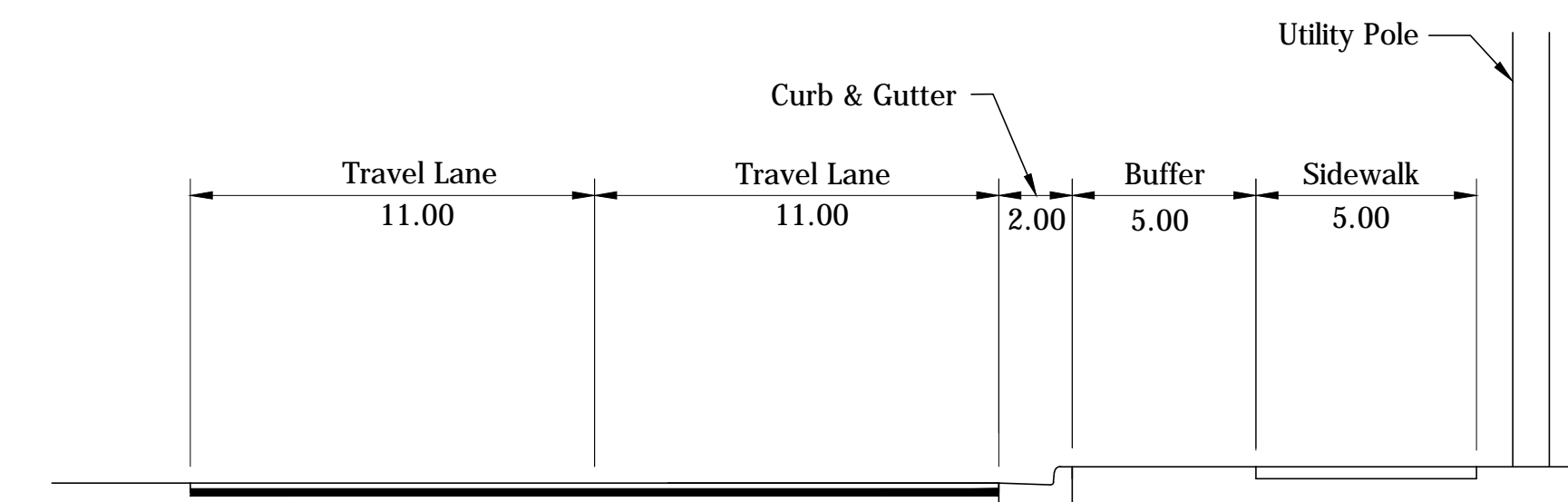
34). 9th Street
SCALE: 1" = 10'
From Kossuth Street to Cherokee Avenue



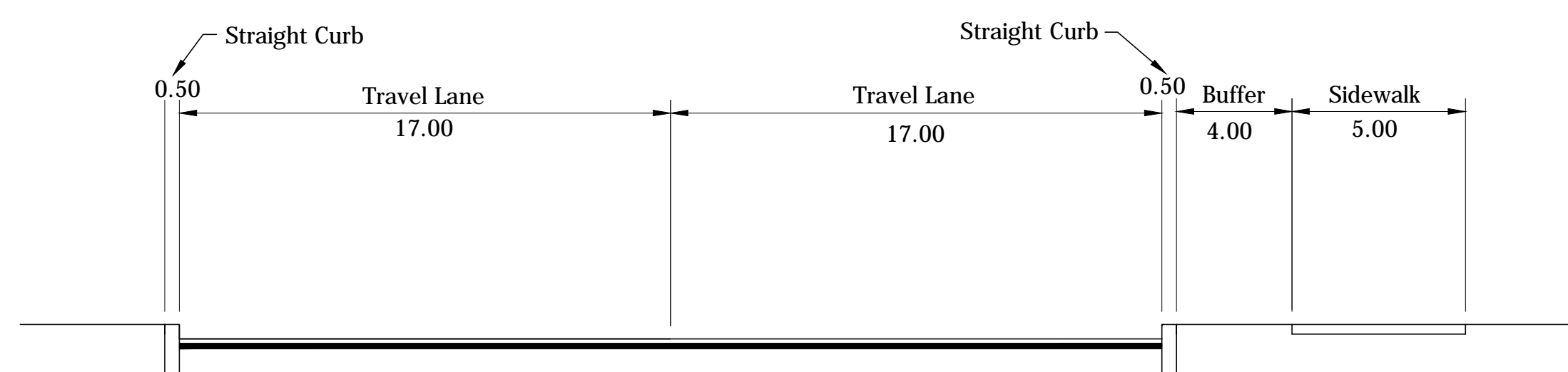
38). 9th Street
SCALE: 1" = 10'
From the Railroad to Brick n Wood Drive



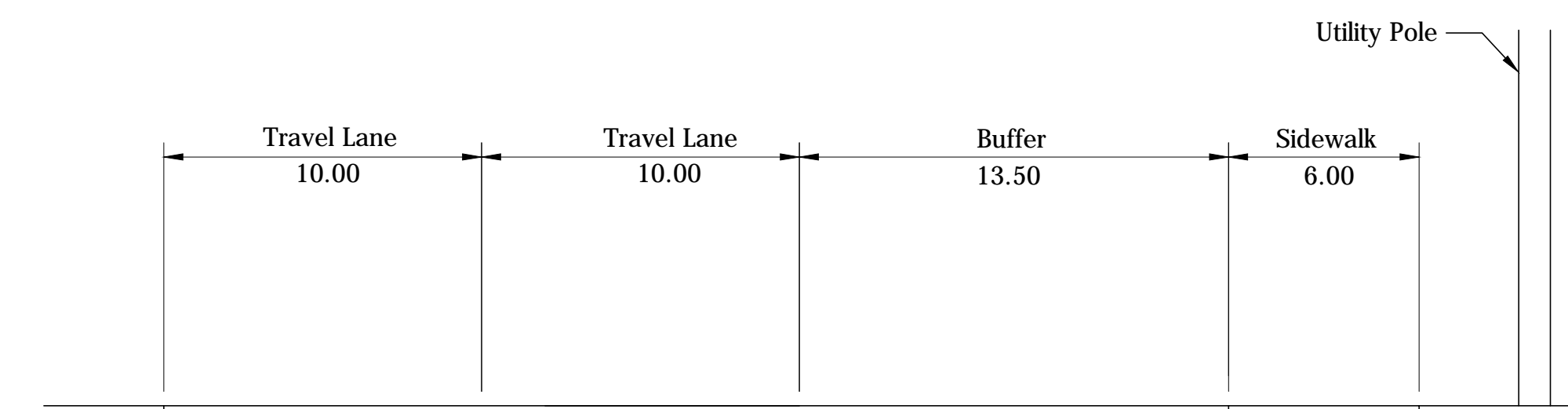
35). 9th Street
SCALE: 1" = 10'
From Cherokee Avenue to Teal Road



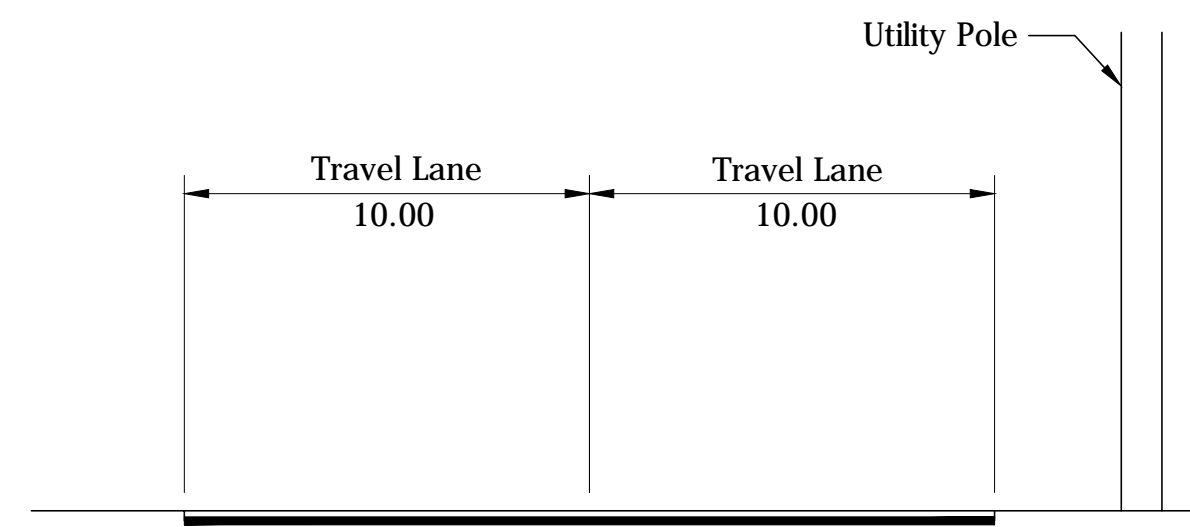
39). 9th Street
SCALE: 1" = 10'
From Brick n Wood Drive to Southland Drive



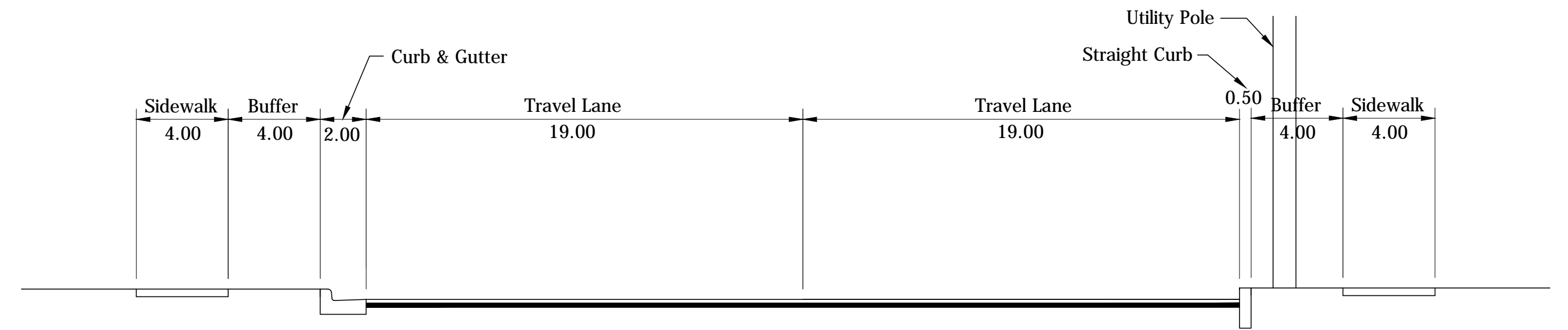
36). 9th Street
SCALE: 1" = 10'
From Teal Road to Beck Lane



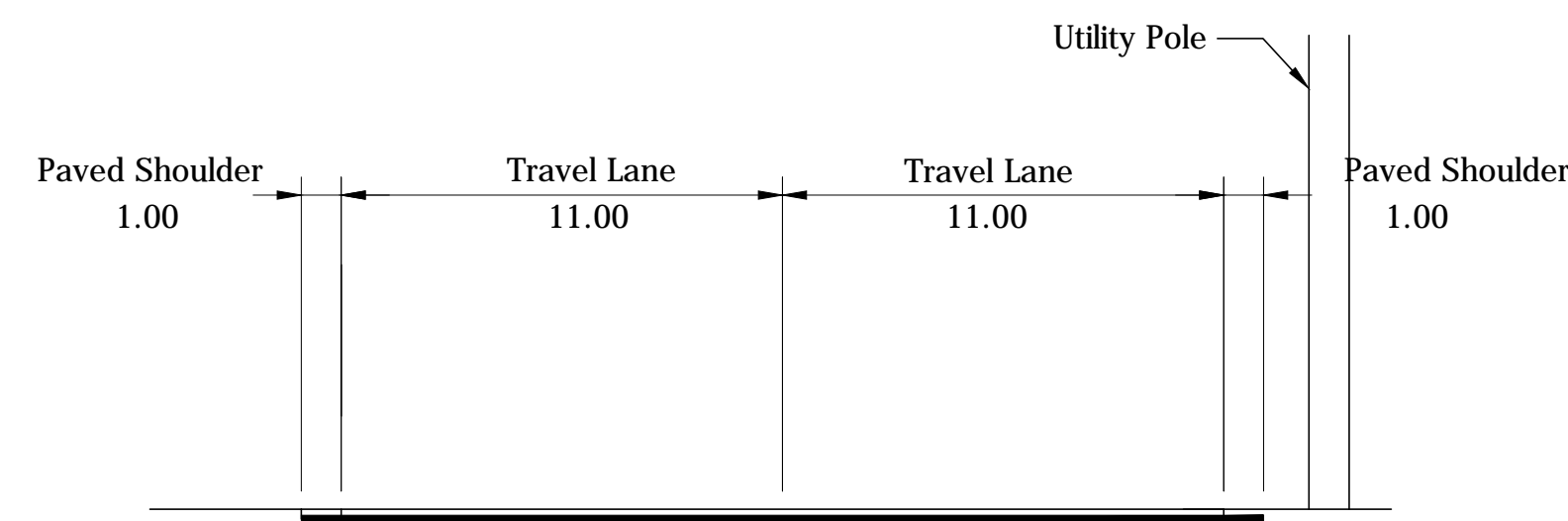
40). 9th Street
SCALE: 1" = 10'
From Southland Drive to Dover Lane



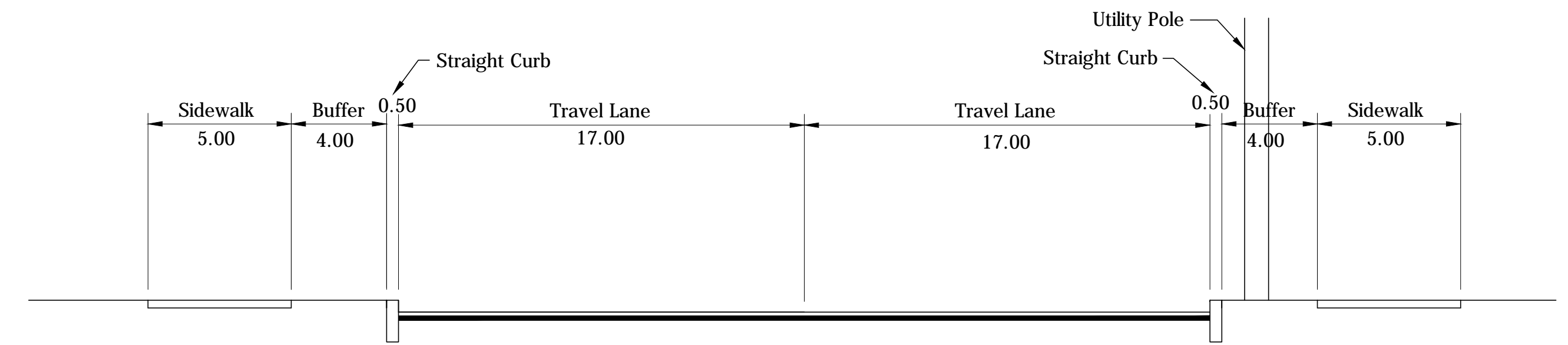
41). 9th Street
SCALE: 1" = 10'
From Dover Lane to Veterans Memorial Parkway



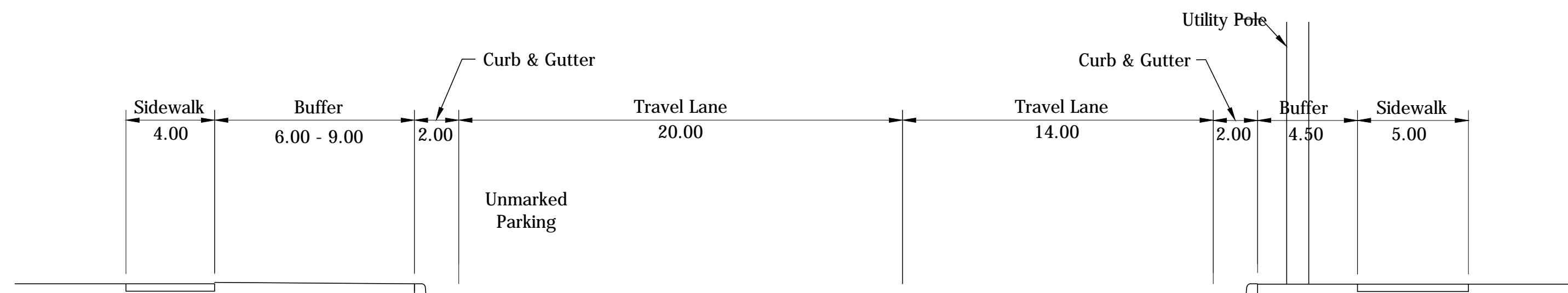
45). 18th Street
SCALE: 1" = 10'
From Erie Street to Cason Street



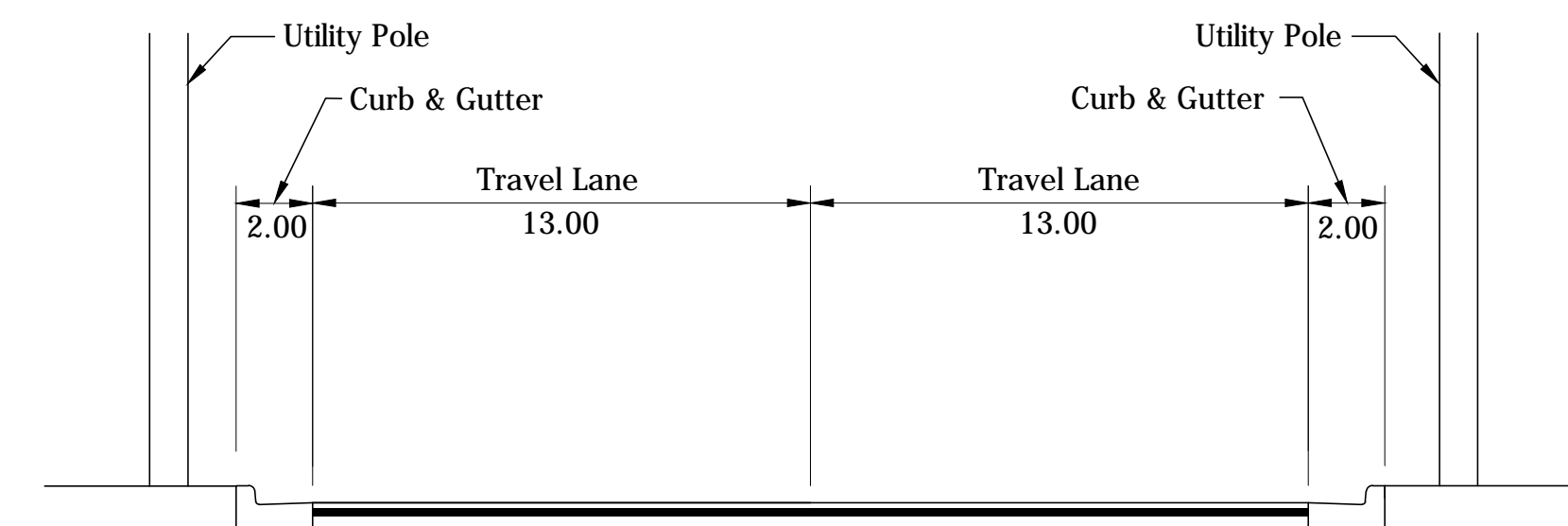
42). 9th Street
SCALE: 1" = 10'
From Veterans Memorial Parkway to County Road 430 South



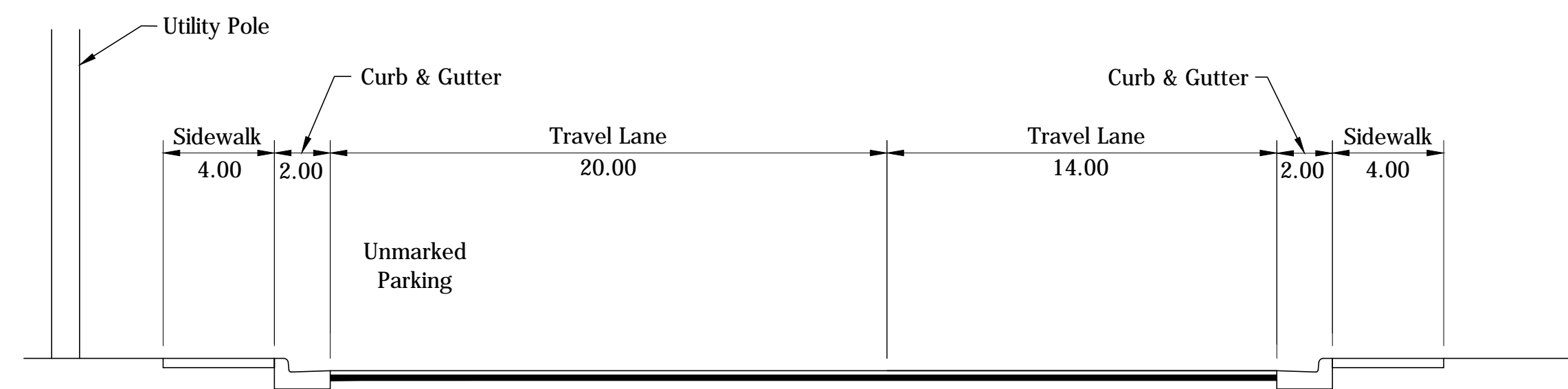
46). 18th Street
SCALE: 1" = 10'
From Cason Street to Main Street



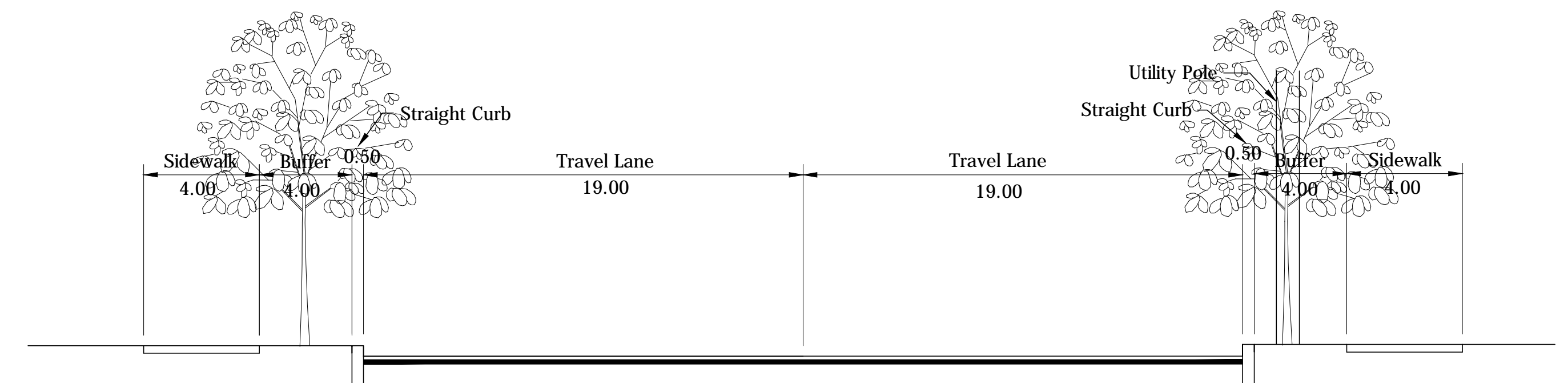
43). 18th Street
SCALE: 1" = 10'
From Schuyler Avenue to Underwood Street



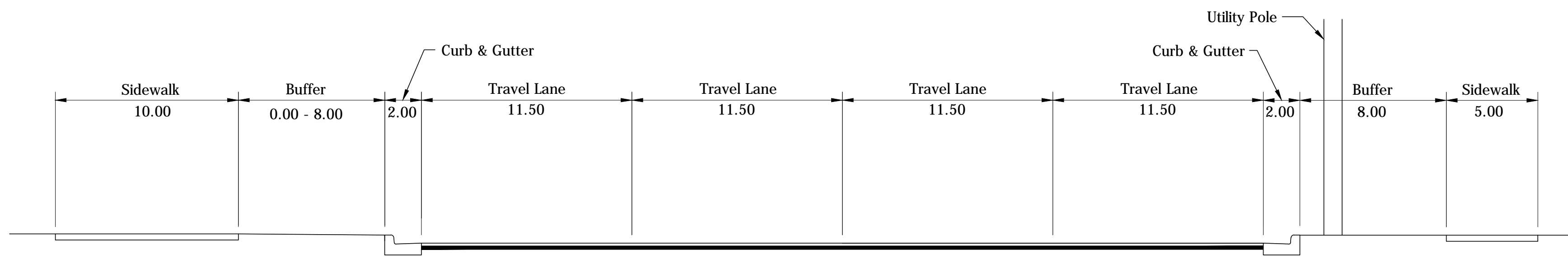
47). 18th Street
SCALE: 1" = 10'
From Main Street to Center Street



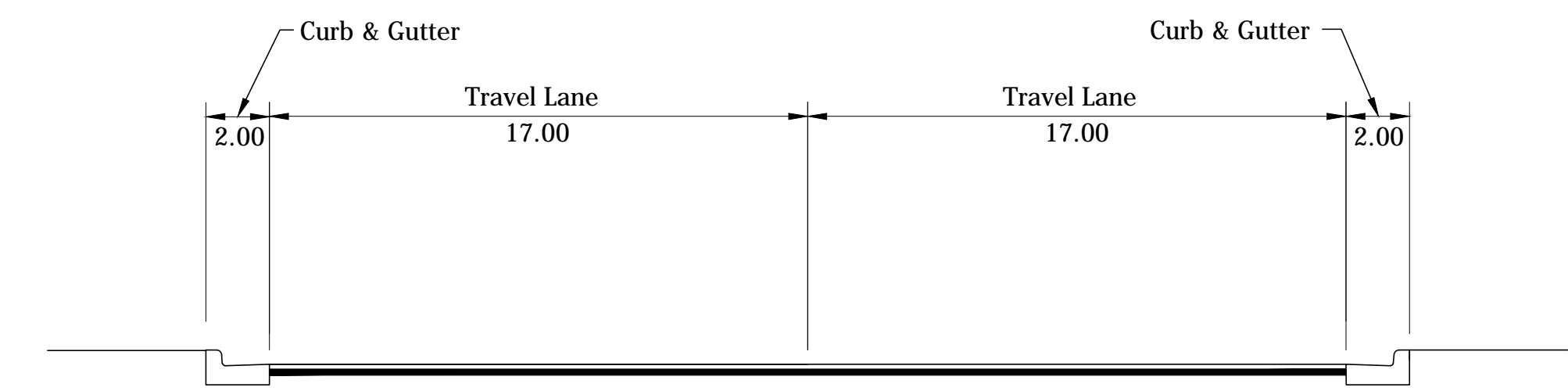
44). 18th Street
SCALE: 1" = 10'
From Underwood Street to Erie Street



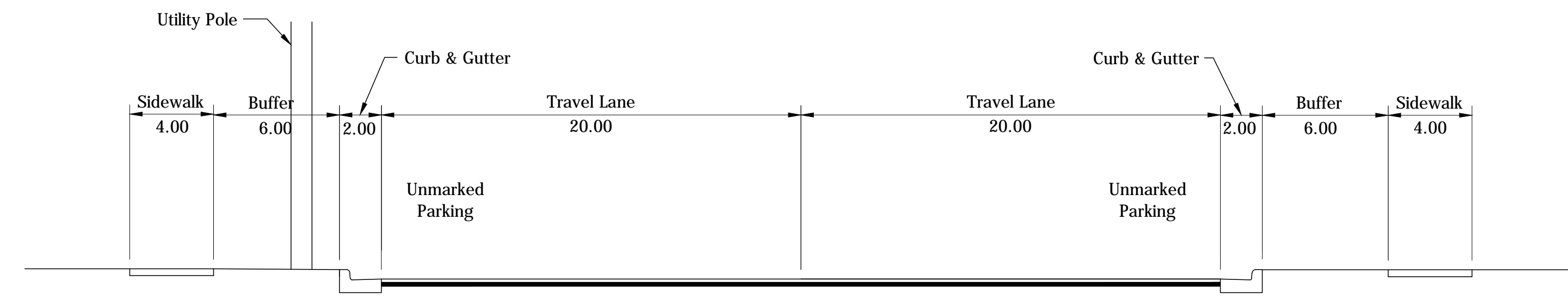
48). 18th Street
SCALE: 1" = 10'
From Center Street to Jeff High School North Drive



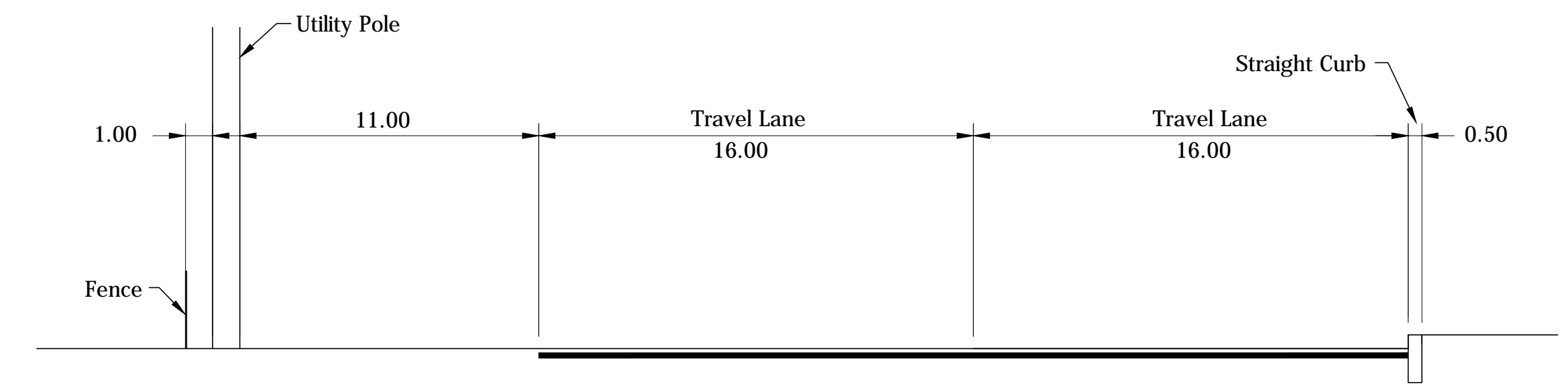
49). 18th Street
SCALE: 1" = 10'
From Jeff High School North Drive to Teal Road



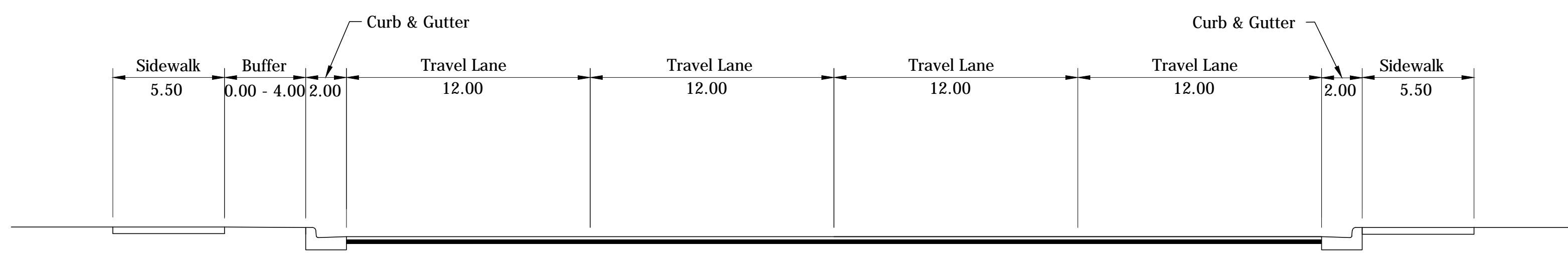
52b). State Street
SCALE: 1" = 10'
From Earl Avenue to 26th Street



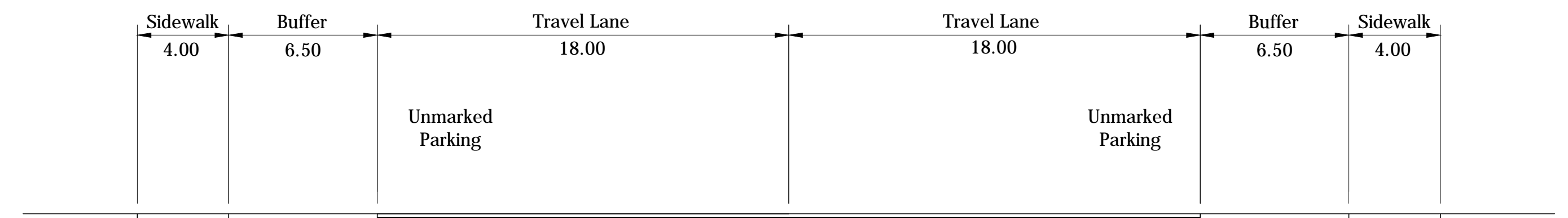
50). 18th Street
SCALE: 1" = 10'
From Teal Road to Brady Lane



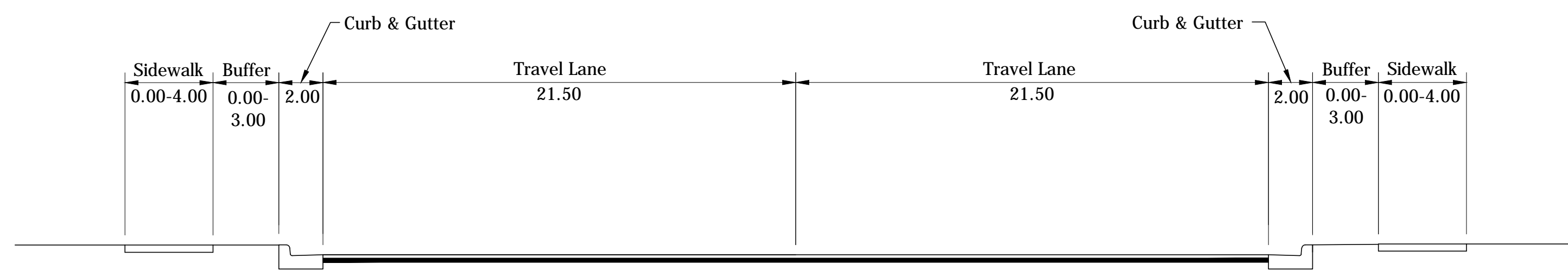
53). 26th Street
SCALE: 1" = 10'
From State Street Teal Road



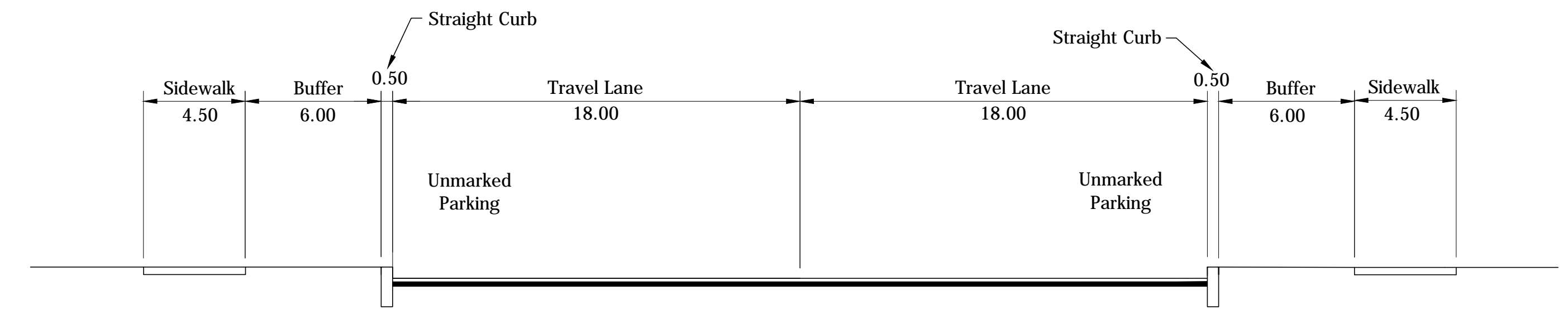
51). 18th Street
SCALE: 1" = 10'
From Brady Lane to Railroad



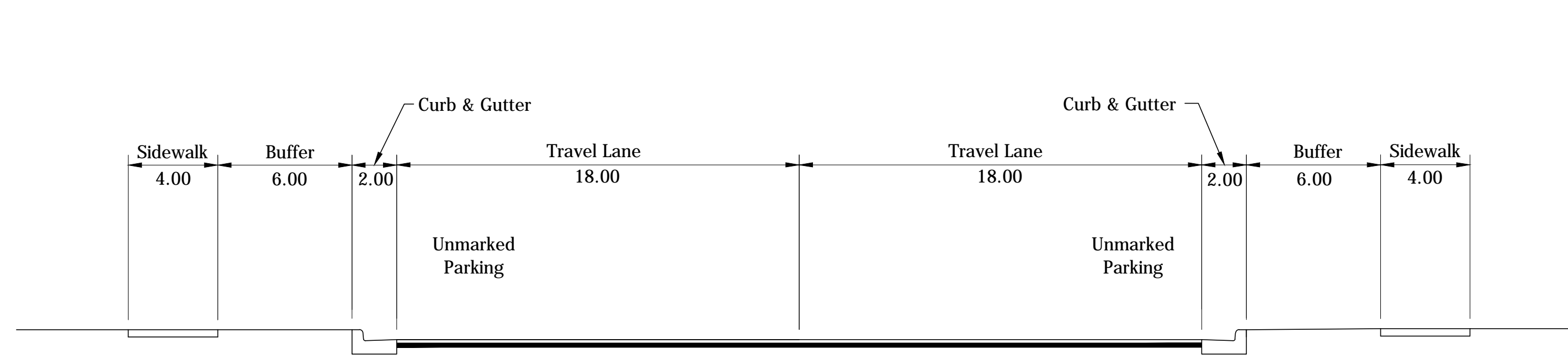
54). Sequoia Drive
SCALE: 1" = 10'
From Teal Road to Beck Lane



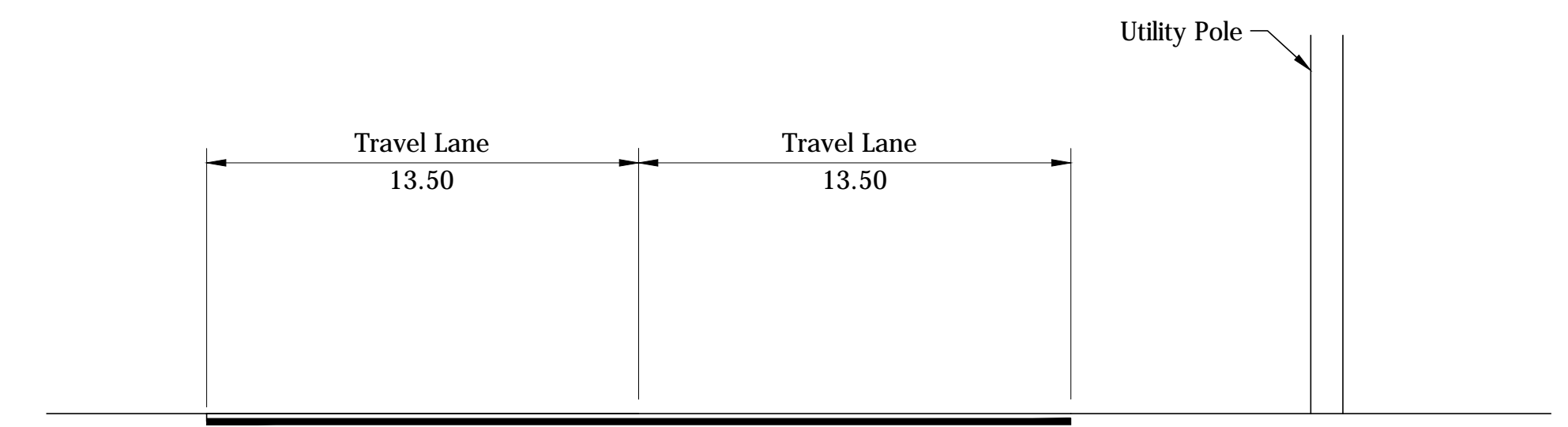
52a). State Street
SCALE: 1" = 10'
From 18th Street to Earl Avenue



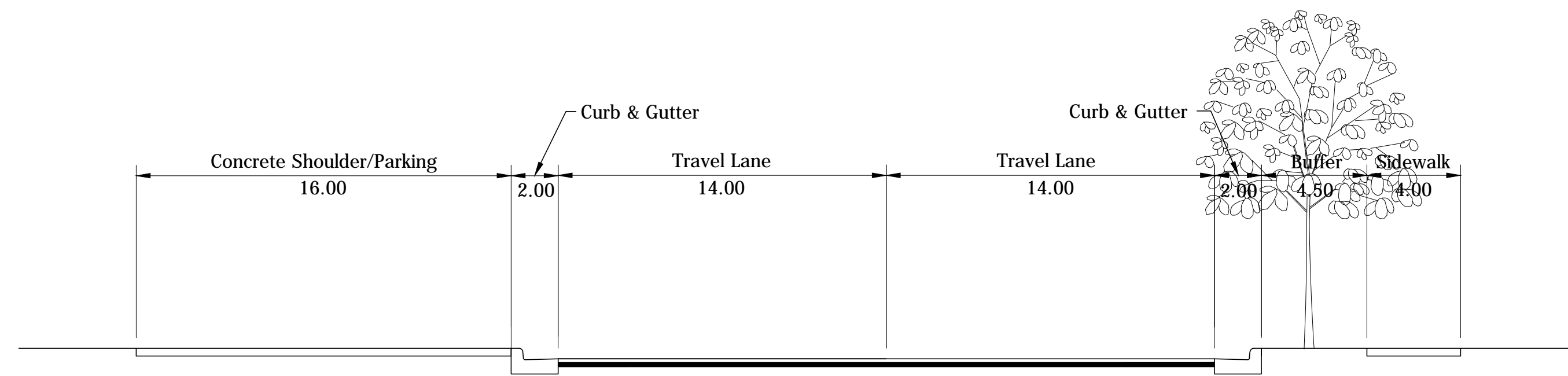
55). Comanche Trail
SCALE: 1" = 10'
From Beck Lane to Brady Lane



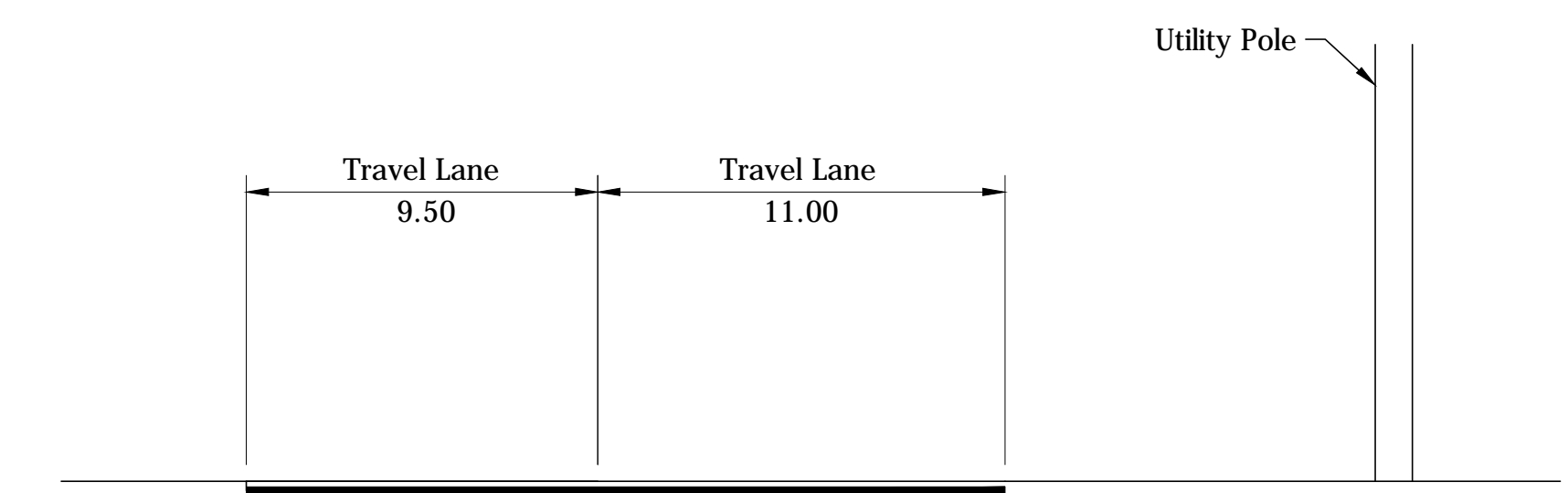
56). Summerfield Drive
SCALE: 1" = 10'
From Teal Road to Beck Lane



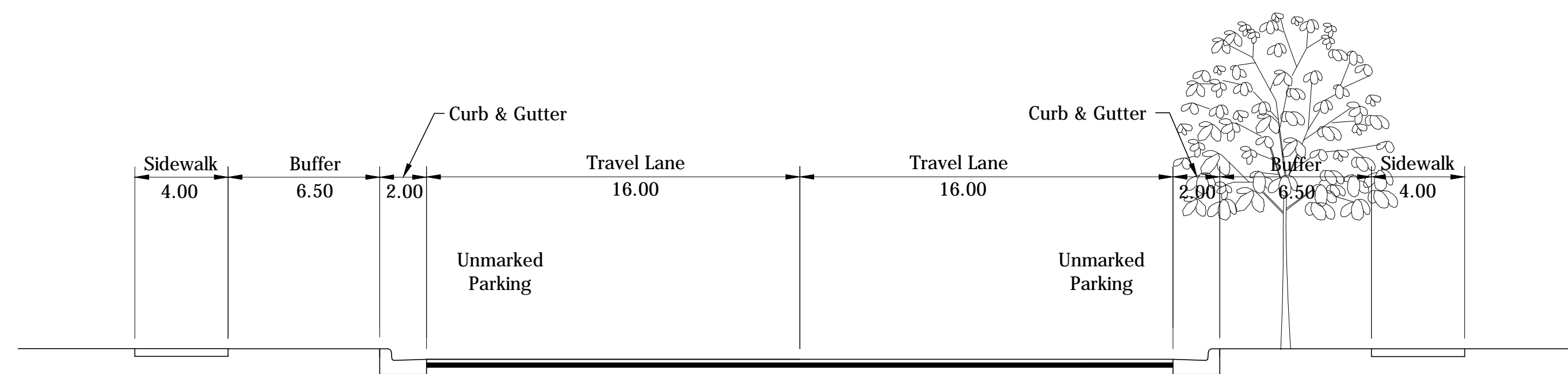
60). Wabash Avenue
SCALE: 1" = 10'
From Old Toe Path Road to Beck Lane



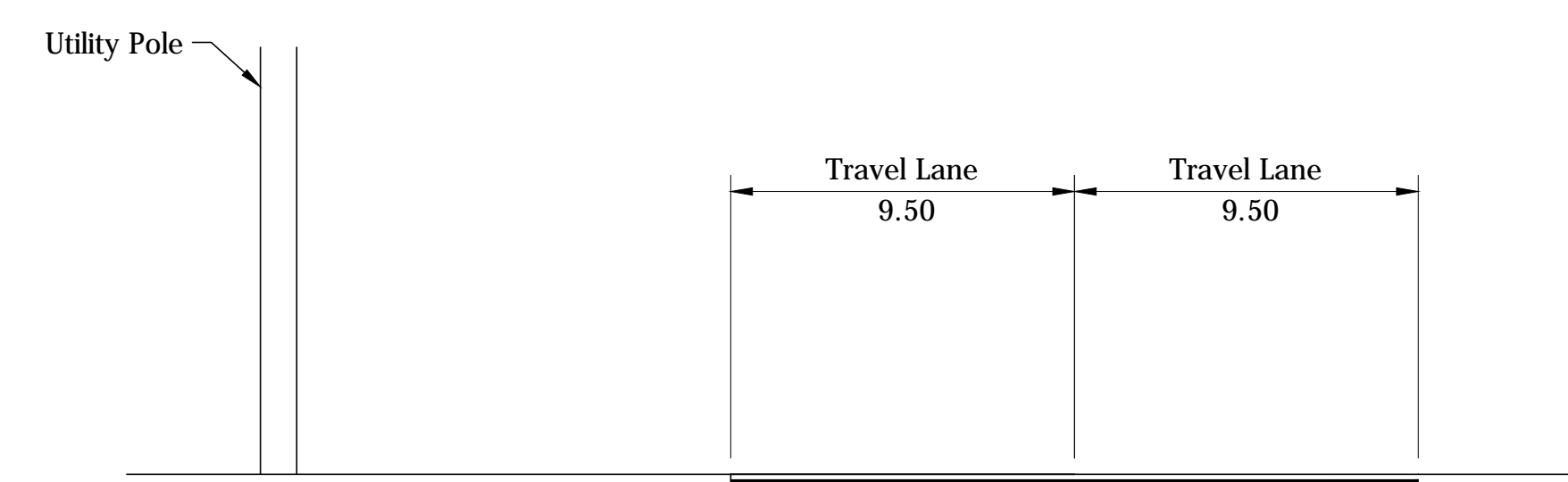
57). America Street
SCALE: 1" = 10'
From Queen Street to Wabash Avenue



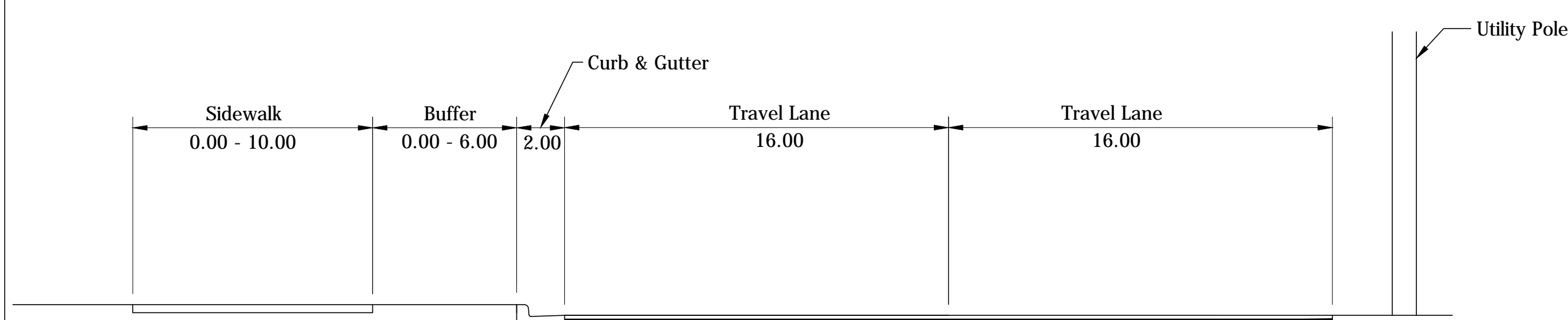
61). Wabash Avenue
SCALE: 1" = 10'
From Beck Lane to Elston Road



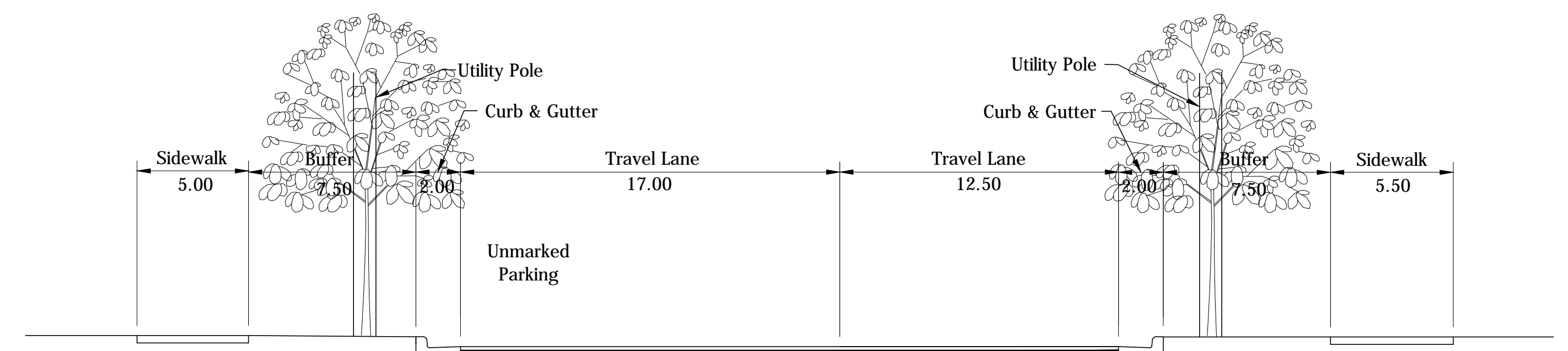
58). Wabash Avenue
SCALE: 1" = 10'
From America Street to Nealy Street



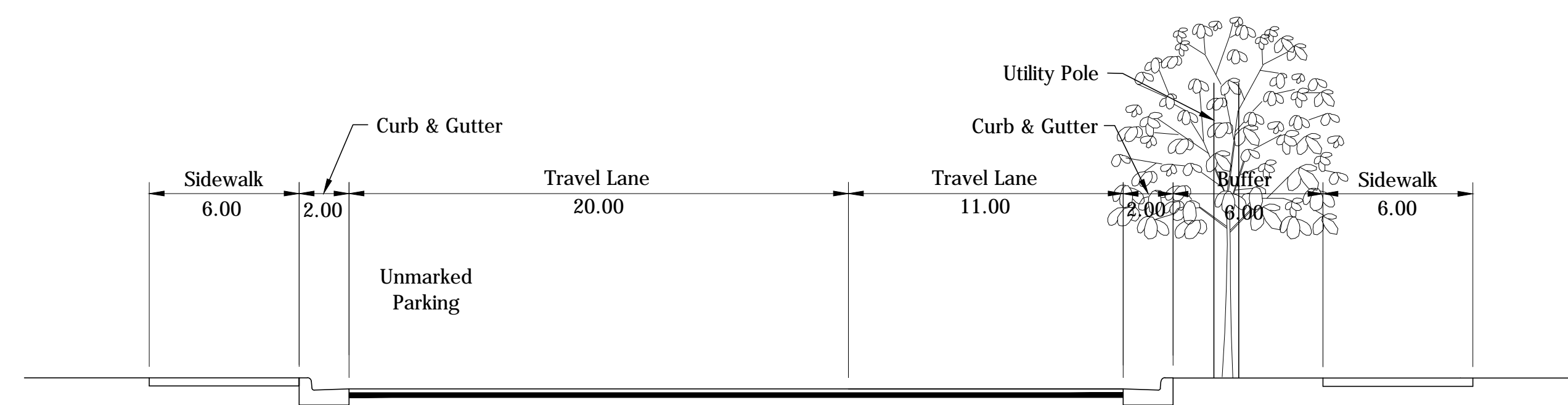
62). Old Romney Road
SCALE: 1" = 10'
From Elston Road to Ortman Lane



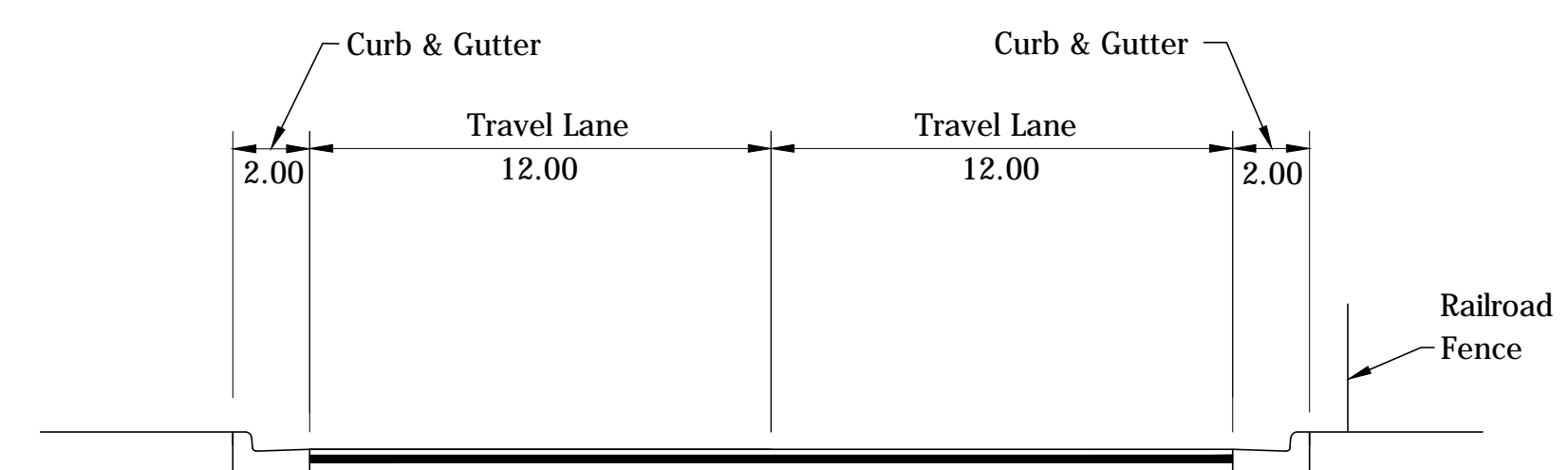
59). Wabash Avenue
SCALE: 1" = 10'
From Nealy Street to Old Toe Path Road



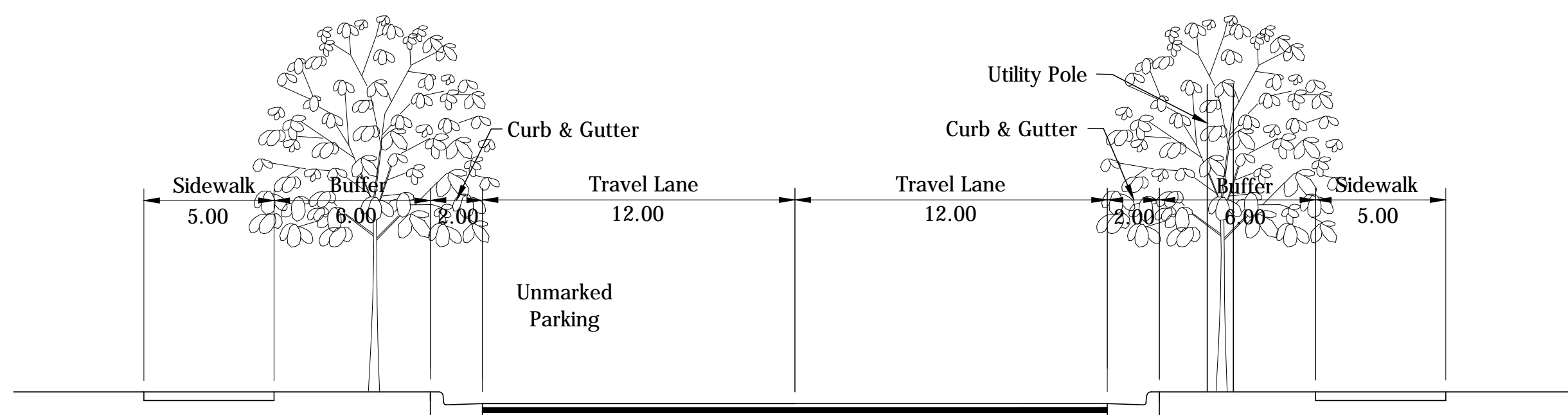
63). Schuyler Avenue
SCALE: 1" = 10'
From Sagamore Parkway to 18th Street



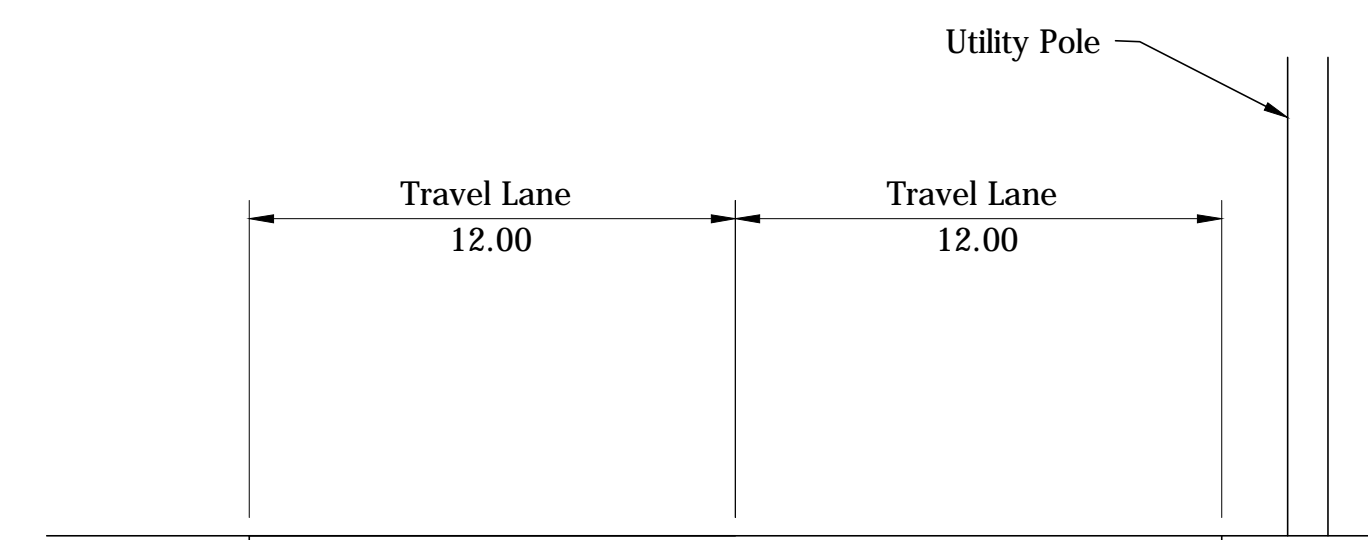
64). Schuyler Avenue
SCALE: 1" = 10'
From 18th Street to Underwood Street



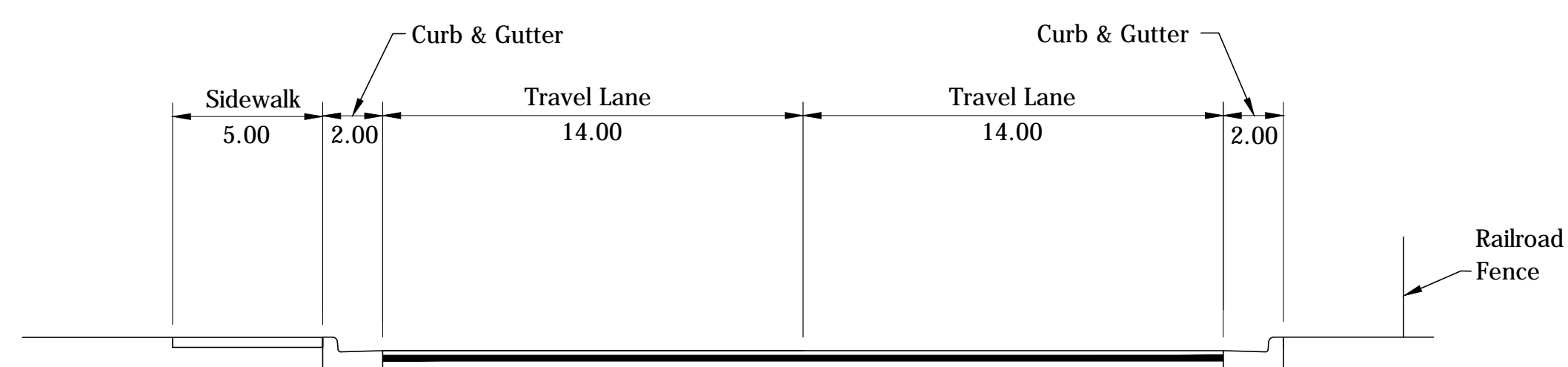
68). 3rd Street
SCALE: 1" = 10'
From Salem Street to Cincinnati Street



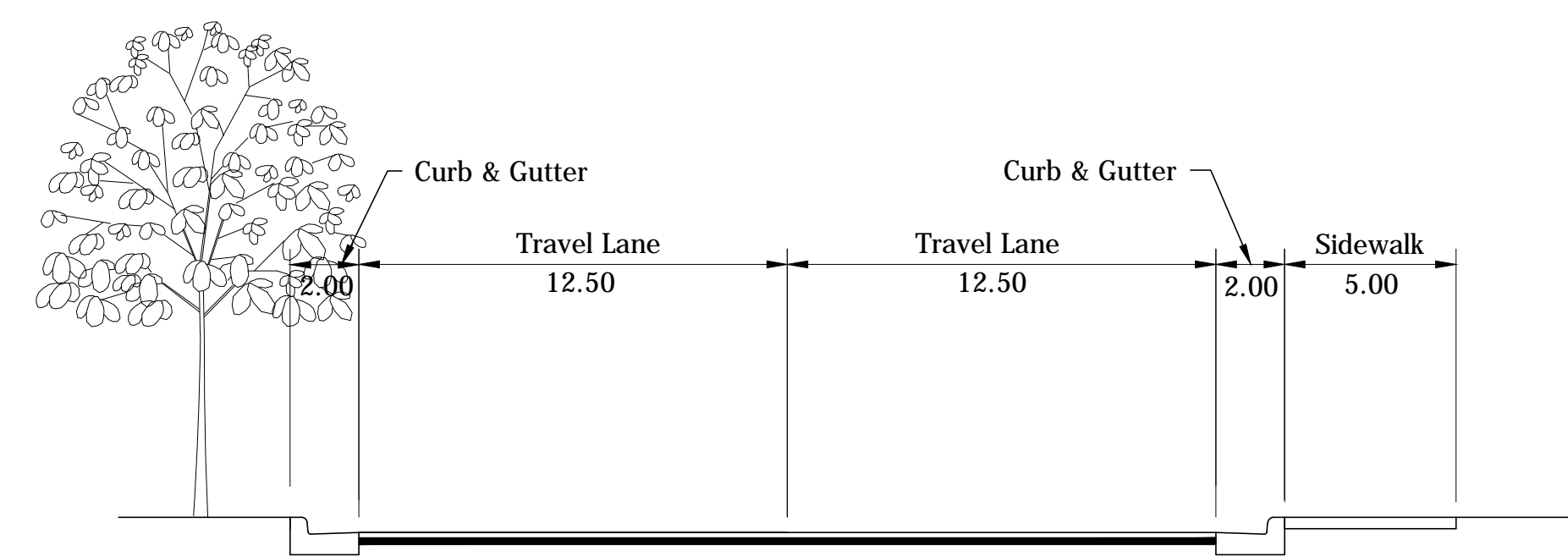
65). 15th Street
SCALE: 1" = 10'
From Underwood Street to Greenbush Street



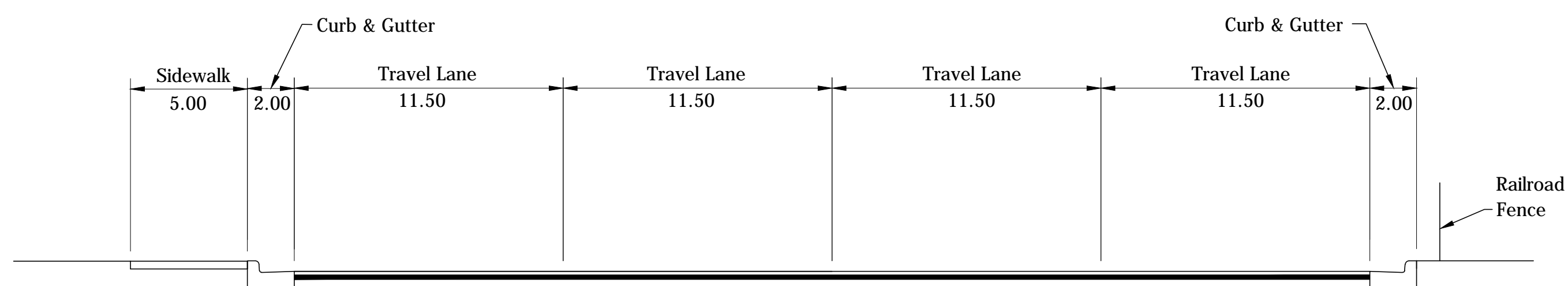
69). Old US 231/SR 25
SCALE: 1" = 10'
From Teal Road to Beck Lane



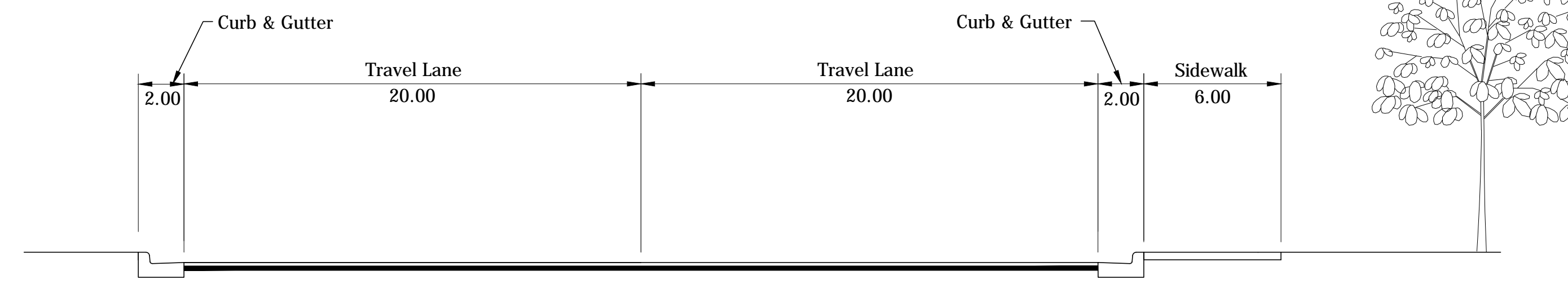
66). Fannon Drive
SCALE: 1" = 10'
From Greenbush Street to Hartford Street



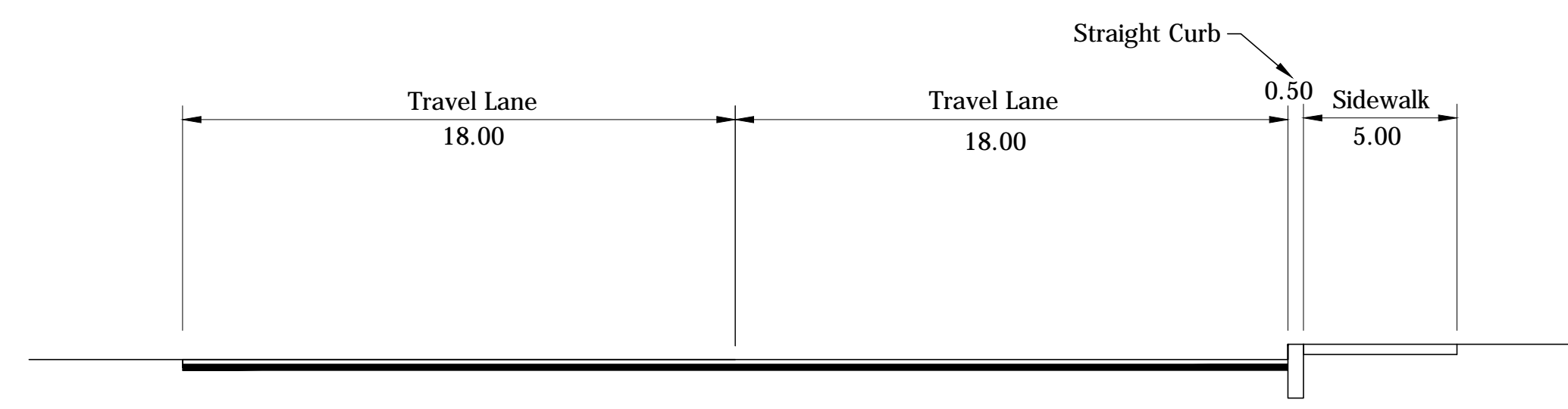
70). Erie Street
SCALE: 1" = 10'
From Underwood Street to 18th Street



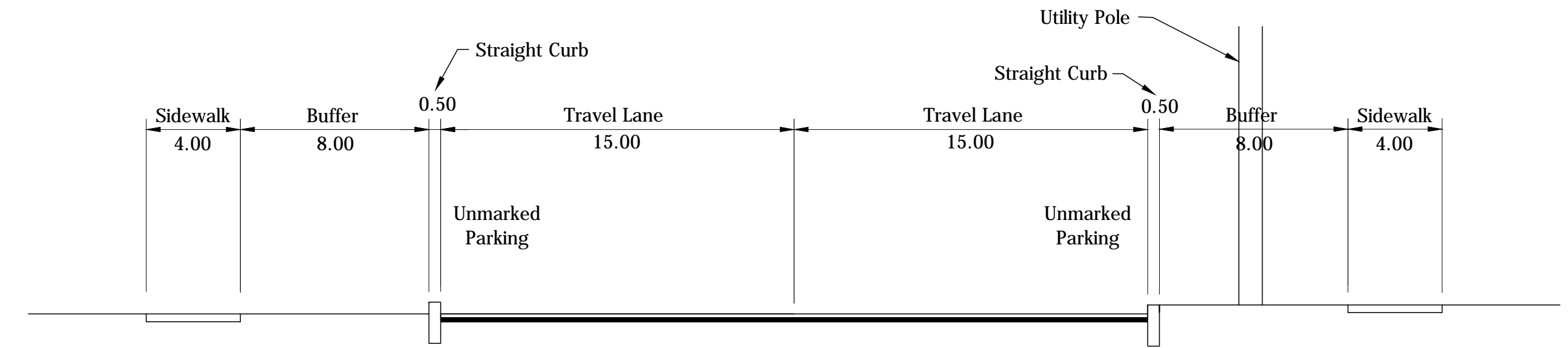
67). Fannon Drive
SCALE: 1" = 10'
From Hartford Street to Salem Street



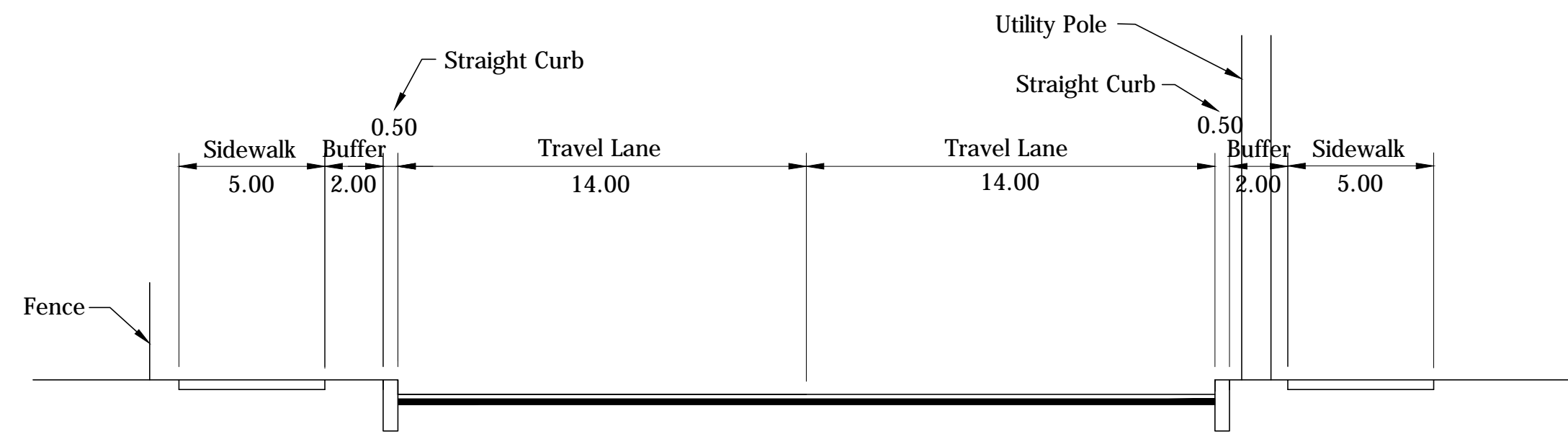
71). Erie Street
SCALE: 1" = 10'
From 18th Street to Salem Street



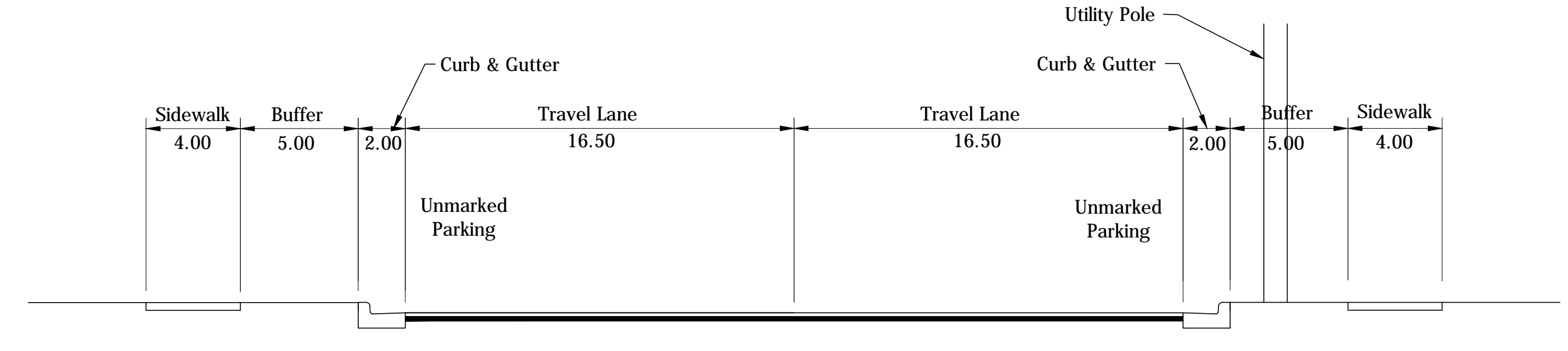
72). Erie Street
SCALE: 1" = 10'
From Salem Street to Cincinnati Street



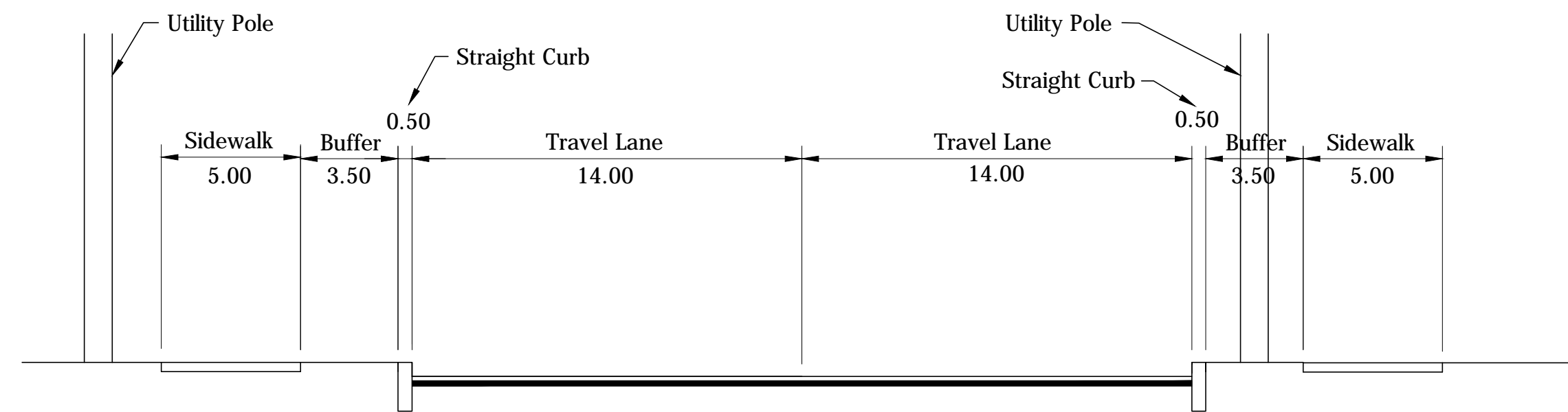
76). Underwood Street
SCALE: 1" = 10'
From 19th Street to Erie Street



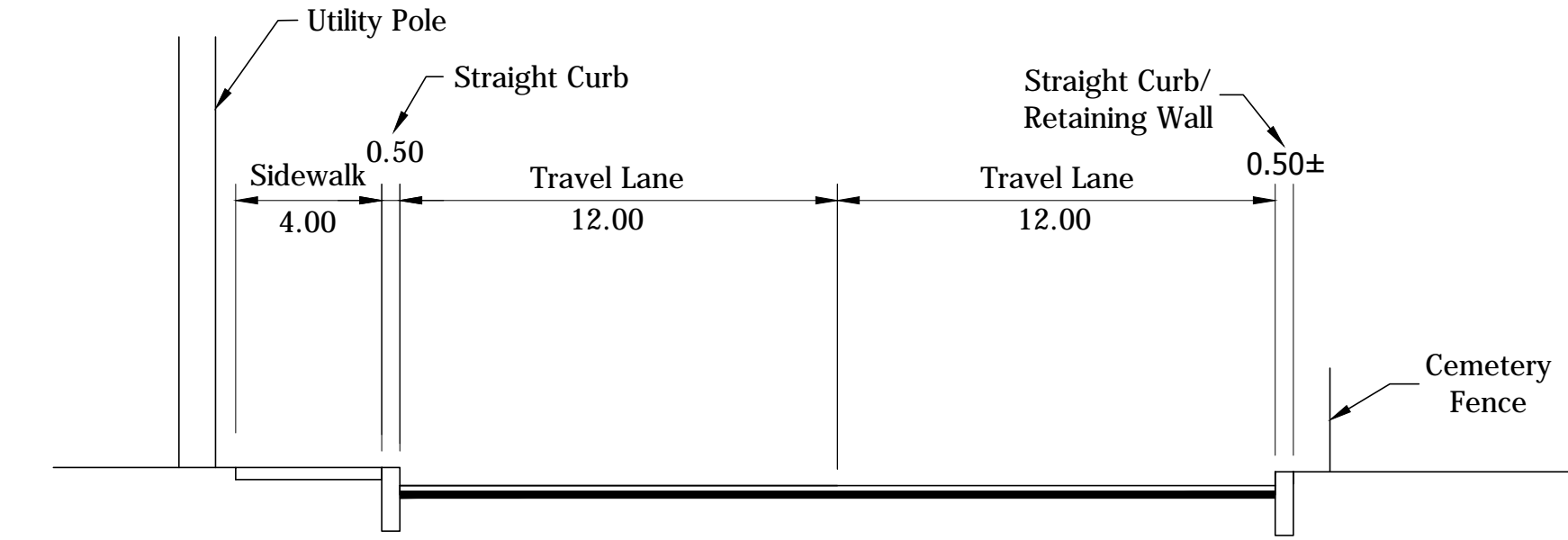
73). Erie Street
SCALE: 1" = 10'
From Cincinnati Street to Ferry Street



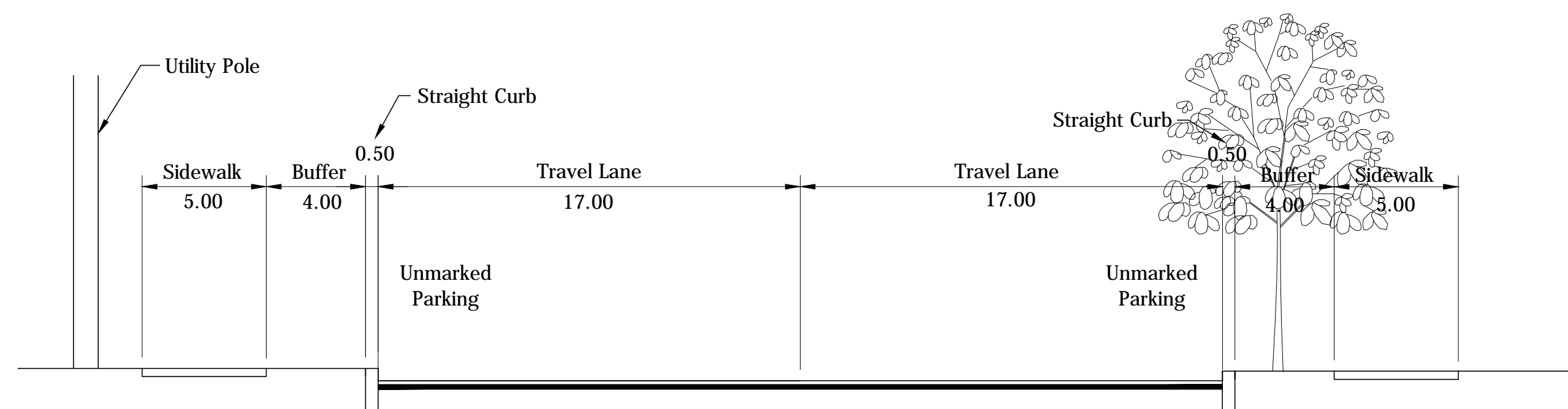
77). Underwood Street
SCALE: 1" = 10'
From Erie Street to Sagamore Parkway



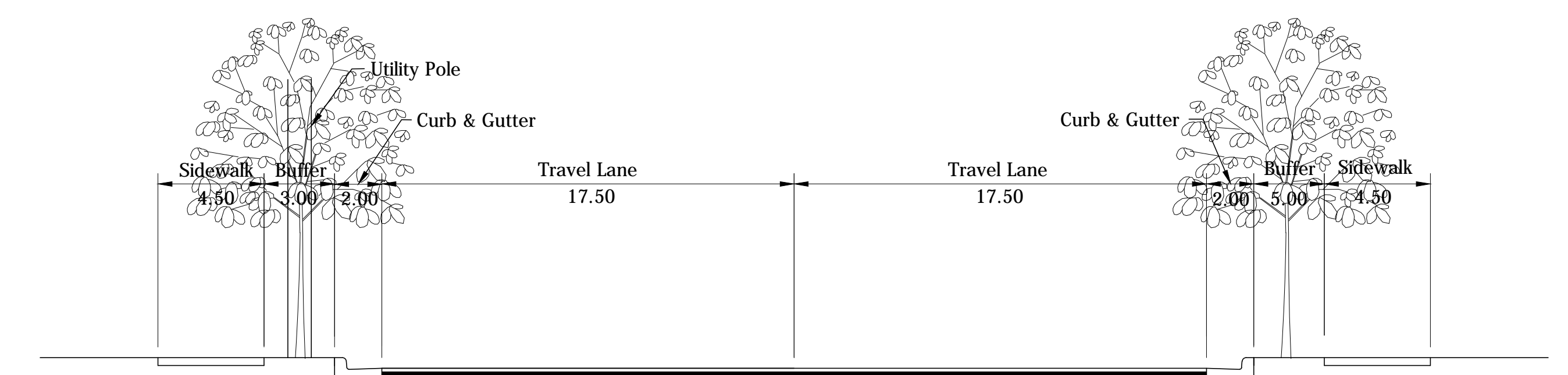
74). Underwood Street
SCALE: 1" = 10'
From 15th Street to 17th Street



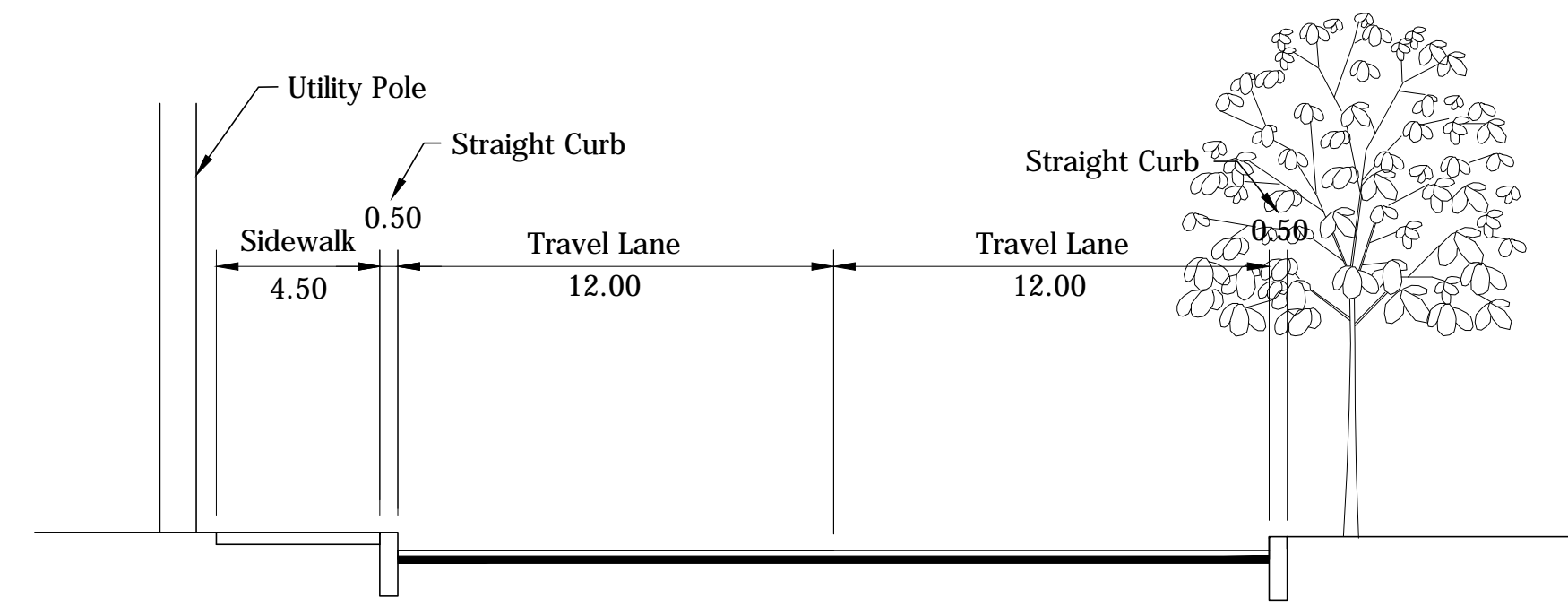
78). Greenbush Street
SCALE: 1" = 10'
From 9th Street to 12th Street



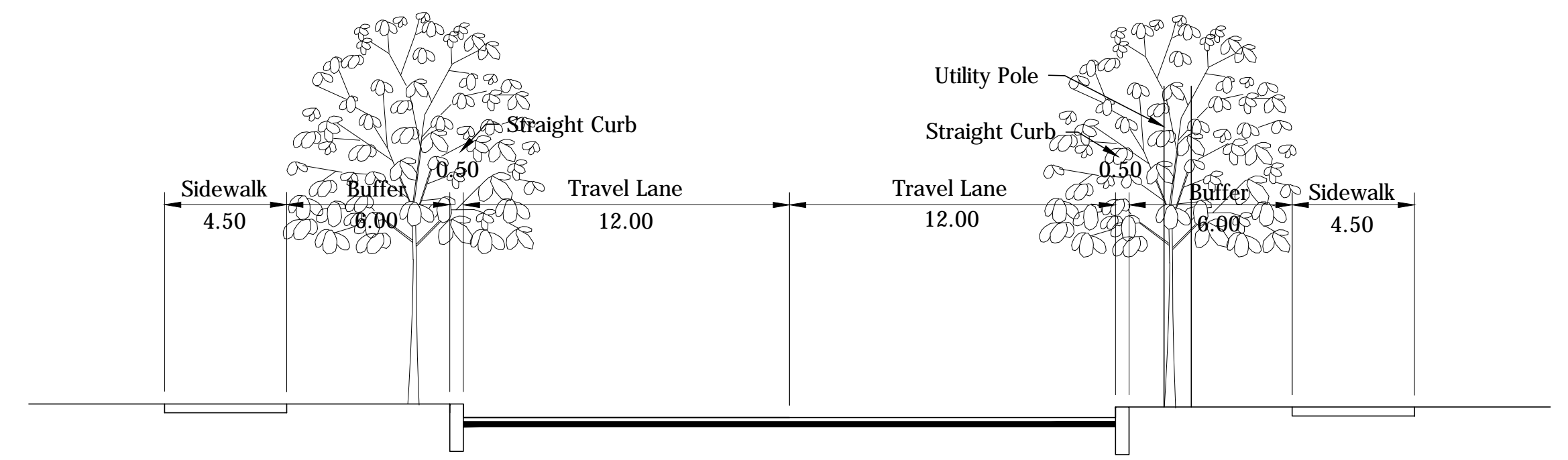
75). Underwood Street
SCALE: 1" = 10'
From 17th Street to 19th Street



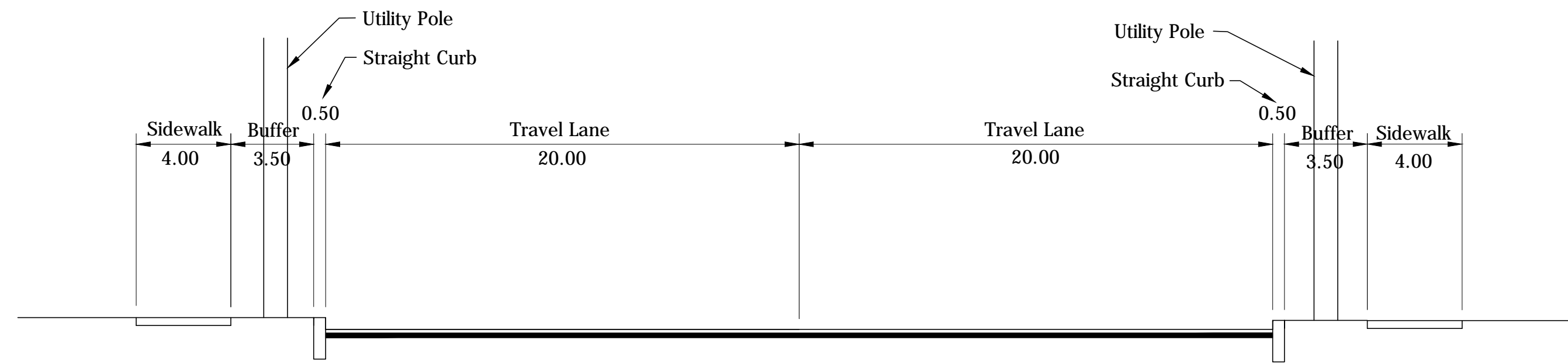
79). Greenbush Street
SCALE: 1" = 10'
From 12th Street to Erie Street



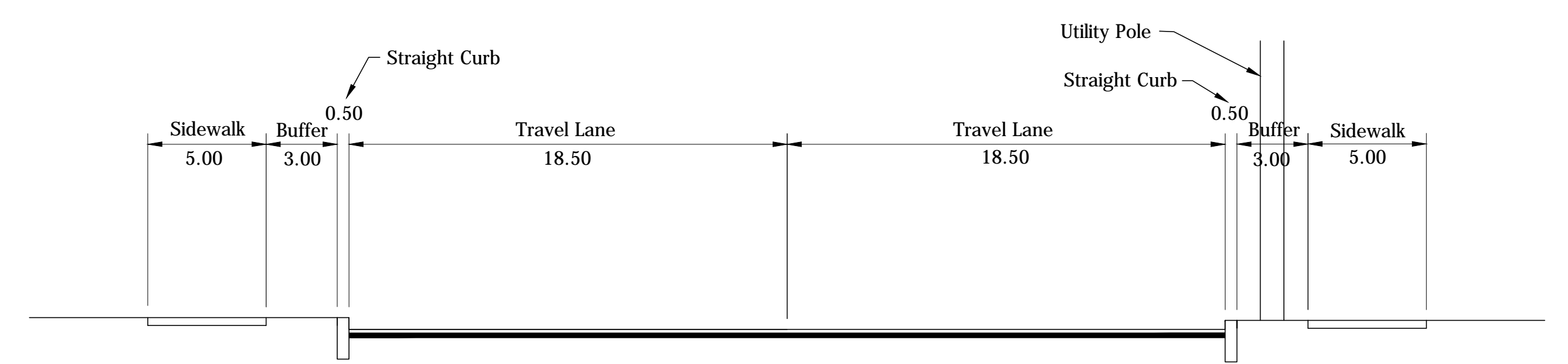
80). Greenbush Street
SCALE: 1" = 10'
From Erie Street to Elmwood Avenue



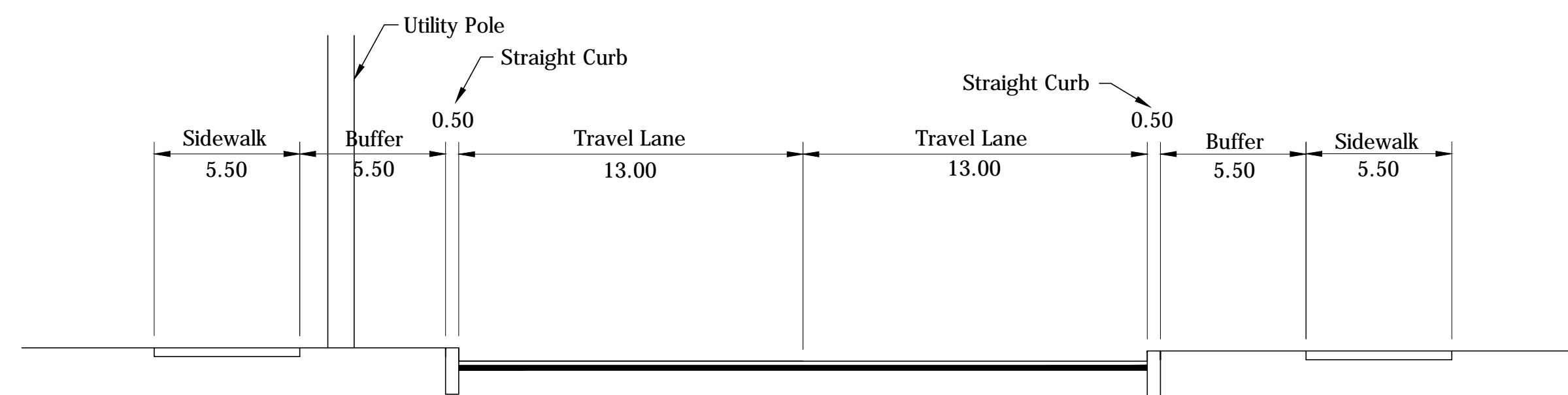
84). Salem Street
SCALE: 1" = 10'
From 14th Street to 10th Street



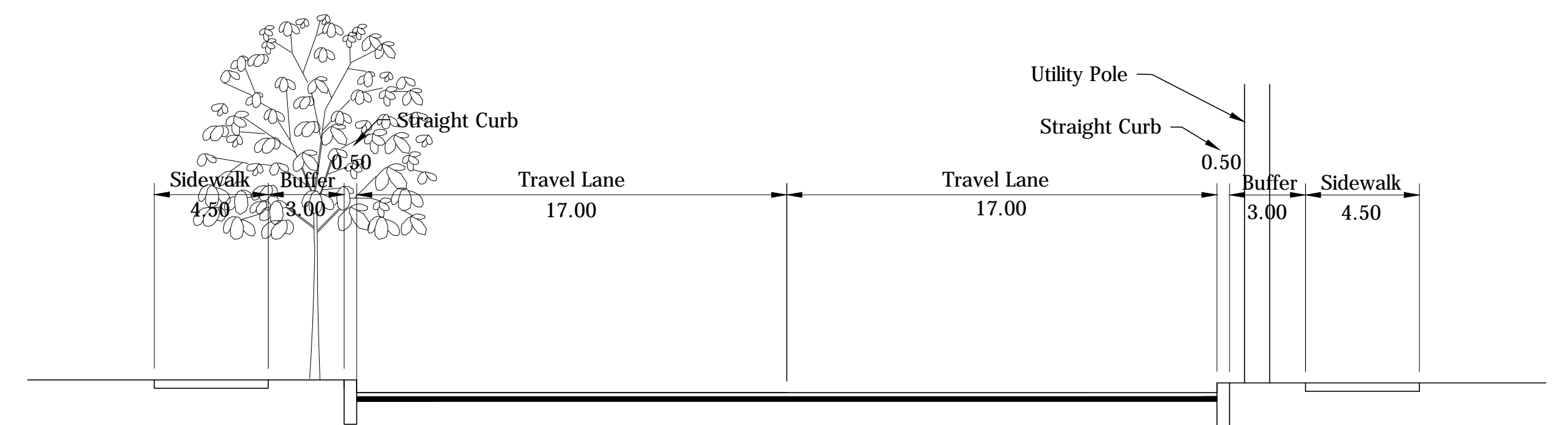
81). Greenbush Street
SCALE: 1" = 10'
From Elmwood Avenue to Sagamore Parkway



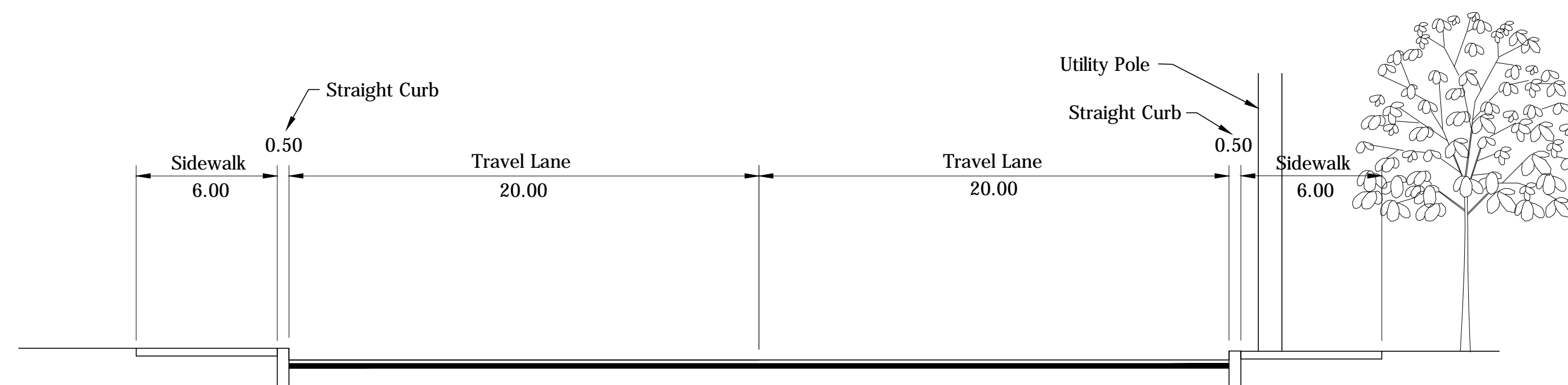
85). Salem Street
SCALE: 1" = 10'
From 10th Street to Fannon



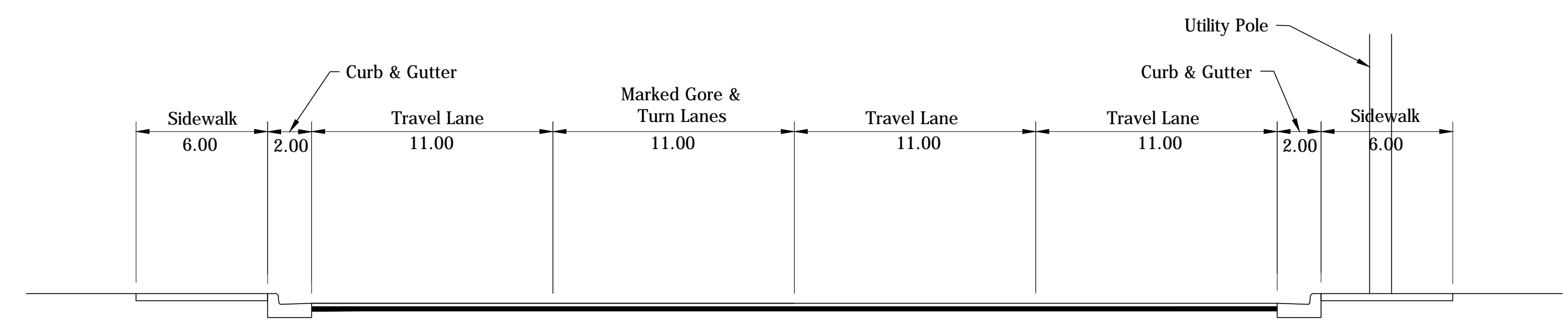
82). Salem Street
SCALE: 1" = 10'
From Union Street to Erie Street



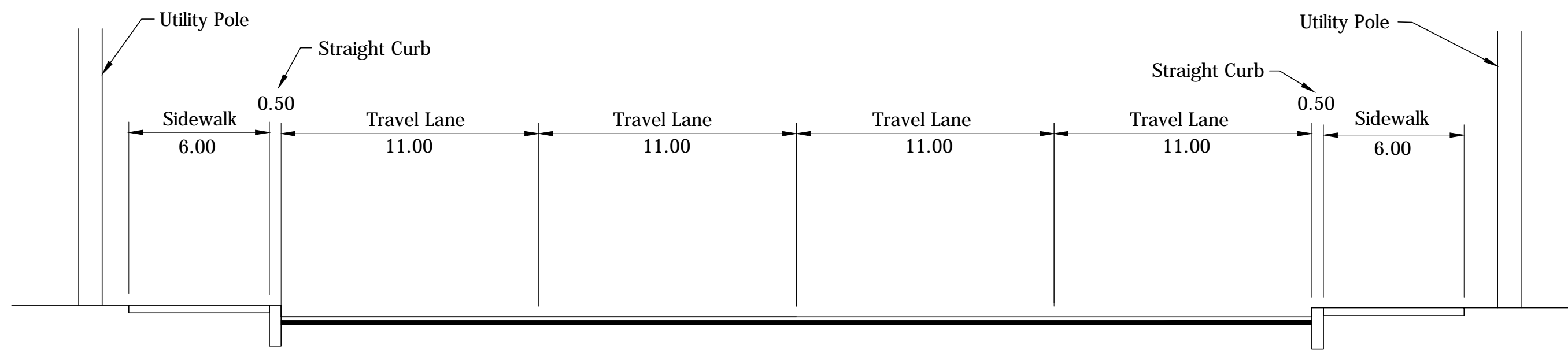
86). Union Street
SCALE: 1" = 10'
From R.R. Overpass to 21st Street



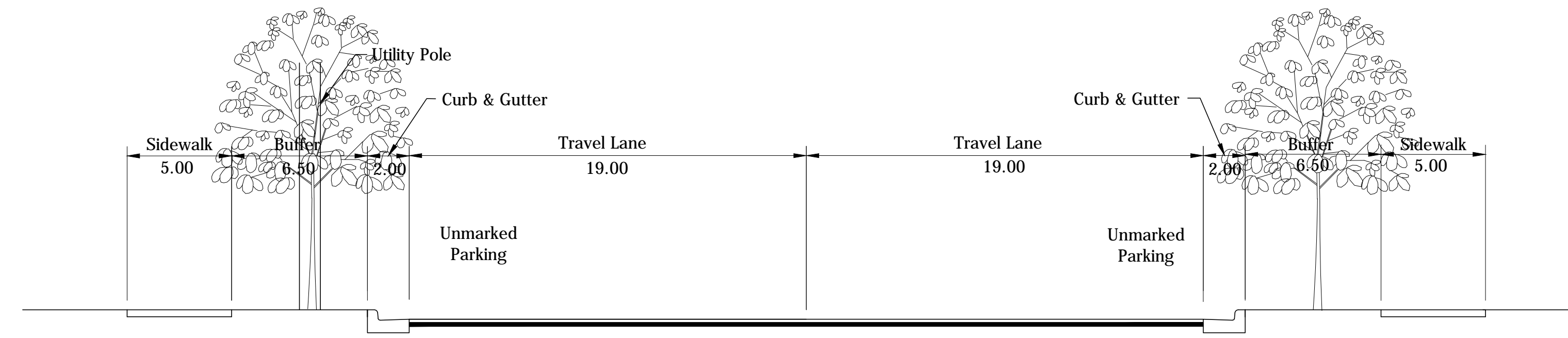
83). Salem Street
SCALE: 1" = 10'
From Erie Street to 14th Street



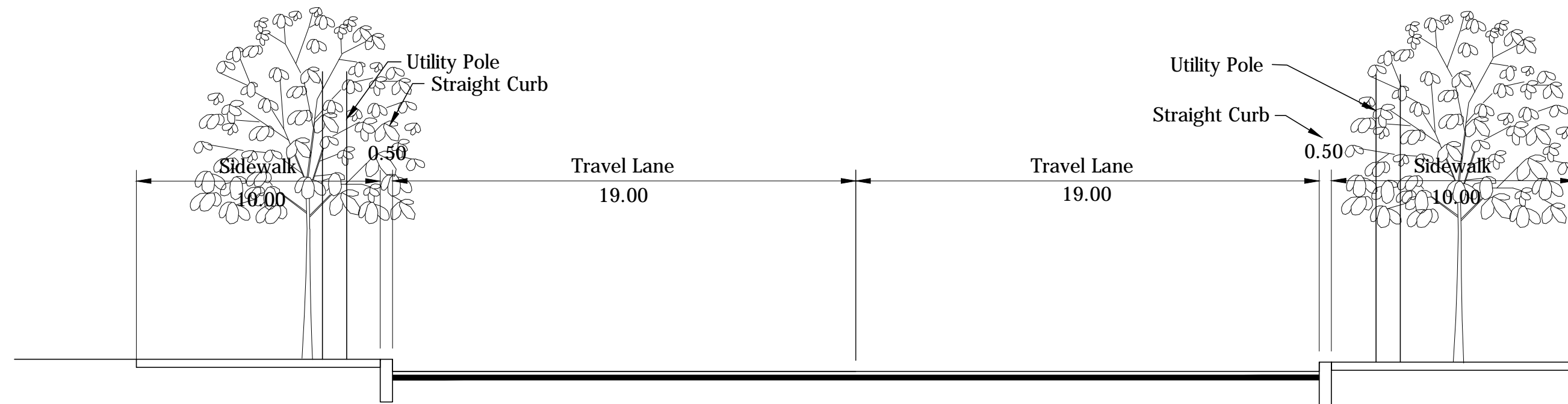
87). Union Street
SCALE: 1" = 10'
From 21st Street to Sagamore parkway



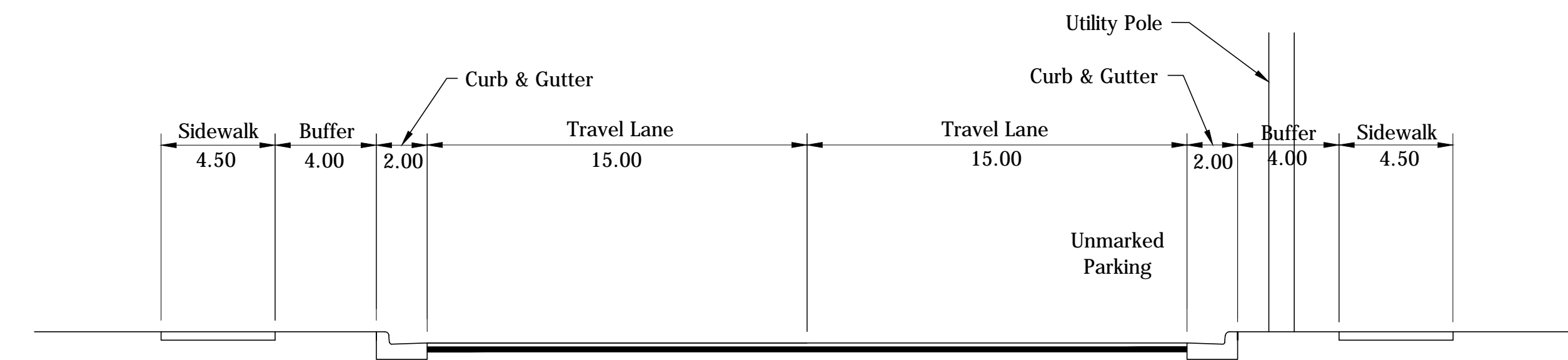
88). Union Street
SCALE: 1" = 10'
From Sagamore Parkway to Creasy Lane



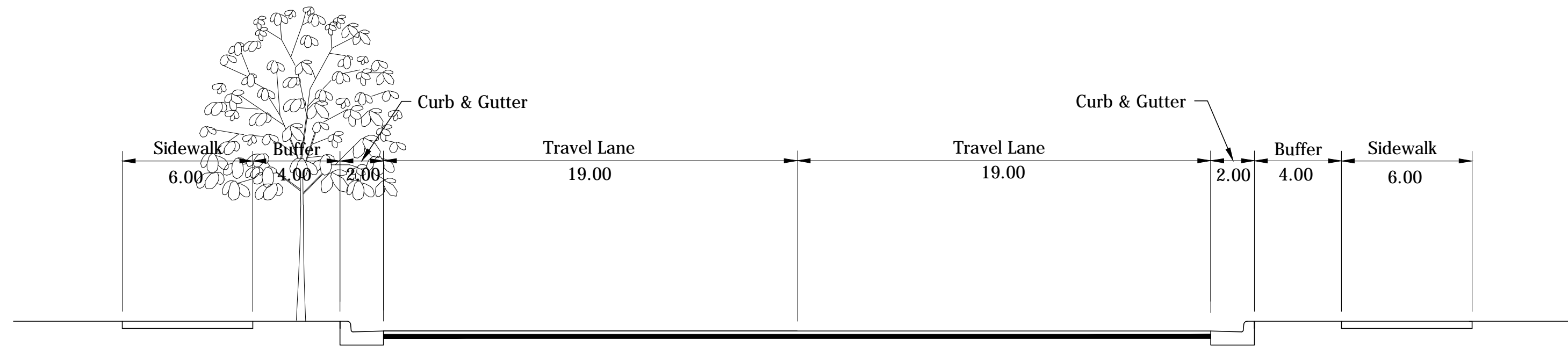
92). Ferry Street
SCALE: 1" = 10'
From Perrin Avenue to 18th Street



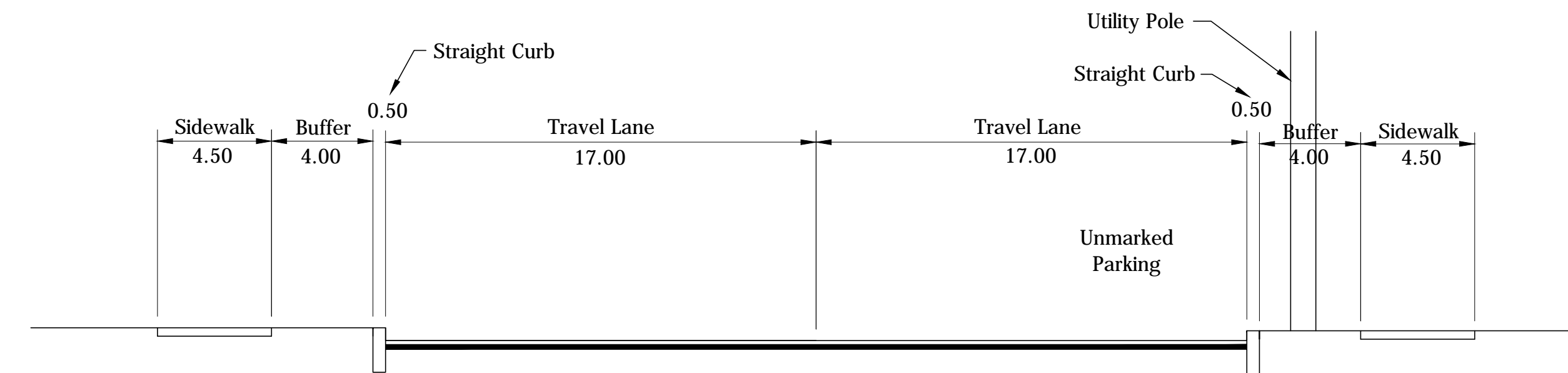
89). Ferry Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



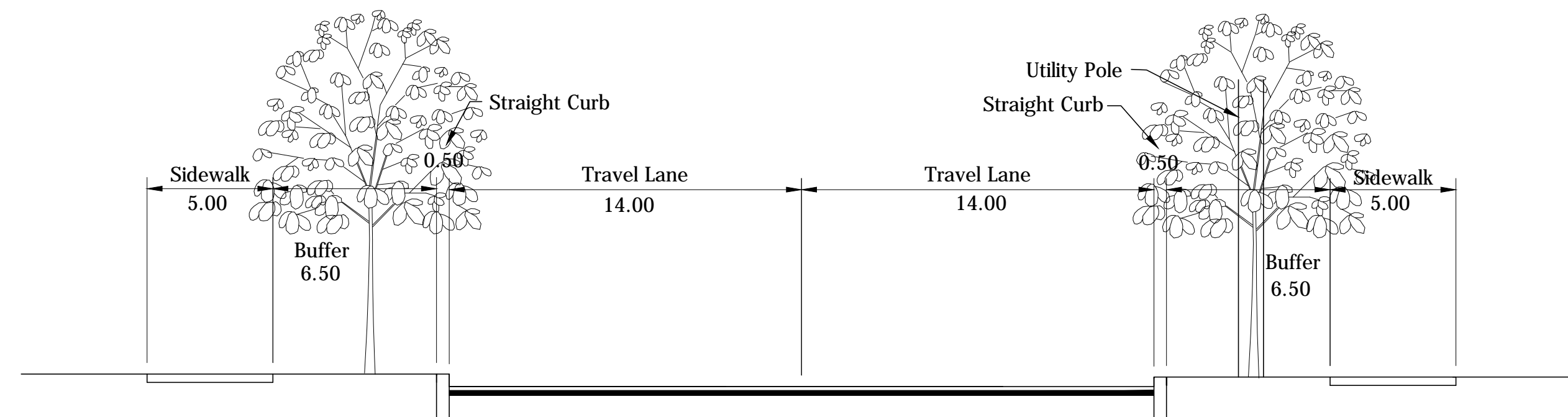
93). Ferry Street
SCALE: 1" = 10'
From 18th Street to 22nd Street



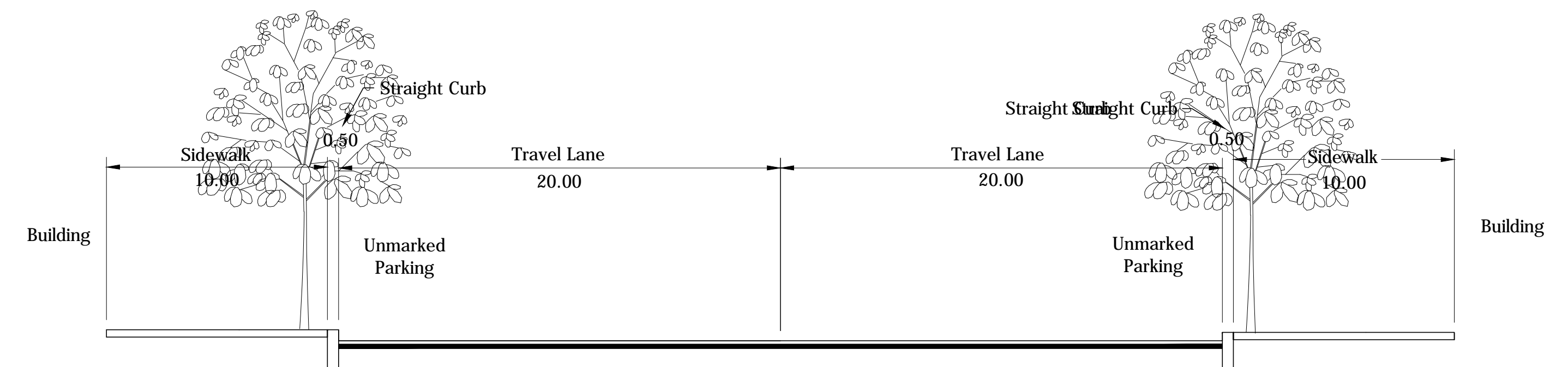
90). Ferry Street
SCALE: 1" = 10'
From 6th Street to 10th Street



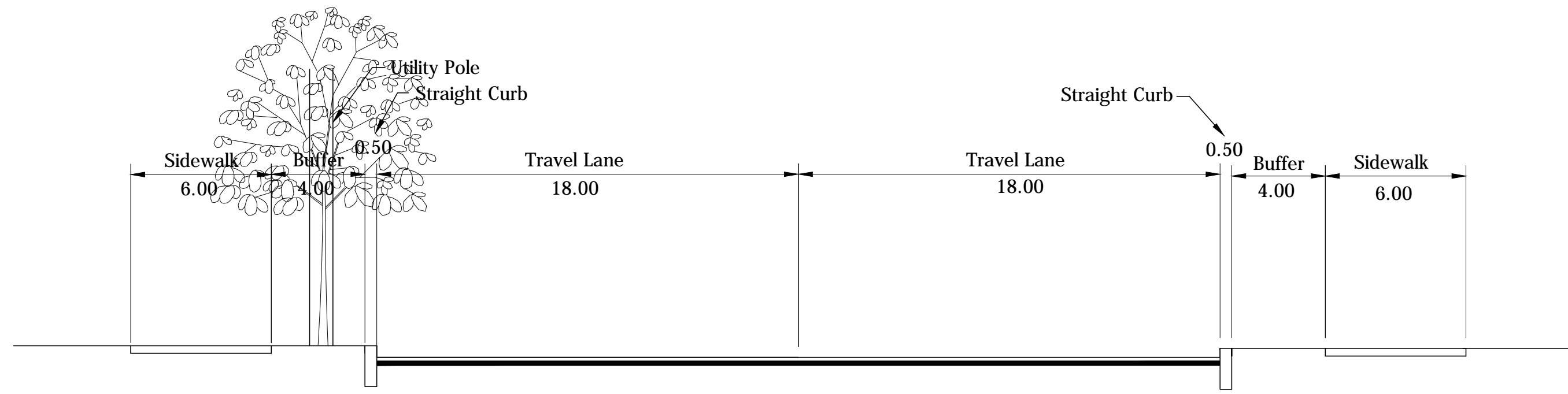
94). Ferry Street
SCALE: 1" = 10'
From 22nd Street to Earl Avenue



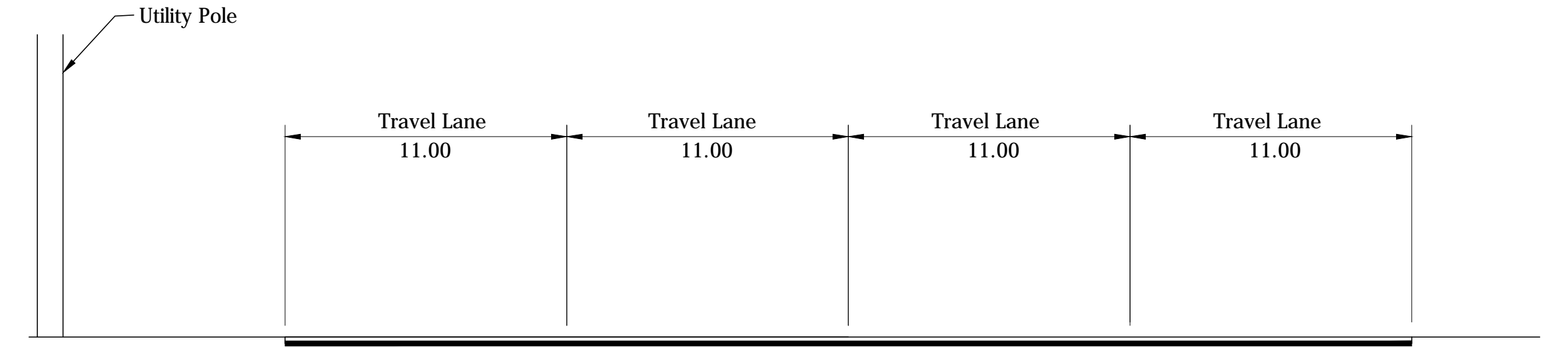
91). Ferry Street
SCALE: 1" = 10'
From 10th Street to Perrin Avenue



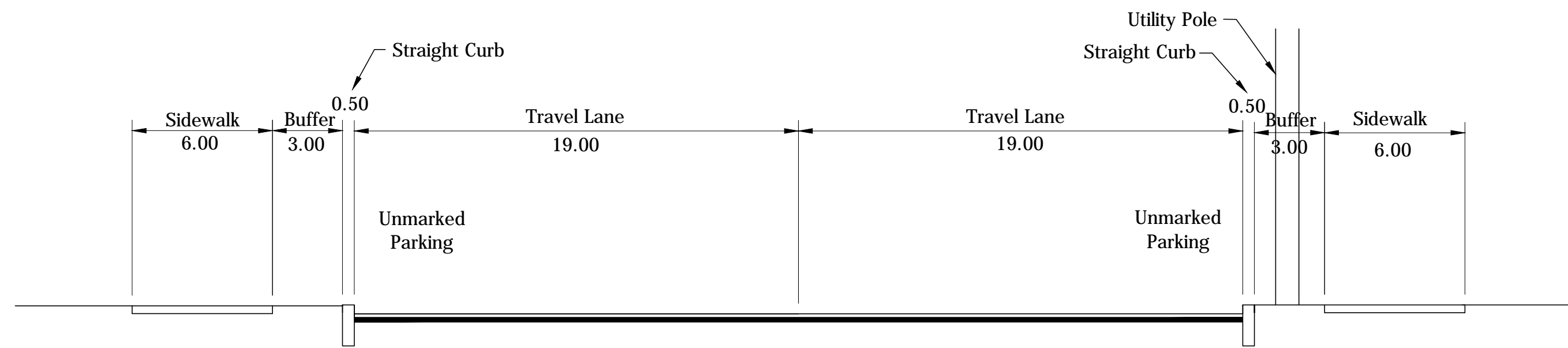
95). Main Street
SCALE: 1" = 10'
From 2nd Street to 11th Street



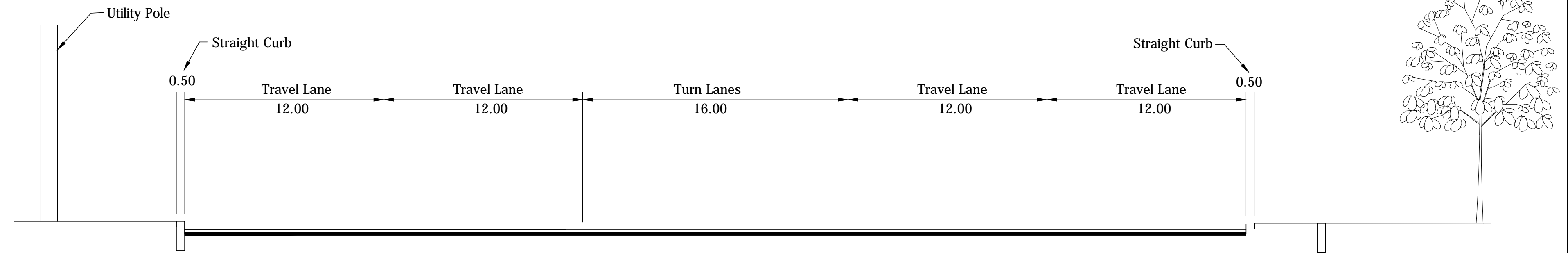
96). Main Street
SCALE: 1" = 10'
From 11th Street to Perrin Avenue



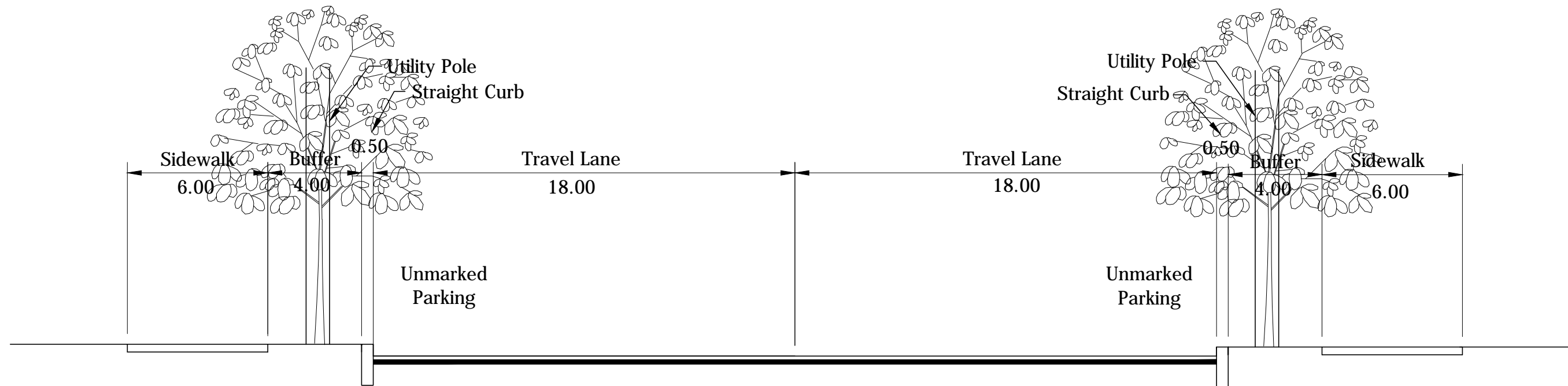
99). Main Street
SCALE: 1" = 10'
From Earl Avenue to Sagamore Parkway



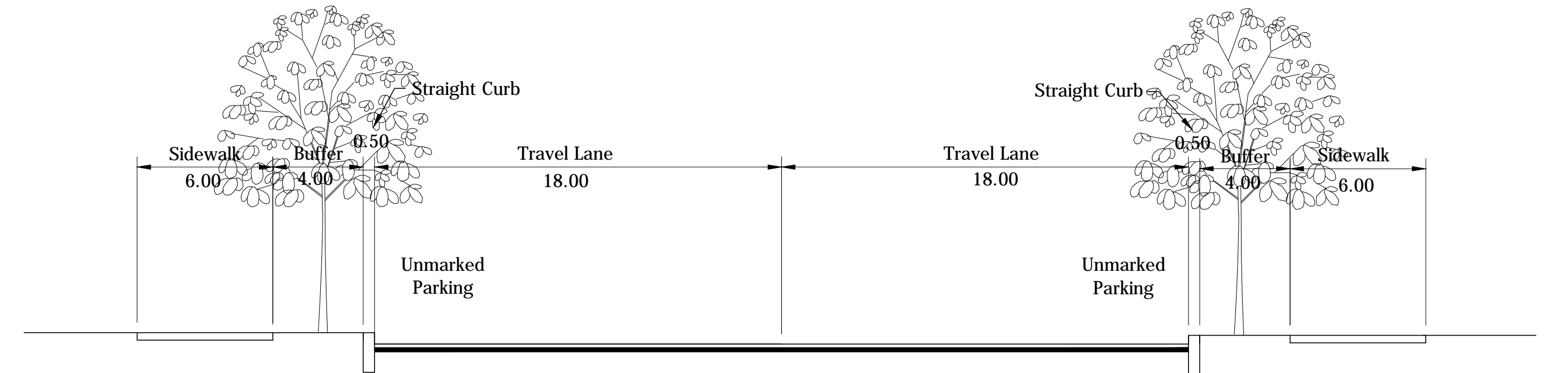
97). Main Street
SCALE: 1" = 10'
From Perrin Avenue to Columbia Street



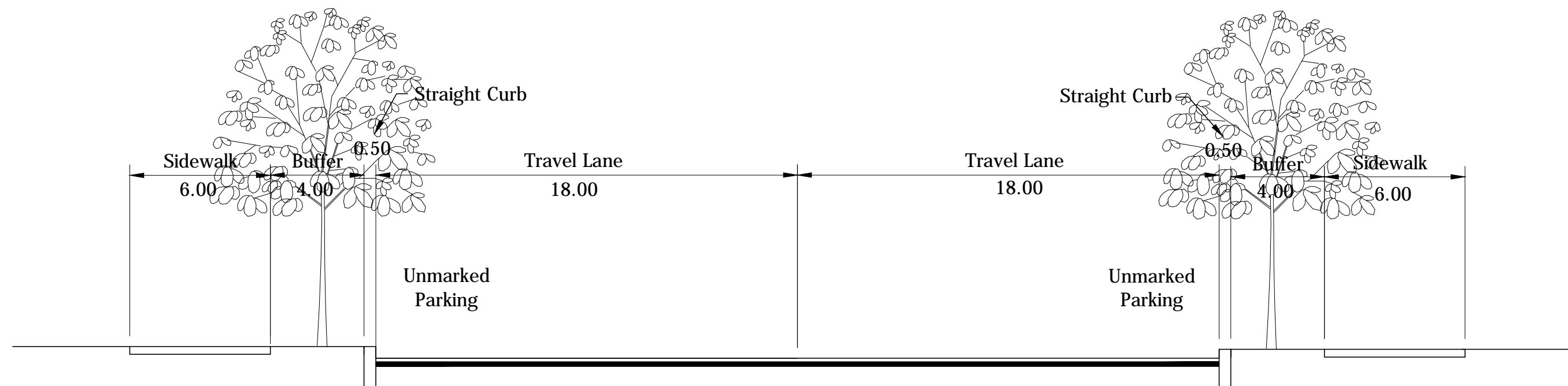
100). Main Street
SCALE: 1" = 10'
From Sagamore Parkway to Creasy Lane



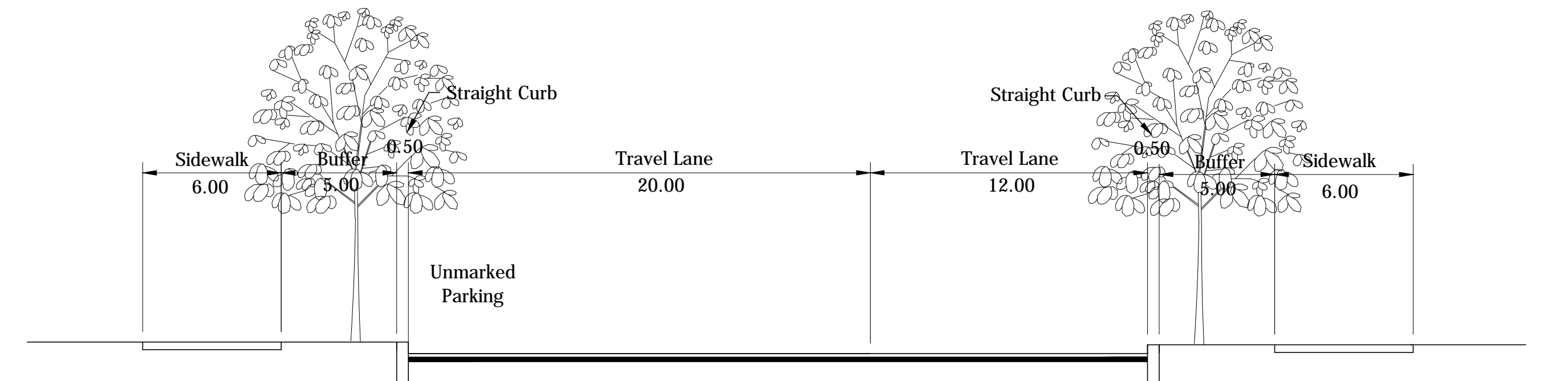
98a). Main Street
SCALE: 1" = 10'
From Columbia Street to 25th Street



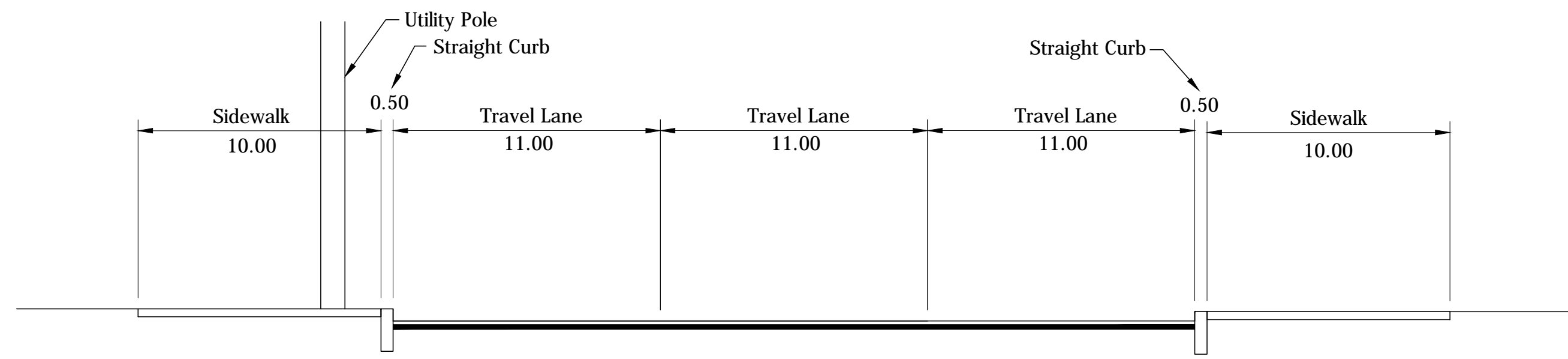
101). Columbia Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



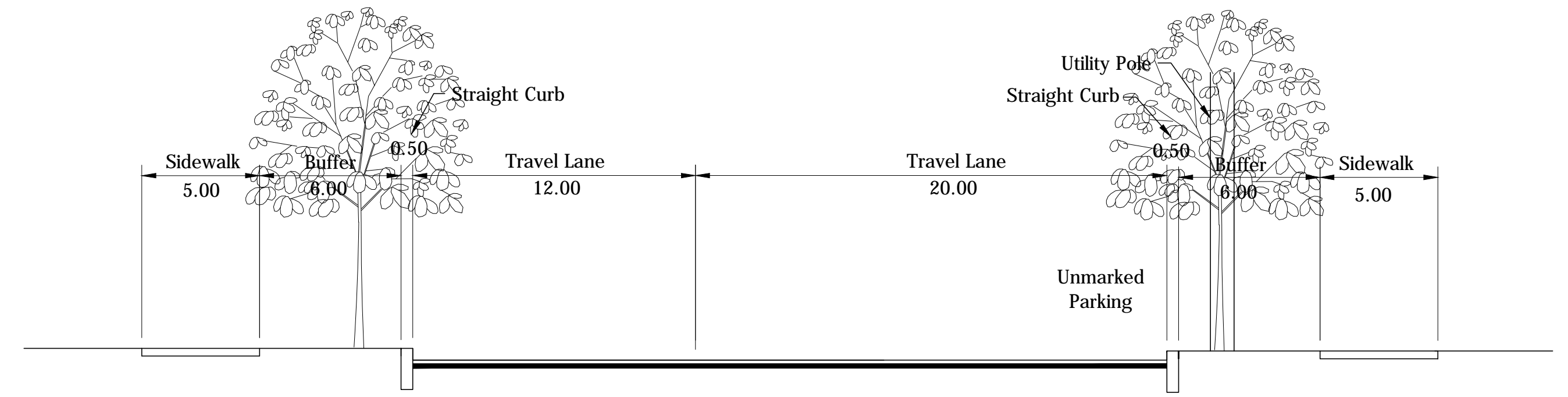
98b). Main Street
SCALE: 1" = 10'
From 25th Street to Earl Avenue



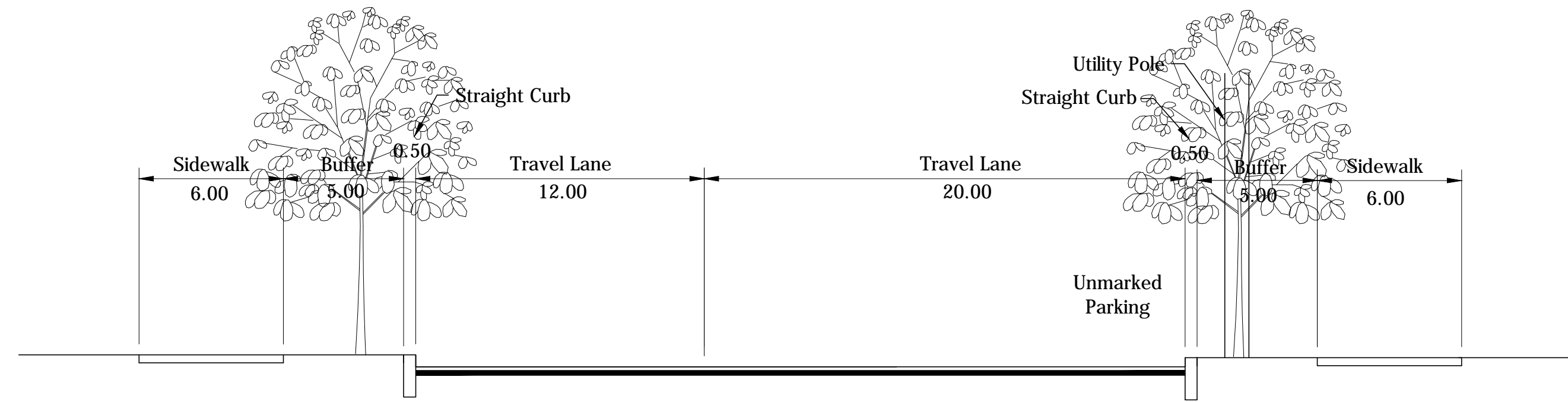
102). Columbia Street
SCALE: 1" = 10'
From 6th Street to Main Street



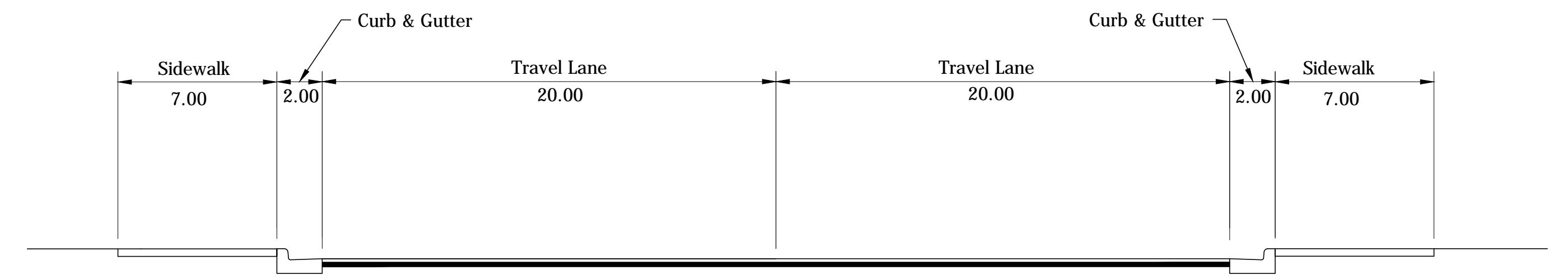
103). South Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



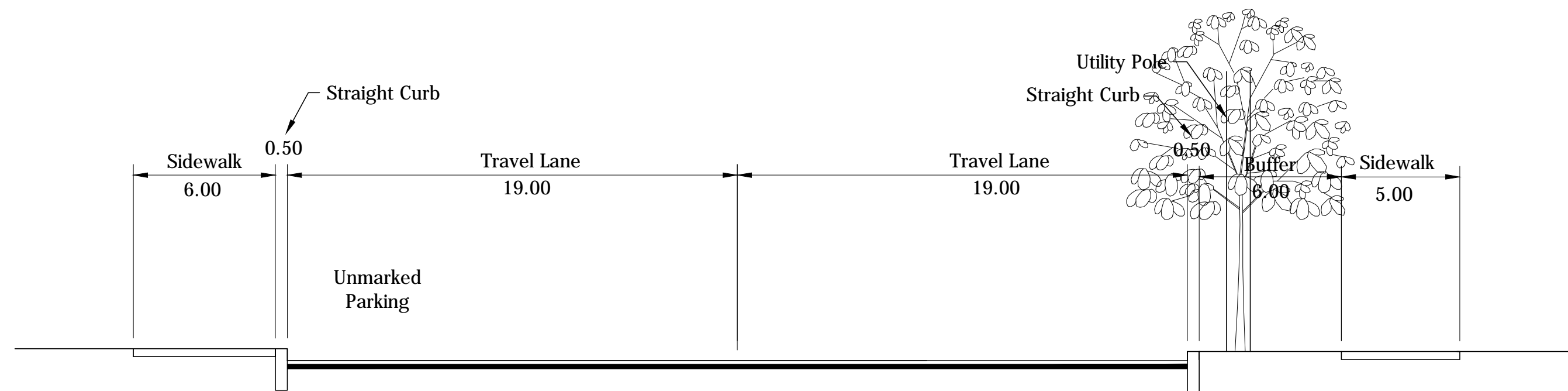
107). South Street
SCALE: 1" = 10'
From Main Street to Earl Avenue



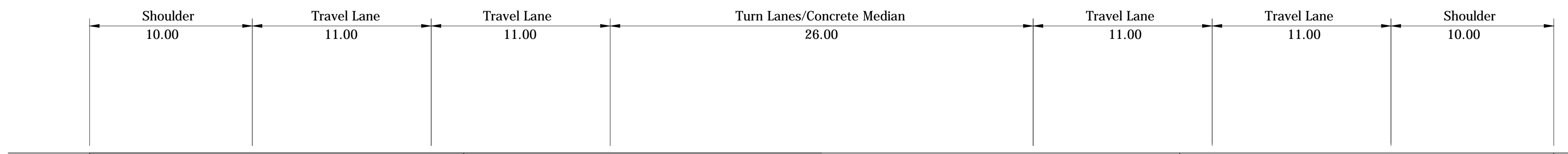
104). South Street
SCALE: 1" = 10'
From 6th Street to 11th Street



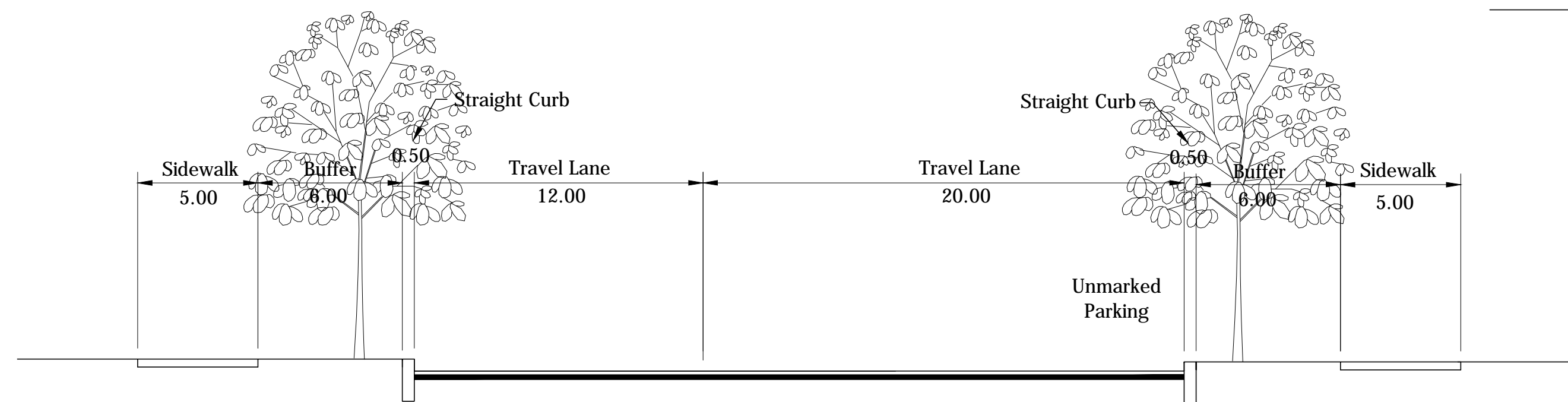
108). South Street
SCALE: 1" = 10'
From Earl Avenue to Sagamore Parkway



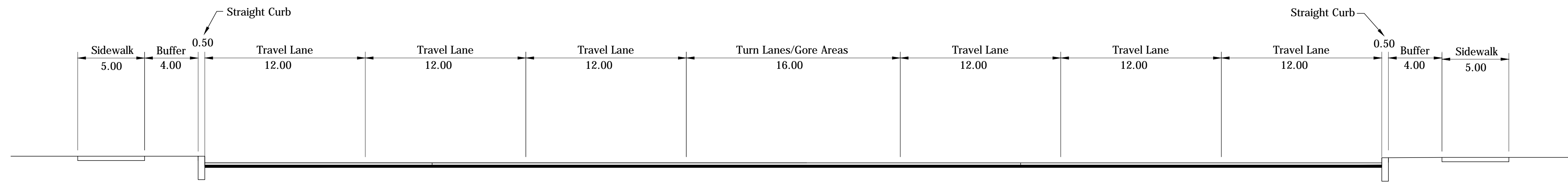
105). South Street
SCALE: 1" = 10'
From 11th Street to 13th Street



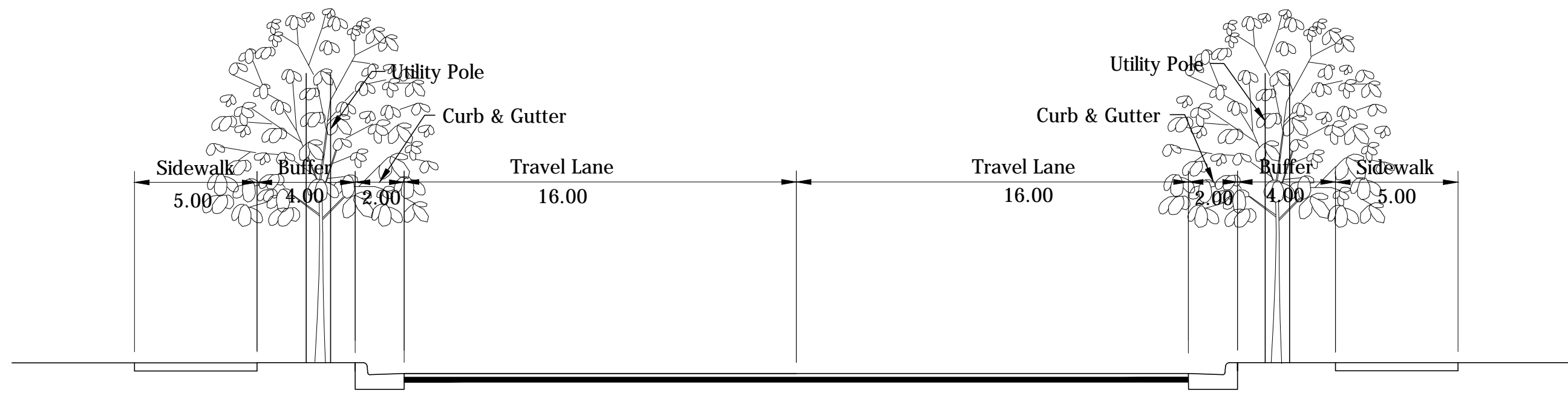
109). South Street
SCALE: 1" = 10'
From Sagamore Parkway to Park East Boulevard



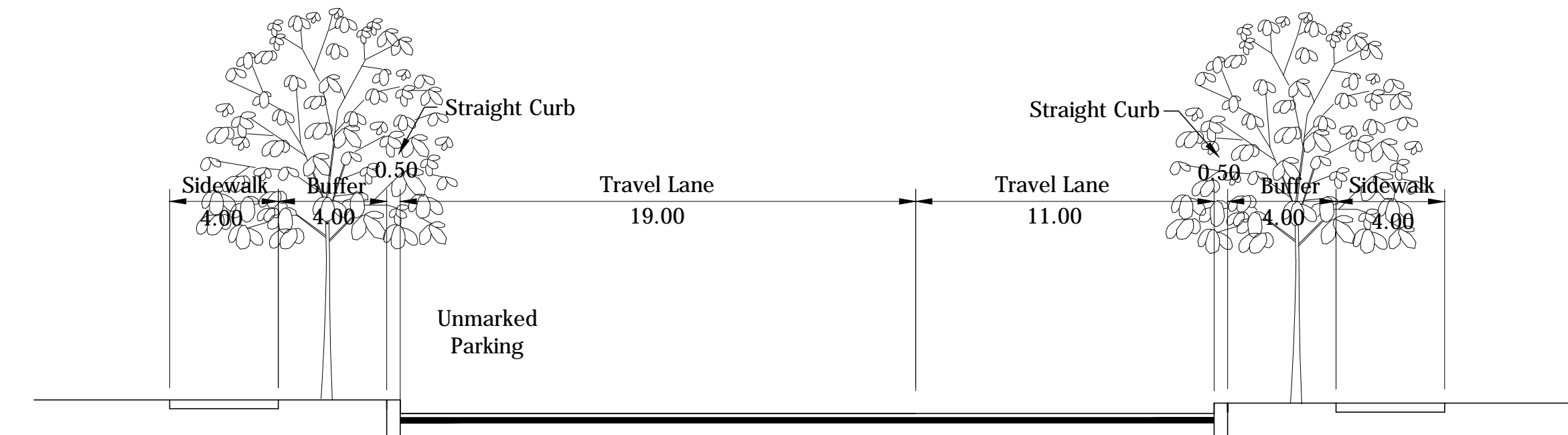
106). South Street
SCALE: 1" = 10'
From 13th Street to Main Street



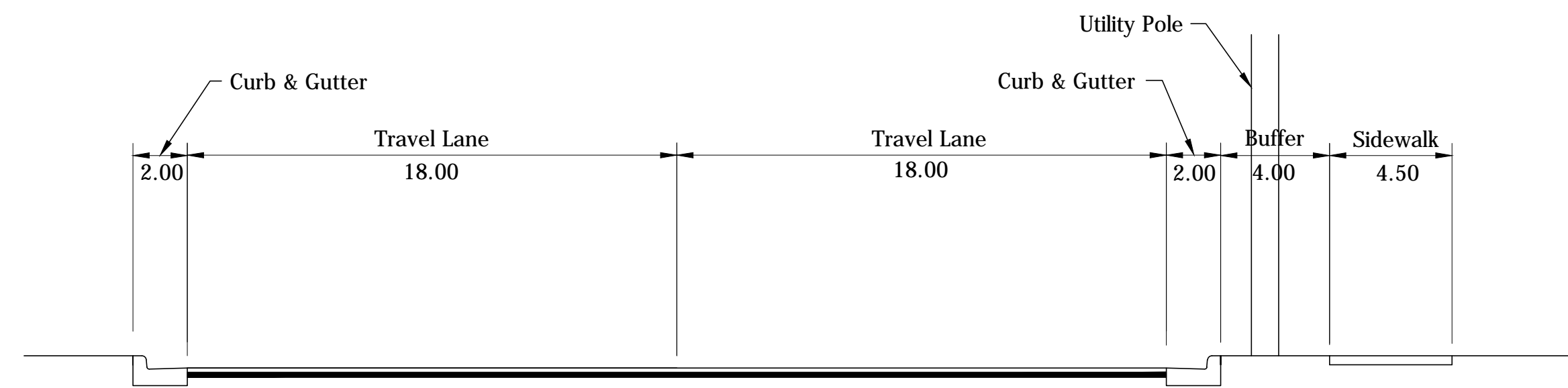
110. South Street
SCALE: 1" = 10'
From Park East Boulevard to Veterans Memorial Parkway



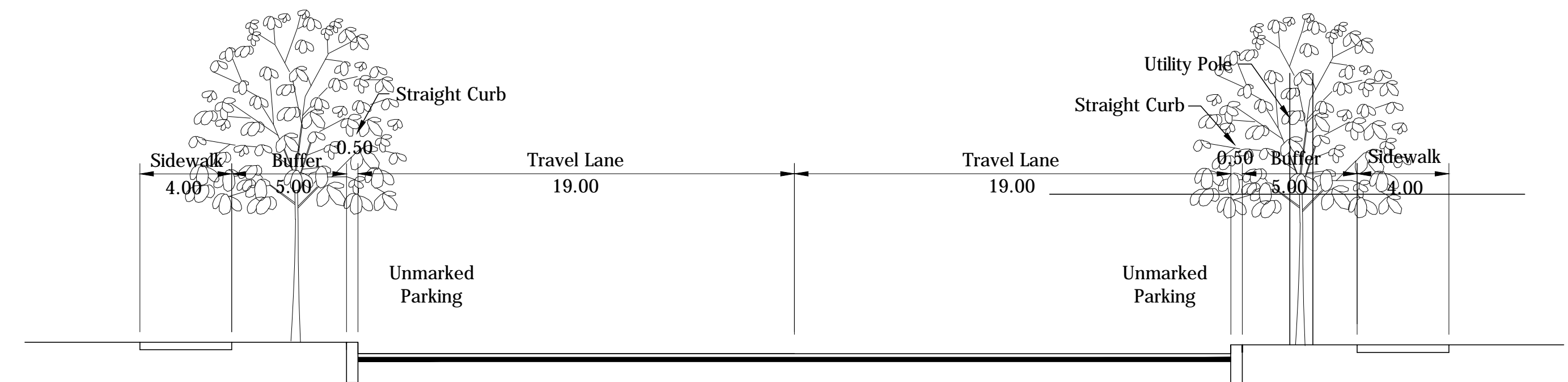
111. Smith Street
SCALE: 1" = 10'
From Existing Trail to 3rd Street



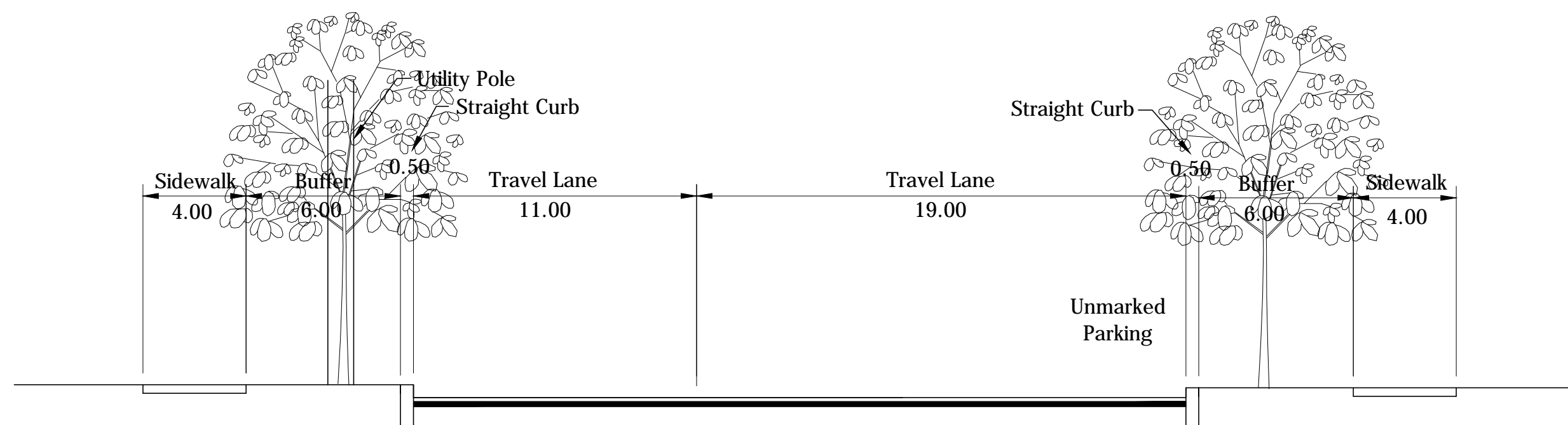
114. Kossuth Street
SCALE: 1" = 10'
From 9th Street to Main Street



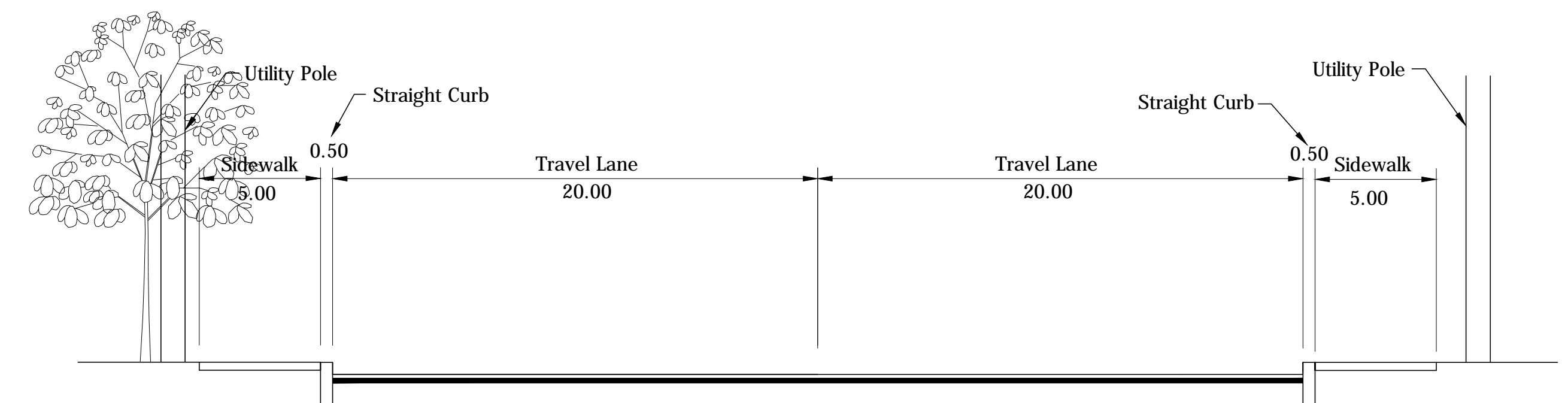
112. Kossuth Street
SCALE: 1" = 10'
From 3rd Street to 4th Street



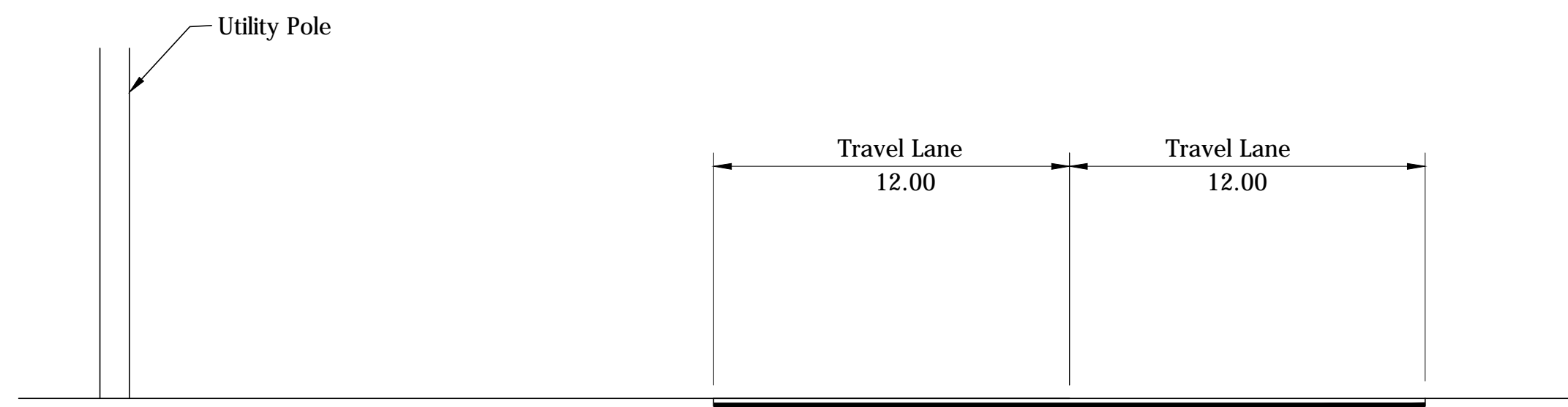
115. Kossuth Street
SCALE: 1" = 10'
From Main Street to Earl Avenue



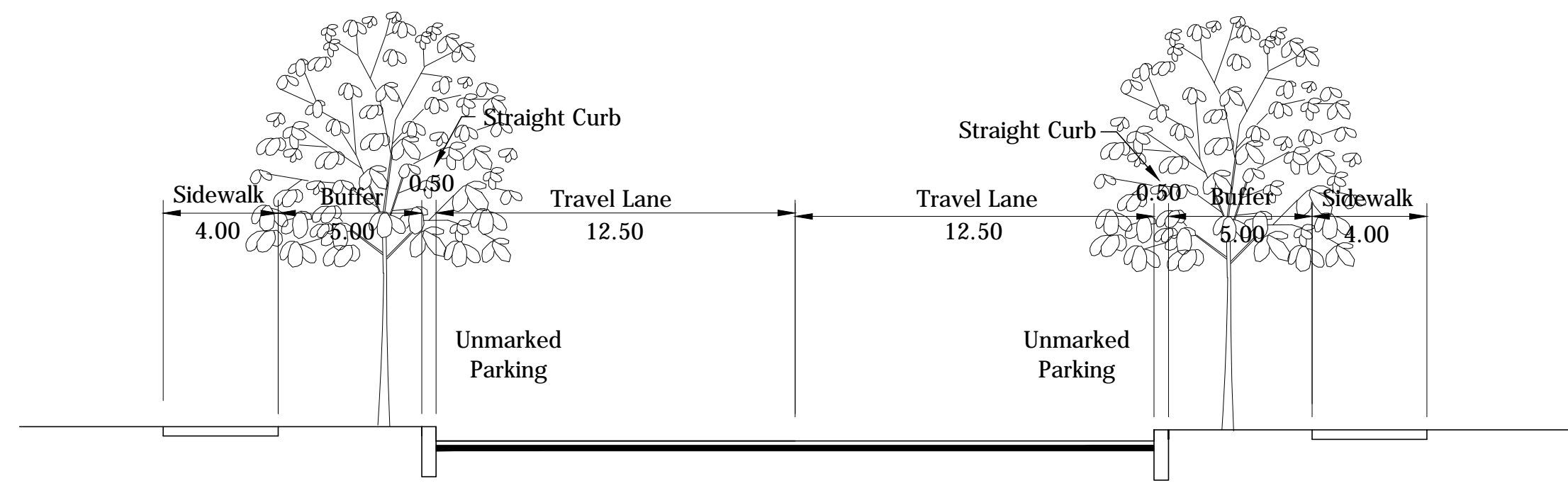
113. Kossuth Street
SCALE: 1" = 10'
From 4th Street to 9th Street



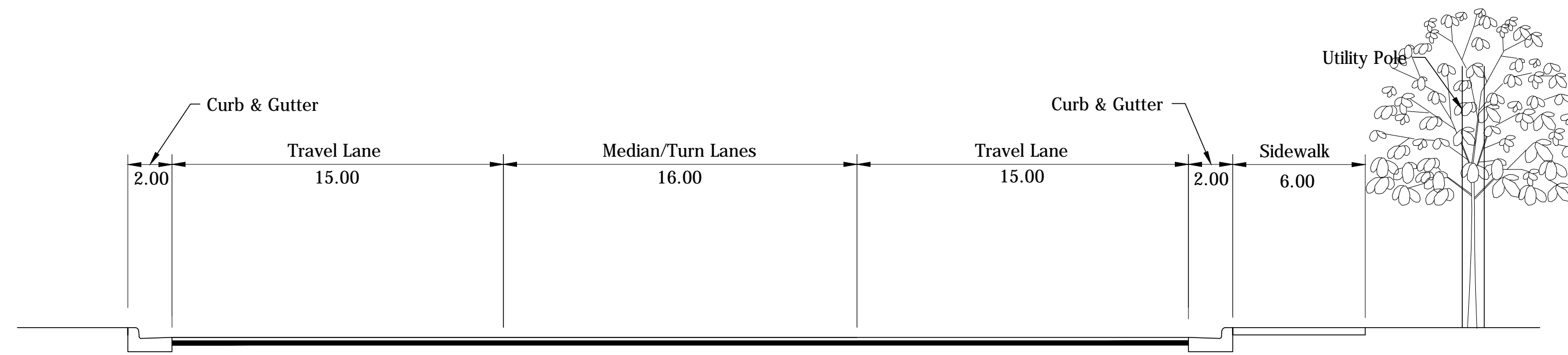
116. Kossuth Street
SCALE: 1" = 10'
From Earl Avenue to Sagamore Parkway



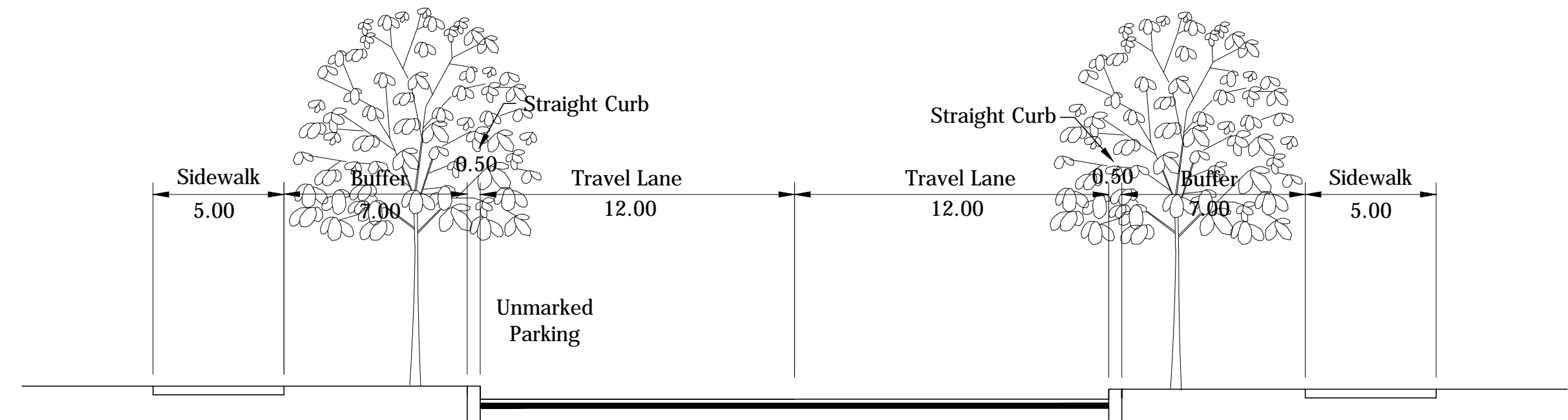
117). Kossuth Street
SCALE: 1" = 10'
From Sagamore Parkway to Farabee Drive



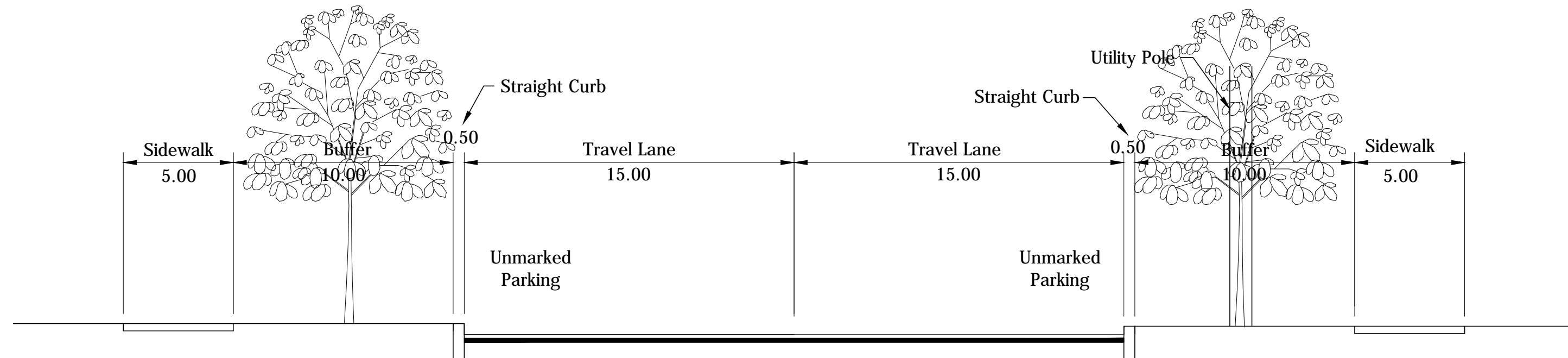
121). Central Street
SCALE: 1" = 10'
From 9th Street to 14th Street



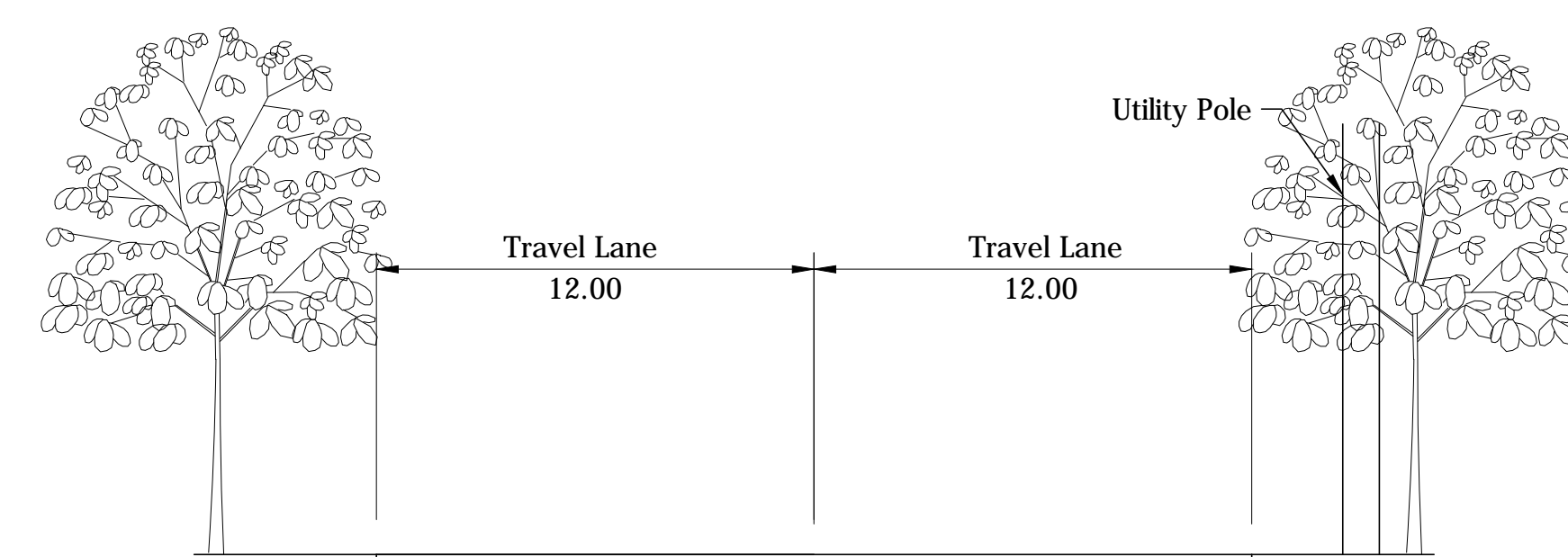
118). Farabee Drive
SCALE: 1" = 10'
From South Street to Kossuth Street



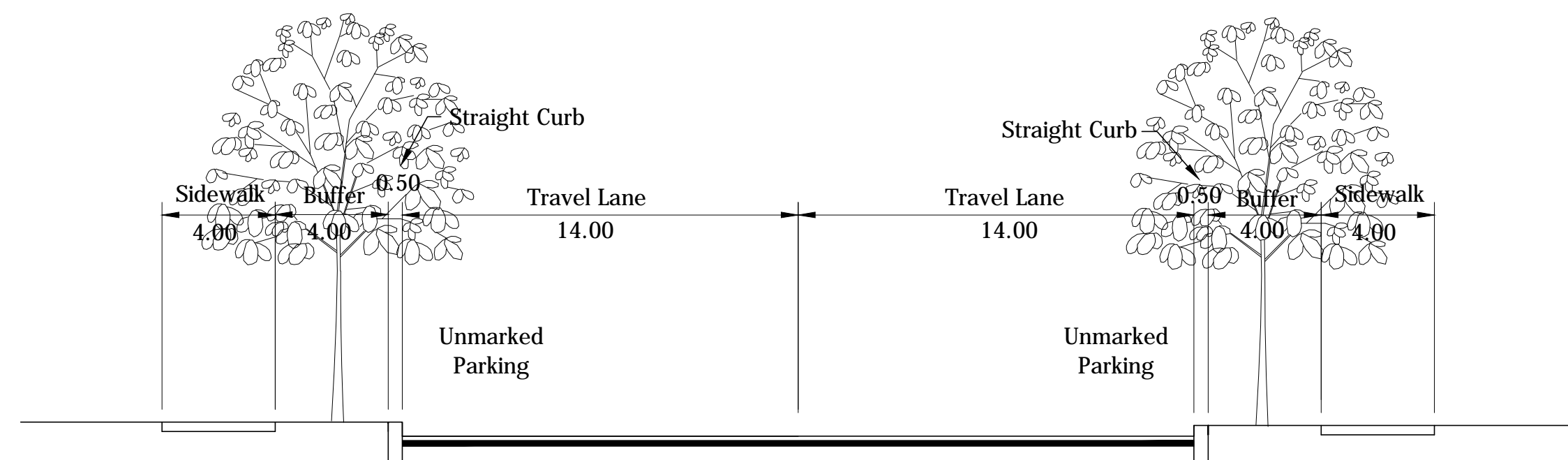
122). Central Street
SCALE: 1" = 10'
From 14th Street to 18th Street



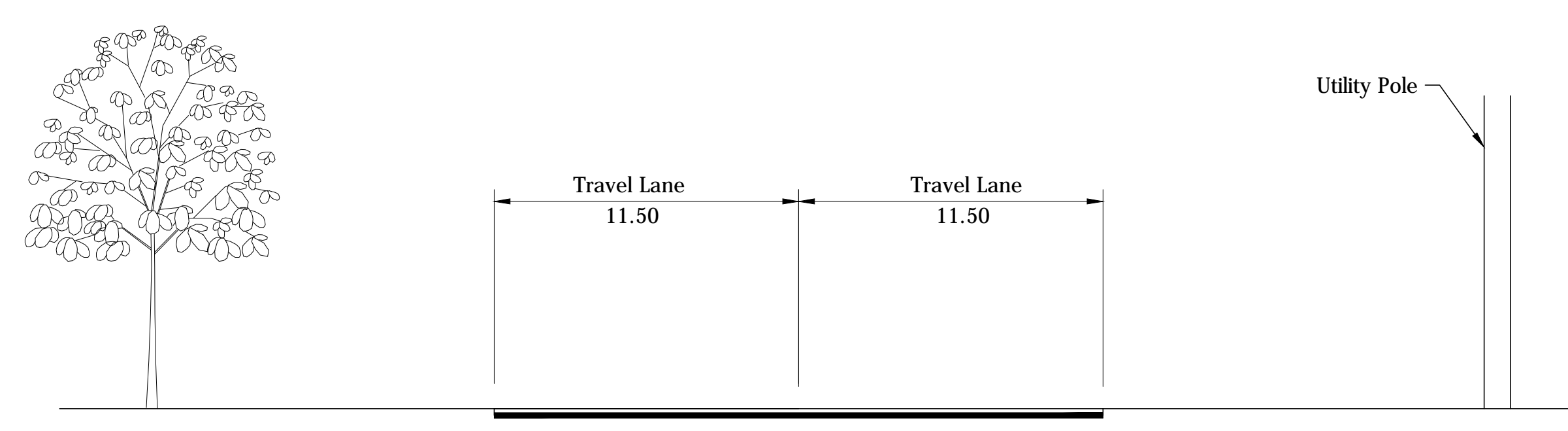
119). Central Street
SCALE: 1" = 10'
From 4th Street to Highland Avenue



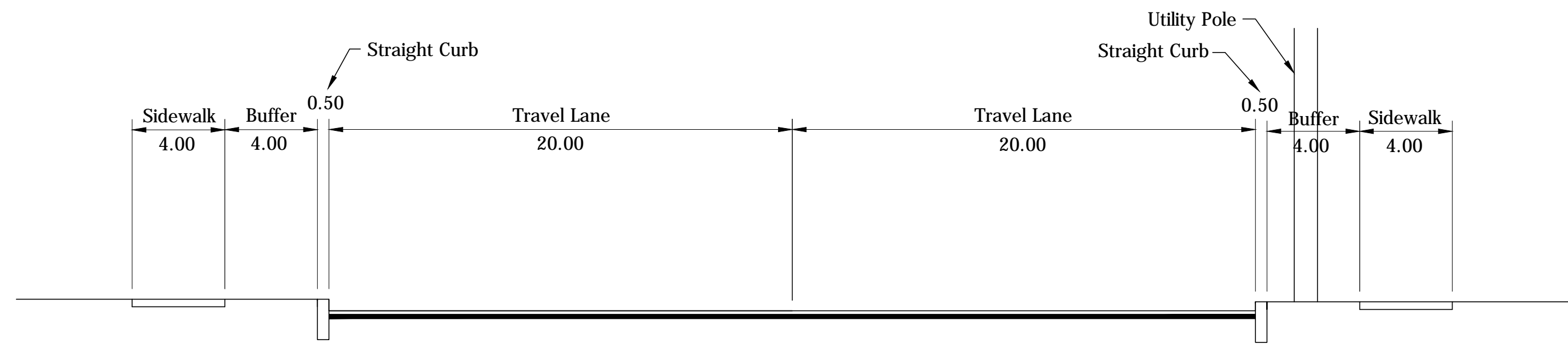
123). Teal Road/State Road 25
SCALE: 1" = 10'
From 4th Street to Bennett Road



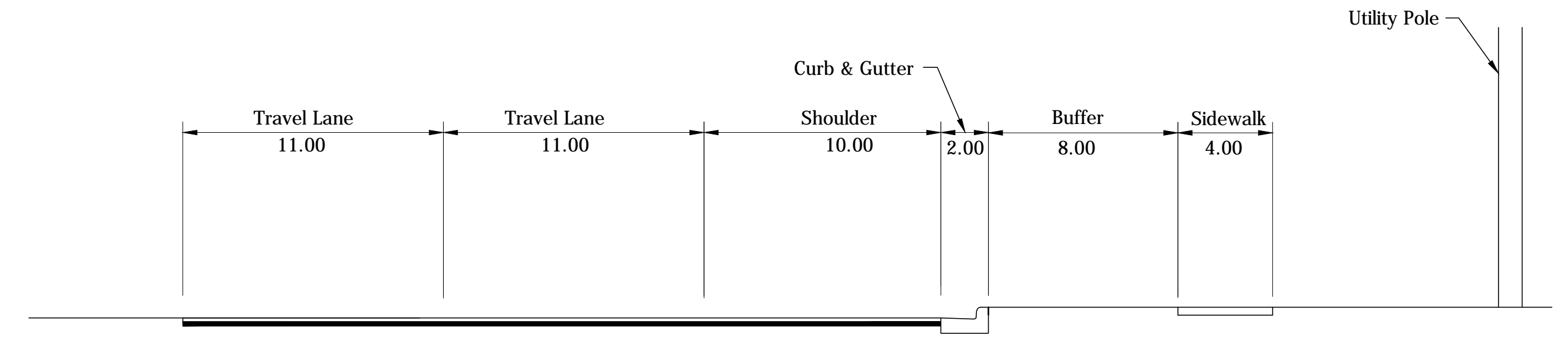
120). Central Street
SCALE: 1" = 10'
From Highland Avenue to 9th Street



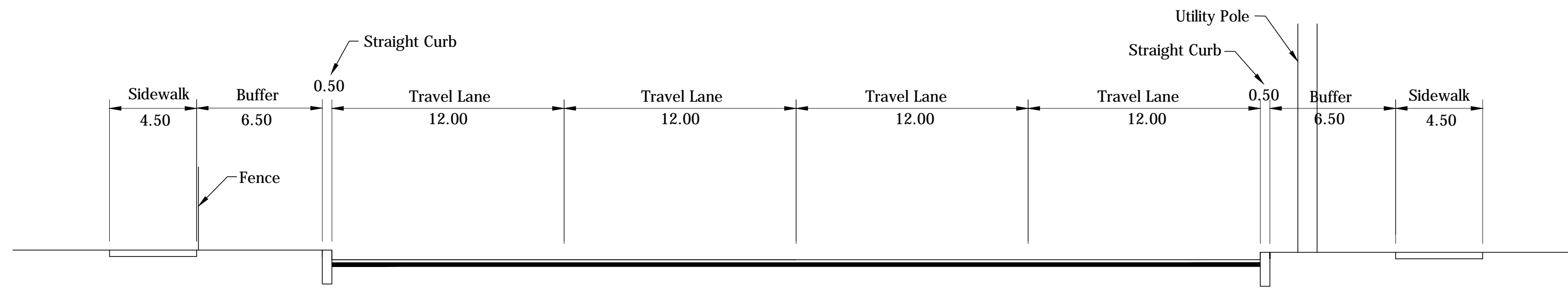
124). Teal Road/State Road 25
SCALE: 1" = 10'
From Bennett Road to 9th Street



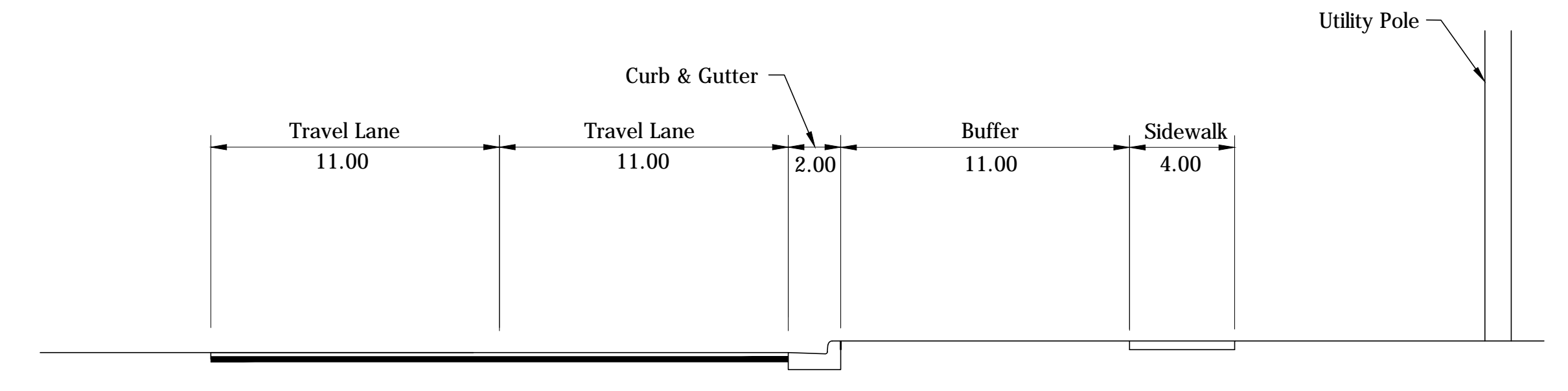
125). Teal Road/State Road 25
SCALE: 1" = 10'
From 9th Street to 18th Street



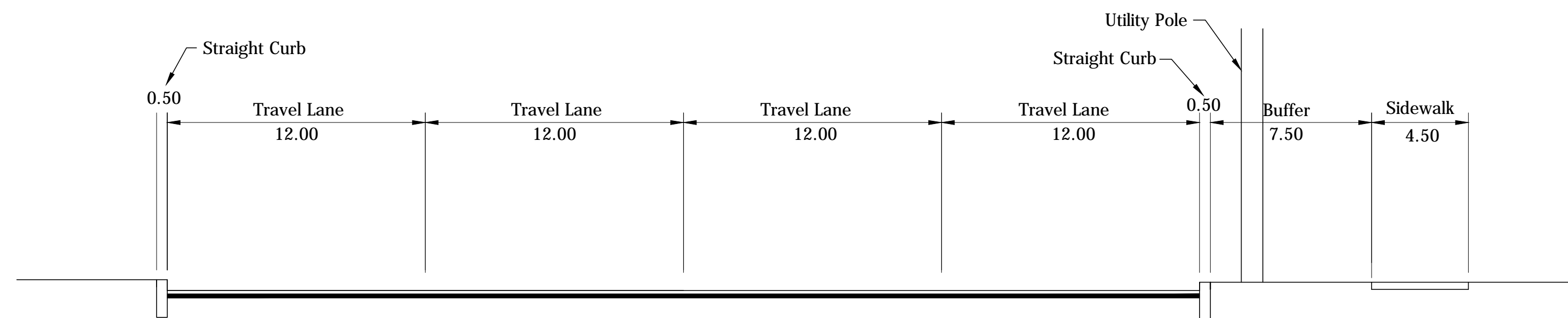
129). Beck Lane
SCALE: 1" = 10'
From Olds U.S. 231 to Pay Less East Entrance



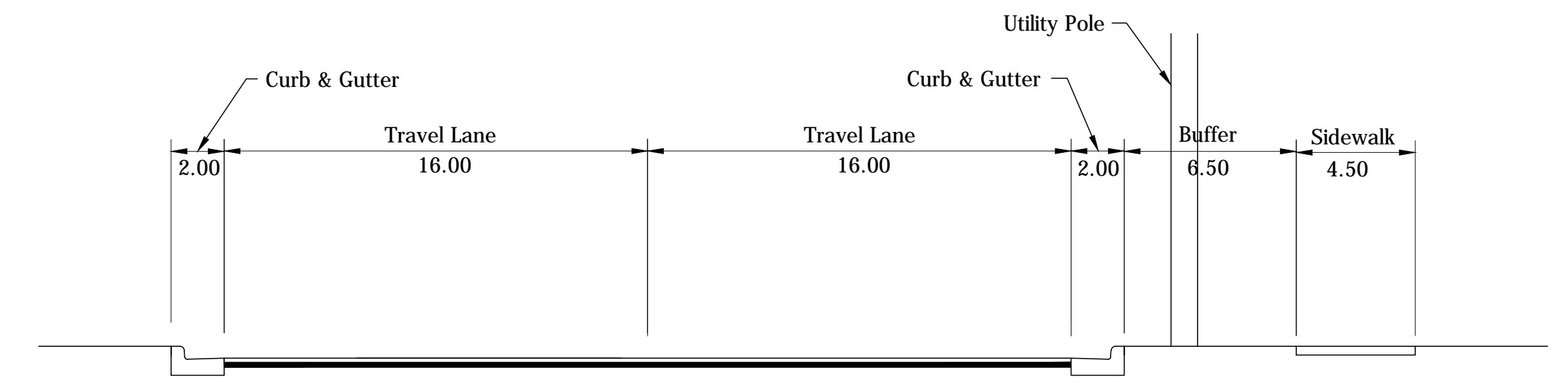
126). Teal Road/State Road 25
SCALE: 1" = 10'
From 18th Street to 22nd Street



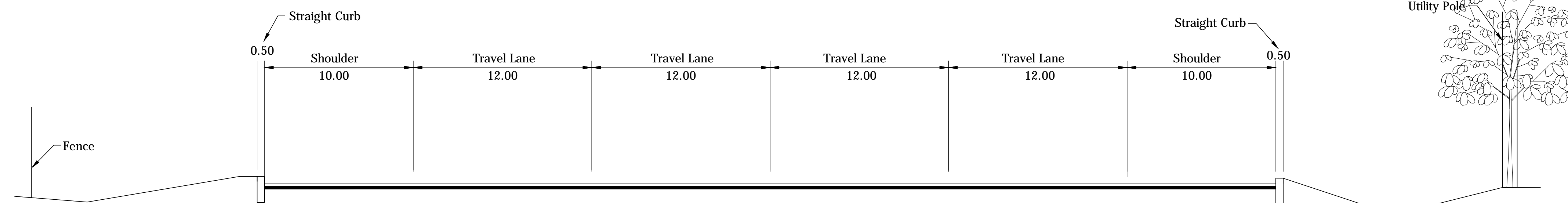
130). Beck Lane
SCALE: 1" = 10'
From Pay Less East Entrance to Poland Hill Road



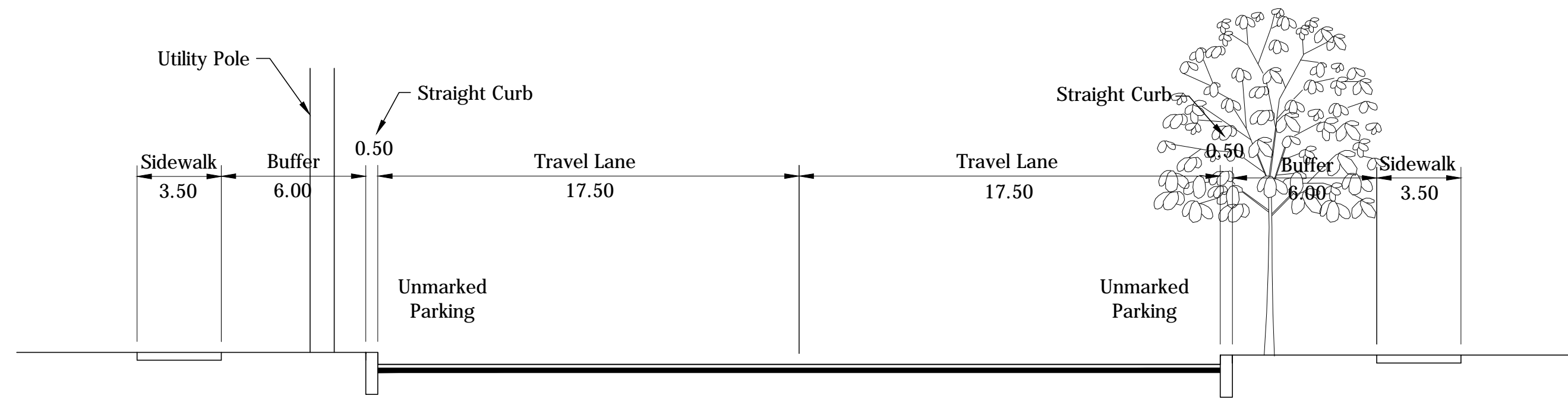
127). Teal Road/State Road 25
SCALE: 1" = 10'
From 22nd Street to 26th Street



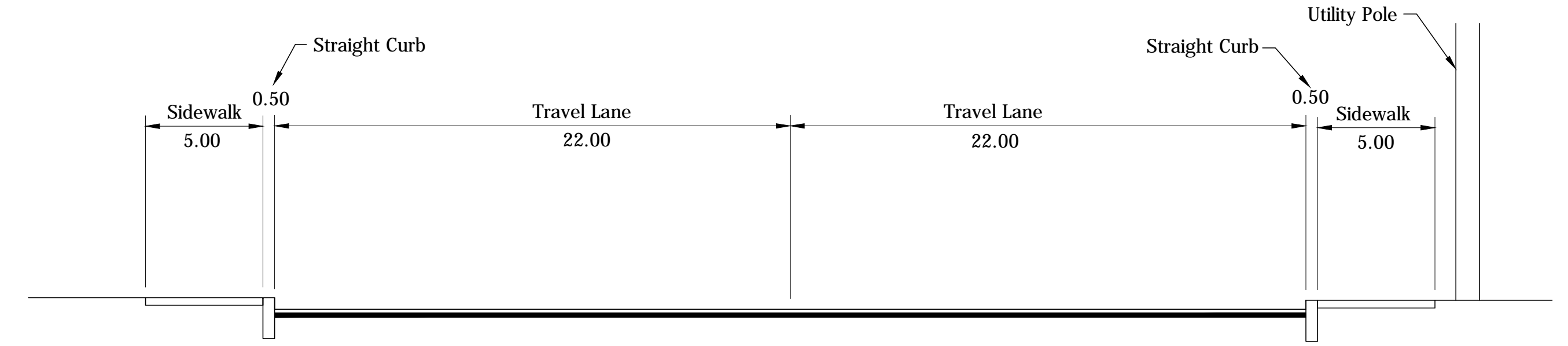
131). Beck Lane
SCALE: 1" = 10'
From Poland Hill Road to 9th Street



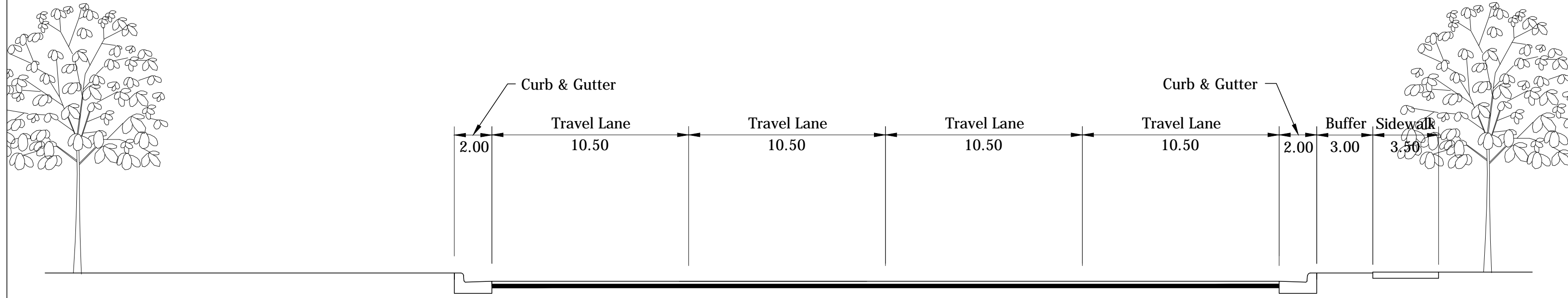
128). Teal Road/State Road 25
SCALE: 1" = 10'
From 26th Street to Sagamore Parkway



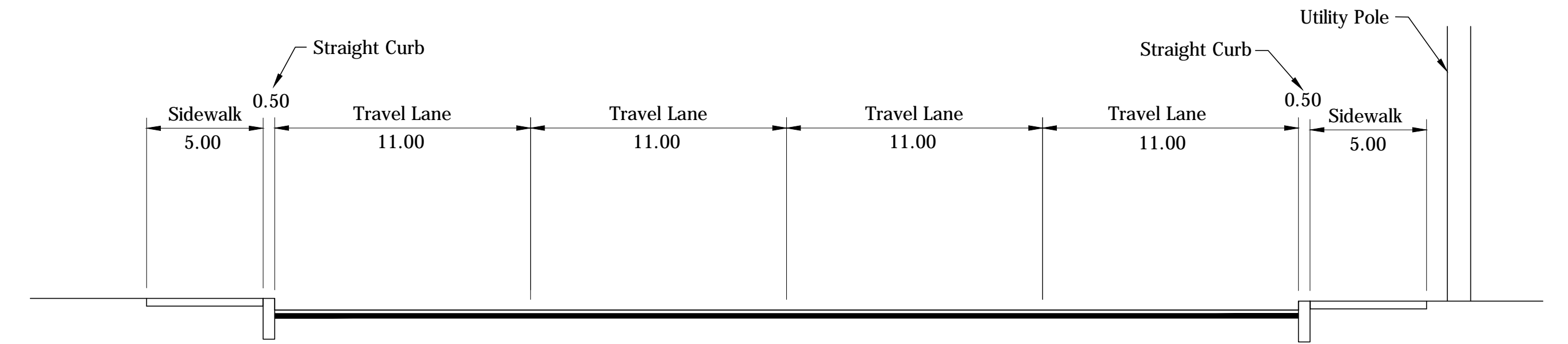
132). Beck Lane
SCALE: 1" = 10'
From 9th Street to Sequoia Drive



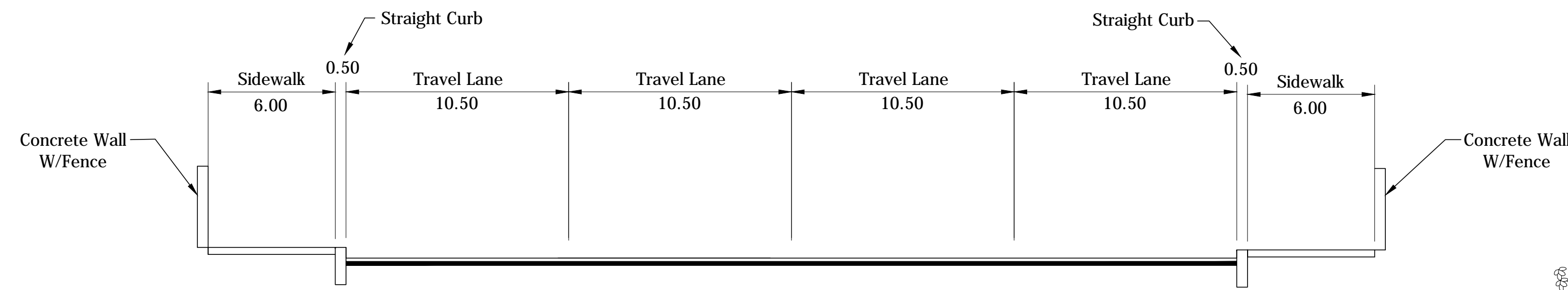
136). Brady Lane
SCALE: 1" = 10'
From Hanover Drive to the Railroad



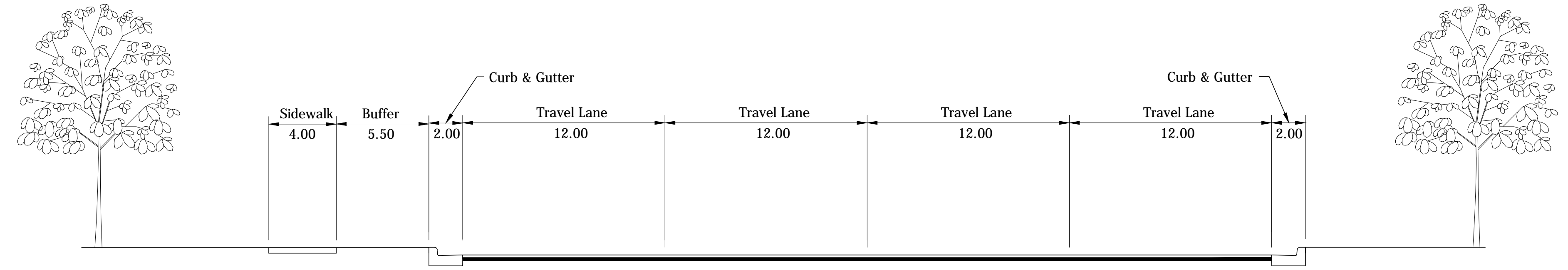
133). Twyckenham Boulevard
SCALE: 1" = 10'
From Poland Hill Road to 9th Street



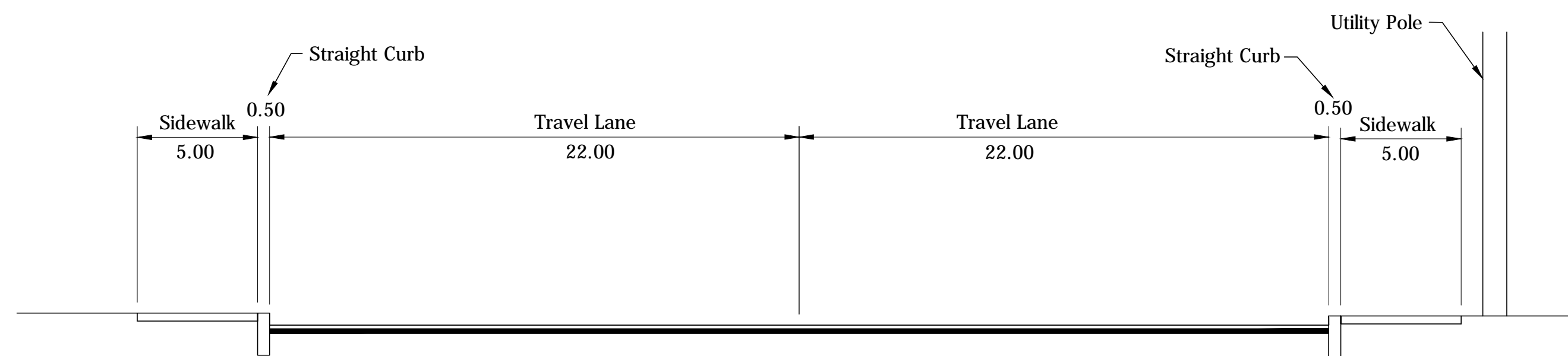
137). Brady Lane
SCALE: 1" = 10'
From Railroad to Concord Road



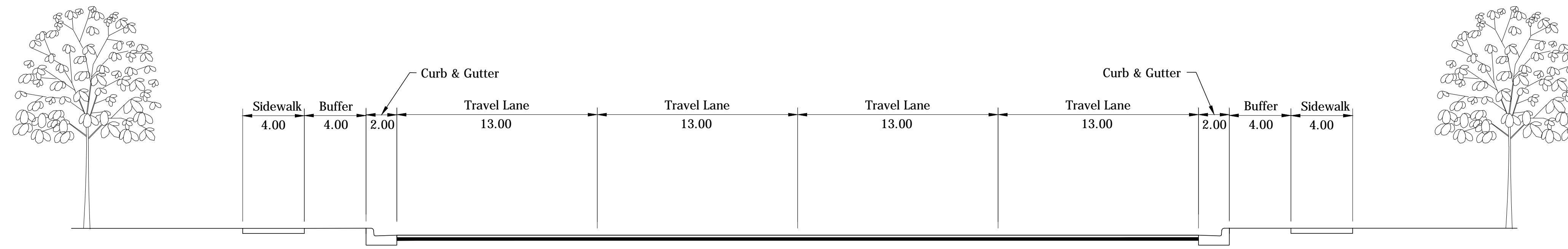
134). Twyckenham Boulevard
SCALE: 1" = 10'
From 9th Street to 18th Street



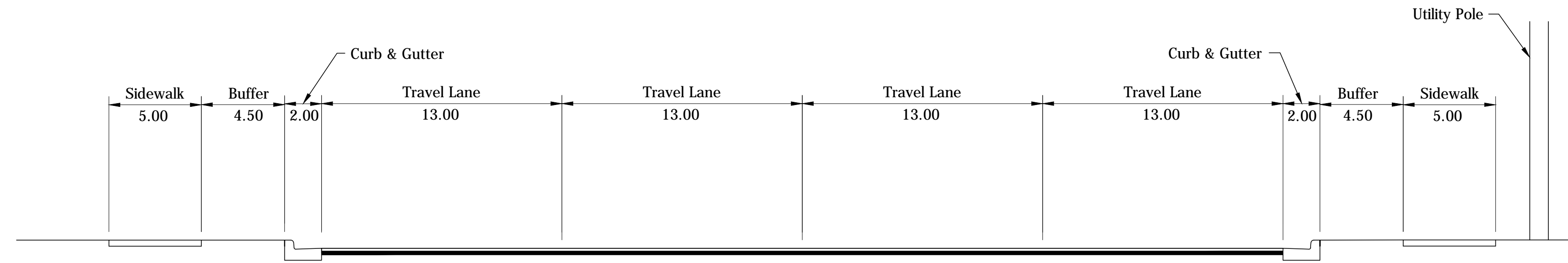
138). Brady Lane
SCALE: 1" = 10'
From Concord Road to Sagamore Parkway



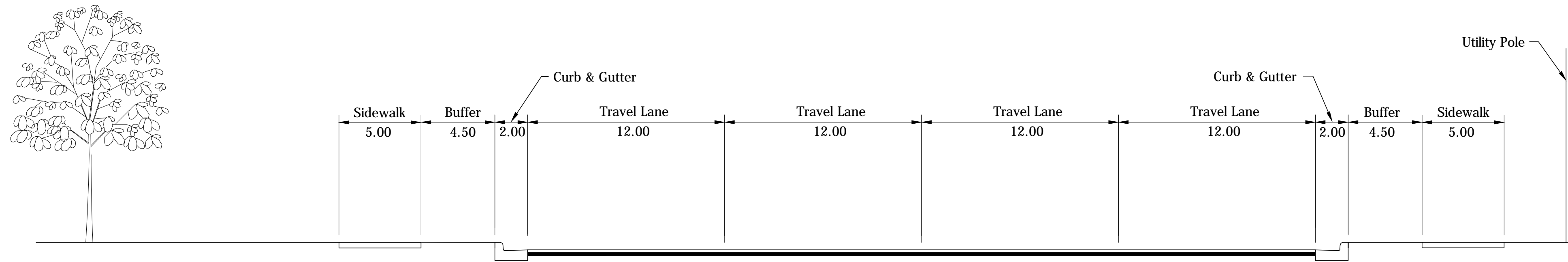
135). Brady Lane
SCALE: 1" = 10'
From 18th Street to Hanover Drive



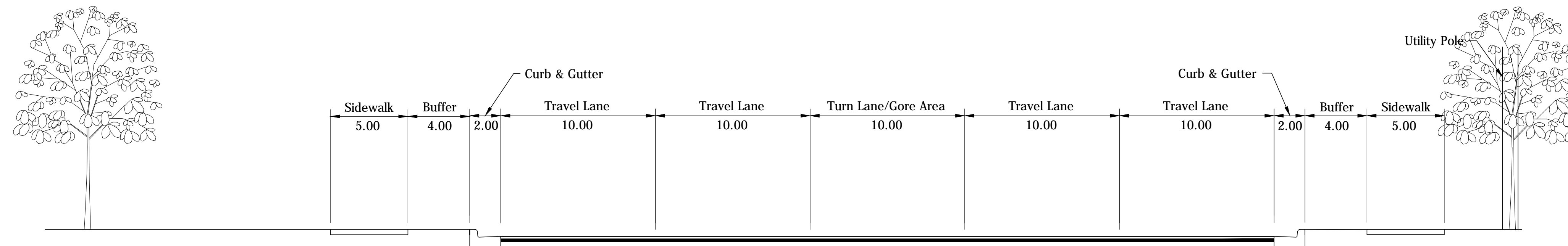
139). Creasy Lane
 SCALE: 1" = 10'
 From Sagamore Parkway to Amelia Avenue



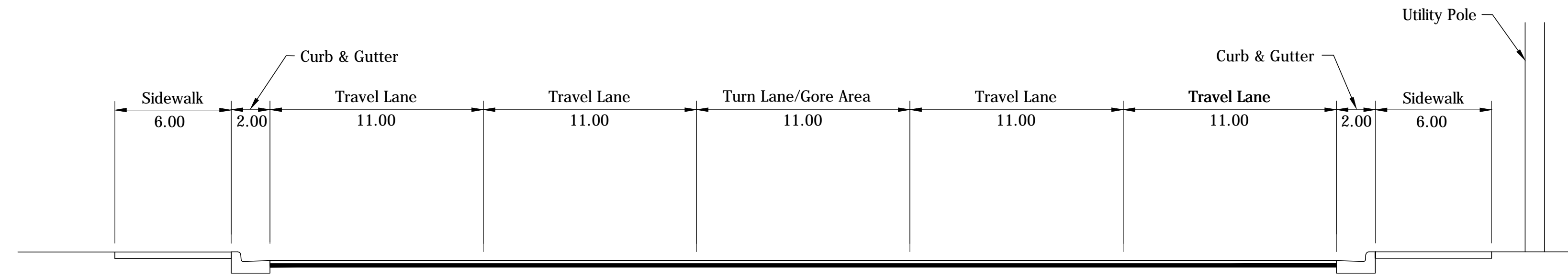
140). Creasy Lane
 SCALE: 1" = 10'
 From Amelia Avenue to Harper Drive



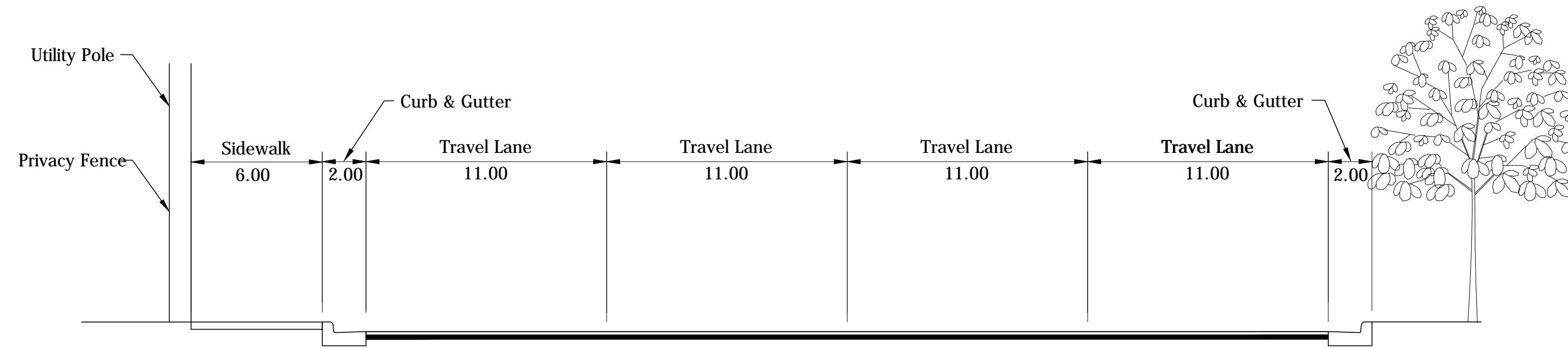
141). Creasy Lane
 SCALE: 1" = 10'
 From Harper Drive to Fortune Drive



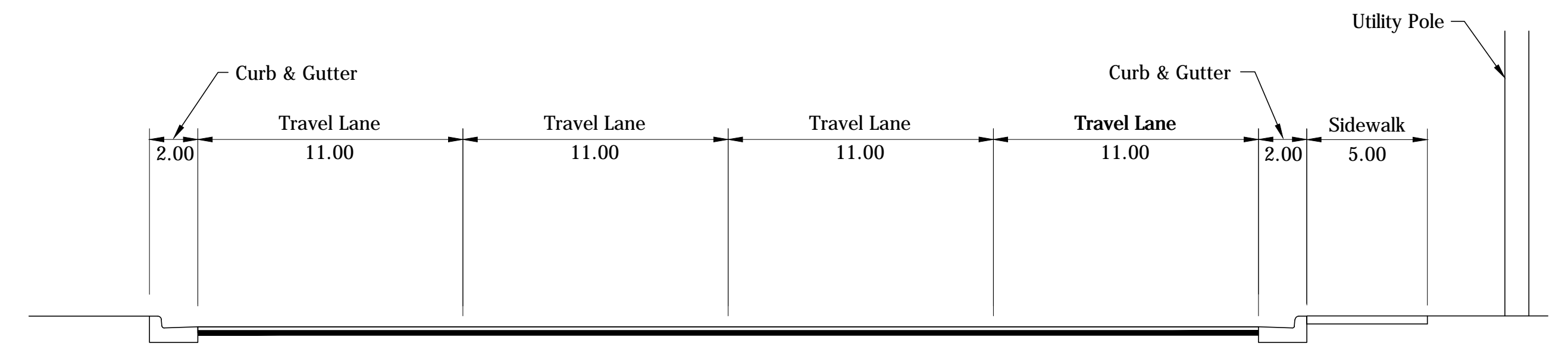
142). Creasy Lane
 SCALE: 1" = 10'
 From Fortune Drive to Rome Drive



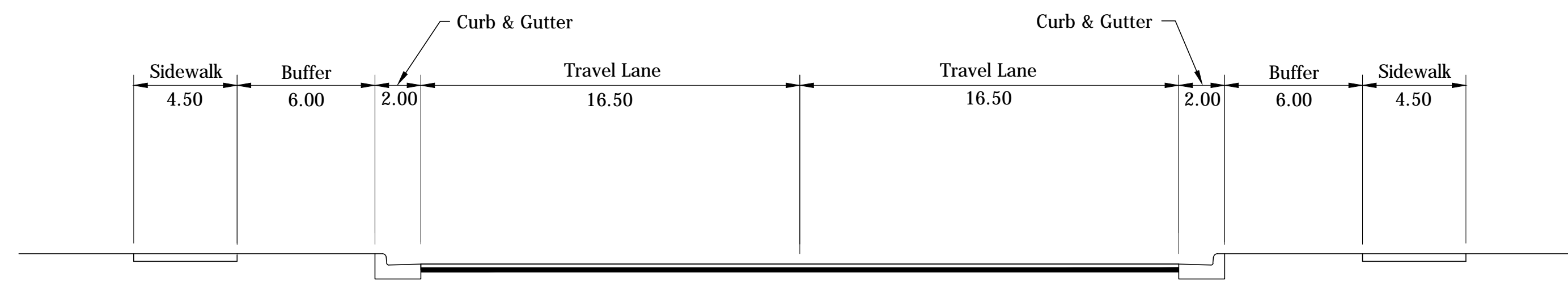
143). Creasy Lane
SCALE: 1" = 10'
From Rome Drive to Kensington Drive



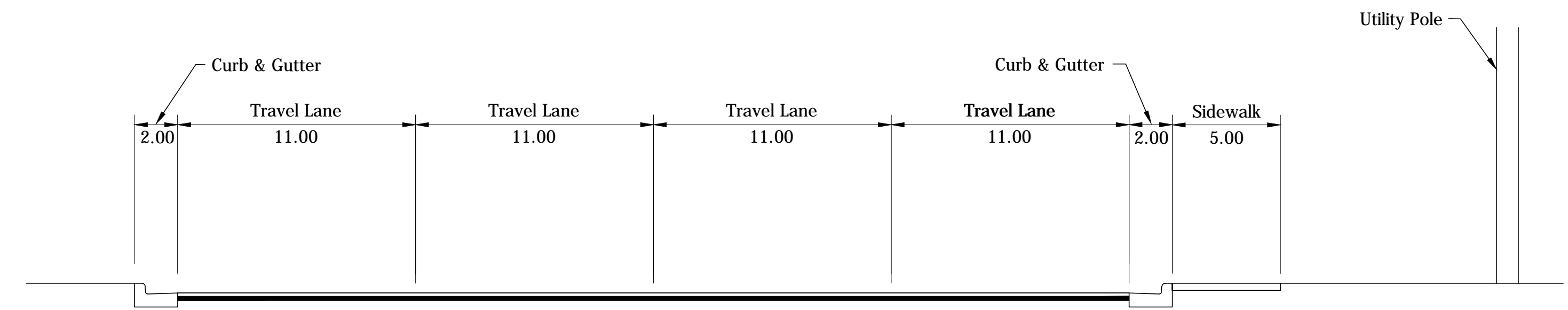
144). Creasy Lane
SCALE: 1" = 10'
From Kensington Drive to Greenbush Street



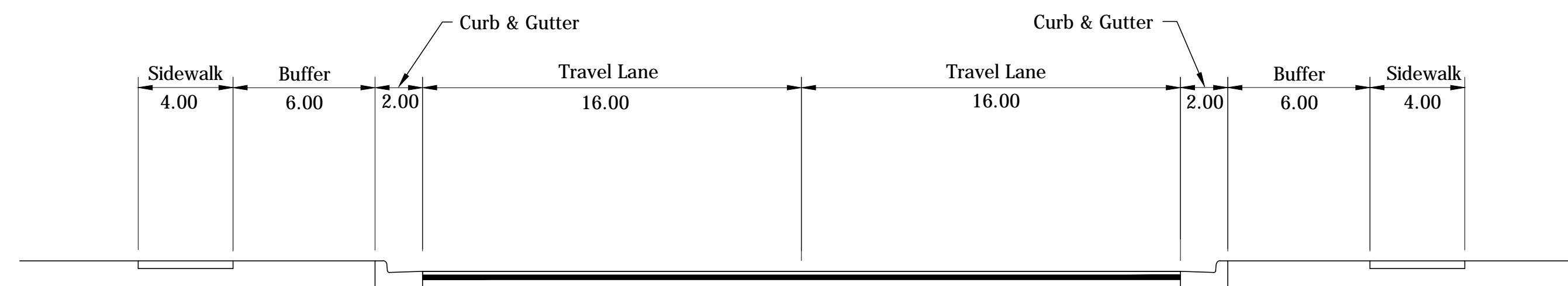
146). McCarty Lane
SCALE: 1" = 10'
From Main Street/SR 38 to Navco Drive



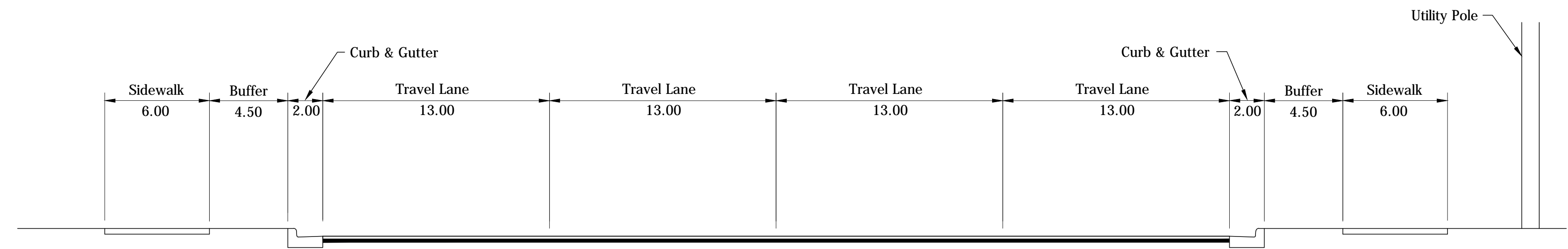
145a). Shenandoah Drive
SCALE: 1" = 10'
From Greenbush Street to Union Street



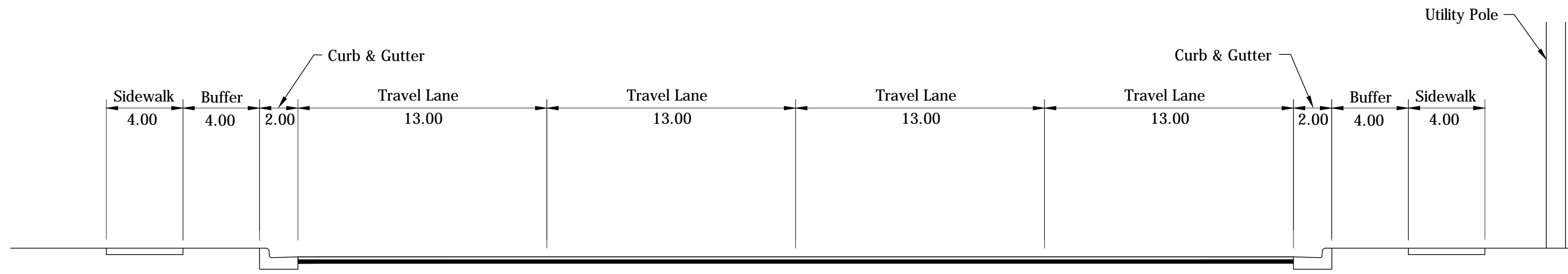
147). McCarty Lane
SCALE: 1" = 10'
From Navco Drive to Creasy Lane



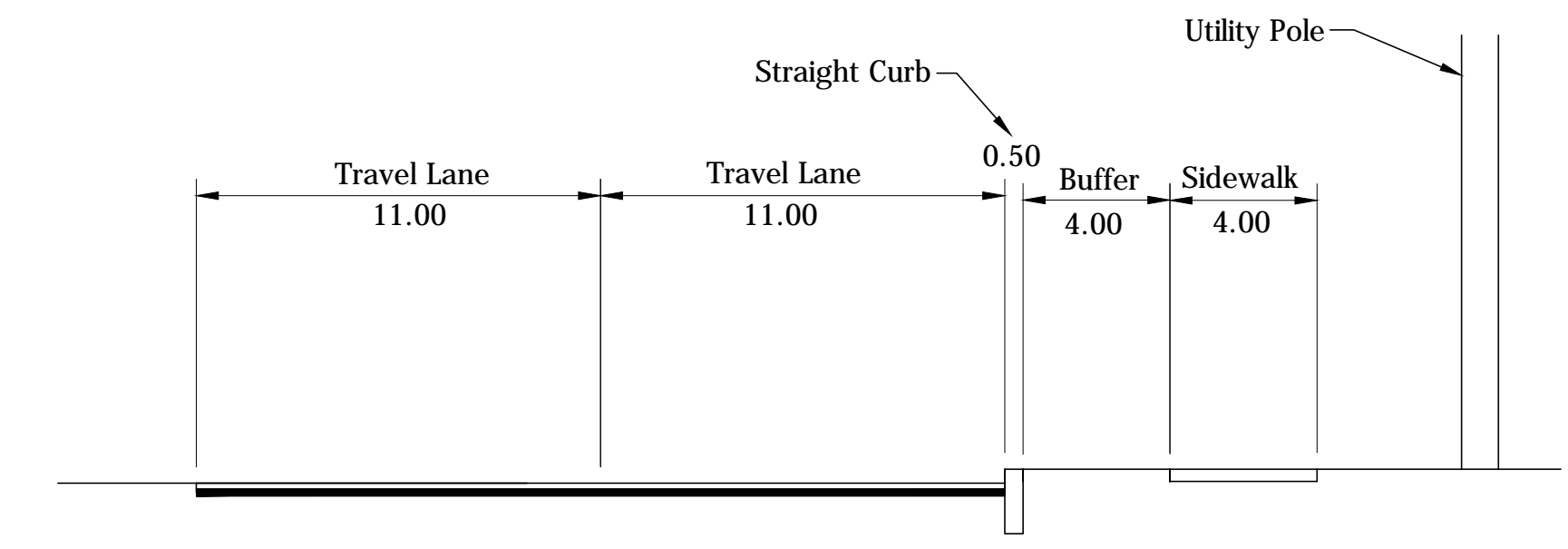
145b). Shenandoah Drive
SCALE: 1" = 10'
From Union Street to South Street



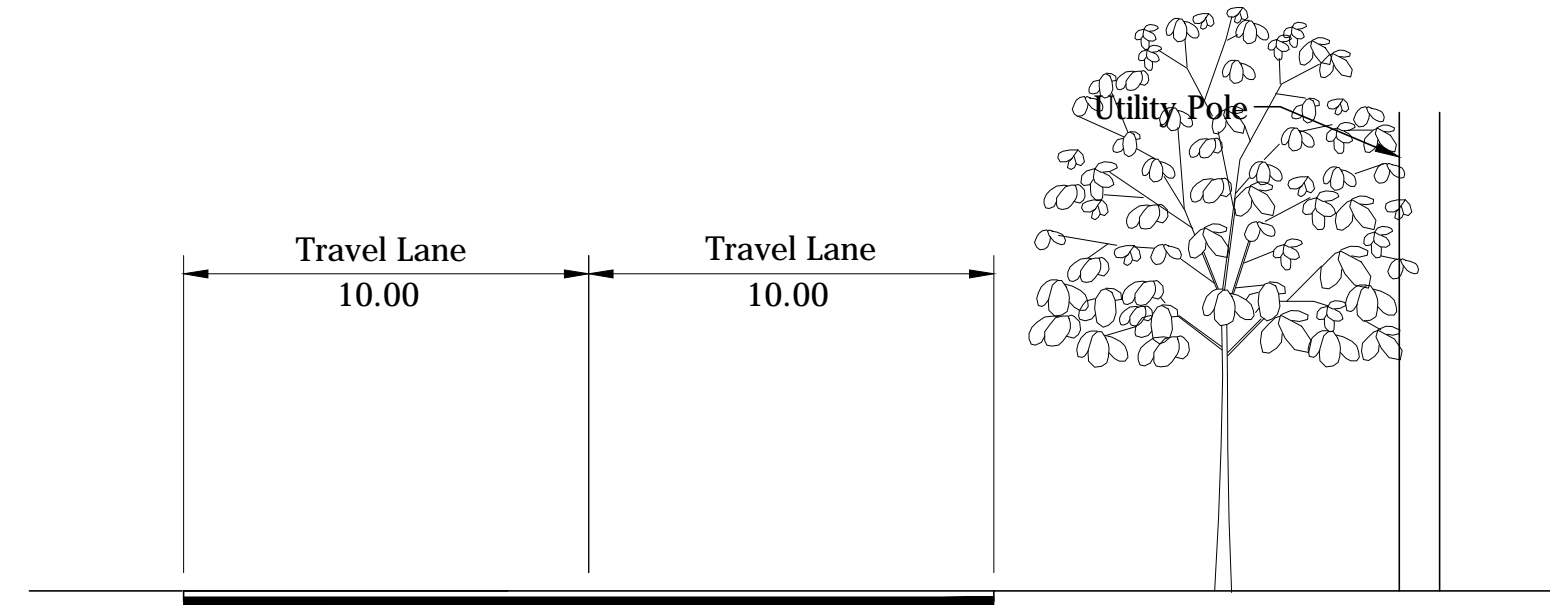
148). McCarty Lane
SCALE: 1" = 10'
From Creasy Lane to Sickie Court



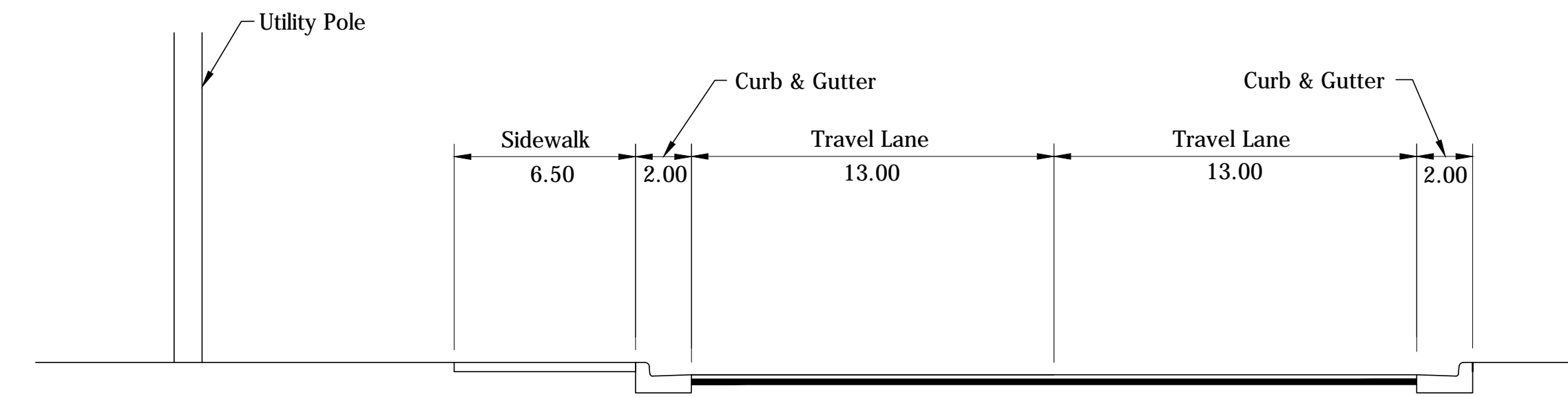
149). McCarty Lane
SCALE: 1" = 10'
From Sickle Court to Veterans Memorial Parkway



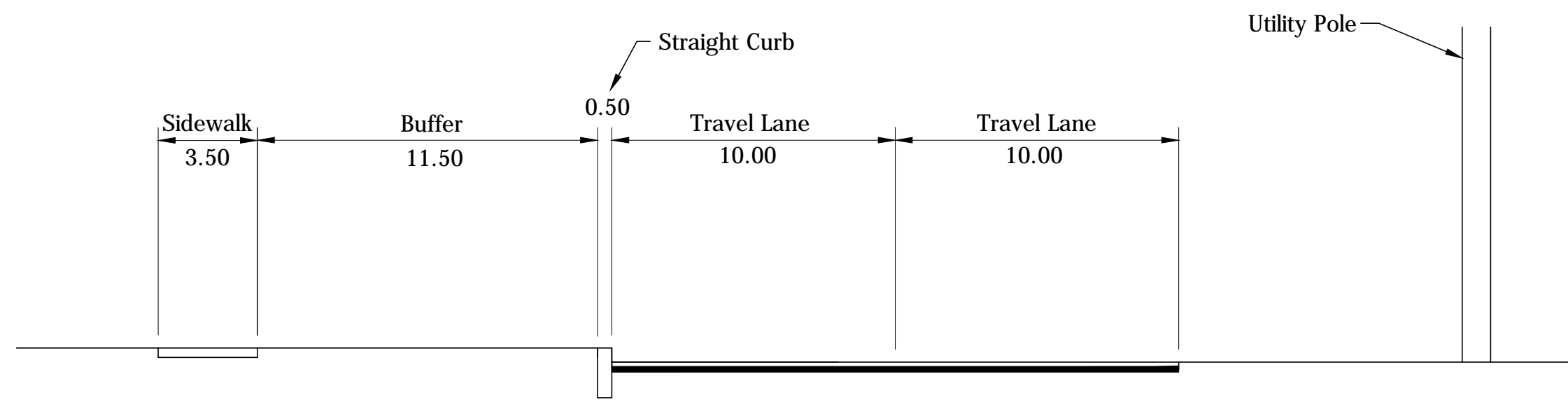
153). Ortman Lane
SCALE: 1" = 10'
From Windmill Drive to 18th Street



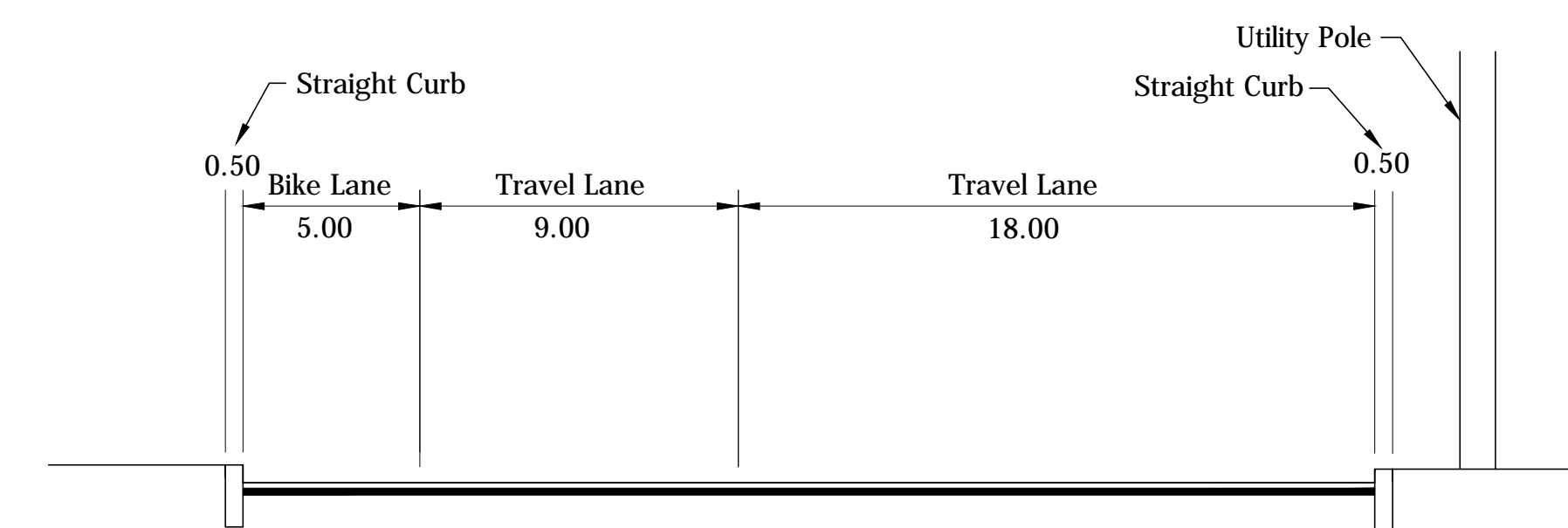
150). Ortman Lane
SCALE: 1" = 10'
From Old Romney Road to Coventry Lane



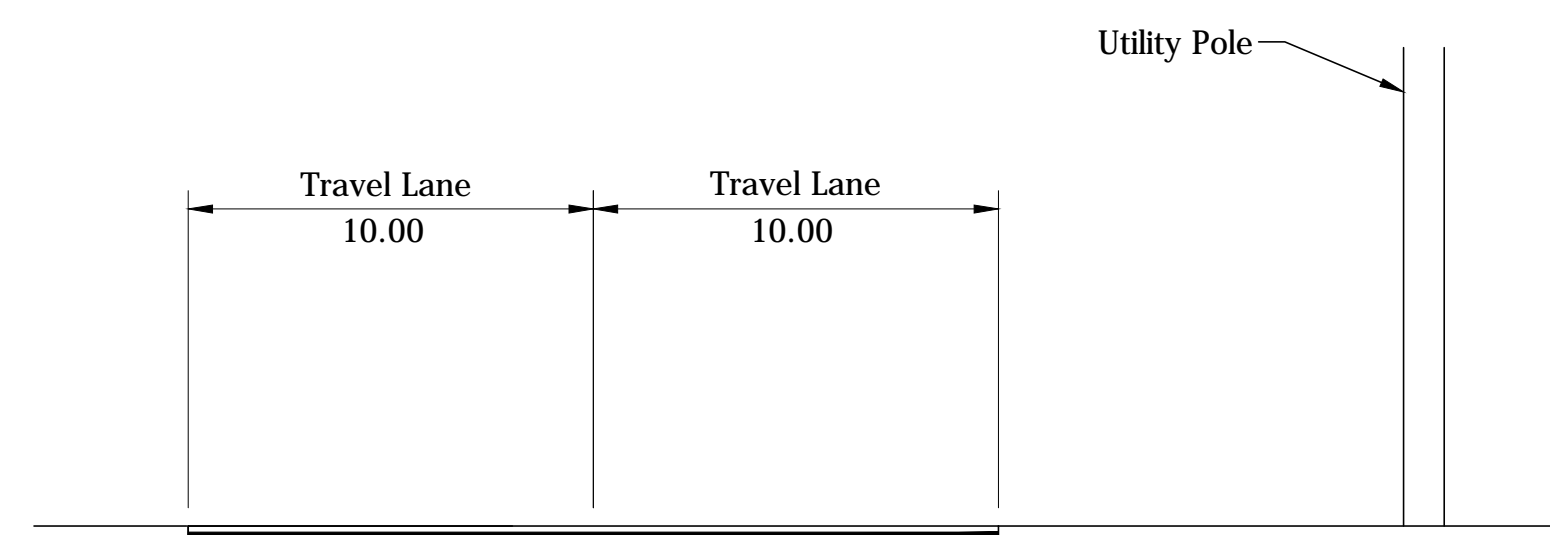
154). East 430 South
SCALE: 1" = 10'
From 9th Street to Wea Ridge Road



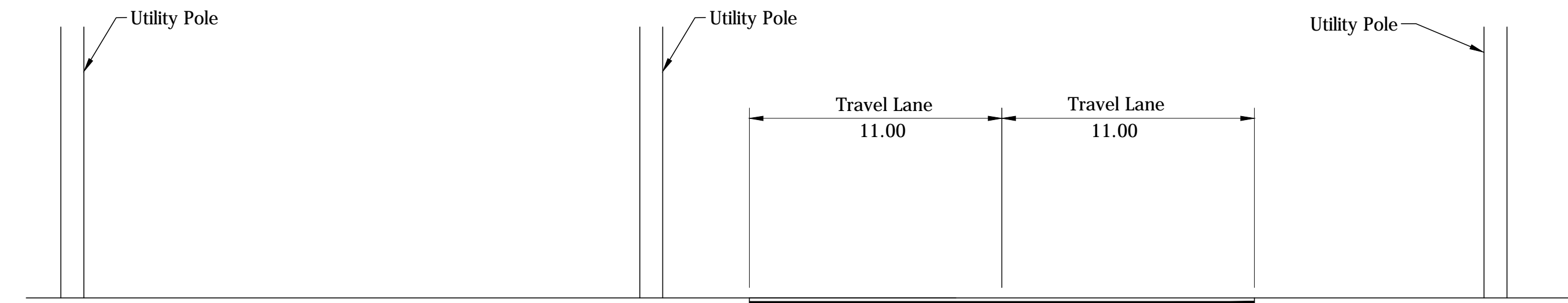
151). Ortman Lane
SCALE: 1" = 10'
From Coventry Lane to Victoria Avenue



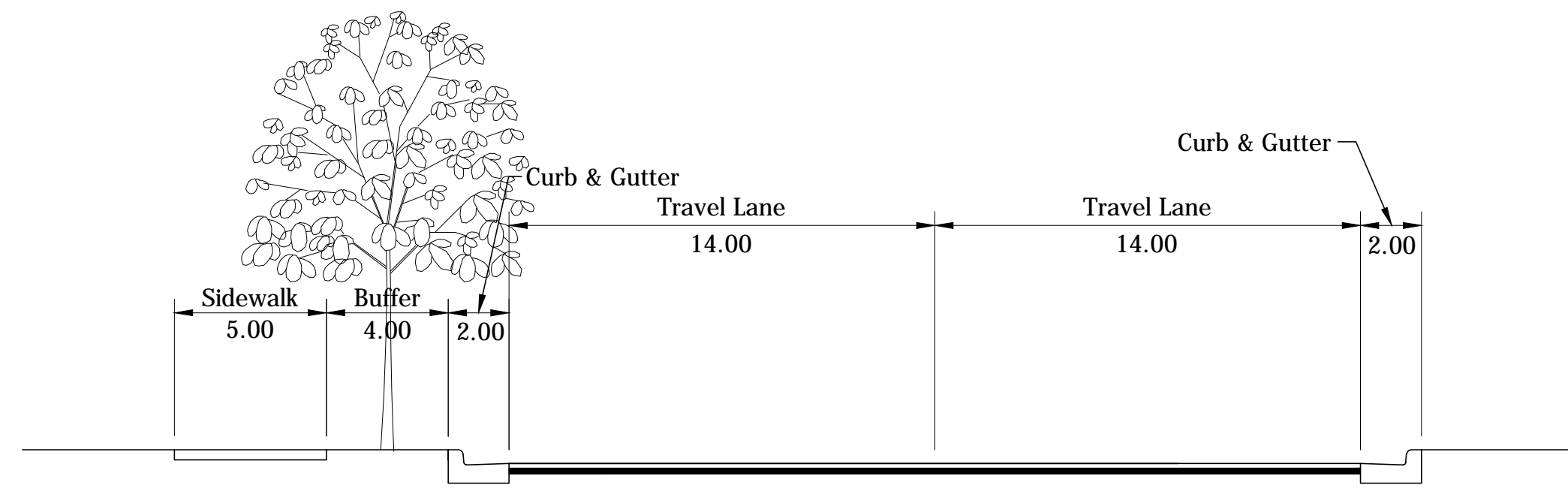
155). Logan Avenue
SCALE: 1" = 10'
From 9th Street to 18th Street



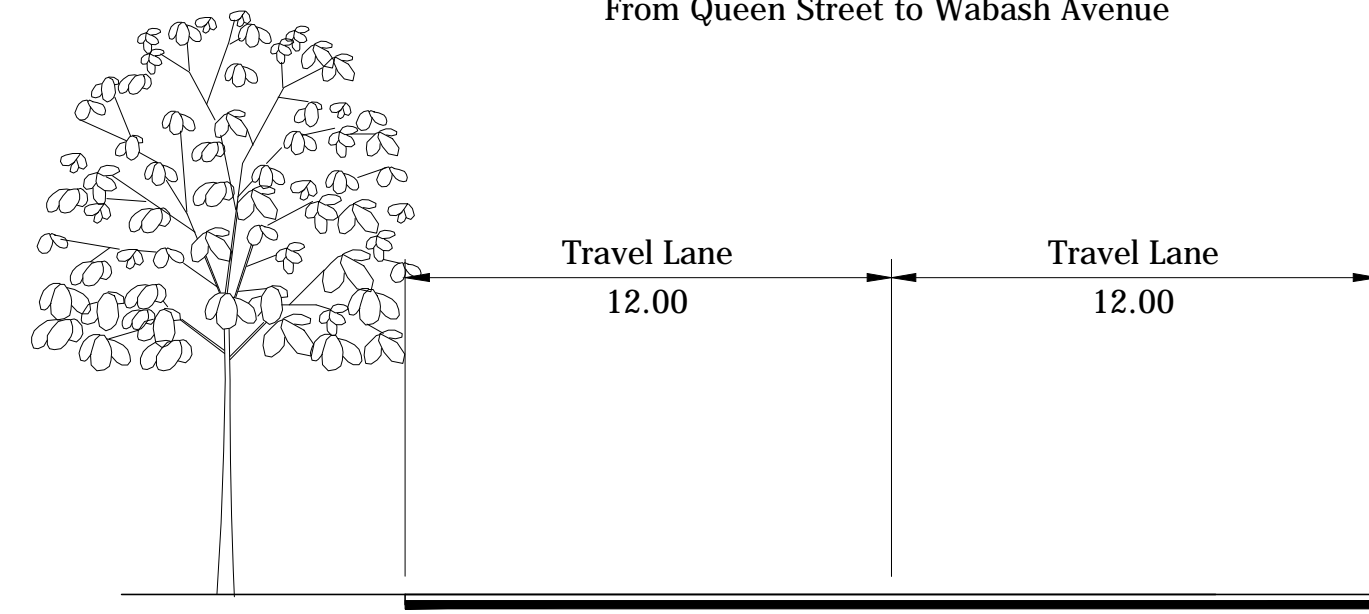
152). Ortman Lane
SCALE: 1" = 10'
From Victoria Avenue to Windmill Drive



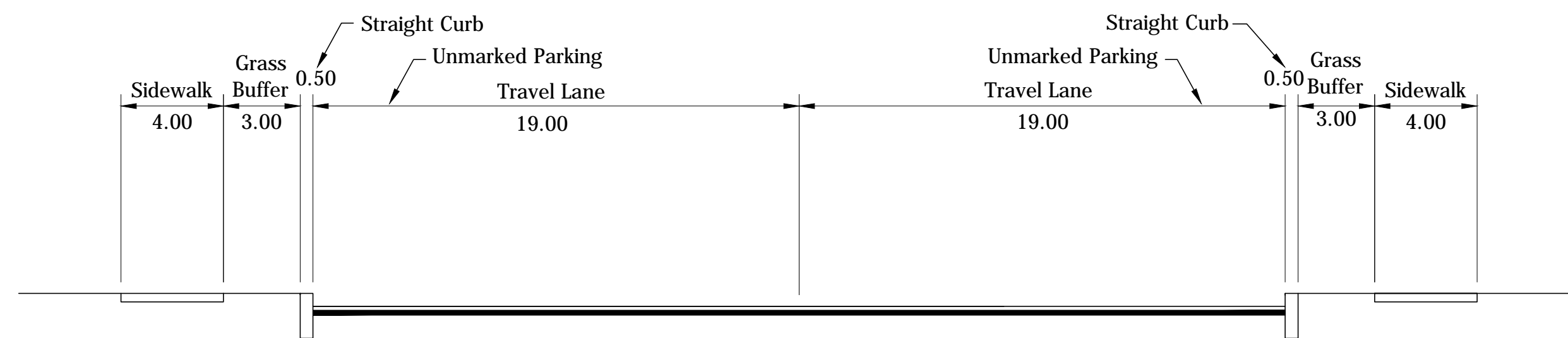
156). Concord Road
SCALE: 1" = 10'
From Teal Road/State Road 25 to Maple Point Drive



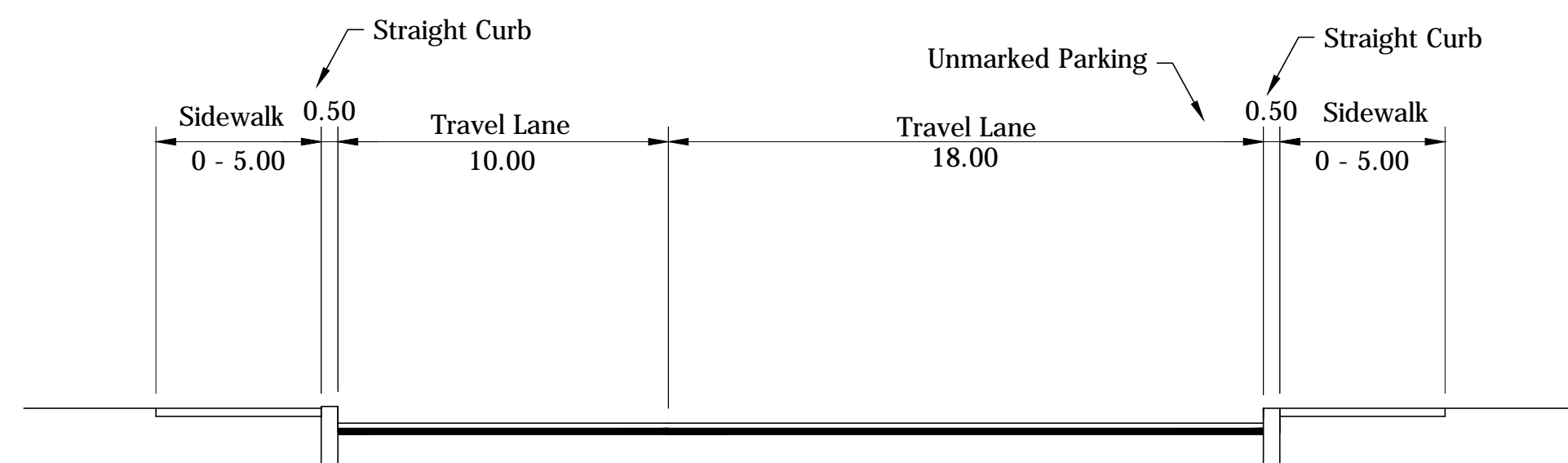
157). Williams Street
SCALE: 1" = 10'
From Queen Street to Wabash Avenue



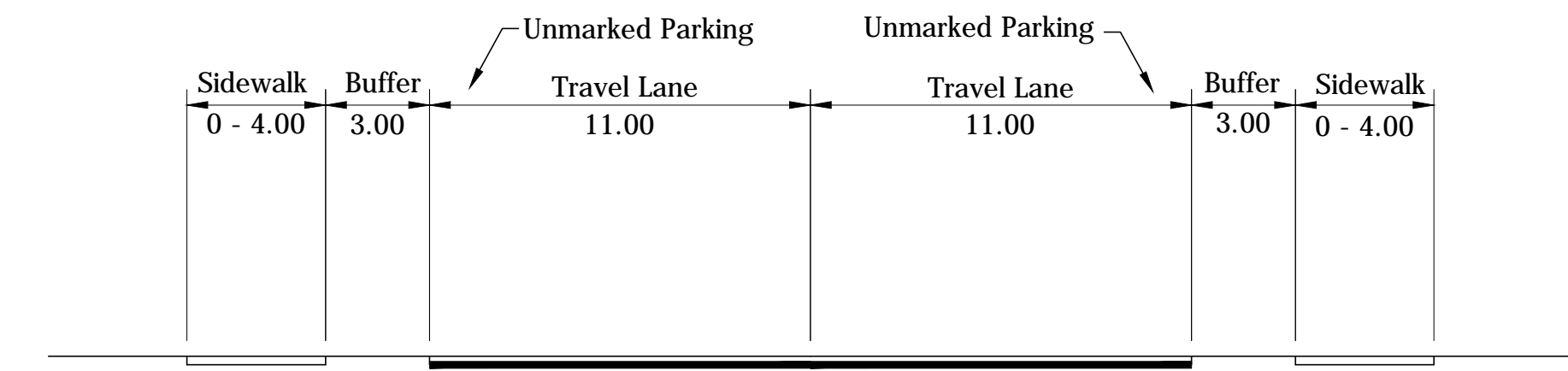
158). Williams Street
SCALE: 1" = 10'
From Wabash Avenue to 1st Street



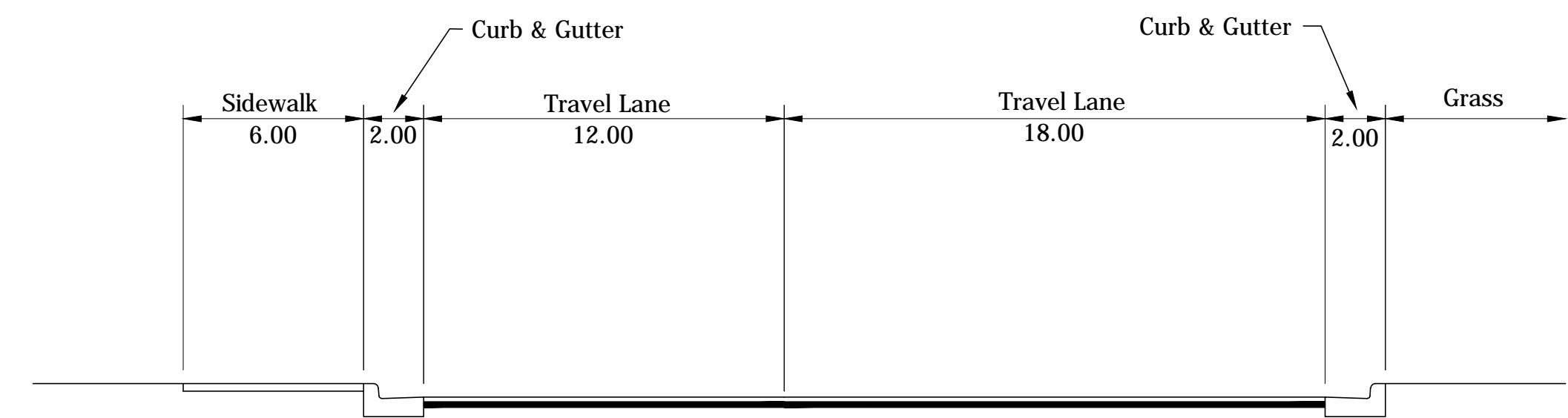
159). 13th Street
SCALE: 1" = 10'
From Burroughs Street to Greenbush Street



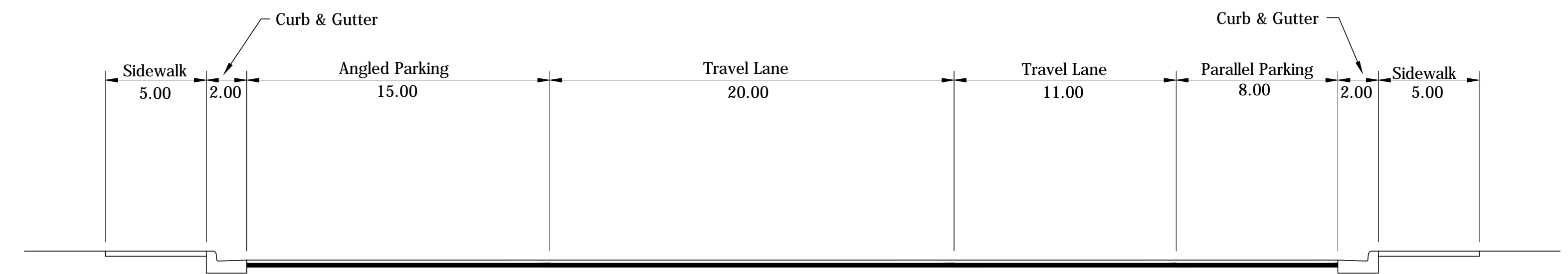
160). 24th Street
SCALE: 1" = 10'
From Main Street to Earl Avenue



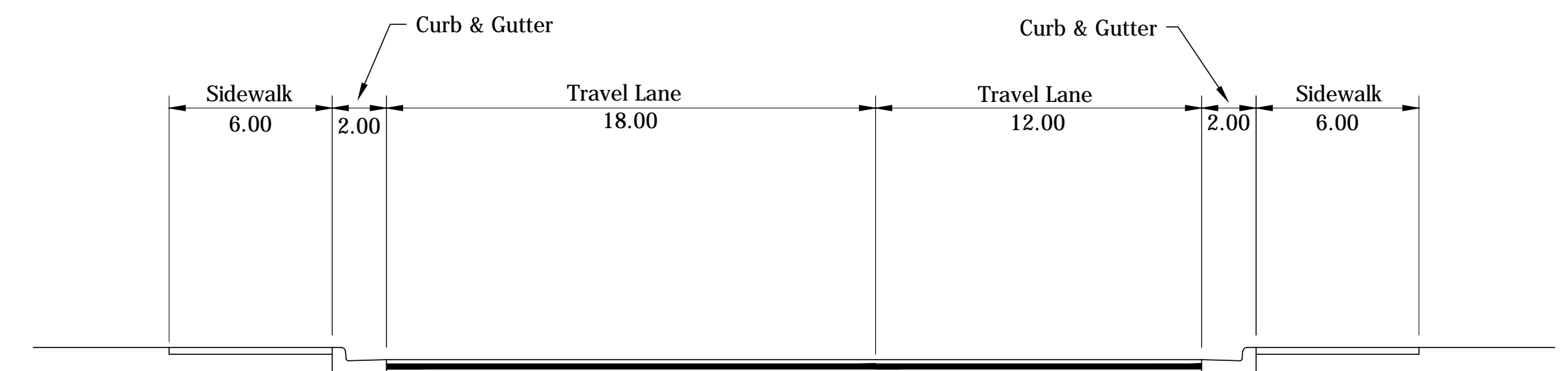
161). Central Street
SCALE: 1" = 10'
From 18th Street to 24th Street



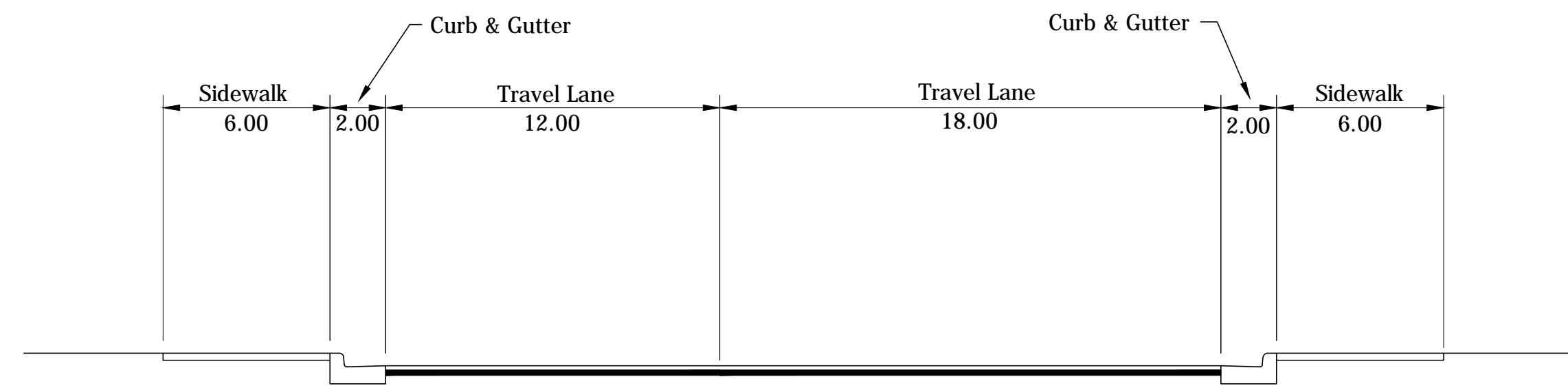
162). 26th Street
SCALE: 1" = 10'
From Union Street to Sunnyside Middle School Drive North



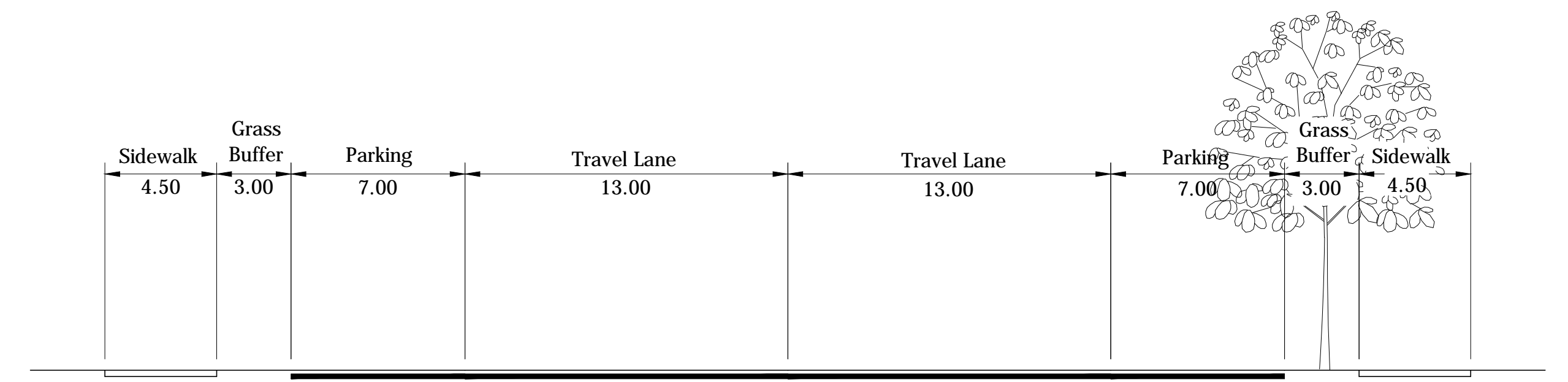
163). 26th Street
SCALE: 1" = 10'
From Sunnyside Middle School Drive North to Middle School Drive South



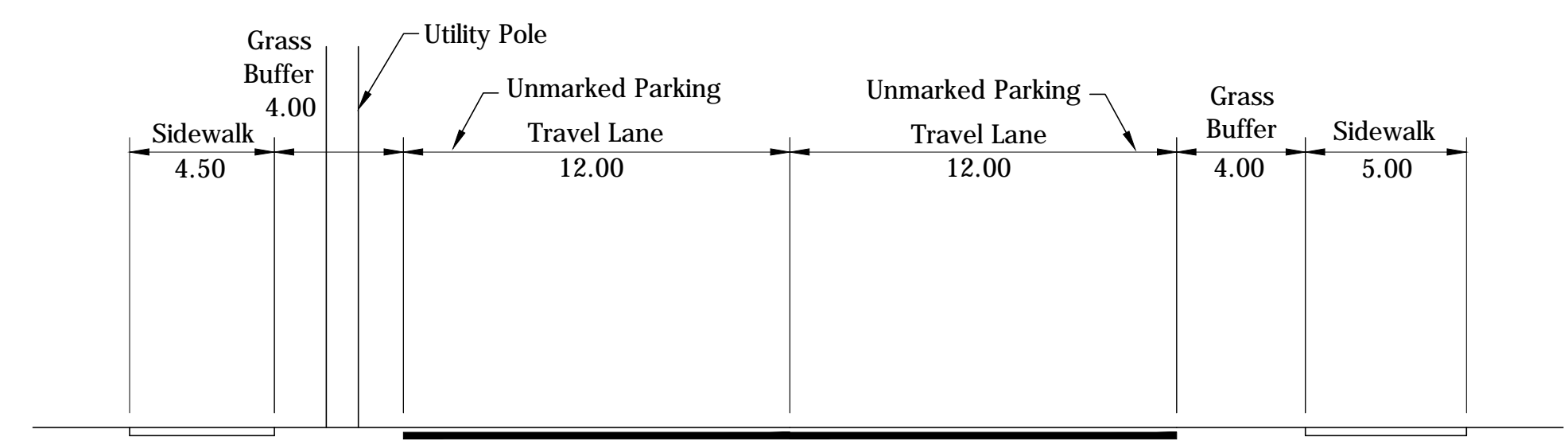
164). 26th Street
SCALE: 1" = 10'
From Sunnyside Middle School Drive South to Cason Street



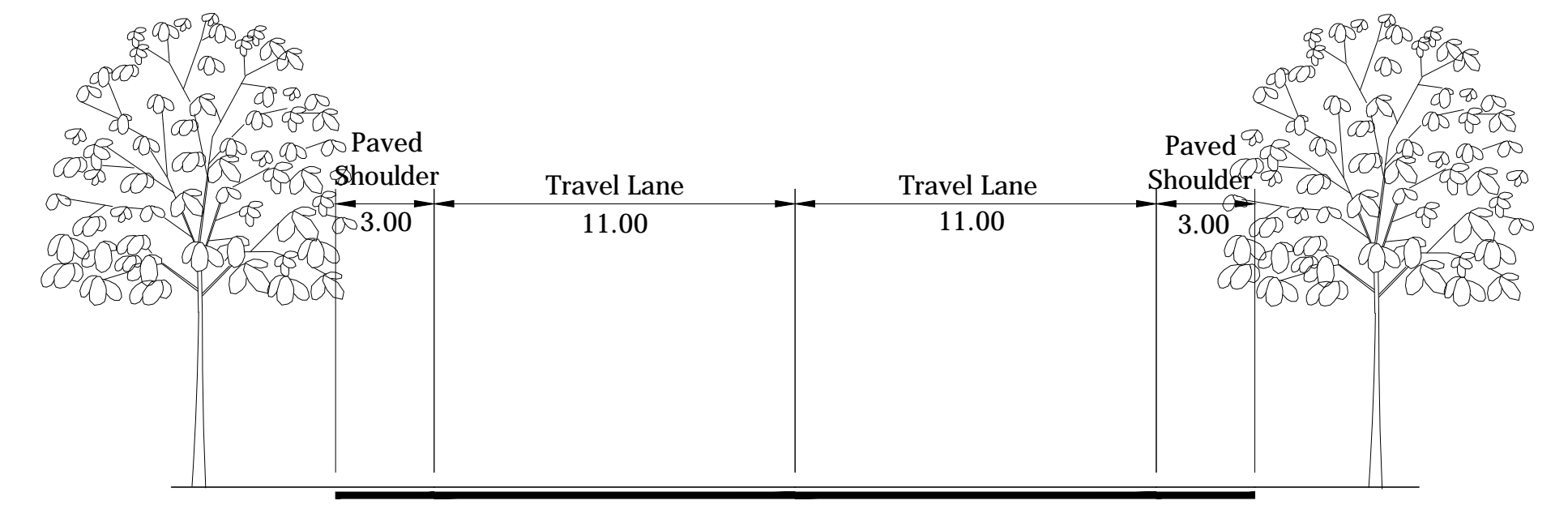
165). 26th Street
SCALE: 1" = 10'
From Cason Street to Ferry Street



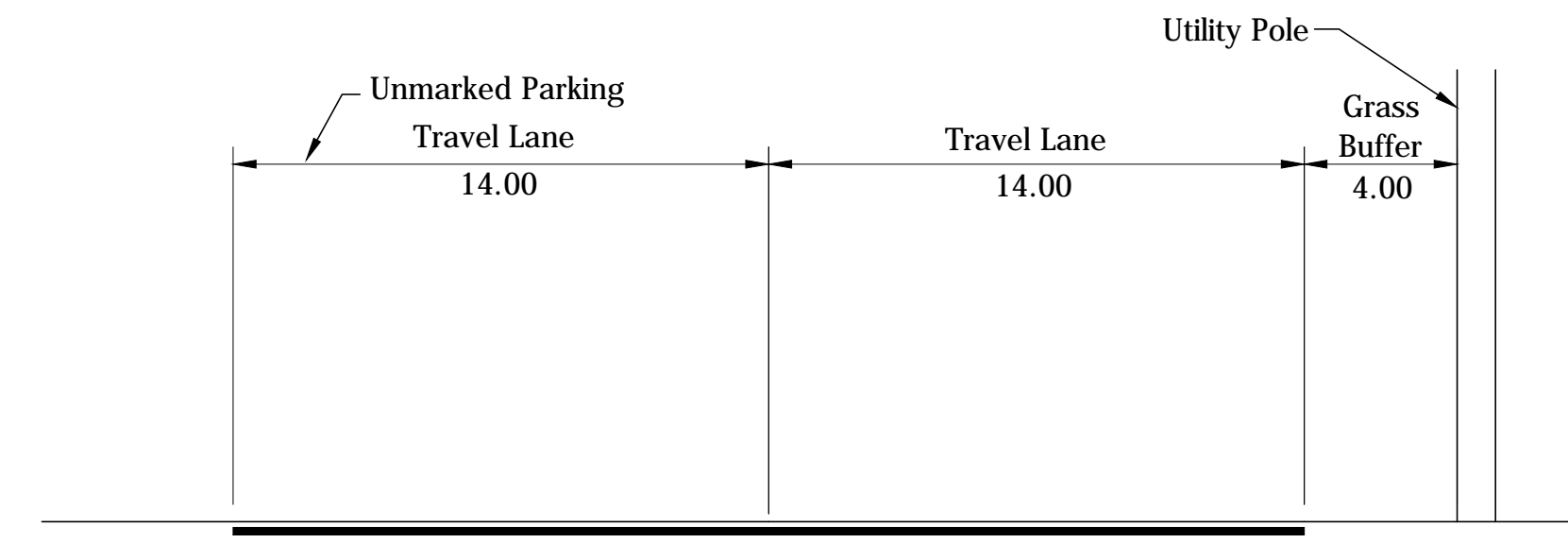
169). 14th Street
SCALE: 1" = 10'
From Kossuth Street to Congress Street



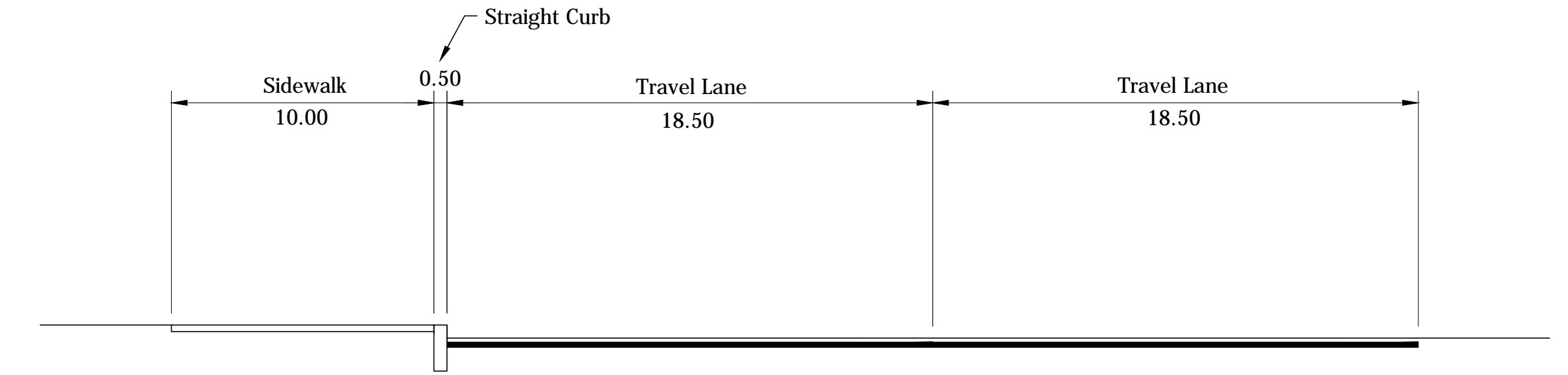
166). 22nd Street
SCALE: 1" = 10'
From State Street to Kossuth Street



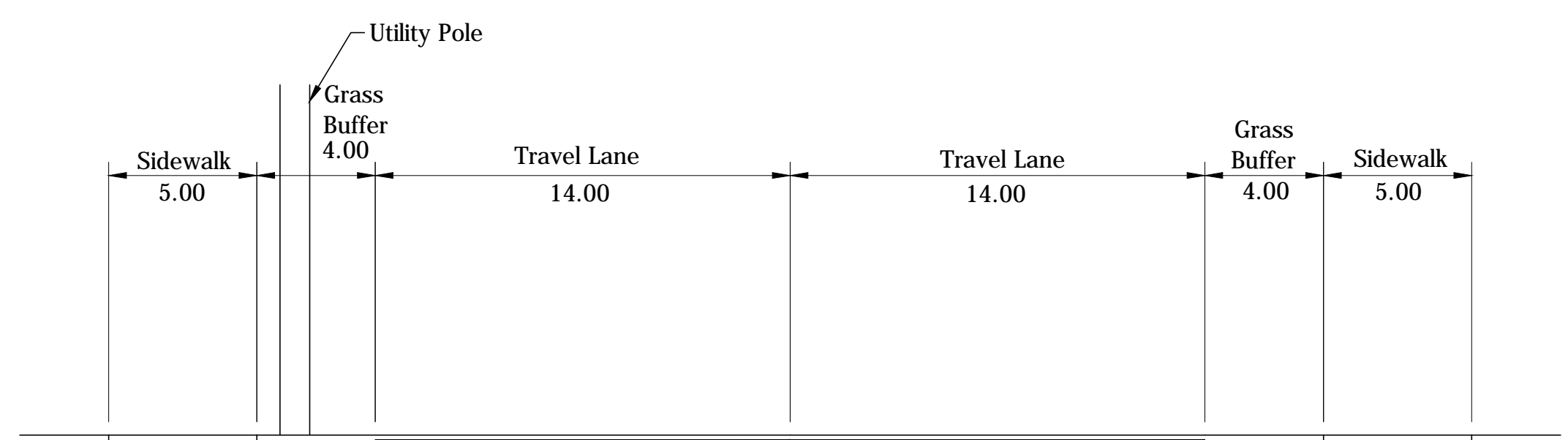
170). Valley Street
SCALE: 1" = 10'
From Congress Street to Digby Drive



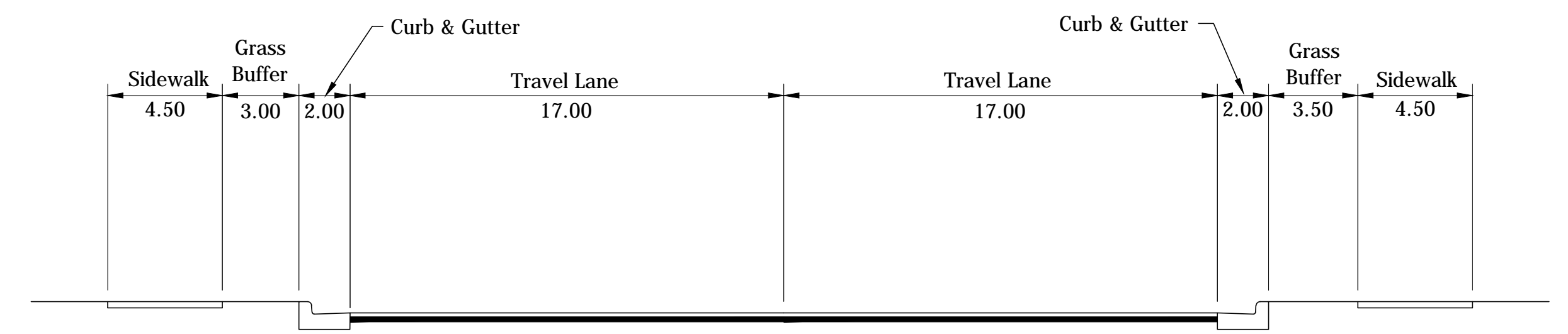
167). 14th Street
SCALE: 1" = 10'
From Warren Drive to Logan Avenue



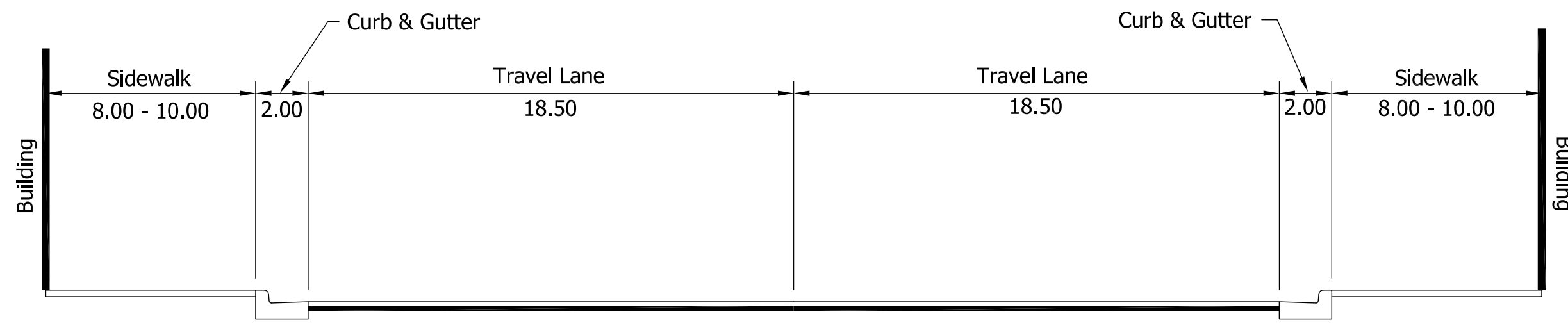
171). 10th Street
SCALE: 1" = 10'
From Digby Drive to South Street



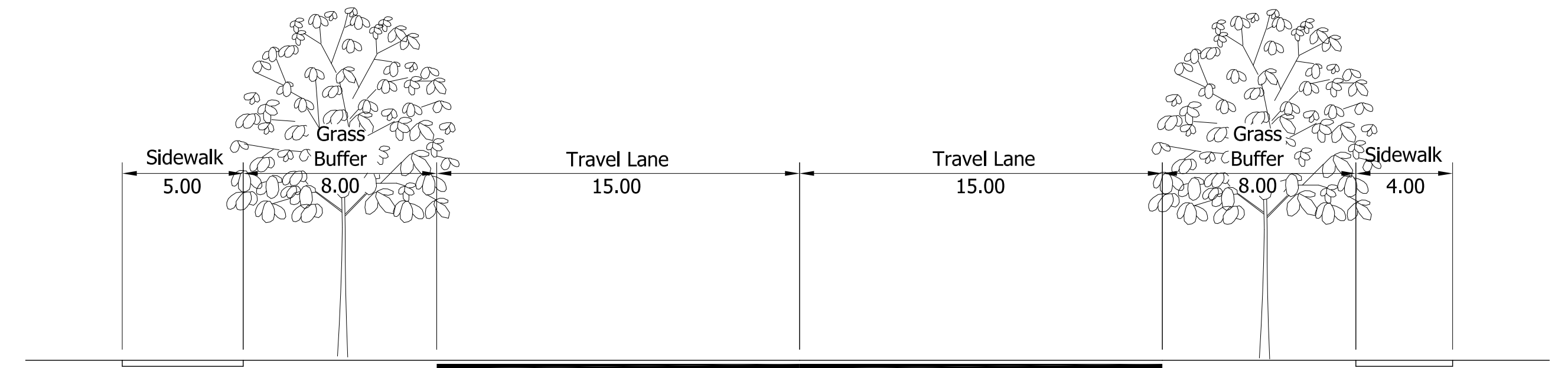
168). 14th Street
SCALE: 1" = 10'
From Logan Avenue to Kossuth Street



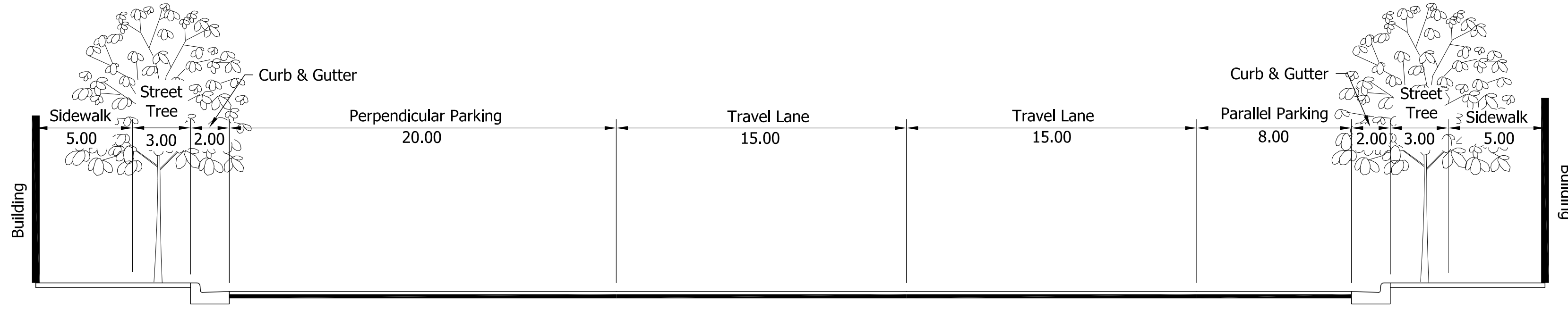
172). 5th Street
SCALE: 1" = 10'
From Abandoned Rail Corridor to New York Street



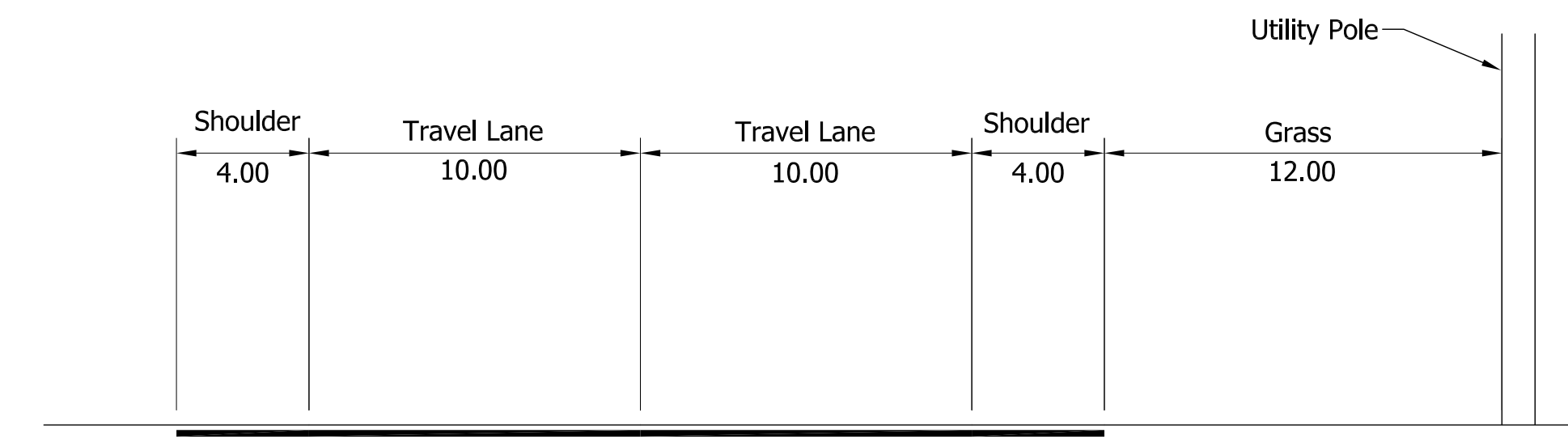
173). 5th Street
SCALE: 1" = 10'
From New York Street to Columbia Street



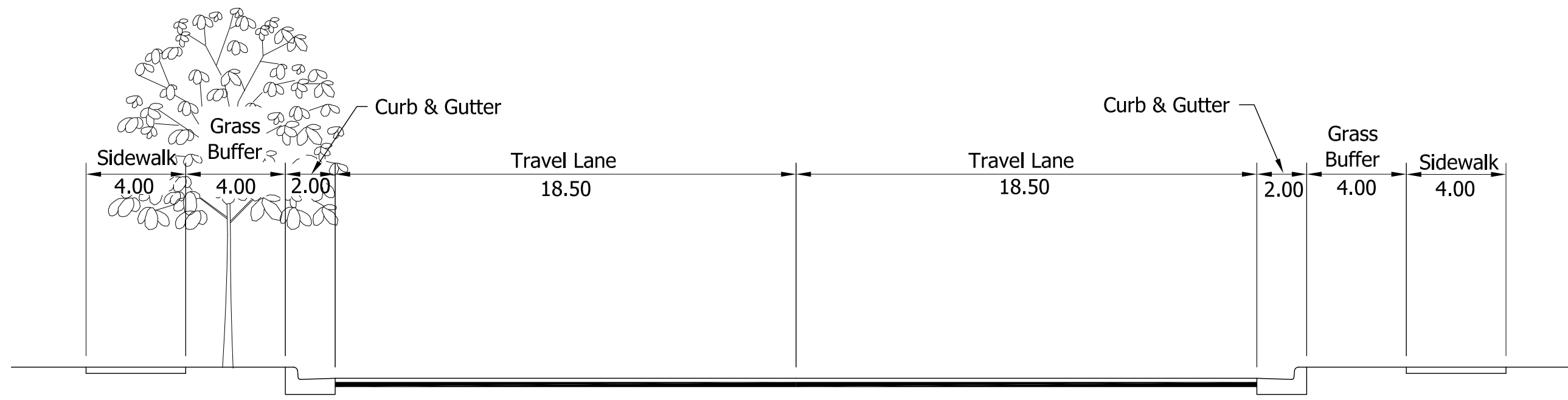
177). 20th Street
SCALE: 1" = 10'
From Underwood Street to Schuyler Avenue



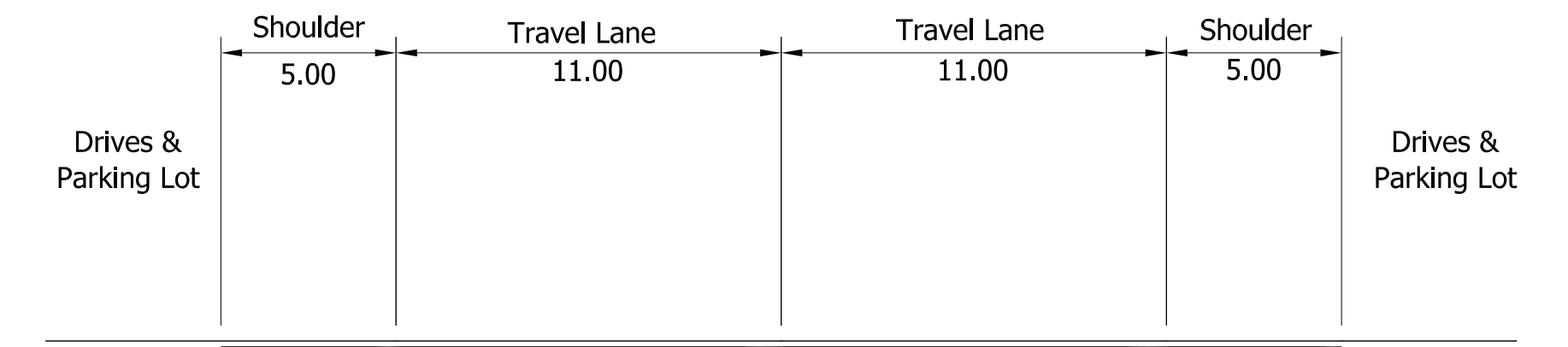
174). 5th Street
SCALE: 1" = 10'
From Columbia Street to Main Street



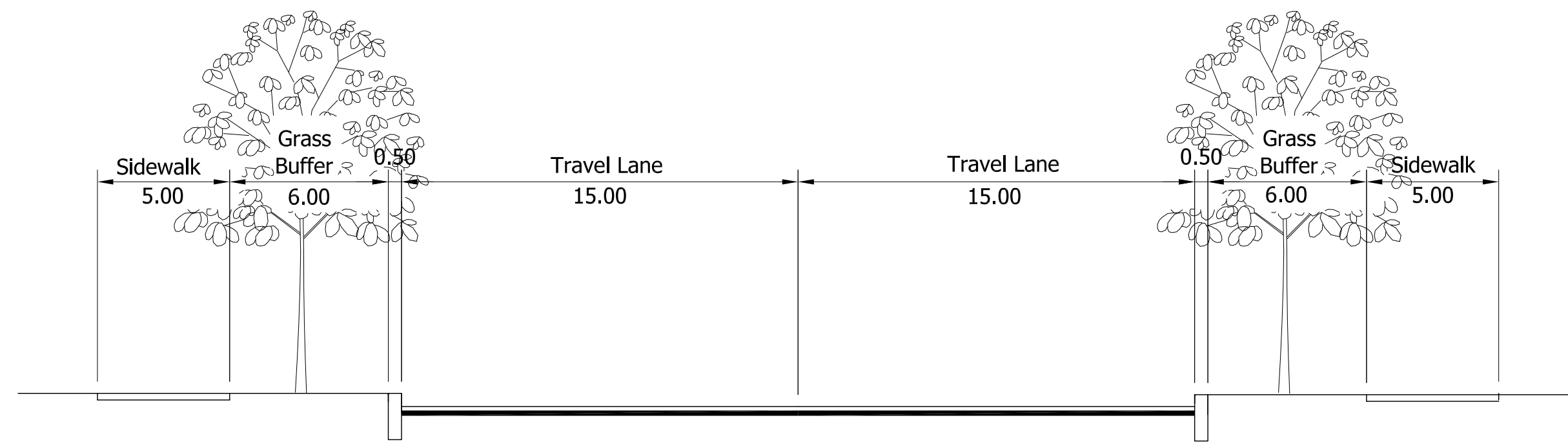
178). Summer Street
SCALE: 1" = 10'
From Concord Road to 30th Street



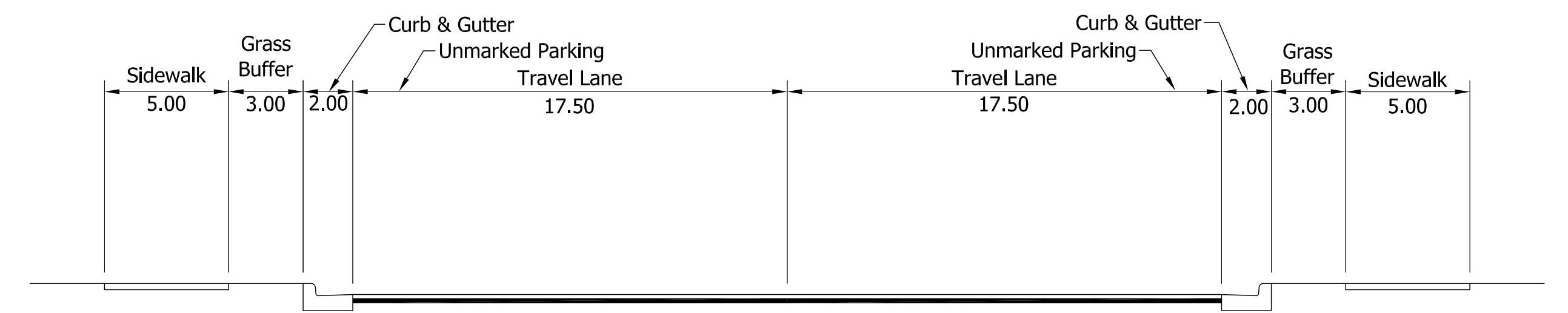
175). 5th Street
SCALE: 1" = 10'
From Main Street to Union Street



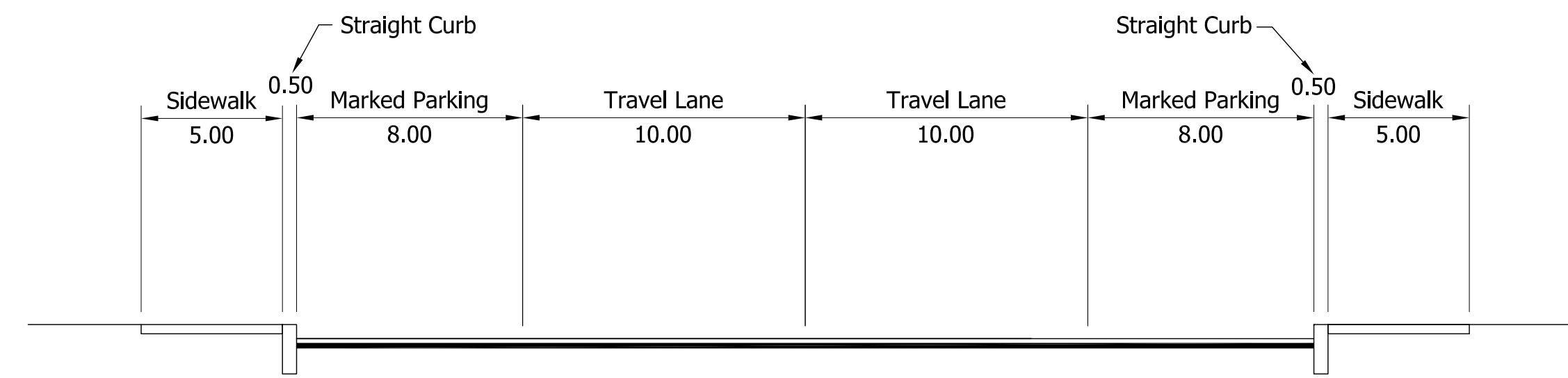
179). 30th Street
SCALE: 1" = 10'
From Summer Street to Teal Street



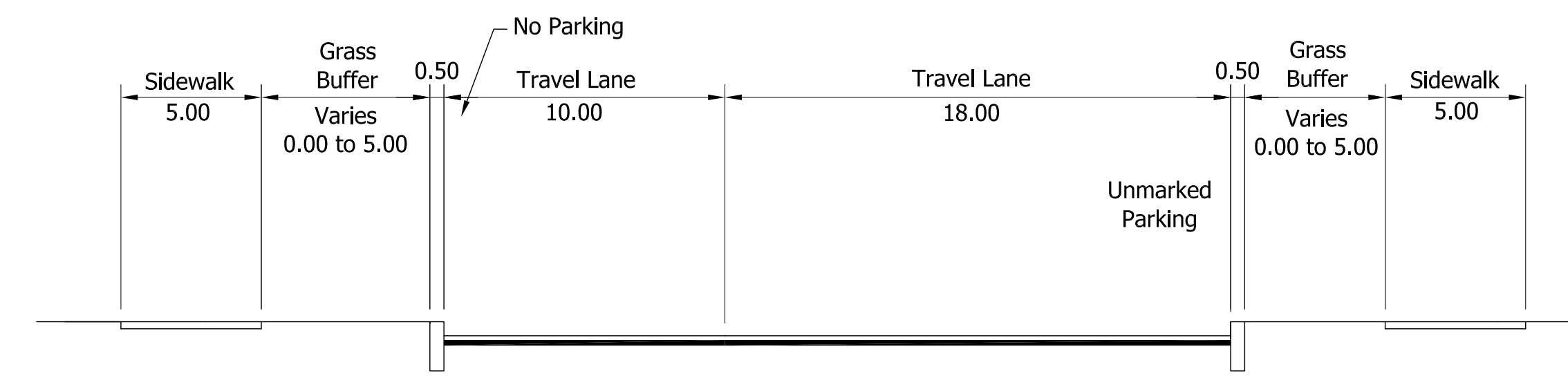
176). Owen Street
SCALE: 1" = 10'
From 4th Street to 9th Street



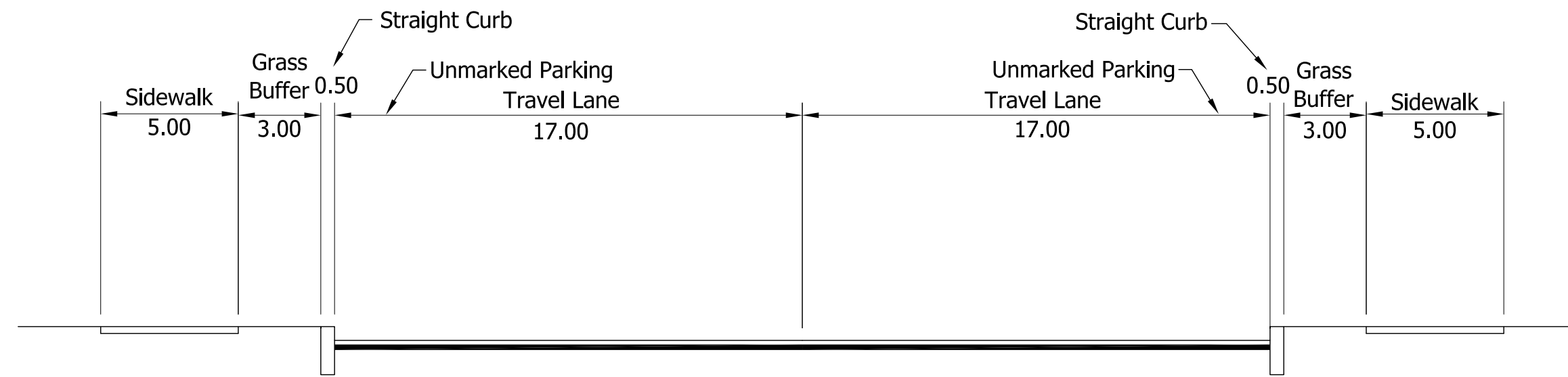
180). Asher Street
SCALE: 1" = 10'
From Main Street to Ferry Street



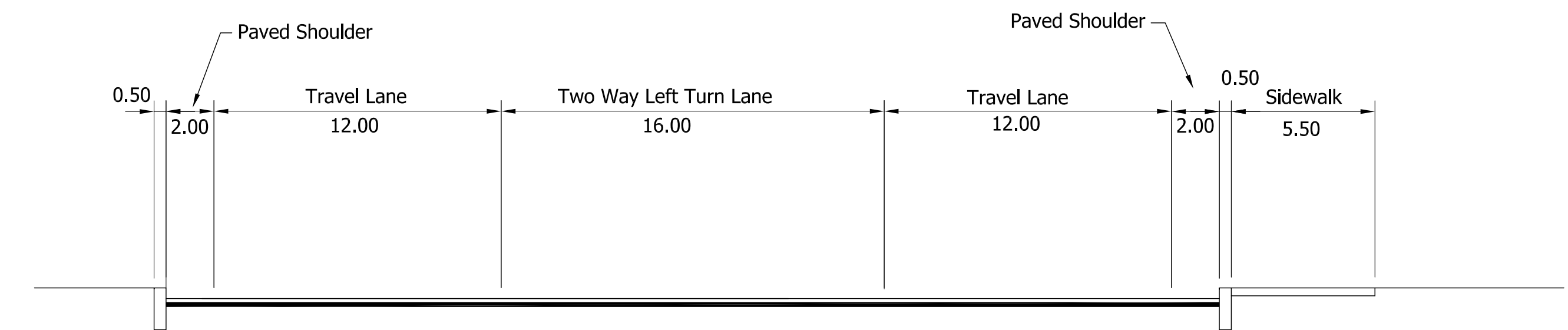
181). Romig Street
SCALE: 1" = 10'
From 3rd Street to Lingle Avenue



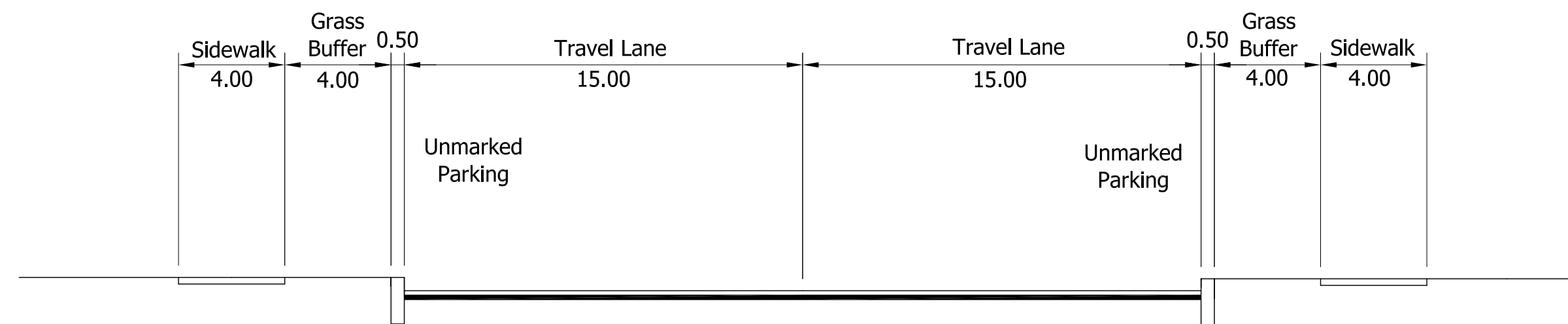
186). 26th Street
SCALE: 1" = 10'
From Wallace Avenue to Main Street



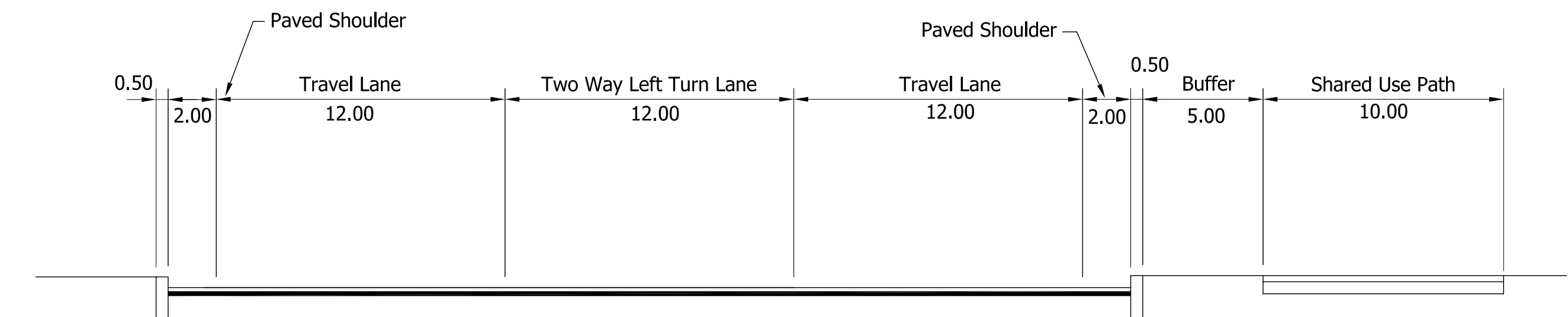
182). Cincinnati Street
SCALE: 1" = 10'
From 3rd Street to 6th Street



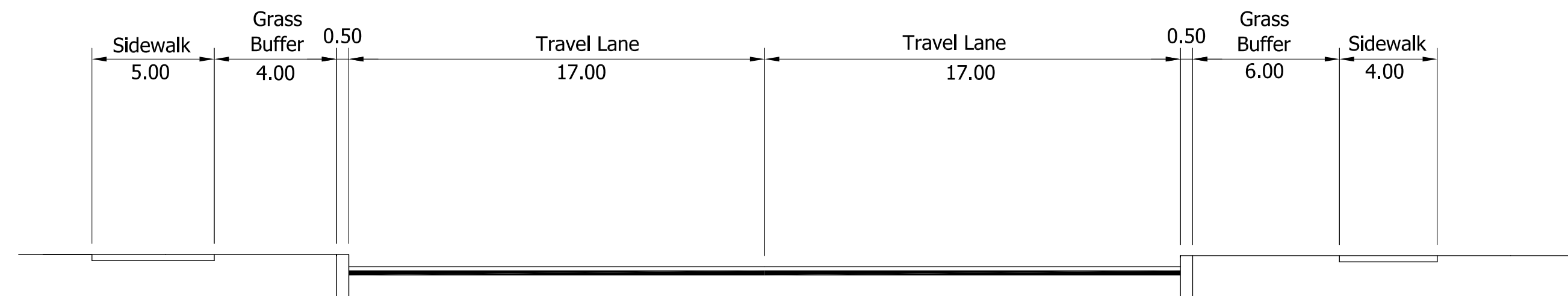
187). Earl Avenue
SCALE: 1" = 10'
From Union Street to South Street



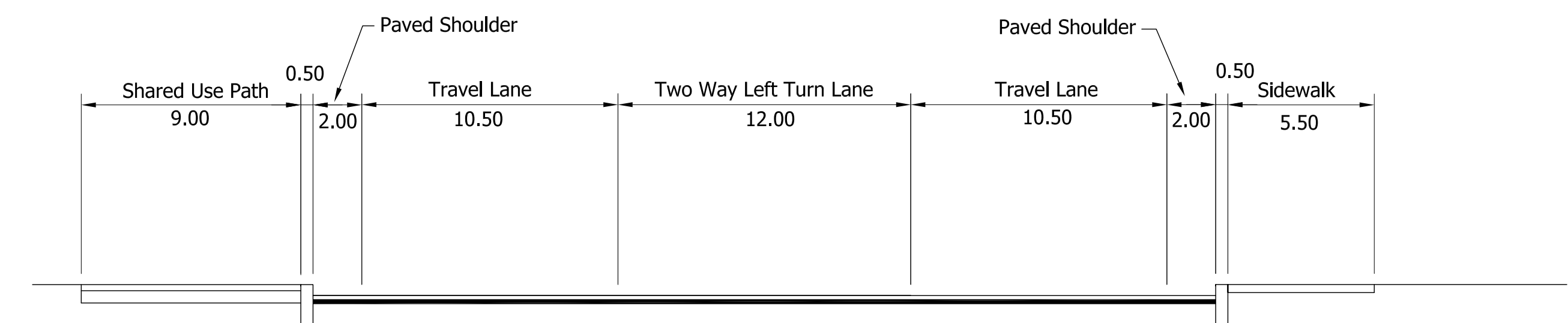
183). Elmwood Avenue
SCALE: 1" = 10'
From Greenbush Street to Underwood Street



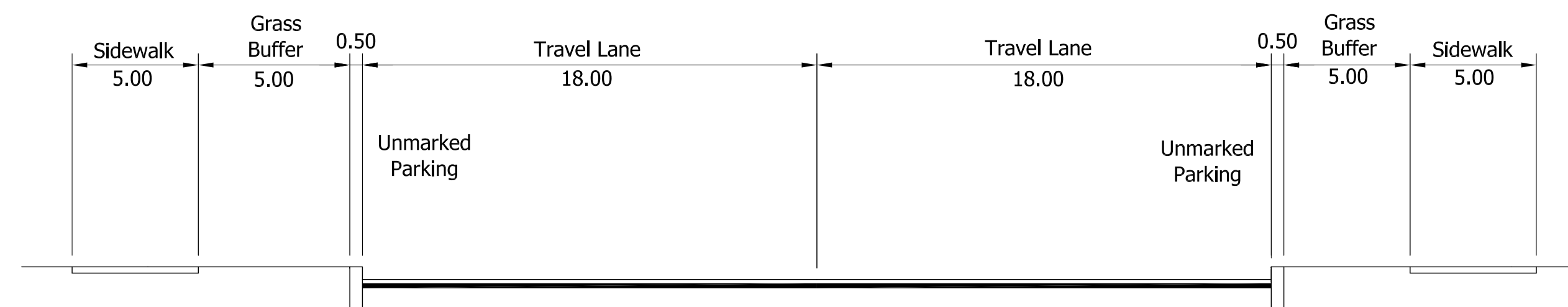
188). Earl Avenue
SCALE: 1" = 10'
From South Street to Kossuth Street



184). 26th Street
SCALE: 1" = 10'
From Ferry Street to South Street



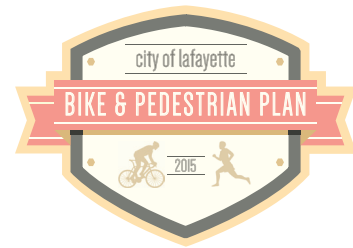
189). Earl Avenue
SCALE: 1" = 10'
From Kossuth Street to State Street



185). 26th Street
SCALE: 1" = 10'
From South Street to Wallace Avenue



FINAL PLAN



FINAL PLAN

BICYCLE AND PEDESTRIAN FACILITY MASTER PLAN

The final bicycle and pedestrian facility master plan proposes to improve 38 corridors. Several different types of facilities are proposed along with possible adjustments to the speed limit for several corridors. The section previous to this one describes the different types of facilities proposed.

The final recommendations to the infrastructure improvements are based upon trying to improve the existing Bicycle Level of Service and Pedestrian Level of Service score to an “A” ,“B”, or very low “C” which would accommodate users with a less advanced ability or skill set. Some routes were still necessary to use even though the bicycle score could not be improved above a high “C” or very low “D”. These routes became the advanced routes and are shown on the “Beginner / Advanced Rider Route Map. If a bicycle score could not be improved to at least a very low “D”, the route was not used. The proposed Bicycle Level of Service and Pedestrian Level of Service Maps are provided for reference. The proposed Bicycle Level of Service and Pedestrian Level of Service scores are also provided. Those boxes that are shown in green represent something that was changed to make the corridor more suitable.

The resulting Bicycle and Pedestrian Facility Map creates safe corridors for bicyclists and pedestrians. It is a supplement to the 2012 Tail Master Plan created by the city and is intended to be used in conjunction with the plan. The proposed 2012 Shared-Use Path recommendations are shown on the plan for reference. In some instances the Bicycle and Pedestrian plan has made a recommendation to override the recommendations made in the 2012 Trail Plan because an on-road facility would be cheaper and more efficient to develop. In other instances the trail made the most sense and a new facility was not recommended for the corridor that was studied as part of this plan.

The design team did its best to keep the same recommendation for both directions of travel along the proposed routes. There are several corridors where it was necessary to split the recommendation type. It was discussed and decided that due to existing constraints along these corridors that it was necessary to provide a safe means of travel rather than do nothing at all.

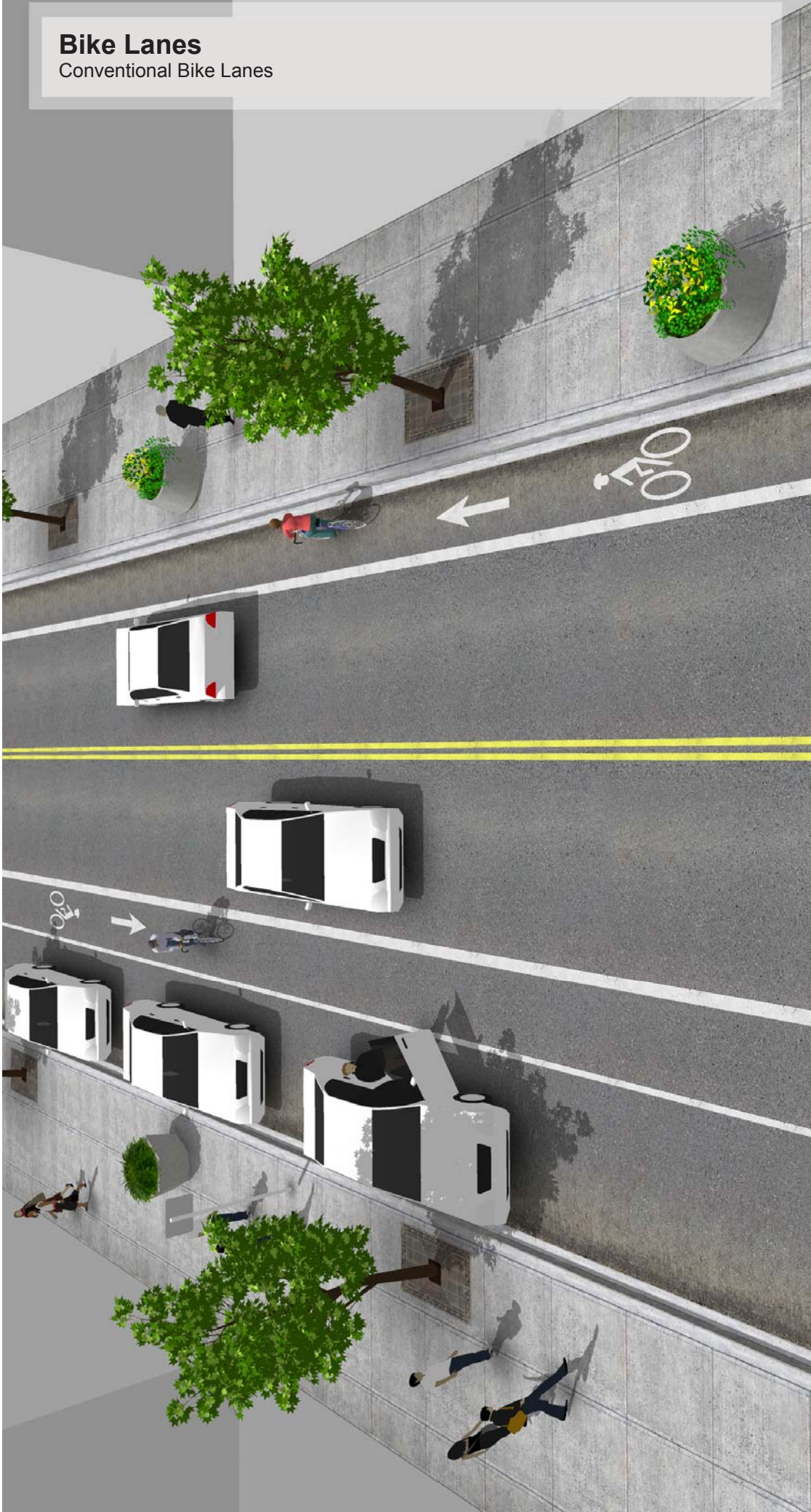
Signing & Marking

Shared Lane Markings



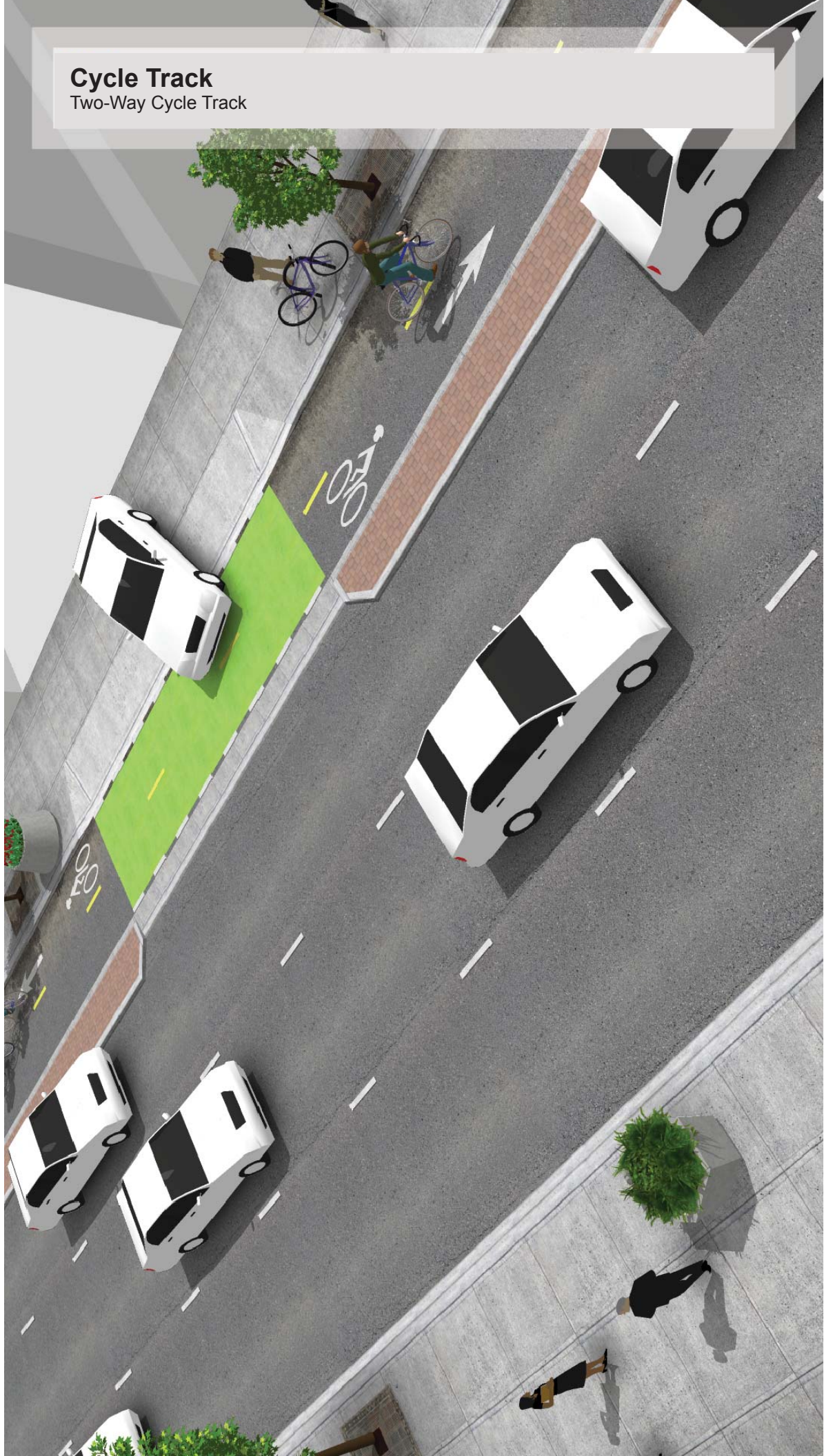
Bike Lanes

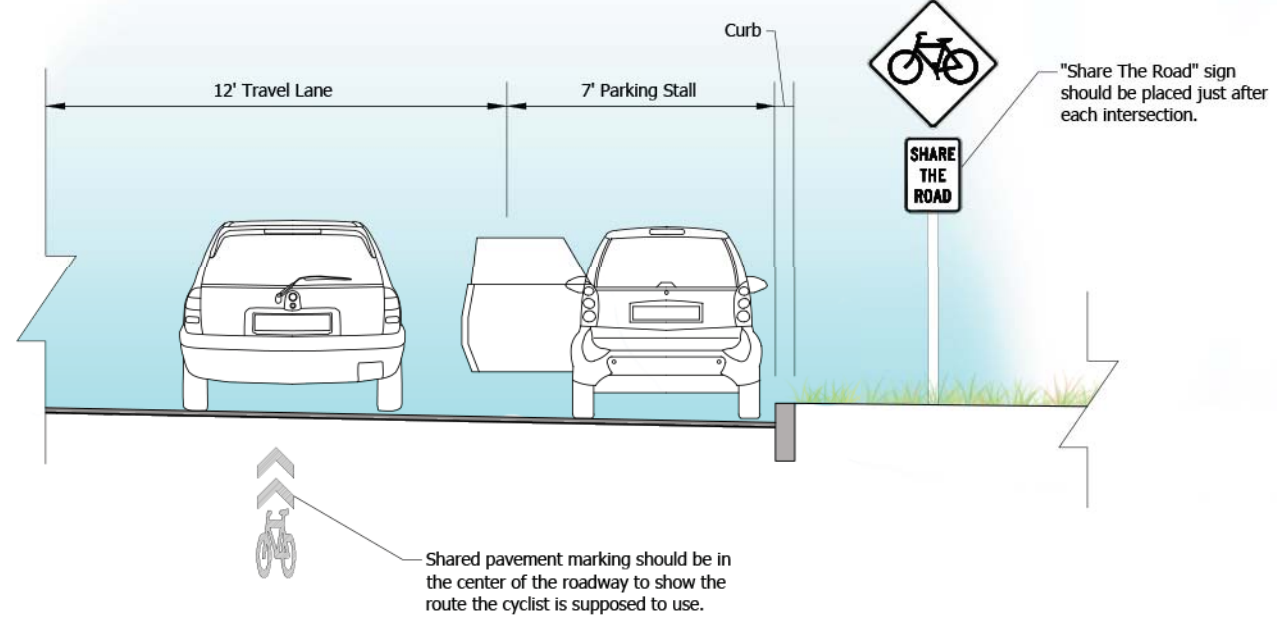
Conventional Bike Lanes



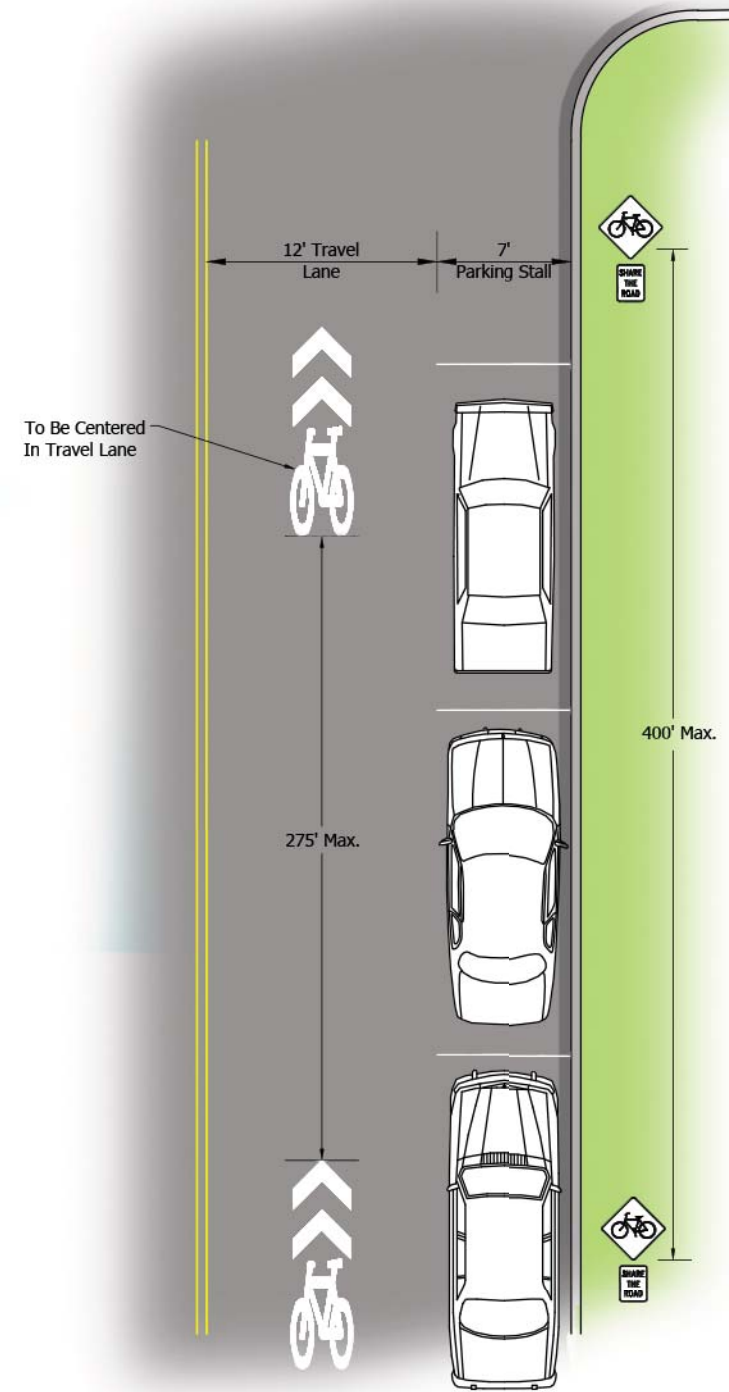
Cycle Track

Two-Way Cycle Track

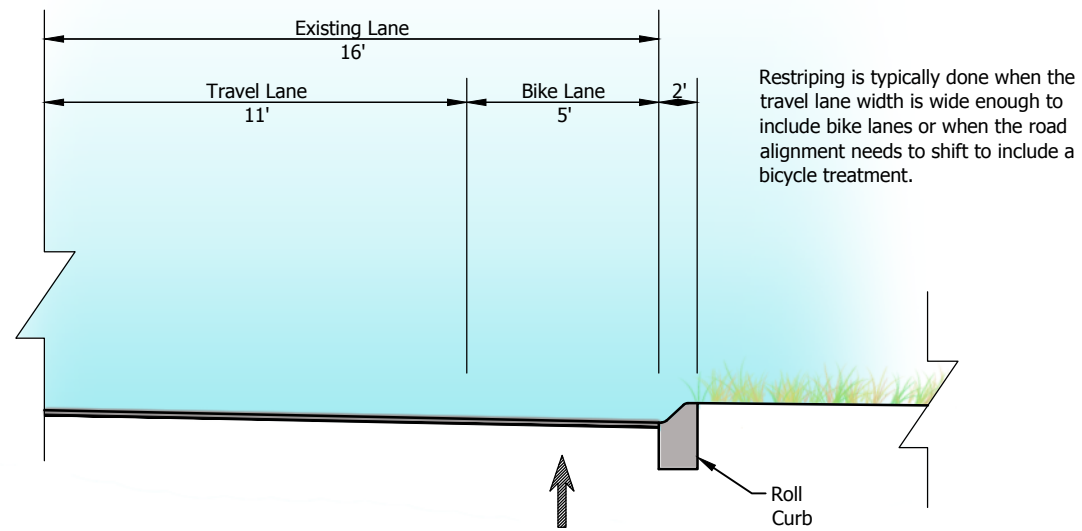




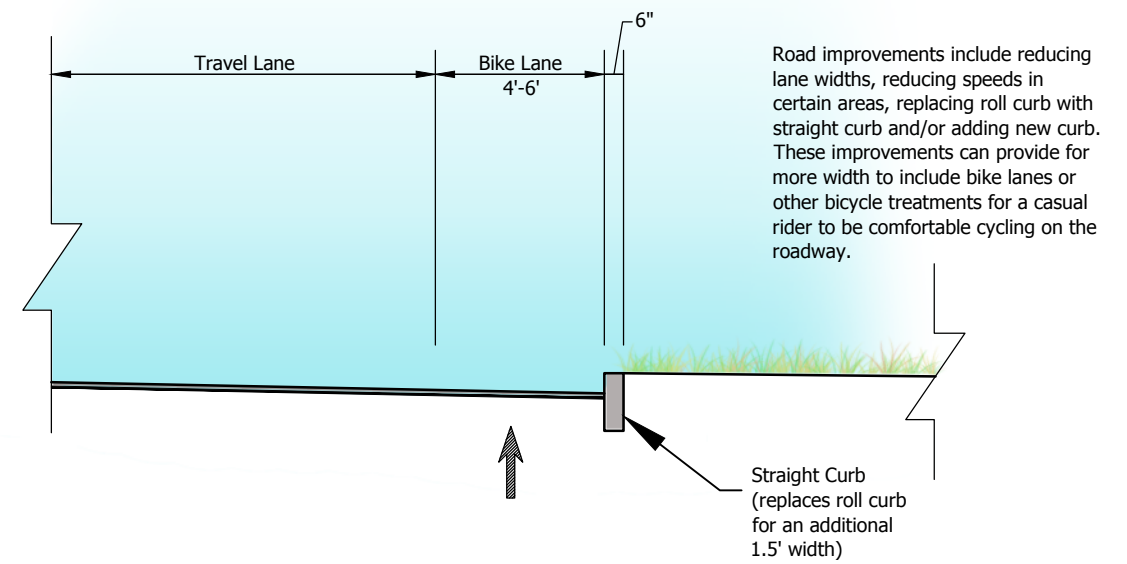
SHARED ROADWAY (SHARROW)



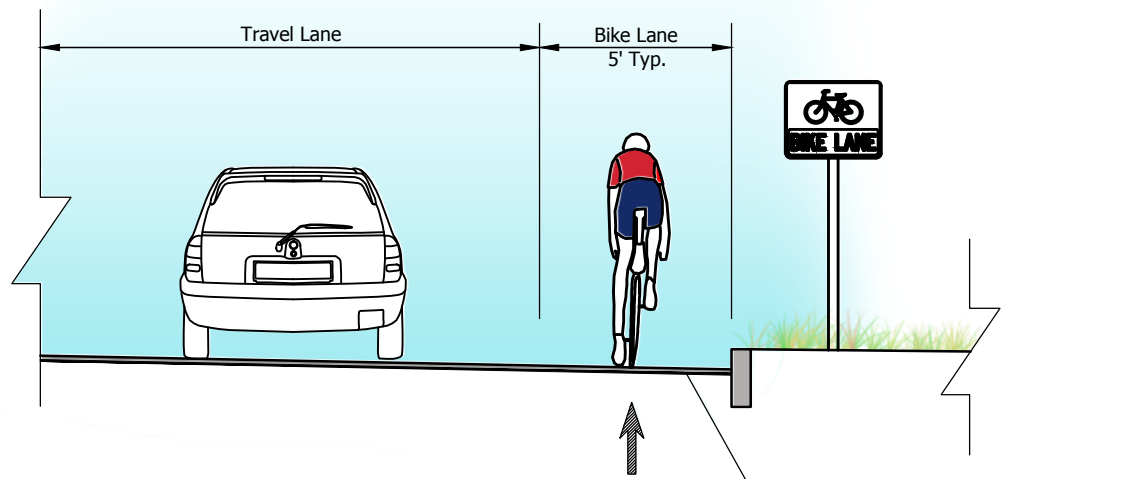
SHARROW DETAIL



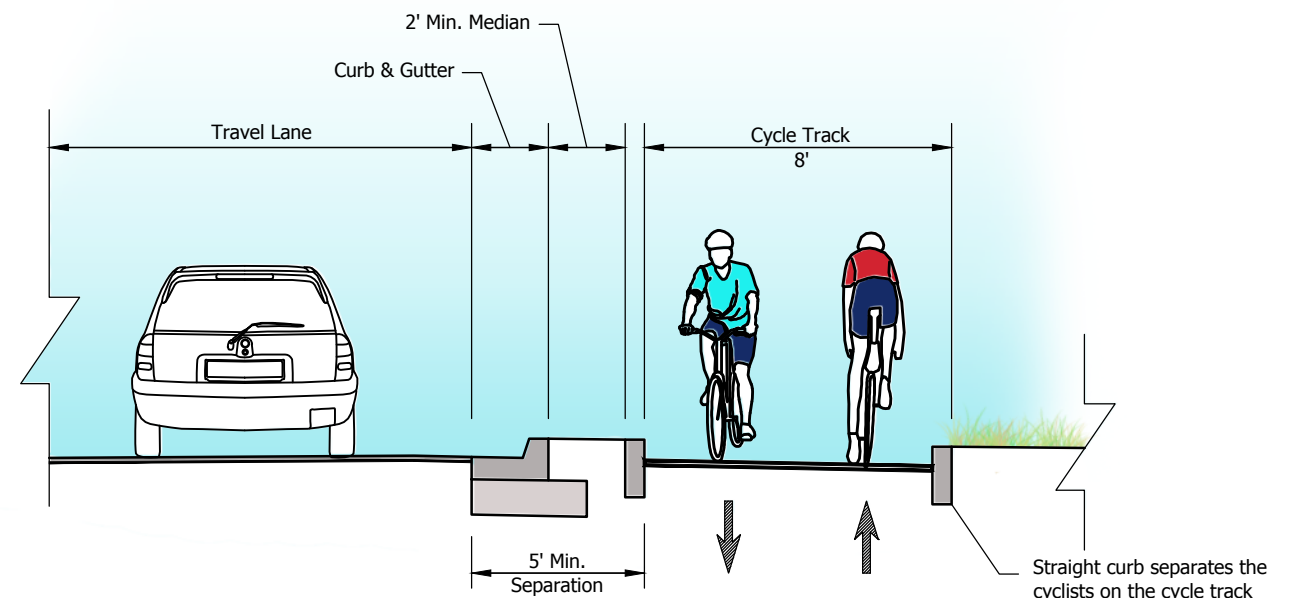
RESTRIPING
Scale: 1"=5'



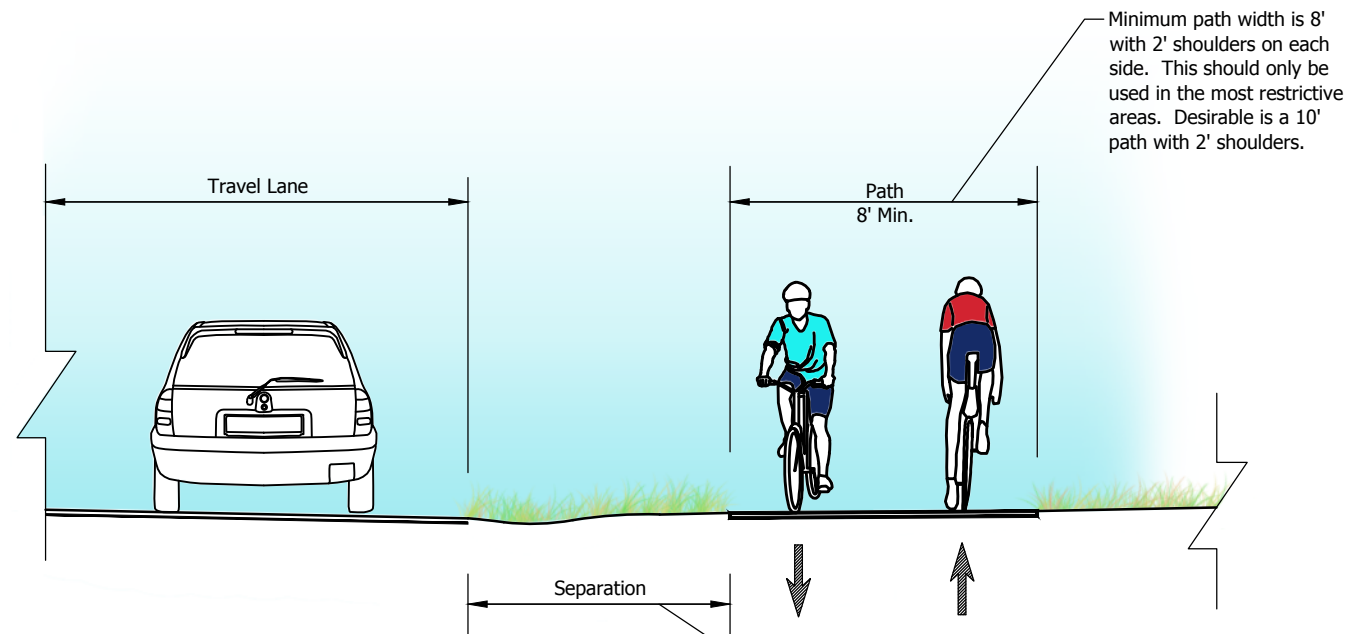
ROAD IMPROVEMENTS
Scale: 1"=5'



BIKE LANE
Scale: 1"=5'



CYCLE TRACK
Scale: 1"=5'



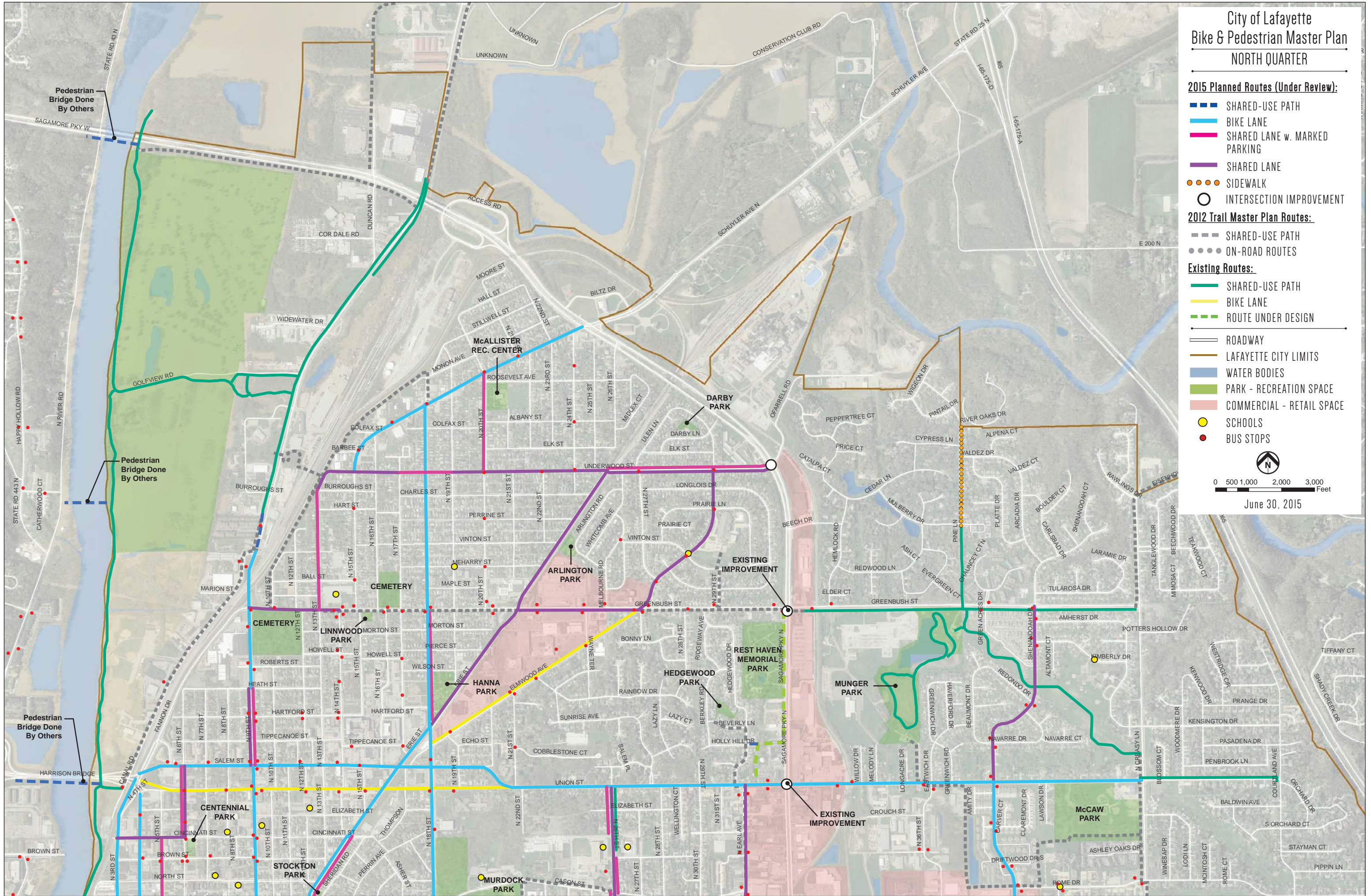
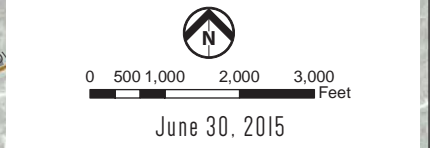
Minimum path width is 8' with 2' shoulders on each side. This should only be used in the most restrictive areas. Desirable is a 10' path with 2' shoulders.

SHARED-USE PATH
Scale: 1"=5'

Separation requirements vary, however, typically without curb the minimum separation from outside edge of shoulder to edge of path is 10'. With curb, the minimum separation is typically 5' from back of curb to edge of path.

City of Lafayette Bike & Pedestrian Master Plan NORTH QUARTER

- 2015 Planned Routes (Under Review):**
- ▬▬▬ SHARED-USE PATH
 - ▬▬▬ BIKE LANE
 - ▬▬▬ SHARED LANE w. MARKED PARKING
 - ▬▬▬ SHARED LANE
 - SIDEWALK
 - INTERSECTION IMPROVEMENT
- 2012 Trail Master Plan Routes:**
- ▬▬▬ SHARED-USE PATH
 - ON-ROAD ROUTES
- Existing Routes:**
- ▬▬▬ SHARED-USE PATH
 - ▬▬▬ BIKE LANE
 - ▬▬▬ ROUTE UNDER DESIGN
- Other Features:**
- ▬▬▬ ROADWAY
 - ▬▬▬ LAFAYETTE CITY LIMITS
 - ▬▬▬ WATER BODIES
 - ▬▬▬ PARK - RECREATION SPACE
 - ▬▬▬ COMMERCIAL - RETAIL SPACE
 - SCHOOLS
 - BUS STOPS



City of Lafayette Bike & Pedestrian Master Plan WEST QUARTER



2015 Planned Routes (Under Review):

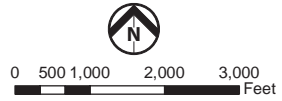
-  SHARED-USE PATH
-  BIKE LANE
-  SHARED LANE w. MARKED PARKING
-  SHARED LANE
-  SIDEWALK
-  INTERSECTION IMPROVEMENT

2012 Trail Master Plan Routes:

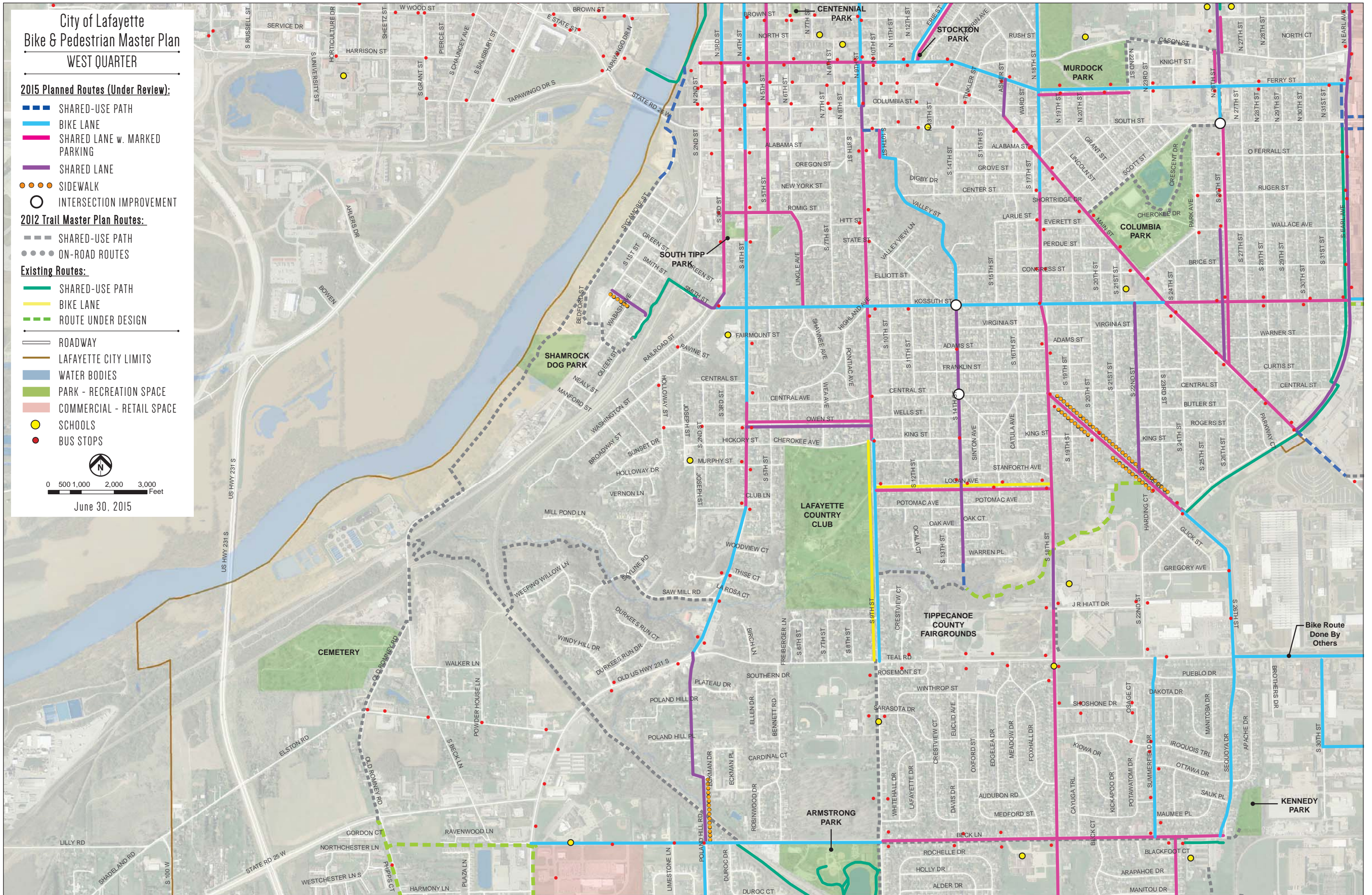
-  SHARED-USE PATH
-  ON-ROAD ROUTES

Existing Routes:

-  SHARED-USE PATH
-  BIKE LANE
-  ROUTE UNDER DESIGN
-  ROADWAY
-  LAFAYETTE CITY LIMITS
-  WATER BODIES
-  PARK - RECREATION SPACE
-  COMMERCIAL - RETAIL SPACE
-  SCHOOLS
-  BUS STOPS



June 30, 2015



Bike Route Done By Others

KENNEDY PARK

City of Lafayette Bike & Pedestrian Master Plan EAST QUARTER

2015 Planned Routes (Under Review):


- — — SHARED-USE PATH
- — — BIKE LANE
- — — SHARED LANE w. MARKED PARKING
- — — SHARED LANE
- ● ● SIDEWALK
- INTERSECTION IMPROVEMENT

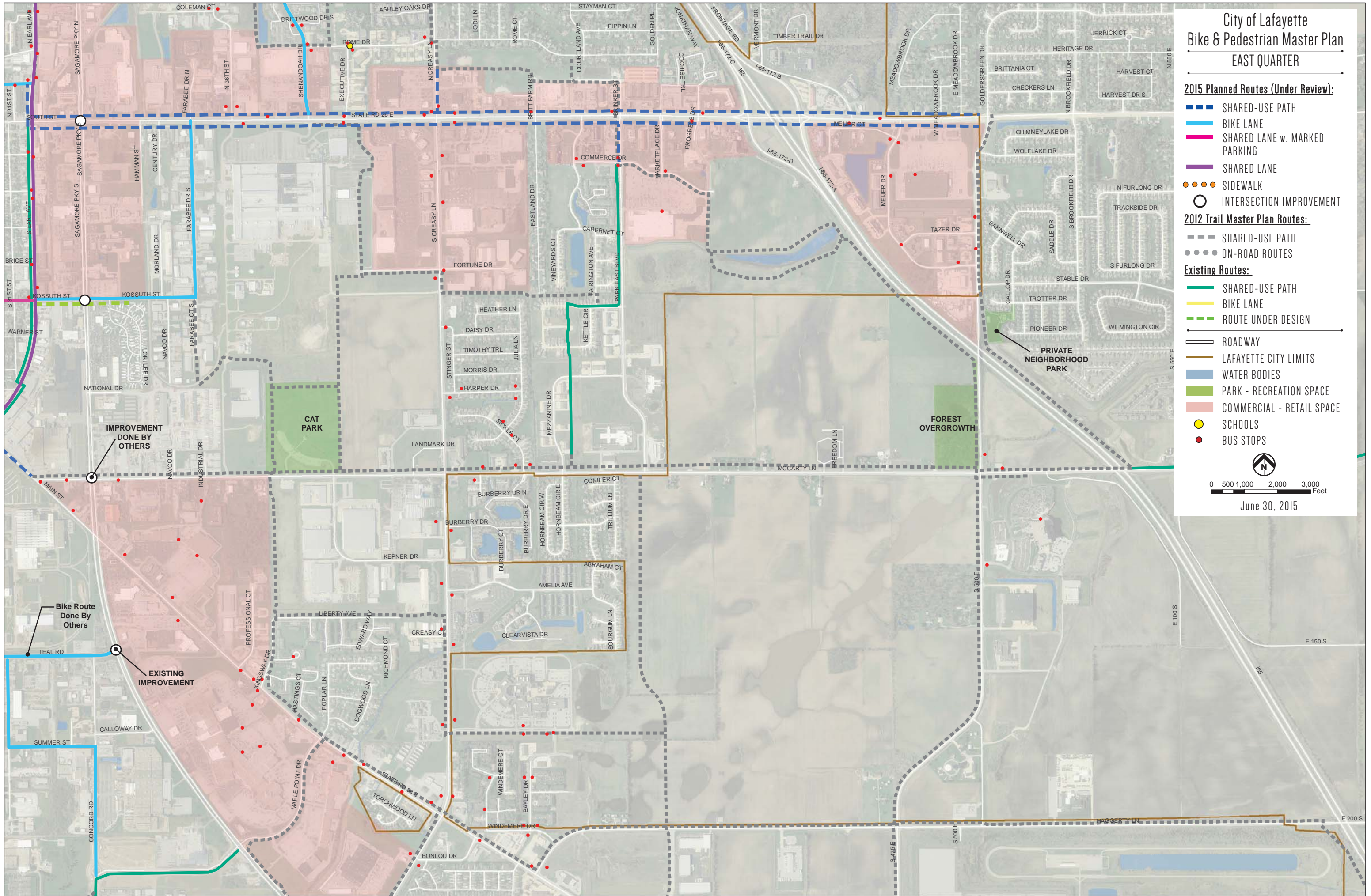
2012 Trail Master Plan Routes:

- — — SHARED-USE PATH
- ● ● ON-ROAD ROUTES

Existing Routes:

- — — SHARED-USE PATH
- — — BIKE LANE
- - - ROUTE UNDER DESIGN
- — — ROADWAY
- — — LAFAYETTE CITY LIMITS
- — — WATER BODIES
- — — PARK - RECREATION SPACE
- — — COMMERCIAL - RETAIL SPACE
- SCHOOLS
- BUS STOPS


 0 500 1,000 2,000 3,000 Feet
 June 30, 2015



IMPROVEMENT
DONE BY
OTHERS

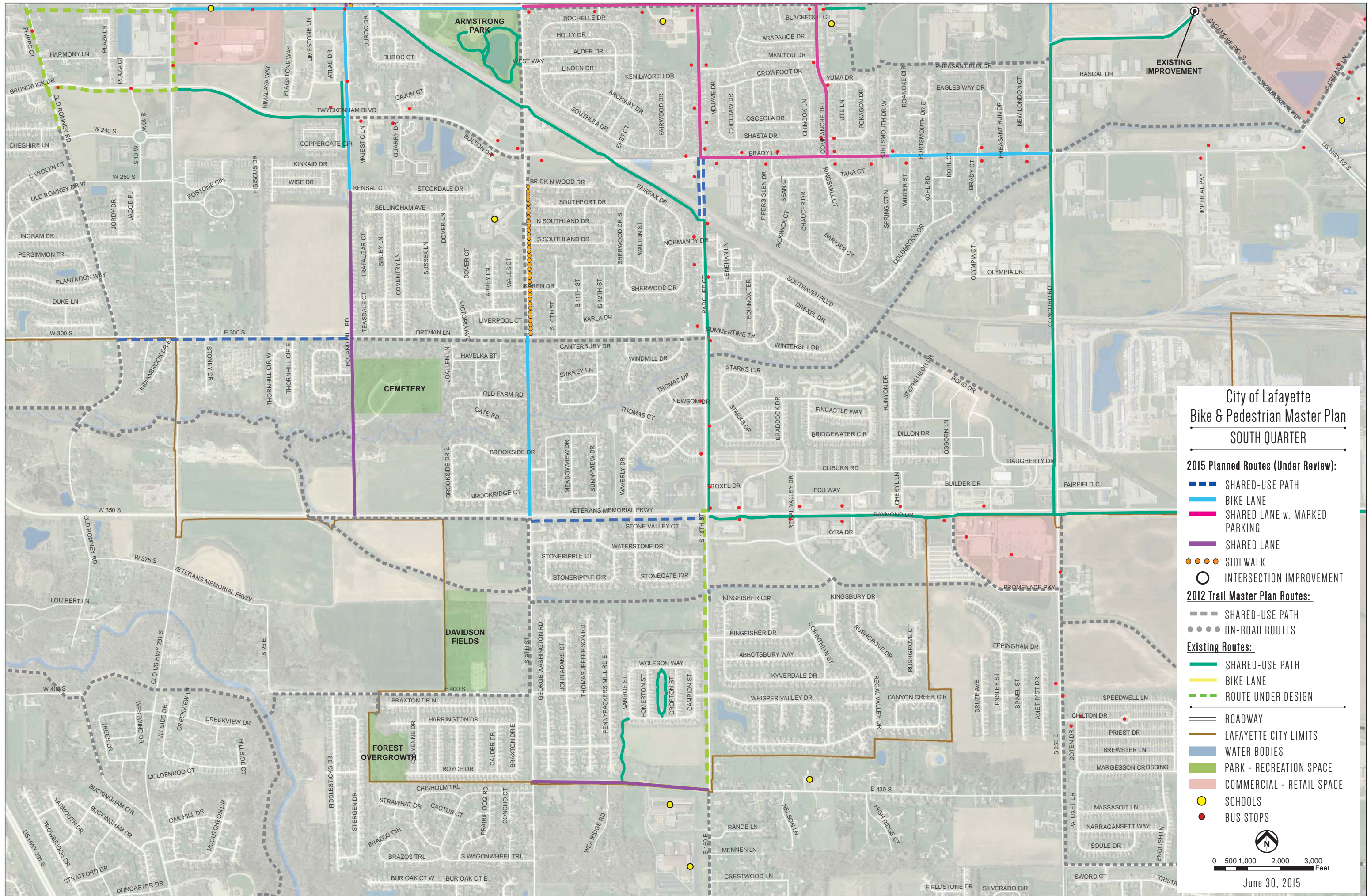
Bike Route
Done By
Others

EXISTING
IMPROVEMENT

PRIVATE
NEIGHBORHOOD
PARK

FOREST
OVERGROWTH

CAT
PARK



**City of Lafayette
Bike & Pedestrian Master Plan
SOUTH QUARTER**

2015 Planned Routes (Under Review):

- ▬▬▬ SHARED-USE PATH
- ▬▬▬ BIKE LANE
- ▬▬▬ SHARED LANE w. MARKED PARKING
- ▬▬▬ SHARED LANE
- SIDEWALK
- INTERSECTION IMPROVEMENT

2012 Trail Master Plan Routes:

- ▬▬▬ SHARED-USE PATH
- ON-ROAD ROUTES

Existing Routes:

- ▬▬▬ SHARED-USE PATH
- ▬▬▬ BIKE LANE
- ▬▬▬ ROUTE UNDER DESIGN
- ROADWAY
- LAFAYETTE CITY LIMITS
- ▬▬▬ WATER BODIES
- ▬▬▬ PARK - RECREATION SPACE
- ▬▬▬ COMMERCIAL - RETAIL SPACE
- SCHOOLS
- BUS STOPS

N
 0 500 1,000 2,000 3,000 Feet
 June 30, 2015

City of Lafayette Bike & Pedestrian Master Plan

BEGINNER - ADVANCED RIDER ROUTE MAP

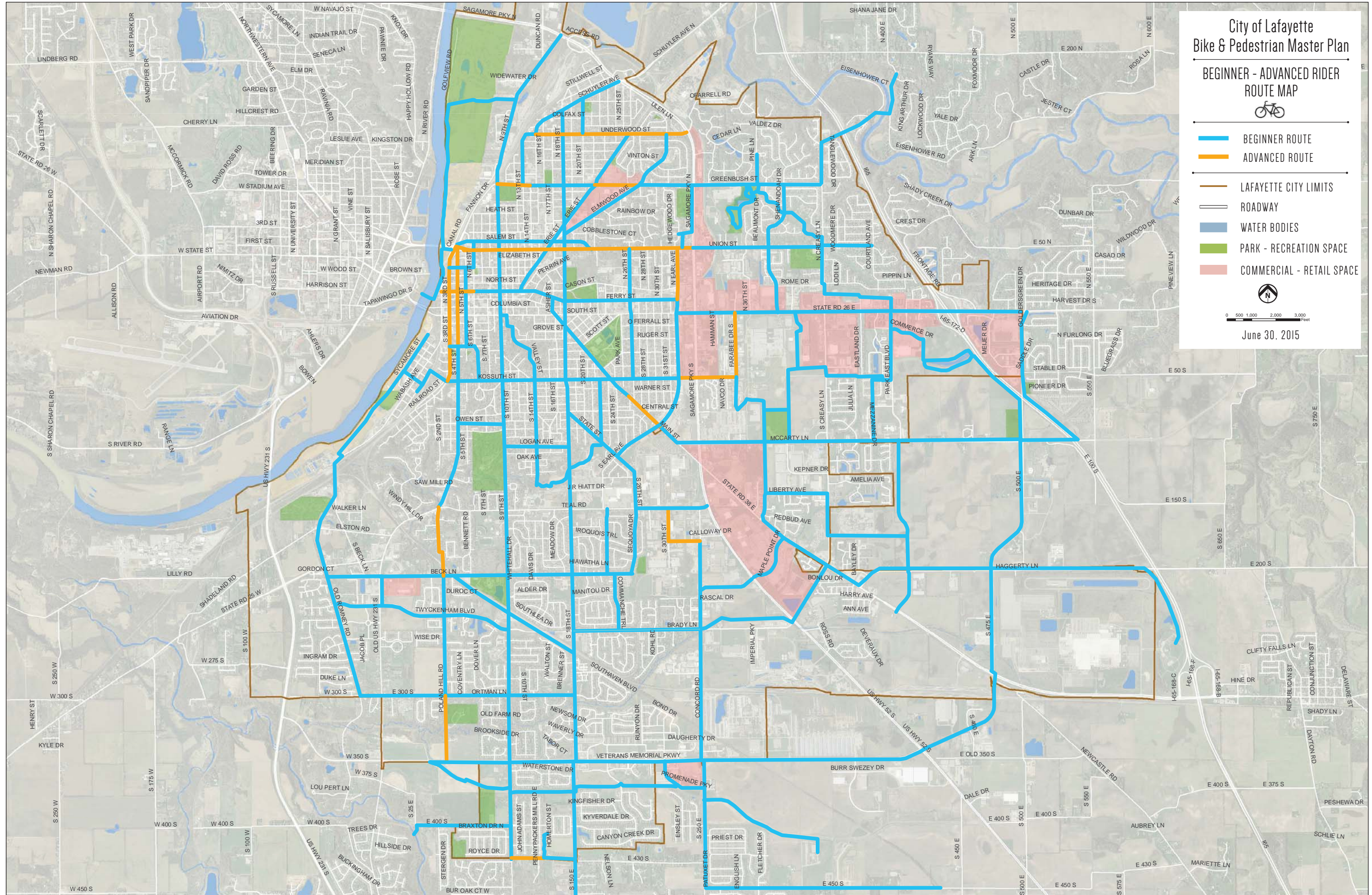


- █ BEGINNER ROUTE
- █ ADVANCED ROUTE
- █ LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE



0 500 1,000 2,000 3,000
Feet

June 30, 2015



Bicycle Level of Service (BLOS) is a nationally-used measure of on-road bicyclists comfort level as a function of a roadway's geometry and traffic conditions.

BLOS A-B: Adequate for casual bicycle riders.
BLOS C-F: Only expert bicycle rides.

City of Lafayette
 Bike & Pedestrian Master Plan

PROPOSED
 BLOS MAP : NORTH QUARTER



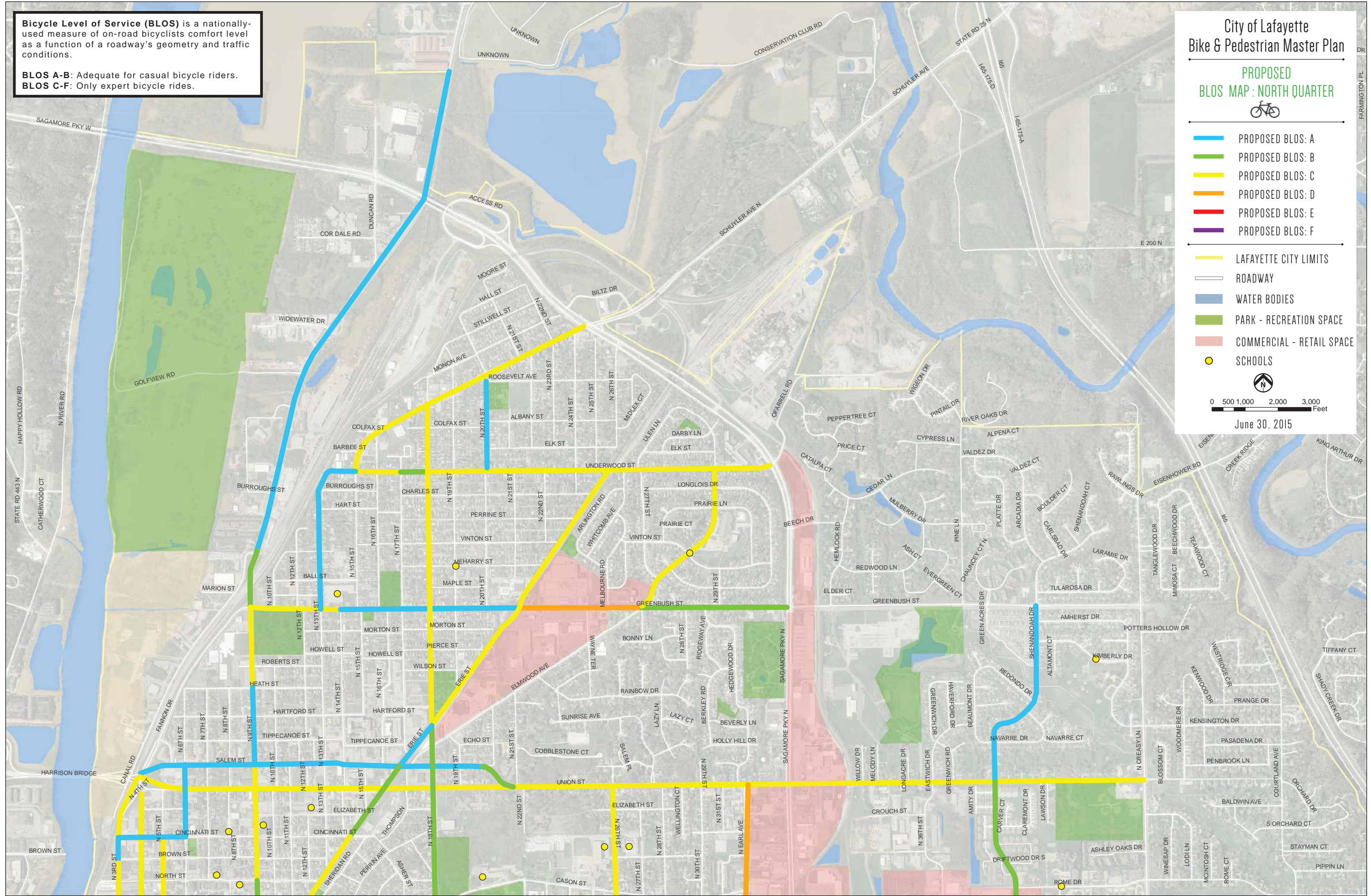
- PROPOSED BLOS: A
- PROPOSED BLOS: B
- PROPOSED BLOS: C
- PROPOSED BLOS: D
- PROPOSED BLOS: E
- PROPOSED BLOS: F

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS



0 500 1,000 2,000 3,000 Feet

June 30, 2015



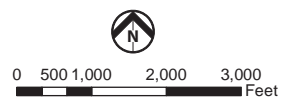
City of Lafayette Bike & Pedestrian Master Plan

PROPOSED BLOS MAP : WEST QUARTER



- PROPOSED BLOS: A
- PROPOSED BLOS: B
- PROPOSED BLOS: C
- PROPOSED BLOS: D
- PROPOSED BLOS: E
- PROPOSED BLOS: F

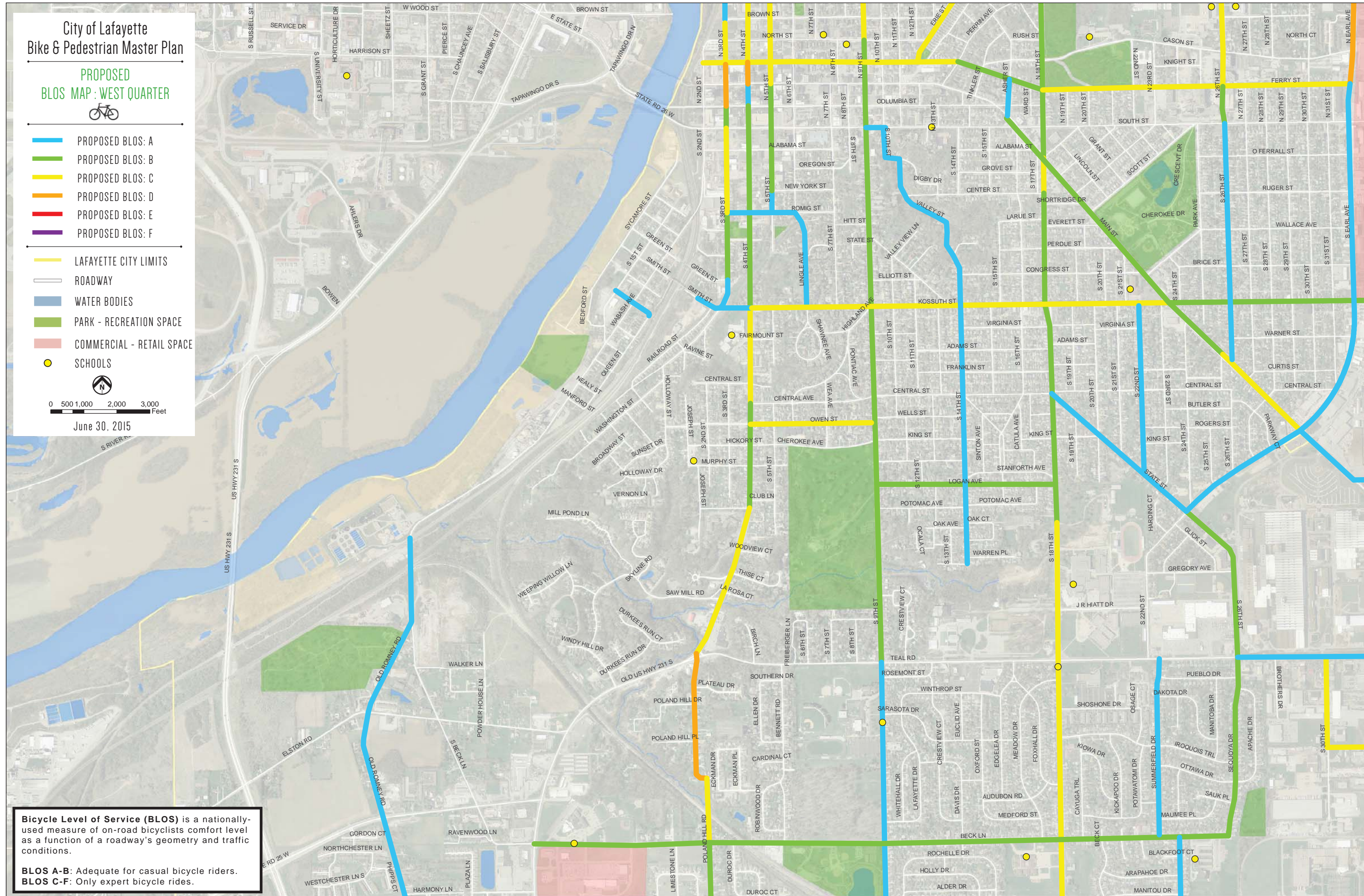
- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS



June 30, 2015

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City of Lafayette Bike & Pedestrian Master Plan

PROPOSED BLOS MAP : EAST QUARTER

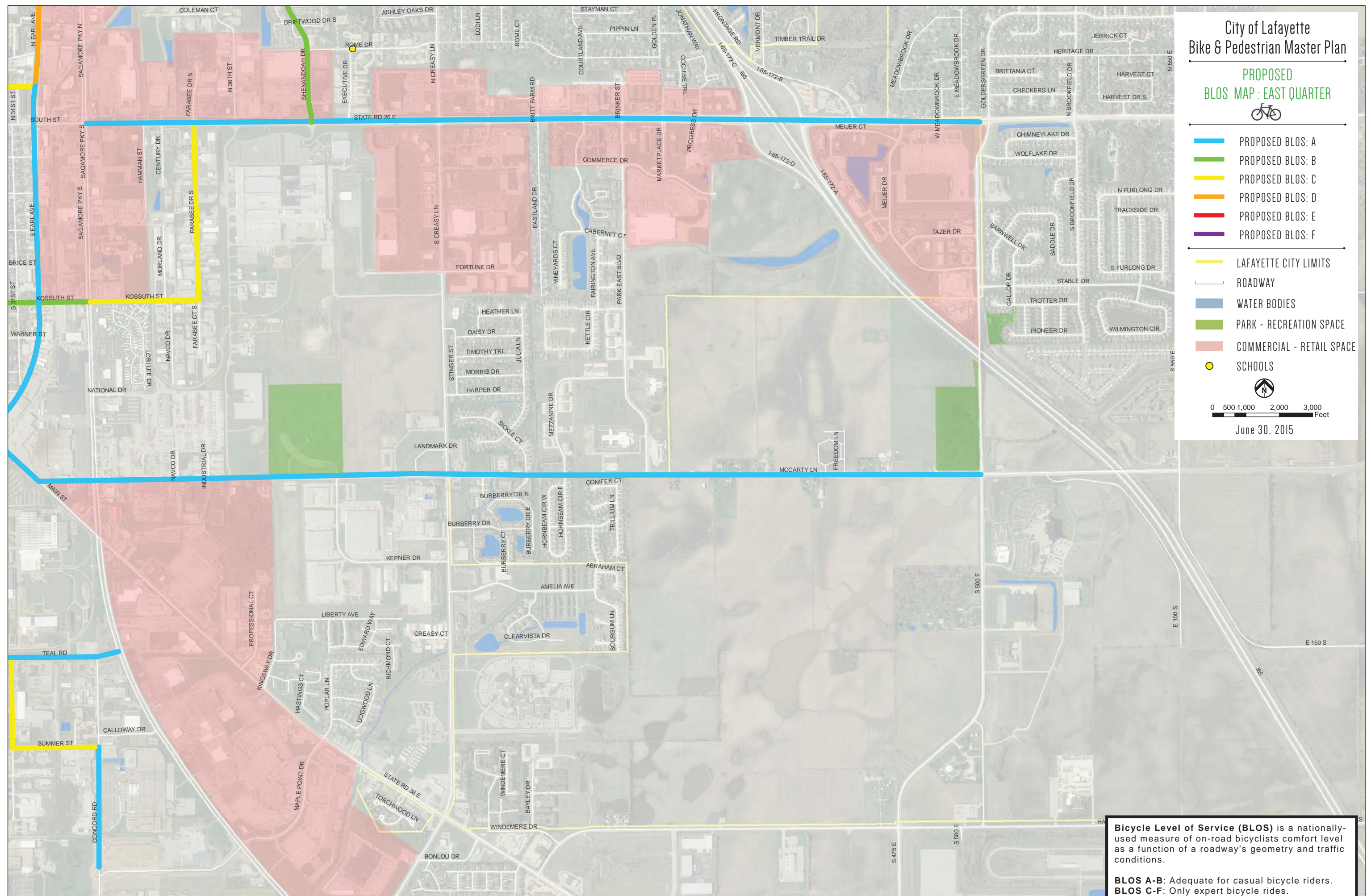


- █ PROPOSED BLOS: A
 - █ PROPOSED BLOS: B
 - █ PROPOSED BLOS: C
 - █ PROPOSED BLOS: D
 - █ PROPOSED BLOS: E
 - █ PROPOSED BLOS: F
-
- LAFAYETTE CITY LIMITS
 - ROADWAY
 - WATER BODIES
 - PARK - RECREATION SPACE
 - COMMERCIAL - RETAIL SPACE
 - SCHOOLS



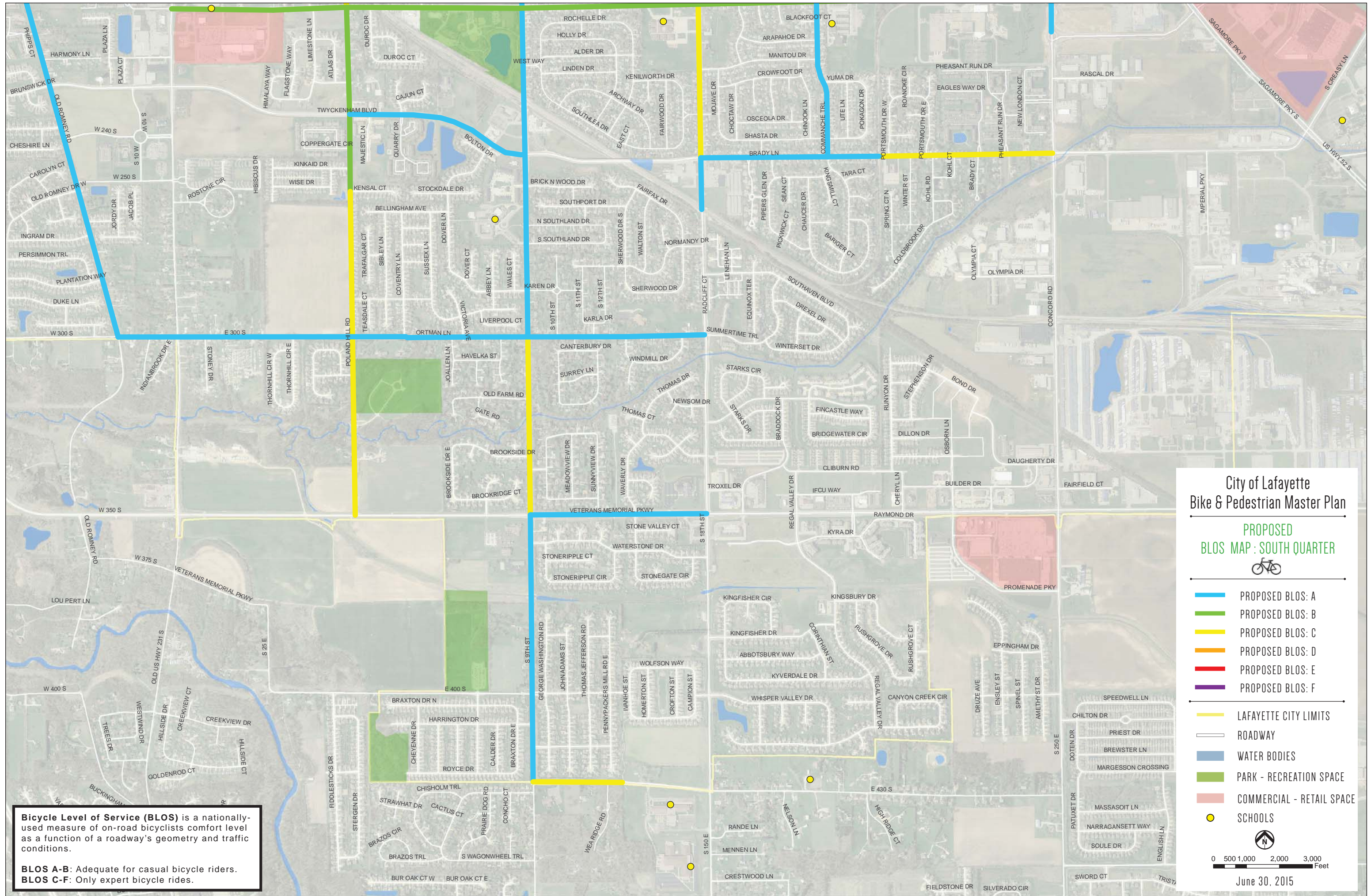
0 500 1,000 2,000 3,000
Feet

June 30, 2015



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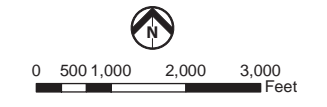
BLOS A-B: Adequate for casual bicycle riders.
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City of Lafayette Bike & Pedestrian Master Plan

PROPOSED BLOS MAP : SOUTH QUARTER



- PROPOSED BLOS: A
- PROPOSED BLOS: B
- PROPOSED BLOS: C
- PROPOSED BLOS: D
- PROPOSED BLOS: E
- PROPOSED BLOS: F
- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS



June 30, 2015

Pedestrian Level of Service (PLOS) calculations measure how well roadways accommodate pedestrian travel and disclose the walkers' perception of comfort and safety in the roadside environment.

PLOS A-B: Adequate for the average pedestrian.
 PLOS C-F: Not adequate for the average pedestrian.

City of Lafayette Bike & Pedestrian Master Plan

PROPOSED PLOS MAP : NORTH QUARTER



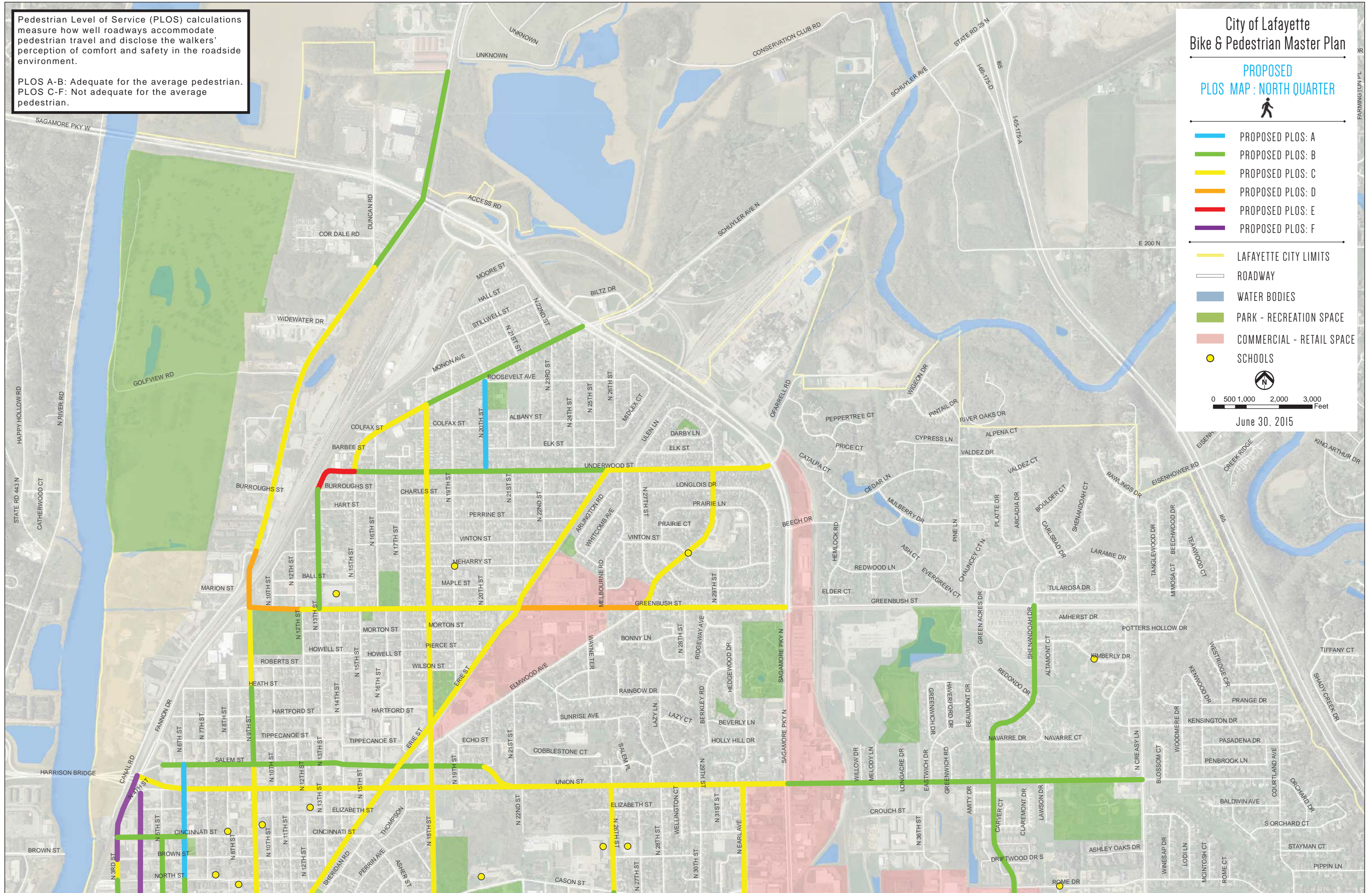
- PROPOSED PLOS: A
- PROPOSED PLOS: B
- PROPOSED PLOS: C
- PROPOSED PLOS: D
- PROPOSED PLOS: E
- PROPOSED PLOS: F

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS



0 500 1,000 2,000 3,000 Feet

June 30, 2015

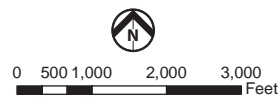


City of Lafayette Bike & Pedestrian Master Plan

PROPOSED PLOS MAP: WEST QUARTER



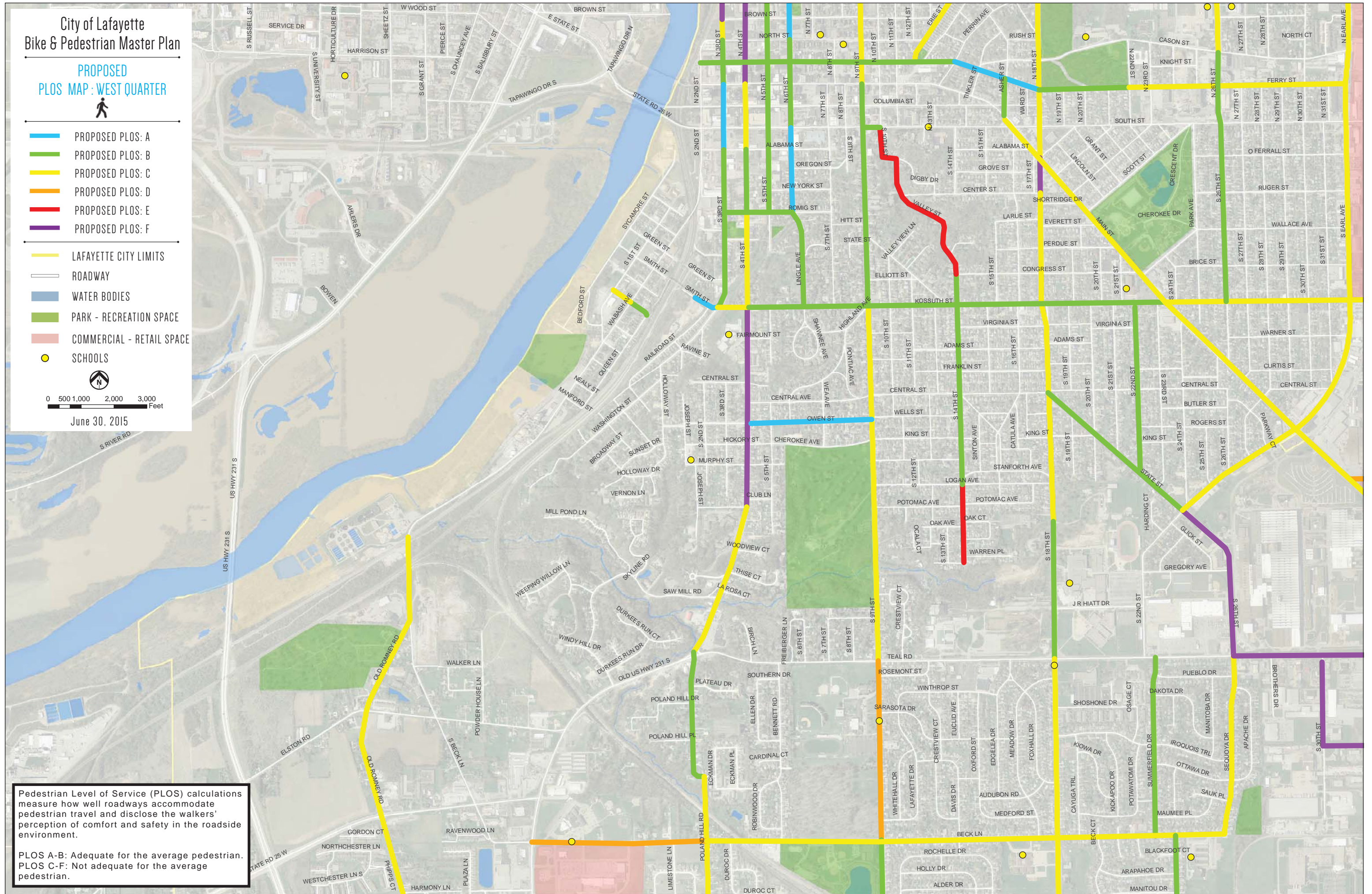
- PROPOSED PLOS: A
 - PROPOSED PLOS: B
 - PROPOSED PLOS: C
 - PROPOSED PLOS: D
 - PROPOSED PLOS: E
 - PROPOSED PLOS: F
-
- LAFAYETTE CITY LIMITS
 - ROADWAY
 - WATER BODIES
 - PARK - RECREATION SPACE
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June 30, 2015

Pedestrian Level of Service (PLOS) calculations measure how well roadways accommodate pedestrian travel and disclose the walkers' perception of comfort and safety in the roadside environment.

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City of Lafayette Bike & Pedestrian Master Plan

PROPOSED PLOS MAP: EAST QUARTER

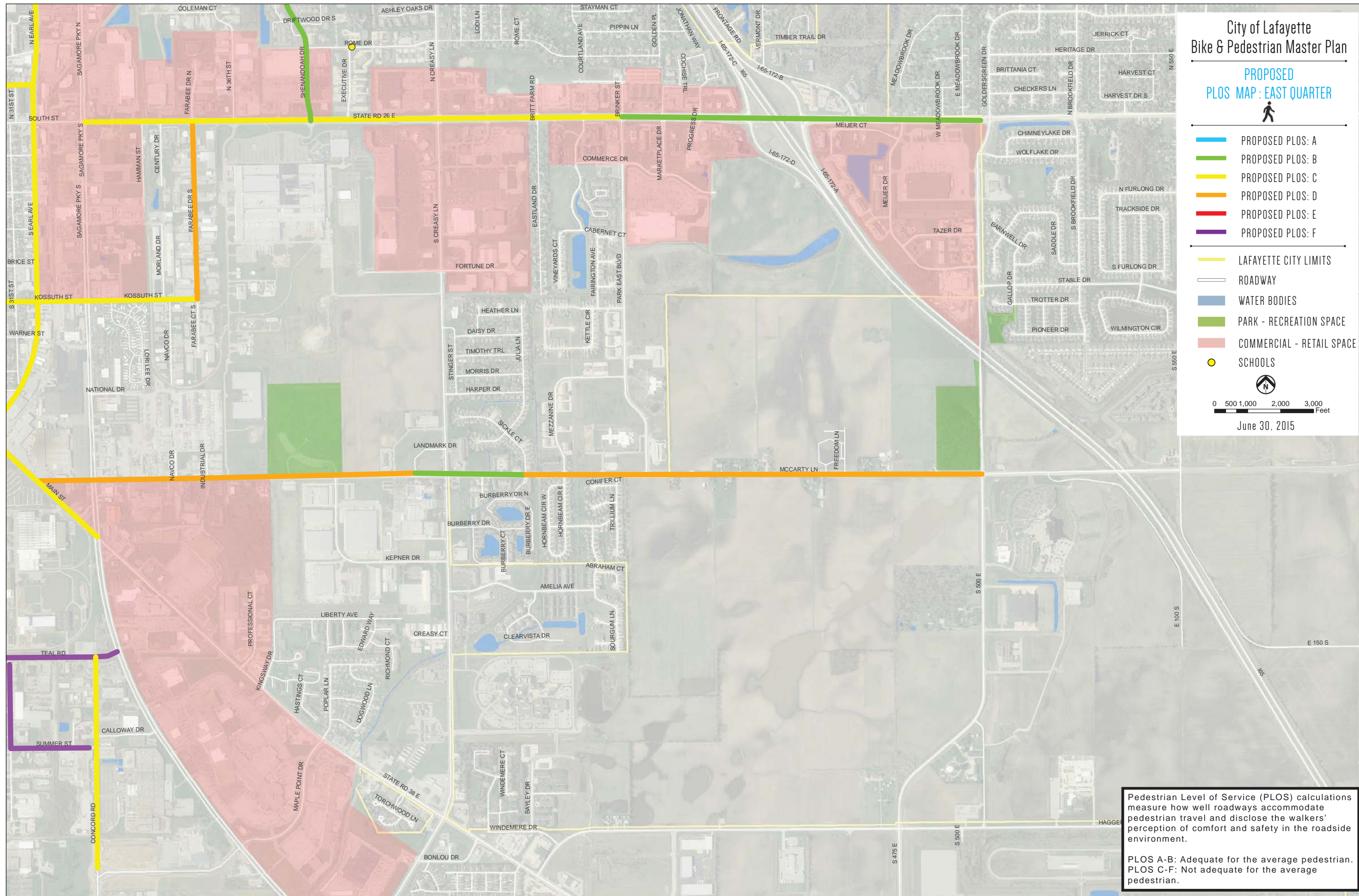


- PROPOSED PLOS: A
 - PROPOSED PLOS: B
 - PROPOSED PLOS: C
 - PROPOSED PLOS: D
 - PROPOSED PLOS: E
 - PROPOSED PLOS: F
- LAFAYETTE CITY LIMITS
 - ROADWAY
 - WATER BODIES
 - PARK - RECREATION SPACE
 - COMMERCIAL - RETAIL SPACE
 - SCHOOLS



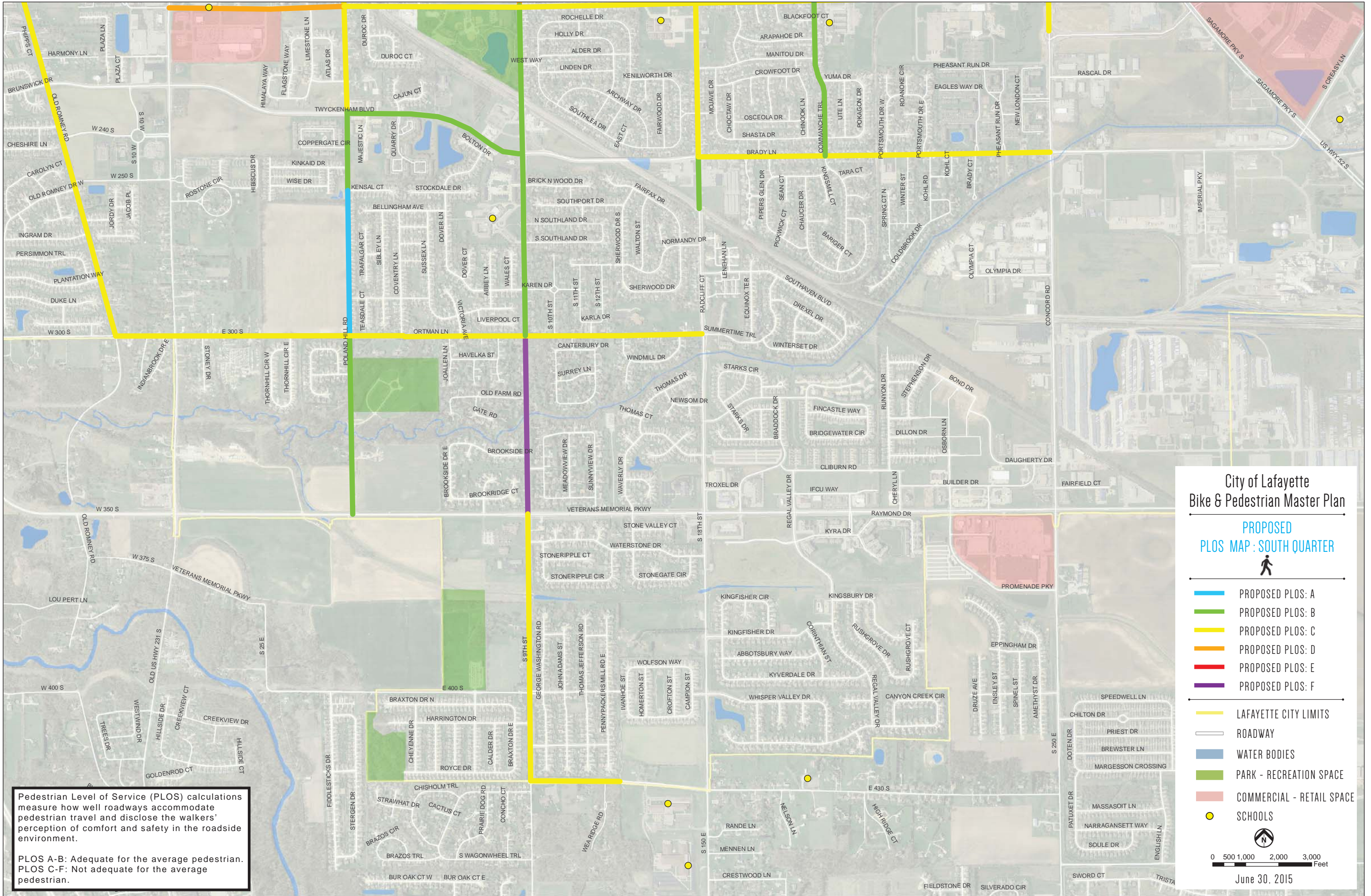
0 500 1,000 2,000 3,000
Feet

June 30, 2015



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City of Lafayette
Bike & Pedestrian Master Plan

PROPOSED
PLOS MAP : SOUTH QUARTER



- PROPOSED PLOS: A
- PROPOSED PLOS: B
- PROPOSED PLOS: C
- PROPOSED PLOS: D
- PROPOSED PLOS: E
- PROPOSED PLOS: F

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS



0 500 1,000 2,000 3,000 Feet

June 30, 2015

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Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE	
1	3rd Street	Cincinnati Street	Brown Street	4139	N	2	12.5		8	6	30	3.00%	4	0.00%	50	5	0	0	-4.075134	A	2.923053369	C	
2a	3rd Street	Brown Street	Ferry Street	4139	N	2	11	3		5	30	3.00%	4	50.00%	100	9	0	0	2.321116	B	1.928071781	B	
2b	3rd Street	Ferry Street	Main Street	4139	N	2	11				30	3.00%	4	65.00%	100	9	0	0	4.024866	D	2.146862087	B	
3	3rd Street	Main Street	Columbia Street	4139	N	2	11		8		25	3.00%	4	95.00%	100	6	4	30	3.5404548	D	1.450029708	A	
4	3rd Street	Columbia Street	South Street	4139	N	2	11		8		25	3.00%	4	50.00%	100	6	4	35	2.4154548	B	1.451707338	A	
5	3rd Street	South Street	Alabama Street	4139	N	2	15.5				25	3.00%	4	60.00%	100	6	4	35	3.4092048	C	1.518400206	B	
6	3rd Street	Alabama Street	Green Street	4139	N	1	11.5		8		25	3.00%	4	50.00%	100	4	3.5	40	2.6806304	C	1.907068074	B	
7	3rd Street	Green Street	Kossuth Street	4139	N	1	17.5		0		25	2.00%	4	0.00%	100	5	4	0	2.5446834	C	2.35437866	B	
8	Poland Hill	Vet. Memorial Pkwy	Ortman Lane	2546	N	1	12.5				35	1.00%	4	0.00%	0	0	0	0	3.2218764	C	5.796553453	F	
9	Poland Hill	Ortman Lane	Kensal Court	2546		1	11				35	1.00%	4	0.00%	60	3.5	5.5	0	3.3981264	C	3.292847622	C	
10	Poland Hill	Kensal Court	Twyckenham Blvd.	2546		1	11			4	35	1.00%	4	0.00%	100	4	3.5	0	2.1981264	B	2.561581635	C	
11	Poland Hill	Twyckenham Blvd.	Beck Lane	2546		1	11			5	35	2.00%	4	0.00%	50	4	9	60	1.9816116	B	2.465894924	B	
12	Poland Hill	Beck Lane	Poland Hill Place	2546		1	12				35	2.00%	4	0.00%	50	5	5	50	3.4666116	C	2.844560225	C	
13	Poland Hill	Poland Hill Place	Teal Rd.	2546		1	10				35	2.00%	4	0.00%	0	0	0	0	3.6866116	D	6.070350591	F	
14	4th Street	Poland Hill Rd.	Montifiore Street	9780		1	11	1		4	30	2.00%	4	0.00%	0	0	0	0	2.5321656	C	6.385458638	F	
15	4th Street	Montifiore Street	Central Ave.	9780		1	11		7		30	2.00%	4	10.00%	100	4	4	0	2.0921656	B	3.34955465	C	
16	4th Street	Central Ave.	Kossuth Street	9780		1	10.5			5	30	2.00%	4	0.00%	100	4	10.5	60	2.6359156	C	2.251454822	B	
17	4th Street	Kossuth Street	Fountain Street	9780		1	10.5	2		5	30	2.00%	4	20.00%	100	4	3.5	0	2.3827156	B	3.36548132	C	
18	4th Street	Fountain Street	Alabama Street	9780		1	10		8		25	3.00%	4	20.00%	100	10	0	0	2.2278423	B	2.926439285	C	
19	4th Street	Alabama Street	Columbia Street	7282		3	11.5		0	5	25	3.00%	4	0.00%	100	10	0	0	1.6300643	B	1.927852846	B	
20	4th Street	Columbia Street	Main Street	7282		2	14		8	7	25	3.00%	4	90.00%	100	6	4	35	0.7668851	A	1.498743789	A	
21a	4th Street	Main Street	Ferry Street	7282		2	11		8		30	3.00%	4	80.00%	100	6	0	0	3.8075464	D	2.267092325	B	
21b	4th Street	Ferry Street	Union Street	7282		2	11	3		5	30	3.00%	4	60.00%	100	6	0	0	2.8987464	C	2.268199226	B	
22	6th Street	Salem Street	Cincinnati Street	3348		1	10		8		25	3.00%	4	0.00%	100	6	6	30	0.7243503	A	1.464495053	B	
23	6th Street	Cincinnati Street	South Street	3348		1	10		8		25	3.00%	4	70.00%	100	7	4	25	2.3842503	E	1.611212106	B	
24	6th Street	South Street	Romig Street	3348		1	12		8		25	2.00%	4	50.00%	100	5	7	40	2.3484022	B	1.389247649	A	
25	Lingle Ave.	Romig Street	Kossuth Street	3348		1	11		8		30	1.00%	4	5.00%	100	10	0	0	0.6518683	A	2.103391112	B	
26	9th Street	N. City Limits	Sagamore Pkwy	3348		1	11		0		40	4.00%	4	0.00%	100	10	5	0	0.0652629	A	2.334554949	B	
27	9th Street	Sagamore Pkwy	Duncan Street	7284		2	12				40	3.00%	4	0.00%	100	10	5	0	-1.801653	A	2.305949075	B	
28	9th Street	Duncan Street	Canal Rd.	7284		2	12				40	3.00%	4	0.00%	90	5	5	0	-1.801653	A	2.739424512	C	
29	9th Street	Canal Rd.	Greenbush Street	7533		1	11	2		5	40	3.00%	4	0.00%	50	5	0	0	1.9218143	B	4.208538728	D	
30A	9th Street	Greenbush Street	Heath Street	7533		1	10			5	25	3.00%	4	0.00%	100	4.5	4	0	2.5154919	A	2.965617429	C	
30B	9th Street	Heath Street	Salem Street	7533		1	11		8		25	3.00%	4	0.00%	100	4.5	4	50	0.8704919	A	2.307874468	B	
31	9th Street	Salem Street	North Street	7533		1	10			5	25	3.00%	4	20.00%	100	8	0	0	2.8954919	C	2.721305519	C	
32A	9th Street	Ferry Street	Main Street	7533		1	10		8		25	3.00%	4	20.00%	100	6	4	0	2.0954919	B	2.738214377	C	
32B	9th Street	Main Street	Columbia Street	7533		1	14			5	25	3.00%	4	20.00%	100	6	4	40	2.0954919	B	2.224546409	B	
33A	9th Street	Columbia Street	South Street	7533		1	10		8		25	3.00%	4	20.00%	100	5	3	40	2.0954919	B	2.406769781	B	
33B	9th Street	South Street	Kossuth Street	7533		1	10		8		25	3.00%	4	20.00%	100	5	3	40	2.0954919	B	2.406769781	B	
34	9th Street	Kossuth Street	Cherokee Ave.	7533		1	10		7.5		35	3.00%	4	10.00%	100	4.5	2.5	0	2.2915549	B	3.122432698	C	
35	9th Street	Cherokee Ave.	Teal Rd.	7533		1	11	2		5	35	3.00%	4	5.00%	100	5	10	0	1.9841049	B	3.058235802	C	
36	9th Street	Teal Rd.	Beck Lane	7533		1	17		5		35	3.00%	4	5.00%	100	10	5	0	-5.414695	A	2.535844472	C	
37	9th Street	Beck Lane	Railroad	7533		1	10.5	6		10	30	3.00%	4	10.00%	100	5	4	40	-2.941297	A	2.248399455	B	
38	9th Street	Railroad	Brick N. Wood Dr.	7533	N	2	12	3.5		8	30	2.00%	4	0.00%	100	10	4	0	-1.87161	A	2.054948736	B	
39	9th Street	Brick N. Wood Dr.	Southland Dr.	7533	N	1	11	5		10	22	2.00%	4	0.00%	100	10	10	0	-4.323246	A	2.364529725	B	
40A	9th Street	Southland Dr.	Dover Lane	7533	N	1	10			10	22	2.00%	4	0.00%	100	10	10	0	-0.418246	A	2.503584022	B	
40B	9th Street	Dover Lane	Ortman Lane	7533	N	1	10			10	22	2.00%	4	0.00%	100	10	10	0	-0.418246	A	2.503584022	B	
41	9th Street	Ortman Lane	Vet. Memorial Pkwy	7533		1	10			4	35	2.00%	3	0.00%	0	0	0	0	3.460076	C	6.361912907	F	
42	9th Street	Vet. Memorial Pkwy	E 430 S.	7533		1	11	1		10	35	2.00%	4	0.00%	50	10	10	60	-0.70841	A	2.881474046	C	
43	18th Street	Schuyler Ave.	Greenbush Street	5098		1	12			5	30	3.00%	4	0.00%	100	4	4	4	0	2.1631975	B	2.722316961	C
44	18th Street	Greenbush Street	Erie Street	5098		1	11			5	30	3.00%	4	0.00%	100	4	0	0	2.3781975	B	2.756688957	C	
45	18th Street	Erie Street	Cason Street	5098		1	15			5	30	3.00%	4	20.00%	100	4	4	0	1.9381975	B	2.623374729	C	

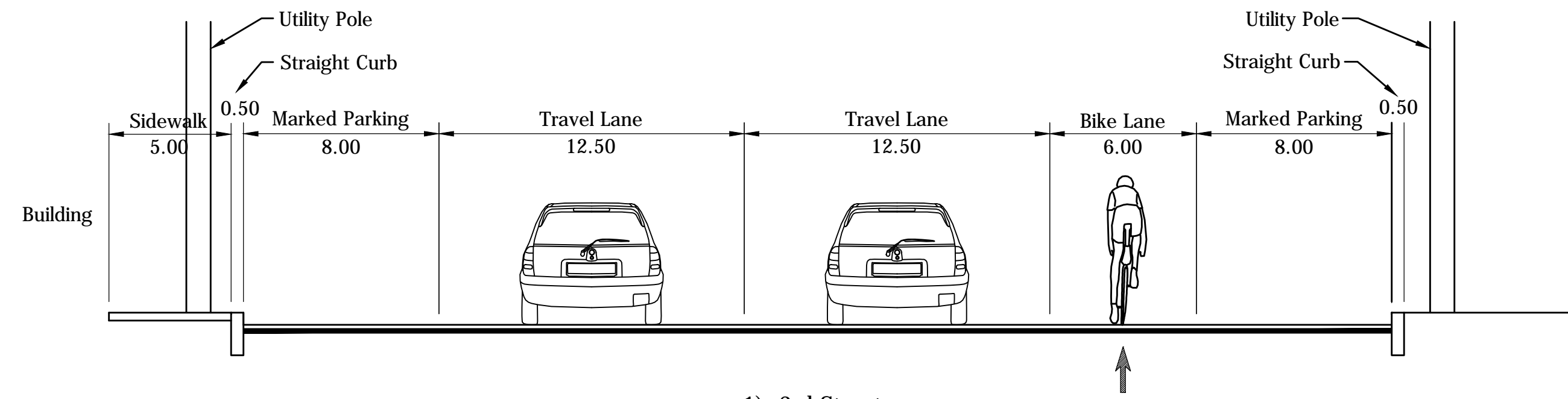
Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavement Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE
46	18th Street	Cason Street	Main Street	5098		1	12			5	30	3.00%	5	10.00%	100	5	4	0	2.2192125	B	2.614650467	C
47	18th Street	Main Street	Center Street	5098		1	10.5			4.5	30	3.00%	4	0.00%	0	0	0	0	2.6819475	C	5.803314903	F
48	18th Street	Center Street	Jeff North Drive	5098		1	11		8		30	4.00%	4	15.00%	100	4	4	0	1.894068	B	2.655370088	C
49	18th Street	Jeff North Drive	Teal Rd.	5098		2	11.5				22	4.00%	4	0.00%	100	8	5	0	3.0430323	C	2.064222998	B
50	18th Street	Teal Rd.	Brady lane	5098		1	12		8		35	3.00%	4	40.00%	100	6	4	0	2.7385993	C	2.577706613	C
51	18th Street	Brady Lane	Railroad	5098		2	12			8	35	3.00%	4	0.00%	100	8	5	0	0.4671737	A	2.125801156	B
52a	State Street	18th Street	Earl Rd.	3348	N	1	12		8		35	2.00%	4	15.00%	100	4	3	0	1.2004483	A	2.50649996	B
52b	State Street	Earl Rd.	26th Street	3348	N	1	12			5	35	2.00%	4	5.00%	0	0	0	0	2.0141983	B	5.531830674	F
53	26th Street	State Street	Teal Rd.	3348	N	1	11			5	35	3.00%	4	0.00%	0	0	0	0	2.3204133	B	5.606938638	F
54	Sequoia Drive	Teal Rd.	Beck Lane	3348	N	1	10		8		35	2.00%	4	20.00%	100	4	6.5	300	1.9054483	B	2.570375504	C
55	Commanche Trail	Beck Lane	Brady lane	2000	N	1	10		8		25	2.00%	4	20.00%	100	4.5	6	500	1.2871887	A	2.084411508	B
56	Summerfield Drive	Teal Rd.	Beck Lane	2200	N	1	10		8		35	1.00%	4	20.00%	100	4	6	500	1.5090708	A	2.408220504	B
57	America Street	Queen Street	Wabash Ave.	50	Y	±	13.5				30	1.00%	4	10.00%	100	5	4	25	-1.435875	A	1.441522369	A
58	Wabash Ave.	America Street	Nealy Street	3348		±	15				35	5.00%	4	5.00%	100	4	6.5	0	3.923533	D	2.674505415	C
59	Wabash Ave.	Nealy Street	Old Tow Path Rd.	3348		±	16				35	5.00%	4	0.00%	±	10	0	0	3.694783	D	4.311162007	D
60	Wabash Ave.	Old Tow Path Rd.	Beck Lane	3348	N	1	13.5			10	35	5.00%	5	0.00%	50	10	5	0	-0.795452	A	3.125835611	C
61	Old Romney Rd	Beck Lane	Elston Rd.	3348	N	1	10			10	35	2.00%	4	5.00%	50	10	10	0	0.1204483	A	3.208607397	C
62	Old Romney Rd	Elston Rd.	Ortman Rd.	4500		1	10			10	40	2.00%	4	0.00%	50	10	10	40	0.068871	A	2.626501905	C
63	Schuyler Ave	Sagamore Pkwy	19th Street	8955		1	10			5	35	3.00%	4	0.00%	100	6	7.5	40	3.0242247	C	2.4168833	B
64	Schuyler Ave	19th Street	Underwood Street	8955		1	10.5			5	35	3.00%	5	5.00%	95	5.5	7.5	0	2.8652397	C	3.292093603	C
65	15th Street	Underwood Street	Greenbush Street	3348		±	12				35	2.00%	4	30.00%	100	5	6	45	3.9204483	D	1.85378274	B
66	Fannon Drive	Greenbush Street	Hartford Street	8119		±	14				40	4.00%	4	0.00%	50	5	0	0	4.3293857	D	4.418906686	D
67	Fannon Drive	Hartford Street	Salem Street	8119		±	11.5				40	4.00%	4	0.00%	50	5	0	0	4.3067101	D	3.932560011	D
68	3rd Street	Salem Street	Cincinnati Street	4139	N	1	10			4	30	4.00%	4	0.00%	0	0	0	0	3.0484122	C	5.752510407	F
69	Old US 231 / SR 25	Teal Rd.	Beck Lane	13290		1	12			6	40	4.00%	4	0.00%	0	0	0	0	2.6892378	C	7.016726353	F
70	Erie Street	Underwood Street	18th Street	2500	N	1	11	1.5			30	2.00%	4	0.00%	50	5	0	0	3.0655929	C	3.396712929	C
71	Erie Street	18th Street	Salem Street	3348		1	15			5	35	3.00%	4	0.00%	50	6	0	0	1.4004133	A	3.332688874	C
72	Erie Street	Salem Street	Cincinnati Street	3348		1	13			5	35	3.00%	4	0.00%	75	5	0	0	1.8804133	B	2.717407478	C
73	Erie Street	Cincinnati Street	Ferry Street	3348		1	10			5	35	2.00%	4	20.00%	90	5	2	0	2.7054483	C	2.810530573	C
74A	Underwood Street	13th St./ Burroughs	15th Street	500	Y	1	12				25	3.00%	4	10.00%	0	0	0	0	0.8290345	A	5.315601243	E
74B	Underwood Street	15th Street	17th Street	2738	Y	1	14				25	2.00%	3	40.00%	100	5	3.5	400	3.1706642	C	2.266153984	B
75	Underwood Street	17th street	19th Street	2738	Y	1	10		7		25	2.00%	3	40.00%	100	5	4	100	1.927918	B	2.169439025	B
76	Underwood Street	19th Street	Erie Street	2738	Y	1	15				25	2.00%	3	40.00%	100	4	8	500	2.9723559	C	2.345834811	B
77	Underwood Street	Erie Street	Sagamore Pkwy	2738	Y	1	12.5			0	25	2.00%	4	40.00%	90	4	5	700	3.092193	C	2.688749303	C
78	Greenbush Street	9th Street	14th Street	8119		1	12				22	3.00%	4	0.00%	50	4	0	0	3.4822881	C	4.165015748	D
79	Greenbush Street	14th Street	Erie Street	8119		1	10		7.5	8	35	3.00%	4	20.00%	100	4.5	3	0	-1.870464	A	2.972724659	C
80	Greenbush Street	Erie Street	Elmwood Ave.	8119		1	11	1.5			25	3.00%	4	0.00%	60	4.5	5	5	3.5734731	D	2.913437071	C
81	Greenbush Street	Elmwood Ave.	Sagamore Pkwy	8119		1	12		8		35	3.00%	4	20.00%	80	4	3.5	0	2.0945361	B	3.430090979	C
82A	Salem Street	Union Street	20th Street	8639		2	11.5			5	25	4.00%	4	0.00%	50	5	3	0	2.0694229	B	3.410939235	C
82B	Salem Street	20th Street	18th Street	8639		2	11		8		25	4.00%	4	10.00%	100	5.5	5.5	225	1.2556729	A	2.292707256	B
83	Salem Street	18th Street	14th Street	8639		2	16	3		5	25	4.00%	4	35.00%	100	6	0	0	0.8958729	A	2.124123408	B
84	Salem Street	14th Street	10th Street	8639		2	12		8		25	4.00%	4	20.00%	100	4.5	6	50	1.5006729	A	1.638630054	B
85	Salem Street	10th Street	Fannon Drive	8639		2	11.5		8	6	25	4.00%	4	30.00%	100	5	0	0	-1.230577	A	2.154632942	B
86	Union Street	RR Overpass	21st Street	9587		2	11			5	35	4.00%	4	30.00%	100	4.5	3	0	3.3038194	C	2.782983129	C
87	Union Street	21st Street	Sagamore Pkwy	6890		1	11			5	30	4.00%	4	0.00%	100	6	0	0	2.721788	C	2.816688759	C
88	Union Street	Sagamore Pkwy	Creasy Lane	6890		1	11			5	30	3.00%	4	0.00%	100	10	5	0	2.5309174	C	2.681469507	C
89	Ferry Street	2nd Street	6th Street	3348		1	11		8		25	2.00%	4	80.00%	100	6	4	150	3.3634032	C	2.115706075	B
90	Ferry Street	6th Street	10th Street	3348		1	11		8		25	2.00%	4	50.00%	100	6	4	45	2.5234032	C	1.632295463	B
91	Ferry Street	10th Street	Perrin Ave.	3348		1	10			4	25	2.00%	4	30.00%	100	5	6.5	60	2.7516032	C	1.530587006	B

Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE	
92	Ferry Street	Perrin Ave.	18th Street	3348	N	1	11		8		25	2.00%	4	40.00%	100	5	6.5	60	2.1634032	B	1.447289873	A	
93	Ferry Street	18th Street	22nd Street	3348	N	1	10			4	25	2.00%	4	20.00%	100	4.5	4	4	0	2.6236032	C	2.407720542	B
94	Ferry Street	22nd Street	Earl Ave.	3348		1	12			5	35	3.00%	4	10.00%	95	4.5	4	200	2.3204133	B	2.54736399	C	
95	Main Street	2nd Street	11th Street	5098		1	20				25	3.00%	4	80.00%	100	6	4	40	3.5975362	D	1.85986831	B	
96	Main Street	11th Street	Perrin Ave.	5098		1	10		8		25	3.00%	4	20.00%	100	6	4	250	1.8975362	B	2.394270627	B	
97	Main Street	Perrin Ave.	Columbia Street	5098		1	11		8		25	3.00%	4	40.00%	100	6	3	0	2.5125362	C	2.365108377	B	
98a	Main Street	Columbia Street	25th Street	9902		1	10.5		7.5		25	4.00%	4	15.00%	100	6	4	200	2.2700286	B	3.073119425	C	
98b	Main Street	25th Street	Earl Ave.	9902		1	10.5		7.5		35	4.00%	4	15.00%	100	6	4	200	2.7603856	C	3.313119425	C	
99	Main Street	Earl Ave.	Sagamore Pkwy.	9902		2	11	5		10	35	5.00%	4	0.00%	50	10	5	0	-3.231865	A	3.296222225	C	
100	Main Street	Sagamore Pkwy.	Creasy Lane	17849		2	12				40	5.00%	4	0.00%	0	0	0	0	4.8997961	E	6.897605166	F	
101	Columbia Street	2nd Street	6th Street	14000		2	18				25	4.00%	4	90.00%	100	6	4	40	4.2204375	D	2.165422439	B	
102	Columbia Street	6th Street	Main Street	12000		2	12		8		25	4.00%	4	50.00%	100	6	5	30	2.9272831	C	1.893477081	B	
103	South Street	2nd Street	6th Street	13000		2	11				25	4.00%	4	0.00%	100	10	0	0	3.777294	E	2.351530407	B	
104	South Street	6th Street	11th Street	12360		2	13		8		25	4.00%	4	30.00%	100	6	5	40	1.9472694	B	1.902682753	B	
105	South Street	11th Street	13th Street	12300		2	11		8		25	4.00%	4	60.00%	100	5	6	40	3.4240023	E	1.886255476	B	
106	South Street	13th Street	Main Street	12300		2	10			4	25	4.00%	4	30.00%	100	5	6	40	3.3430023	E	1.973257243	B	
107	South Street	Main Street	Earl Ave.	15250		2	10			4	25	4.00%	4	10.00%	100	5	6	35	4.0212799	D	3.49944603	C	
108	South Street	Earl Ave.	Sagamore Pkwy.	19147		2	10				35	4.00%	4	0.00%	100	7	0	0	4.7745305	E	3.447752063	C	
109	South Street	Sagamore Pkwy.	Park E. Blvd.	35700		2	11	6		10	45	5.00%	4	0.00%	0	0	0	0	-3.159005	A	7.33320665	F	
110	South Street	Park E. Blvd	Vet. Memorial Pkwy	23500		3	12	6		10	45	5.00%	4	0.00%	0	0	0	0	-4.011578	A	5.873843399	F	
111	Smith Street	Existing Trail	3rd Street	50	N	1	16				30	2.00%	4	40.00%	100	5	4	50	1.3421972	A	1.388075335	A	
112	Kossuth Street	3rd Street	4th Street	3000		1	10	3		5	30	2.00%	4	5.00%	50	4.5	4	0	0.9628299	A	3.336606566	C	
113	Kossuth Street	4th Street	9th Street	5671		1	10			5	25	2.00%	4	0.00%	100	4	6	40	2.2355934	B	1.948538939	B	
114	Kossuth Street	9th Street	Main Street	5671		1	10			5	25	2.00%	4	0.00%	100	4	4	50	2.2355934	B	2.164953763	B	
115	Kossuth Street	Main Street	Earl Ave.	5671		1	11		8		30	2.00%	4	25.00%	100	4	5	200	2.0408637	B	2.735664602	C	
116	Kossuth Street	Earl Ave.	Sagamore Pkwy.	5671		1	15			5	30	5.00%	4	0.00%	100	5	0	0	1.9084754	B	2.606387249	C	
117	Kossuth Street	Sagamore Pkwy.	Farabee Dr.	5671		1	11			5	35	5.00%	4	0.00%	100	5	10	0	3.0369732	C	2.857671088	C	
118	Farabee Dr.	South Street	Kossuth Street	5671		1	11			5	30	5.00%	4	0.00%	50	6	0	0	2.8284754	C	3.644505009	D	
119	Central Street	4th Street	Highland Ave.	1500	Y	1	15				25	1.00%	3	20.00%	100	5	10	90	1.2768738	A	2.059500573	B	
120	Central Street	Highland Ave.	9th Street	1500	Y	1	14				25	1.00%	4	20.00%	100	4	4	70	1.2837783	A	1.597139682	B	
121	Central Street	9th Street	14th Street	1500	Y	1	12.5				25	1.00%	4	40.00%	100	4	5	50	2.1061025	B	1.512455531	B	
122	Central Street	14th Street	18th Street	1500	Y	1	12				25	1.00%	4	30.00%	100	5	7	40	2.0753408	B	1.257852081	A	
123	Teal Rd / SR 25	4th Street	Bennett Rd.	13290		2	12				30	5.00%	4	0.00%	0	0	0	0	4.7452602	E	7.234232041	F	
124	Teal Rd / SR 25	Bennett Rd.	9th Street	13290		2	11.5				30	5.00%	4	0.00%	0	0	0	0	4.8040102	E	7.286452698	F	
125	Teal Rd / SR 25	9th Street	18th Street	17018		2	20				30	5.00%	2	5.00%	60	4	4	0	4.0228569	D	4.808013161	E	
126	Teal Rd / SR 25	18th Street	22nd Street	17018		2	12				35	5.00%	2	0.00%	100	4.5	6.5	0	5.0711791	E	3.450473292	E	
127	Teal Rd / SR 25	22nd Street	26th Street	17018		2	12				25	5.00%	2	0.00%	50	4	7.5	0	5.0711791	E	4.516503248	E	
128	Teal Rd / SR 25	26th Street	Sagamore Pkwy.	17018		2	12	10			35	5.00%	2	0.00%	0	0	0	0	0.6711791	A	5.94518716	F	
129	Beck Lane	Old Us 231	Pay Less East Entr.	4334		1	11			4	25	3.00%	4	0.00%	50	4	8	0	2.430221	B	3.574136635	D	
130	Beck Lane	Pay Less East Entr.	Poland Hill Rd.	4334		1	11			4	25	3.00%	4	0.00%	50	4	11	0	2.430221	B	3.574136635	D	
131	Beck Lane	Poland Hill Rd.	9th Street	4334		1	11			5	25	3.00%	4	0.00%	50	4.5	6.5	0	2.030221	B	3.480070908	C	
132	Beck Lane	9th Street	Sequoia Dr.	4334		1	12.5			5	25	3.00%	4	30.00%	100	3.5	6	300	2.333971	B	2.549803638	C	
133	Twyckenham Blvd.	Poland Hill Rd.	9th Street	6848		2	10.5			10	35	3.00%	4	0.00%	65	10	5	40	-0.114456	A	2.184226112	B	
134	Twyckenham Blvd.	9th Street	18th Street	6848		2	10.5				35	3.00%	4	0.00%	100	6	0	0	3.9855436	D	2.632930105	C	
135	Brady Lane	18th Street	Hanover	6848		1	14		8		30	3.00%	4	20.00%	100	5	0	0	1.3528174	A	2.715112339	C	
136	Brady Lane	Hanover	Railroad	6848		1	14		8		30	3.00%	4	20.00%	100	5	0	0	1.3528174	A	2.715112339	C	
137	Brady Lane	Railroad	Concord Rd.	6848		1	11			5	30	3.00%	4	0.00%	100	5	0	0	2.5278174	C	2.893922338	C	
138	Brady Lane	Concord Rd.	Sagamore Pkwy.	6848		2	12				35	5.00%	4	0.00%	55	4	5.5	0	4.2661633	D	3.798246998	D	

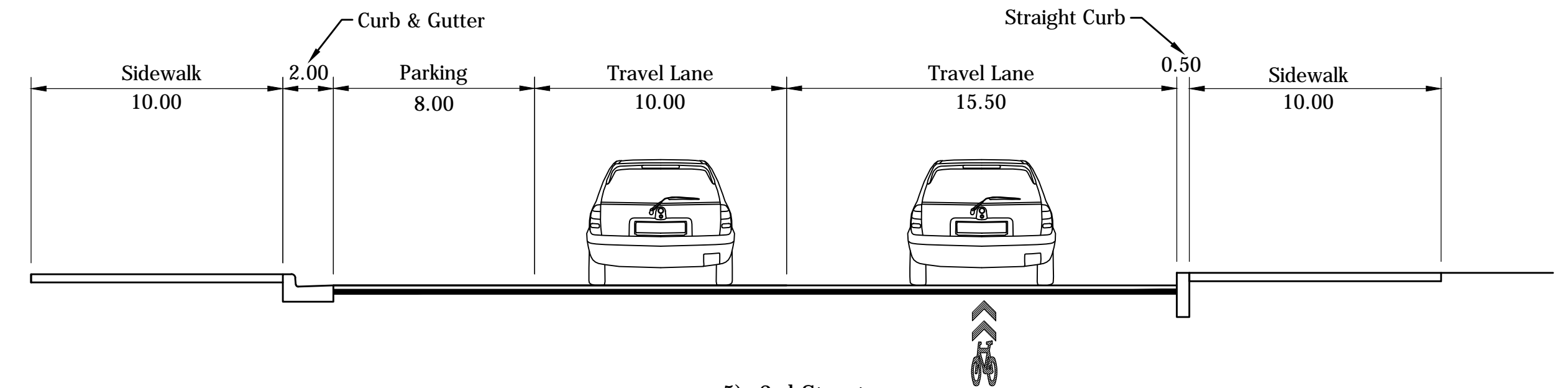
Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE
139	Creasy Lane	Sagamore Pkwy	Amelia Ave.	12841		2	13				40	4.00%	5		100	4	4		4.1964022	D	3.322792788	E
140	Creasy Lane	Amelia Ave.	Harper Dr.	12841		2	9.5				40	5.00%	5		100	5	4.5		4.8426038	E	3.340437672	E
141	Creasy Lane	Harper Dr.	Fortune Dr.	12841		2	12				40	5.00%	5		50	5	4.5		4.5738538	E	4.248138534	D
142	Creasy Lane	Fortune Dr.	Rome Dr.	12841		2	10				40	5.00%	5		75	5	4	40	4.7938538	E	2.948866728	C
143	Creasy Lane	Rome Dr.	Kensington Dr.	12841		2	10				35	3.00%	5		100	6	0		4.1965527	D	3.073492082	C
144	Creasy Lane	Kensington Dr.	Greenbush Street	12841		2	10				35	2.00%	5		100	6			3.9965876	D	3.073492082	C
145a	Shenandoah Dr.	Greenbush Street	Union Street	2000	Y	1	16.5				22	2.00%	4		100	4.5	6		0.3465851	A	2.077490133	B
145b	Shenandoah Dr.	Union Street	South Street	3000		1	11			5	30	2.00%	5		100	4	6		1.7740449	B	2.460346457	B
146	McCarty Lane	Main Street / SR 38	Naveo Dr.	6848		2	11			10	35	5.00%	4		50	5			0.1811633	A	3.390462329	E
147	McCarty Lane	Naveo Dr.	Landmark Dr.	6848		2	11			10	35	4.00%	4		50	5			-0.051761	A	3.390462329	E
148	McCarty Lane	Landmark Dr.	Sickle Ct.	6848		2	11			10	35	3.00%	5		100	6	4.5		-0.427191	A	2.316573788	B
149	McCarty Lane	Sickle Ct.	Vet. Memorial Pkwy	6848		2	11			10	35	3.00%	5		50	4	4		-0.427191	A	3.487265196	E
150	Ortman Lane	Old Romney Rd.	Coventry Lane	2508		1	10			10	35	1.00%	3		50	10	10		-0.161012	A	3.090202772	C
151	Ortman Lane	Coventry Lane	Victoria Ave.	2508		1	10			10	35	1.00%	3		50	10	5		-0.161012	A	3.090202772	C
152	Ortman Lane	Victoria Ave.	Windmill Dr.	2508		1	10			10	35	1.00%	3		50	10	10		-0.161012	A	3.090202772	C
153	Ortman Lane	Windmill Dr.	18th Street	2508		1	11			10	35	1.00%	3		70	4	4		-0.466012	A	2.857880196	C
154	E 430 S.	9th Street	Wea Ridge Rd.	1000		1	13				30	2.00%	5		50	6.5			2.5770485	C	3.041877229	C
155	Logan Ave.	9th Street	18th Street	5098		1	9.5			5	25	3.00%	4						2.4162862	B	5.734912107	F
156	Concord	Teal Rd. / SR 25	Maple Point Dr.	6848		1	11			6	35	7.00%	5		100	10	15		3.048893	C	2.779148893	C
157	Williams St.	Queen St.	Wabash Ave.	50	Y	1	14				30	2.00%	4		50	5	4	30	-1.808956	A	2.431322102	B
158	Williams St.	Wabash Ave.	S. 1st Street	100	Y	1	12				30	3.00%	4		50	5	4		-0.218489	A	3.075367909	C
159	13th Street	Burroughs Street	Greenbush Street	2000	Y	1	11		8		30	1.00%	4	40.00%	100	4	3		-0.290596	A	2.216173876	B
160	24th Street	Main Street	Earl Ave.	1000		2	10				25	1.00%	4	40.00%	15	5			2.82662	E	4.165012566	D
161	Central Street	18th Street	24th Street	1500	Y	1	11				25	1.00%	3	10.00%	100	5	3		2.3562488	B	2.198476428	B
162-164		26th Street	Cason Street	4000		1	12				22	2.00%	5	40.00%	70	6			3.2818382	C	2.864753273	C
165	26th Street	Cason Street	Ferry Street	4000		1	12				22	2.00%	5	20.00%	100	6			3.1018382	C	2.366070504	B
166	22nd Street	State Street	Kossuth Street	800	Y	1	12				25	1.00%	4	20.00%	100	5	4	100	1.1970862	A	2.062821125	B
167	14th Street	Warren Drive	Logan Avenue	1000	Y	1	14				25	1.00%	5	30.00%					0.760785	A	5.193879321	E
168	14th Street	Logan Avenue	Kossuth Street	500	Y	1	14				25	1.00%	5	20.00%	100	5	4		-0.219703	A	1.951378935	B
169	14th Street	Kossuth Street	Congress Street	1000	N	1	12		8		25	2.00%	5	20.00%	90	4.5	3		0.3167781	A	2.131744961	B
170	Valley Street	Congress Street	Digby Drive	1000	N	1	11			4	22	0.00%	5				20		0.9492911	A	5.058072403	E
171	10th Street	Digby Drive	South Street	1000	N	1	13.5			5	25	1.00%	4		40	10			0.46977	A	2.67457122	C
172	5th Street	Abandoned Rail Corridor	New York Street	1000	Y	1	10		7		25	1.00%	5	40.00%	100	4.5	3	40	-1.060778	A	1.540156298	B
173	5th Street	New York Street	Columbia Street	2500	N	1	10.5		8		25	1.00%	4	40.00%	100	8	3	40	1.9843294	B	1.555992279	B
174	5th Street	Columbia Street	Main Street	2500	Y	1	15		8		25	2.00%	4	80.00%	100	8	3	25	1.0296194	A	1.470526607	A
175	5th Street	Main Street	Union Street	2500	N	1	10.5		8		25	2.00%	4	60.00%	100	4	4	30	2.7690725	C	1.639763382	B
176	Owen Street	4th Street	9th Street	1500	N	1	11				25	2.00%	4	10.00%	100	5	6	50	3.0613339	C	1.372011814	A
177	20th Street	Underwood Street	Schuyler Avenue	1500	Y	1	15				22	1.00%	4	40.00%	100	5	8	50	1.11209	A	1.066473897	A
178	Summer Street	Concord Road	Summer Street	6848	N	1	10			5	25	7.00%	4						3.1229832	C	5.940502403	F
179	30th Street	Summer Street	Teal Street	6848	N	1	11			5	25	7.00%	4						2.9179832	C	5.861313638	F
180	Asher Street	Main Street	Ferry Street	2000	Y	1	17.5				25	1.00%	4	15.00%	100	5	5		0.5196331	A	2.051325005	B
181	Romig Street	3rd Street	Lingle Ave.	2000	Y	1	10		8		25	2.00%	4	30.00%	95	5			-0.497811	A	2.035186045	B
182	Cincinnati Street	3rd Street	6th Street	2500	Y	1	17				25	2.00%	4	15.00%	100	5	3		1.4277444	A	2.137372531	B
183	Elmwood	Greenbush Street	Underwood Street	5098	Y	1	15				23	2.00%	4	5.00%	100	4	4		2.9643227	C	2.643292915	C
184	26th Street	Ferry Street	South Street	3348	N	1	12			5	25	2.00%	4	0.00%	100	5	5		1.5484032	B	2.258084076	B
185	26th Street	South Street	Wallace Avenue	3348	Y	1	10		8		25	2.00%	4	30.00%	100	5	5		1.3385615	A	2.225591045	B
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Map #	Street Name	From Street	To Street	Bi-directional Traffic Volume, ADT	Is street both undivided AND unstriped? (Y or N)	# of Through Lanes per Direction	Width of Outside Lane, in ft.	Paved Shoulder, in ft.	Marked Parking, in ft.	Bike Lane Width, in ft.	Posted Speed Limit, MPH	% of Heavy Vehicles	FHWA's Pavment Condition Rating (5= Best, 1 = Worst)	% of Road Segment with occupied on-street parking, in decimals	% of Segment with Sidewalk	Sidewalk Width, in ft.	Sidewalk Buffer / Parkway Width, in ft.	Buffer / Parkway average tree spacing, in ft.	BLOS RATING	BLOS SCORE	ADJUSTED PLOS RATING	ADJUSTED PLOS SCORE	
186	26th Street	Wallace Avenue	Main Street	3348	Y	1	10		8		25	2.00%	4	20.00%	100	4	0		0.8598815	A	2.330375504	B	
187a	Earl Ave.	Union Street	Ferry Street	6848	N	1	12	2			35	4.00%	4	0.00%	100	6	0		3.8246641	D	3.001813632	C	
187b	Earl Ave.	Ferry Street	South Street	6848	N	1	12	4		8	35	4.00%	4	0.00%	100	8	4		-1.375336	A	2.636370769	C	
188	Earl Ave.	South Street	Kossuth Street	6848	N	1	10.5	7		8	35	4.00%	4	0.00%	100	10	7		-3.096586	A	2.575178034	C	
189	Earl Ave.	Kossuth Street	State Street	6848	N	1	10.5	3		8	35	4.00%	4	0.00%	100	9	2		-0.176586	A	2.674127594	C	
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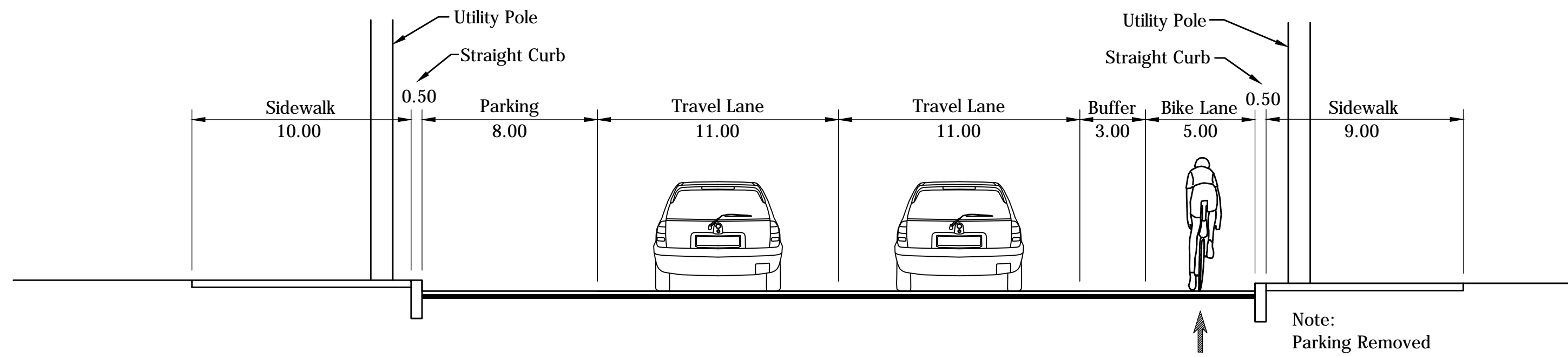
PROPOSED CROSS SECTIONS



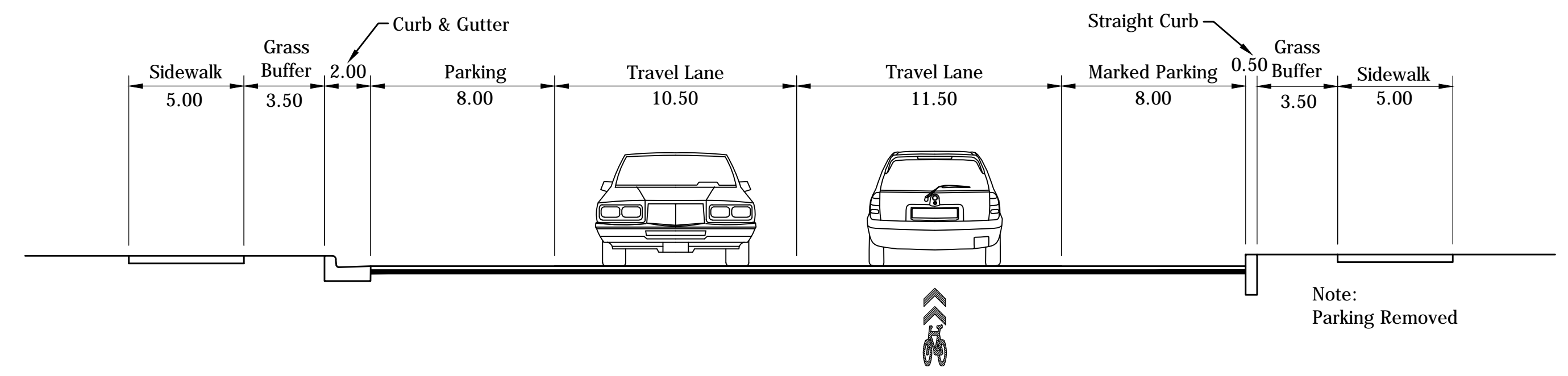
1). 3rd Street
SCALE: 1" = 10'
From Cincinnati Street to Brown Street



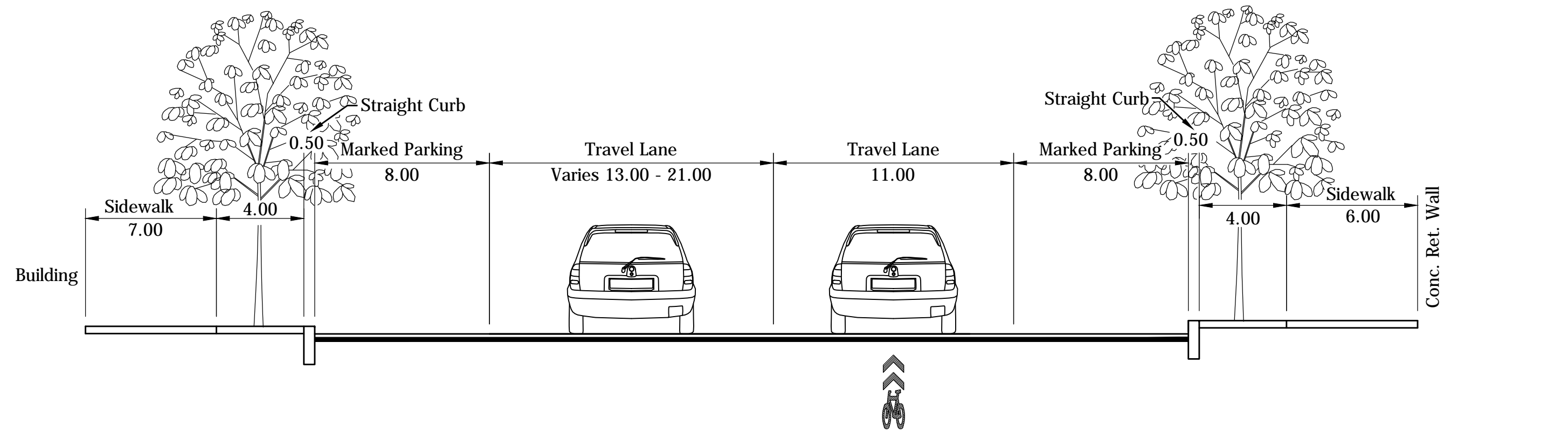
5). 3rd Street
SCALE: 1" = 10'
From South Street to Alabama Street



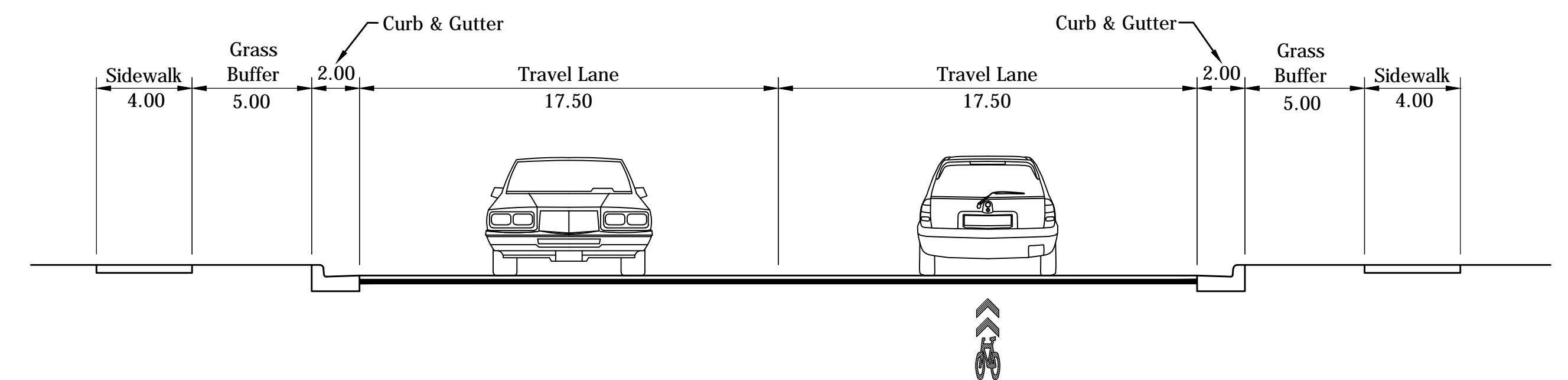
2). 3rd Street
SCALE: 1" = 10'
From Brown Street to Ferry Street



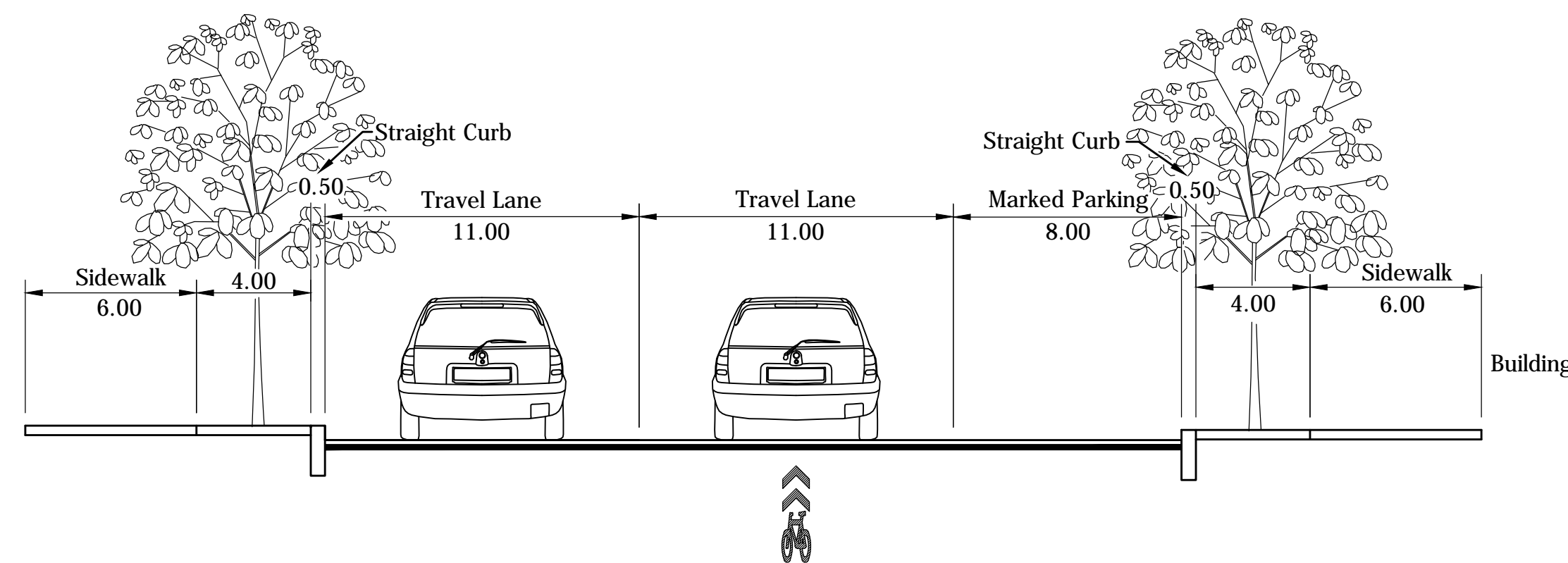
6). 3rd Street
SCALE: 1" = 10'
From Alabama Street to Green Street



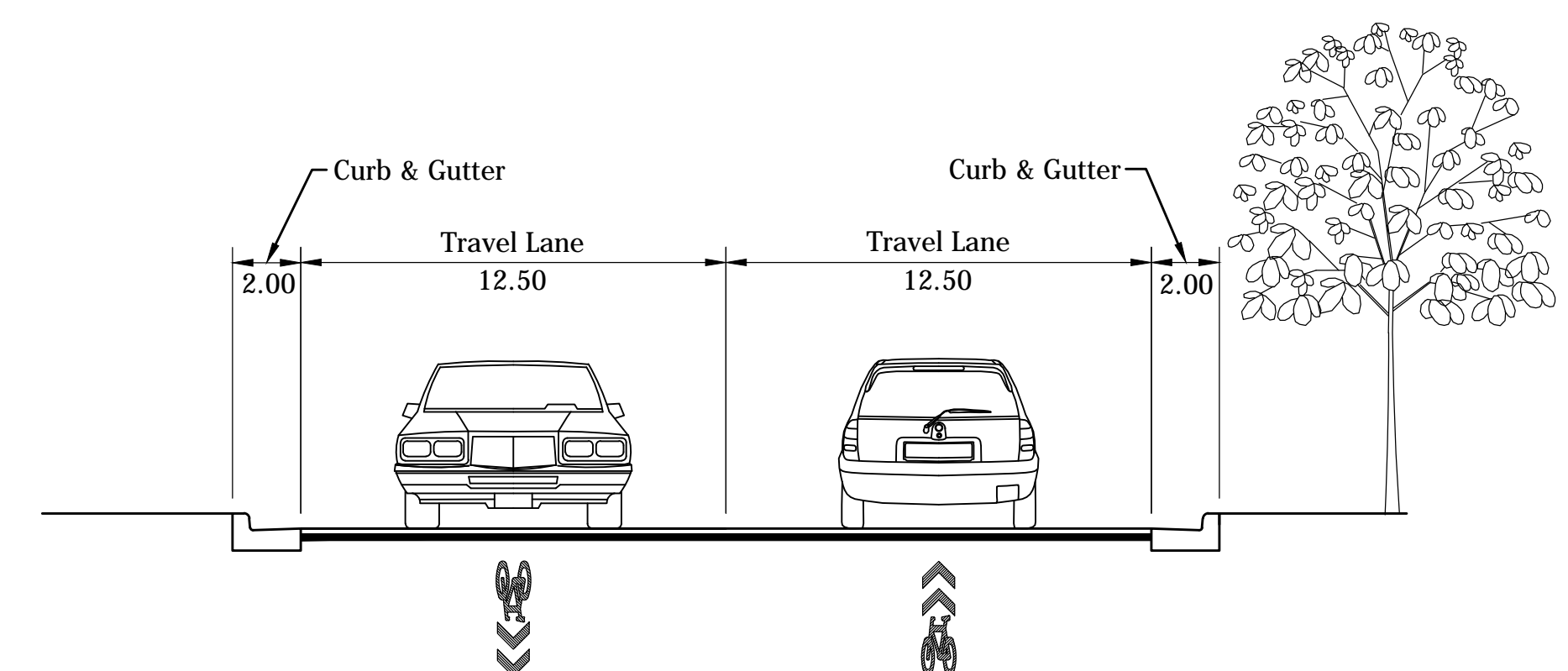
3). 3rd Street
SCALE: 1" = 10'
From Ferry Street to Columbia Street



7). 3rd Street
SCALE: 1" = 10'
From Green Street to Kossuth Street

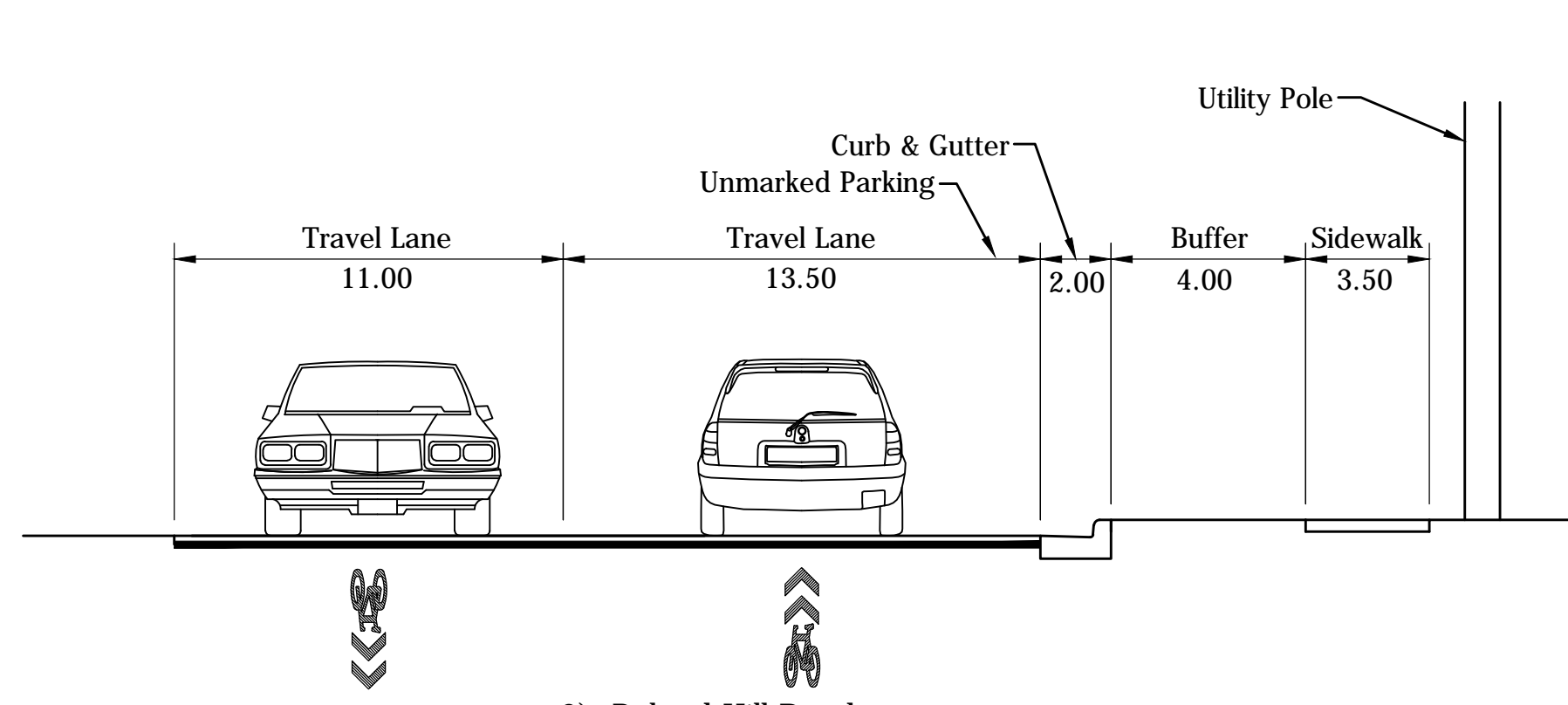


4). 3rd Street
SCALE: 1" = 10'
From Columbia Street to South Street

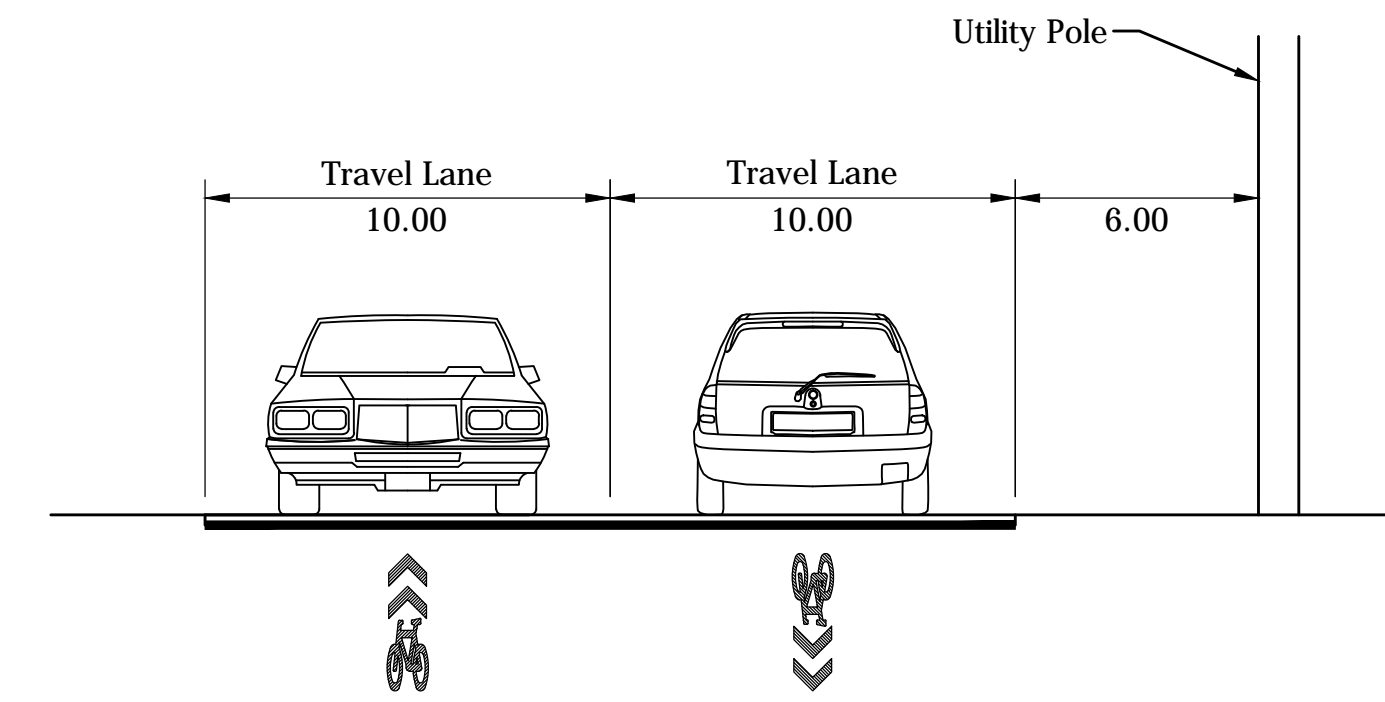


8). Poland Hill Road
SCALE: 1" = 10'
From Veterans Memorial Parkway to Ortman Lane

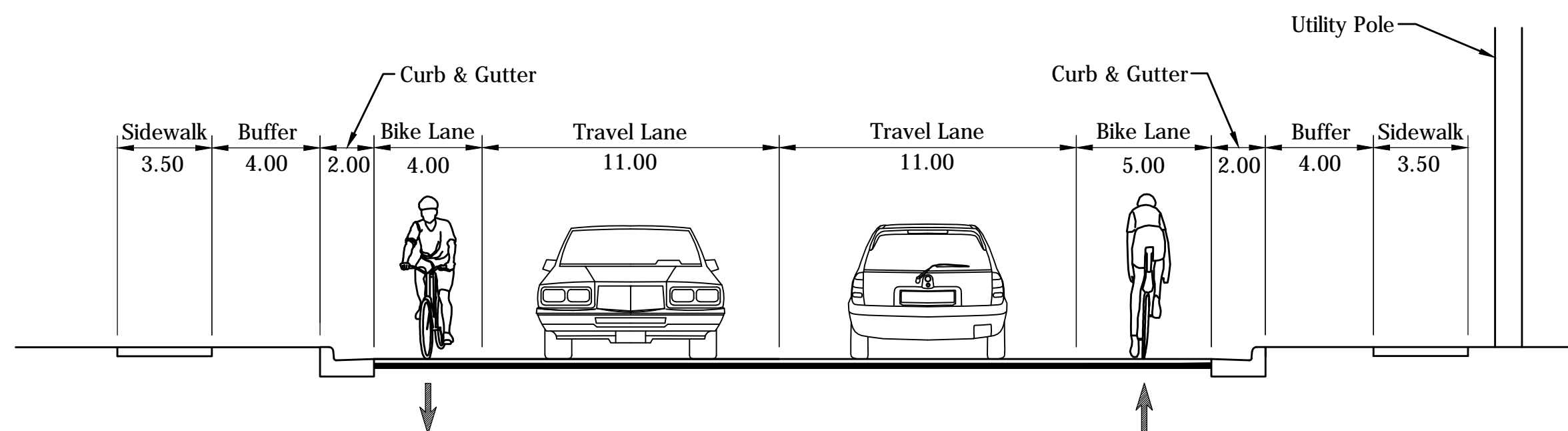
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



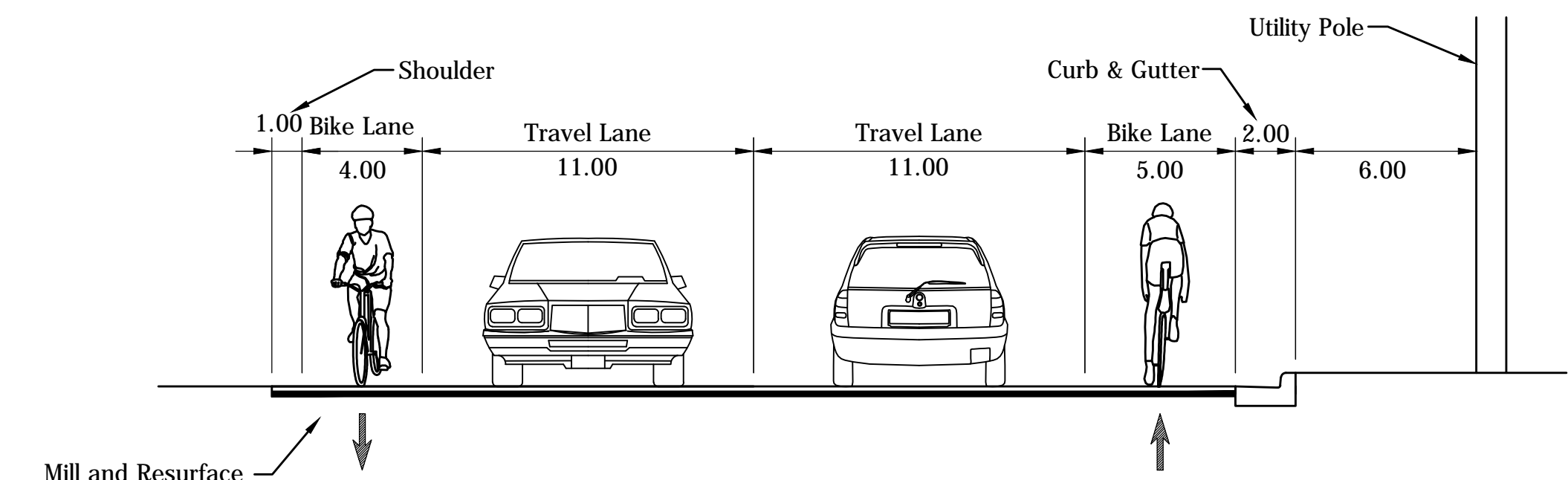
9). Poland Hill Road
SCALE: 1" = 10'
From Ortman Lane to Kensal Court



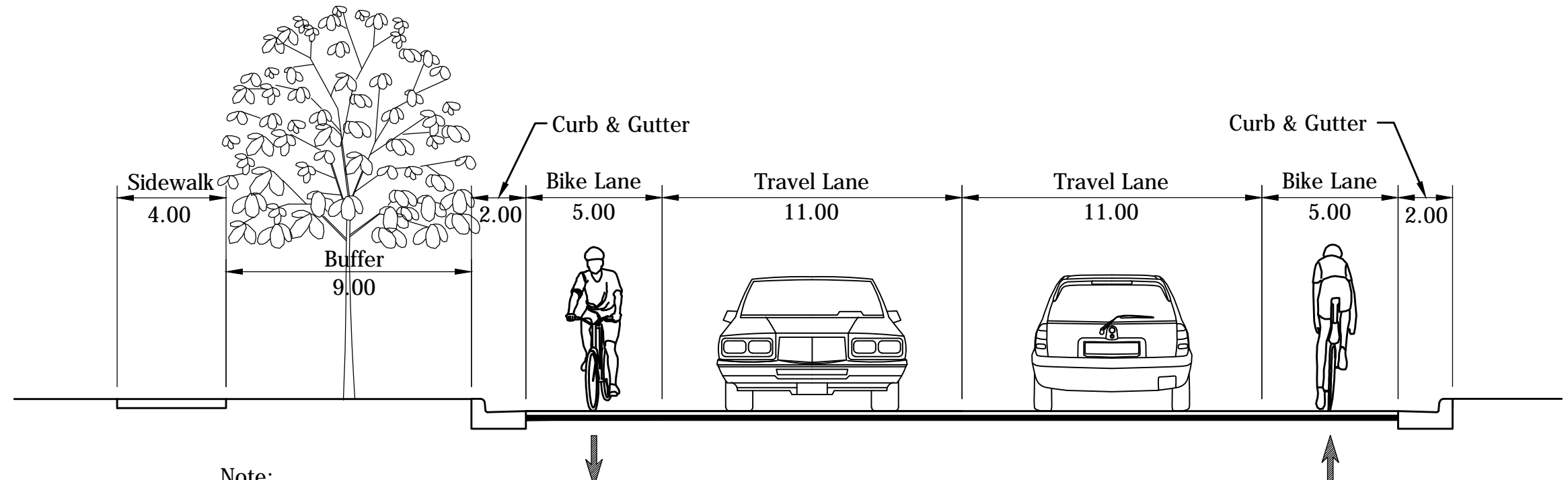
13). Poland Hill Road
SCALE: 1" = 10'
From Poland Hill Place to Teal Road



10). Poland Hill Road
SCALE: 1" = 10'
From Kensal Court to Twyckenham Boulevard

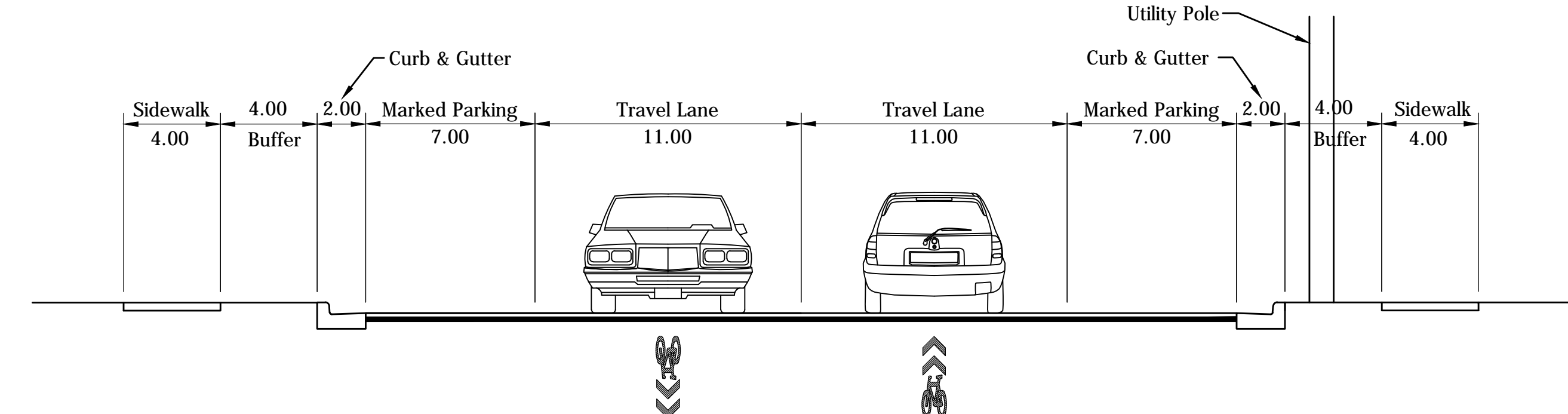


14). 4th Street
SCALE: 1" = 10'
From Poland Hill Road to Montiflore Street

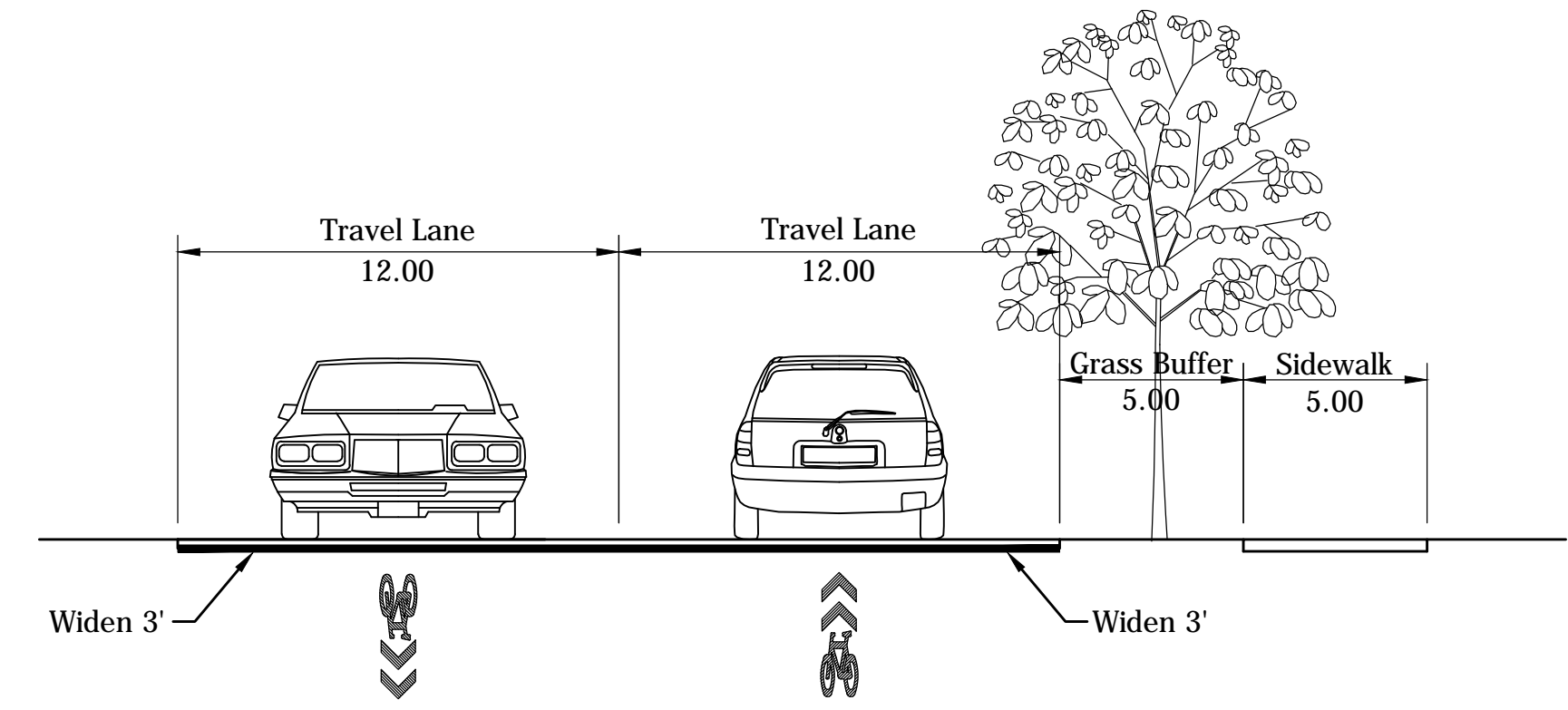


Note:
Add 42.5' of Sidewalk

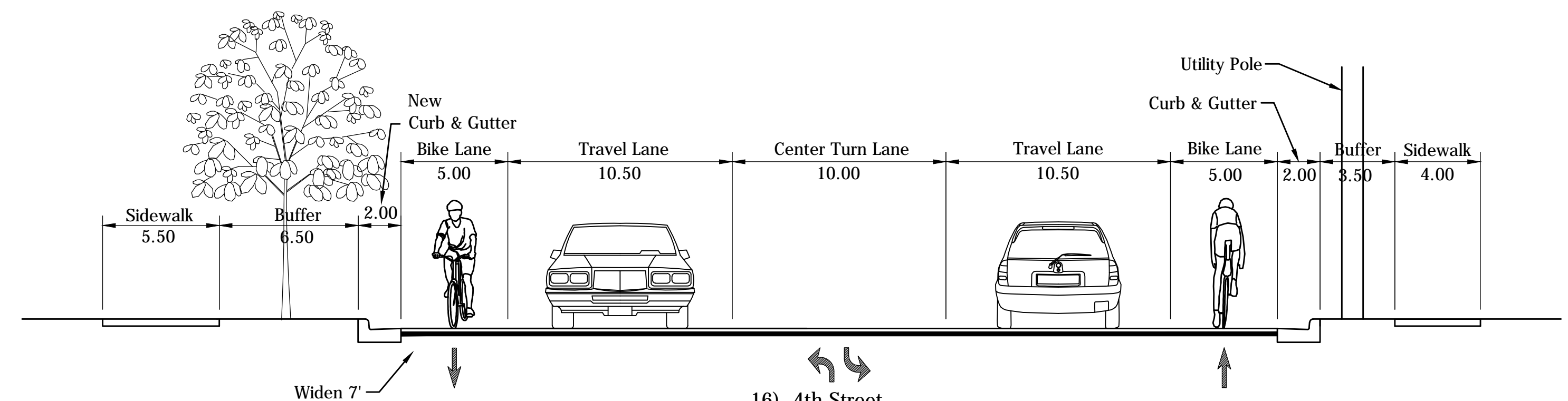
11). Poland Hill Road
SCALE: 1" = 10'
From Twyckenham Boulevard to Beck Lane



15). 4th Street
SCALE: 1" = 10'
From Montiflore Street to Central Street

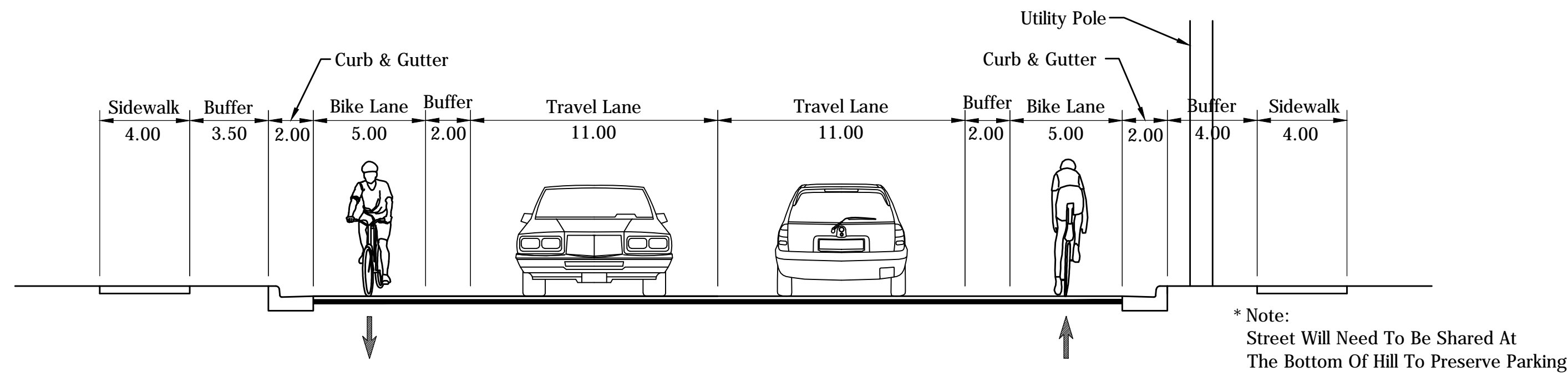


12). Poland Hill Road
SCALE: 1" = 10'
From Beck Lane to Poland Hill Place

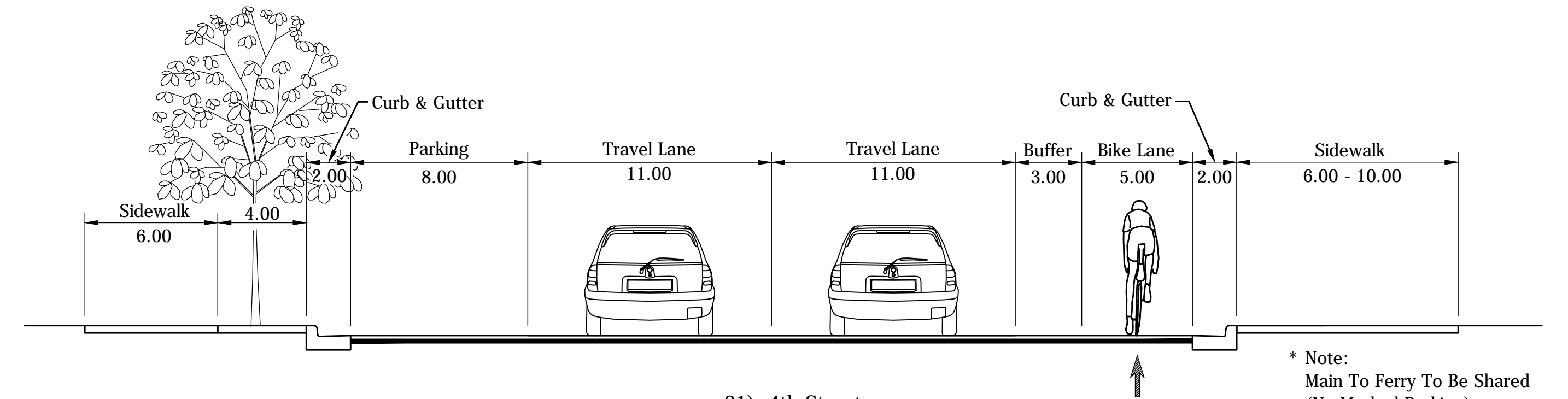


16). 4th Street
SCALE: 1" = 10'
From Central Street to Kossuth Street

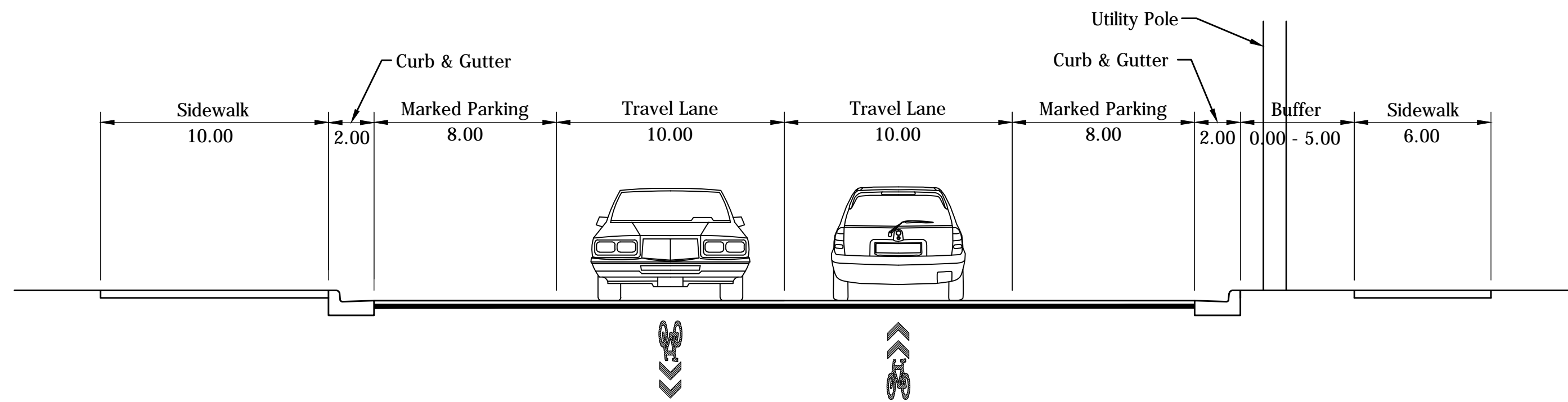
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



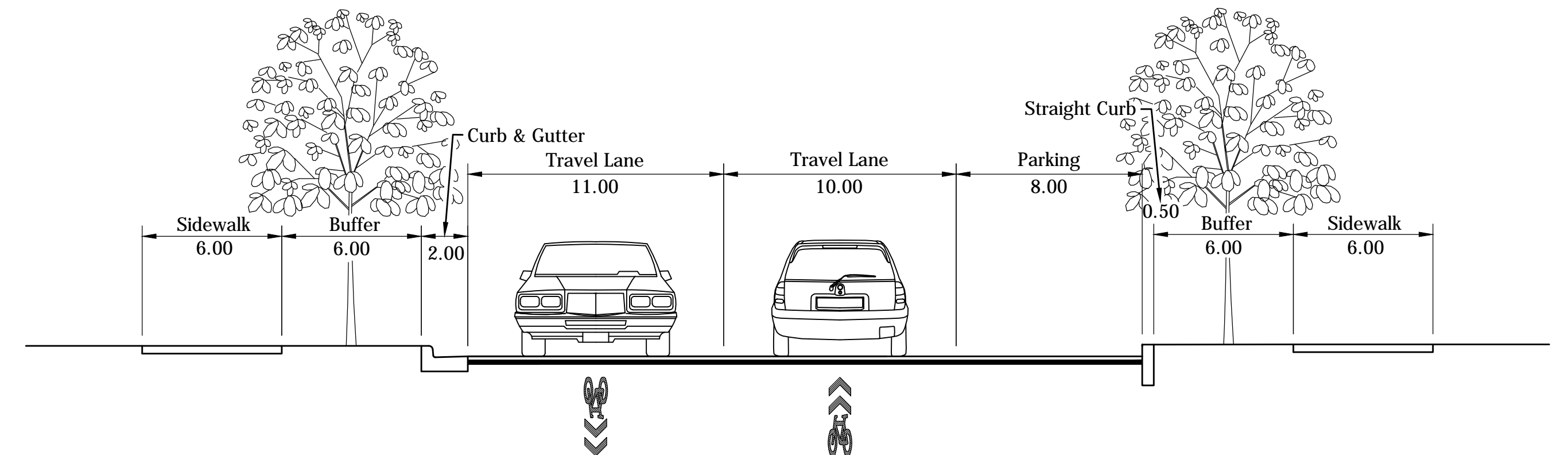
17). 4th Street
SCALE: 1" = 10'
From Kossuth Street to Fountain Street



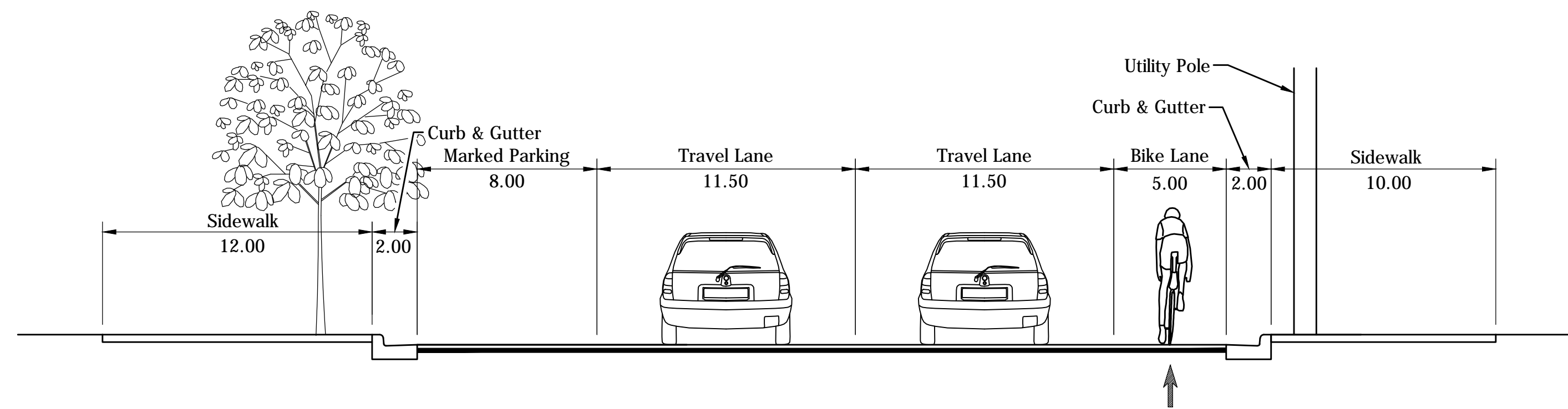
21). 4th Street
SCALE: 1" = 10'
From Main Street to Union Street



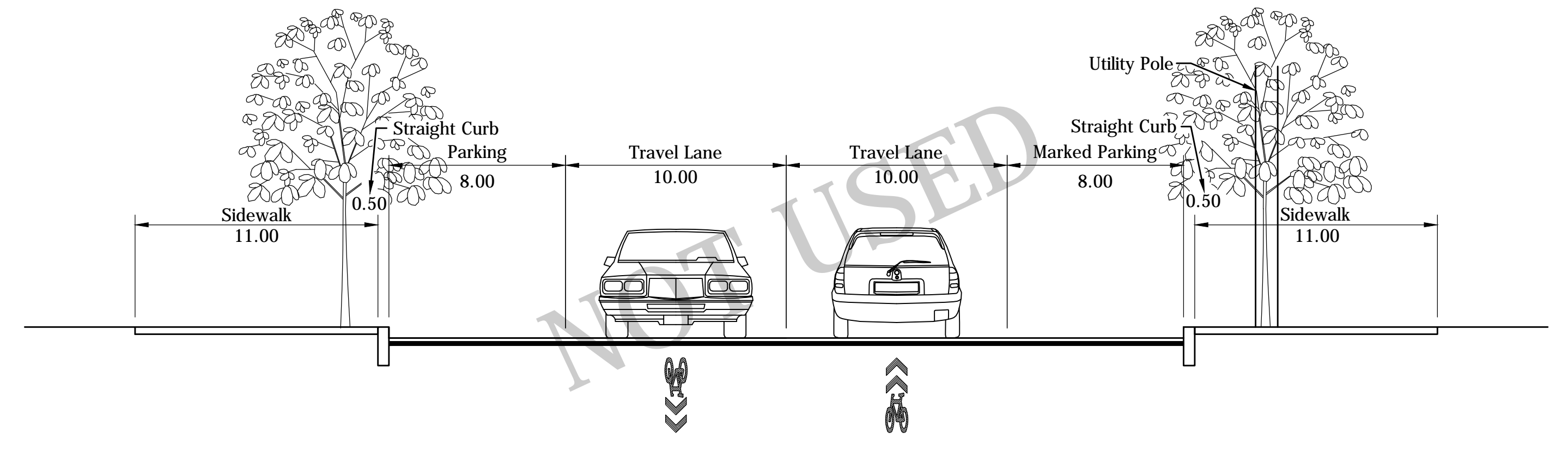
18). 4th Street
SCALE: 1" = 10'
From Fountain Street to Alabama Street



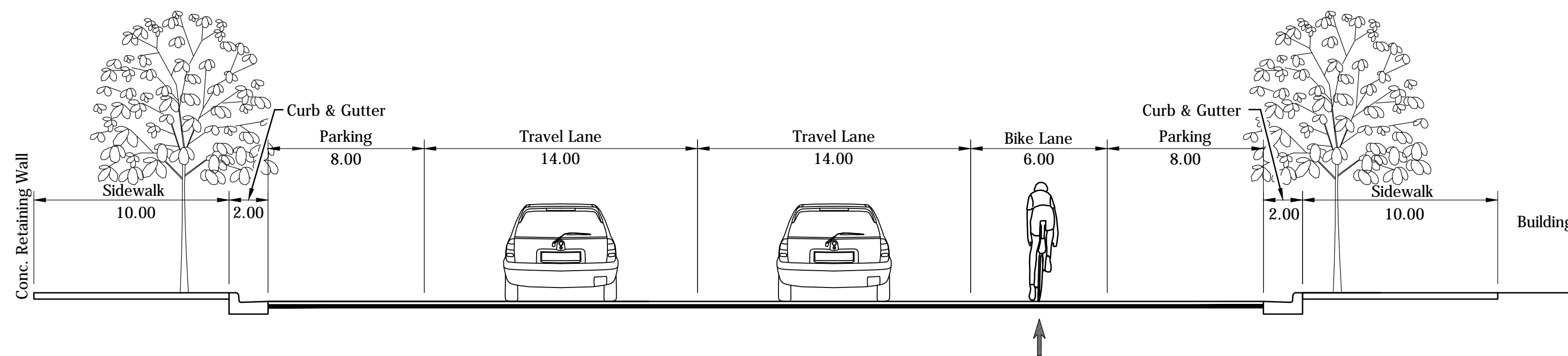
22). 6th Street
SCALE: 1" = 10'
From Salem Street to Cincinnati Street



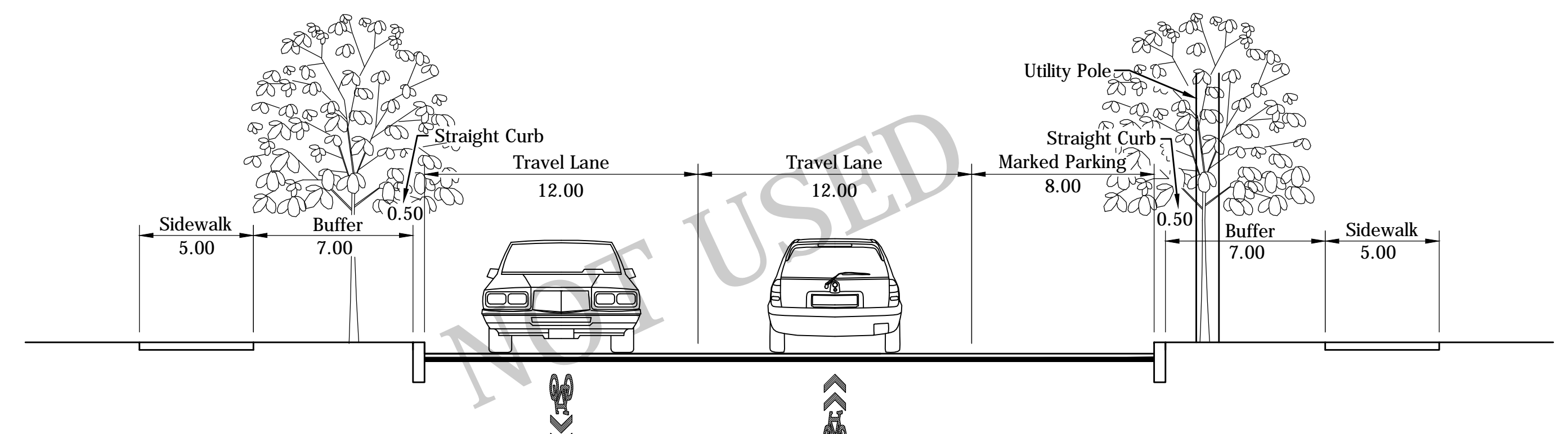
19). 4th Street
SCALE: 1" = 10'
From Alabama Street to Columbia Street



23). 6th Street
SCALE: 1" = 10'
From Cincinnati Street to South Street

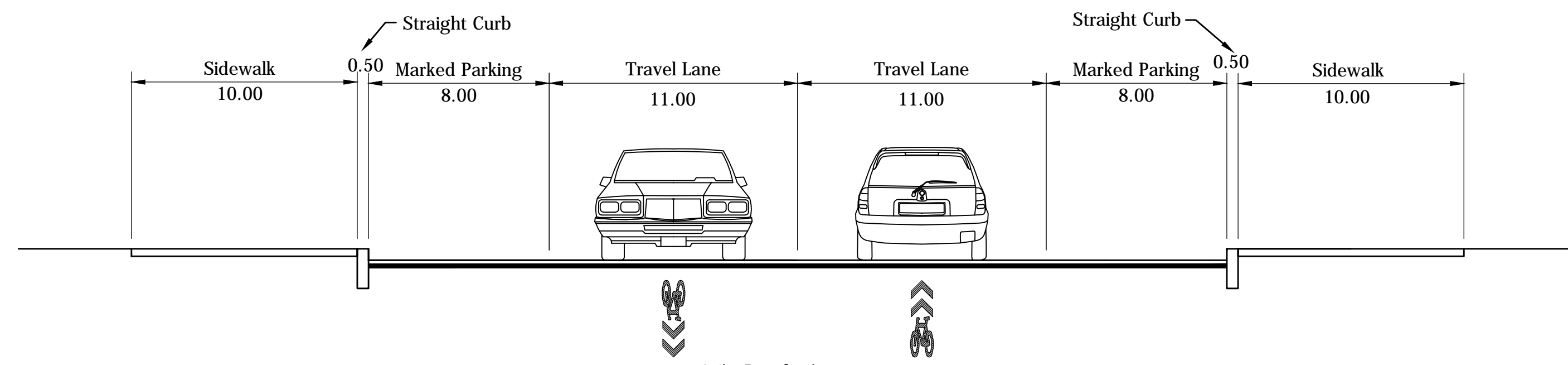


20). 4th Street
SCALE: 1" = 10'
From Columbia Street to Main Street

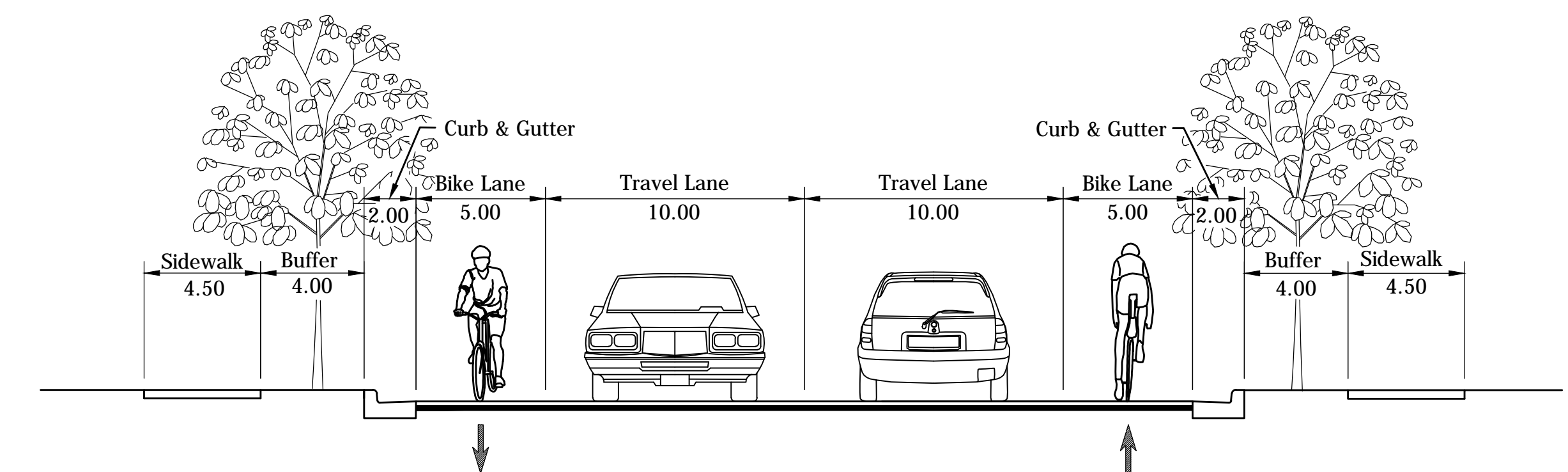


24). 6th Street
SCALE: 1" = 10'
From South Street to Romig Street

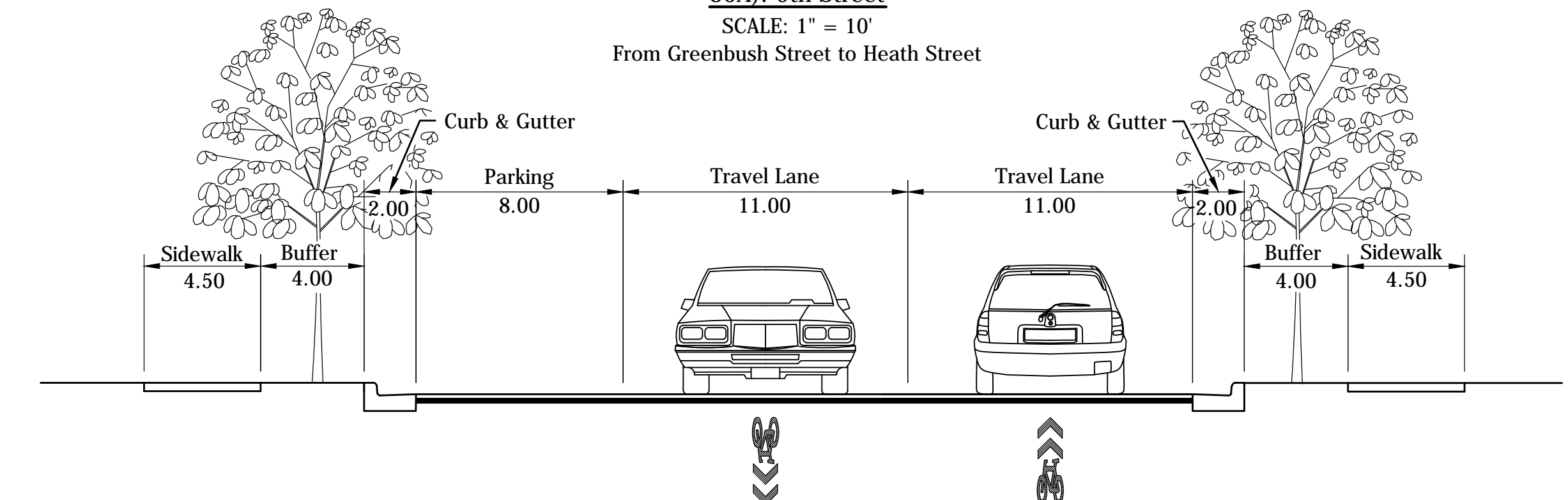
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



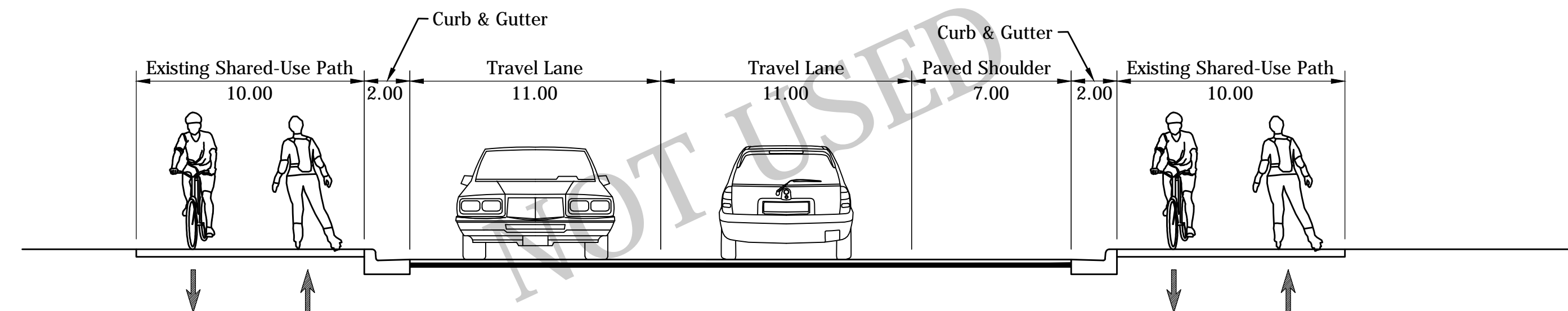
25. Lingle Avenue
SCALE: 1" = 10'
From Romig Street to Kossuth Street



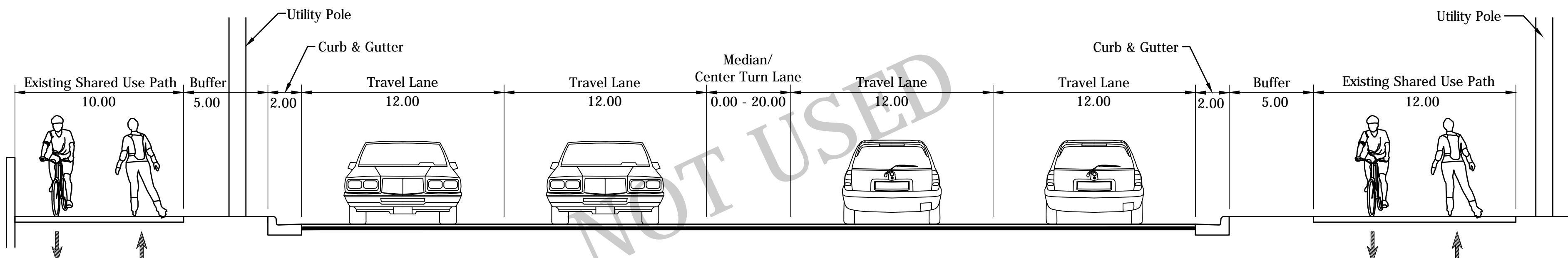
30A. 9th Street
SCALE: 1" = 10'
From Greenbush Street to Heath Street



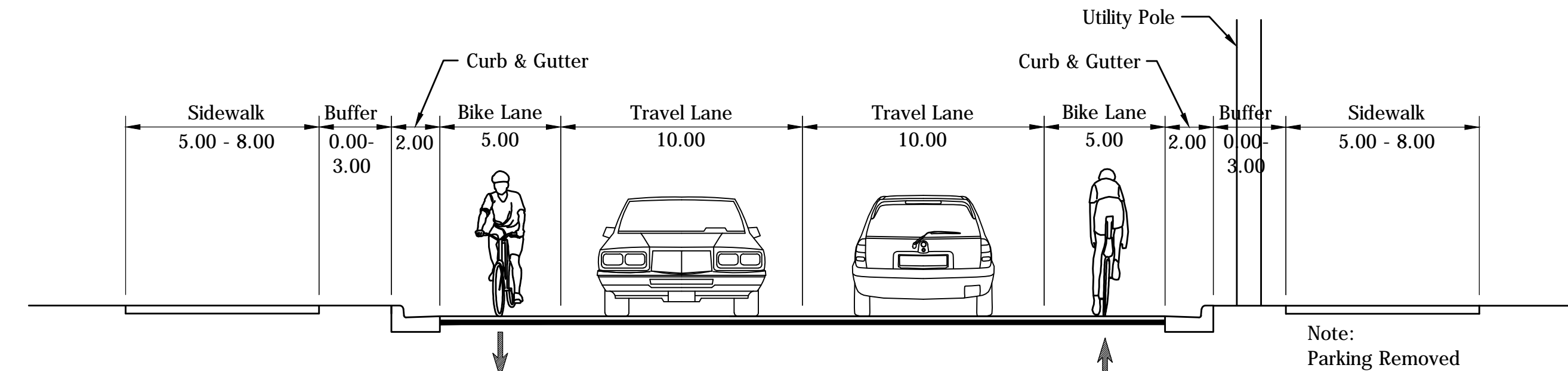
30B. 9th Street
SCALE: 1" = 10'
From Heath Street to Salem Street



26. 9th Street
SCALE: 1" = 10'
From North City Limits to Sagamore Parkway

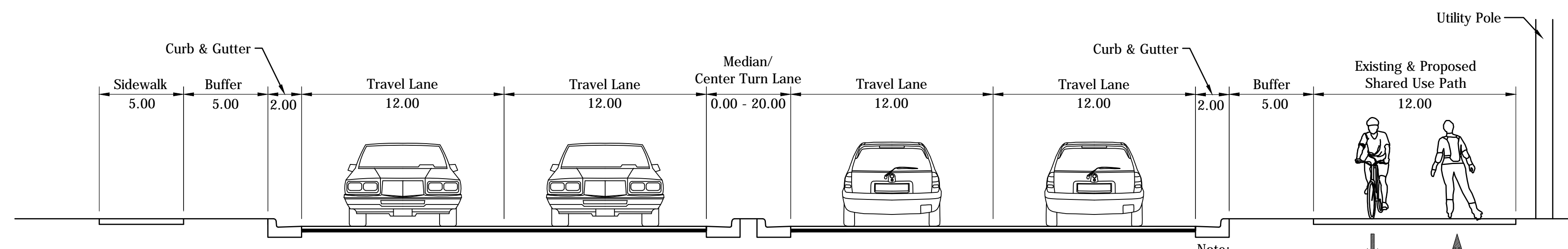


27. 9th Street
SCALE: 1" = 10'
From Sagamore Parkway to Duncan Road



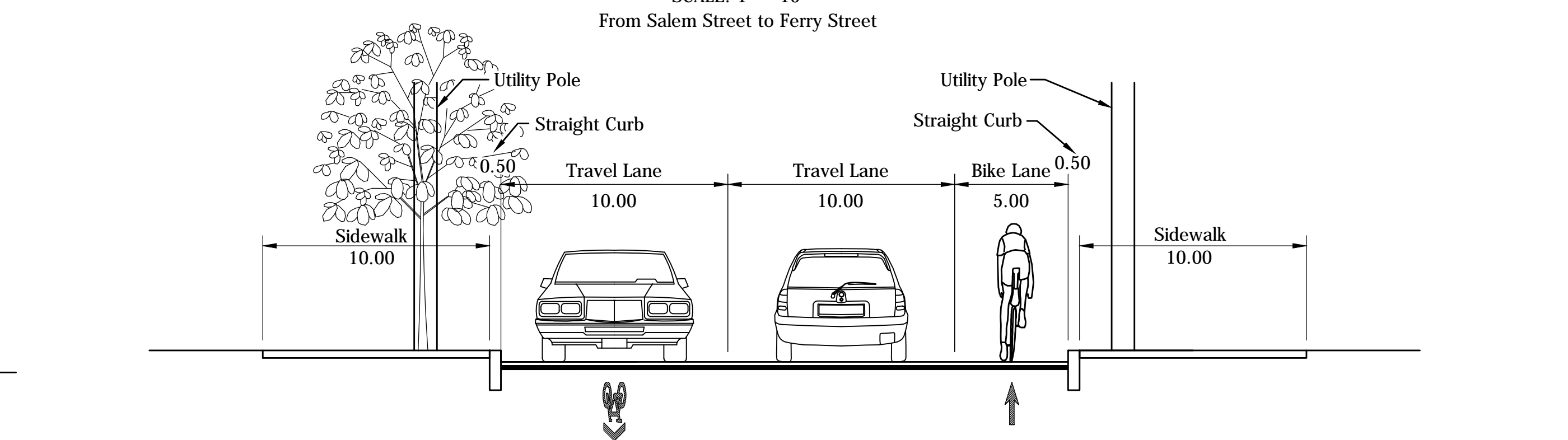
31. 9th Street
SCALE: 1" = 10'
From Salem Street to Ferry Street

Note: Parking Removed

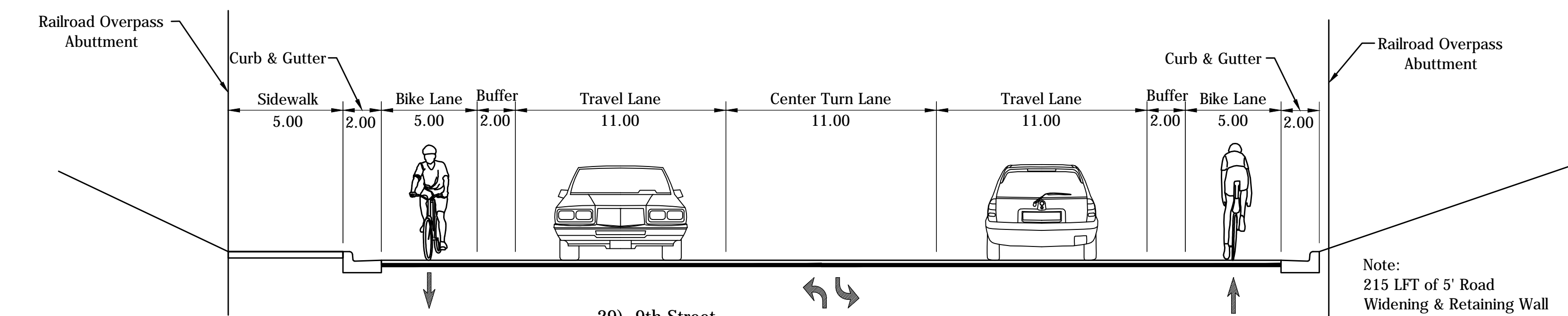


28. 9th Street
SCALE: 1" = 10'
From Duncan Road to Canal Road

Note: 575 LFT of Proposed Shared-Use Path Needed

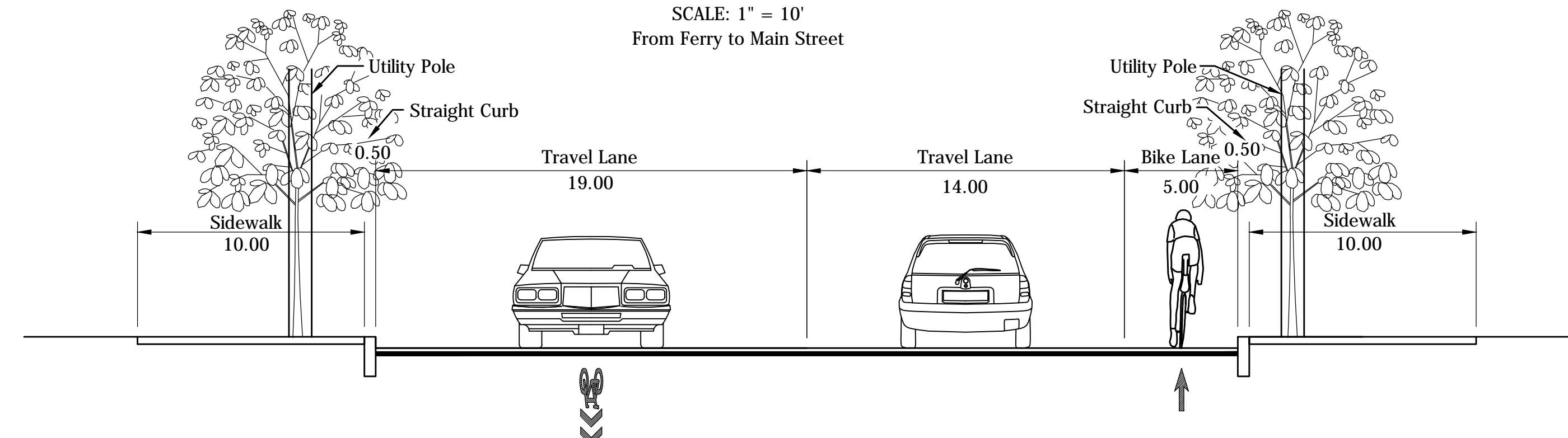


32A. 9th Street
SCALE: 1" = 10'
From Ferry to Main Street



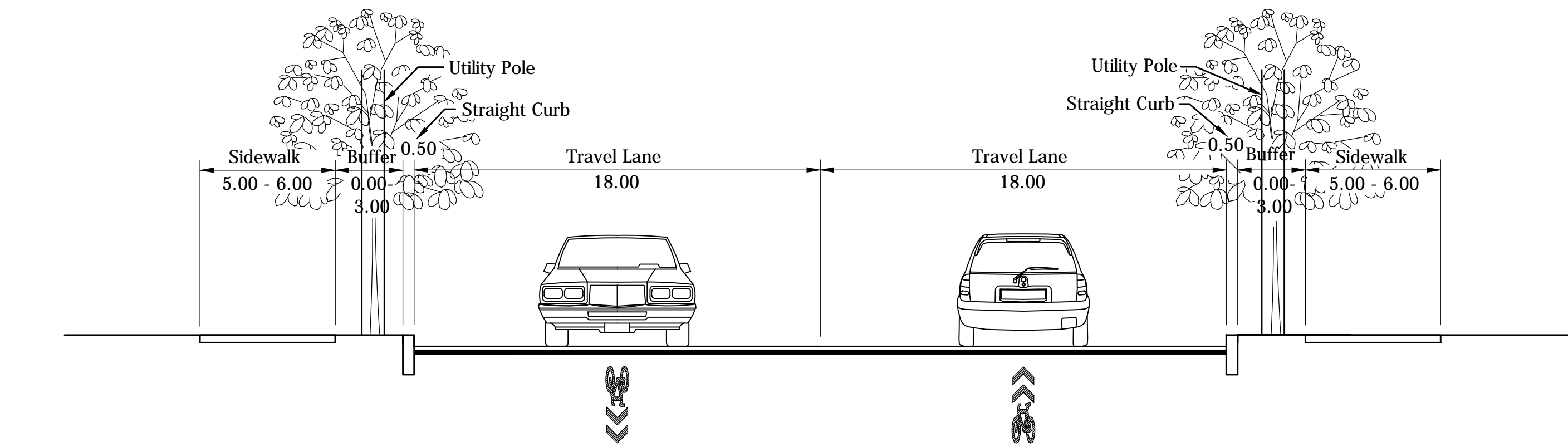
29. 9th Street
SCALE: 1" = 10'
From Canal Road to Greenbush Street

Note: 215 LFT of 5' Road Widening & Retaining Wall

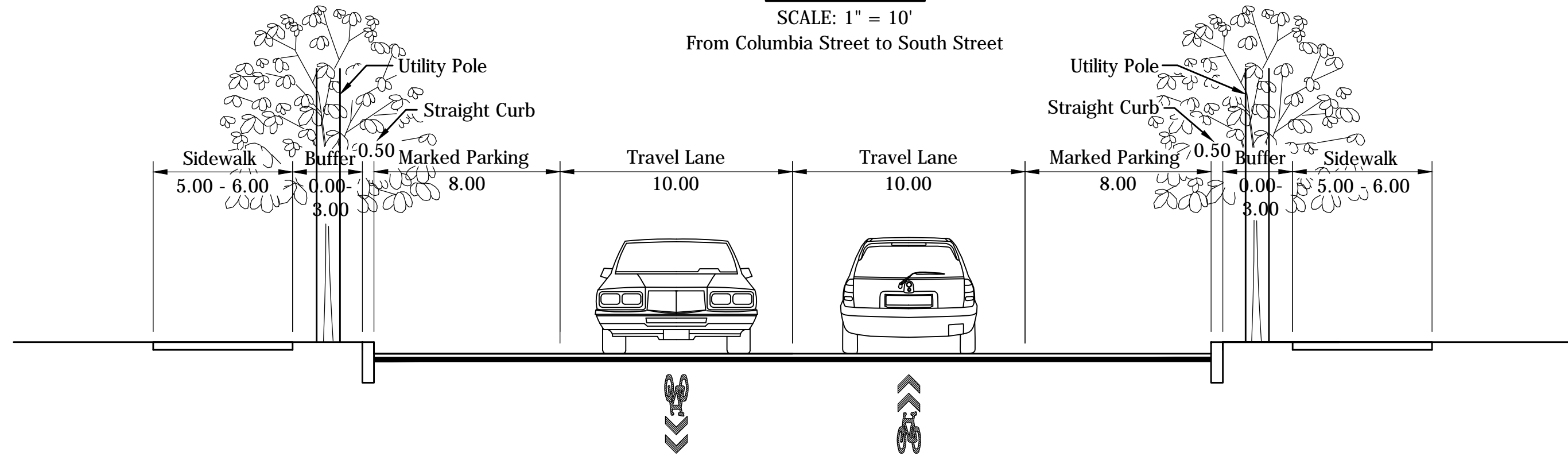


32B. 9th Street
SCALE: 1" = 10'
From Main Street to Columbia Street

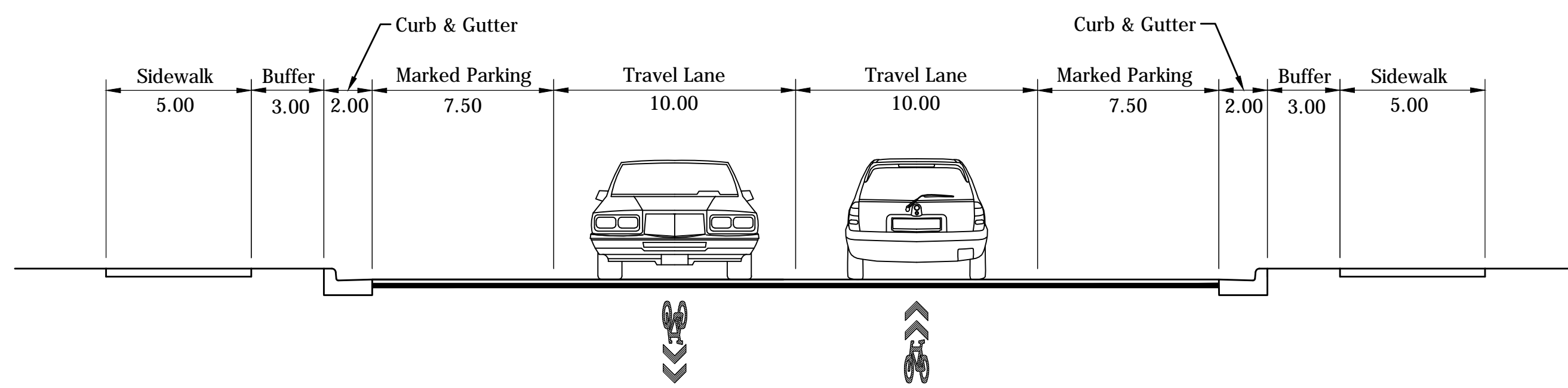
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



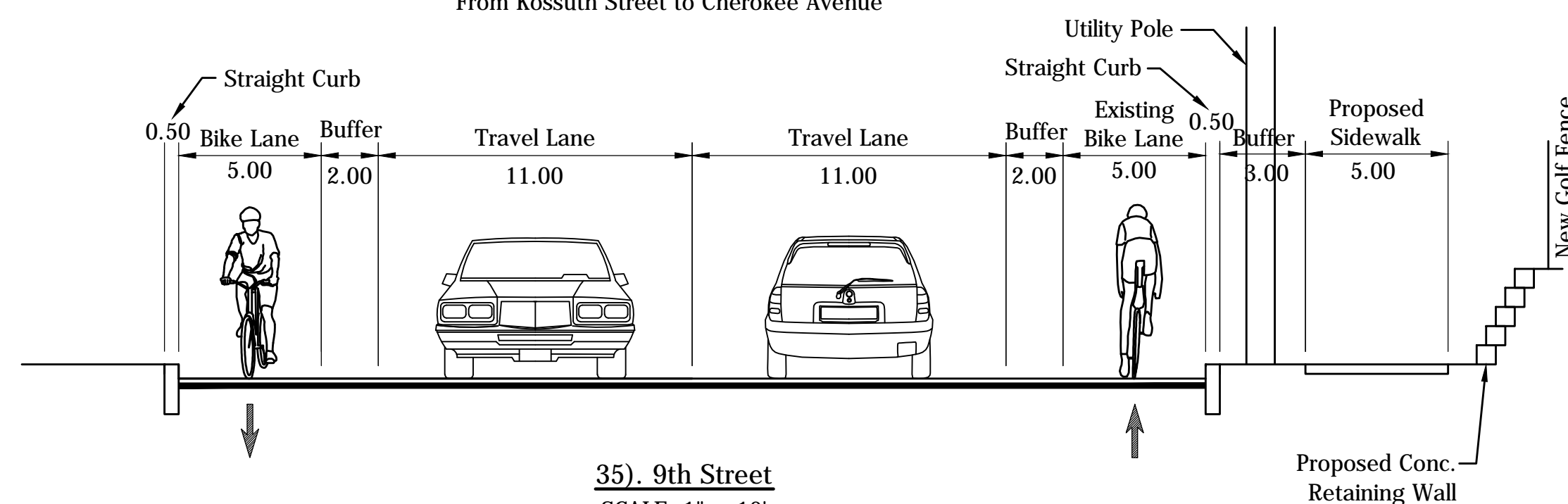
33A. 9th Street
SCALE: 1" = 10'
From Columbia Street to South Street



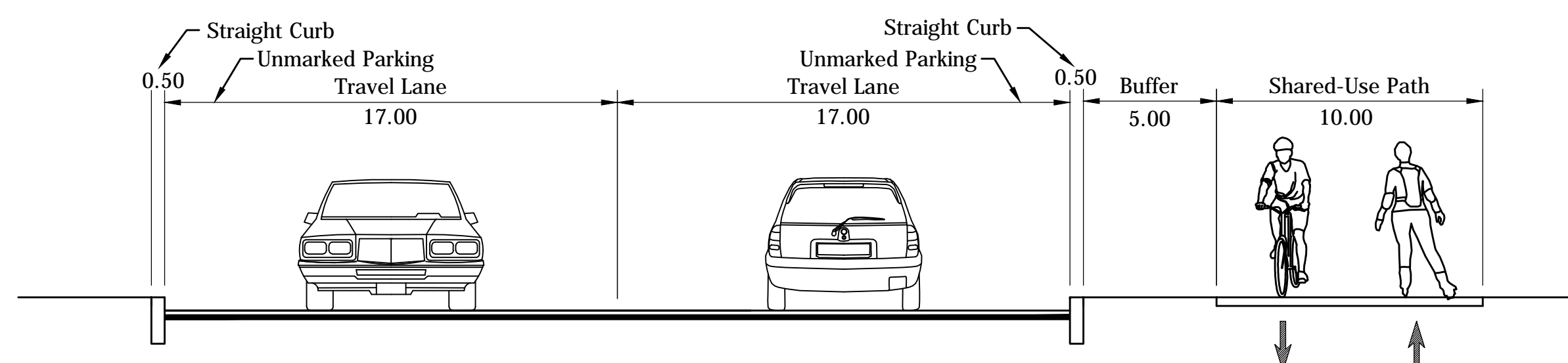
33B. 9th Street
SCALE: 1" = 10'
From South Street to Kossuth Street



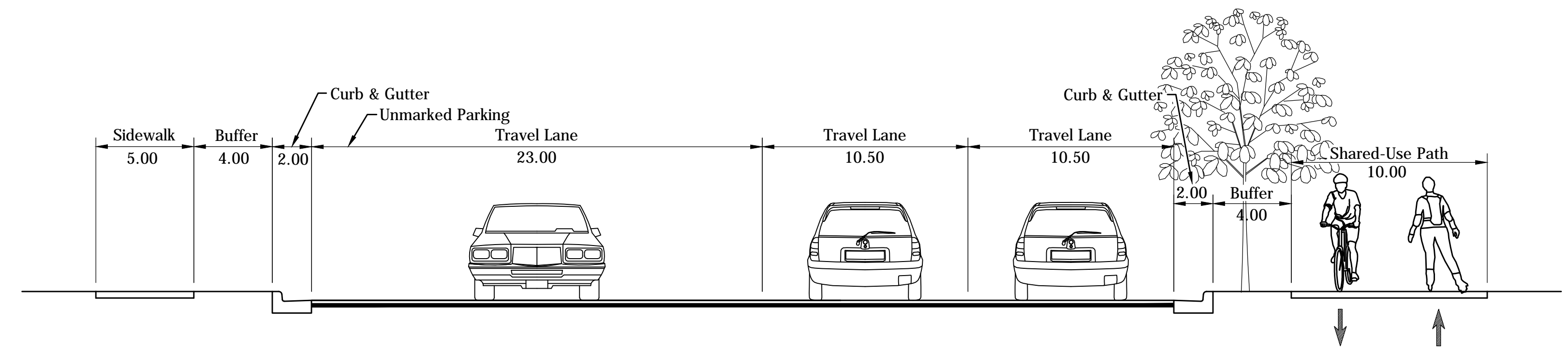
34. 9th Street
SCALE: 1" = 10'
From Kossuth Street to Cherokee Avenue



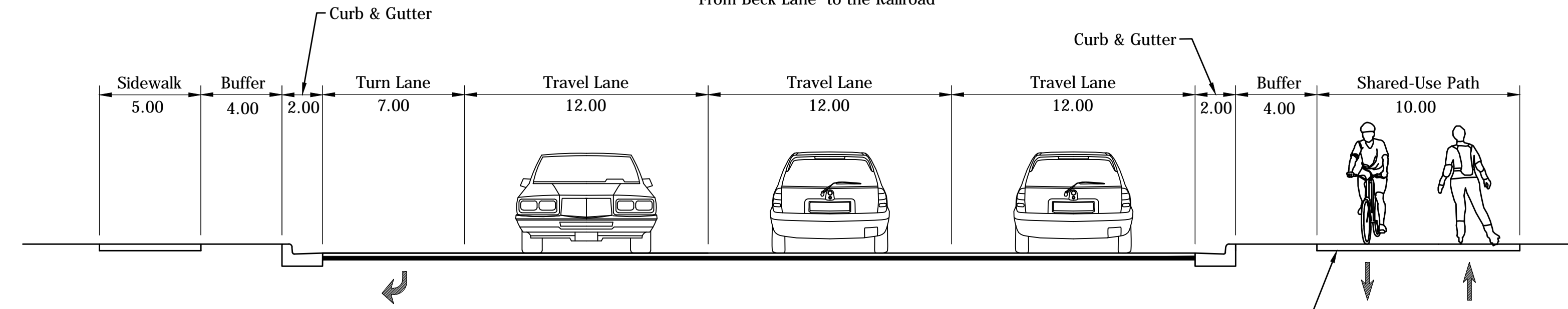
35. 9th Street
SCALE: 1" = 10'
From Cherokee Avenue to Teal Road



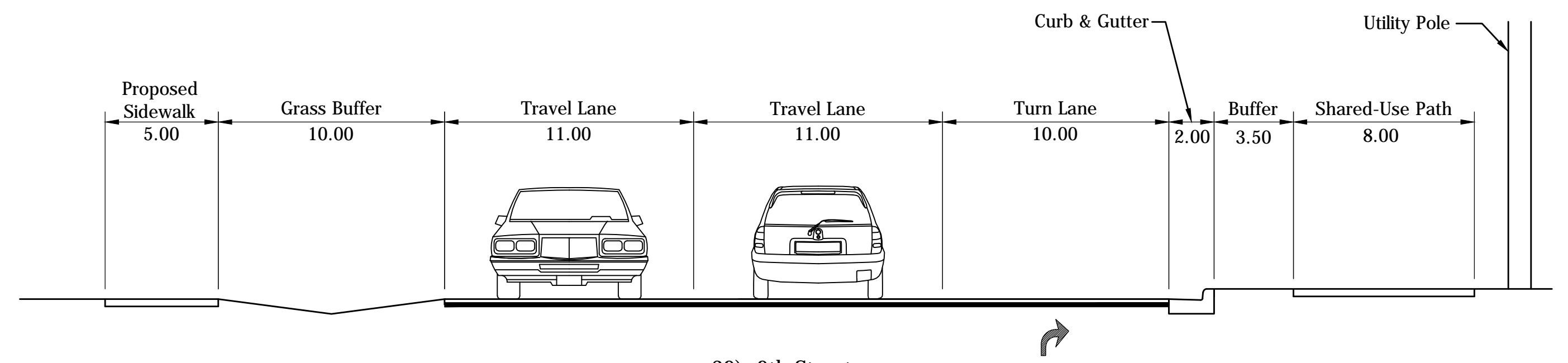
36. 9th Street
SCALE: 1" = 10'
From Teal Road to Beck Lane



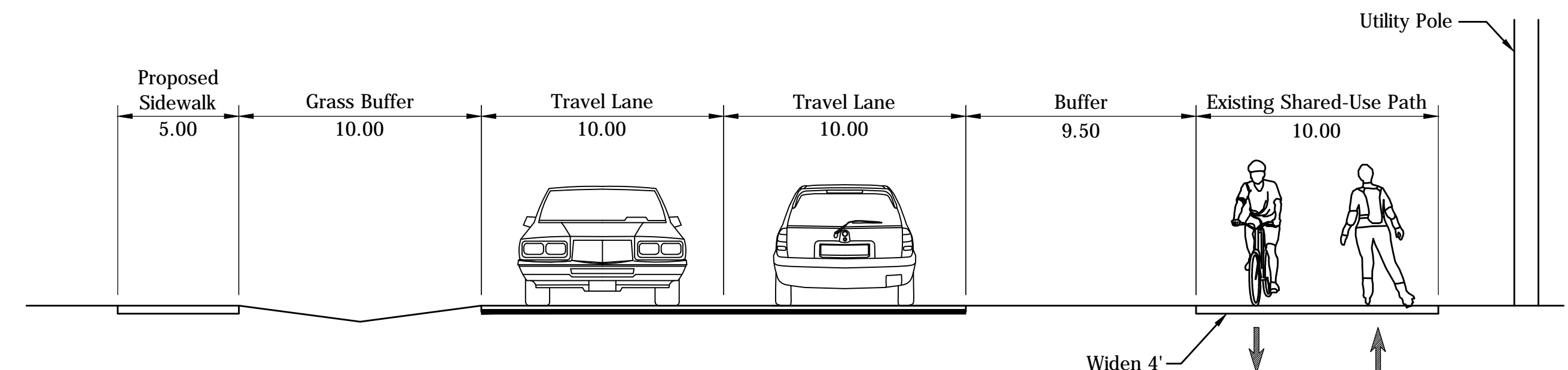
37. 9th Street
SCALE: 1" = 10'
From Beck Lane to the Railroad



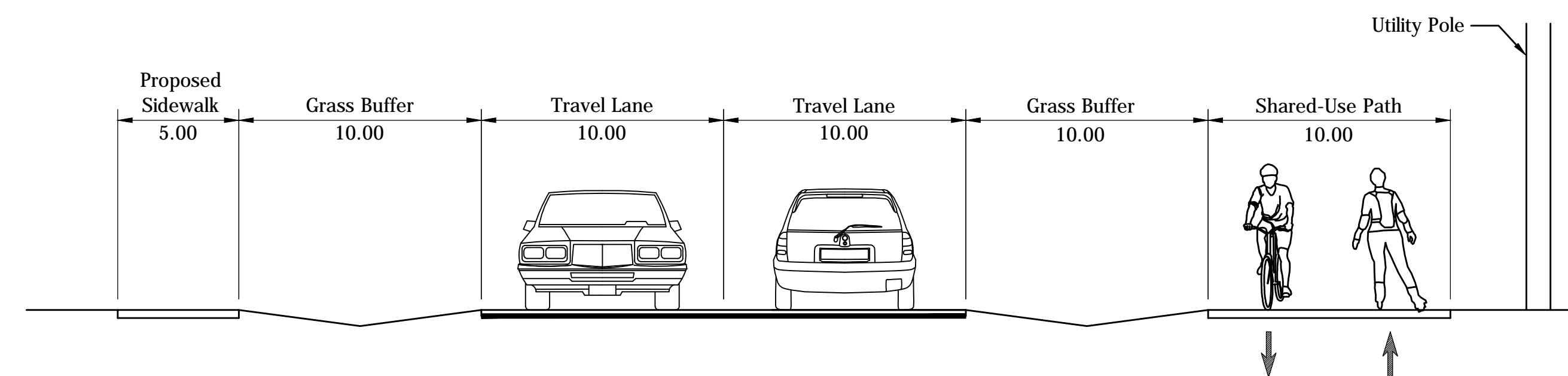
38. 9th Street
SCALE: 1" = 10'
From the Railroad to Brick N Wood Drive



39. 9th Street
SCALE: 1" = 10'
From Brick N Wood Drive to Southland Drive

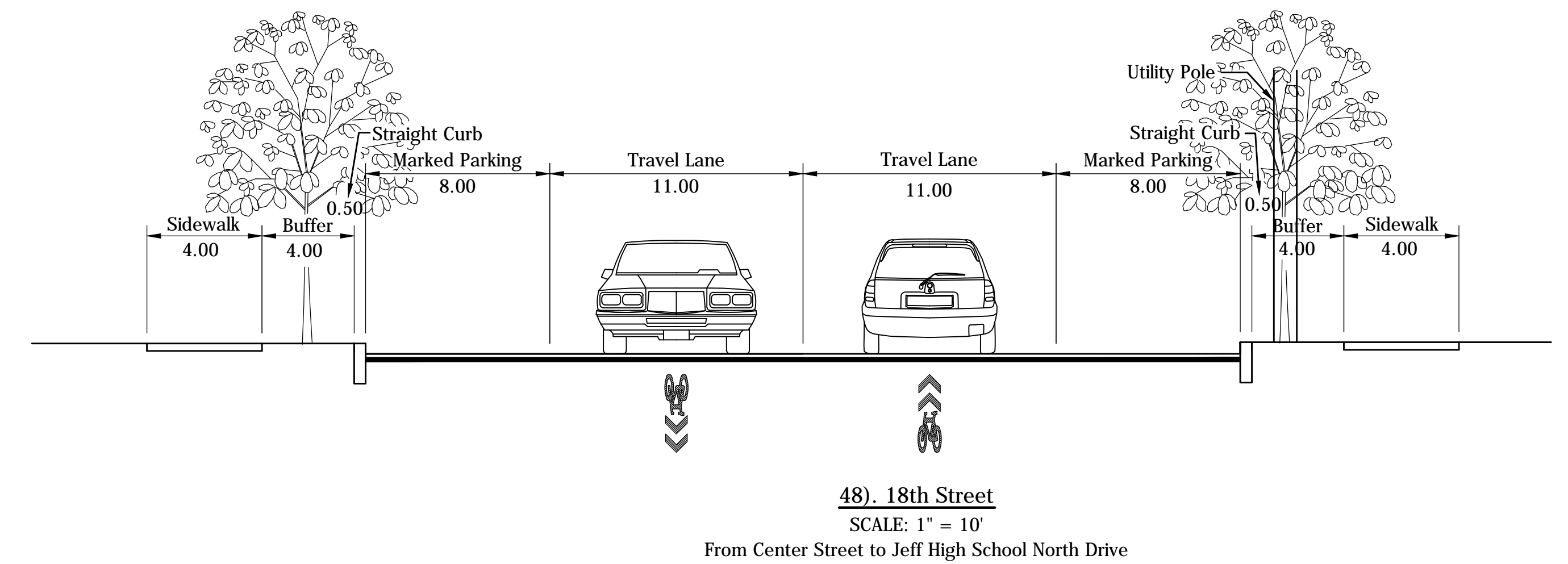
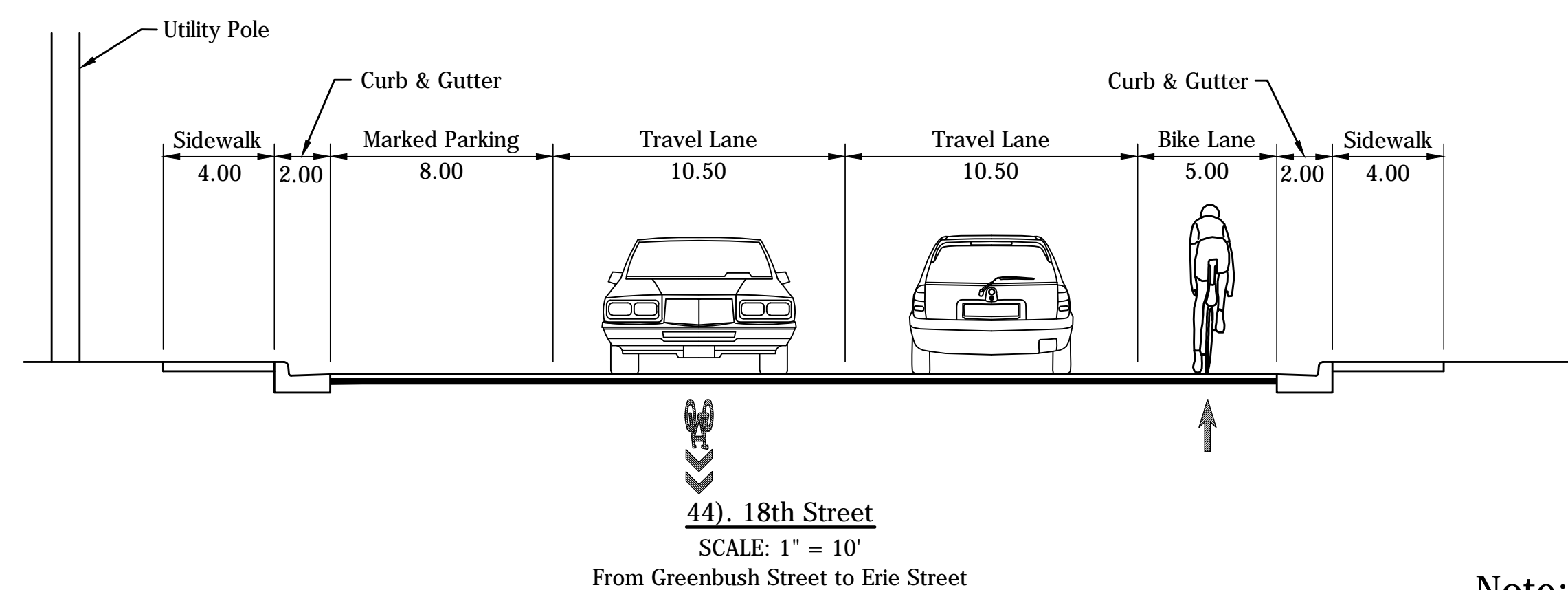
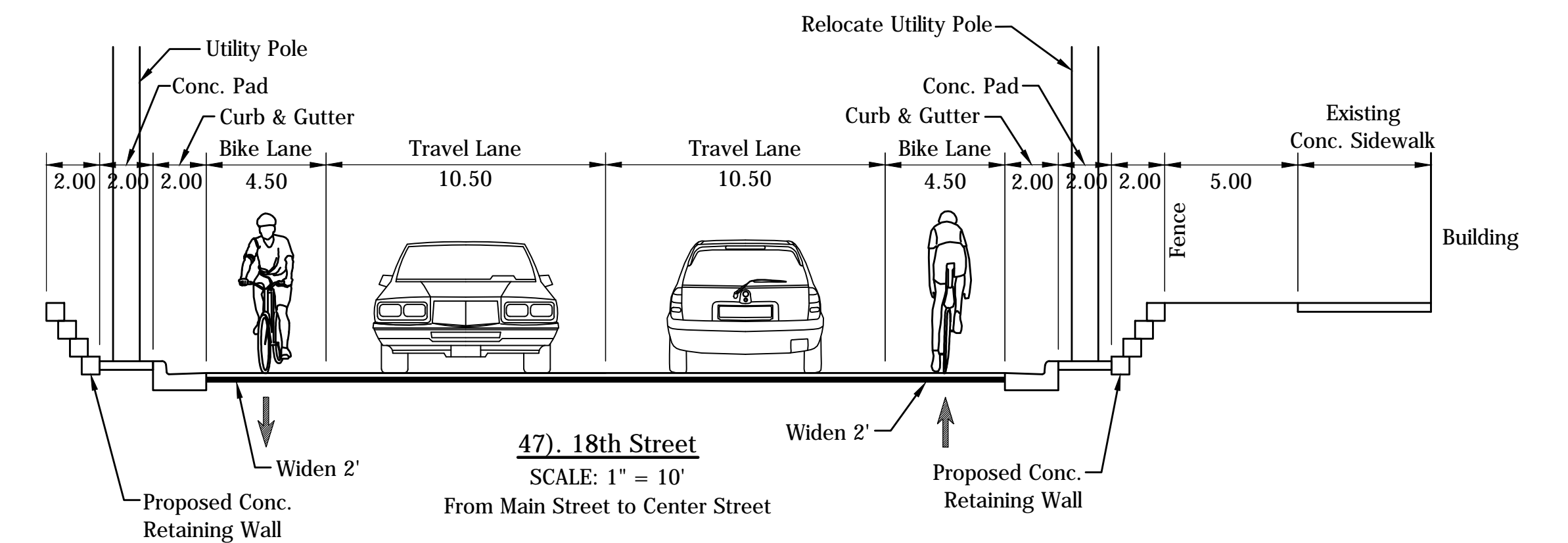
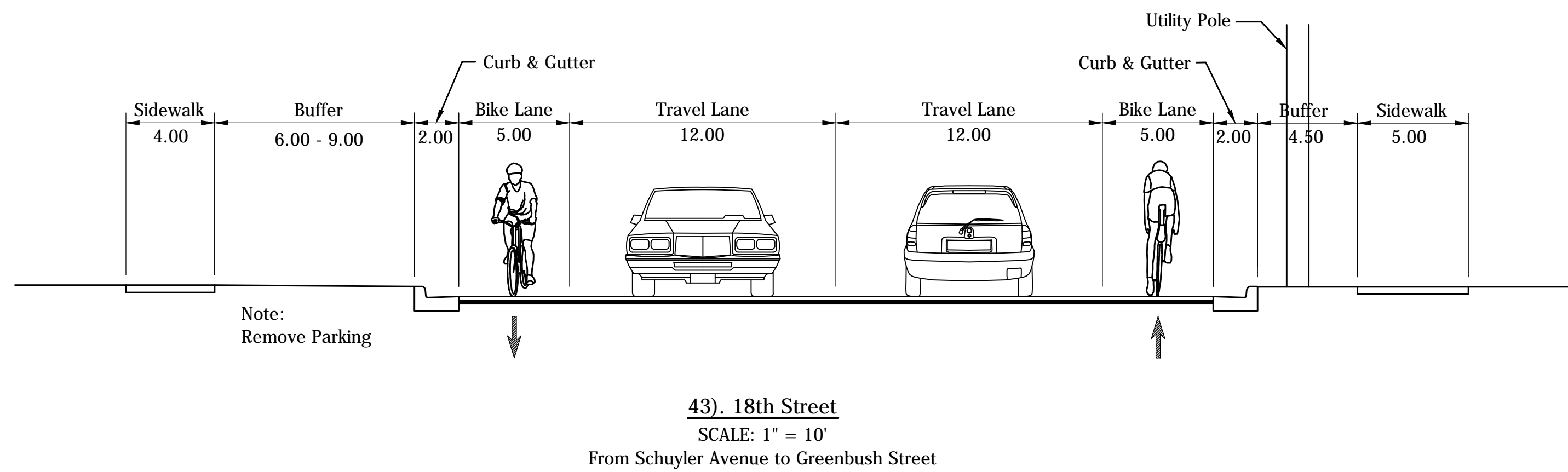
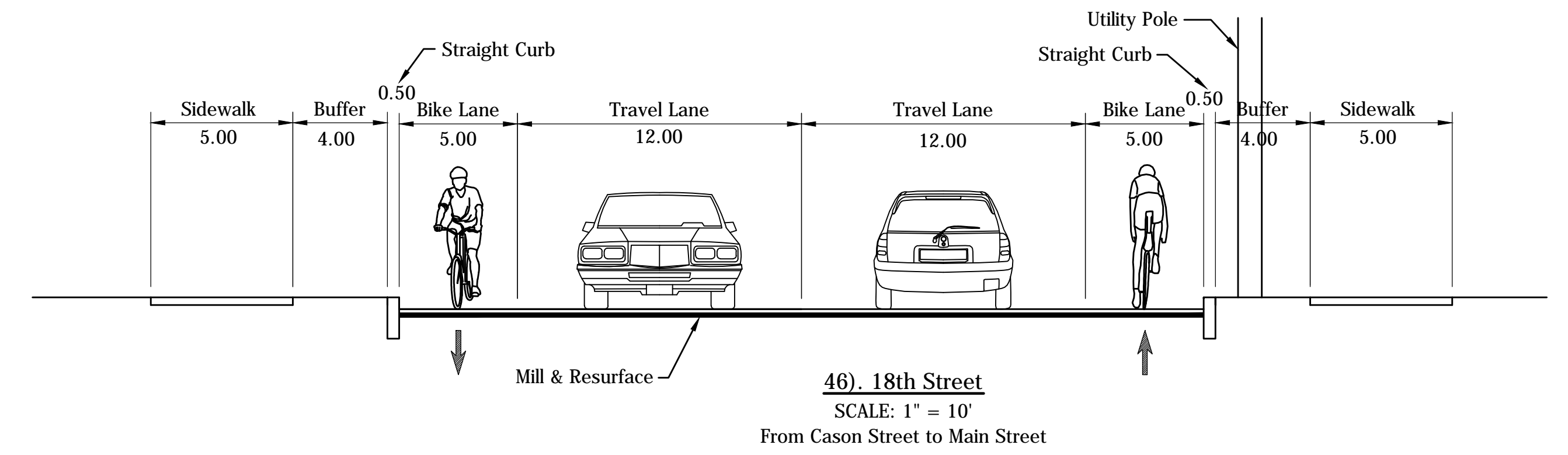
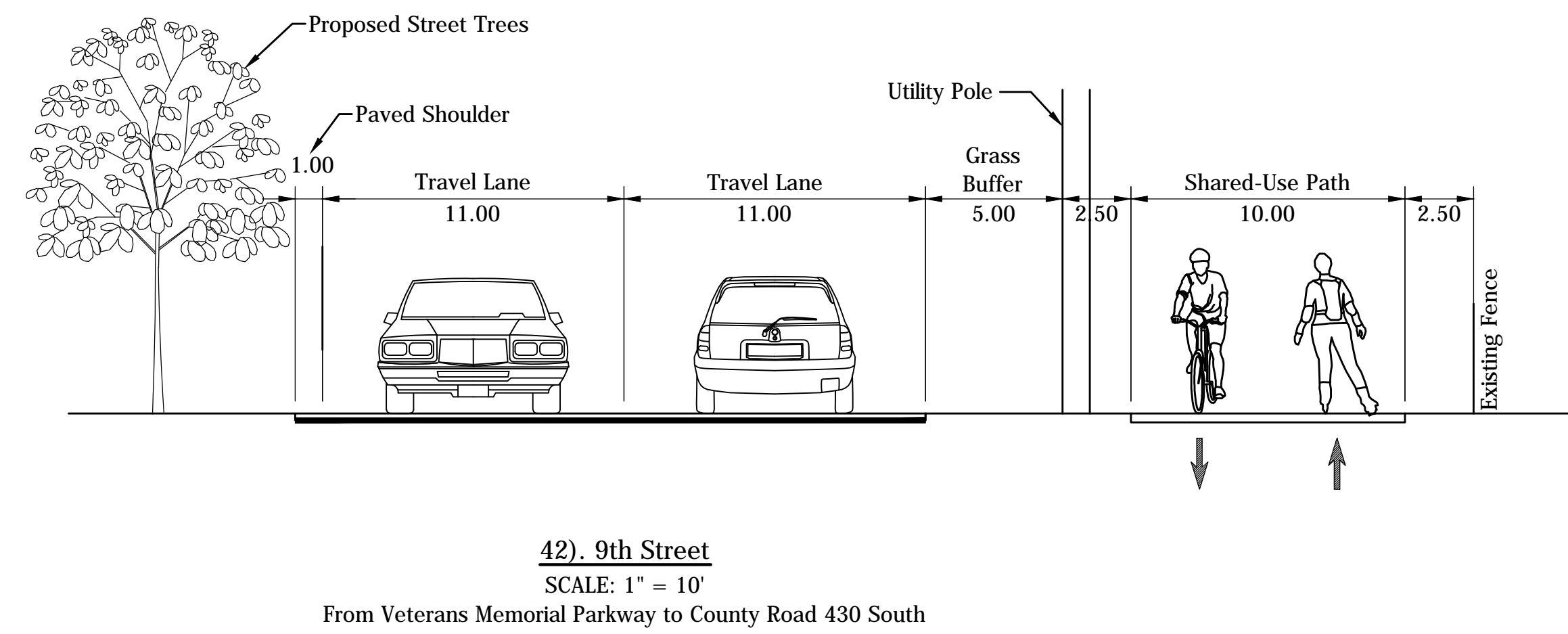
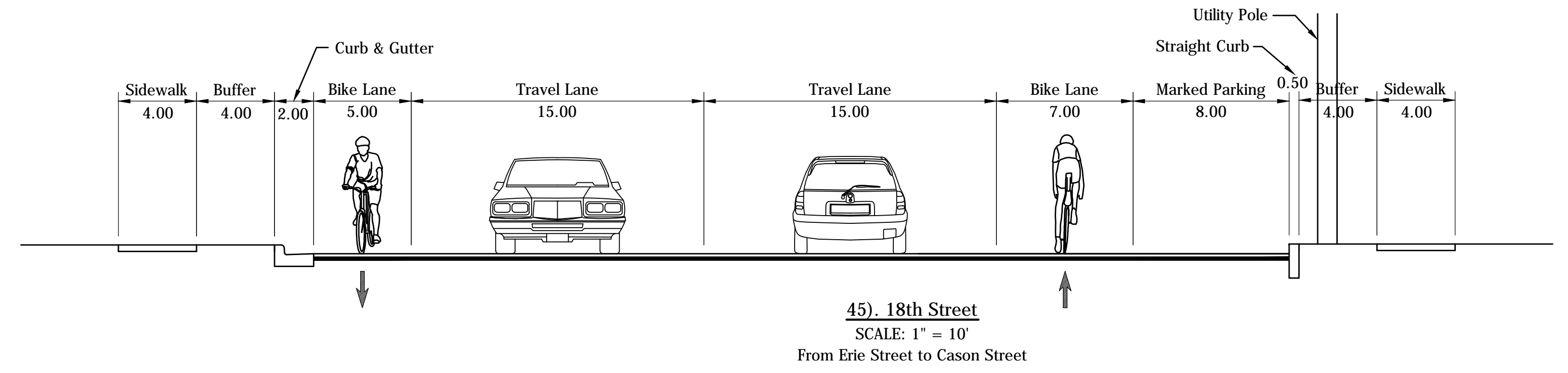
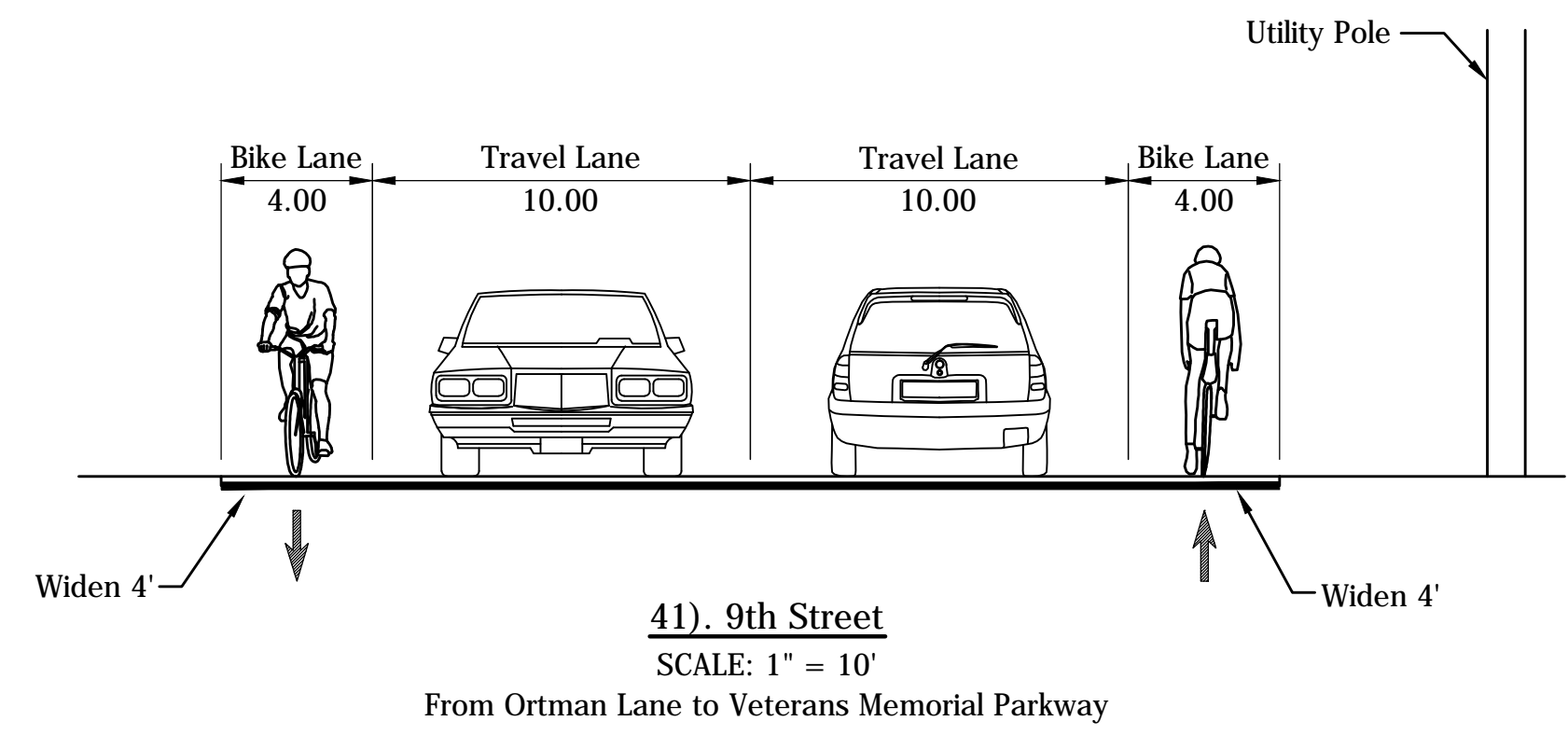


40A. 9th Street
SCALE: 1" = 10'
From Southland Drive to Dover Lane

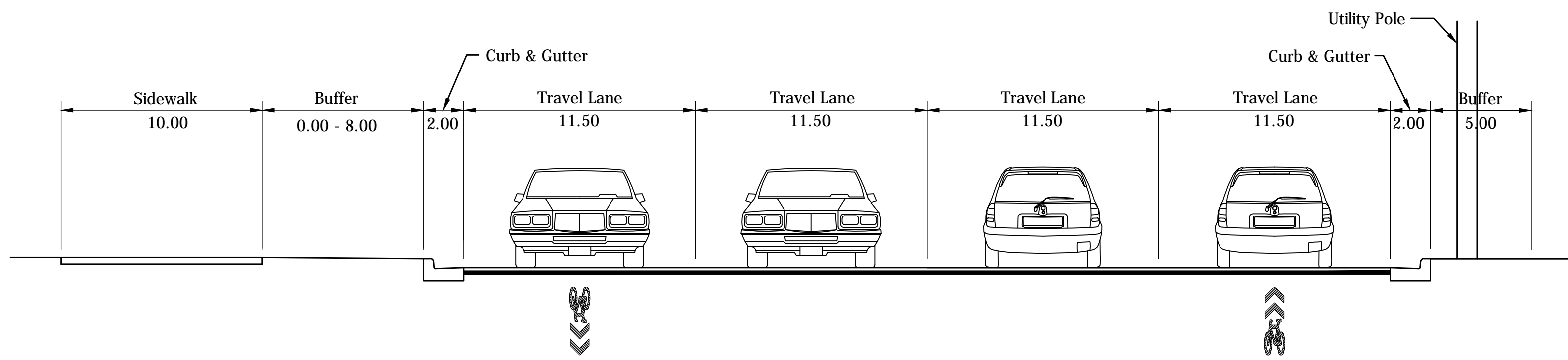


40B. 9th Street
SCALE: 1" = 10'
From Dover Lane to Ortman Lane

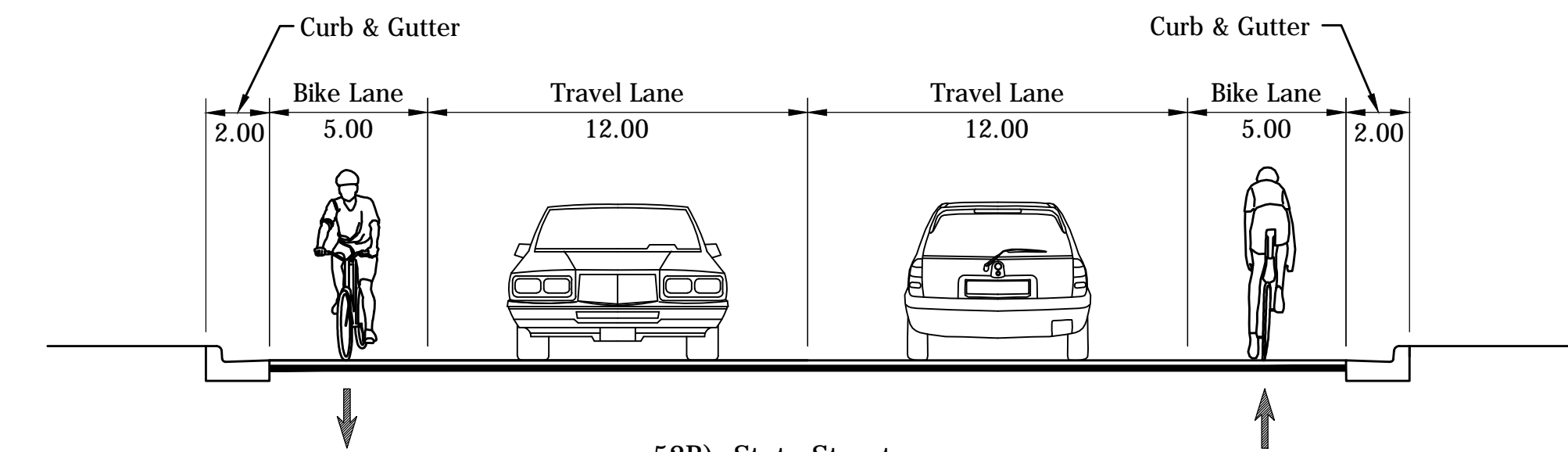
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



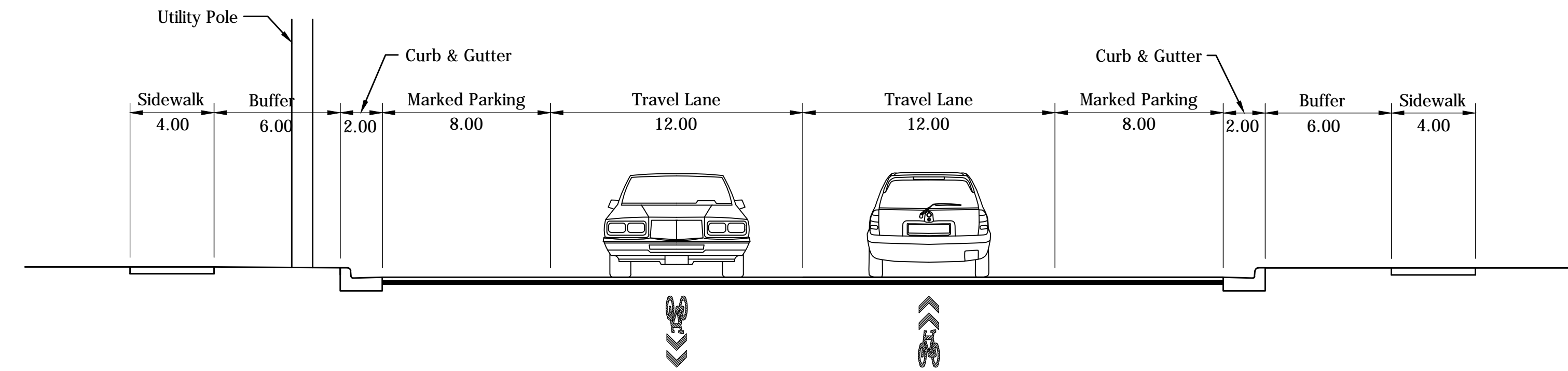
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



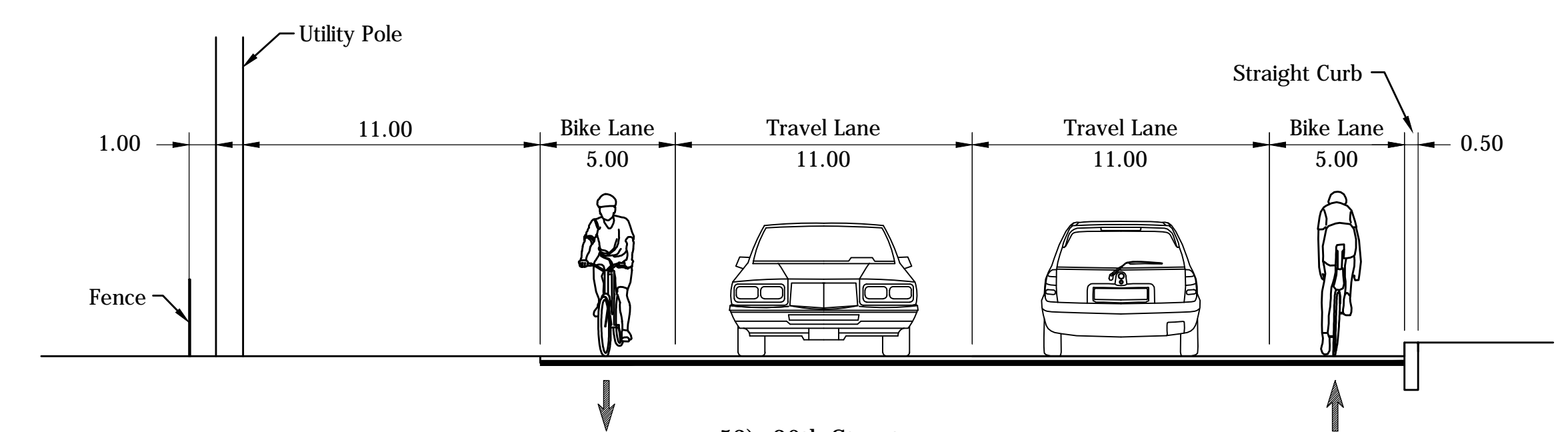
49). 18th Street
 SCALE: 1" = 10'
 From Jeff High School North Drive to Teal Road



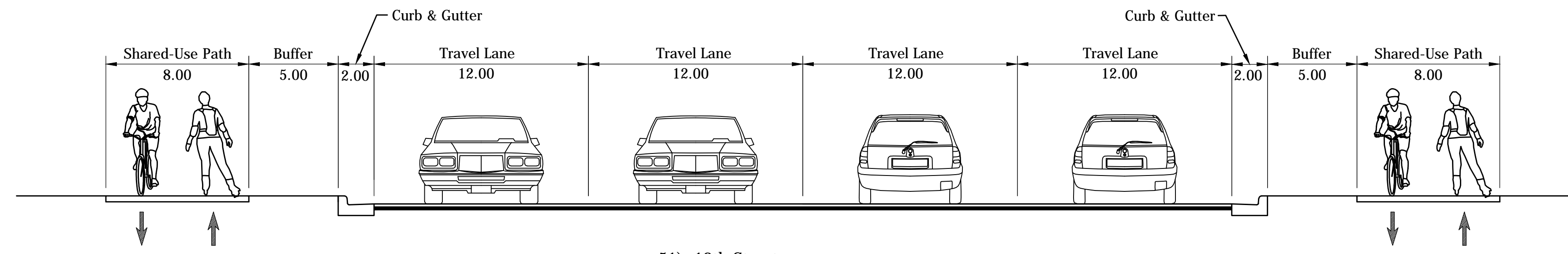
52B). State Street
 SCALE: 1" = 10'
 From Earl Avenue to 26th Street



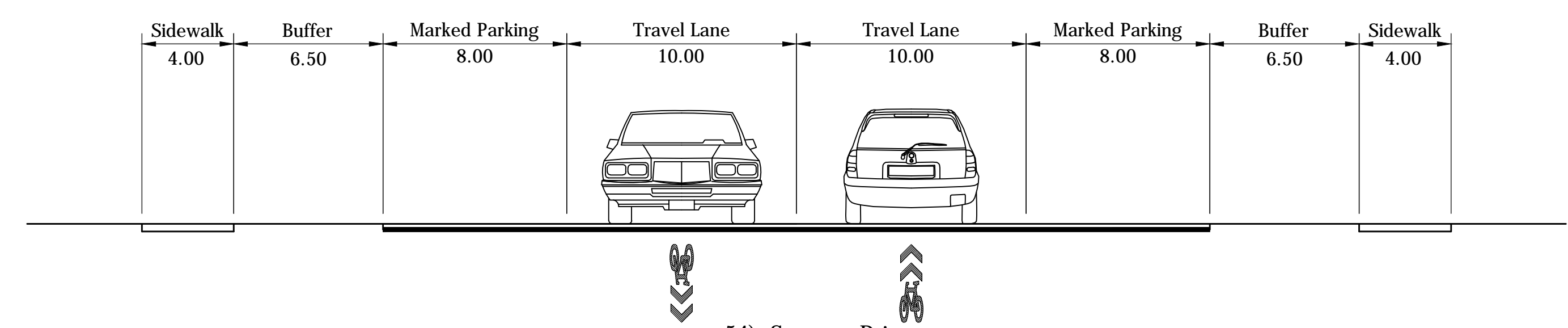
50). 18th Street
 SCALE: 1" = 10'
 From Teal Road to Brady Lane



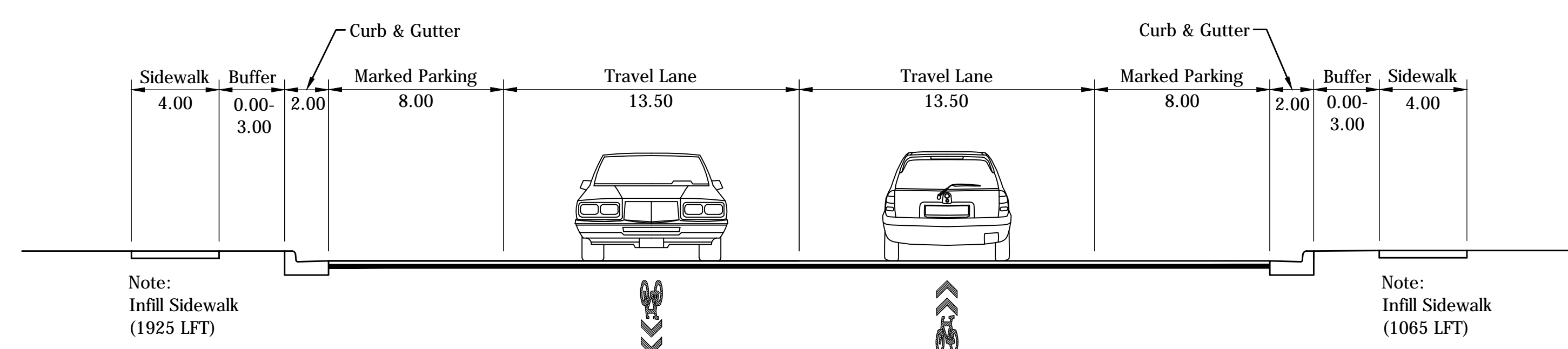
53). 26th Street
 SCALE: 1" = 10'
 From State Street to Teal Road



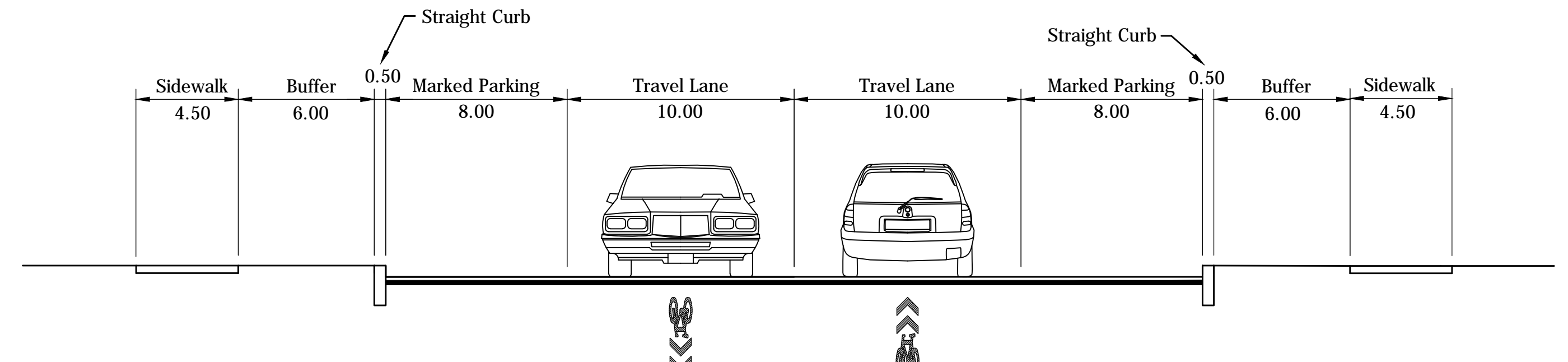
51). 18th Street
 SCALE: 1" = 10'
 From Brady Lane to Railroad



54). Sequoia Drive
 SCALE: 1" = 10'
 From Teal Road to Beck Lane



52A). State Street
 SCALE: 1" = 10'
 From 18th Street to Earl Avenue

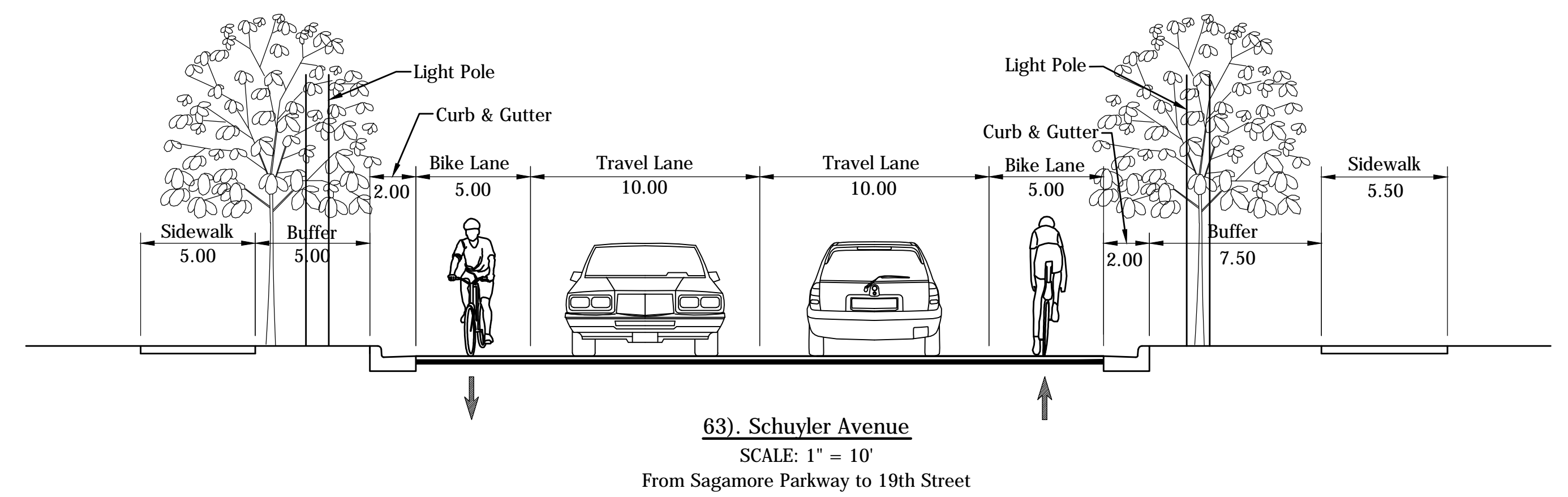
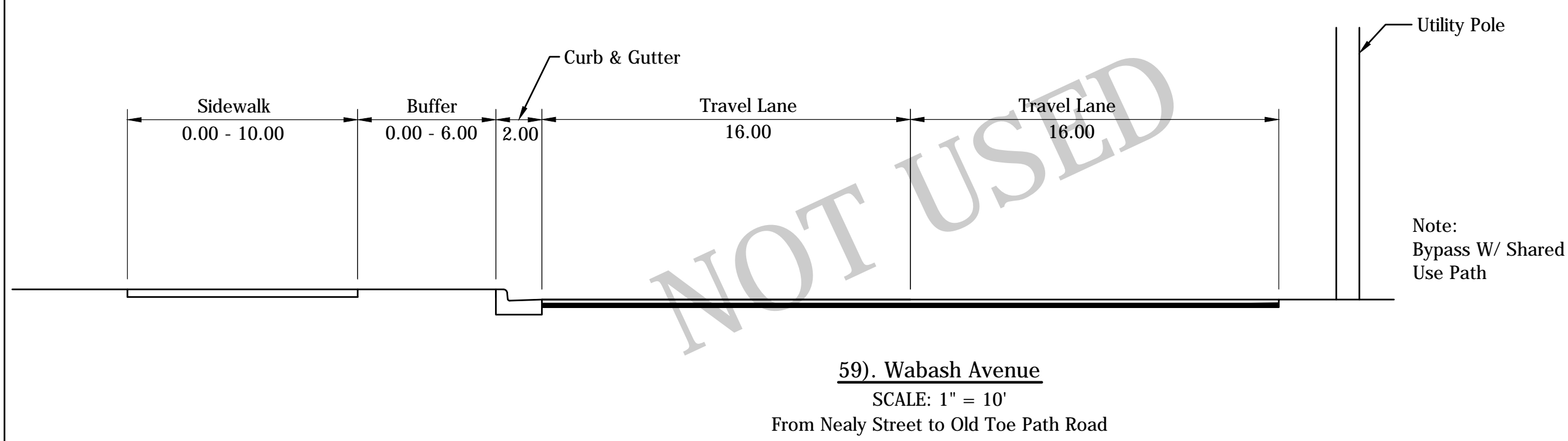
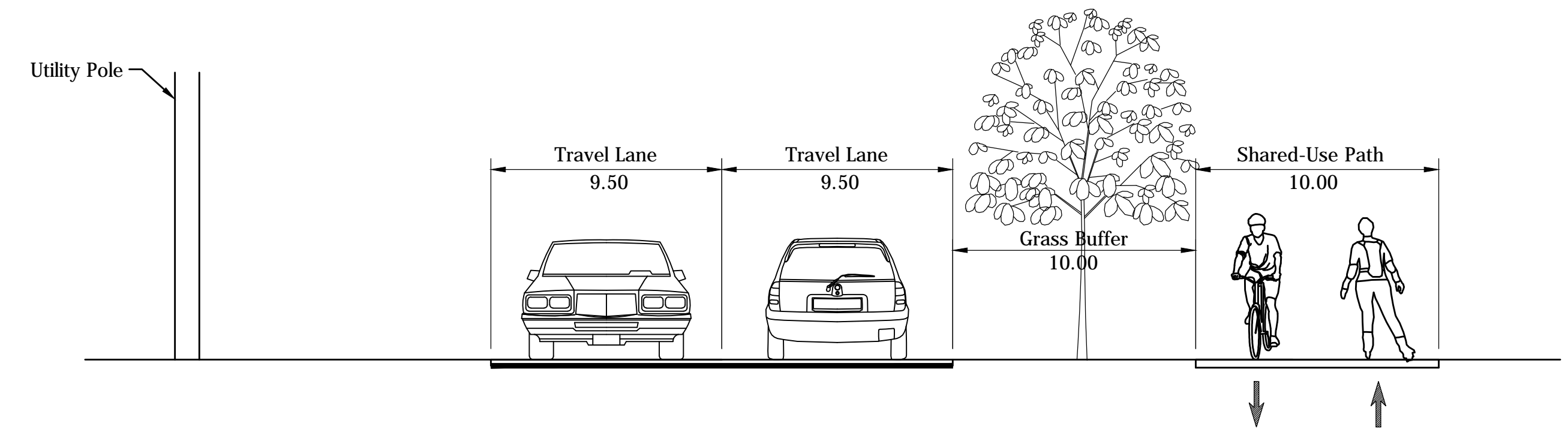
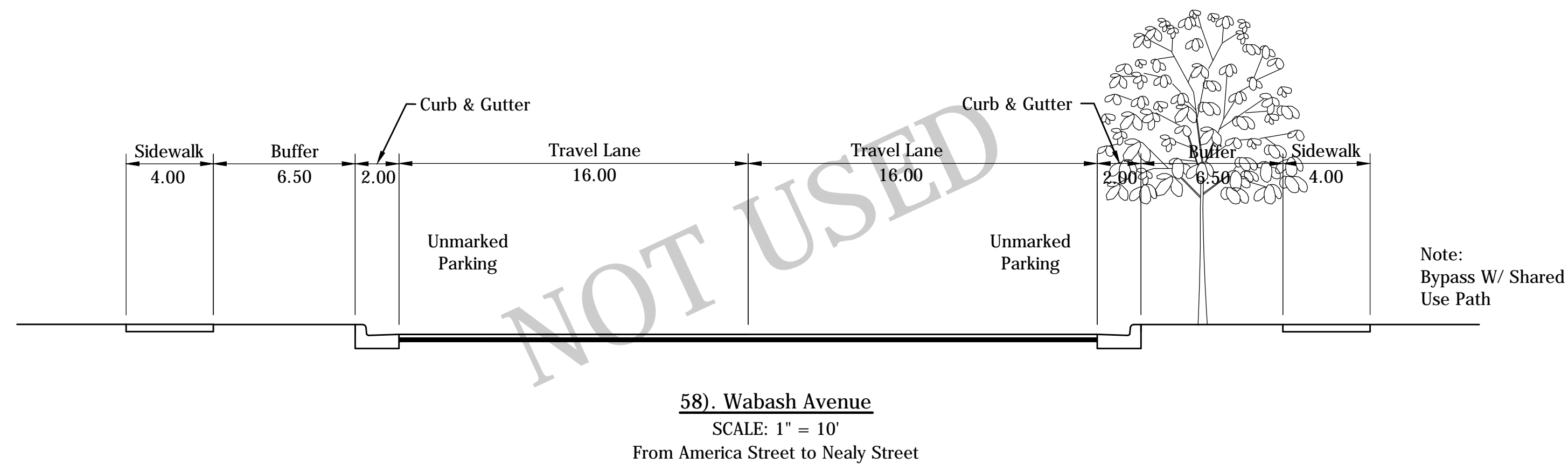
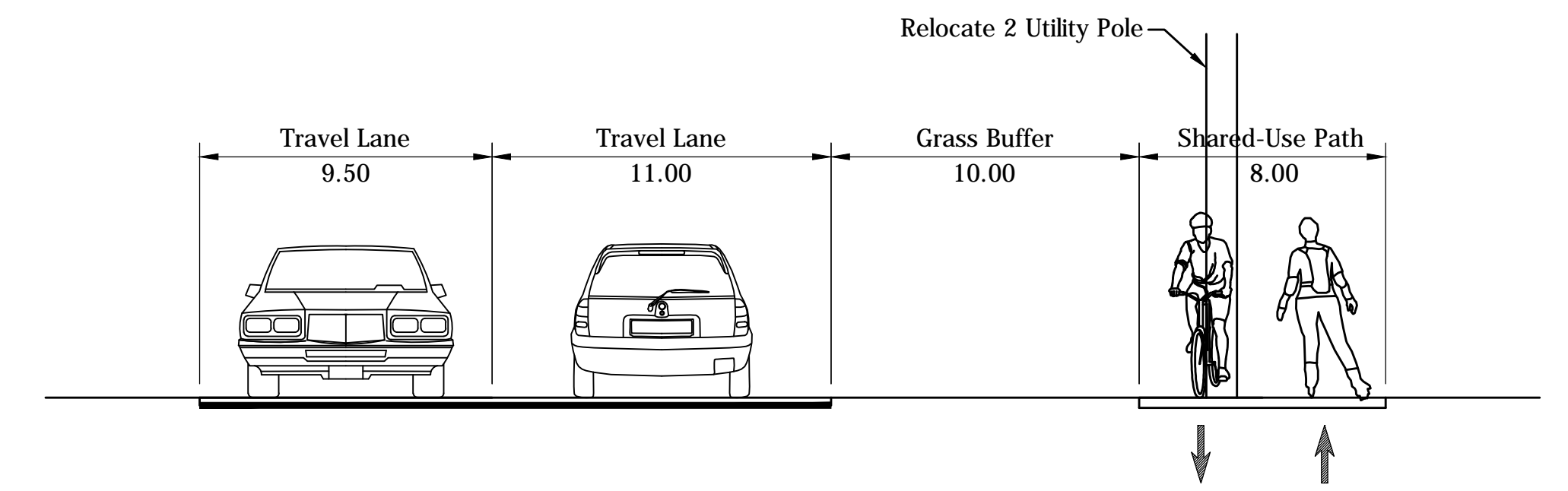
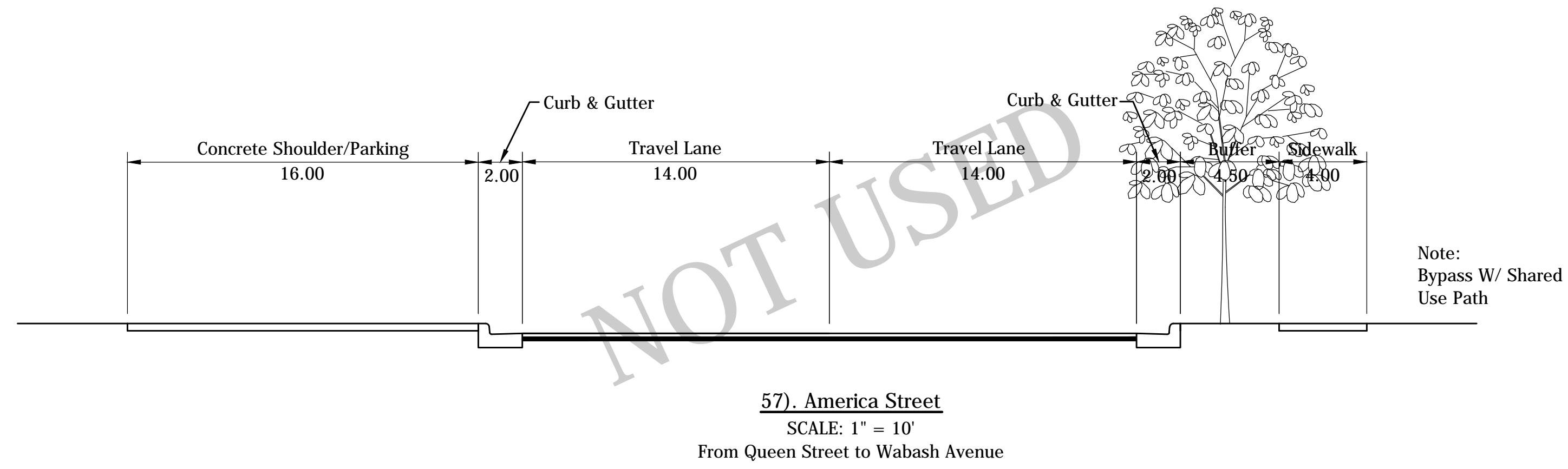
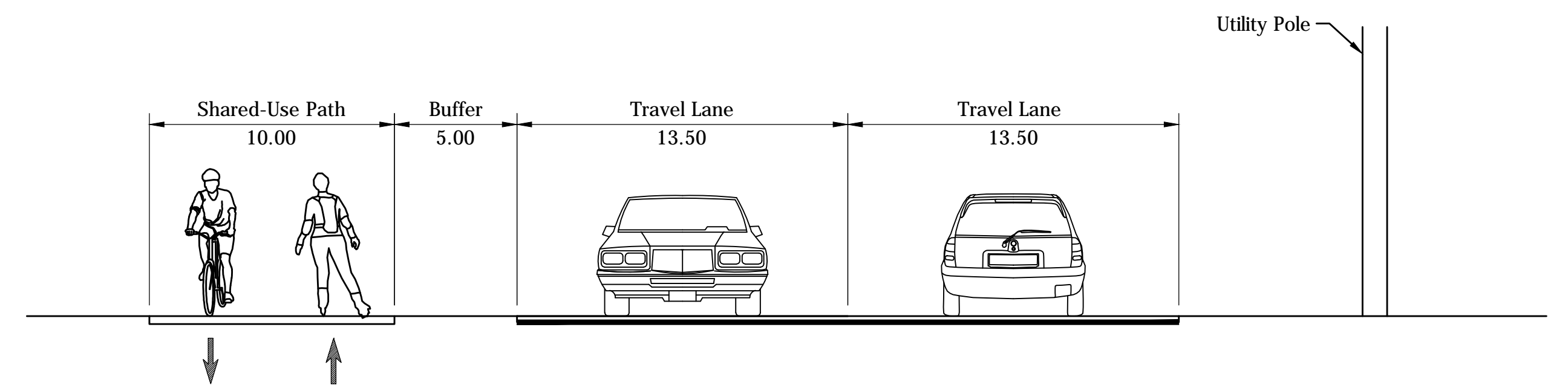
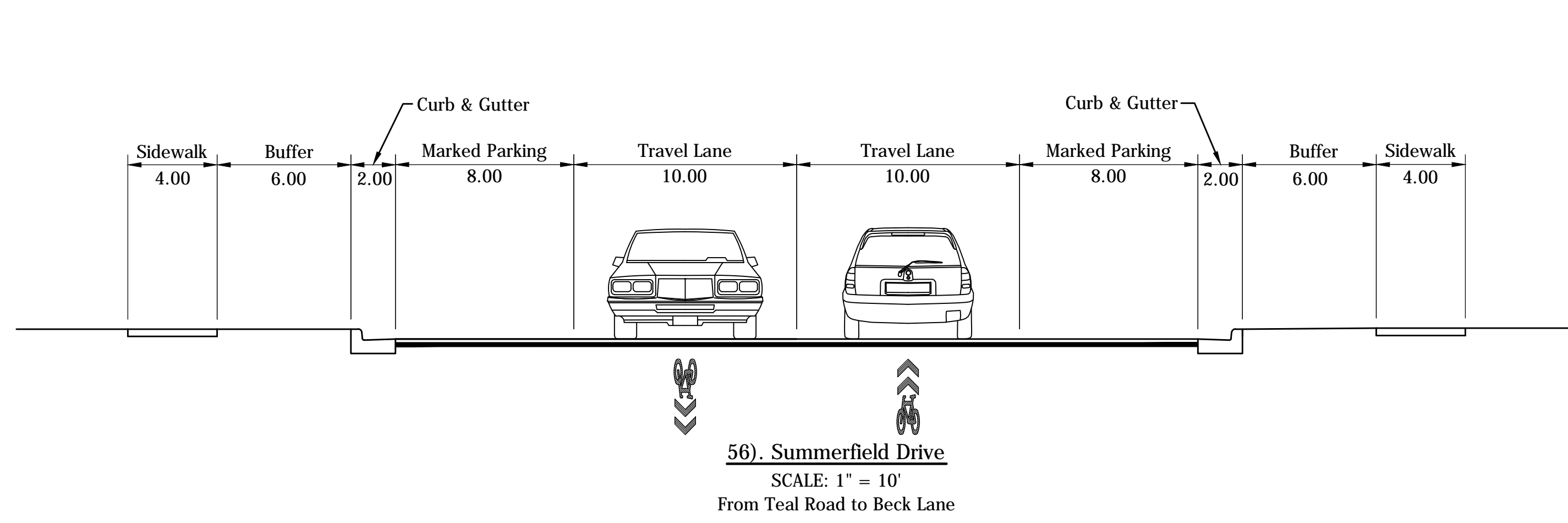


55). Comanche Trail
 SCALE: 1" = 10'
 From Beck Lane to Brady Lane

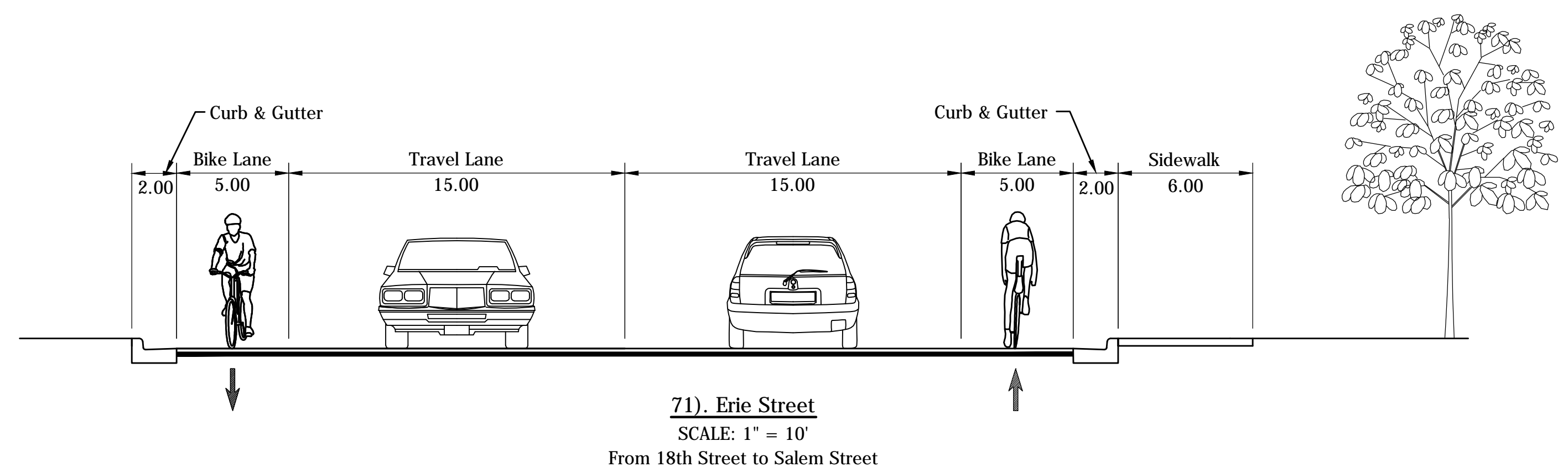
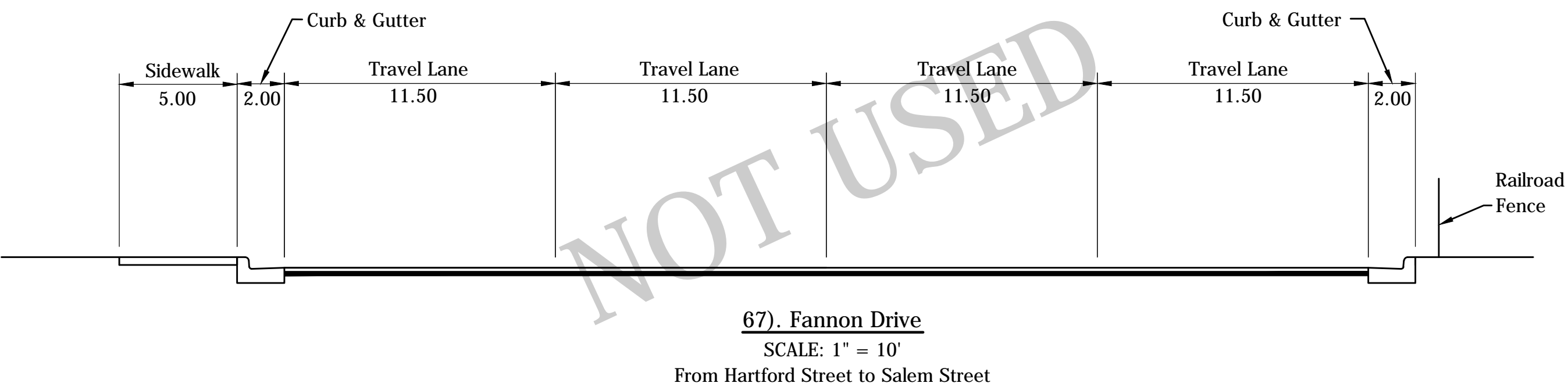
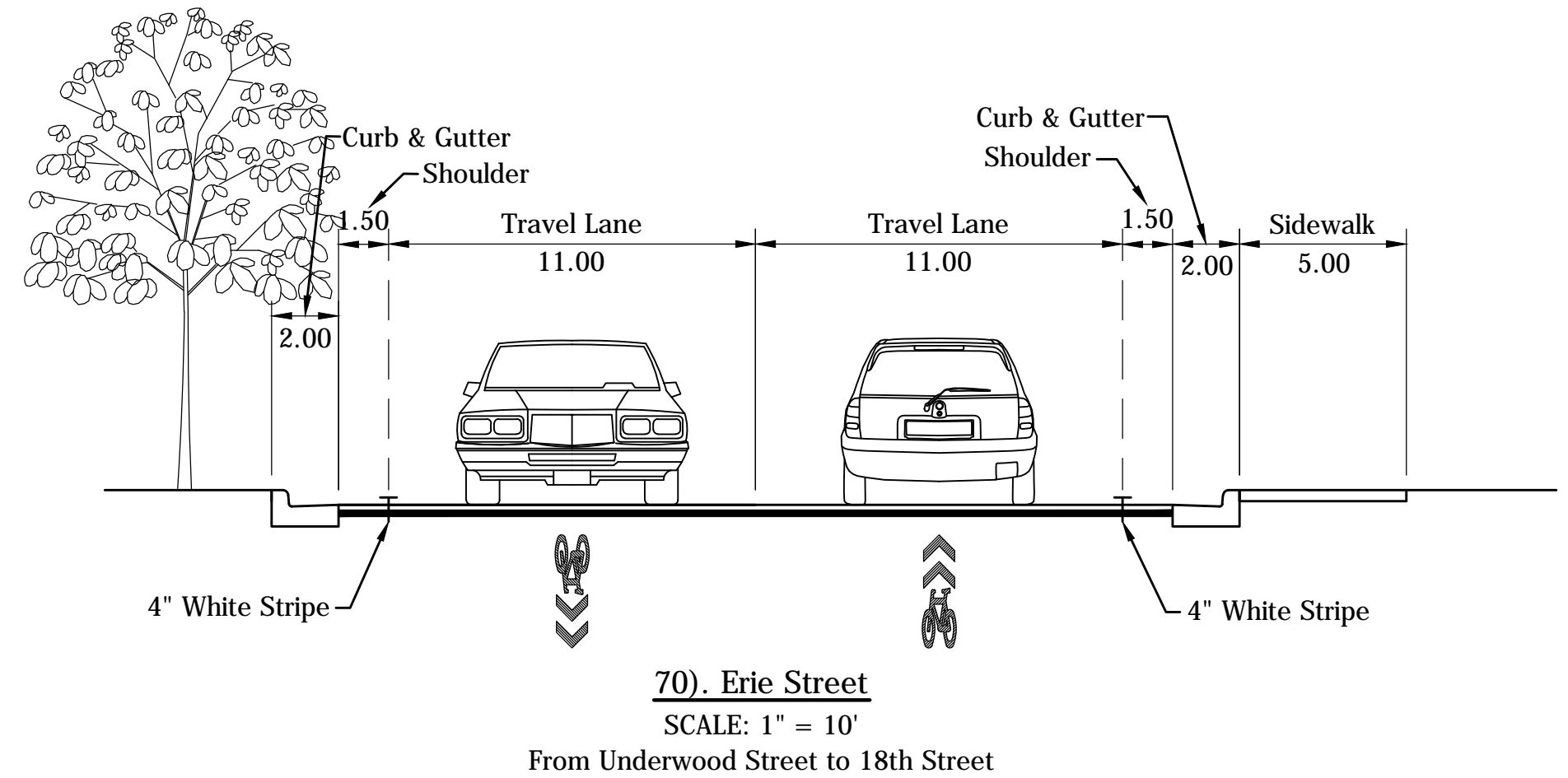
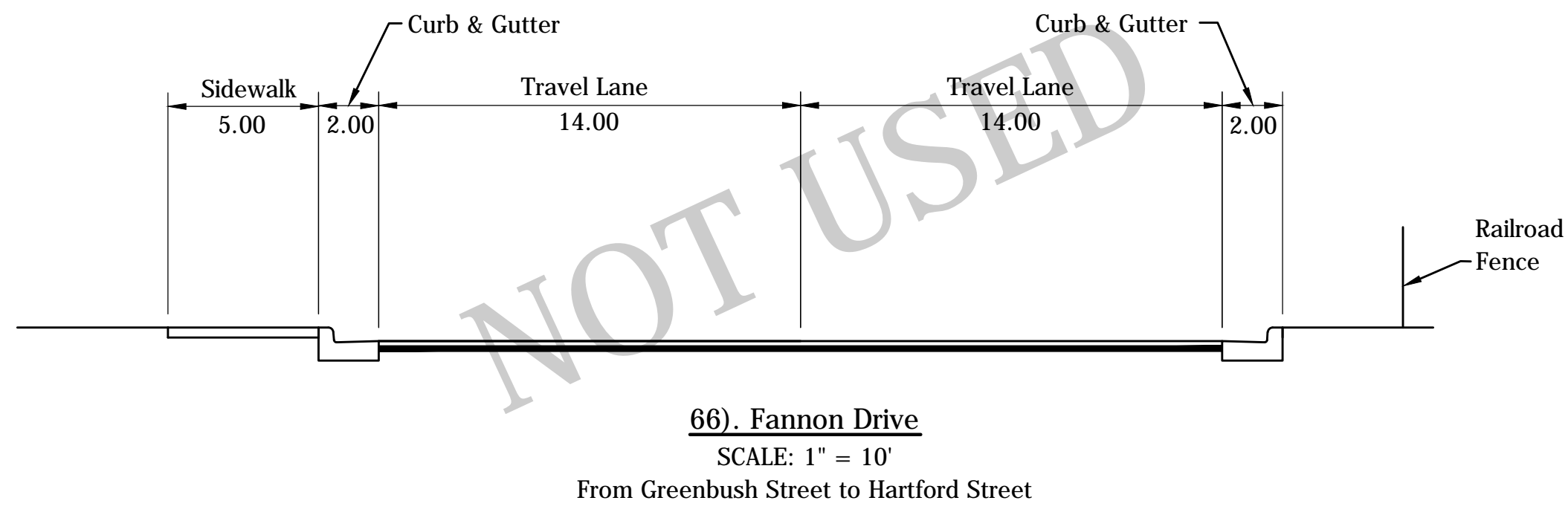
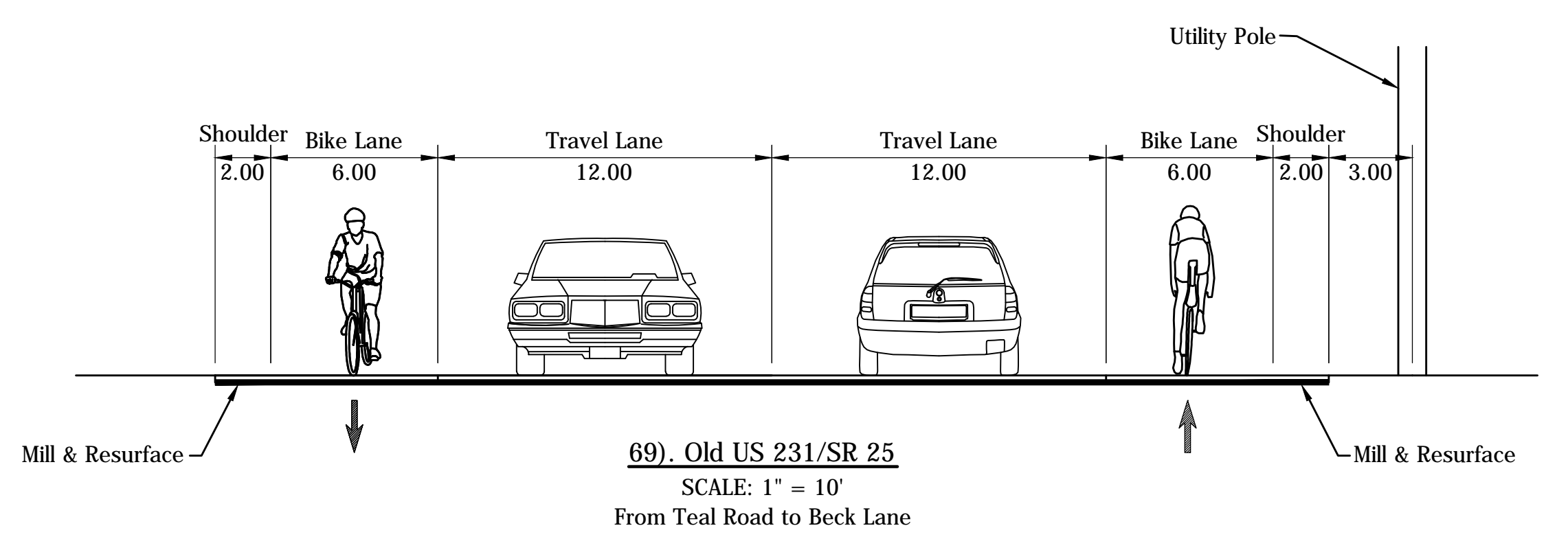
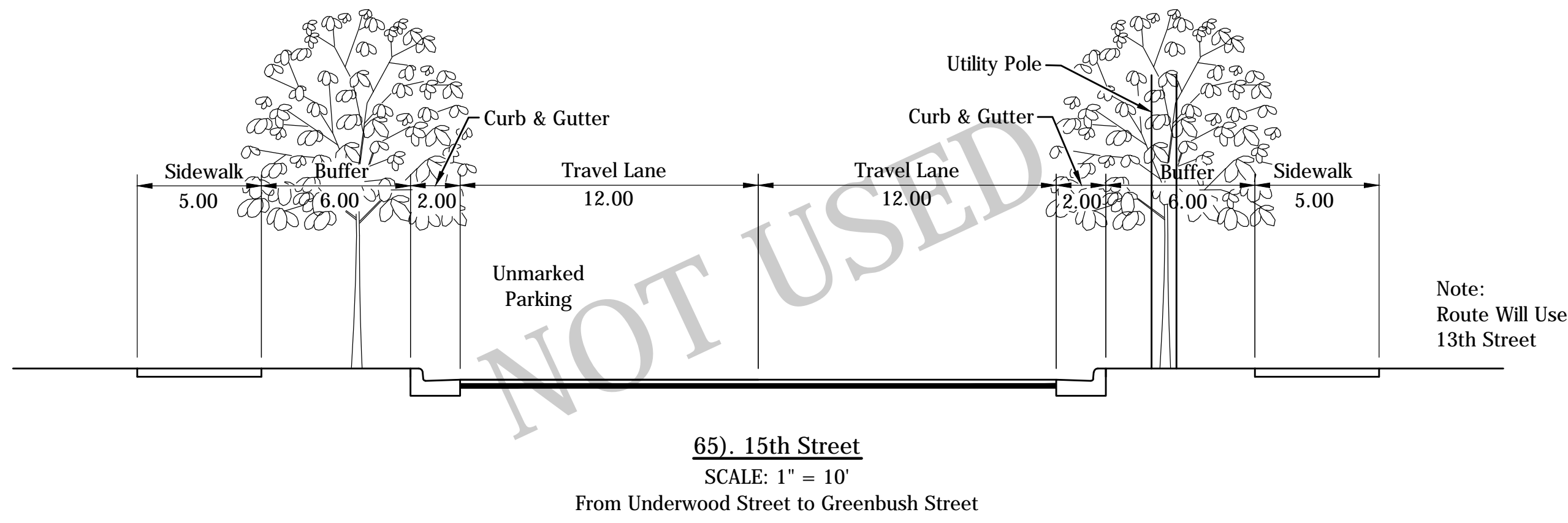
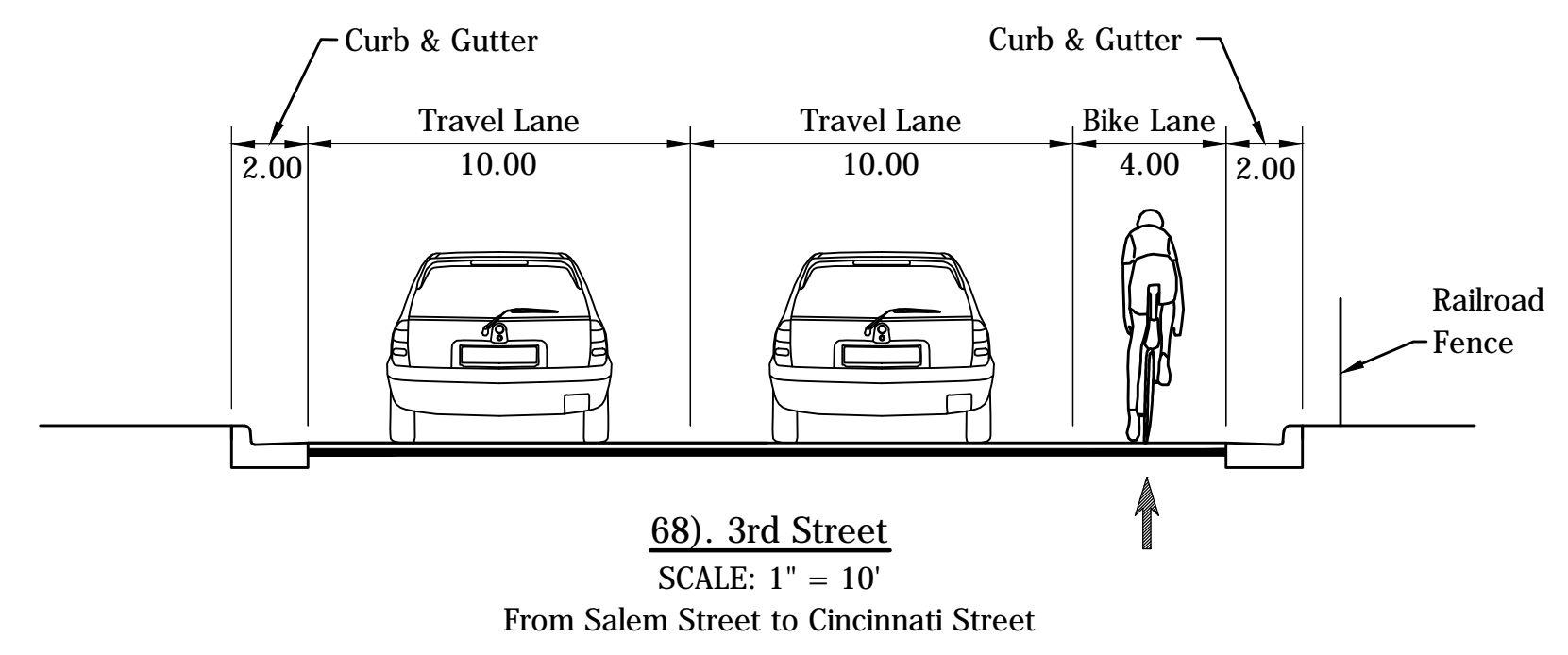
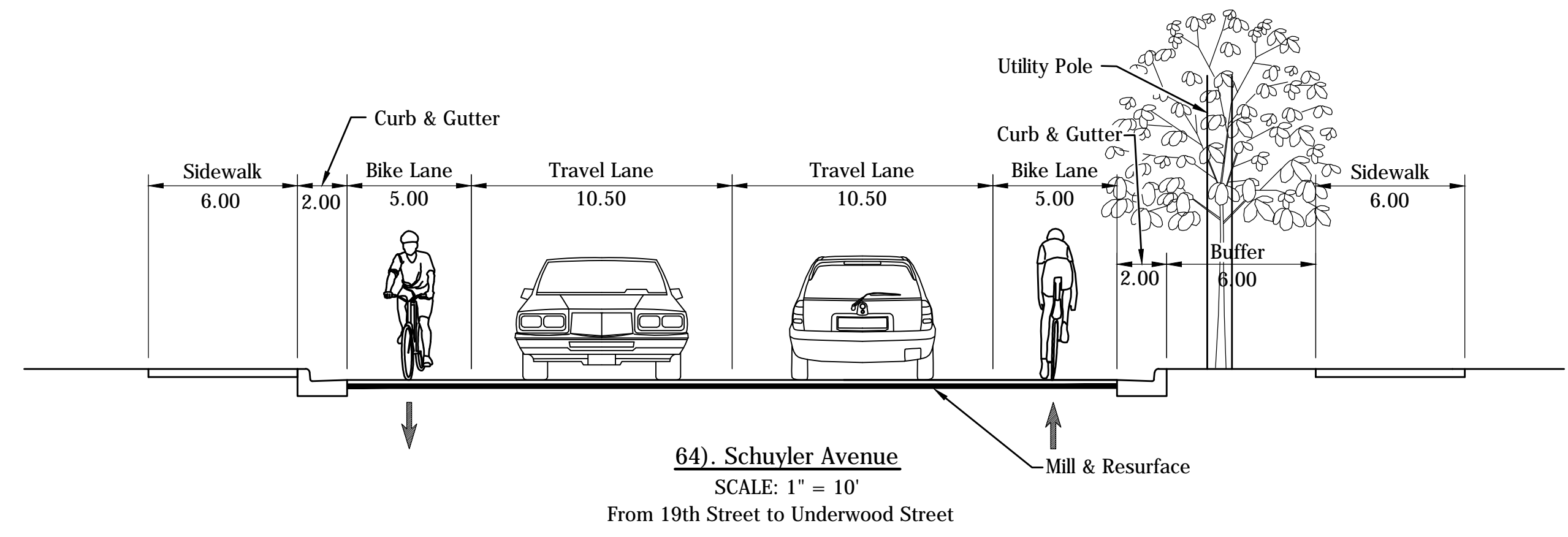
Note:
 Infill Sidewalk
 (1925 LFT)

Note:
 Infill Sidewalk
 (1065 LFT)

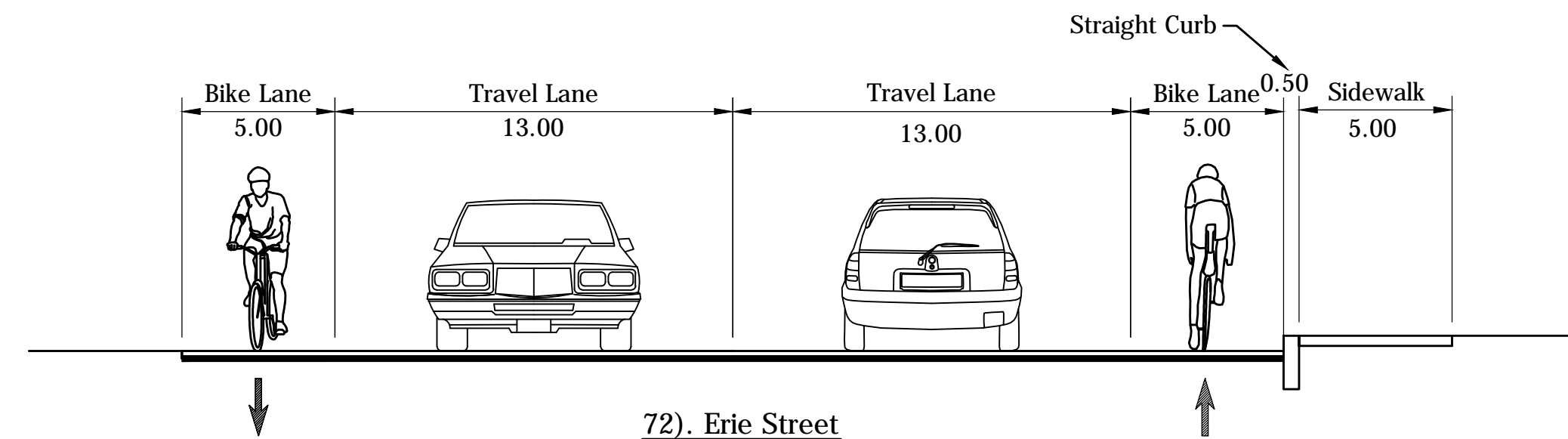
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



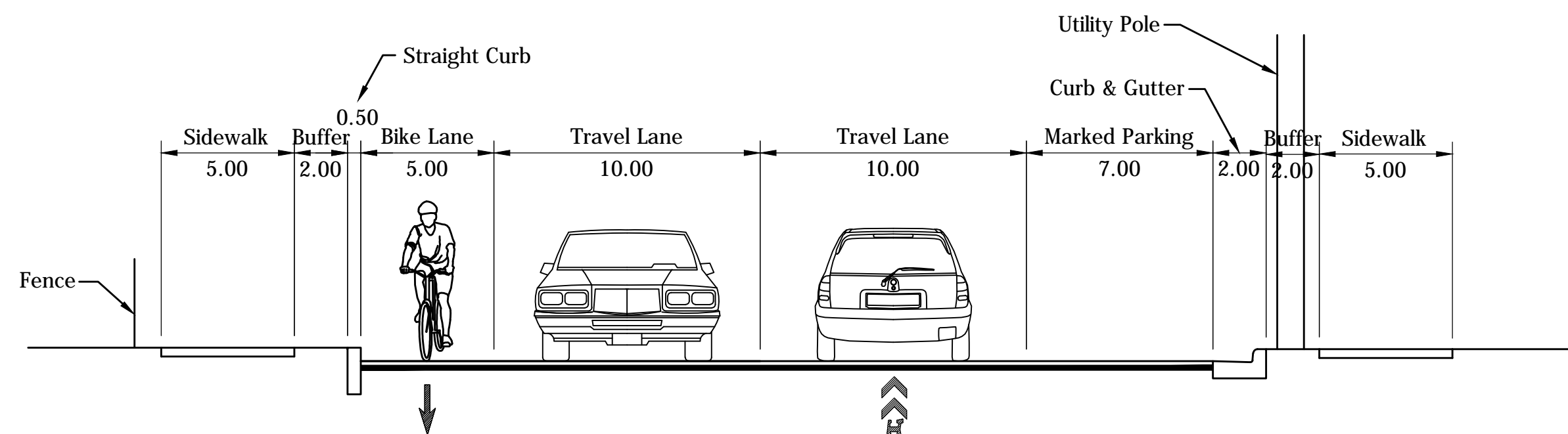
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



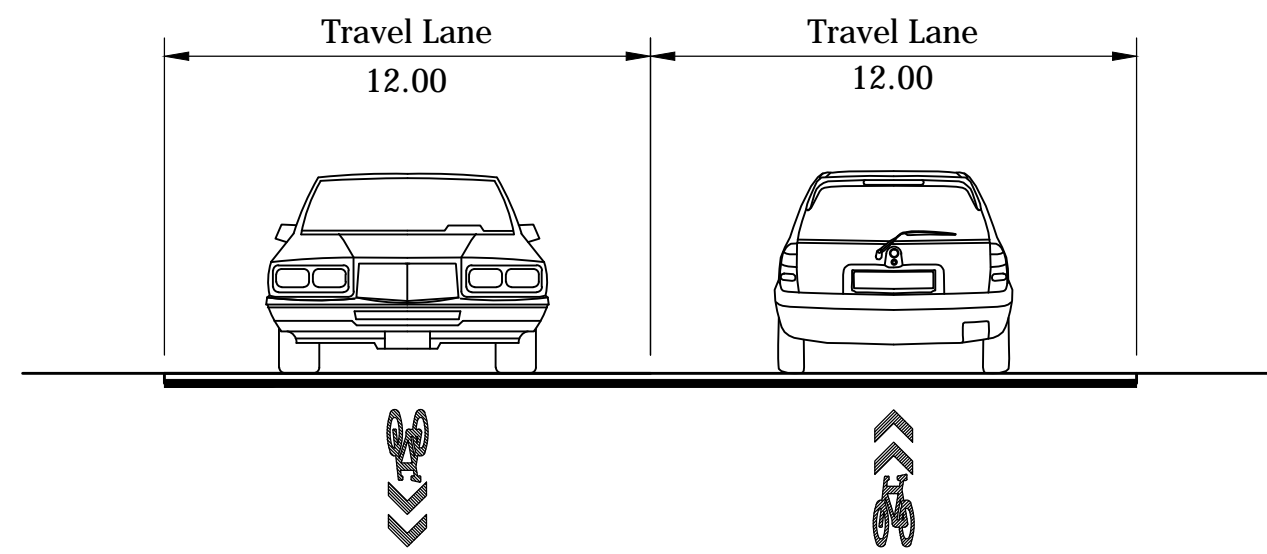
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



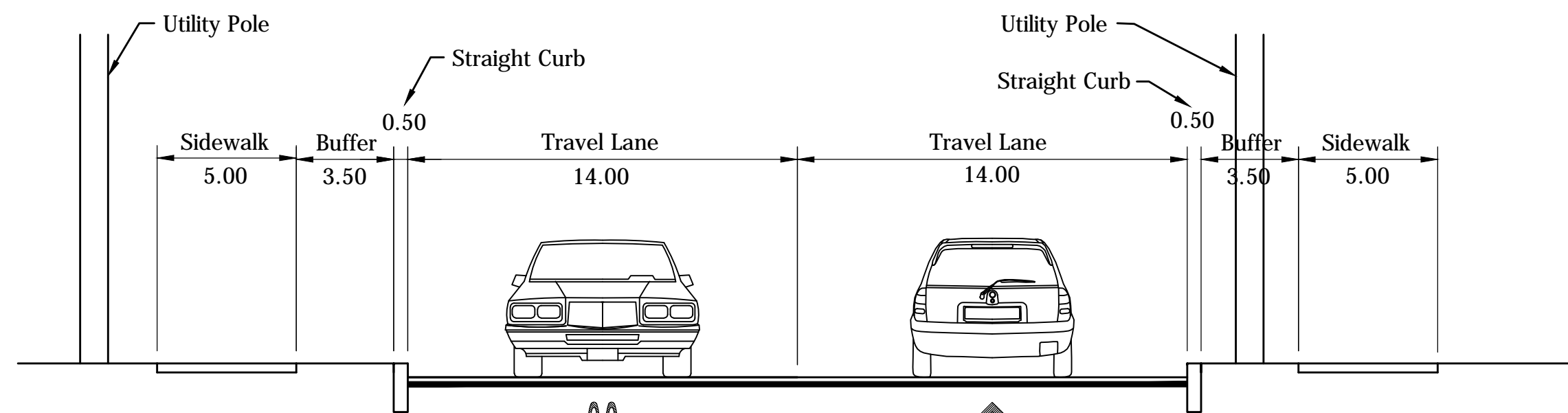
72). Erie Street
SCALE: 1" = 10'
From Salem Street to Cincinnati Street



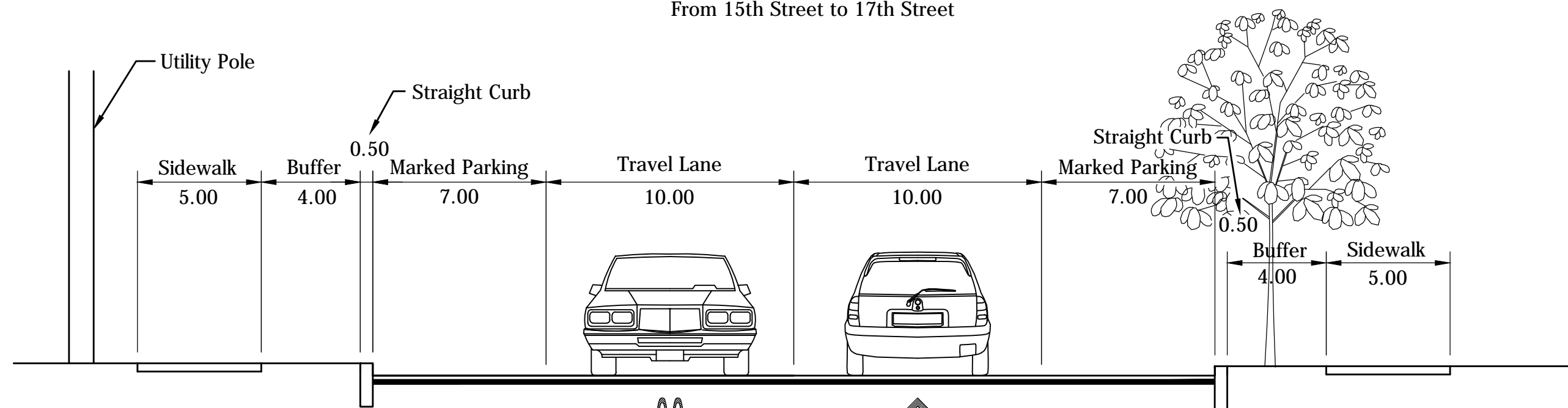
73). Erie Street
SCALE: 1" = 10'
From Cincinnati Street to Ferry Street



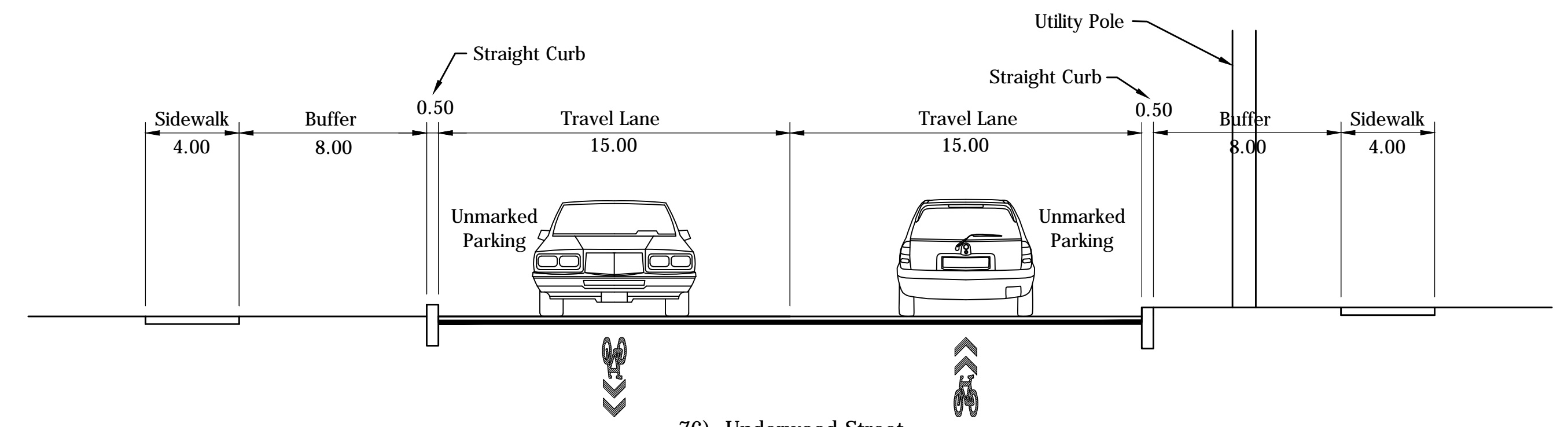
74A). Underwood Street
SCALE: 1" = 10'
From 13th Street to 15th Street



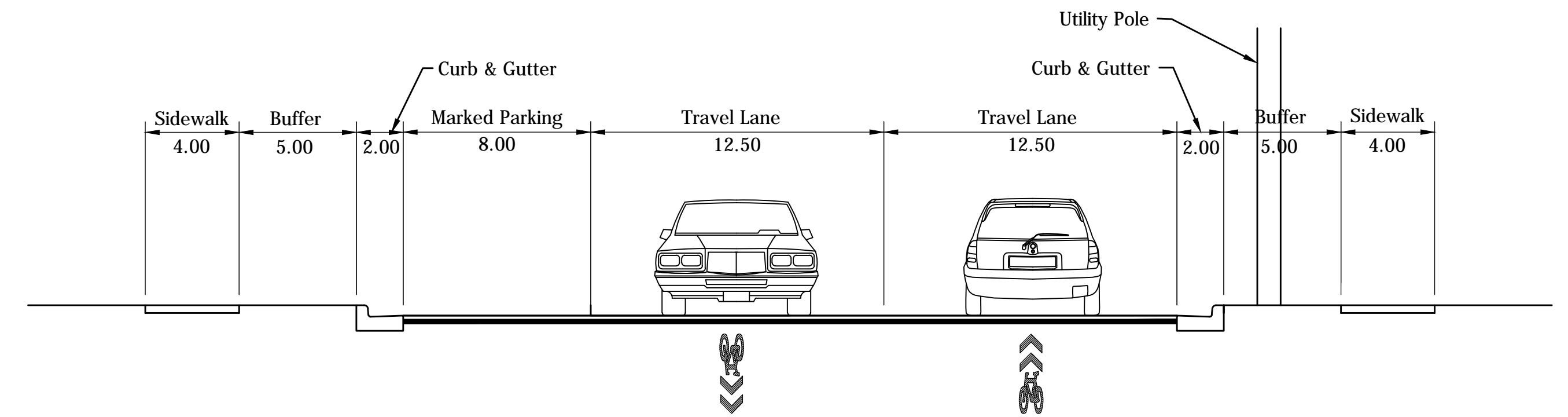
74B). Underwood Street
SCALE: 1" = 10'
From 15th Street to 17th Street



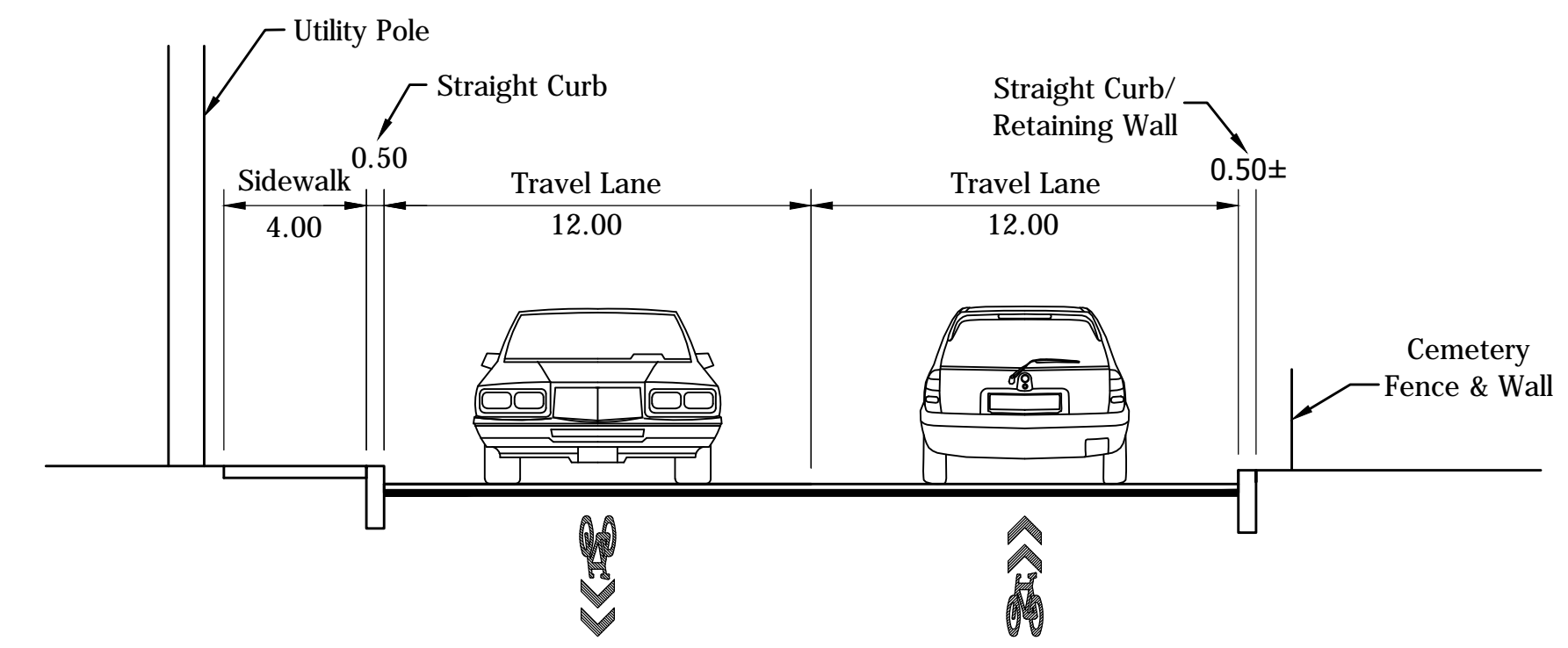
75). Underwood Street
SCALE: 1" = 10'
From 17th Street to 19th Street



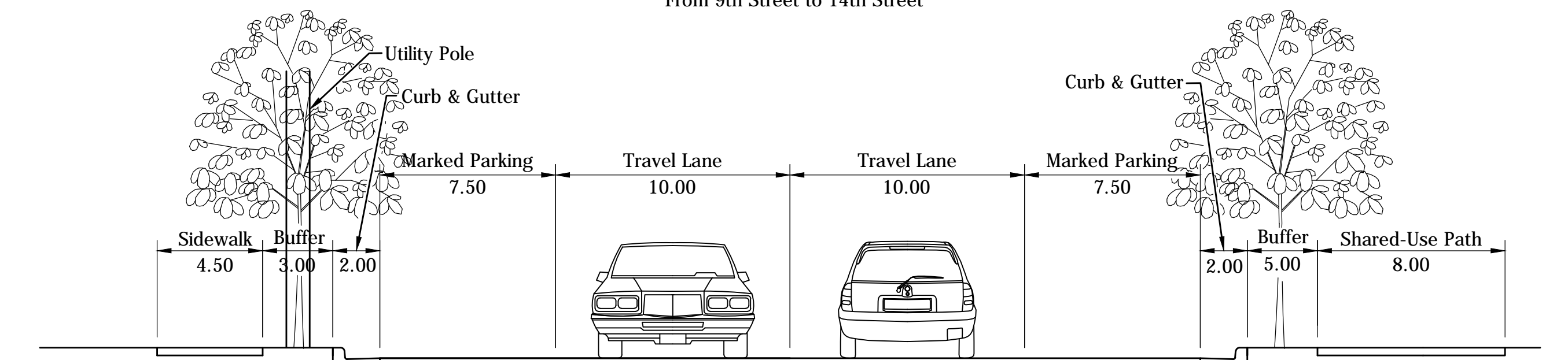
76). Underwood Street
SCALE: 1" = 10'
From 19th Street to Erie Street



77). Underwood Street
SCALE: 1" = 10'
From Erie Street to Sagamore Parkway

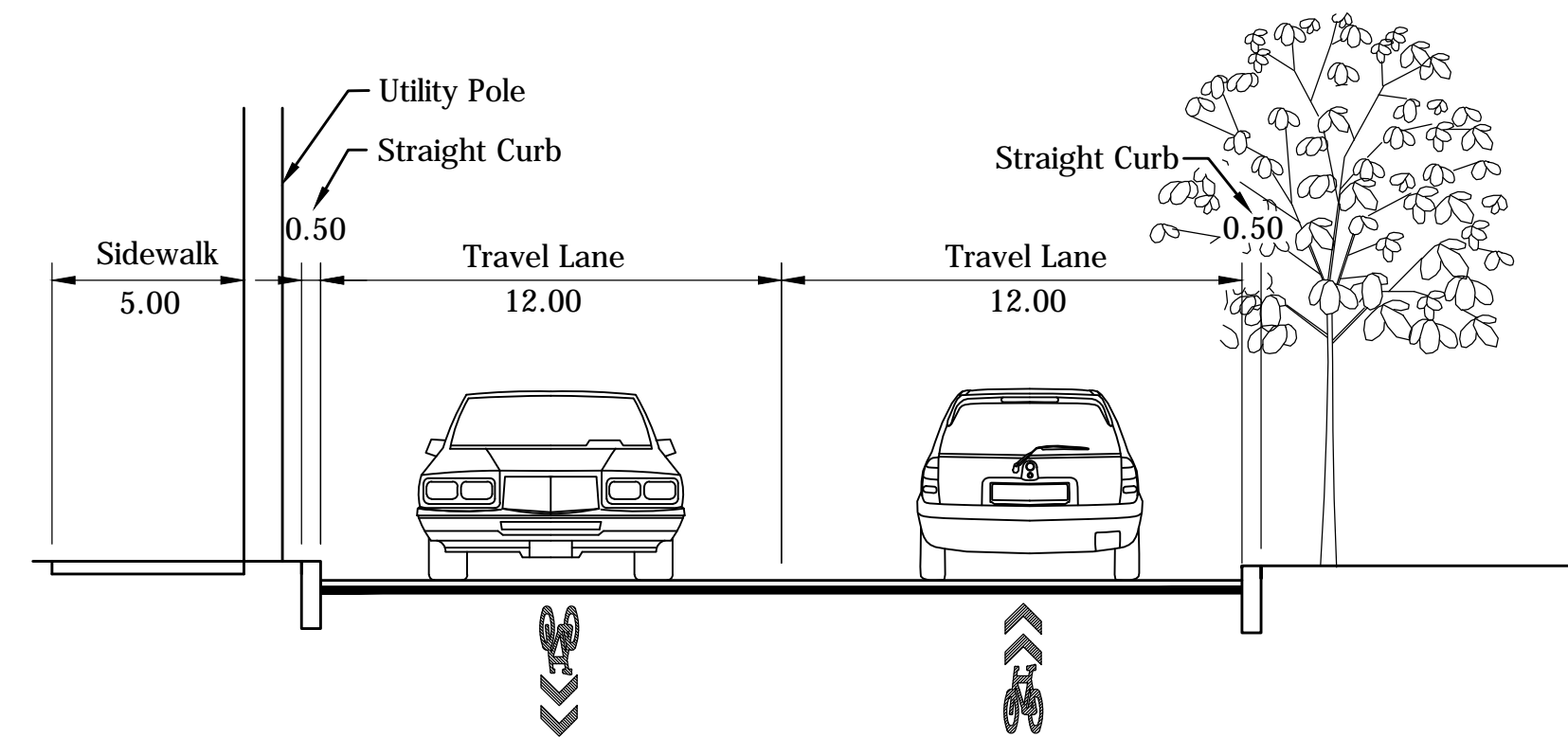


78). Greenbush Street
SCALE: 1" = 10'
From 9th Street to 14th Street



79). Greenbush Street
SCALE: 1" = 10'
From 12th Street to Erie Street

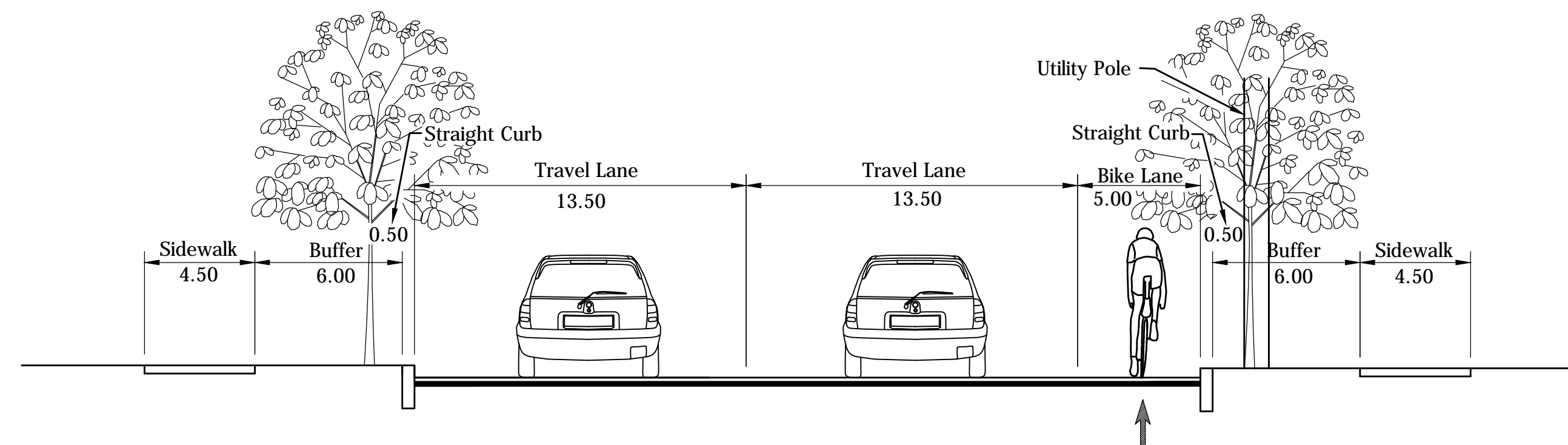
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



80). Greenbush Street

SCALE: 1" = 10'

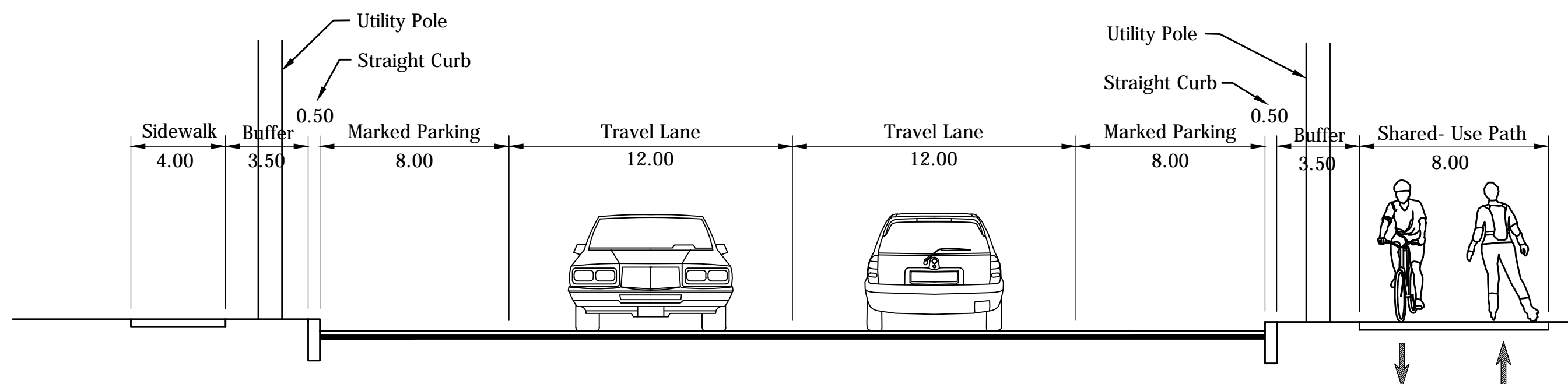
From Erie Street to Elmwood Avenue



84). Salem Street

SCALE: 1" = 10'

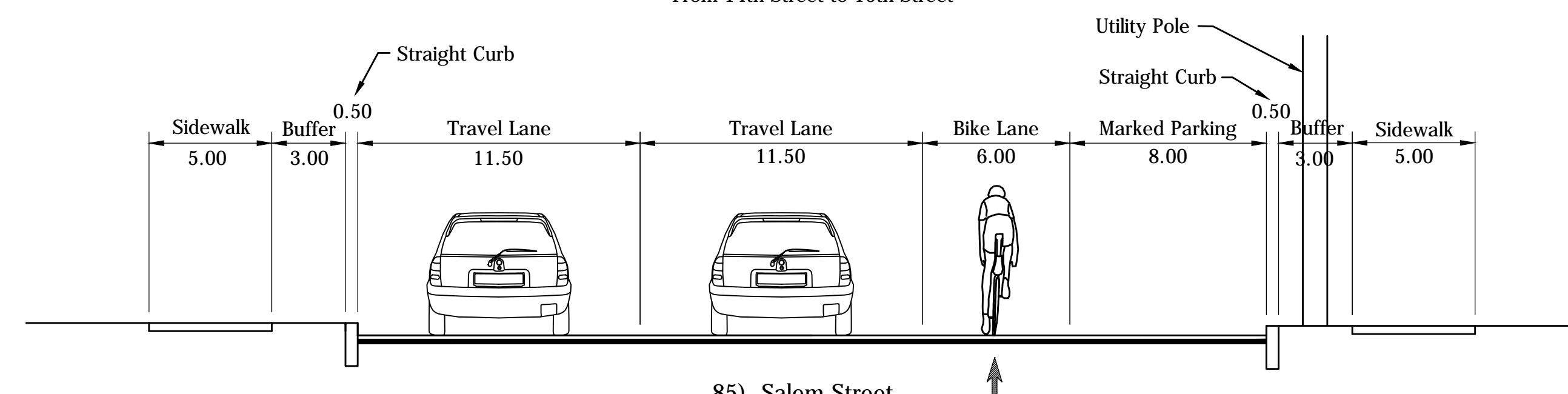
From 14th Street to 10th Street



81). Greenbush Street

SCALE: 1" = 10'

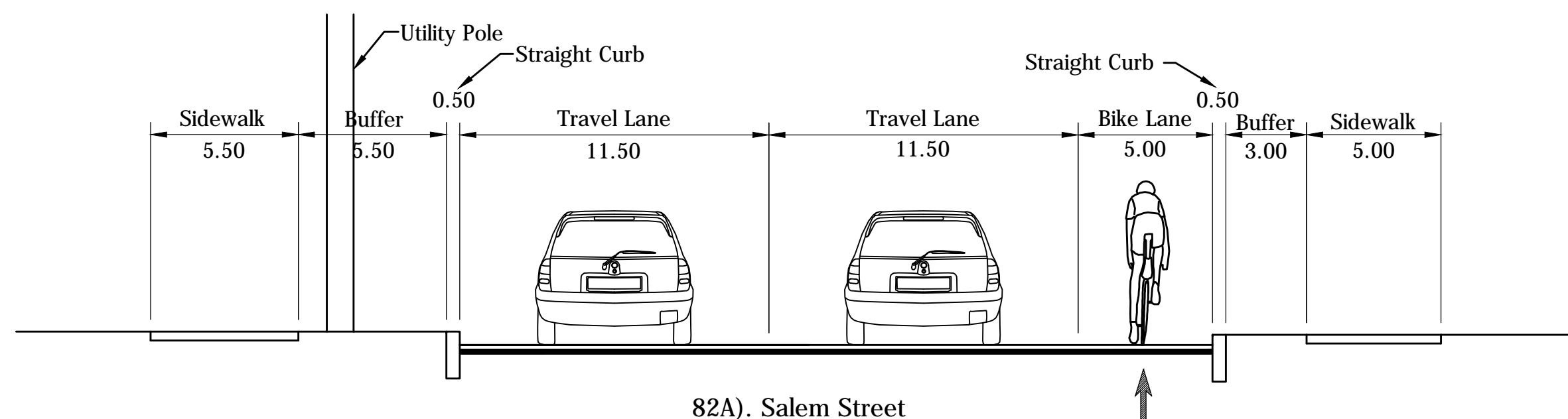
From Elmwood Avenue to Sagamore Parkway



85). Salem Street

SCALE: 1" = 10'

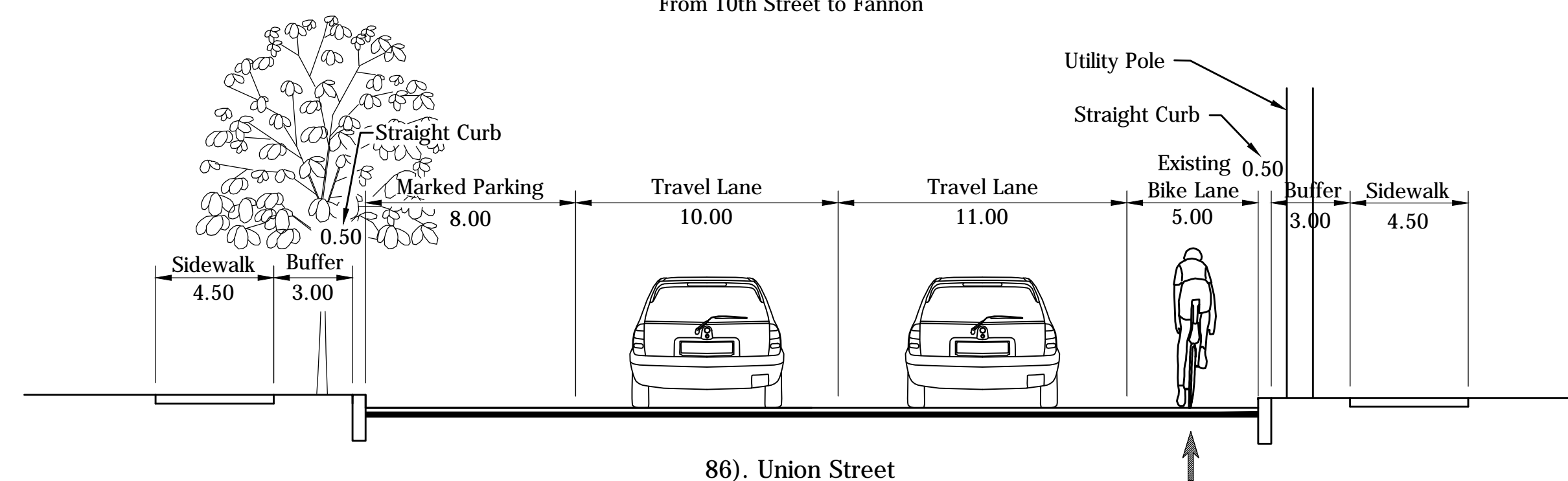
From 10th Street to Fannon



82A). Salem Street

SCALE: 1" = 10'

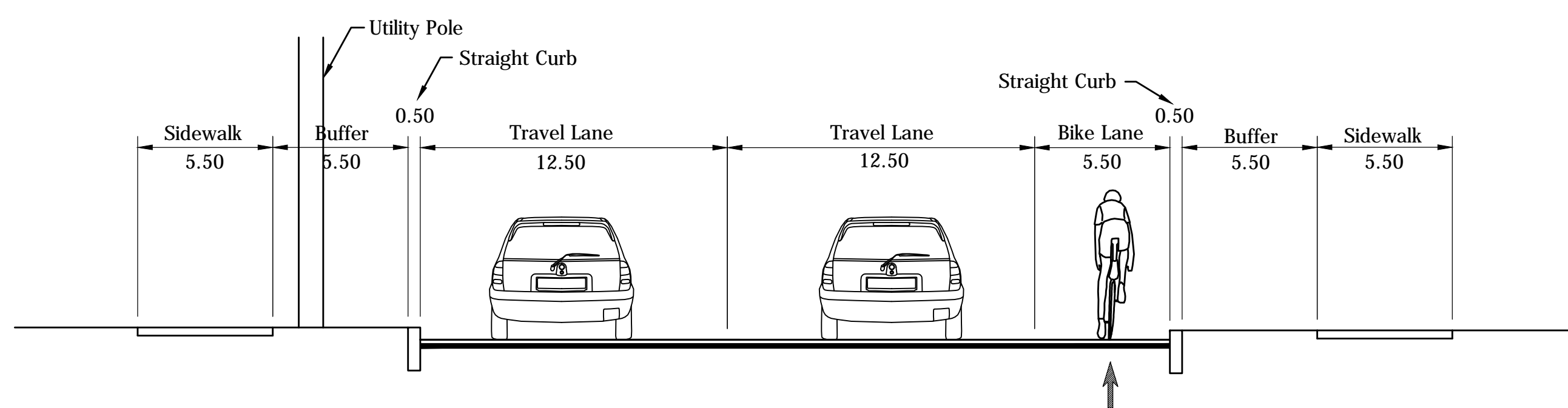
From Union Street to 20th Street



86). Union Street

SCALE: 1" = 10'

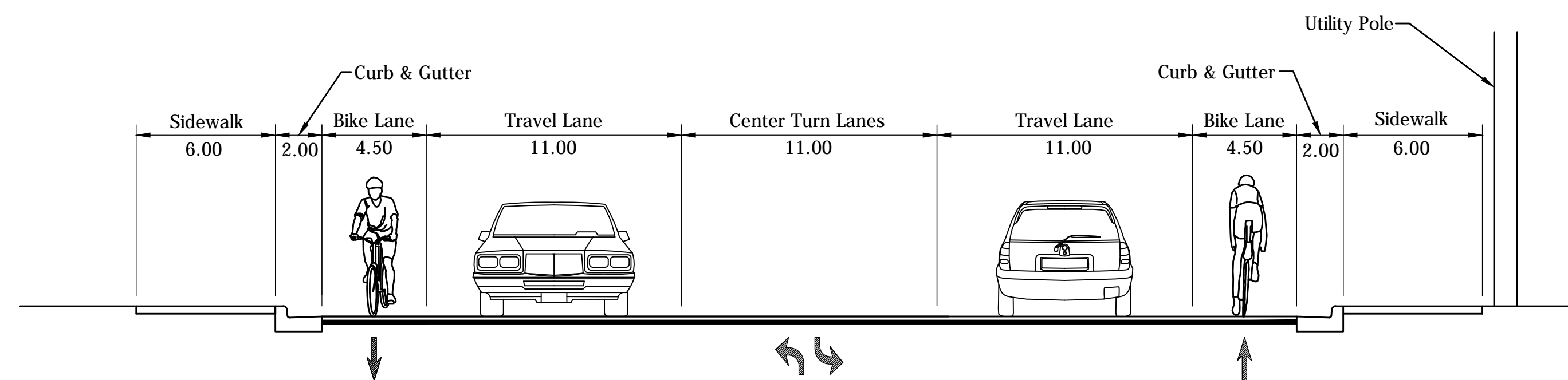
From R.R. Overpass to 21st Street



82B). Salem Street

SCALE: 1" = 10'

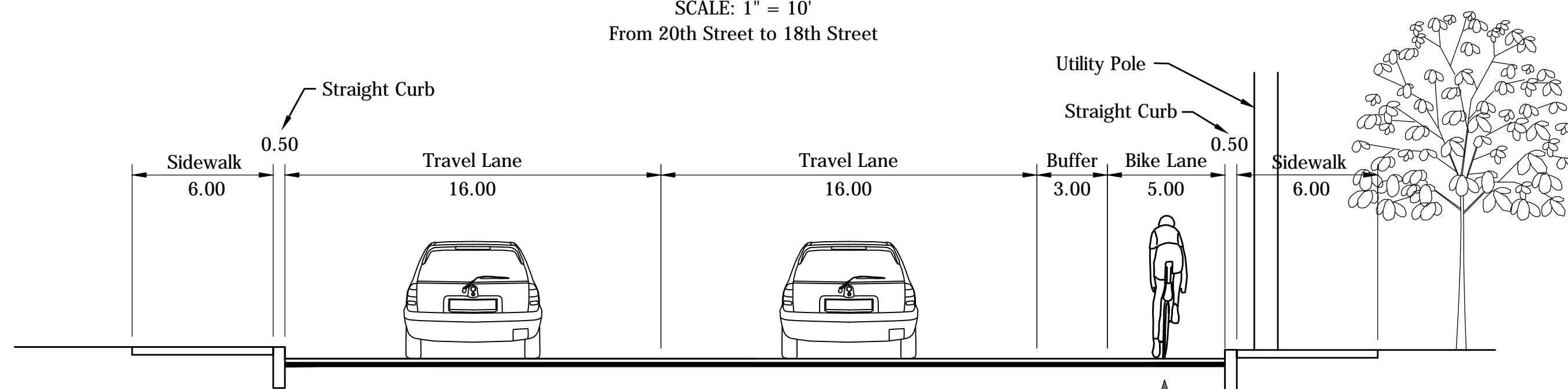
From 20th Street to 18th Street



87). Union Street

SCALE: 1" = 10'

From 21st Street to Sagamore parkway

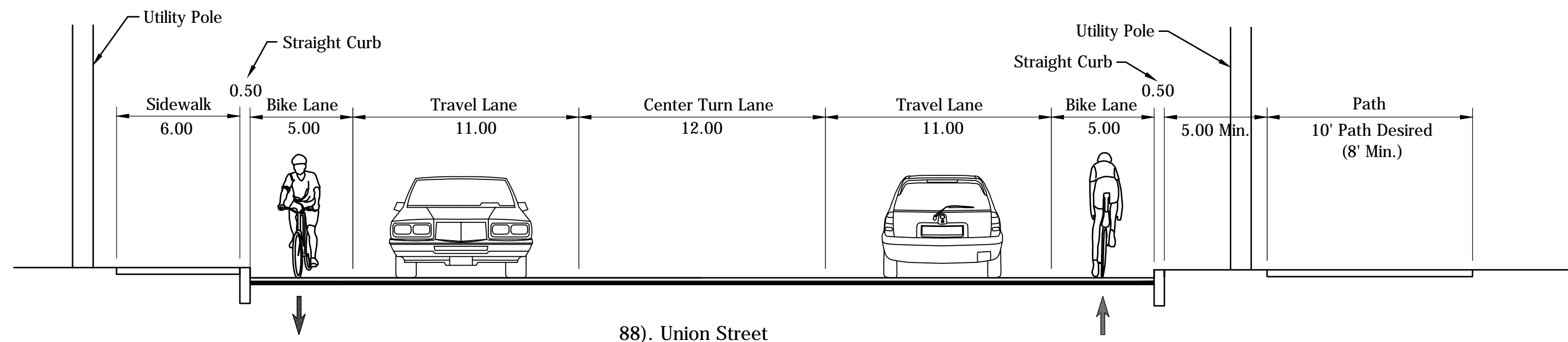


83). Salem Street

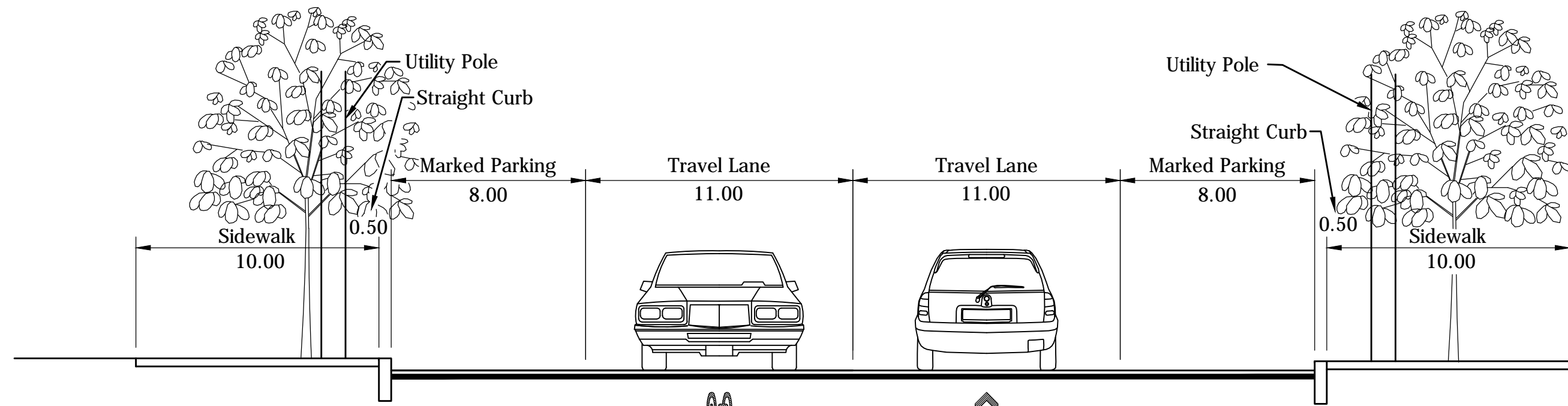
SCALE: 1" = 10'

From 18th Street to 14th Street

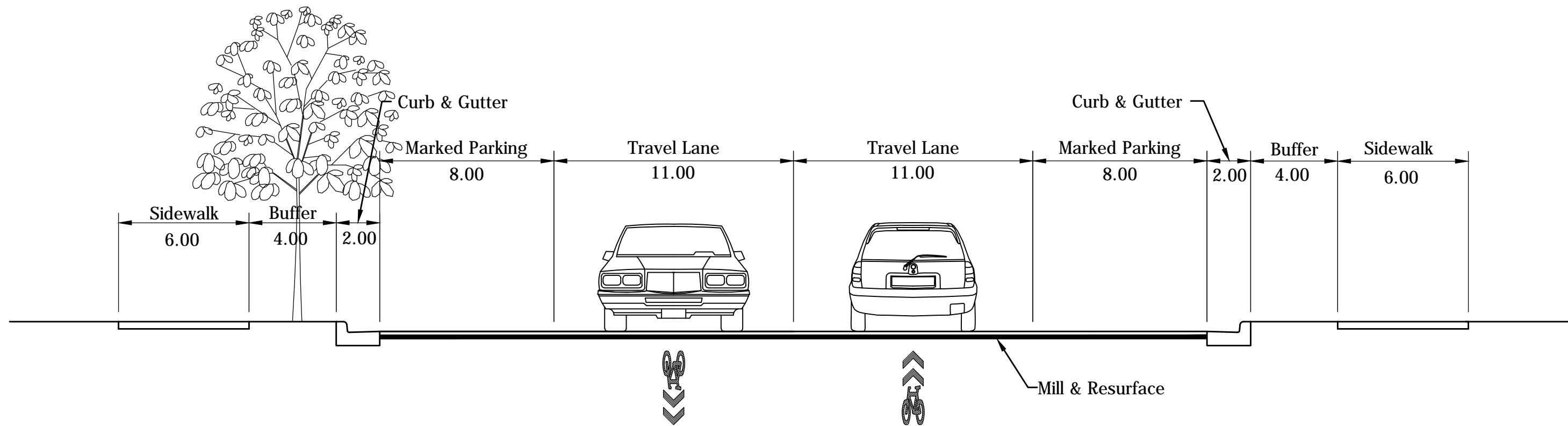
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



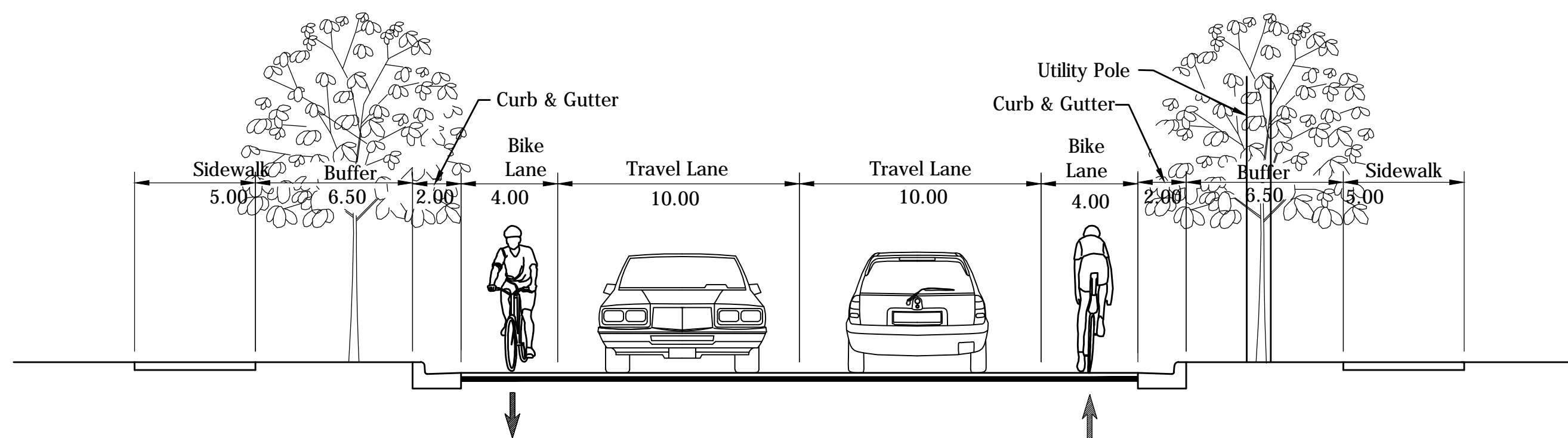
88). Union Street
SCALE: 1" = 10'
From Sagamore Parkway to Creasy Lane



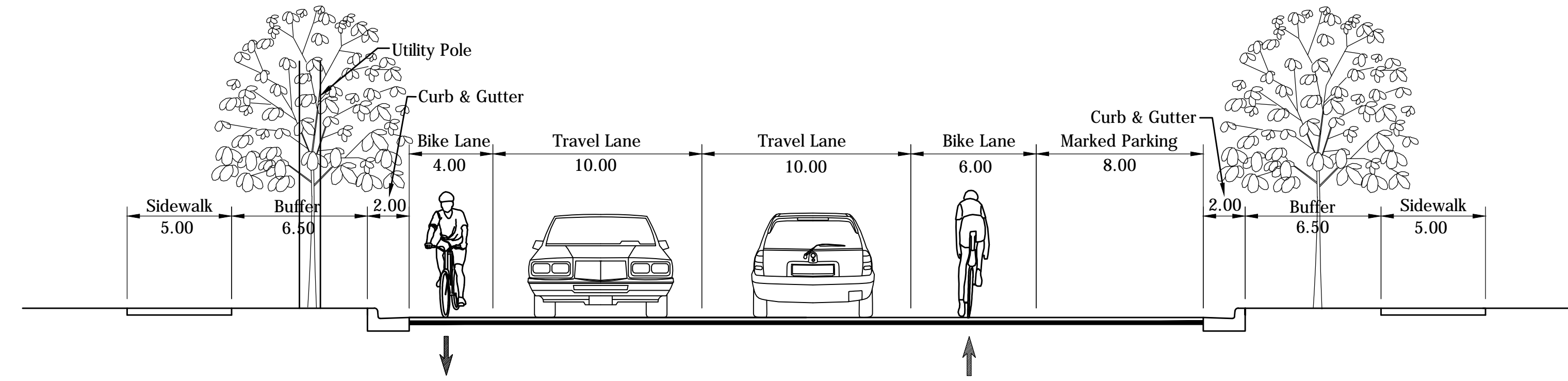
89). Ferry Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



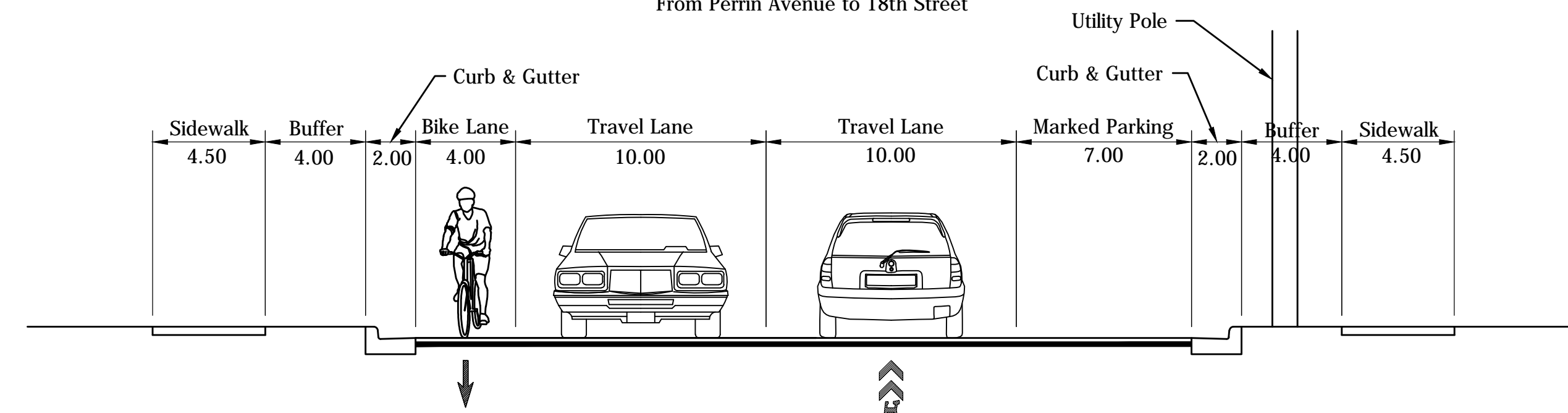
90). Ferry Street
SCALE: 1" = 10'
From 6th Street to 10th Street



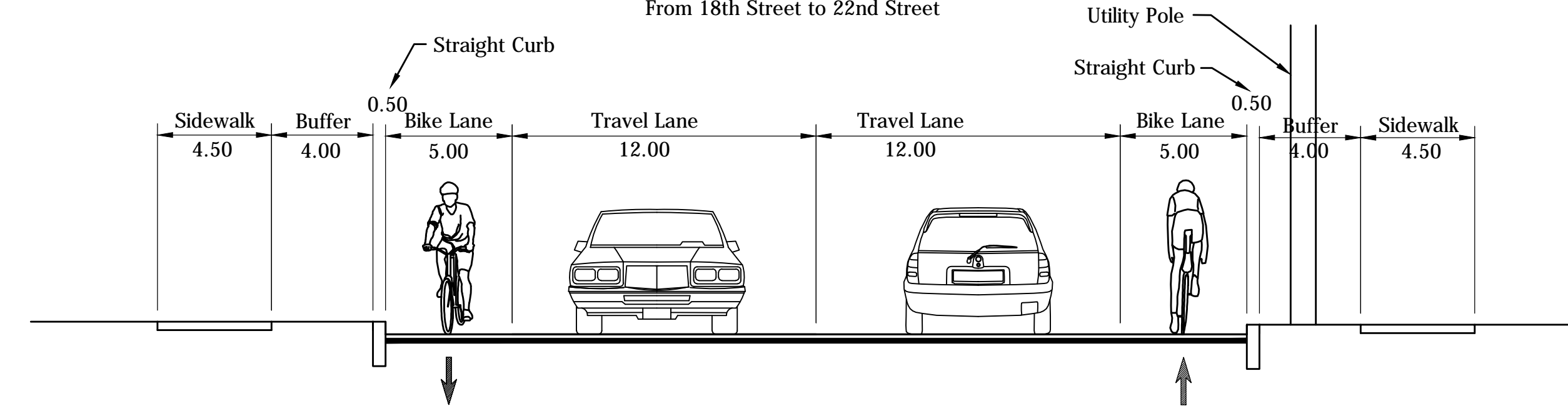
91). Ferry Street
SCALE: 1" = 10'
From 10th Street to Perrin Avenue



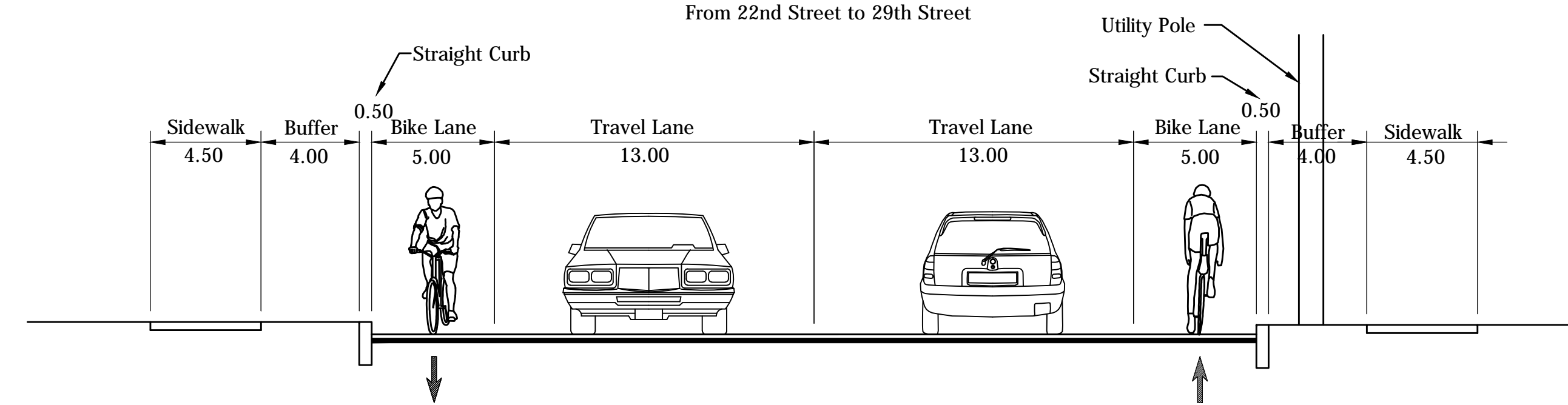
92). Ferry Street
SCALE: 1" = 10'
From Perrin Avenue to 18th Street



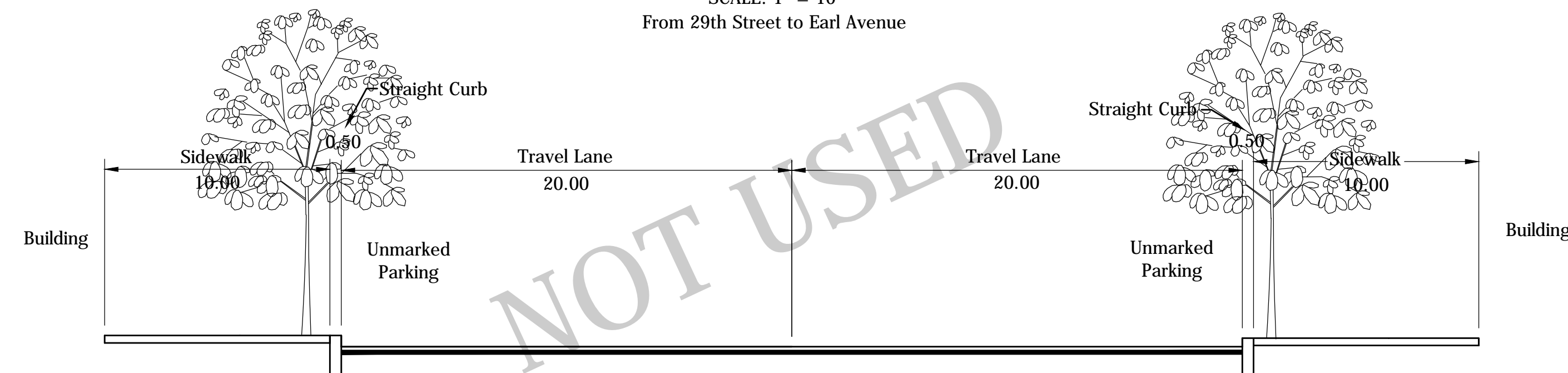
93). Ferry Street
SCALE: 1" = 10'
From 18th Street to 22nd Street



94A). Ferry Street
SCALE: 1" = 10'
From 22nd Street to 29th Street

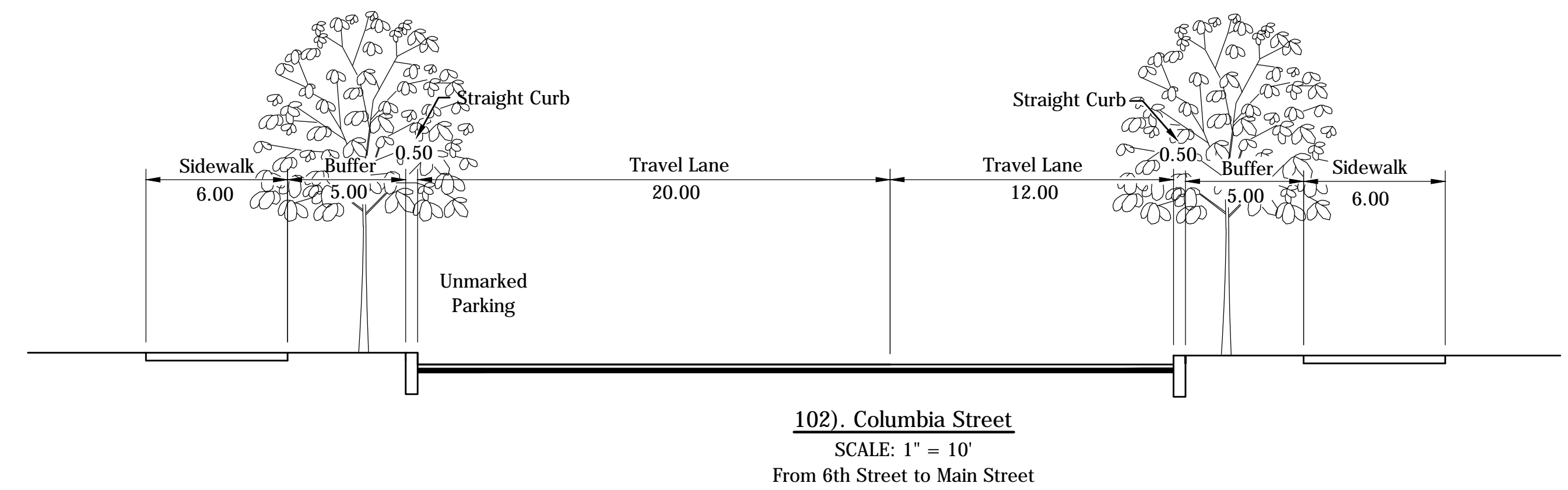
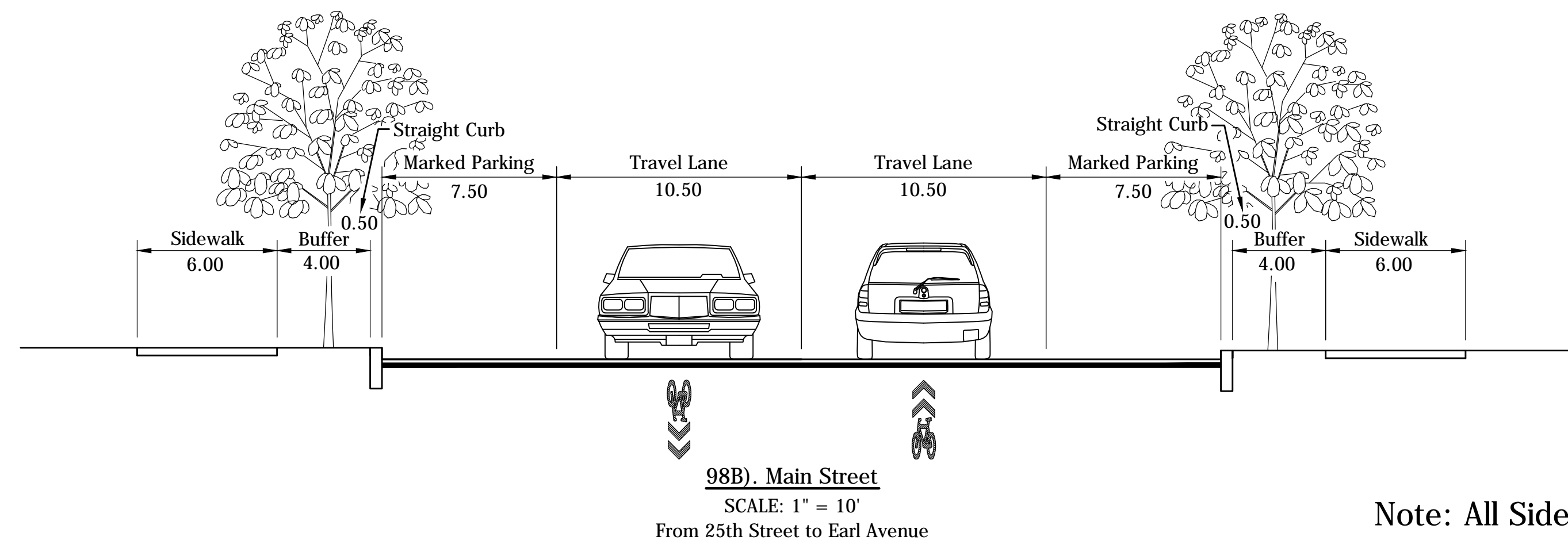
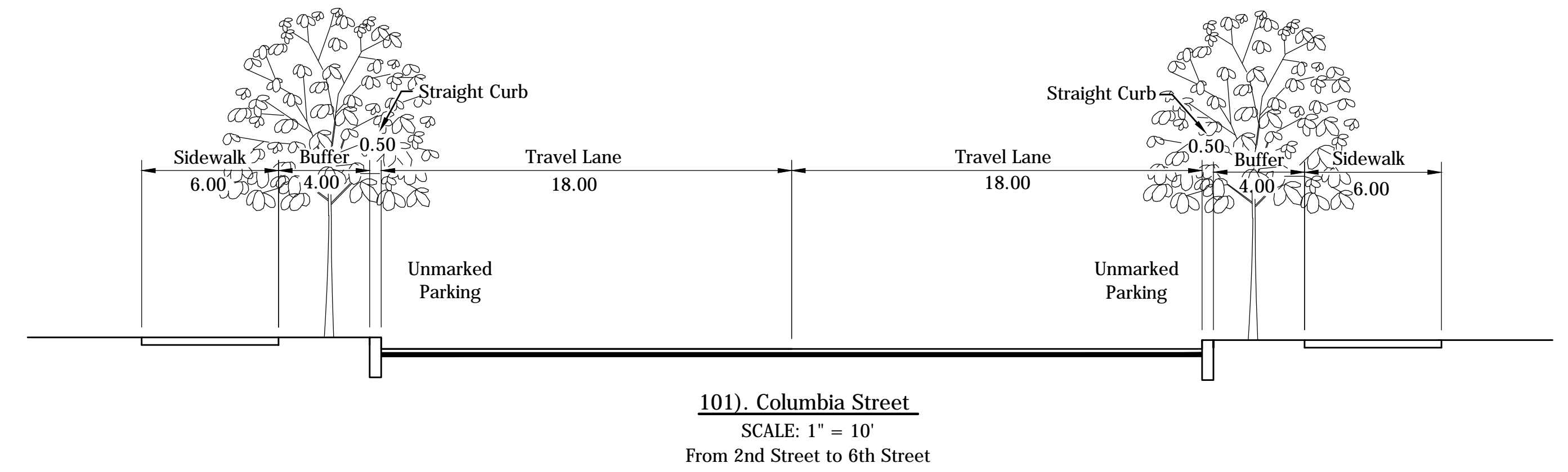
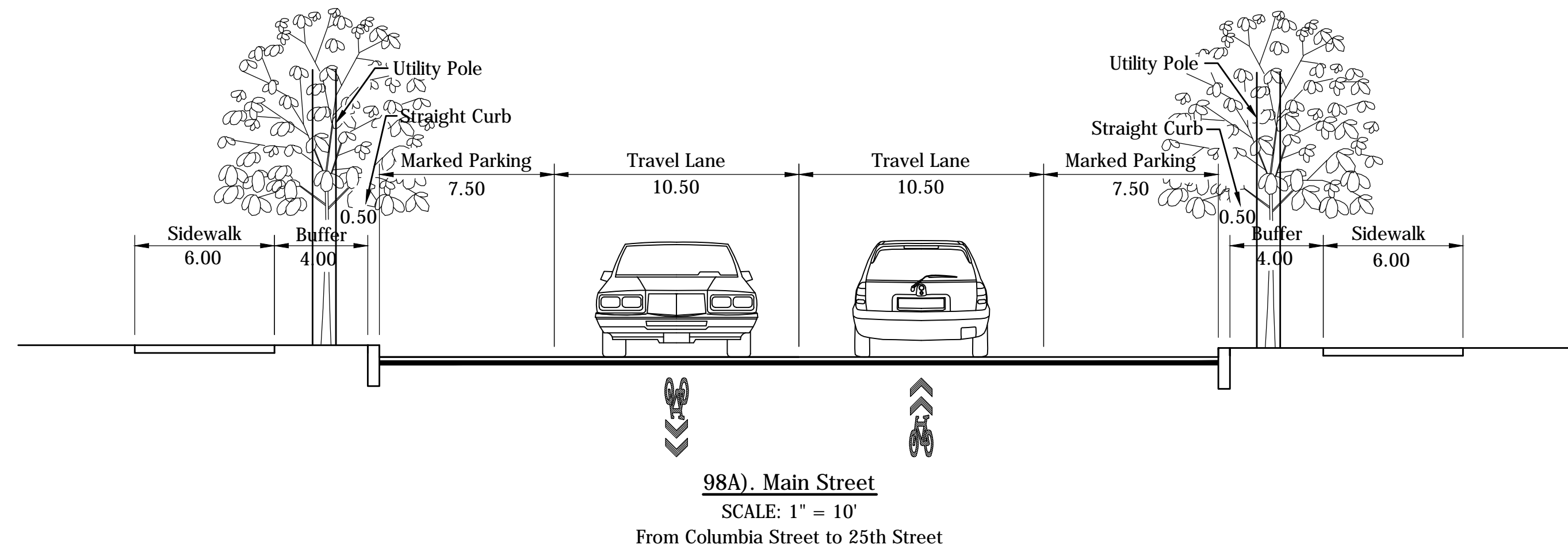
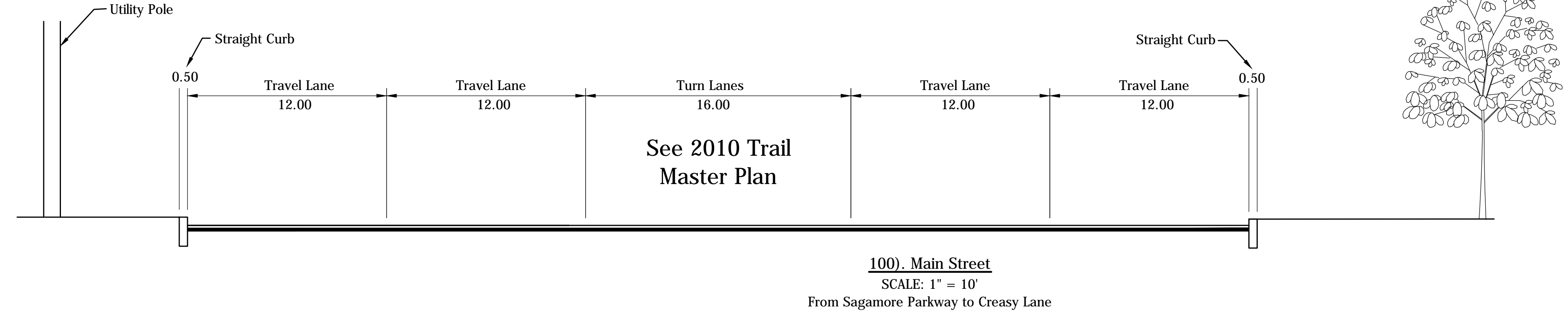
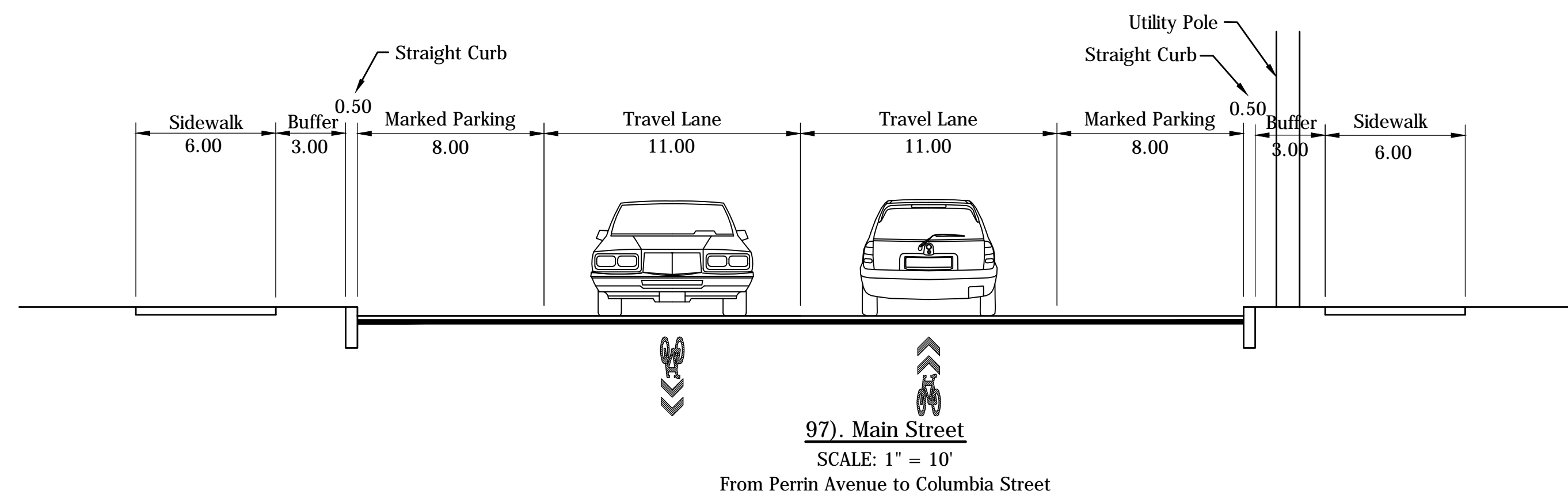
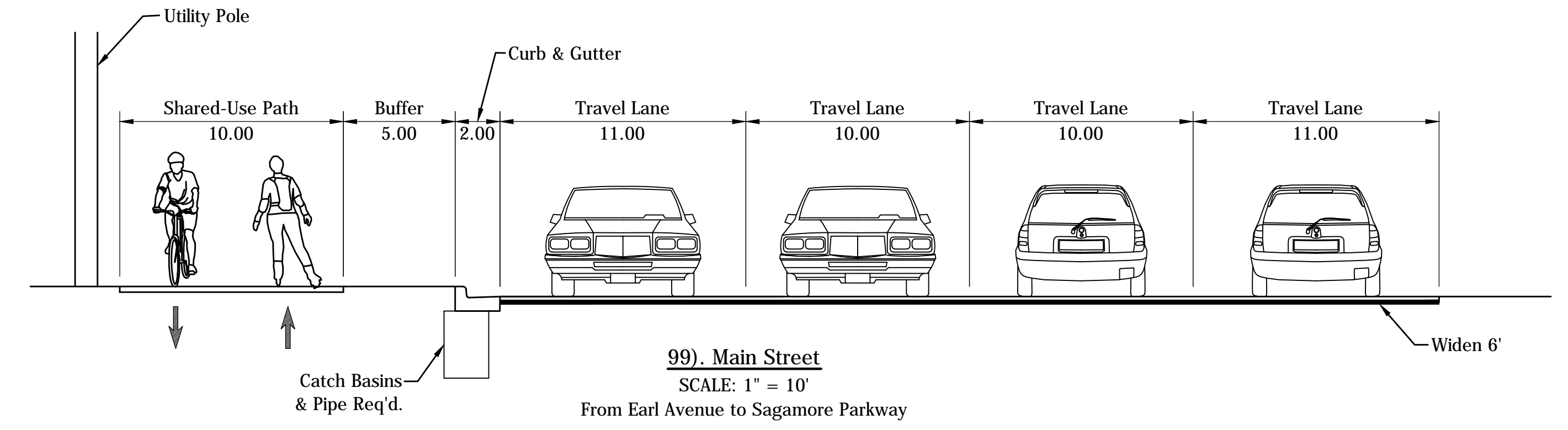
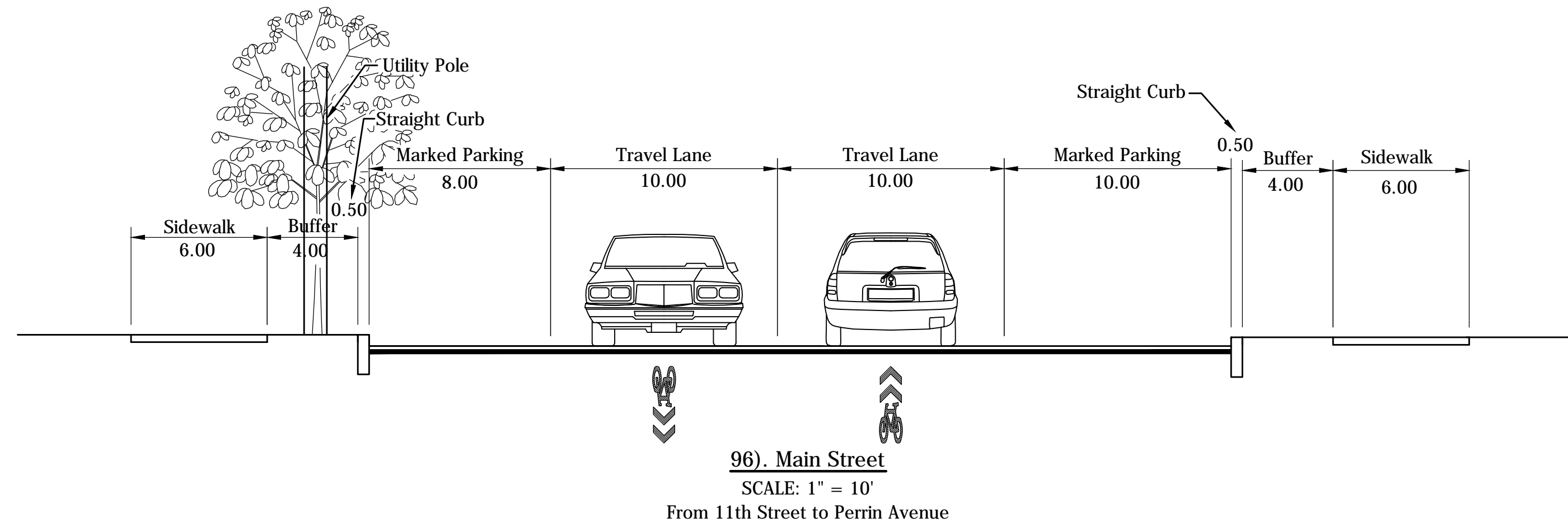


94B). Ferry Street
SCALE: 1" = 10'
From 29th Street to Earl Avenue

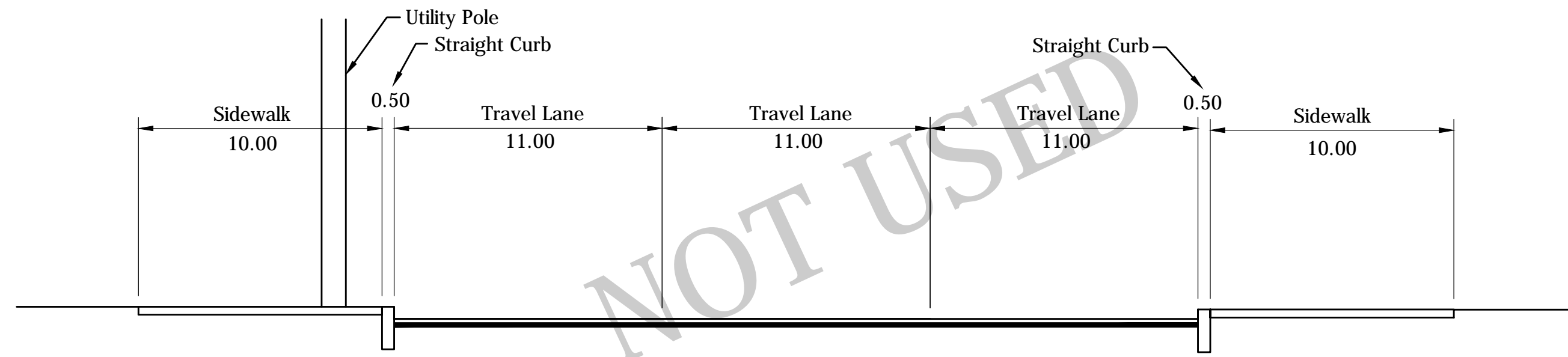


95). Main Street
SCALE: 1" = 10'
From 2nd Street to 11th Street

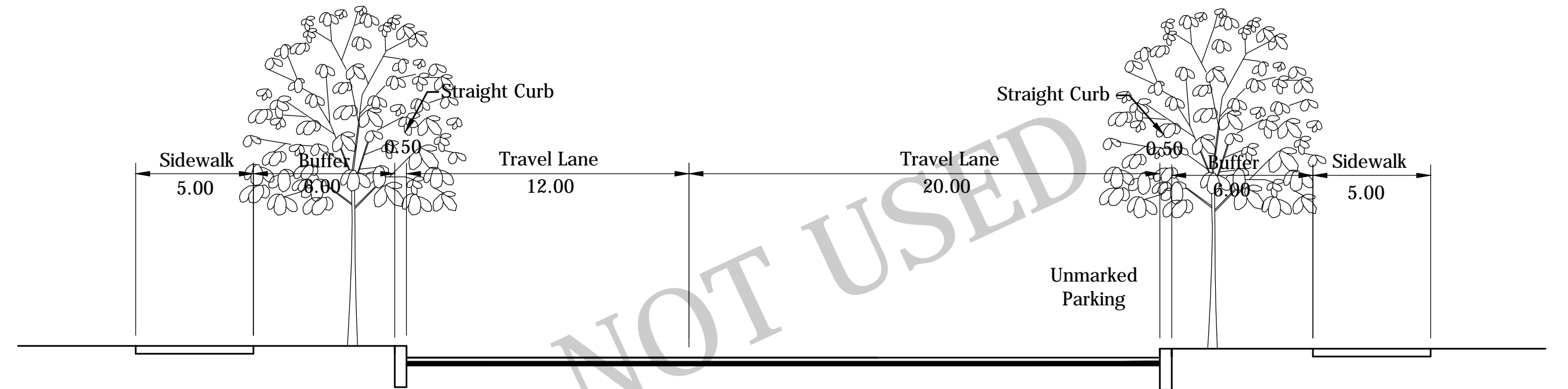
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



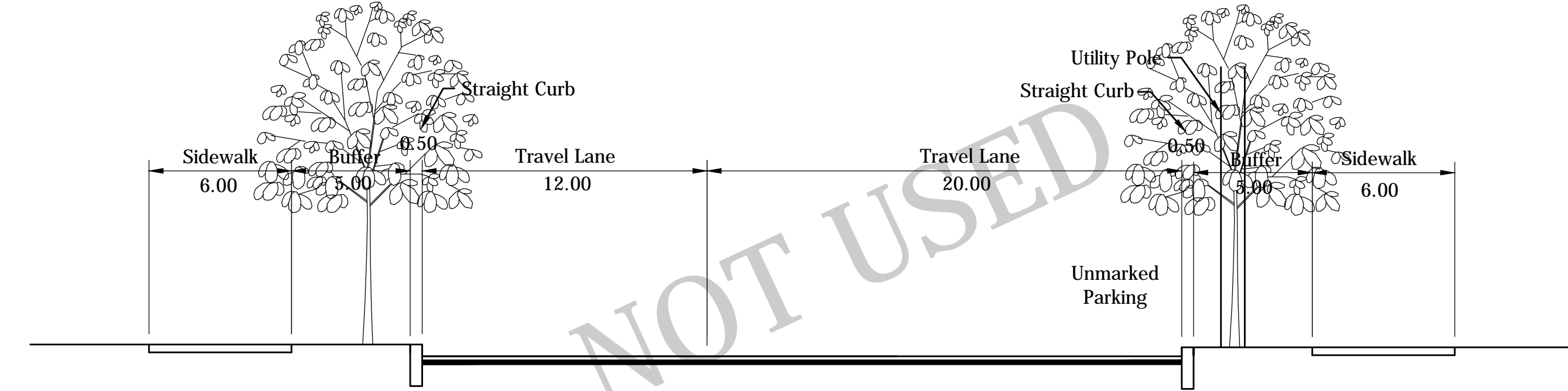
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



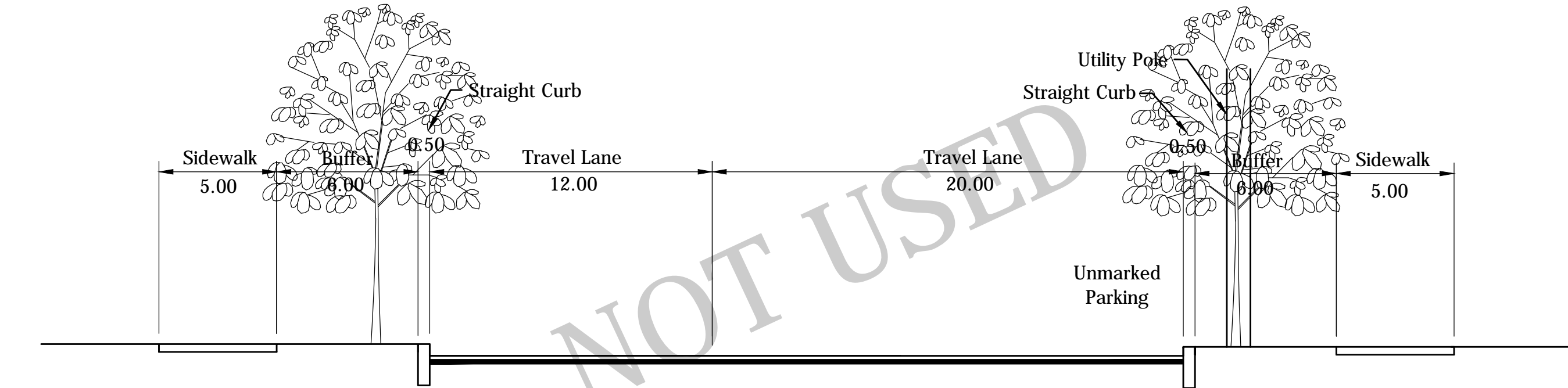
103). South Street
SCALE: 1" = 10'
From 2nd Street to 6th Street



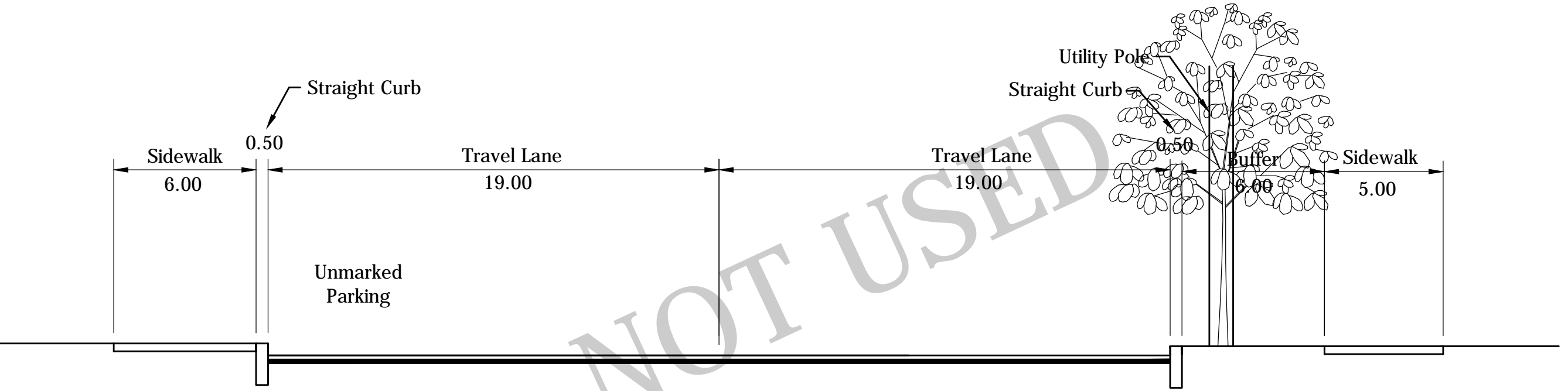
106). South Street
SCALE: 1" = 10'
From 13th Street to Main Street



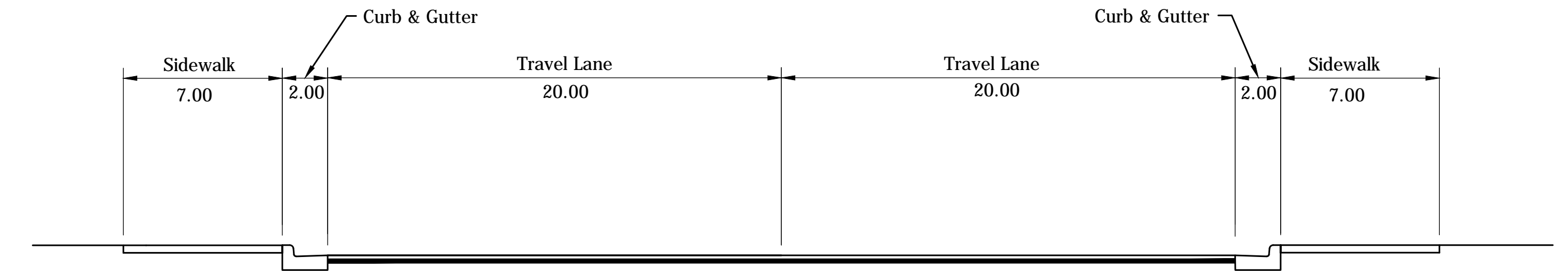
104). South Street
SCALE: 1" = 10'
From 6th Street to 11th Street



107). South Street
SCALE: 1" = 10'
From Main Street to Earl Avenue

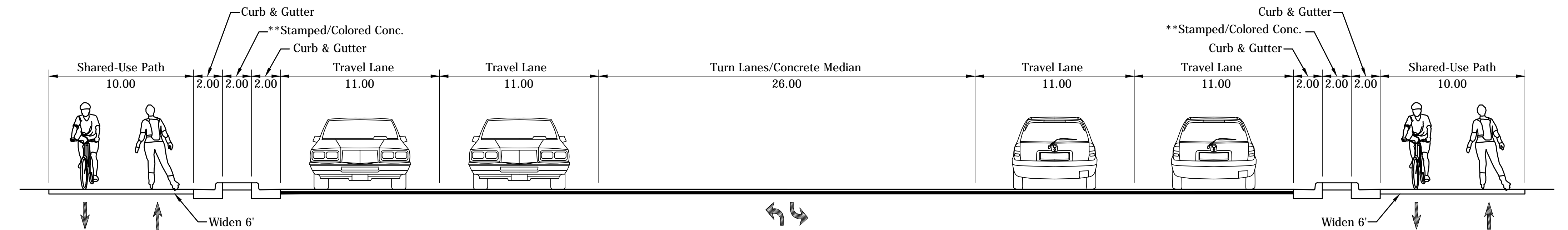


105). South Street
SCALE: 1" = 10'
From 11th Street to 13th Street



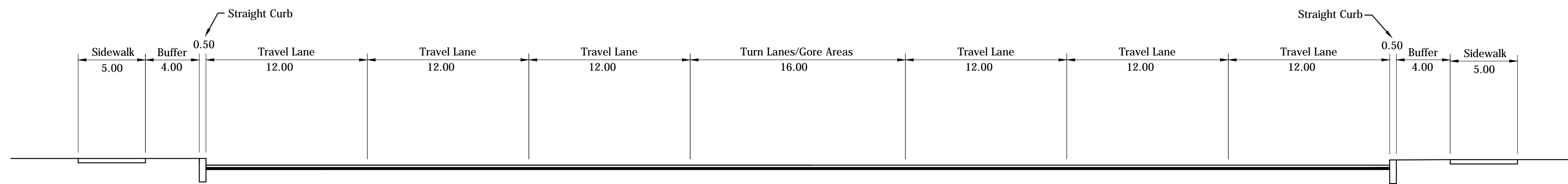
108). South Street
SCALE: 1" = 10'
From Earl Avenue to Sagamore Parkway

****NOTE:**
Due To PLOS Level of "D",
A Jersey Barrier Shall Be
Installed.
Median Treatment Shall
Be Used Within 45' Of
Intersections For
Improved Visibility.

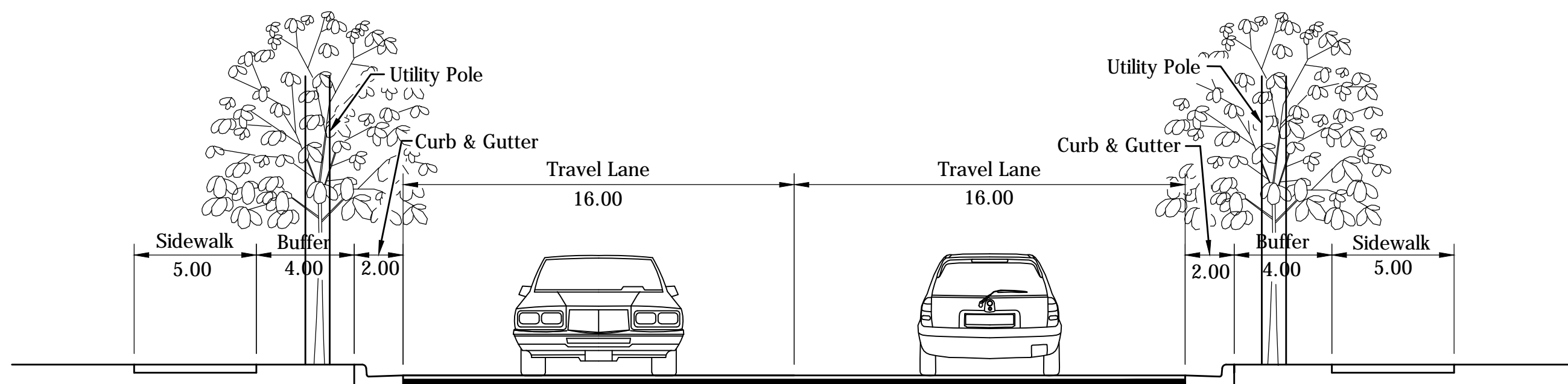


109). South Street
SCALE: 1" = 10'
From Sagamore Parkway to Park East Boulevard

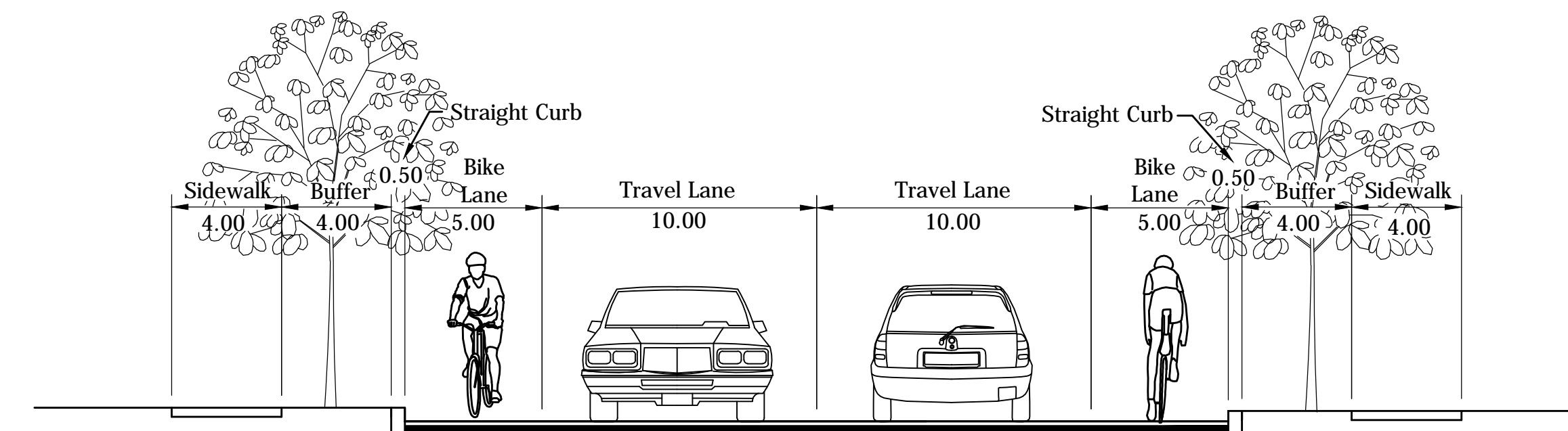
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



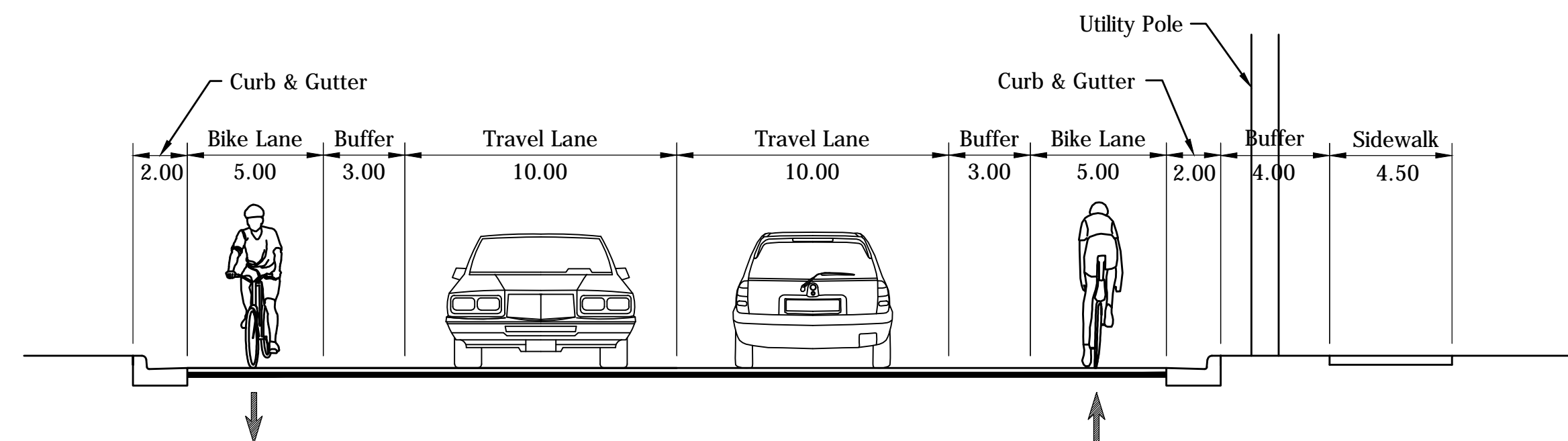
110. South Street
 SCALE: 1" = 10'
 From Park East Boulevard to Veterans Memorial Parkway



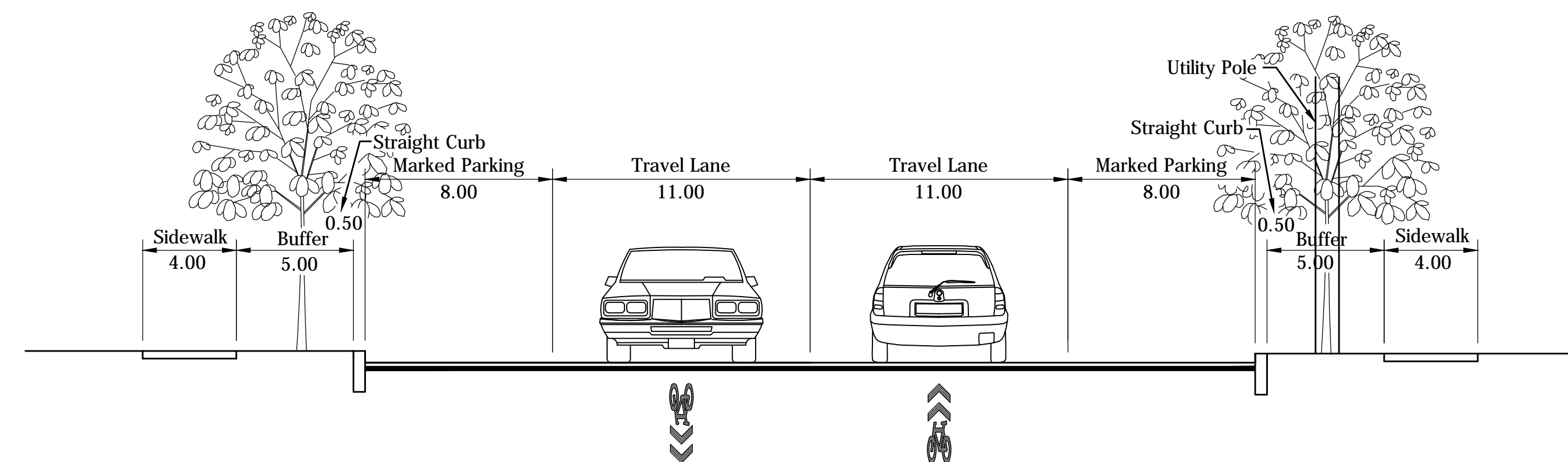
111. Smith Street
 SCALE: 1" = 10'
 From Existing Trail to 3rd Street



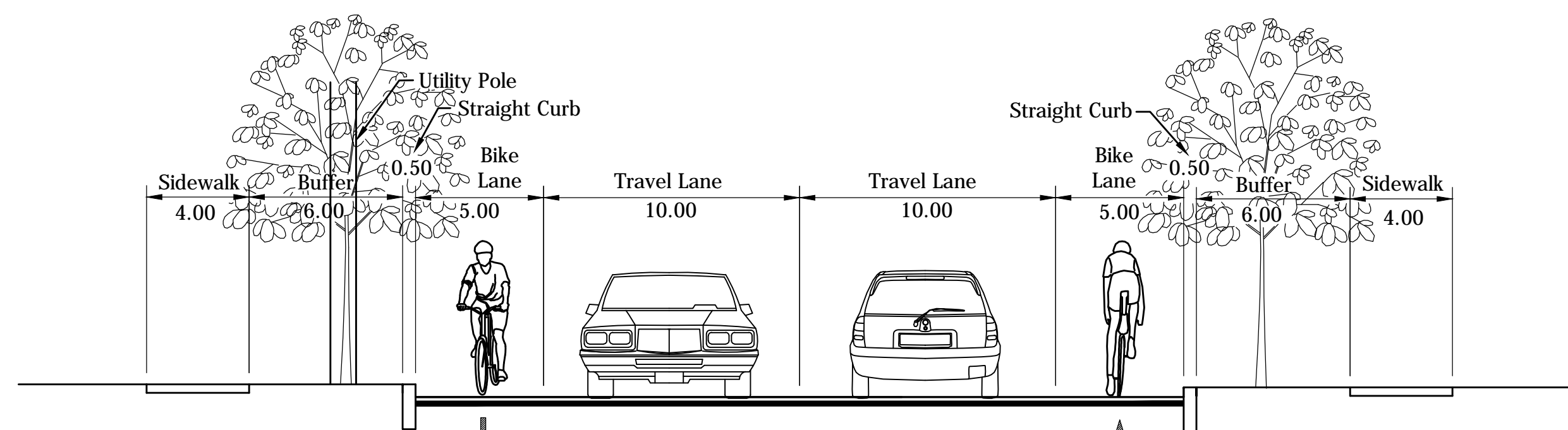
114. Kossuth Street
 SCALE: 1" = 10'
 From 9th Street to Main Street



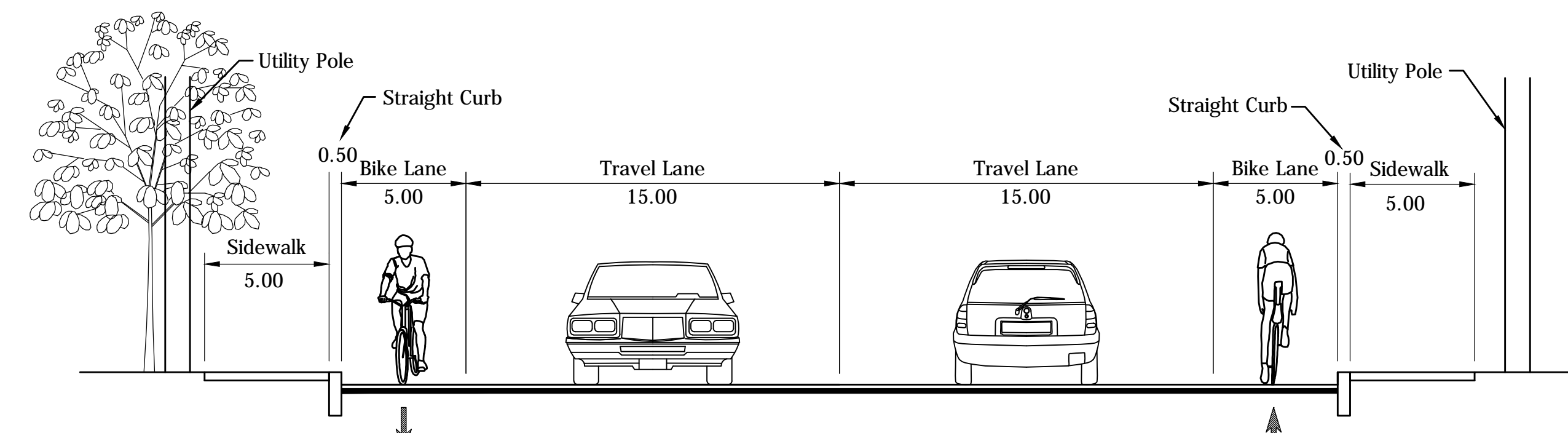
112. Kossuth Street
 SCALE: 1" = 10'
 From 3rd Street to 4th Street



115. Kossuth Street
 SCALE: 1" = 10'
 From Main Street to Earl Avenue

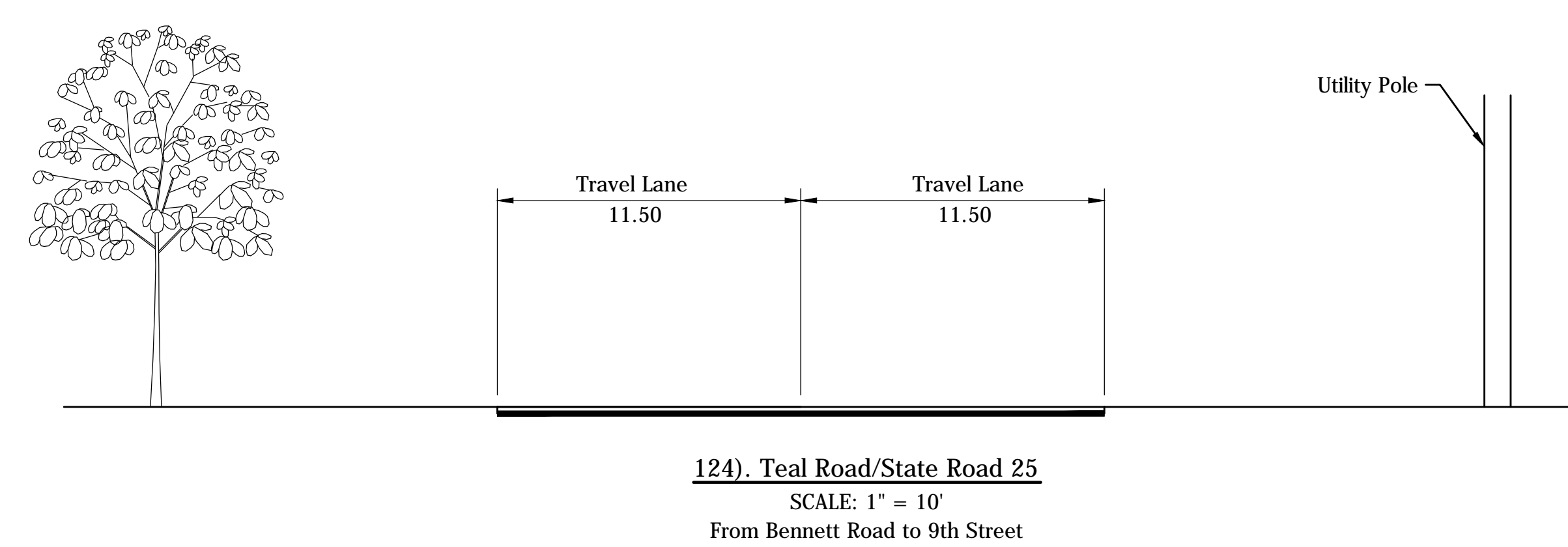
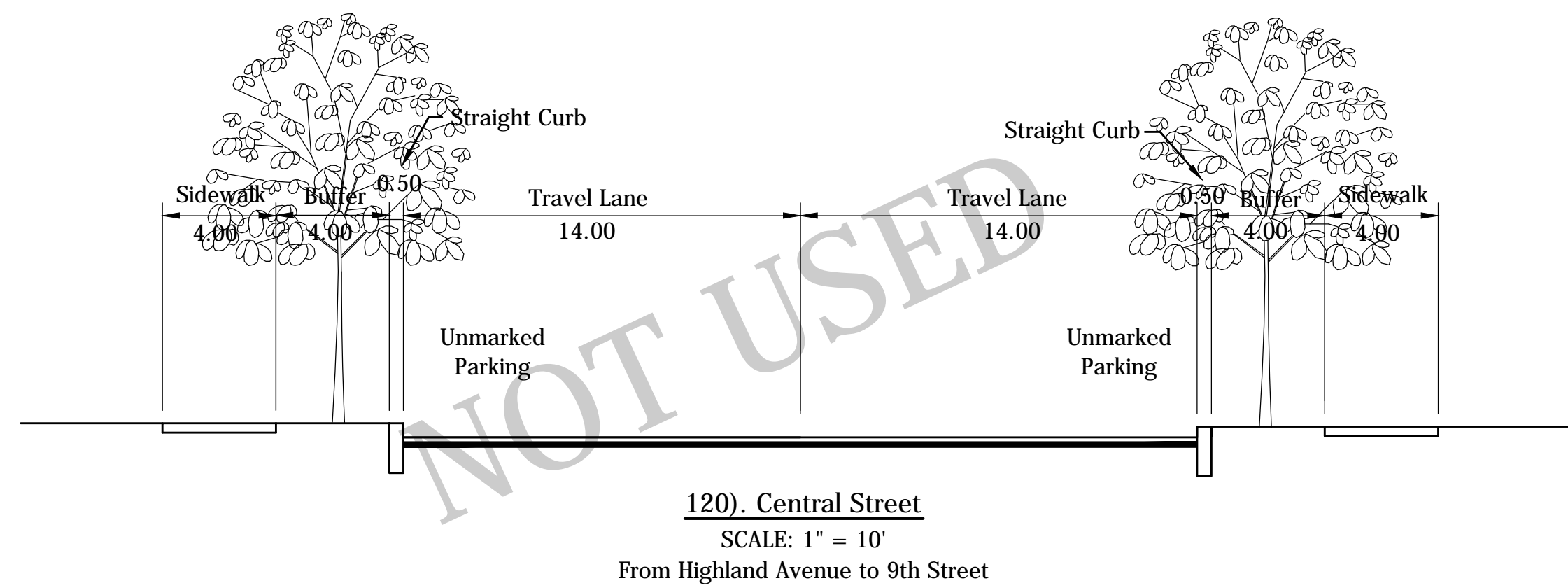
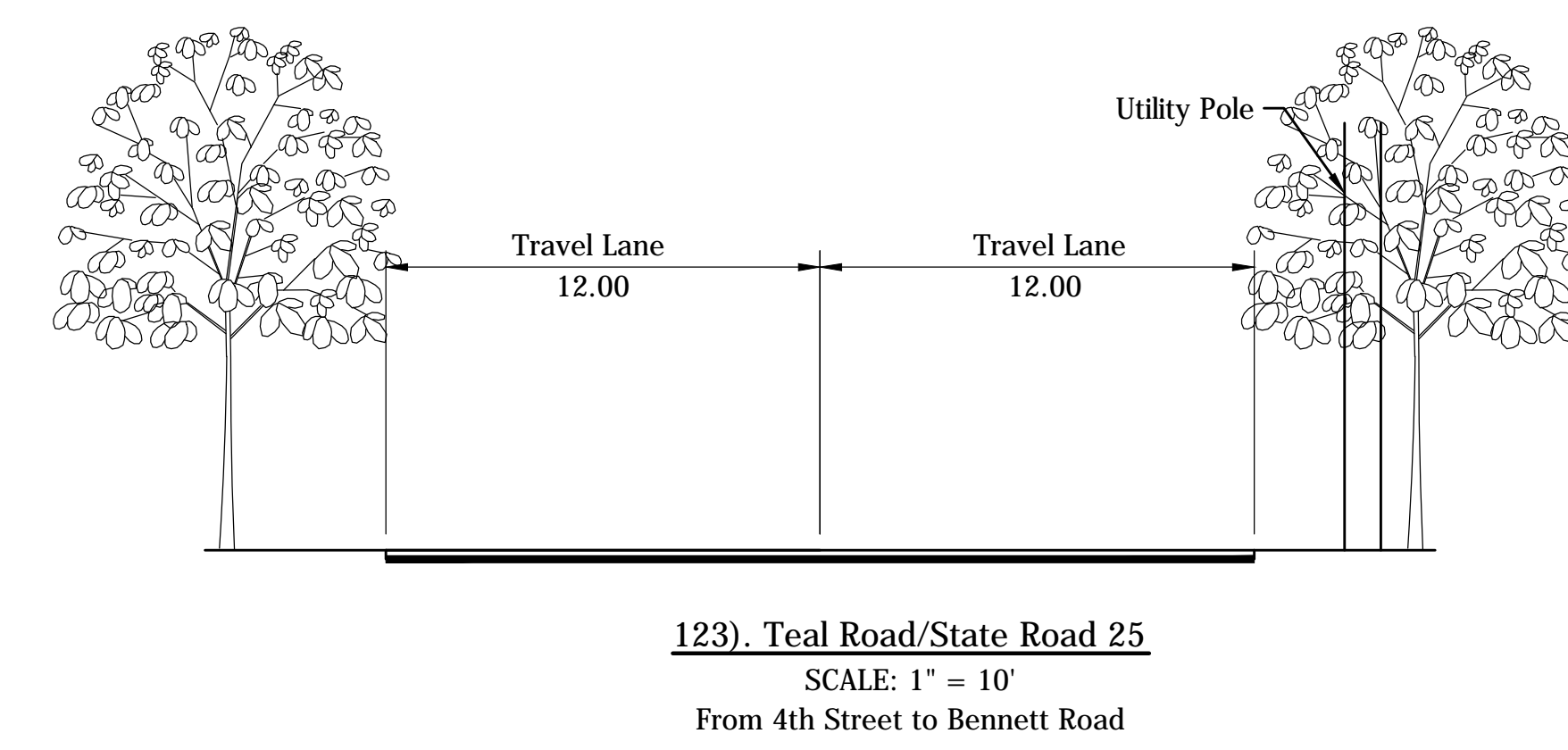
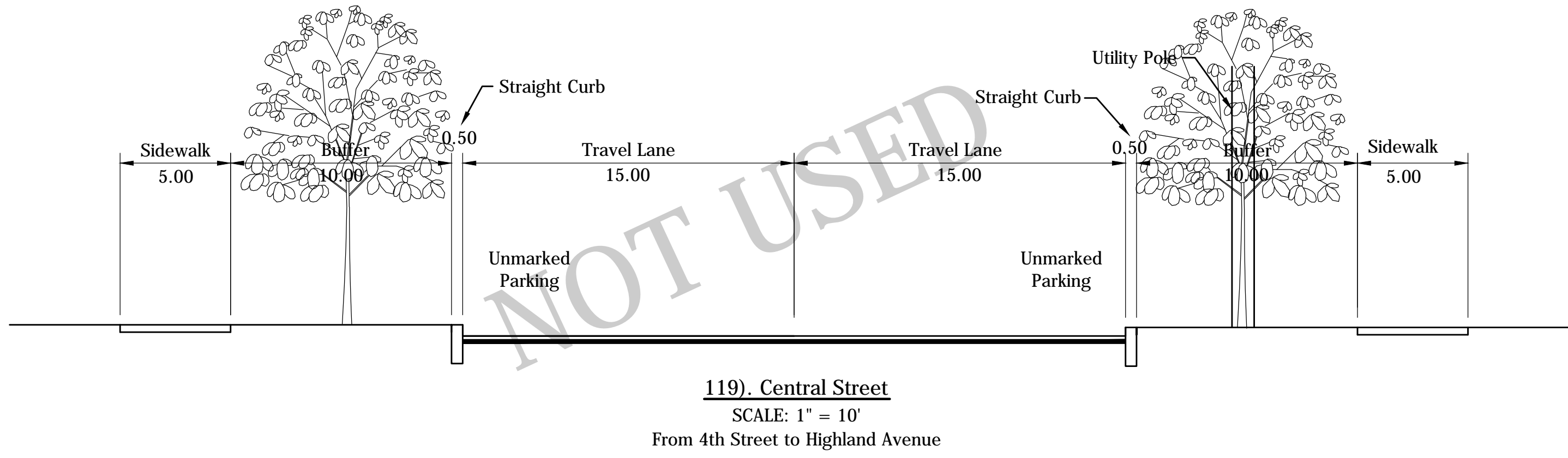
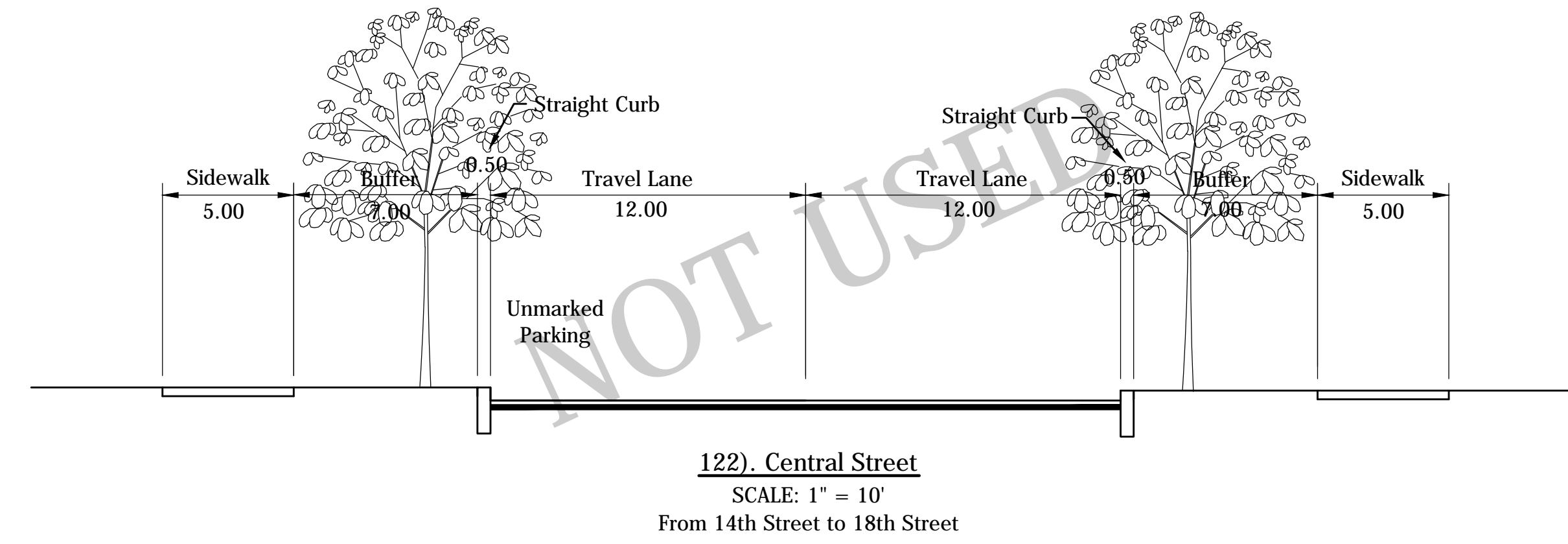
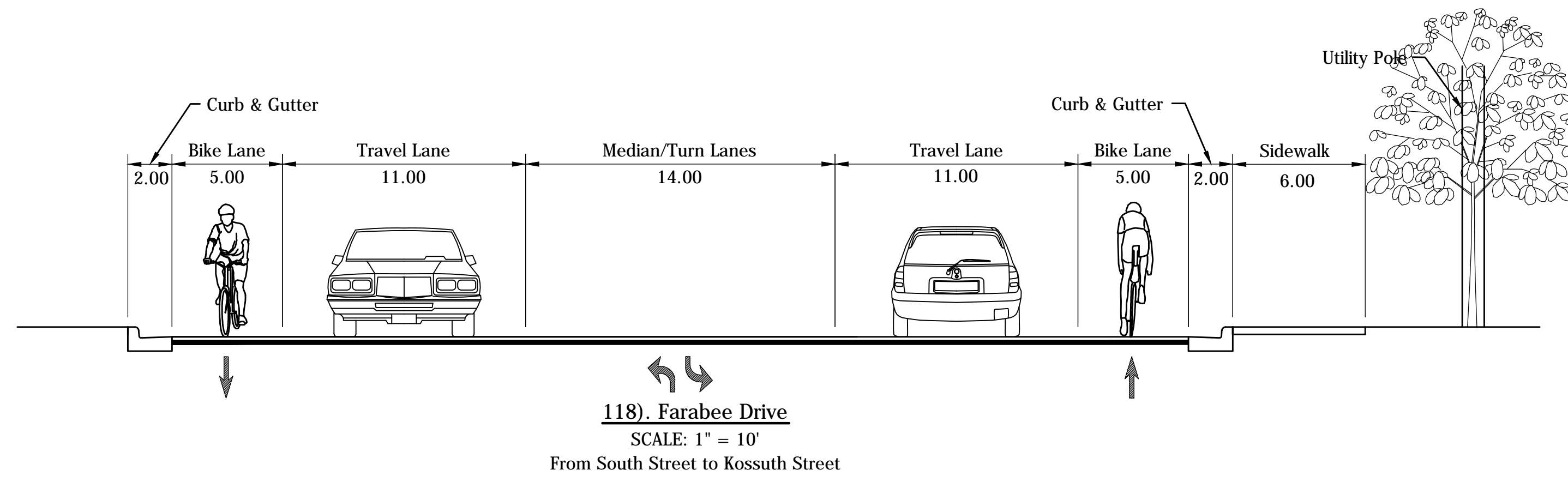
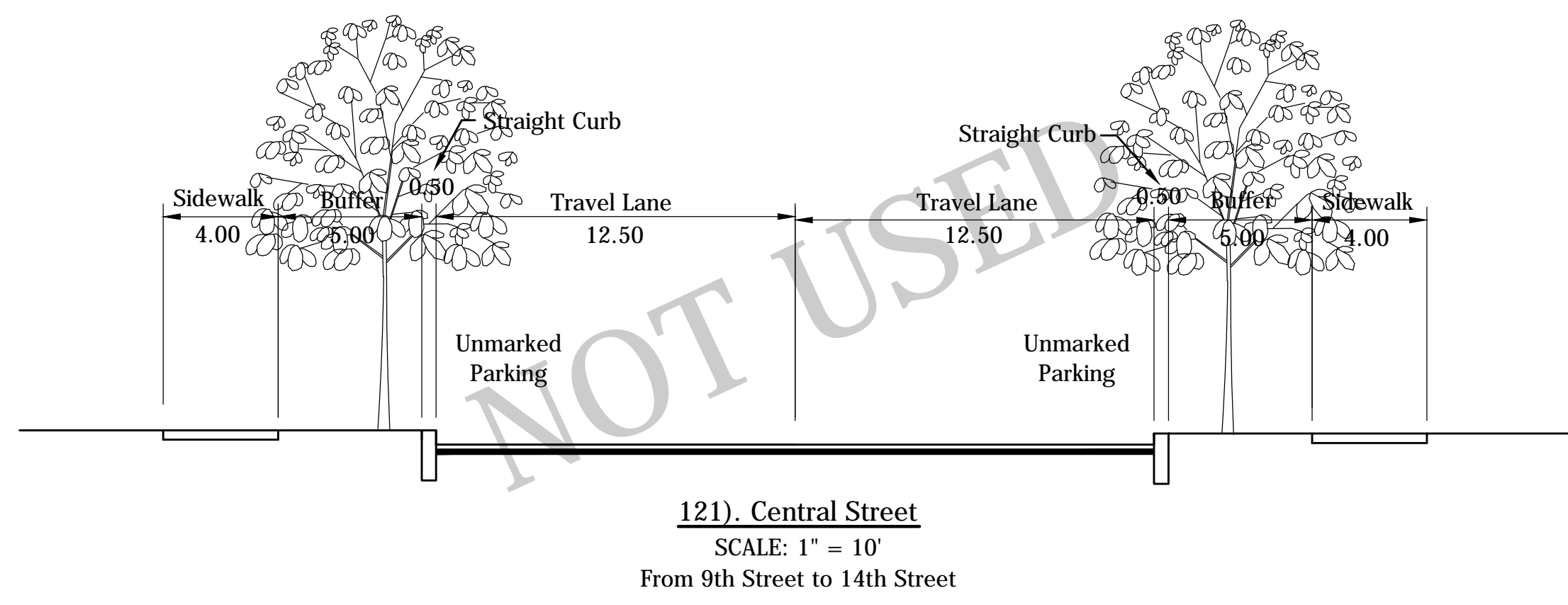
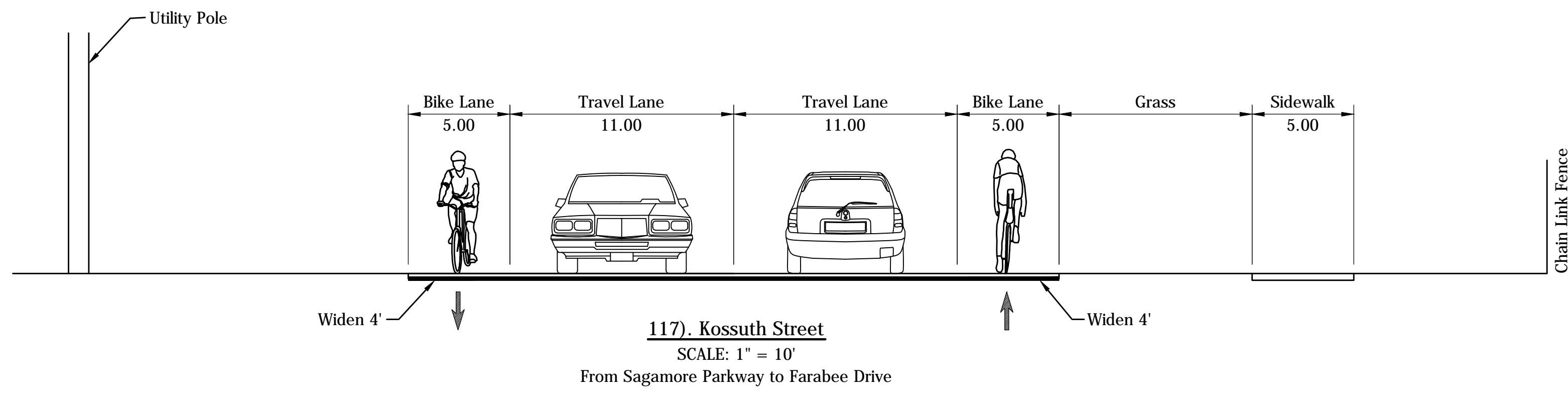


113. Kossuth Street
 SCALE: 1" = 10'
 From 4th Street to 9th Street

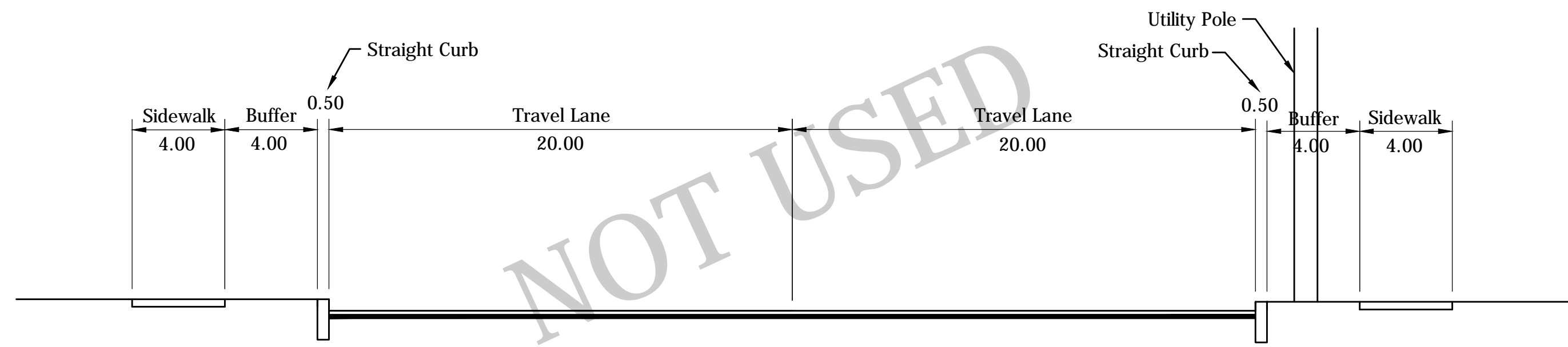


116. Kossuth Street
 SCALE: 1" = 10'
 From Earl Avenue to Sagamore Parkway

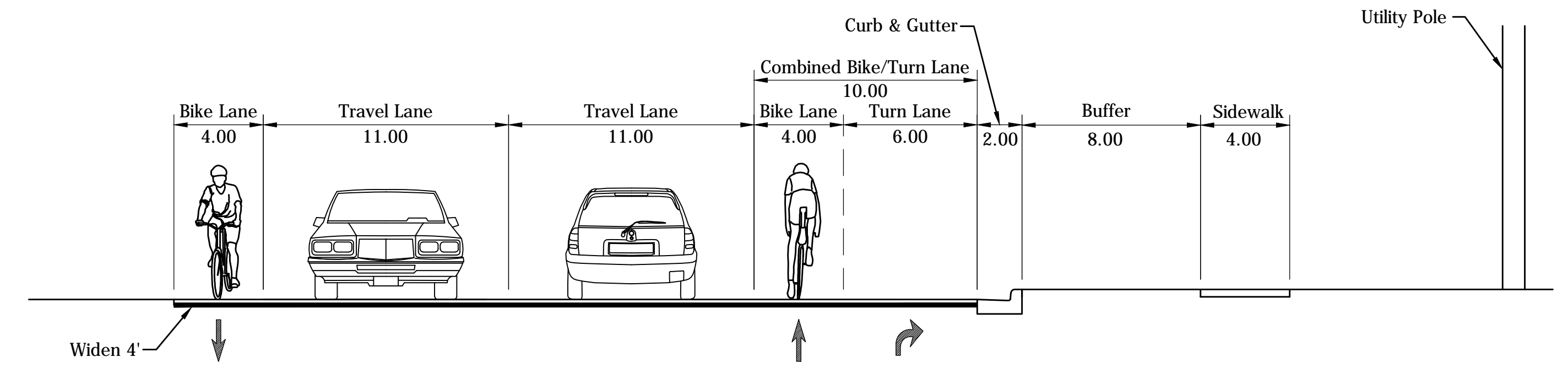
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



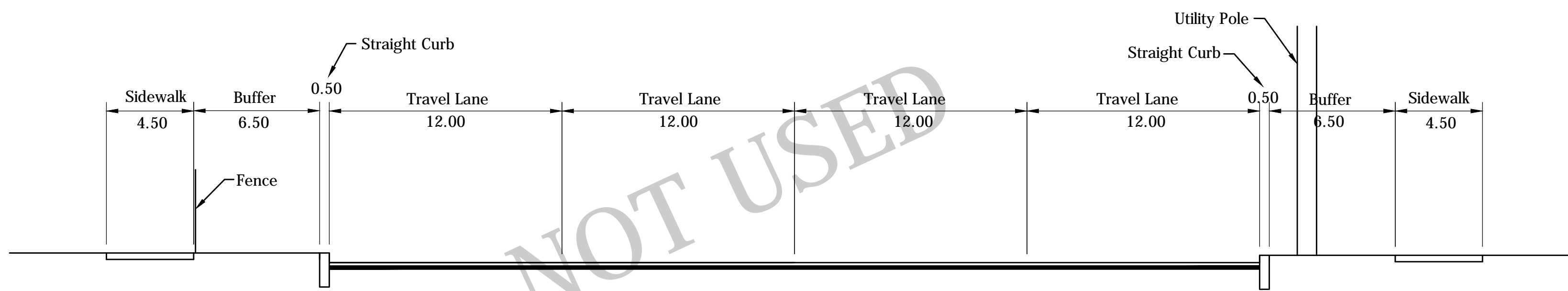
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



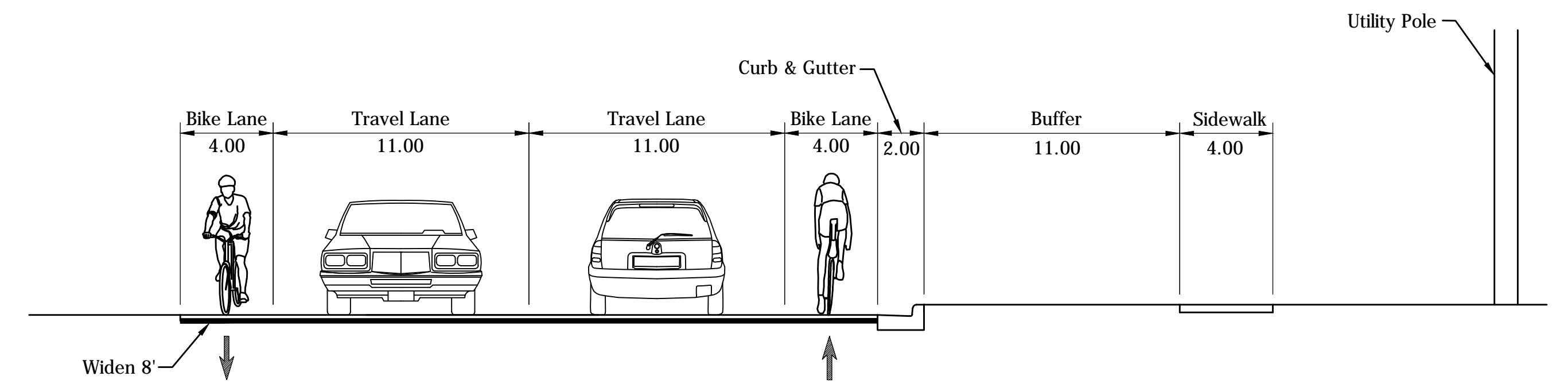
125). Teal Road/State Road 25
SCALE: 1" = 10'
From 9th Street to 18th Street



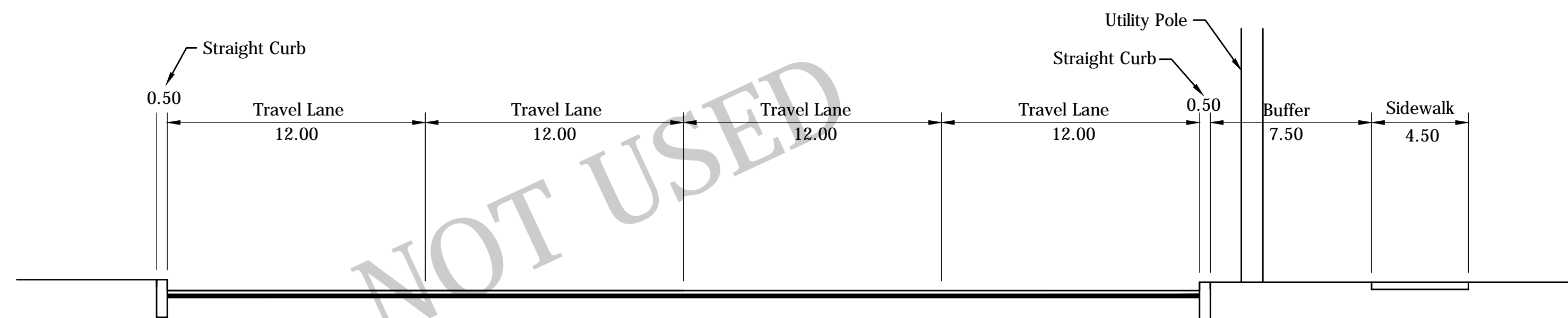
129). Beck Lane
SCALE: 1" = 10'
From Olds U.S. 231 to Pay Less East Entrance



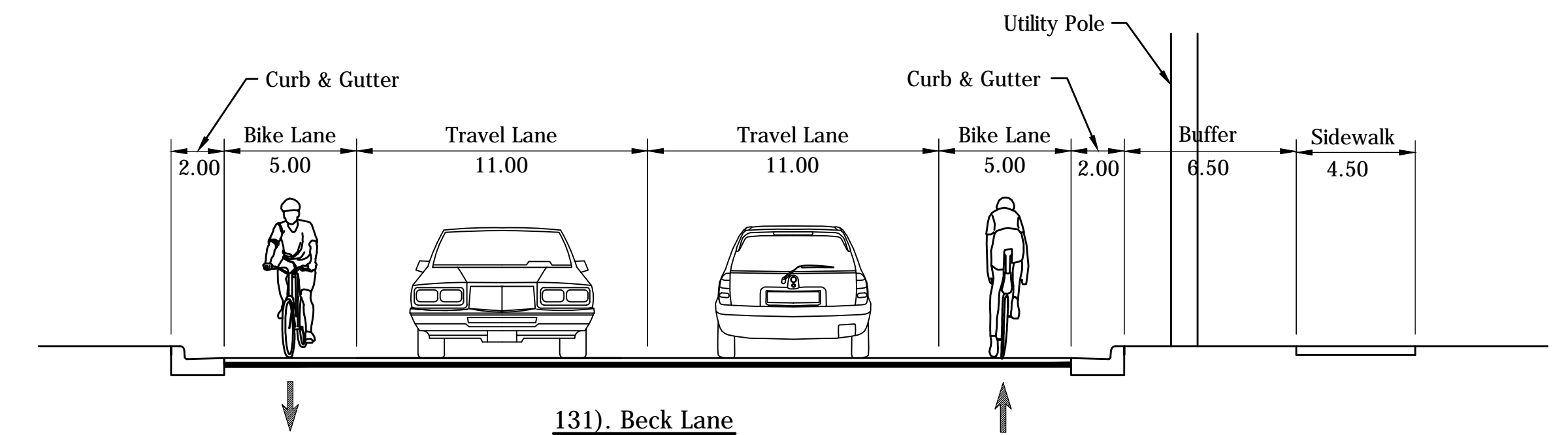
126). Teal Road/State Road 25
SCALE: 1" = 10'
From 18th Street to 22nd Street



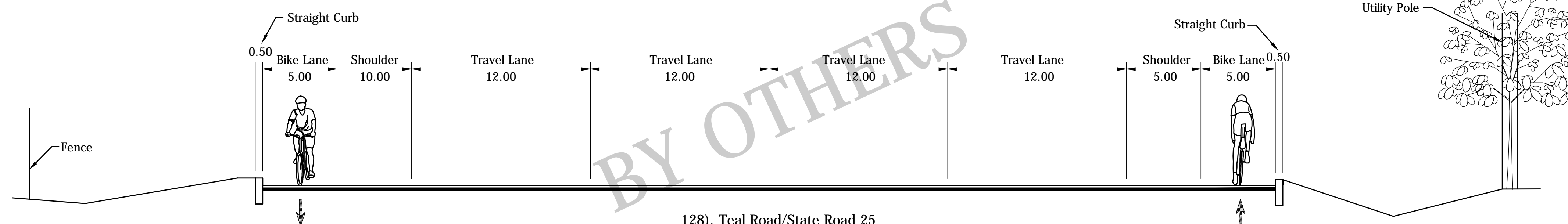
130). Beck Lane
SCALE: 1" = 10'
From Pay Less East Entrance to Poland Hill Road



127). Teal Road/State Road 25
SCALE: 1" = 10'
From 22nd Street to 26th Street

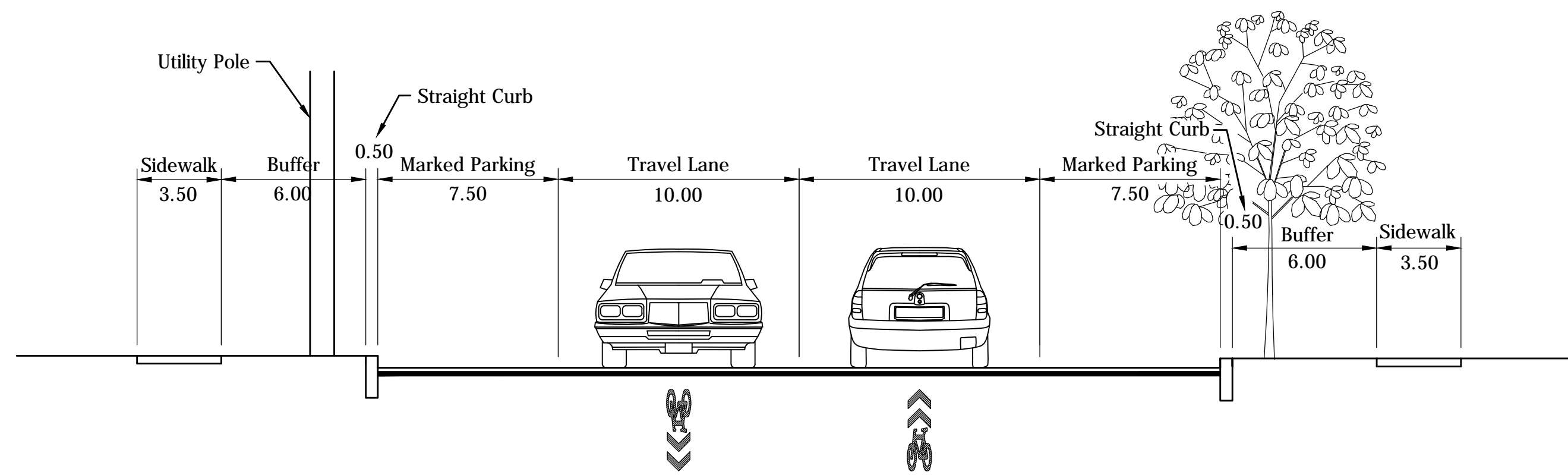


131). Beck Lane
SCALE: 1" = 10'
From Poland Hill Road to 9th Street

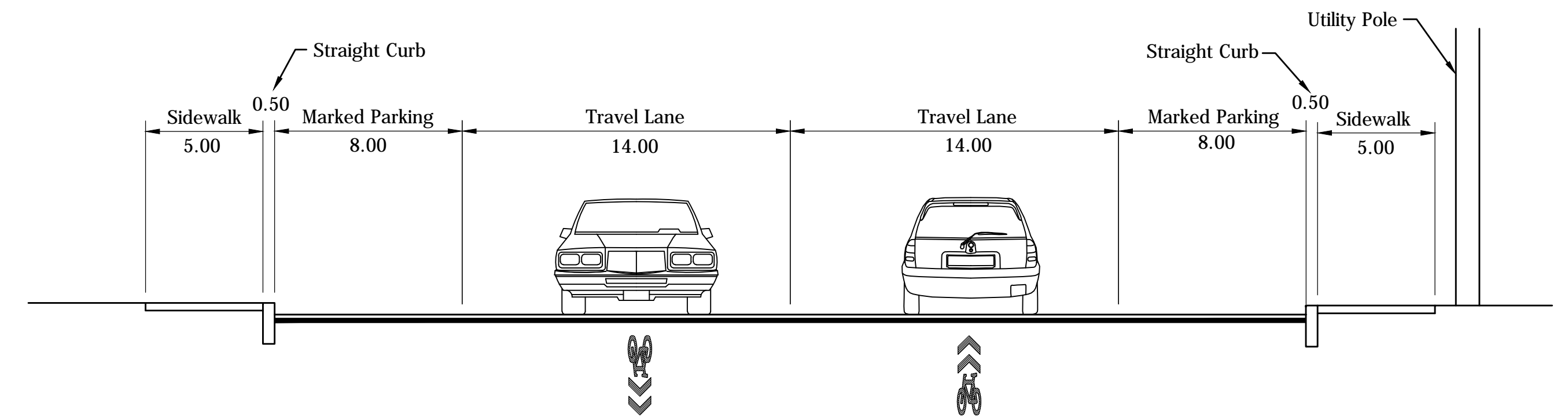


128). Teal Road/State Road 25
SCALE: 1" = 10'
From 26th Street to Sagamore Parkway

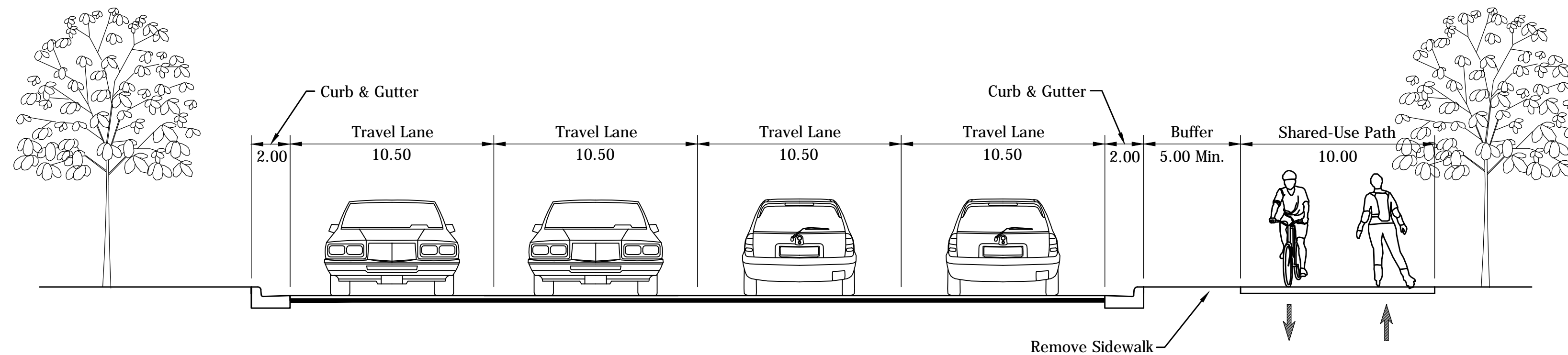
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



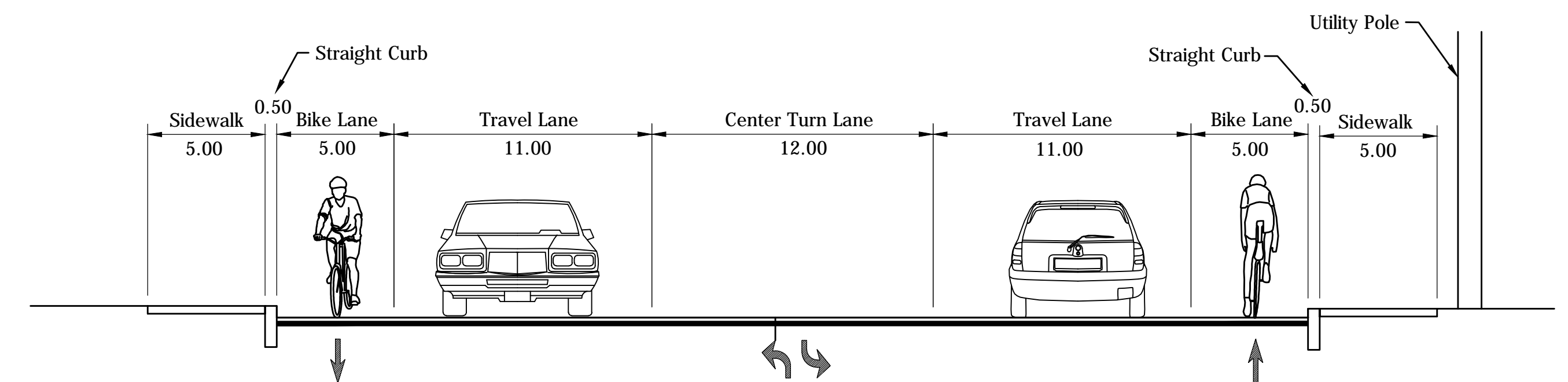
132). Beck Lane
SCALE: 1" = 10'
From 9th Street to Sequoia Drive



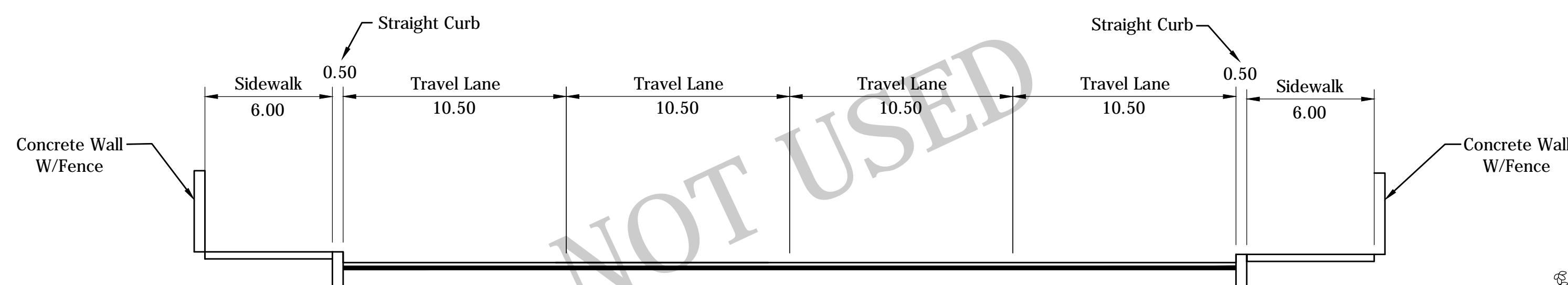
136). Brady Lane
SCALE: 1" = 10'
From Hanover Drive to the Railroad



133). Twyckenham Boulevard
SCALE: 1" = 10'
From Poland Hill Road to 9th Street

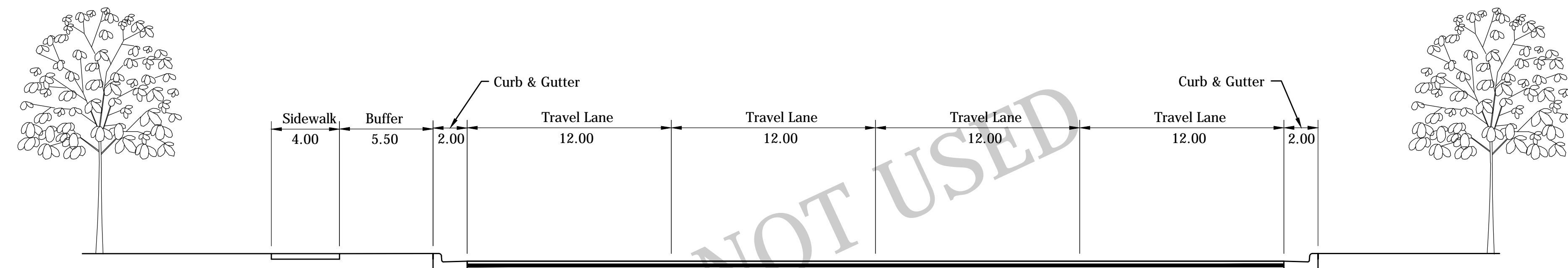


137). Brady Lane
SCALE: 1" = 10'
From Railroad to Concord Road

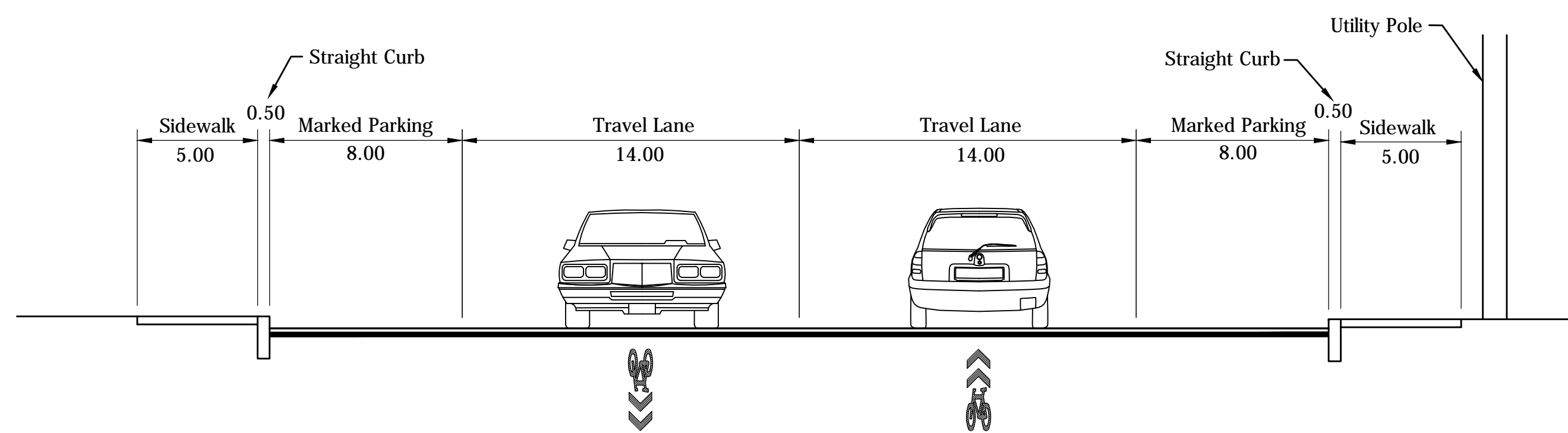


134). Twyckenham Boulevard
SCALE: 1" = 10'
From 9th Street to 18th Street

Note:
Bypass This Section
With Trail

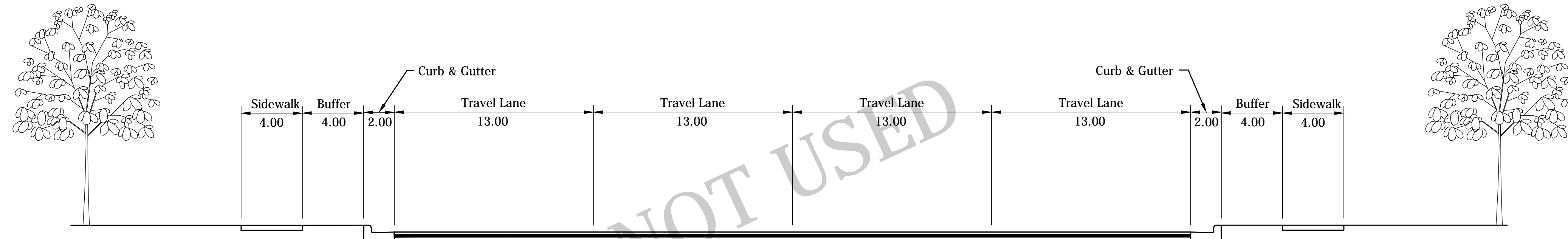


138). Brady Lane
SCALE: 1" = 10'
From Concord Road to Sagamore Parkway

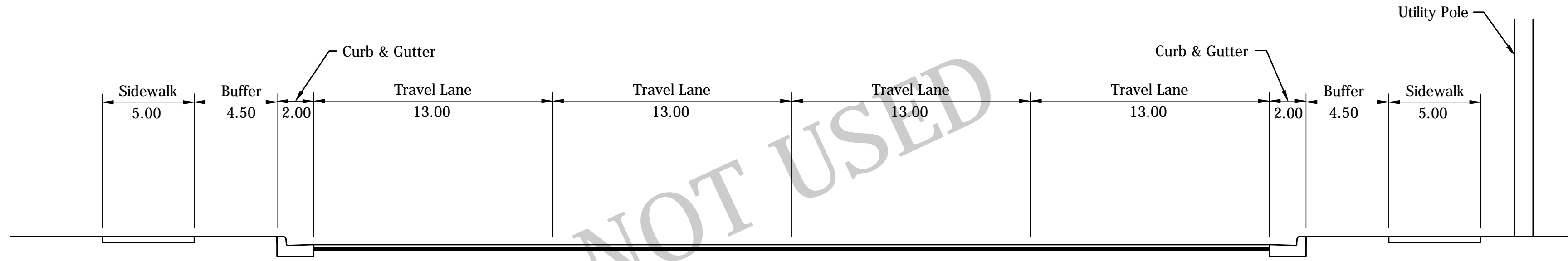


135). Brady Lane
SCALE: 1" = 10'
From 18th Street to Hanover Drive

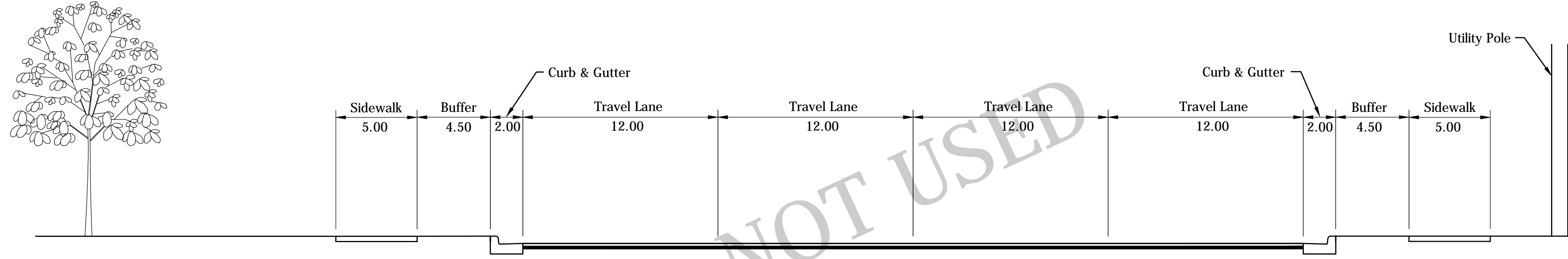
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



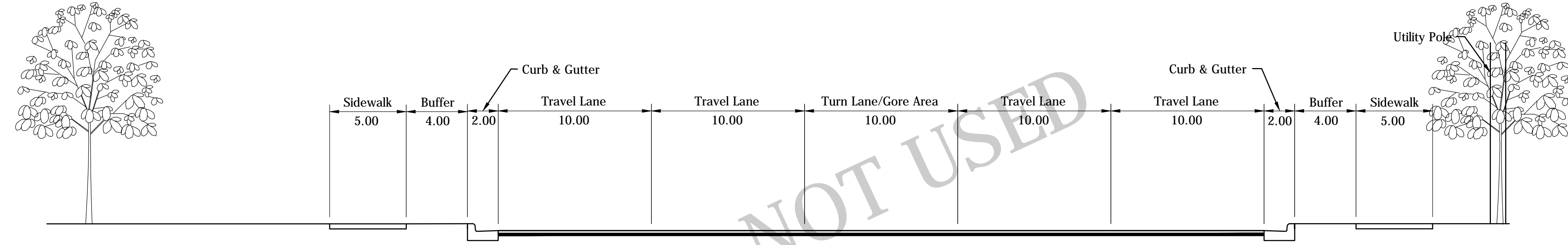
139). Creasy Lane
 SCALE: 1" = 10'
 From Sagamore Parkway to Amelia Avenue



140). Creasy Lane
 SCALE: 1" = 10'
 From Amelia Avenue to Harper Drive

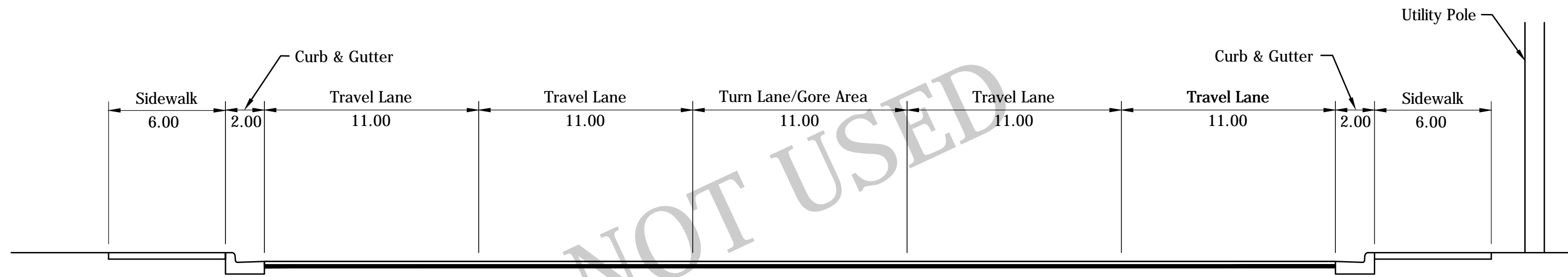


141). Creasy Lane
 SCALE: 1" = 10'
 From Harper Drive to Fortune Drive

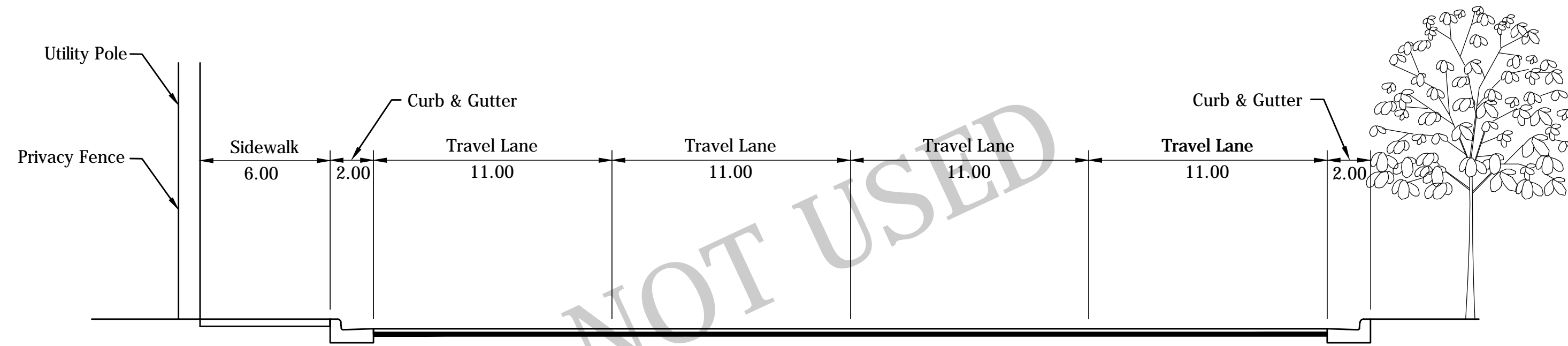


142). Creasy Lane
 SCALE: 1" = 10'
 From Fortune Drive to Rome Drive

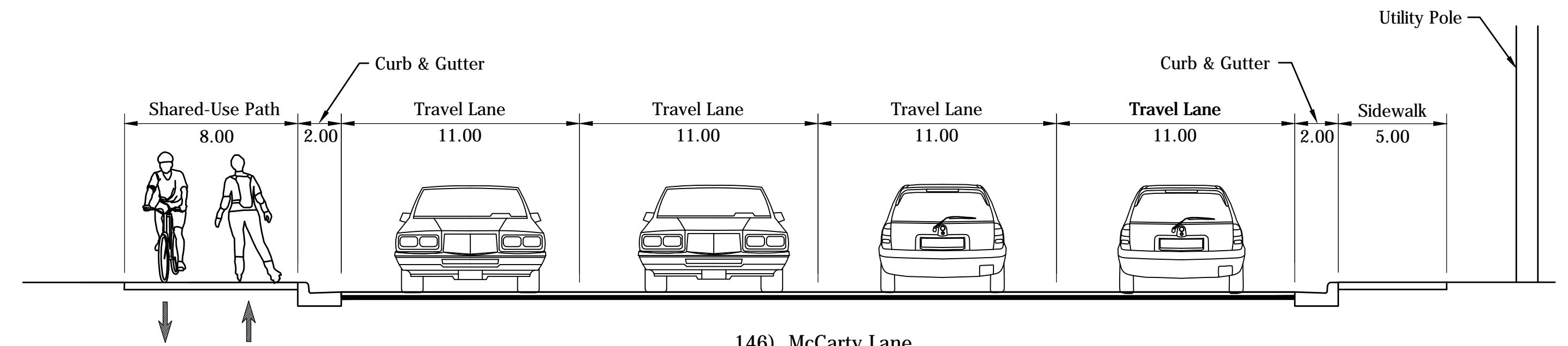
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



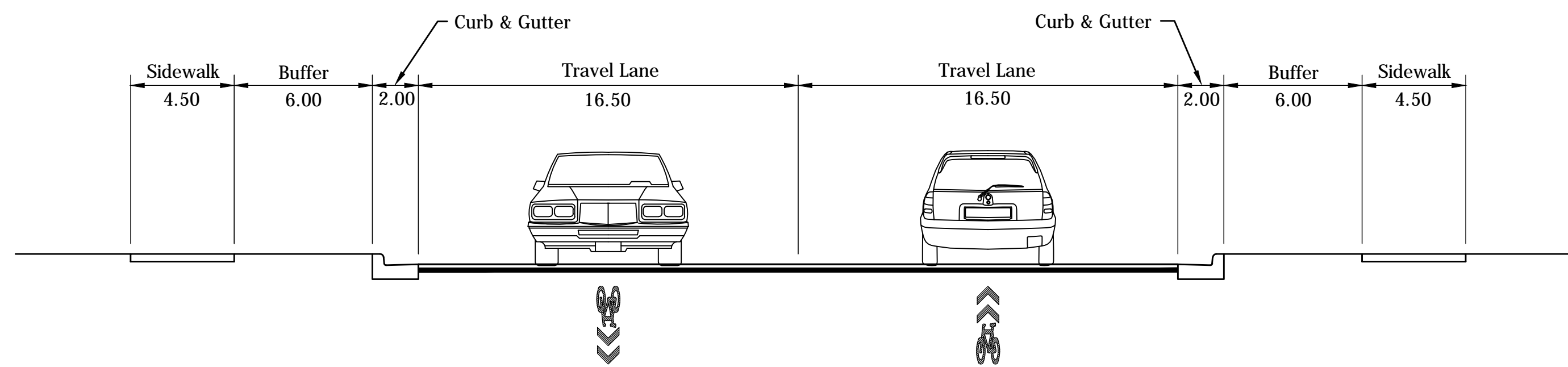
143). Creasy Lane
SCALE: 1" = 10'
From Rome Drive to Kensington Drive



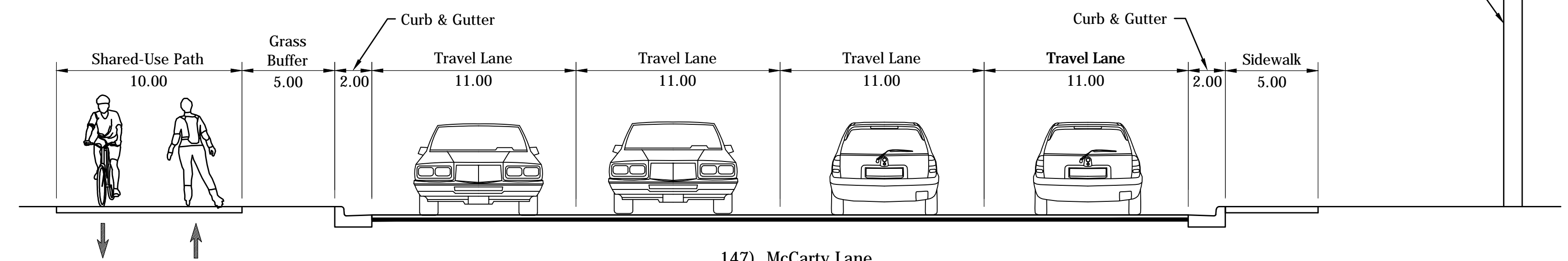
144). Creasy Lane
SCALE: 1" = 10'
From Kensington Drive to Greenbush Street



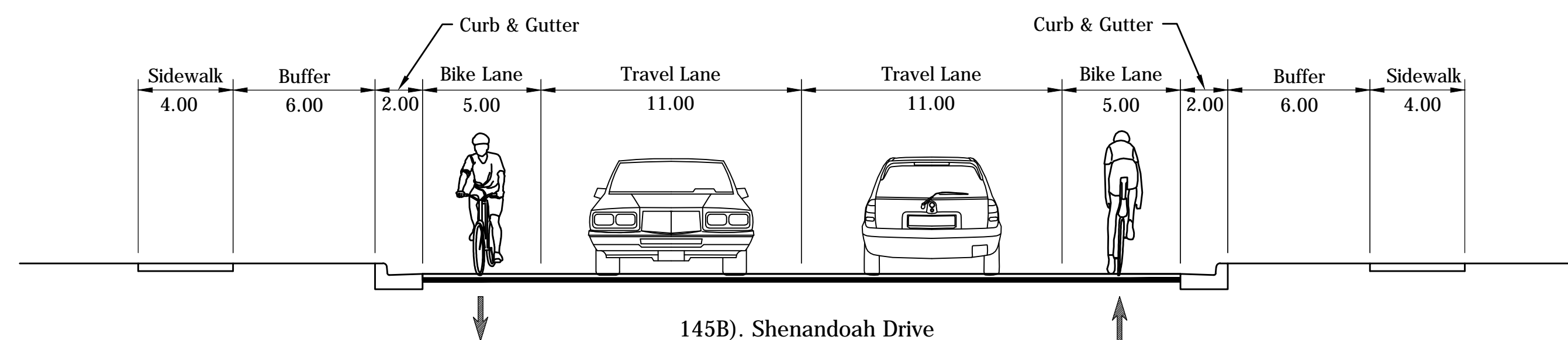
146). McCarty Lane
SCALE: 1" = 10'
From Main Street/SR 38 to Navco Drive



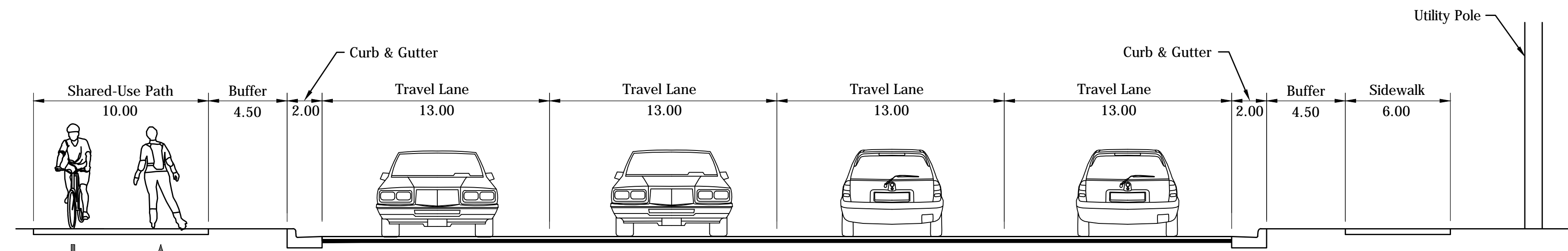
145A). Shenandoah Drive
SCALE: 1" = 10'
From Greenbush Street to Union Street



147). McCarty Lane
SCALE: 1" = 10'
From Navco Drive to Creasy Lane

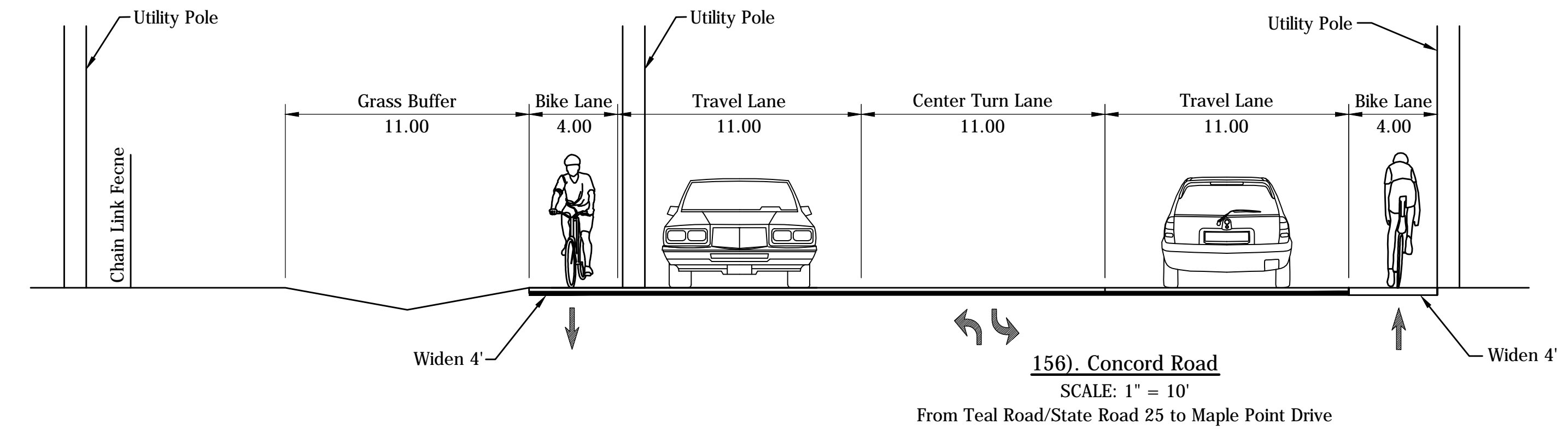
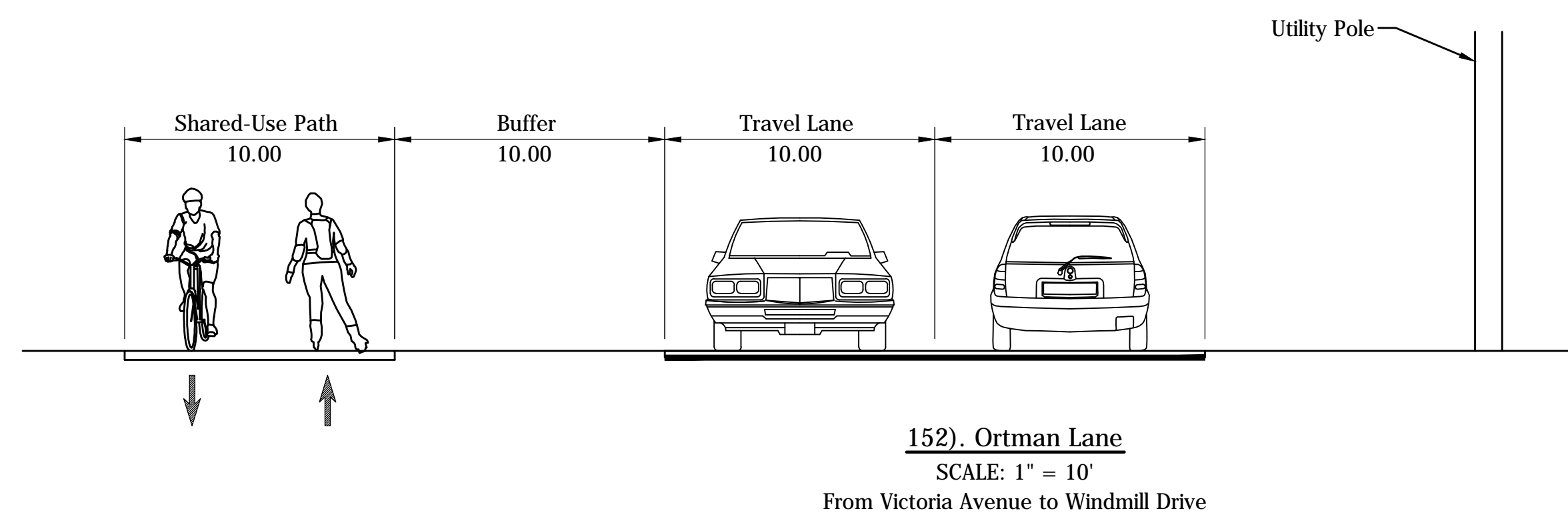
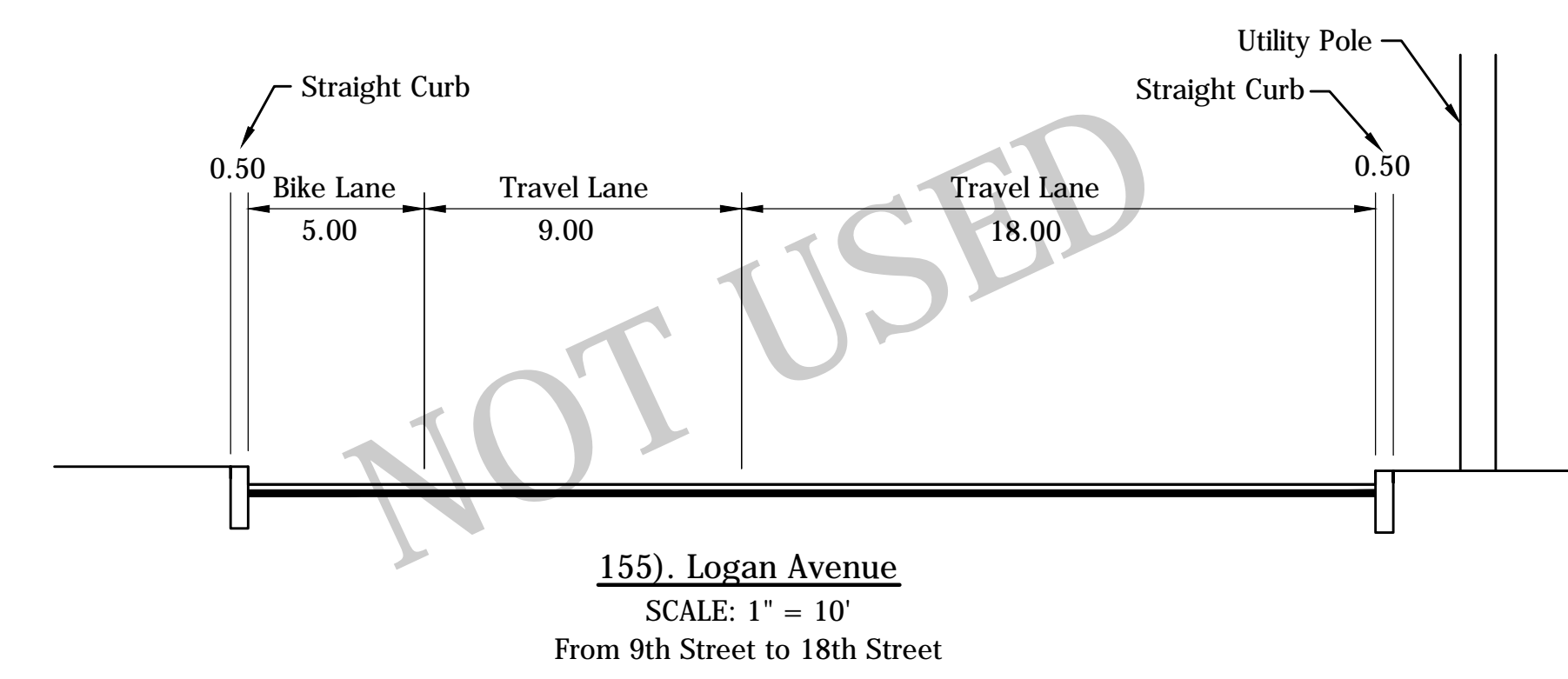
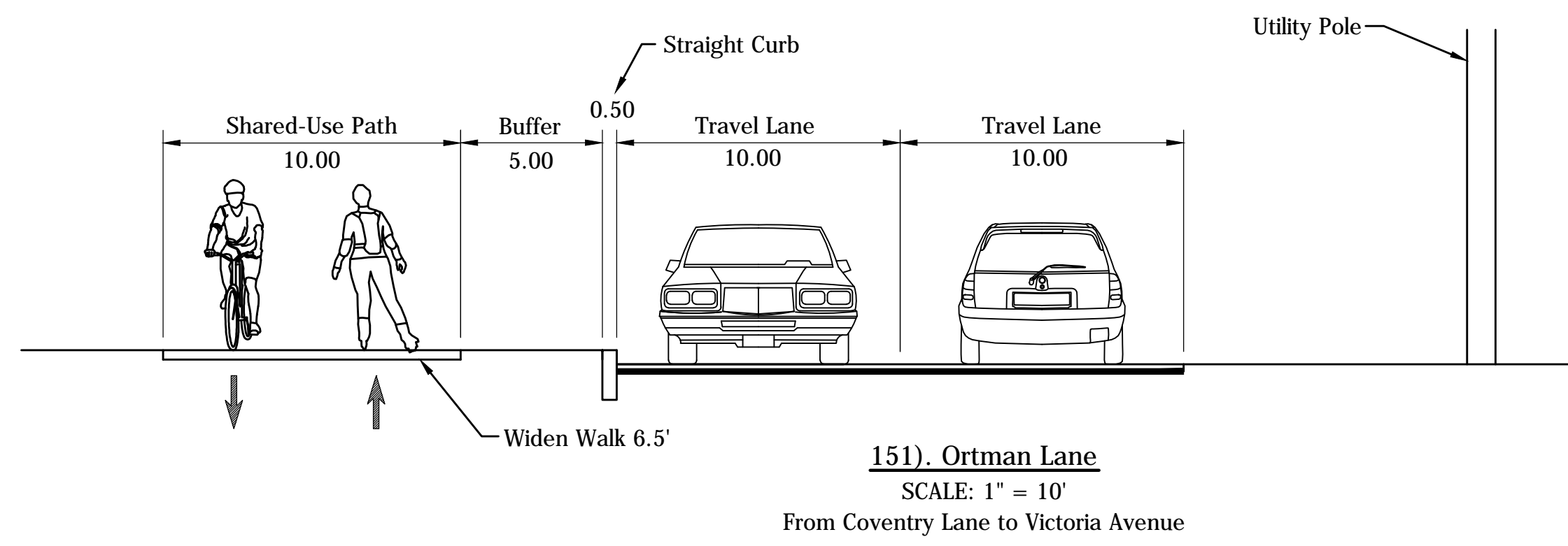
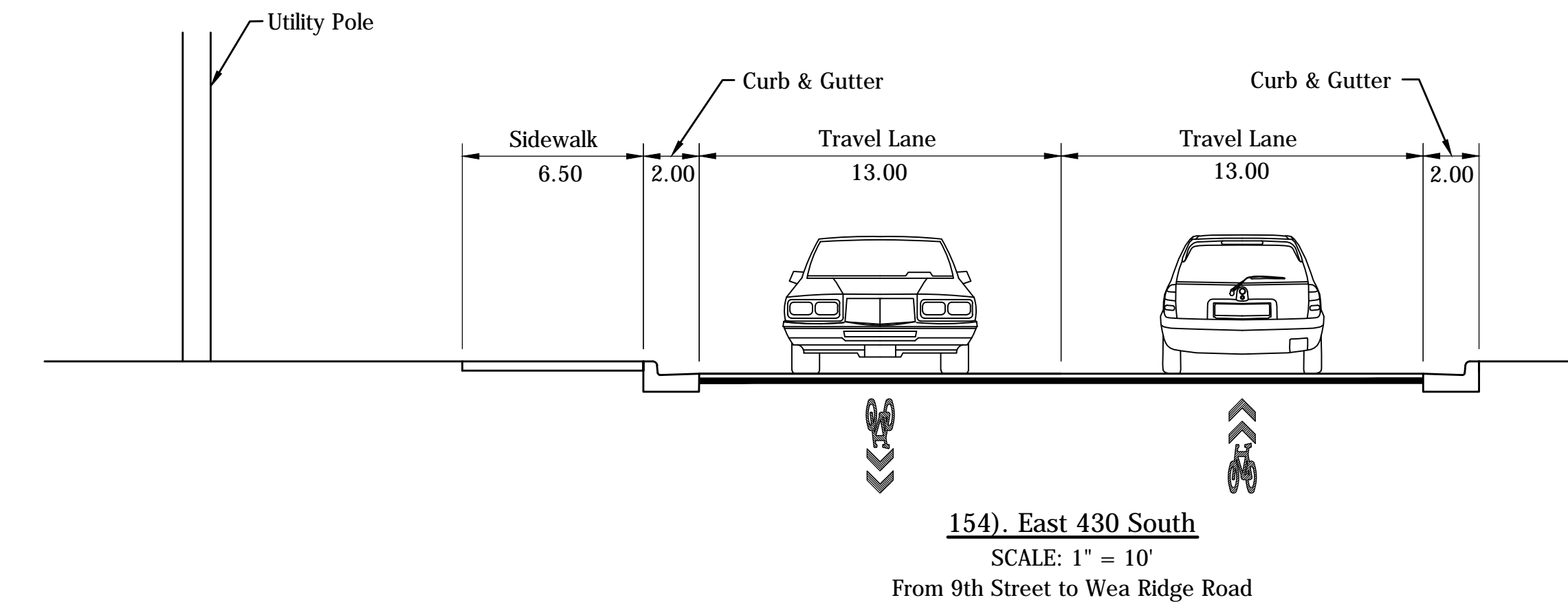
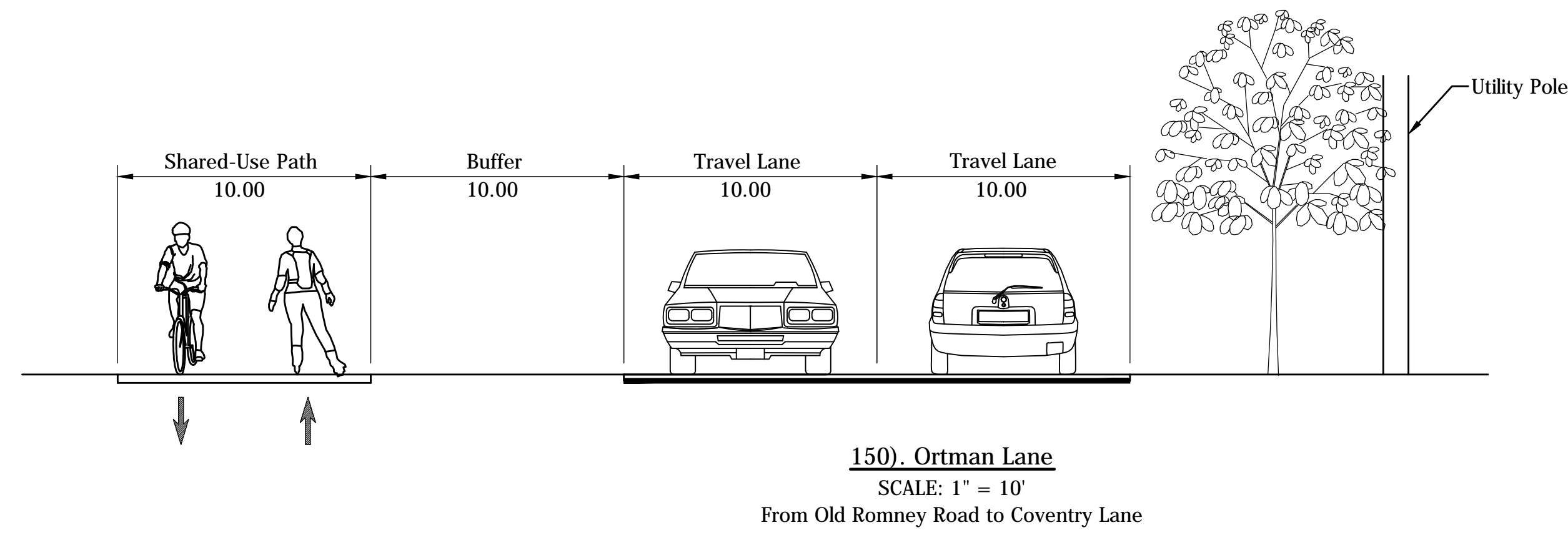
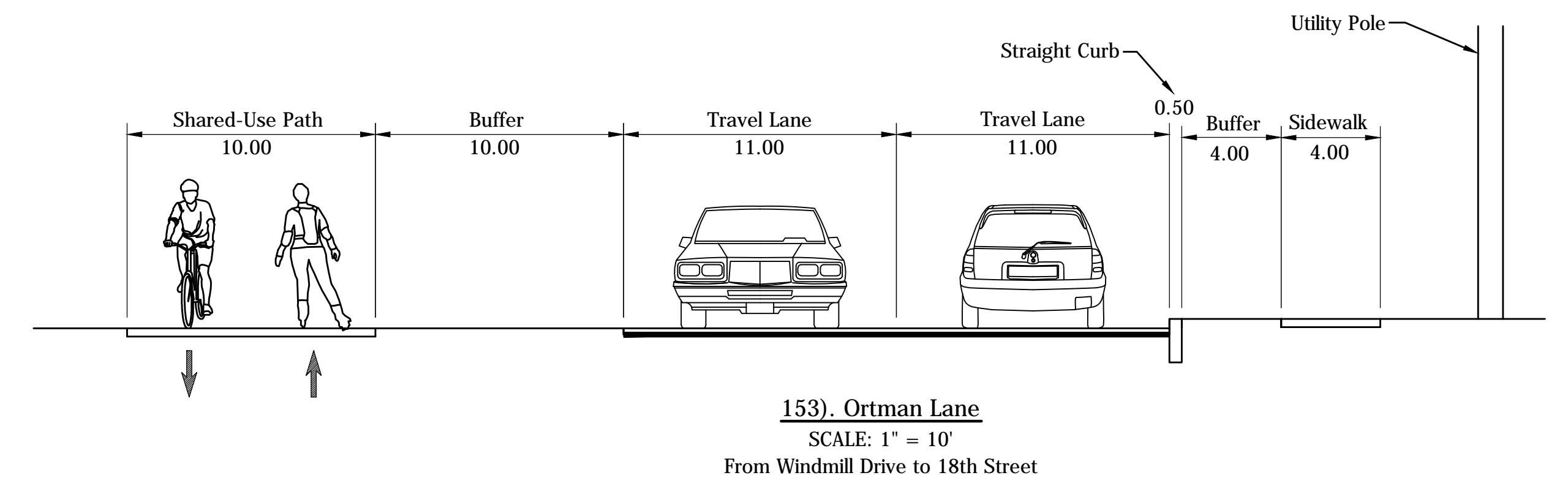
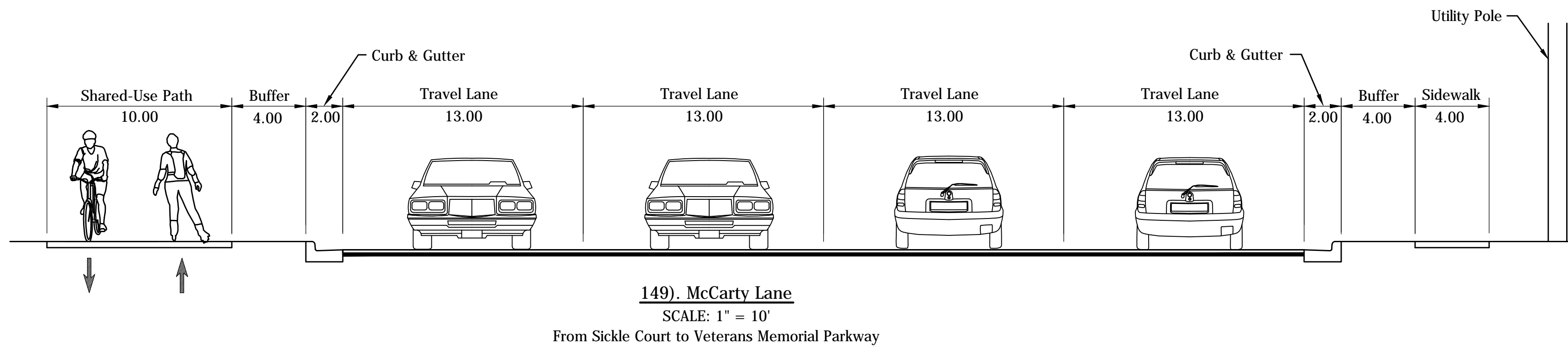


145B). Shenandoah Drive
SCALE: 1" = 10'
From Union Street to South Street

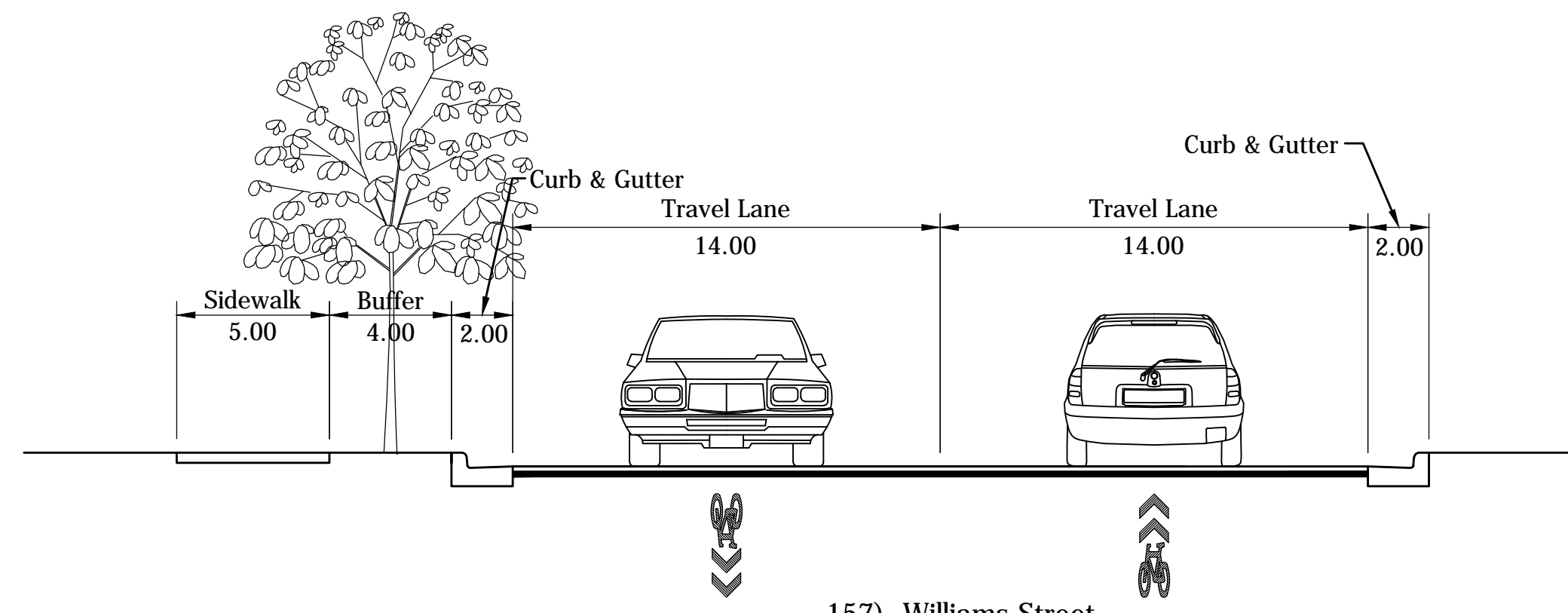


148). McCarty Lane
SCALE: 1" = 10'
From Creasy Lane to Sickle Court

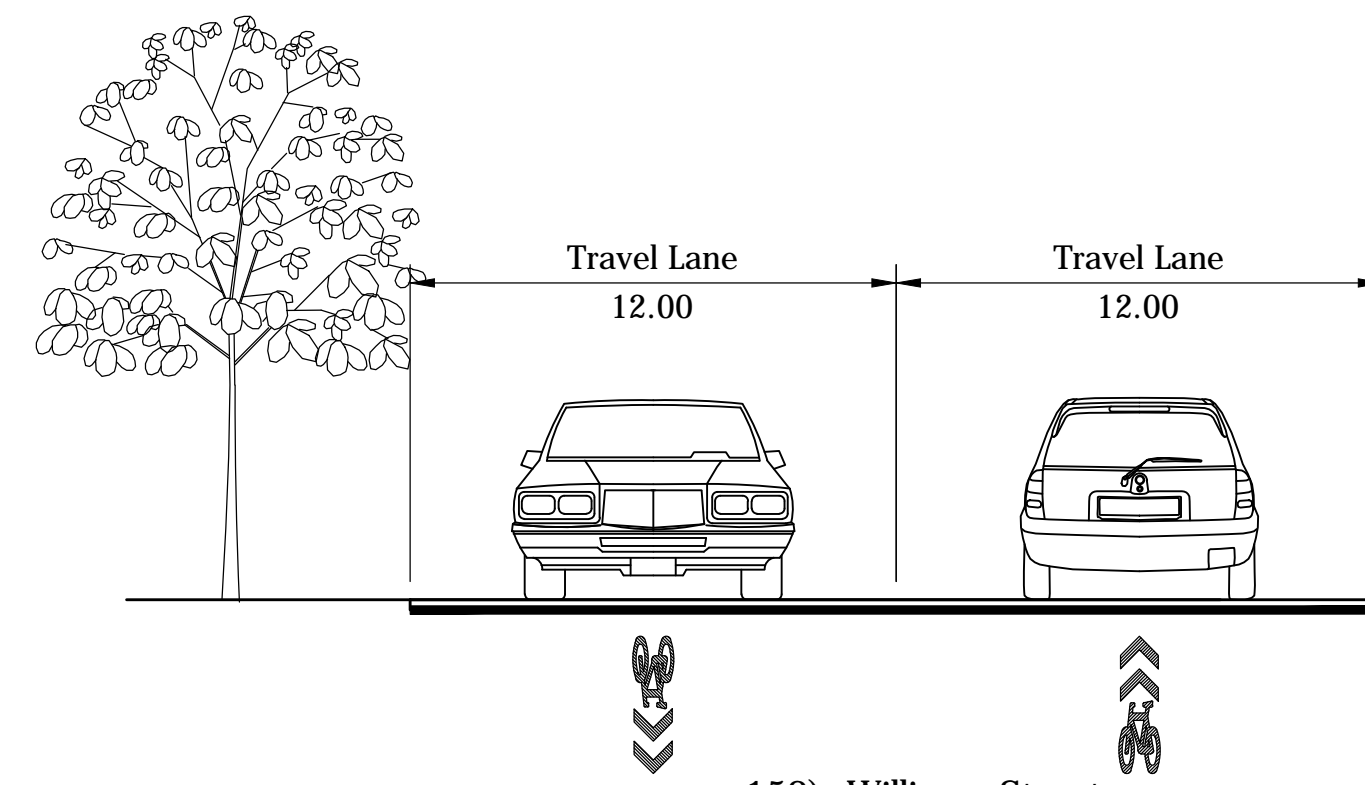
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



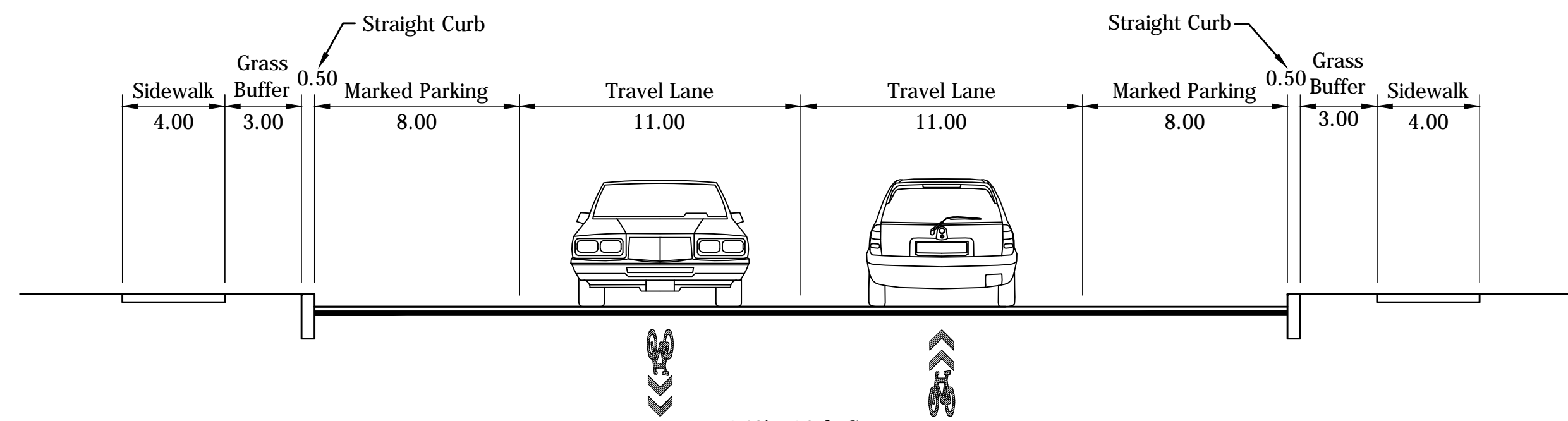
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



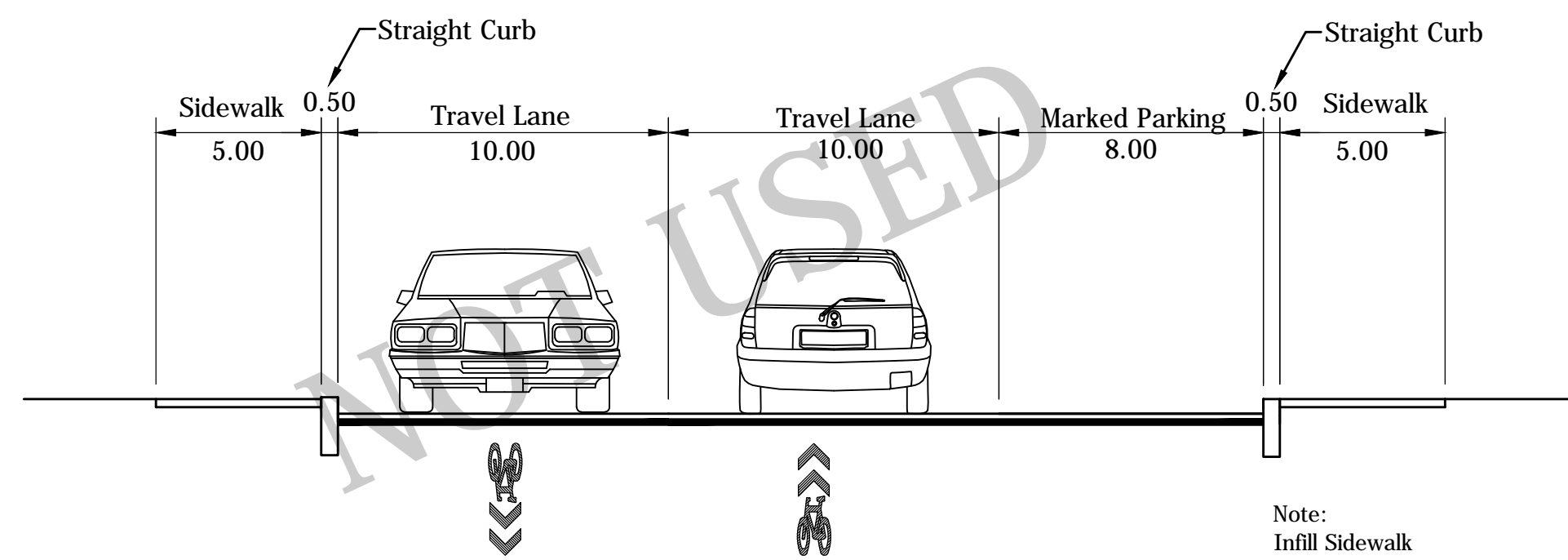
157). Williams Street
SCALE: 1" = 10'
From Queen Street to Wabash Avenue



158). Williams Street
SCALE: 1" = 10'
From Wabash Avenue to 1st Street

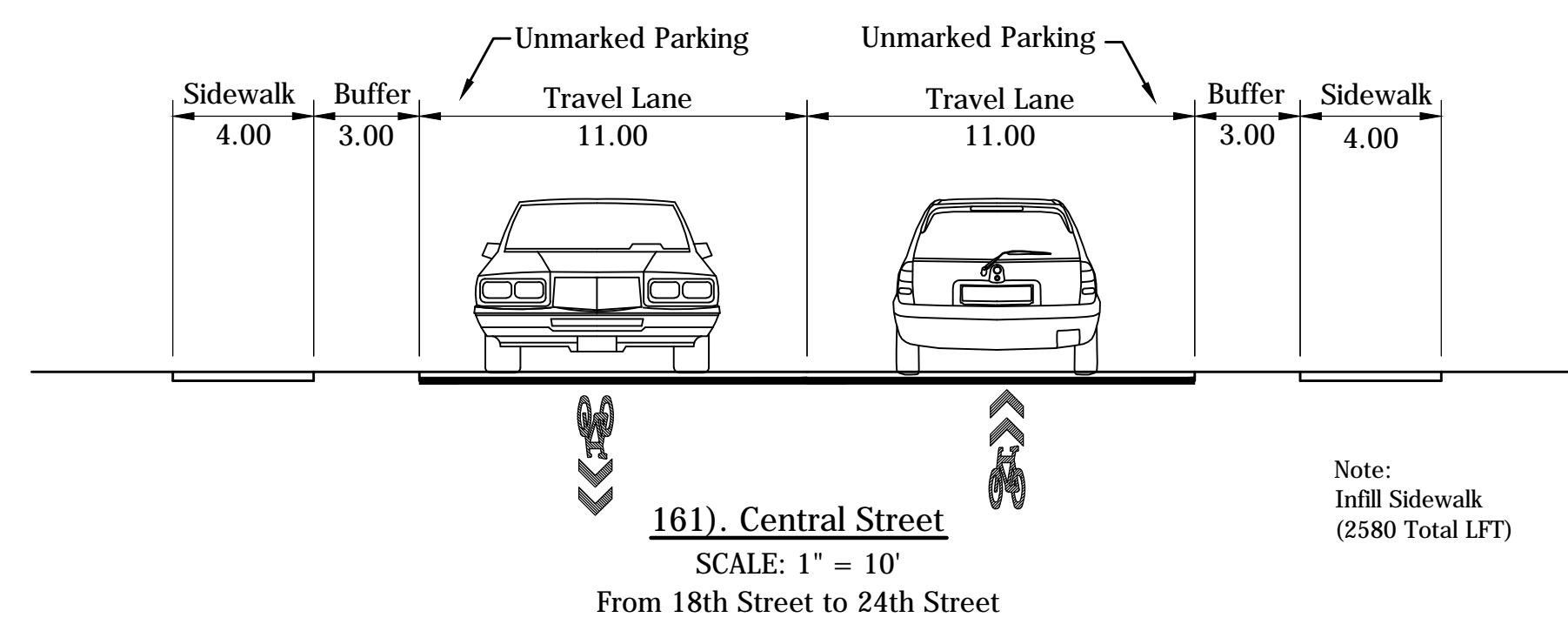


159). 13th Street
SCALE: 1" = 10'
From Burroughs Street to Greenbush Street



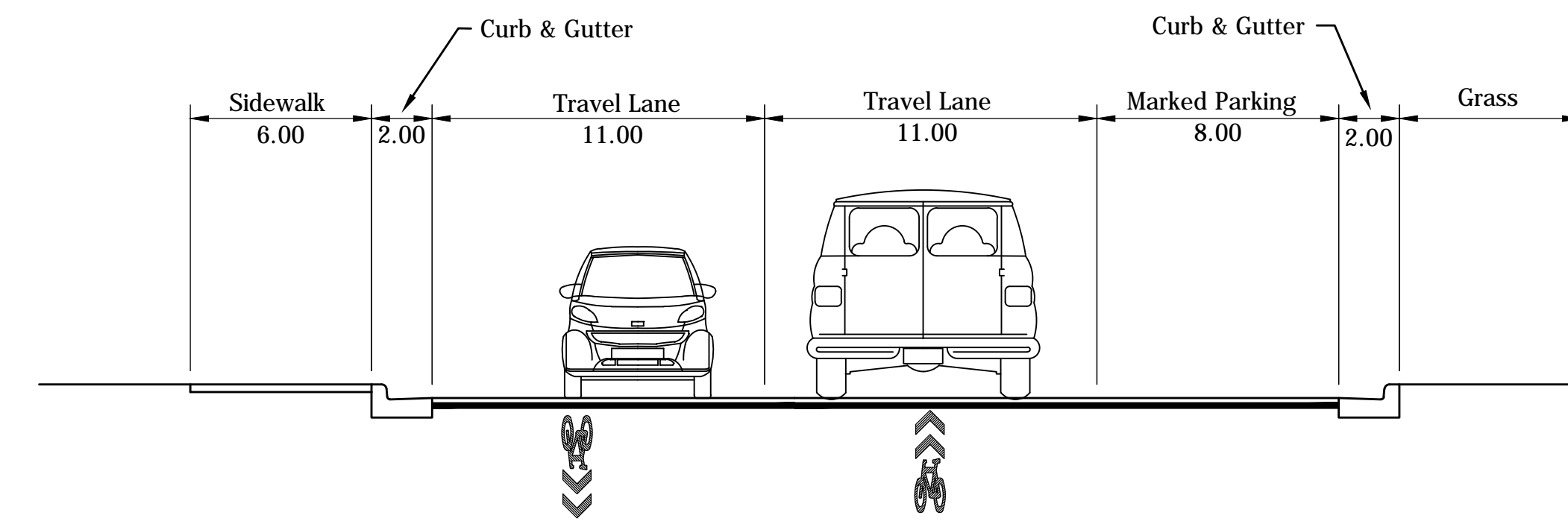
160). 24th Street
SCALE: 1" = 10'
From Main Street to Earl Avenue

Note:
Infill Sidewalk
(3840 Total LFT)

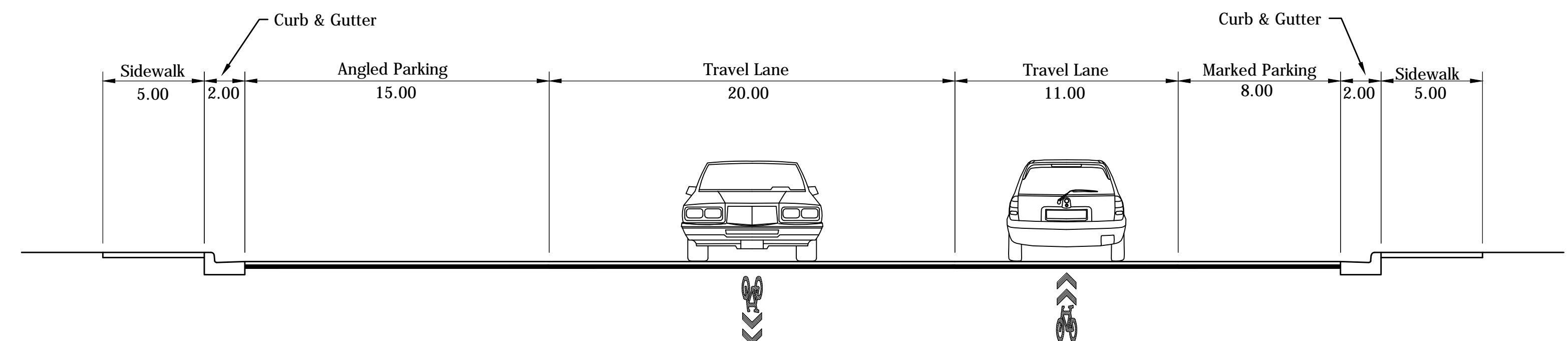


161). Central Street
SCALE: 1" = 10'
From 18th Street to 24th Street

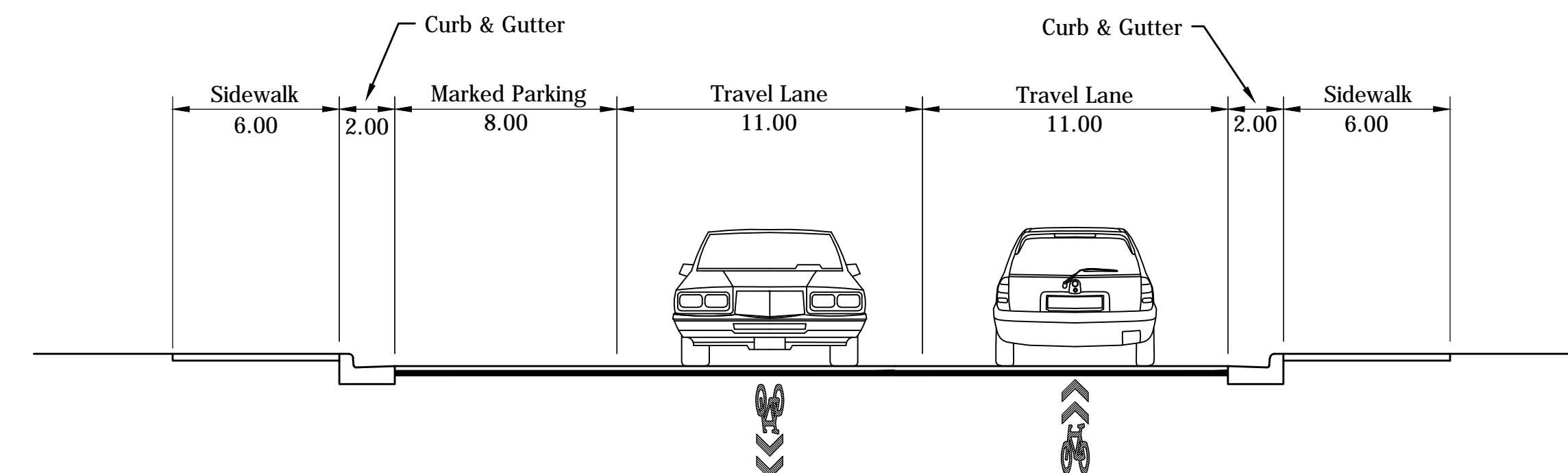
Note:
Infill Sidewalk
(2580 Total LFT)



162). 26th Street
SCALE: 1" = 10'
From Union Street to Sunnyside Middle School Drive North

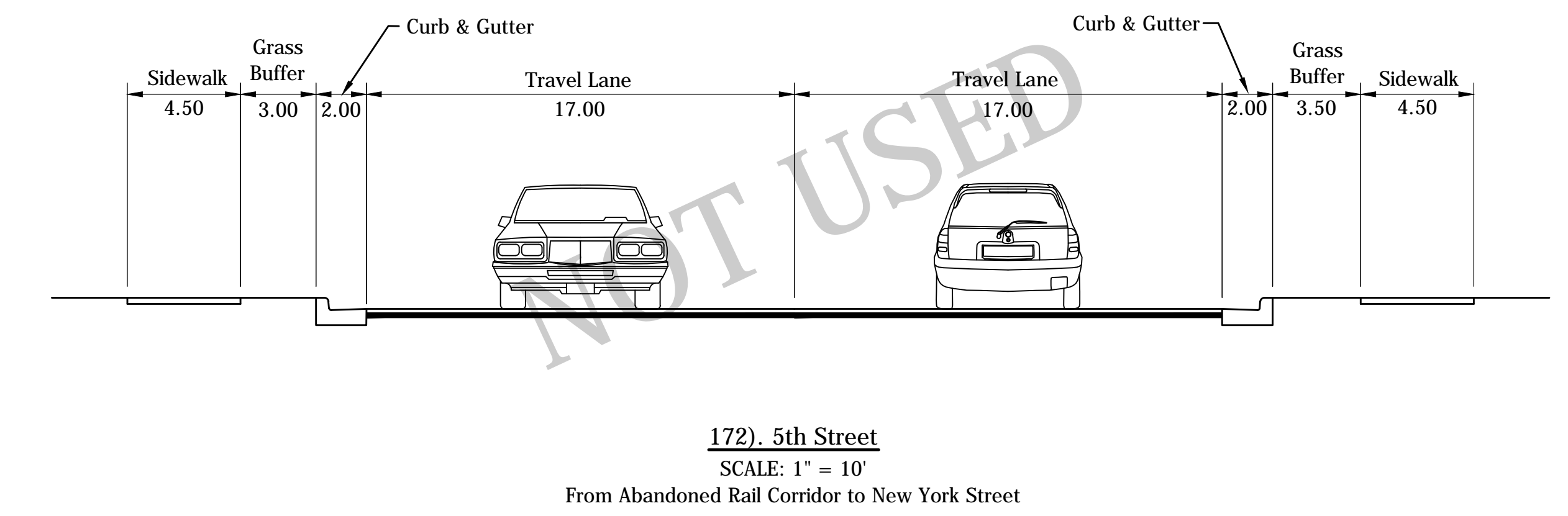
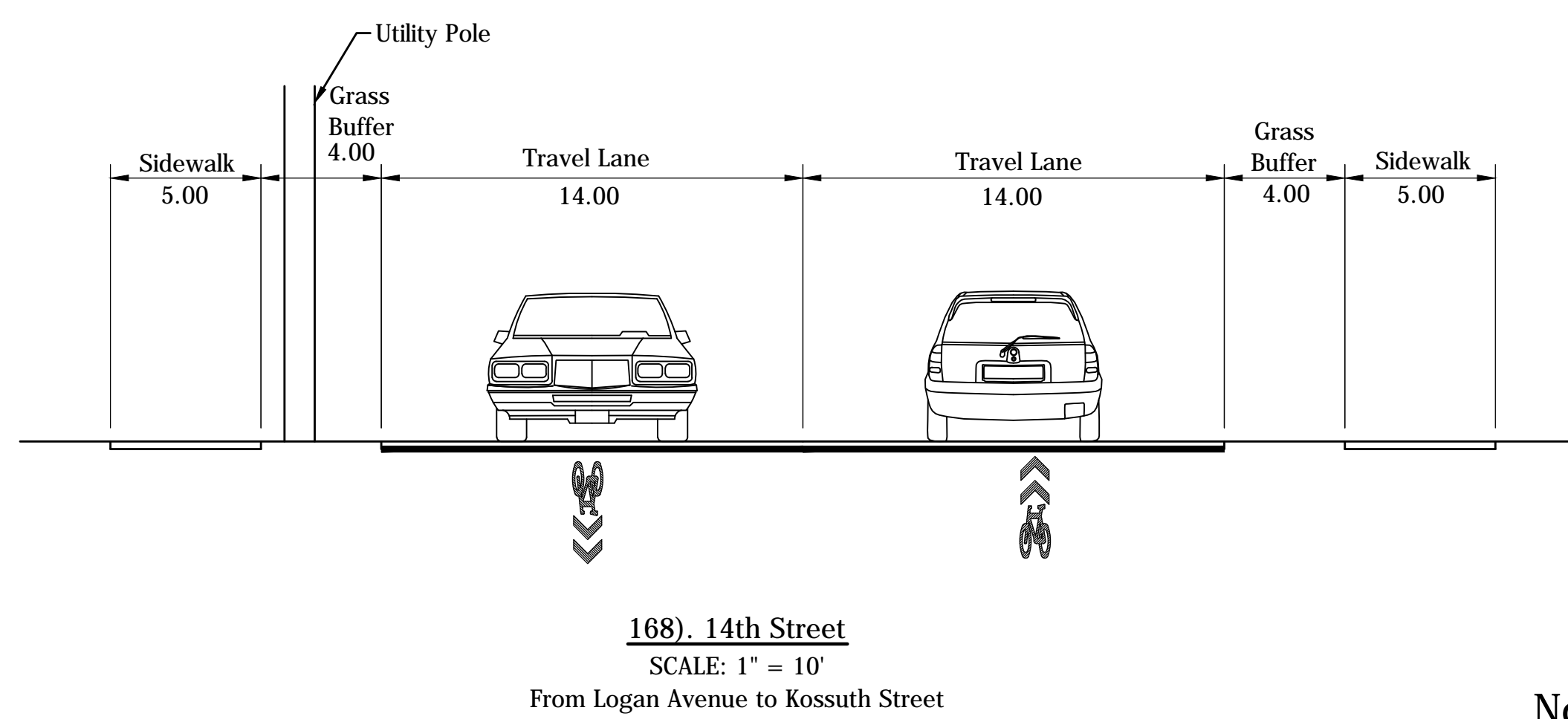
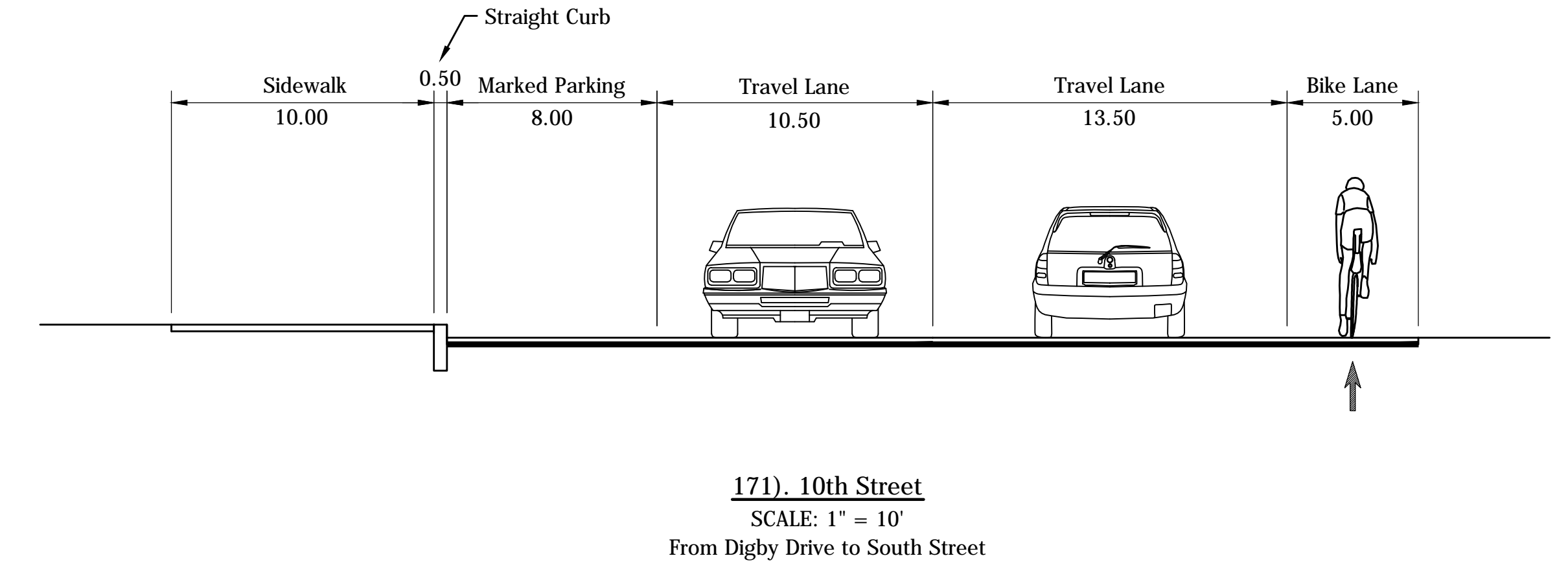
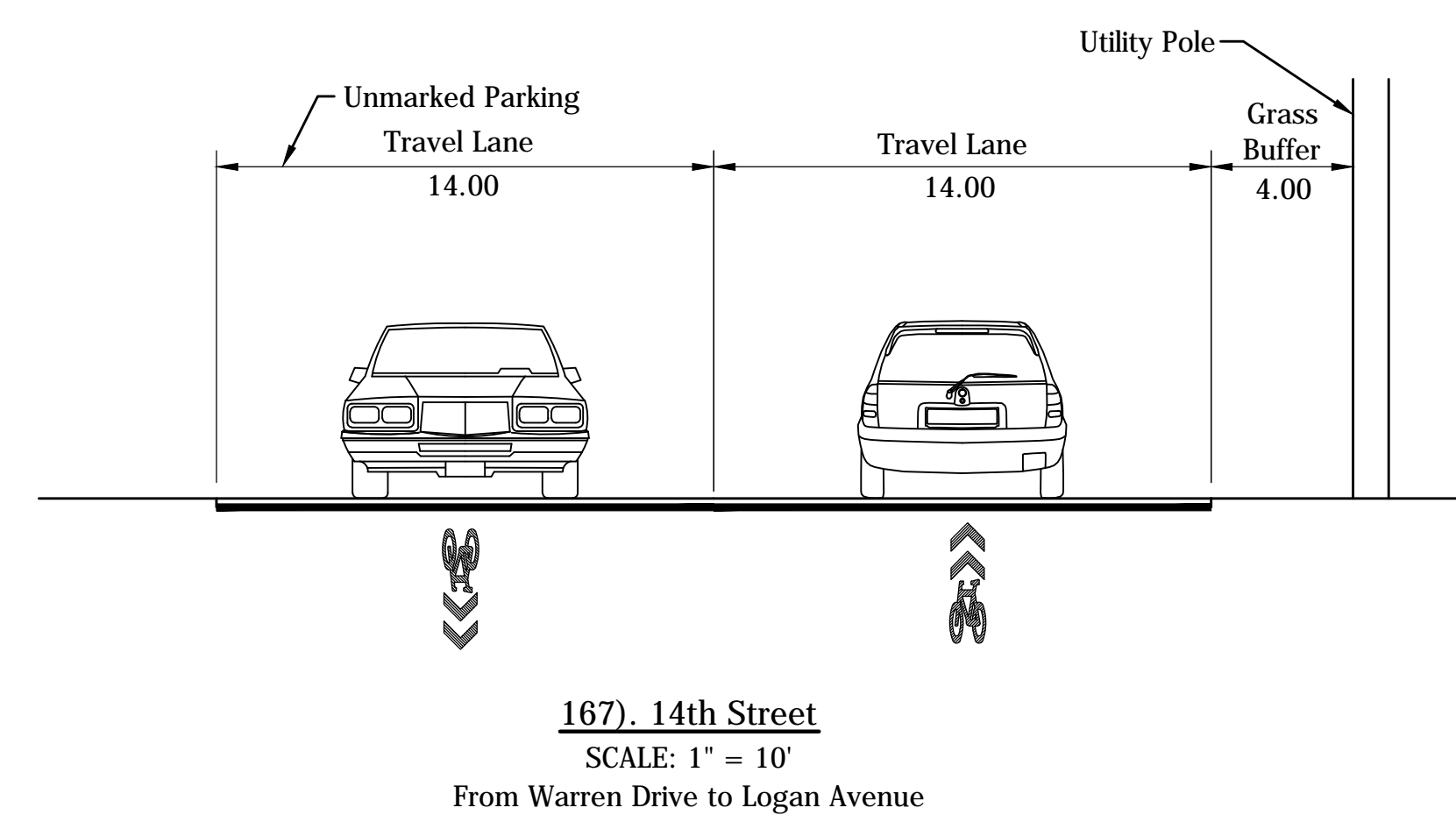
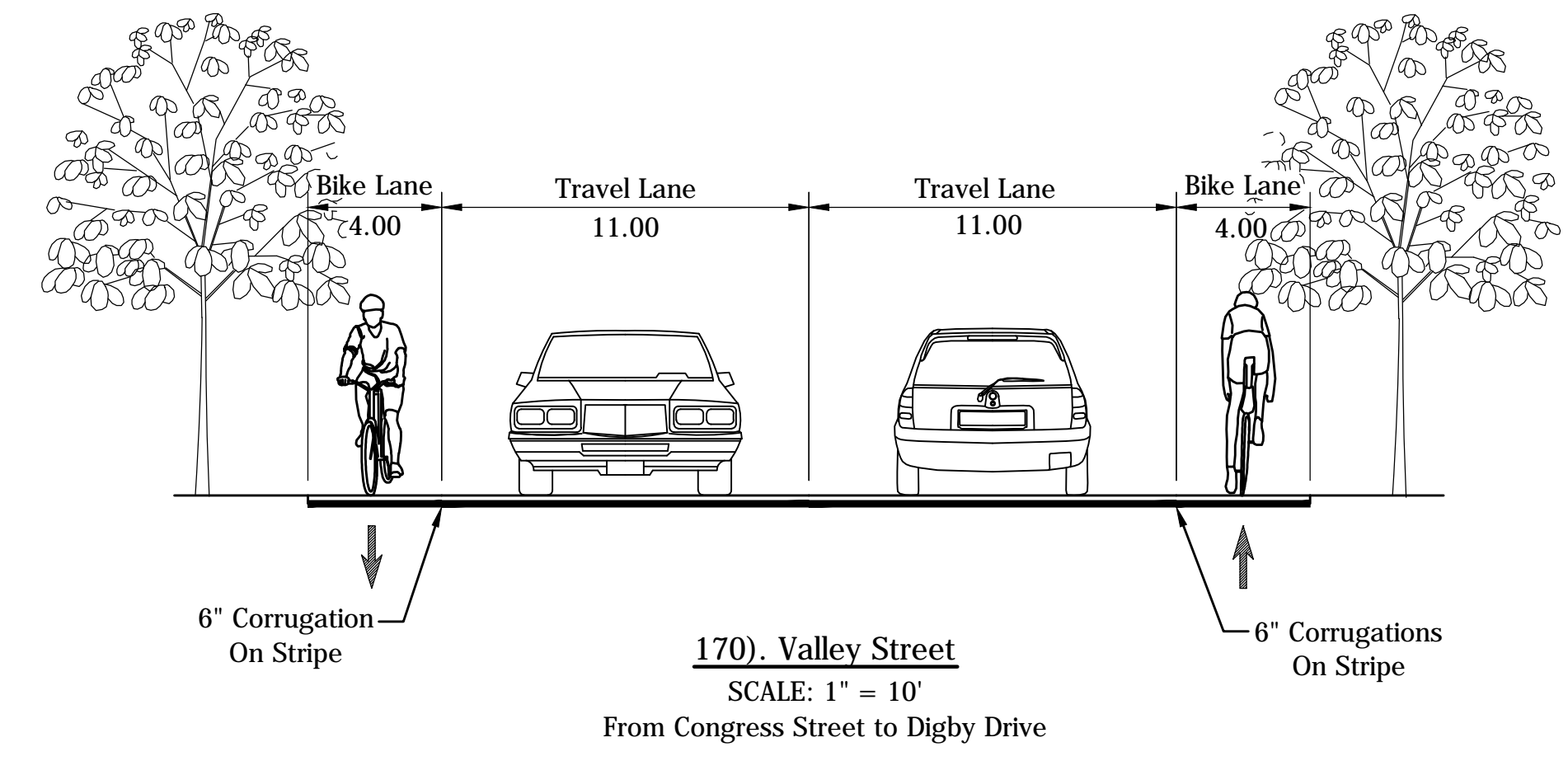
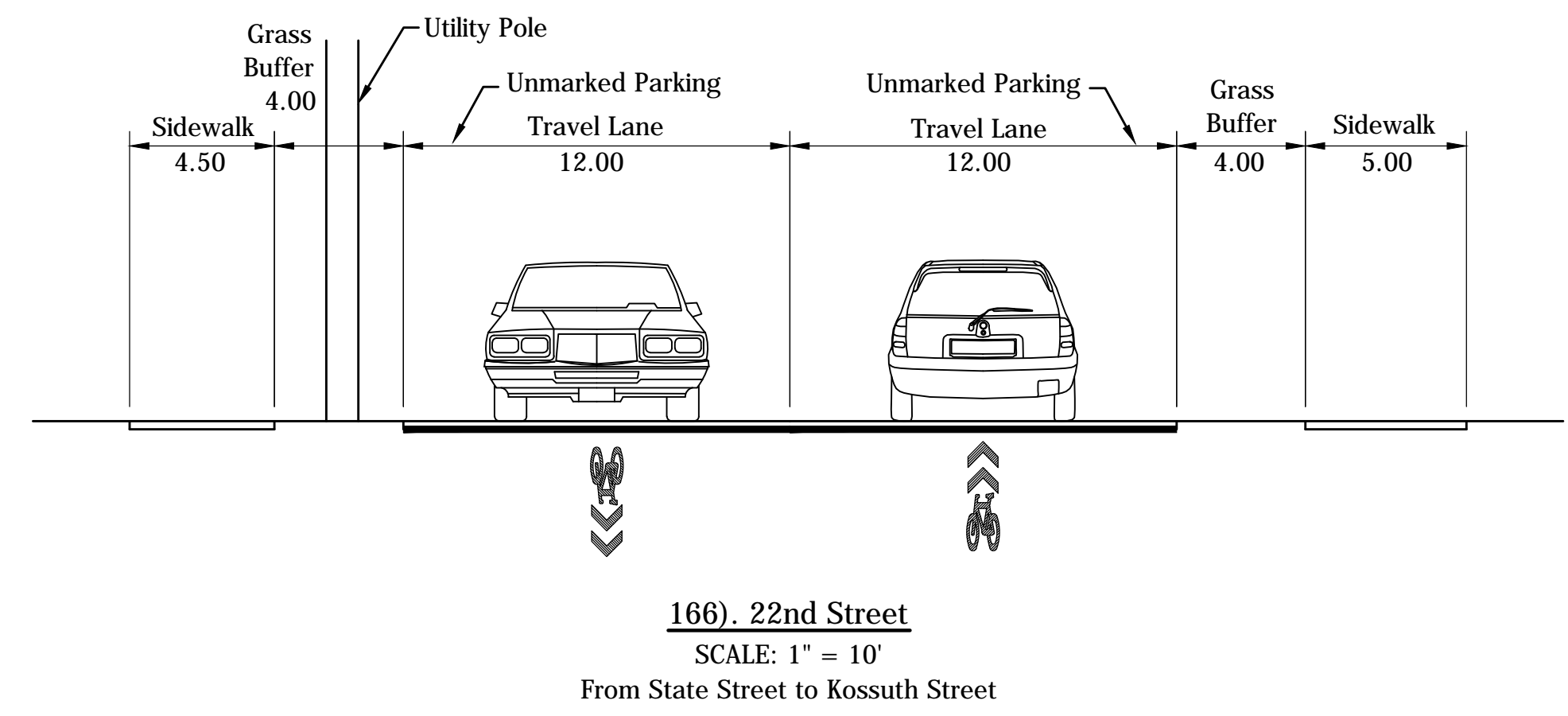
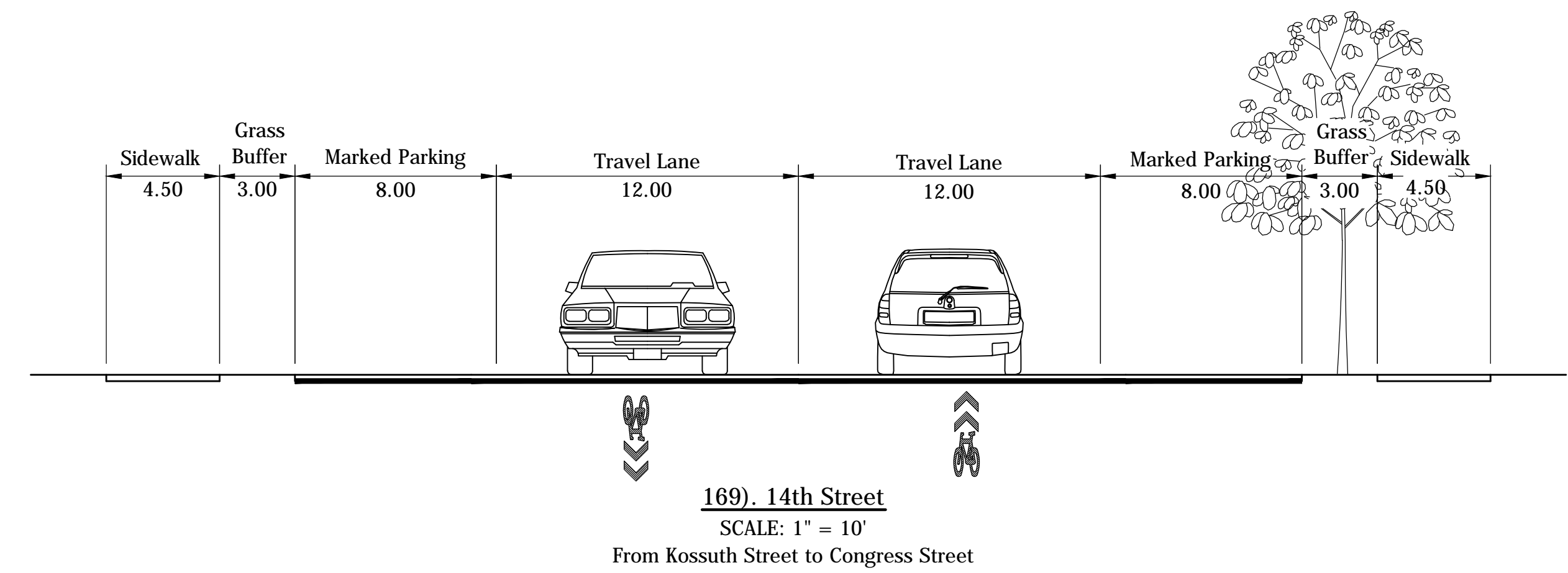
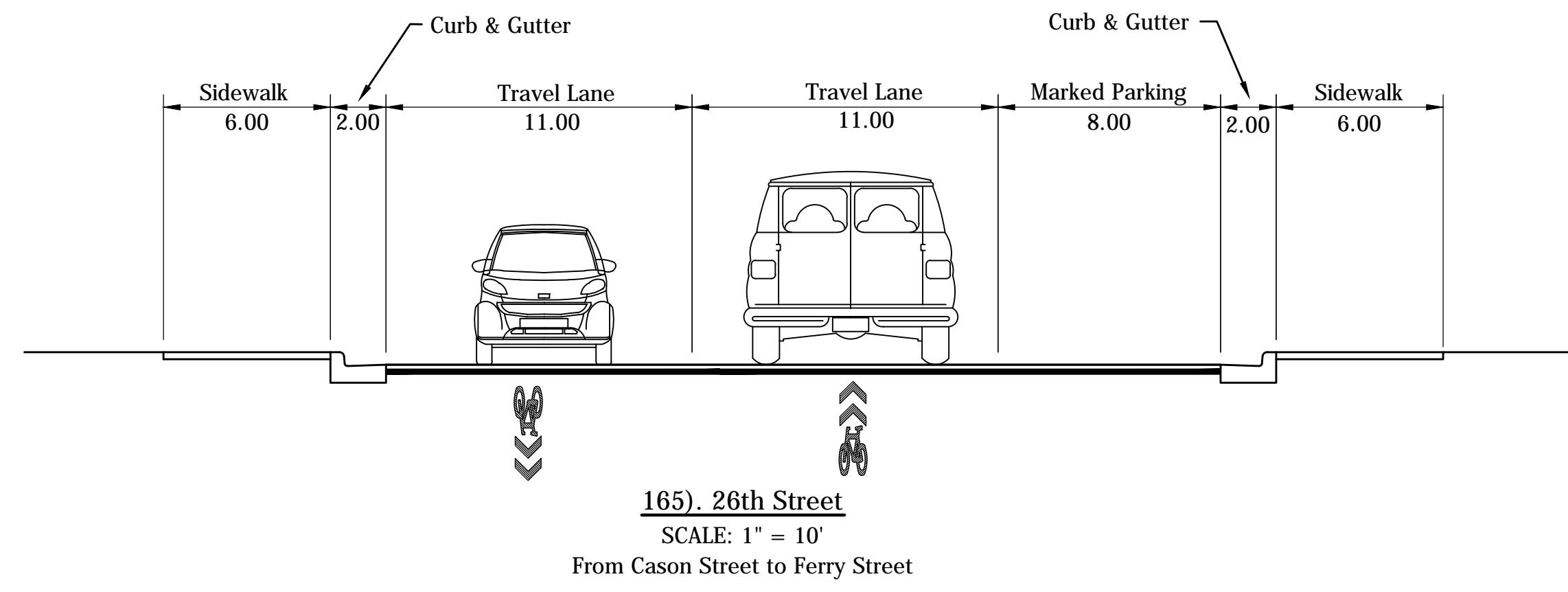


163). 26th Street
SCALE: 1" = 10'
From Sunnyside Middle School Drive North to Middle School Drive South

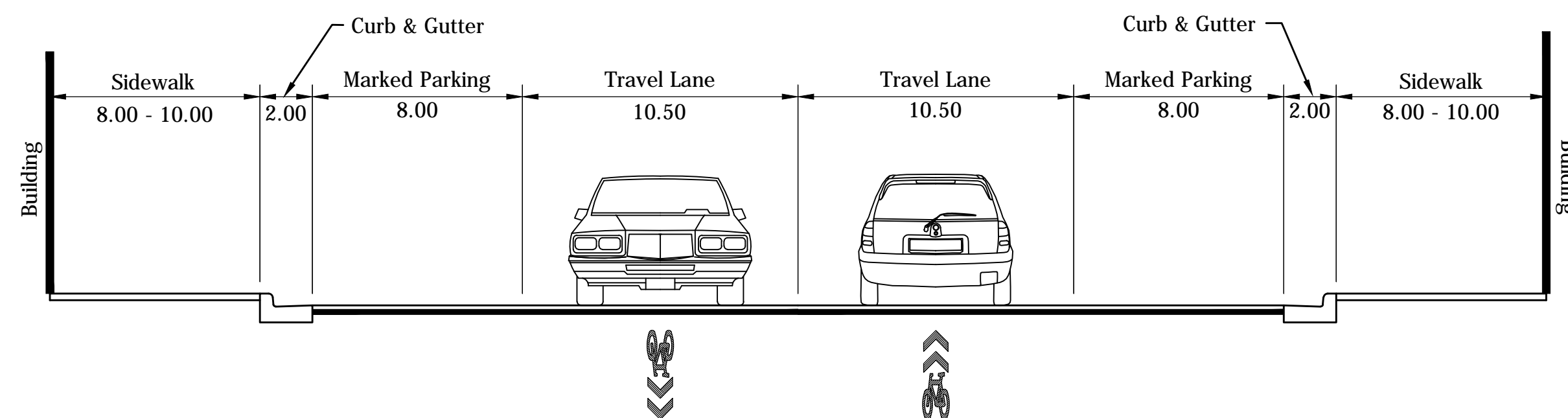


164). 26th Street
SCALE: 1" = 10'
From Sunnyside Middle School Drive South to Cason Street

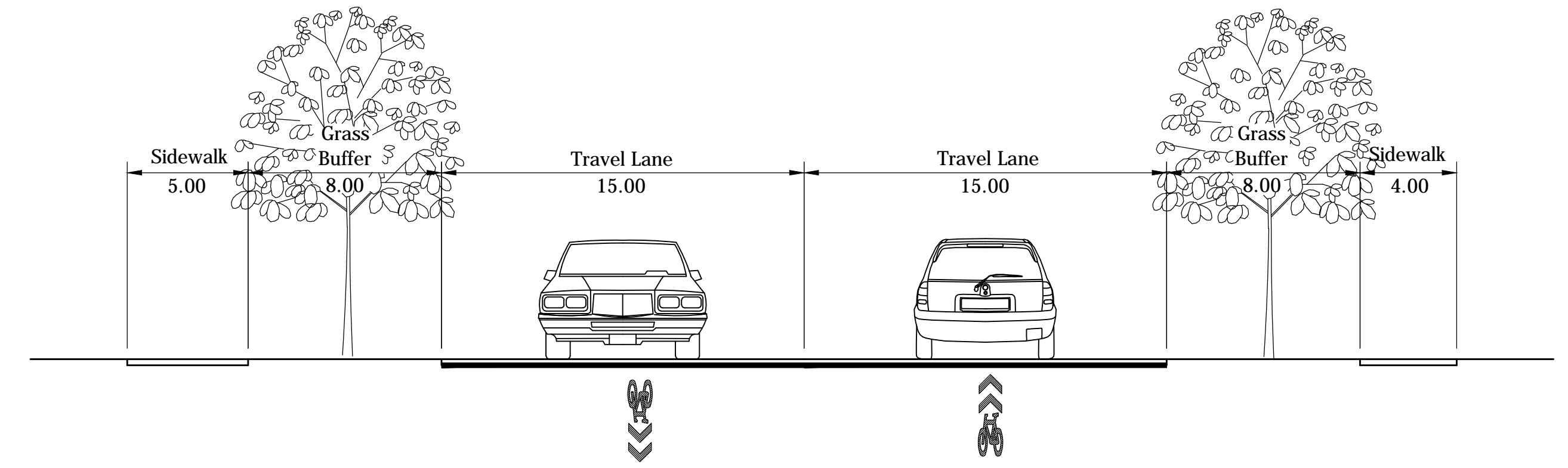
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



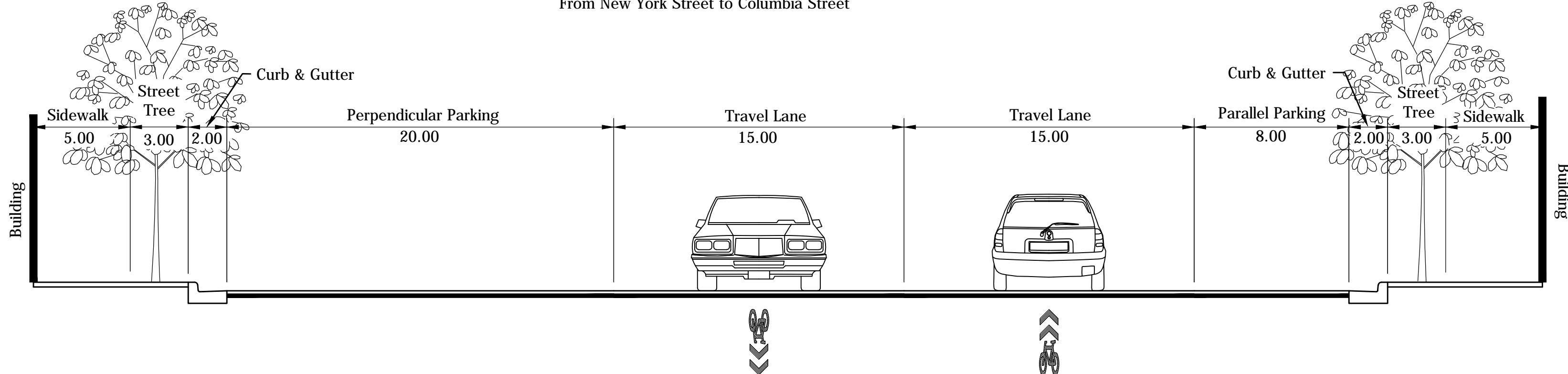
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



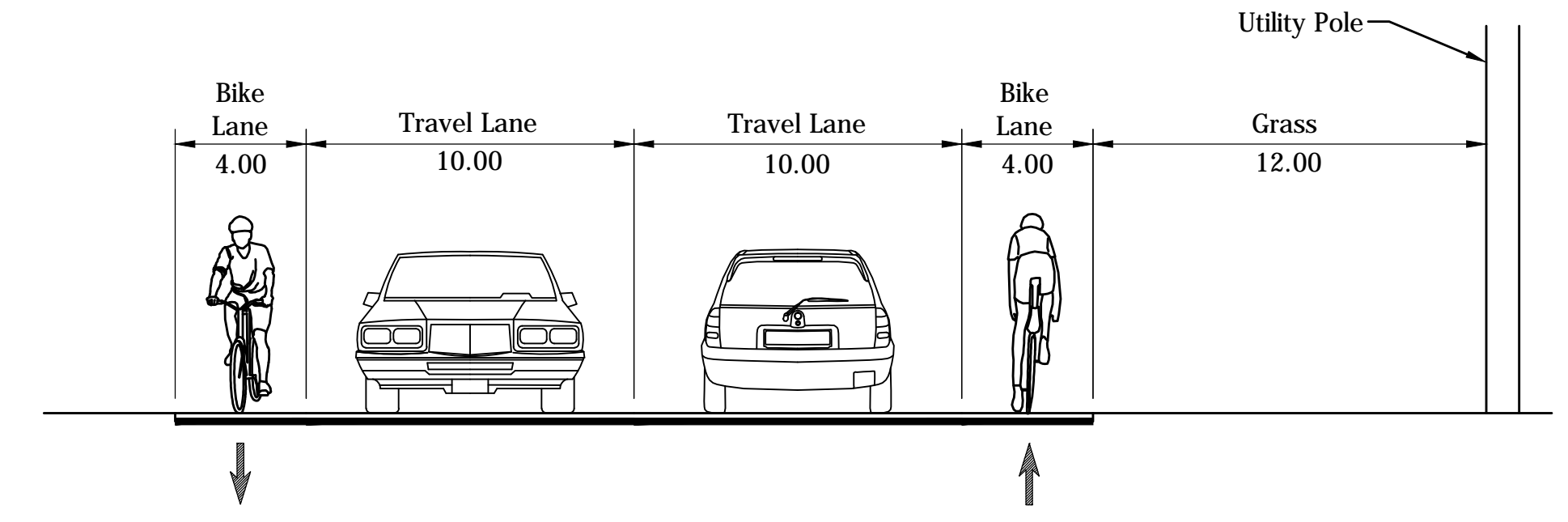
173). 5th Street
SCALE: 1" = 10'
From New York Street to Columbia Street



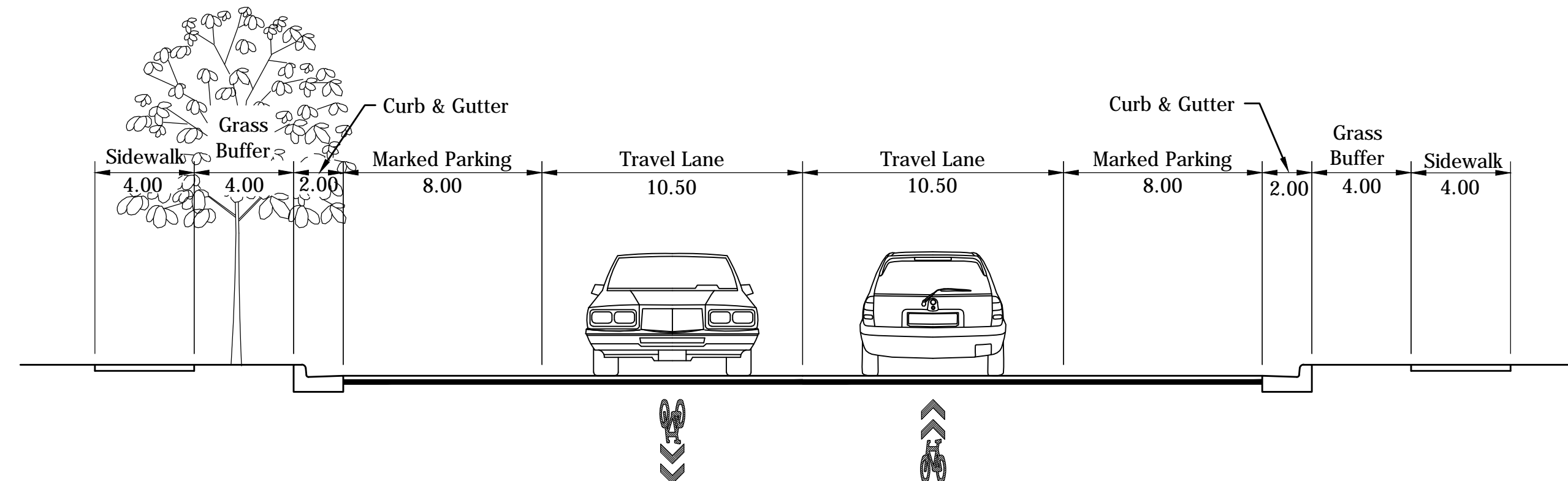
177). 20th Street
SCALE: 1" = 10'
From Underwood Street to Schuyler Avenue



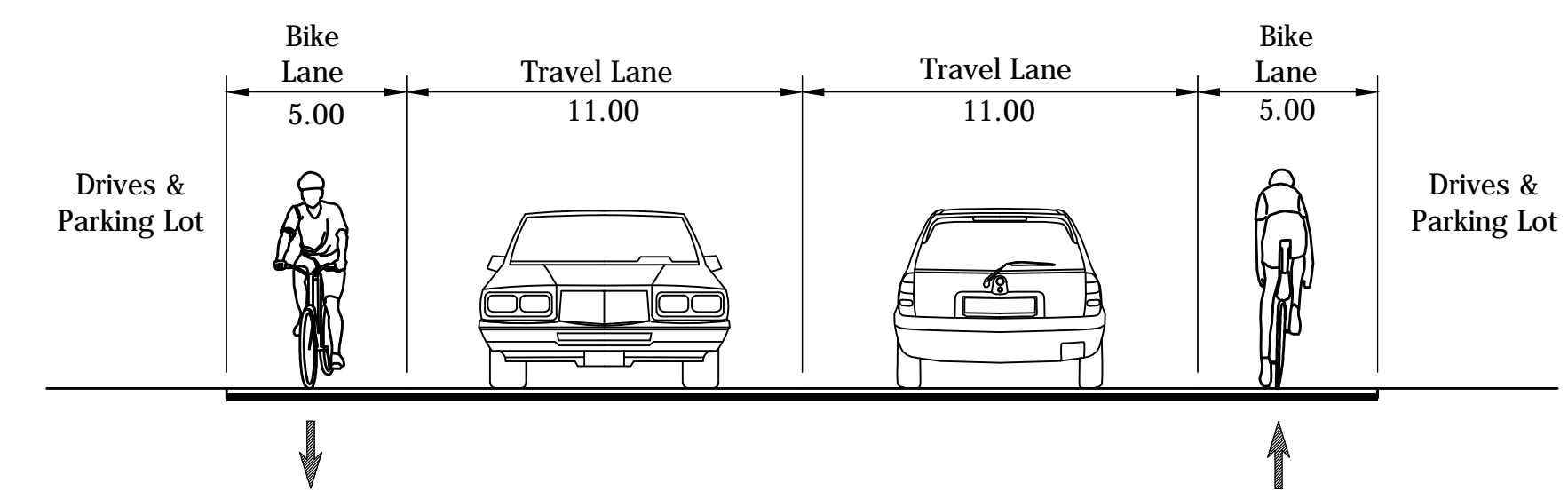
174). 5th Street
SCALE: 1" = 10'
From Columbia Street to Main Street



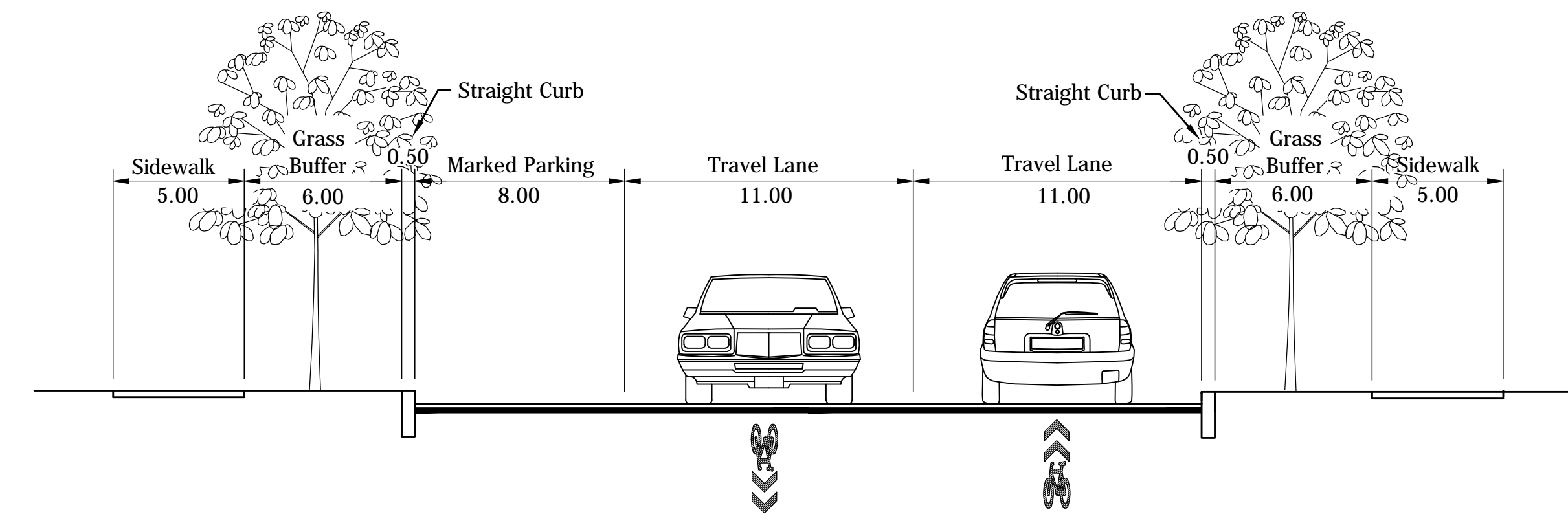
178). Summer Street
SCALE: 1" = 10'
From Concord Road to 30th Street



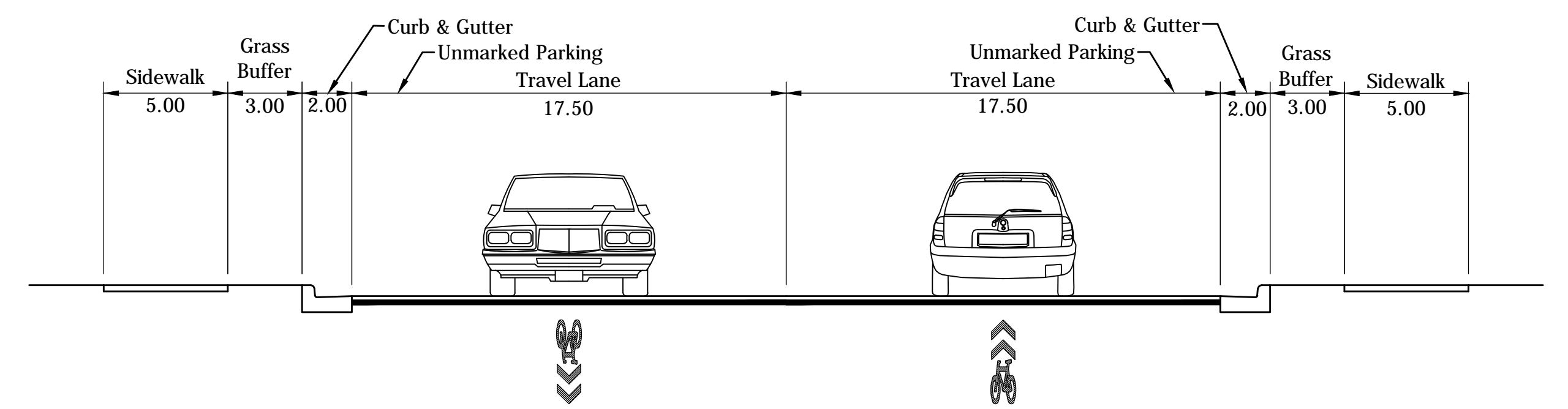
175). 5th Street
SCALE: 1" = 10'
From Main Street to Union Street



179). 30th Street
SCALE: 1" = 10'
From Summer Street to Teal Street

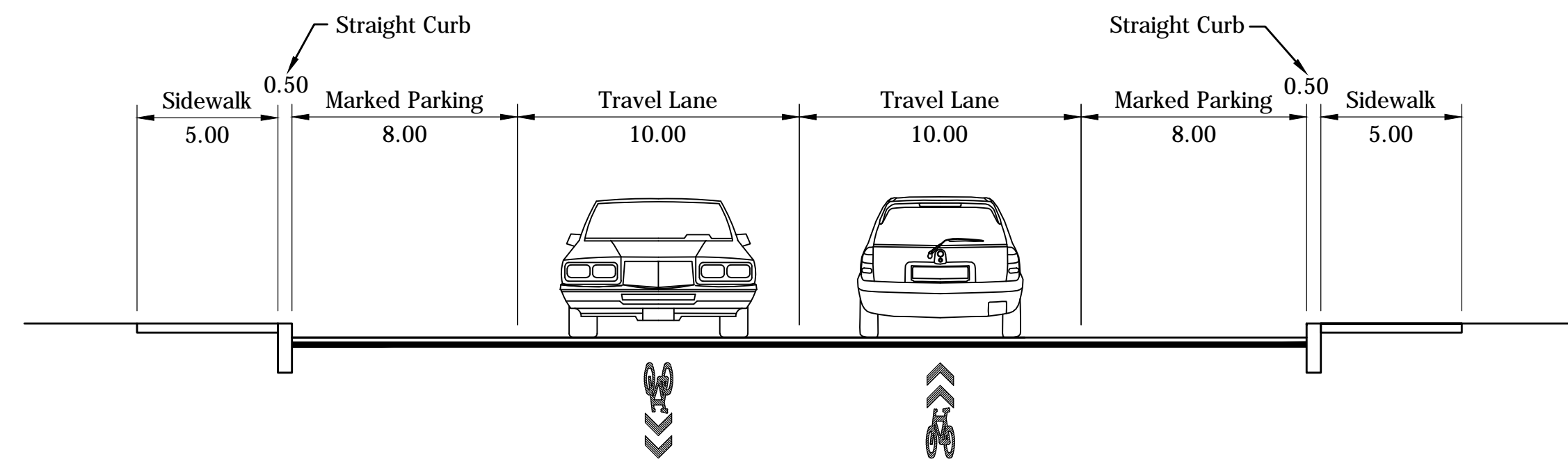


176). Owen Street
SCALE: 1" = 10'
From 4th Street to 9th Street

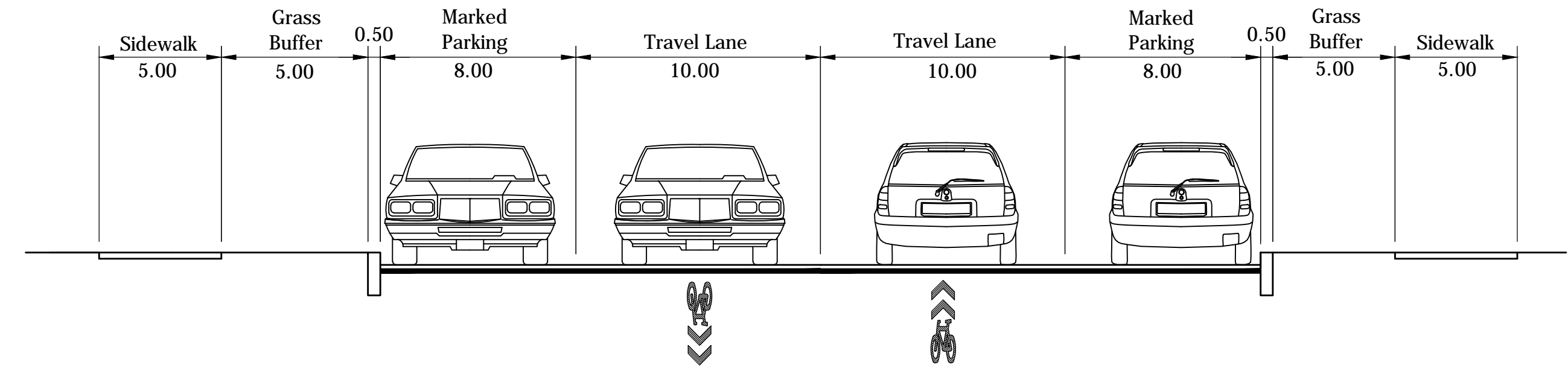


180). Asher Street
SCALE: 1" = 10'
From Main Street to Ferry Street

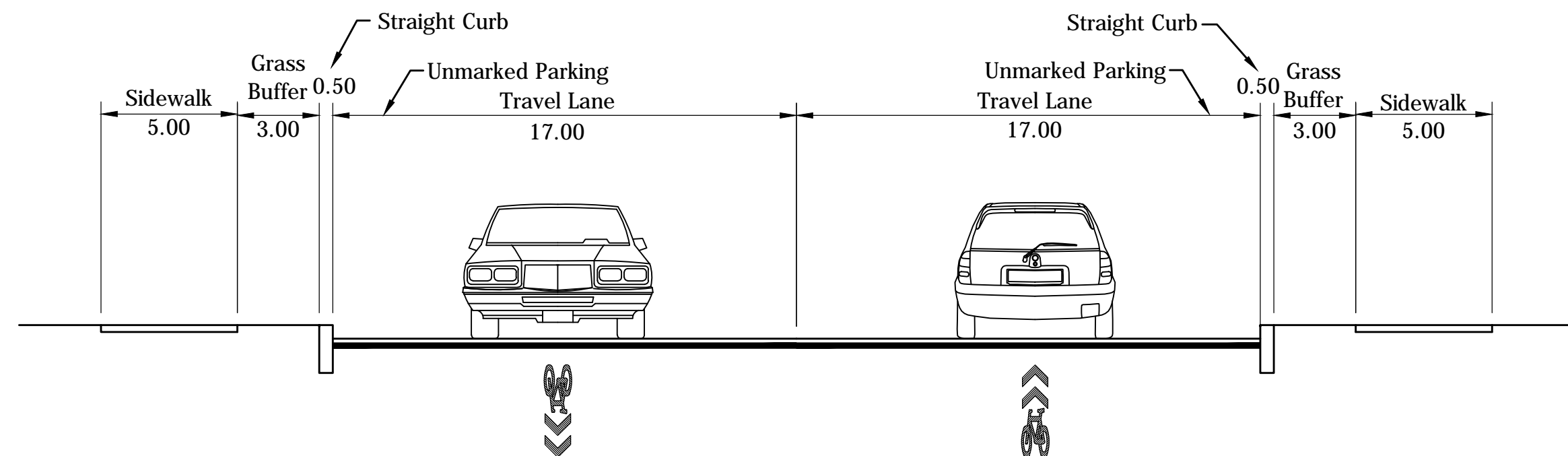
Note: All Sidewalks Shown Are Existing Unless Otherwise Noted



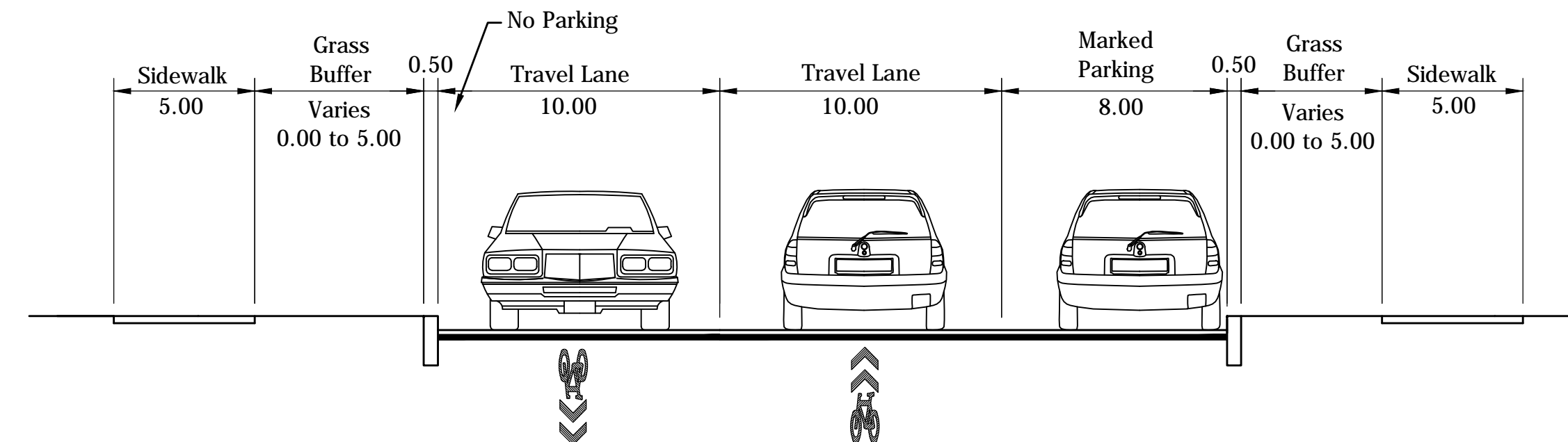
181). Romig Street
SCALE: 1" = 10'
From 3rd Street to Lingle Avenue



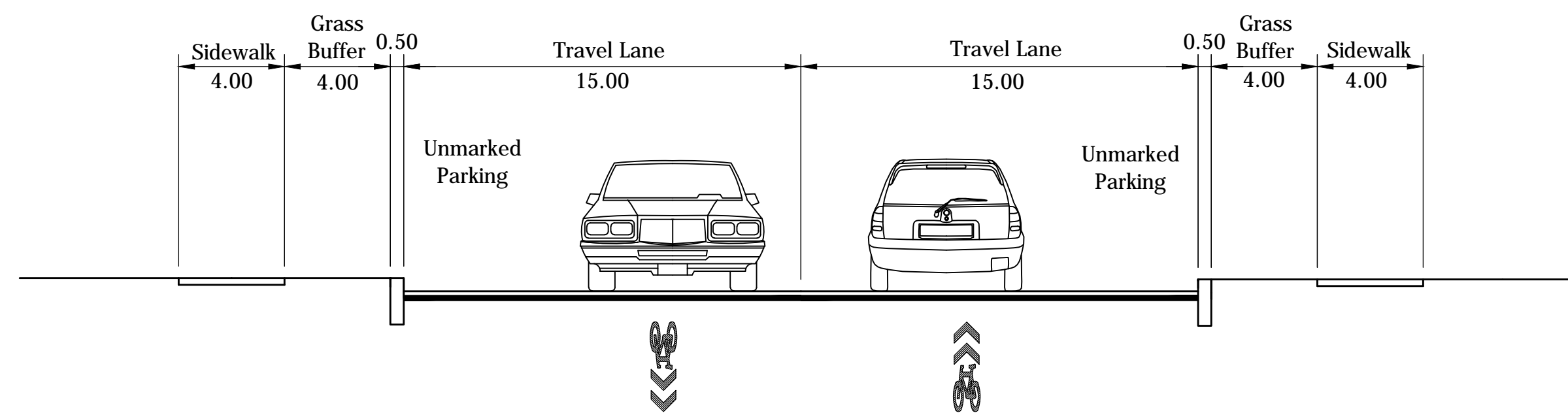
185). 26th Street
SCALE: 1" = 10'
From South Street to Wallace Avenue



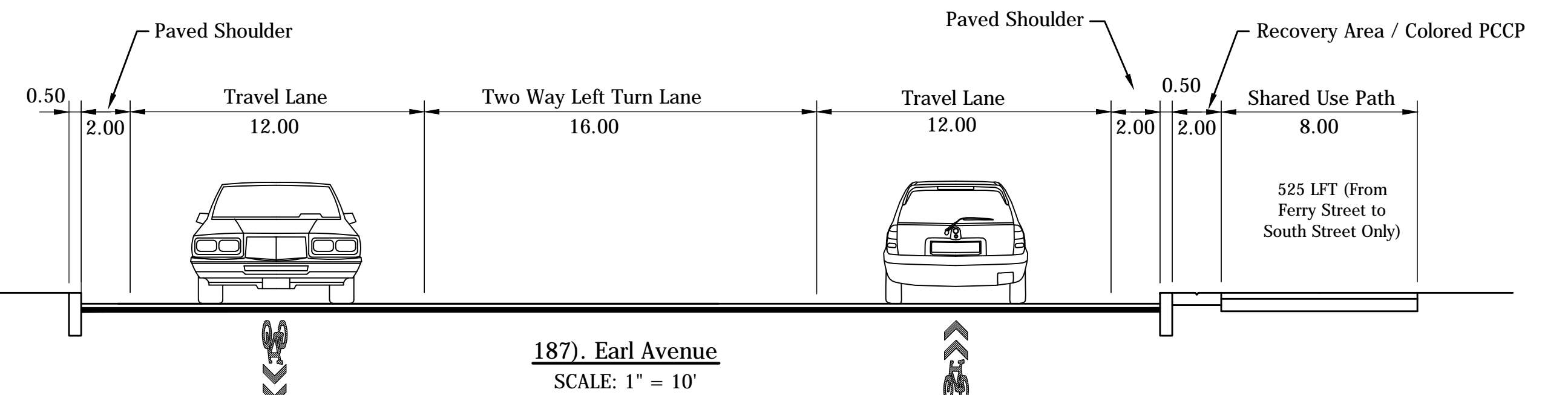
182). Cincinnati Street
SCALE: 1" = 10'
From 3rd Street to 6th Street



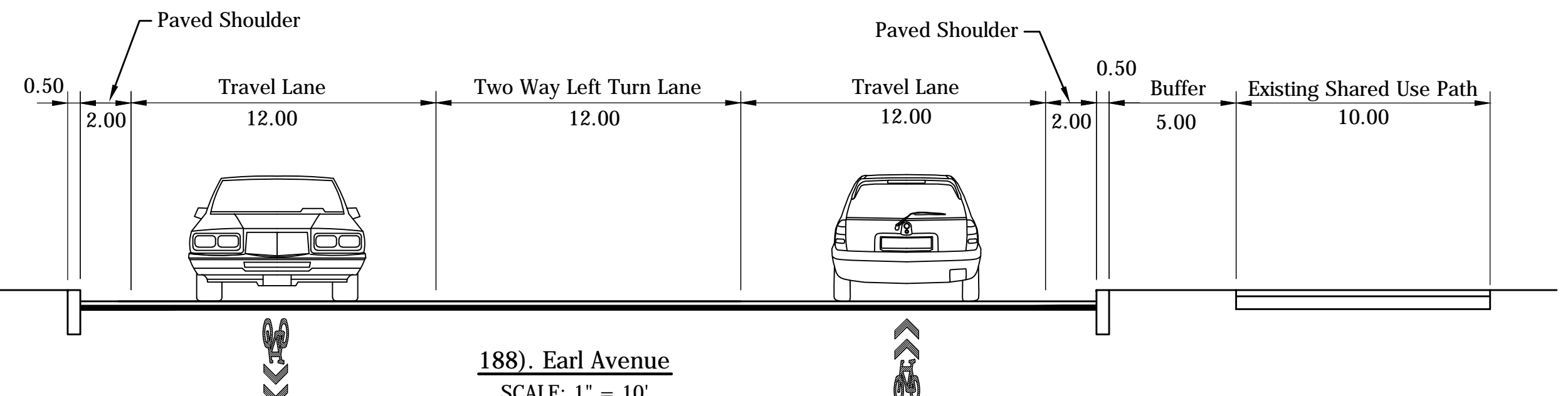
186). 26th Street
SCALE: 1" = 10'
From Wallace Avenue to Main Street



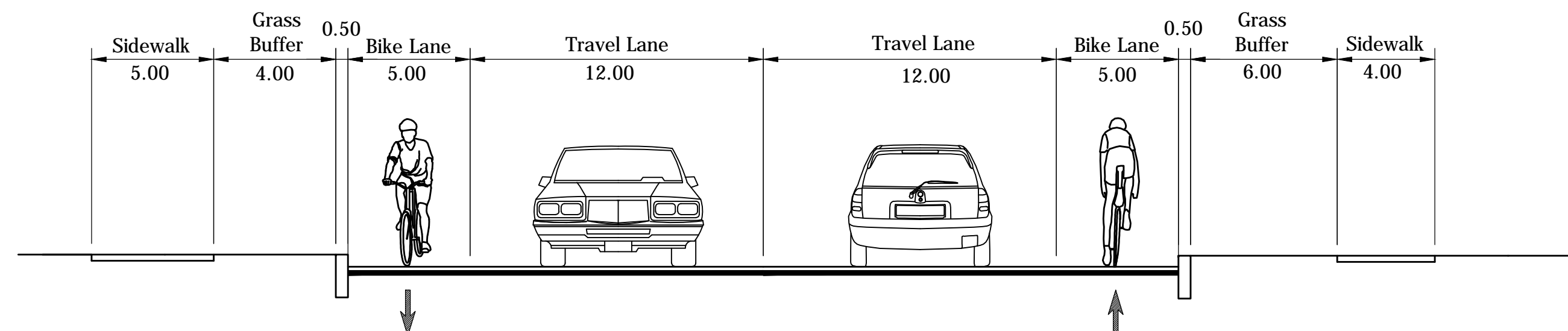
183). Elmwood Avenue
SCALE: 1" = 10'
From Greenbush Street to Underwood Street



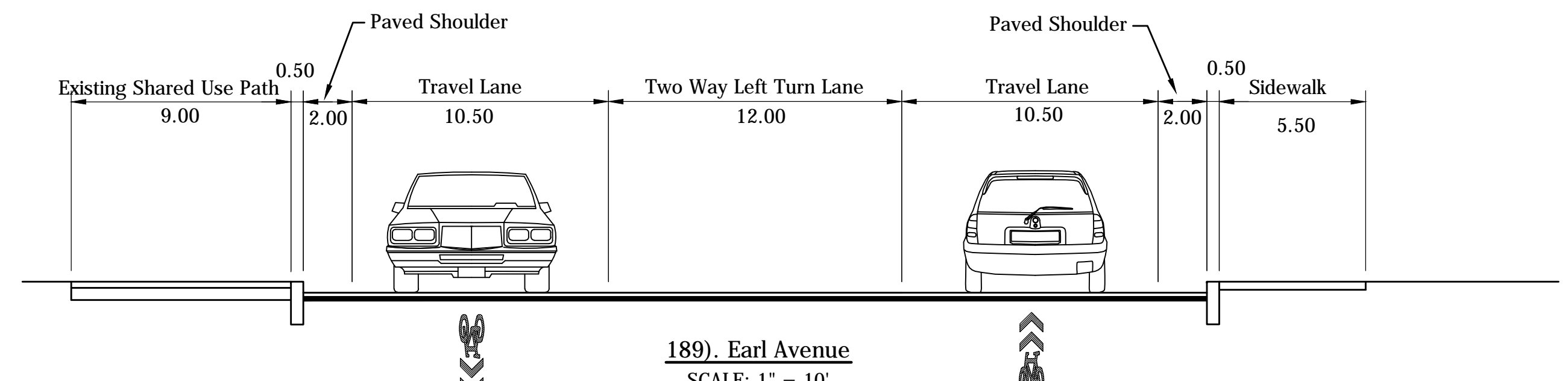
187). Earl Avenue
SCALE: 1" = 10'
From Union Street to South Street



188). Earl Avenue
SCALE: 1" = 10'
From South Street to Kossuth Street



184). 26th Street
SCALE: 1" = 10'
From Ferry Street to South Street



189). Earl Avenue
SCALE: 1" = 10'
From Kossuth Street to State Street



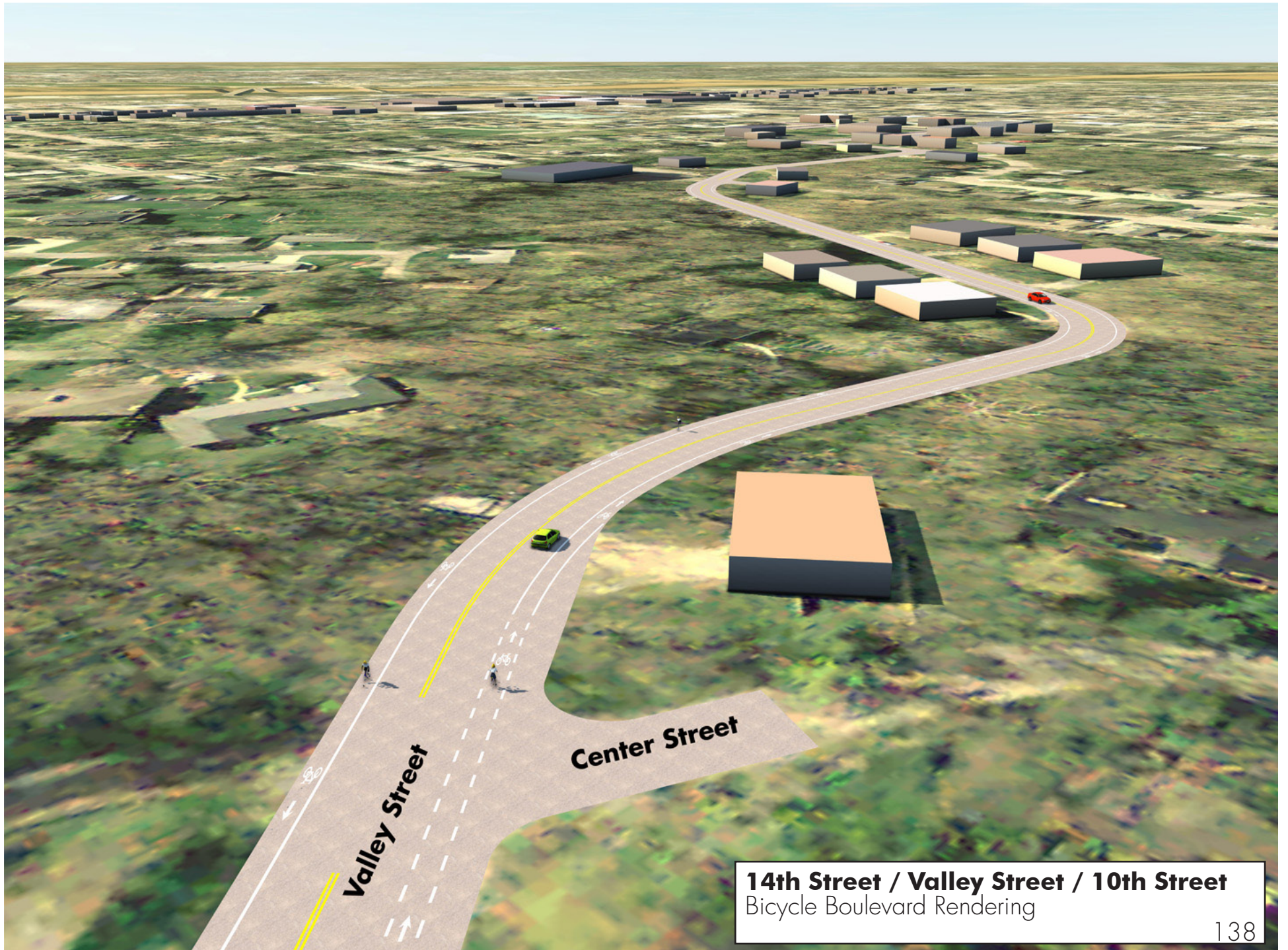
14th Street / Valley Street / 10th Street
Bicycle Boulevard Rendering



14th Street / Valley Street / 10th Street
Bicycle Boulevard Rendering



14th Street / Valley Street / 10th Street
Bicycle Boulevard Rendering



14th Street / Valley Street / 10th Street
Bicycle Boulevard Rendering



14th Street / Valley Street / 10th Street
Bicycle Boulevard Rendering



Logan Street

Bike Lane - Shared Roadway Rendering

Beck Lane
Shared Roadway Rendering



Brady Lane
Shared Roadway Rendering



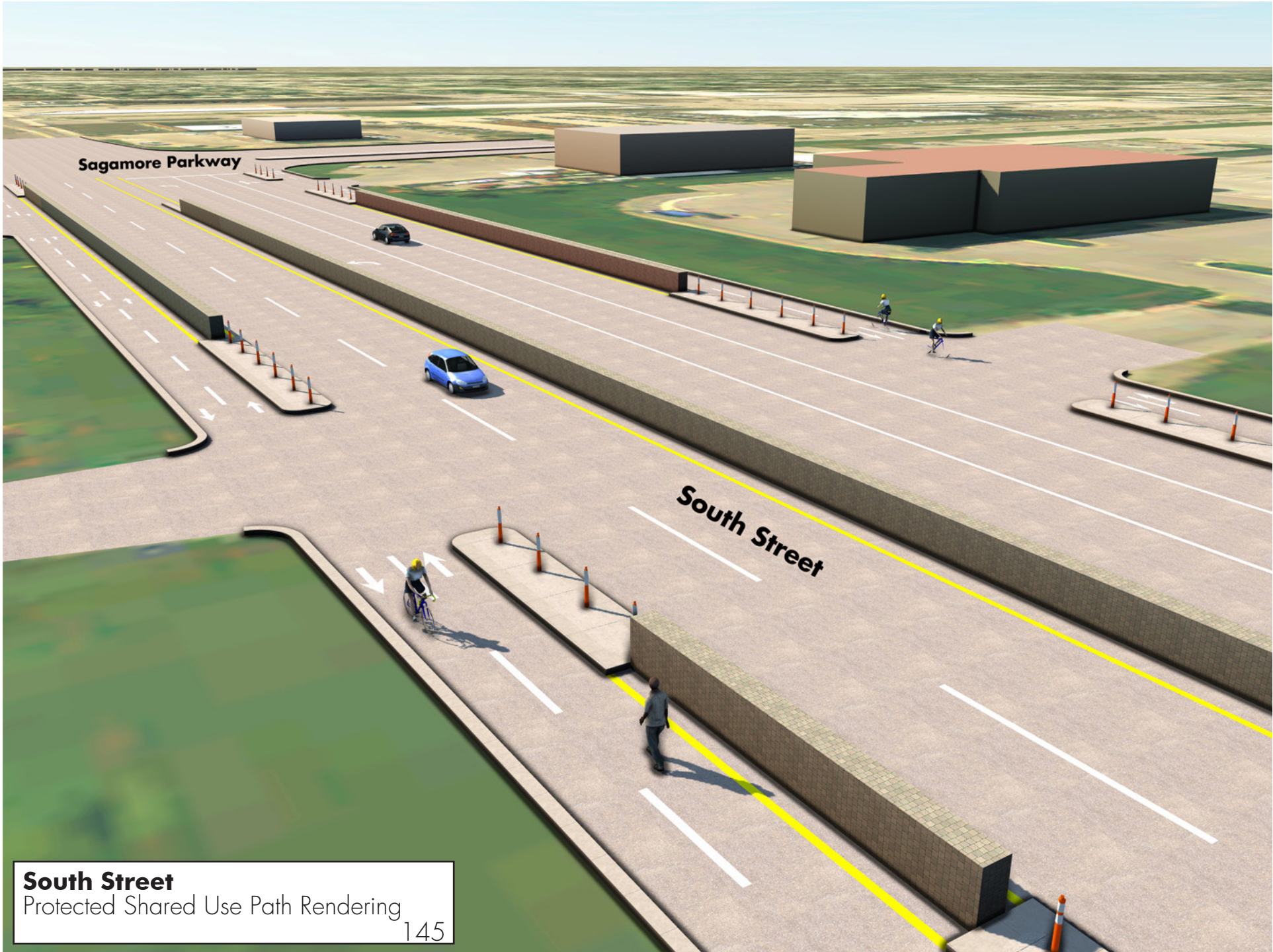


Brady Lane
Road Diet & Bike Lanes Rendering



South Street

Protected Shared Use Path Rendering



South Street
Protected Shared Use Path Rendering
145



FINAL PLAN

PRIORITY ROUTE RATING SYSTEM

During the project it was discussed that a convenient way to rank the implementation of the the proposed routes was needed and that the ranking system should take the emotion and politics out of decision making process. A preliminary ranking system was developed and the public was invited to make comments and suggestions as to the different rating criteria that should be used.

The resulting Priority Route Rating System is based upon a total of (10) ten points with (10) ten being the highest priority and with (1) one being the lowest priority. It puts the highest emphasis on routes that connect to already developed / existing bicycle and pedestrian routes and those proposed routes that can be developed the quickest. It also puts an emphasis on safety and community need.

Draft Rating Criteria

Route connects to 2 or more existing bicycle / pedestrian facilities (vital link)	+2
Route connects to an existing bicycle / pedestrian facility	+1
Route is along an existing bus route	+1
Route is part of an upcoming city project	+1
Route only involves re-striping of roadway and signage (“low hanging fruit”)	+2
Route is along a roadway with high bicycle / pedestrian crash incidents	+1
Route connects to a public “desired” destination point (from project survey)	+1
Route connects to a large employer (250+ Employees)	+1
Route connects to a low income area	+1

Map #	Street Name	From Street	To Street	Route Connects to 2 or More Existing Bike / Ped Facilites	Route Connects to an Existing Bike / Ped Facility	Route is part of an upcoming city project	Route is along a CityBus Route	Route only involves re-striping and signage	Route is along a roadway with high bicycle / pedestrian crash incidents	Route connects to a public "desired" destination point (from project survey)	Route Connects to a large employer (250+ Employees)	Route Connects to a low income area	POINT TOTAL
1	3rd Street	Cincinnati Street	Brown Street	0	1	0	0	2	0	1	0	1	5
2a	3rd Street	Brown Street	Ferry Street	0	0	0	1	2	0	1	0	1	5
2b	3rd Street	Ferry Street	Main Street	0	1	0	1	2	0	1	0	1	6
3	3rd Street	Main Street	Columbia Street	0	1	0	0	2	0	1	0	1	5
4	3rd Street	Columbia Street	South Street	0	0	0	1	2	0	1	0	1	5
5	3rd Street	Alabama Street	Alabama Street	0	0	0	1	2	0	1	0	1	5
6	3rd Street	Alabama Street	Green Street	0	1	0	0	2	0	0	0	1	4
7	3rd Street	Green Street	Kossuth Street	0	1	0	0	2	0	0	0	1	4
8	Poland Hill	Vet. Memorial Pkwy	Ortman Lane	0	0	0	0	2	0	0	0	0	2
9	Poland Hill	Ortman Lane	Kensal Court	0	0	0	0	2	0	0	0	1	3
10	Poland Hill	Kensal Court	Twyckenham Blvd.	0	1	0	1	2	0	1	0	1	6
11	Poland Hill	Twyckenham Blvd.	Beck Lane	0	1	0	1	2	0	1	0	1	6
12	Poland Hill	Beck Lane	Poland Hill Place	0	0	0	0	0	0	0	0	1	1
13	Poland Hill	Poland Hill Place	Teal Rd.	0	0	0	1	2	0	0	0	1	4
14	4th Street	Poland Hill Rd.	Montifiore Street	0	0	0	1	0	0	0	0	0	1
15	4th Street	Montifiore Street	Central Ave.	0	0	0	1	2	0	0	0	0	3
16	4th Street	Central Ave.	Kossuth Street	0	0	0	1	0	0	1	0	0	2
17	4th Street	Kossuth Street	Fountain Street	0	0	0	1	2	0	1	0	1	5
18	4th Street	Fountain Street	Alabama Street	0	0	0	1	2	0	1	0	1	5
19	4th Street	Alabama Street	Columbia Street	0	0	0	1	2	0	1	0	1	5
20	4th Street	Columbia Street	Main Street	0	0	0	1	2	0	1	0	1	5
21a	4th Street	Main Street	Ferry Street	0	0	0	1	2	0	1	0	1	5
21b	4th Street	Ferry Street	Union Street	0	1	0	1	2	0	1	0	1	6
22	6th Street	Salem Street	Cincinnati Street	0	1	0	1	2	0	1	0	1	6
23	6th Street	Cincinnati Street	South Street										
24	6th Street	South Street	Romig Street										
25	Lingle Ave.	Romig Street	Kossuth Street	0	0	0	0	2	0	0	0	0	2
26	9th Street	N. City Limits	Sagamore Pkwy										
27	9th Street	Sagamore Pkwy	Duncan Street										
28	9th Street	Duncan Street	Canal Rd.	0	1	0	1	0	1	1	0	1	5
29	9th Street	Canal Rd.	Greenbush Street	0	0	0	1	0	1	1	1	1	5
30A	9th Street	Greenbush Street	Heath Street	0	0	0	1	2	1	1	1	0	6
30B	9th Street	Heath Street	Salem Street	0	0	0	1	2	1	0	1	1	6
31	9th Street	Salem Street	North Street	0	1	0	1	2	1	1	0	1	7
32A	9th Street	Ferry Street	Main Street	0	0	0	1	2	1	1	0	1	6
32B	9th Street	Main Street	Columbia Street	0	0	0	1	2	1	1	0	1	6
33A	9th Street	Columbia Street	South Street	0	0	0	1	2	1	1	0	1	6
33B	9th Street	South Street	Kossuth Street	0	0	0	1	2	1	1	0	0	5
34	9th Street	Kossuth Street	Cherokee Ave.	0	1	0	1	2	1	1	0	0	6
35	9th Street	Cherokee Ave.	Teal Rd.	2	0	0	1	2	1	1	0	0	7
36	9th Street	Teal Rd.	Beck Lane	1	1	0	1	0	1	1	0	0	5
37	9th Street	Beck Lane	Railroad	0	1	0	0	0	1	1	0	0	3
38	9th Street	Railroad	Brick N. Wood Dr.	0	1	1	1	0	1	1	0	0	5
39	9th Street	Brick N. Wood Dr.	Southland Dr.	0	0	1	0	0	1	1	0	0	3
40A	9th Street	Southland Dr.	Dover Lane	0	0	1	0	0	1	1	0	0	3
40B	9th Street	Dover Lane	Ortman Lane	0	0	1	0	0	1	1	0	0	3
41	9th Street	Ortman Lane	Vet. Memorial Pkwy	0	0	1	0	0	1	0	0	0	2
42	9th Street	Vet. Memorial Pkwy	E 430 S.	0	0	0	0	0	1	0	0	0	1
43	18th Street	Schuyler Ave.	Greenbush Street	0	0	0	1	2	1	1	0	1	6
44	18th Street	Greenbush Street	Erie Street	0	0	0	1	2	1	1	0	0	5
45	18th Street	Erie Street	Cason Street	2	0	0	1	2	1	1	0	1	8

Map #	Street Name	From Street	To Street	Route Connects to 2 or More Existing Bike / Ped Facilites (Vital Link)	Route Connects to an Existing Bike / Ped Facility	Route is part of an upcoming city project	Route is along a CityBus Route	Route only involves re-striping and signage	Route is along a roadway with high bicycle / pedestrian crash incidents	Route connects to a public "desired" destination point (from project survey)	Route Connects to a large employer (250+ Employees)	Route Connects to a low income area	POINT TOTAL
46	18th Street	Cason Street	Main Street	0	0	0	1	2	1	1	0	1	6
47	18th Street	Main Street	Center Street	0	0	0	1	0	1	1	0	1	4
48	18th Street	Center Street	Jeff North Drive	2	0	0	1	2	1	1	0	0	7
49	18th Street	Jeff North Drive	Teal Rd.	0	1	0	1	2	1	1	0	0	6
50	18th Street	Teal Rd.	Brady lane	0	0	0	1	2	1	1	0	0	5
51	18th Street	Brady Lane	Railroad	0	1	0	1	0	1	0	0	0	3
52a	State Street	18th Street	Earl Rd.	2	0	0	1	0	0	1	1	0	5
52b	State Street	Earl Rd.	26th Street	0	1	0	1	2	0	1	1	0	6
53	26th Street	State Street	Teal Rd.	0	0	0	1	2	0	1	1	0	5
54	Sequoya Drive	Teal Rd.	Beck Lane	0	1	0	0	2	0	1	1	0	5
55	Commanche Trail	Beck Lane	Brady lane	0	1	0	1	2	0	0	0	0	4
56	Summerfield Drive	Teal Rd.	Beck Lane	0	0	0	1	2	0	1	0	0	4
57	America Street	Queen Street	Wabash Ave.										
58	Wabash Ave.	America Street	Nealy Street										
59	Wabash Ave.	Nealy Street	Old Tow Path Rd.										
60	Wabash Ave.	Old Tow Path Rd.	Beck Lane	0	0	0	0	0	0	0	0	0	0
61	Old Romney Rd	Beck Lane	Elston Rd.	0	0	0	1	0	0	0	0	0	1
62	Old Romney Rd	Elston Rd.	Ortman Rd.	0	1	0	1	0	0	1	0	1	4
63	Schuyler Ave	Sagamore Pkwy	19th Street	0	0	0	1	2	1	1	0	1	6
64	Schuyler Ave	19th Street	Underwood Street	0	0	0	1	2	0	0	0	1	4
65	15th Street	Underwood Street	Greenbush Street										
66	Fannon Drive	Greenbush Street	Hartford Street										
67	Fannon Drive	Hartford Street	Salem Street										
68	3rd Street	Salem Street	Cincinnati Street	0	1	0	1	2	0	1	0	1	6
69	Old US 231 / SR 25	Teal Rd.	Beck Lane										
70	Erie Street	Underwood Street	18th Street	0	0	0	0	2	1	1	0	1	5
71	Erie Street	18th Street	Salem Street	0	0	0	1	2	1	1	0	1	6
72	Erie Street	Salem Street	Cincinnati Street	0	1	0	0	2	1	0	0	1	5
73	Erie Street	Cincinnati Street	Ferry Street	0	0	0	1	2	1	1	0	1	6
74A	Underwood Street	13th St./ Burroughs	15th Street	0	0	0	0	2	0	0	0	1	3
74B	Underwood Street	15th Street	17th Street	0	0	0	0	2	0	0	0	1	3
75	Underwood Street	17th street	19th Street	0	0	0	0	2	0	0	0	1	3
76	Underwood Street	19th Street	Erie Street	0	0	0	1	2	0	0	0	0	3
77	Underwood Street	Erie Street	Sagamore Pkwy	0	0	0	1	2	0	0	1	0	4
78	Greenbush Street	9th Street	14th Street	0	0	0	1	2	1	1	1	0	6
79	Greenbush Street	14th Street	Erie Street						1				1
80	Greenbush Street	Erie Street	Elmwood Ave.						1				1
81	Greenbush Street	Elmwood Ave.	Sagamore Pkwy						1				1
82A	Salem Street	Union Street	20th Street	0	1	0	0	2	1	1	0	0	5
82B	Salem Street	20th Street	18th Street	0	0	0	1	2	1	1	0	0	5
83	Salem Street	18th Street	14th Street	0	0	0	1	2	1	1	0	1	6
84	Salem Street	14th Street	10th Street	0	0	0	1	2	1	1	0	1	6
85	Salem Street	10th Street	Fannon Drive	0	0	0	1	2	1	1	0	1	6
86	Union Street	RR Overpass	21st Street										
87	Union Street	21st Street	Sagamore Pkwy	0	1	1	1	2	1	1	0	1	8
88	Union Street	Sagamore Pkwy	Creasy Lane	0	0	1	1	2	1	1	0	0	6
89	Ferry Street	2nd Street	6th Street	0	0	0	1	2	1	1	0	1	6
90	Ferry Street	6th Street	10th Street	0	0	0	1	2	1	1	0	1	6
91	Ferry Street	10th Street	Perrin Ave.	0	0	0	1	0	1	1	0	1	4

Map #	Street Name	From Street	To Street	Route Connects to 2 or More Existing Bike / Ped Facilities	Route Connects to an Existing Bike / Ped Facility	Route is part of an upcoming city project	Route is along a CityBus Route	Route only involves re-striping and signage	Route is along a roadway with high bicycyle / pedestrian crash incidents	Route connects to a public "desired" destination point (from project survey)	Route Connects to a large employer (250+ Employees)	Route Connects to a low income area	POINT TOTAL
92	Ferry Street	Perrin Ave.	18th Street	0	0	0	1	2	1	1	0	0	5
93	Ferry Street	18th Street	22nd Street	0	0	0	1	2	1	1	0	1	6
94	Ferry Street	22nd Street	Earl Ave,	0	0	0	1	2	1	1	0	1	6
95	Main Street	2nd Street	11th Street										
96	Main Street	11th Street	Perrin Ave.										
97	Main Street	Perrin Ave.	Columbia Street										
98a	Main Street	Asher Street	25th Street	0	0	0	1	2	0	1	0	1	5
98b	Main Street	25th Street	Earl Ave,	0	1	0	1	2	0	1	1	0	6
99	Main Street	Earl Ave.	Sagamore Pkwy.	0	1	0	1	0	1	1	1	0	5
100	Main Street	Sagamore Pkwy.	Creasy Lane										
101	Columbia Street	2nd Street	6th Street										
102	Columbia Street	6th Street	Main Street										
103	South Street	2nd Street	6th Street										
104	South Street	6th Street	11th Street										
105	South Street	11th Street	13th Street										
106	South Street	13th Street	Main Street										
107	South Street	Main Street	Earl Ave,										
108	South Street	Earl Ave.	Sagamore Pkwy.	0	1	1	0	0	1	1	0	0	4
109	South Street	Sagamore Pkwy.	Park E. Blvd.	0	0	1	1	0	1	1	1	1	6
110	South Street	Park E. Blvd	Vet. Memorial Pkwy	0	0	0	1	0	1	1	0	1	4
111	Smith Street	Existing Trail	3rd Street	0	1	0	1	2	0	0	0	1	5
112	Kossuth Street	3rd Street	4th Street	0	0	0	1	2	0	1	0	1	5
113	Kossuth Street	4th Street	9th Street	0	0	0	1	2	1	1	0	0	5
114	Kossuth Street	9th Street	Main Street	0	0	0	1	2	1	1	0	0	5
115	Kossuth Street	Main Street	Earl Ave.	0	1	0	1	2	0	1	0	0	5
116	Kossuth Street	Earl Ave.	Sagamore Pkwy.	0	1	1	1	2	0	0	0	0	5
117	Kossuth Street	Sagamore Pkwy.	Farabee Dr.	0	0	1	0	0	0	0	1	0	2
118	Farabee Dr.	South Street	Kossuth Street	0	0	0	0	2	0	0	1	0	3
119	Central Street	4th Street	Highland Ave.										
120	Central Street	Highland Ave.	9th Street										
121	Central Street	9th Street	14th Street										
122	Central Street	14th Street	18th Street										
123	Feal Rd / SR 25	4th Street	Bennett Rd.										
124	Feal Rd / SR 25	Bennett Rd.	9th Street										
125	Feal Rd / SR 25	9th Street	18th Street										
126	Feal Rd / SR 25	18th Street	22nd Street										
127	Feal Rd / SR 25	22nd Street	26th Street										
128	Feal Rd / SR 25	26th Street	Sagamore Pkwy.										
129	Beck Lane	Old Us 231	Pay Less East Entr.	0	1	0	1	2	0	1	0	1	6
130	Beck Lane	Pay Less East Entr.	Poland Hill Rd.	0	0	0	1	2	0	1	0	1	5
131	Beck Lane	Poland Hill Rd.	9th Street	0	1	0	0	2	0	1	0	1	5
132	Beck Lane	9th Street	Sequoia Dr.	0	1	0	1	2	1	1	0	0	6
133	Twyckenham Blvd.	Poland Hill Rd.	9th Street	0	1	1	1	0	0	0	0	1	4
134	Twyckenham Blvd.	9th Street	18th Street										
135	Brady Lane	18th Street	Hanover	0	0	0	1	2	0	0	0	0	3
136	Brady Lane	Hanover	Railroad	0	0	0	1	2	0	0	0	0	3
137	Brady Lane	Railroad	Concord Rd.	0	1	0	1	2	1	1	1	0	7
138	Brady Lane	Concord Rd.	Sagamore Pkwy.	0	1	0	1	0	0	1	1	0	4

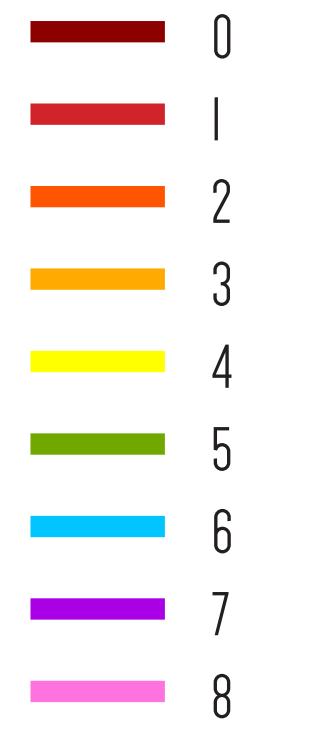
Map #	Street Name	From Street	To Street	Route Connects to 2 or More Existing Bike / Ped Facilities	Route Connects to an Existing Bike / Ped Facility	Route is part of an upcoming city project	Route is along a CityBus Route	Route only involves re-striping and signage	Route is along a roadway with high bicycle / pedestrian crash incidents	Route connects to a public "desired" destination point (from project survey)	Route Connects to a large employer (250+ Employees)	Route Connects to a low income area	POINT TOTAL
139	Creasy Lane	Sagamore Pkwy	Amelia Ave.										
140	Creasy Lane	Amelia Ave.	Harper Dr.										
141	Creasy Lane	Harper Dr.	Fortune Dr.										
142	Creasy Lane	Fortune Dr.	Rome Dr.										
143	Creasy Lane	Rome Dr.	Kensington Dr.										
144	Creasy Lane	Kensington Dr.	Greenbush Street										
145a	Shenandoah Dr.	Greenbush Street	Union Street	0	1	0	1	2	0	1	0	0	5
145b	Shenandoah Dr.	Union Street	South Street	0	0	0	1	2	0	1	1	0	5
146	McCarty Lane	Main Street / SR 38	Navco Dr.	0	0	0	1	0	0	1	0	1	3
147	McCarty Lane	Navco Dr.	Landmark Dr.	0	0	0	0	0	0	1	0	1	2
148	McCarty Lane	Landmark Dr.	Sickle Ct.	0	0	0	1	0	0	1	0	1	3
149	McCarty Lane	Sickle Ct.	Vet. Memorial Pkwy	0	1	0	1	0	0	1	0	1	4
150	Ortman Lane	Old Romney Rd.	Poland Hill	0	0	0	0	0	0	0	0	1	1
151	Ortman Lane	Poland Hill	Victoria Ave.	0	0	0	0	0	0	0	0	0	0
152	Ortman Lane	Victoria Ave.	Windmill Dr.	0	0	0	0	0	0	0	0	0	0
153	Ortman Lane	Windmill Dr.	18th Street	0	1	0	1	0	0	0	0	0	2
154	E 430 S.	9th Street	Wea Ridge Rd.	2	0	0	0	2	0	1	0	0	5
155	Logan Ave.	9th Street	18th Street	0	1	0	1	2	0	0	0	0	4
156	Concord	Teal Rd. / SR 25	Maple Point Dr.	0	1	0	0	0	0	1	1	0	3
157	Williams St.	Queen St.	Wabash Ave.	0	1	0	0	2	0	1	0	1	5
158	Williams St.	Wabash Ave.	S. 1st Street	0	0	0	0	0	0	1	0	1	2
159	13th Street	Burroughs Street	Greenbush Street	0	0	0	0	2	0	1	0	1	4
160	24th Street	Main Street	Earl Ave.										
161	Central Street	18th Street	24th Street										
162-164	26th Street	Union Street	Cason Street	0	0	0	1	2	0	1	0	1	5
165	26th Street	Cason Street	Ferry Street	0	0	0	1	2	0	1	0	1	5
166	22nd Street	State Street	Kossuth Street	0	1	0	0	2	0	1	0	0	4
167	14th Street	Warren Drive	Logan Avenue	2	0	0	1	2	0	1	0	0	6
168	14th Street	Logan Avenue	Kossuth Street	0	0	0	1	0	0	0	0	0	1
169	14th Street	Kossuth Street	Congress Street	0	0	0	0	0	0	0	0	0	0
170	Valley Street	Congress Street	Digby Drive	0	0	0	0	0	0	1	0	1	2
171	10th Street	Digby Drive	South Street	0	0	0	1	2	0	1	0	1	5
172	5th Street	Abandoned Rail Corridor	New York Street	0	0	0	0	2	0	1	0	1	4
173	5th Street	New York Street	Columbia Street	0	0	0	1	2	0	1	0	1	5
174	5th Street	Columbia Street	Main Street	0	0	0	1	2	0	1	0	1	5
175	5th Street	Main Street	Union Street	0	0	0	1	2	0	1	0	1	5
176	Owen Street	4th Street	9th Street	0	1	0	1	2	0	0	0	0	4
177	20th Street	Underwood Street	Schuyler Avenue	0	0	0	0	2	0	1	0	1	4
178	Summer Street	Concord Road	Summer Street	0	0	0	0	2	0	0	1	0	3
179	30th Street	Summer Street	Teal Street	0	0	0	0	2	0	0	1	0	3
180	Asher Street	Main Street	Ferry Street	0	0	0	1	2	0	1	0	0	4
181	Romig Street	3rd Street	Lingle Ave.	0	0	0	1	2	0	1	0	1	5
182	Cincinnati Street	3rd Street	6th Street	0	0	0	1	2	0	1	0	1	5
183	Elmwood	Greenbush Street	Underwood Street	0	1	0	1	2	0	1	0	0	5
184	26th Street	Ferry Street	South Street	0	0	0	1	2	0	1	0	1	5
185	26th Street	South Street	Wallace Avenue	0	0	0	1	2	0	1	0	1	5

City of Lafayette Bike & Pedestrian Master Plan PRIORITY ROUTE RANKINGS

NORTH QUARTER

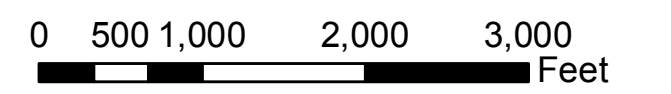
RANKING SCALE:

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10 = HIGH PRIORITY

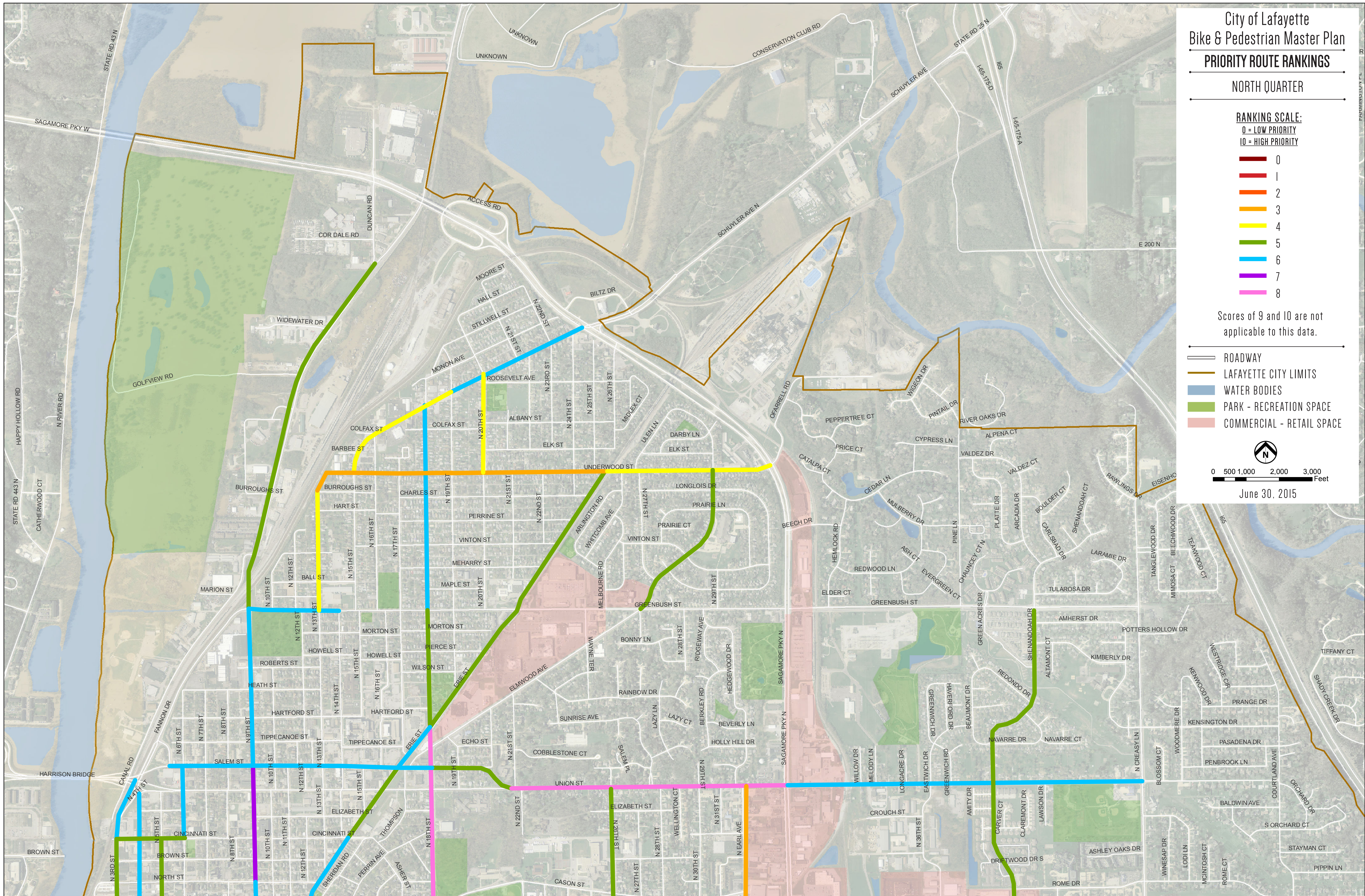


Scores of 9 and 10 are not applicable to this data.

- ROADWAY
- LAFAYETTE CITY LIMITS
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE



June 30, 2015



City of Lafayette Bike & Pedestrian Master Plan

PRIORITY ROUTE RANKINGS

WEST QUARTER

RANKING SCALE:

0 = LOW PRIORITY

10 = HIGH PRIORITY



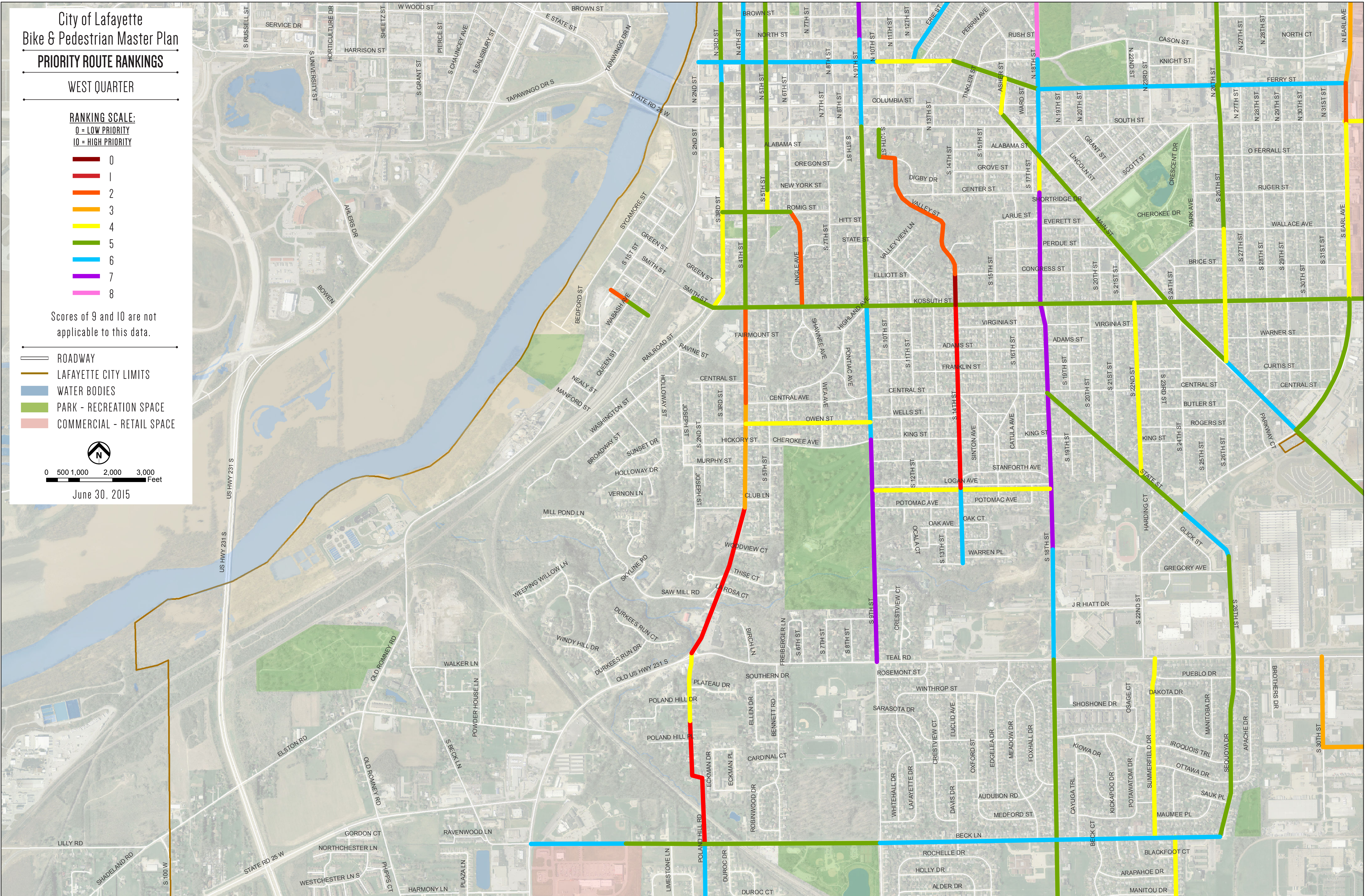
Scores of 9 and 10 are not applicable to this data.

- ROADWAY
- LAFAYETTE CITY LIMITS
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE



0 500 1,000 2,000 3,000 Feet

June 30, 2015



City of Lafayette Bike & Pedestrian Master Plan PRIORITY ROUTE RANKINGS

EAST QUARTER

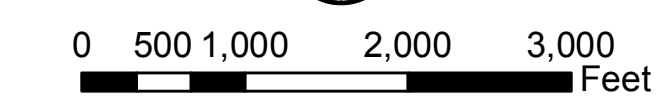
RANKING SCALE:

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10 = HIGH PRIORITY

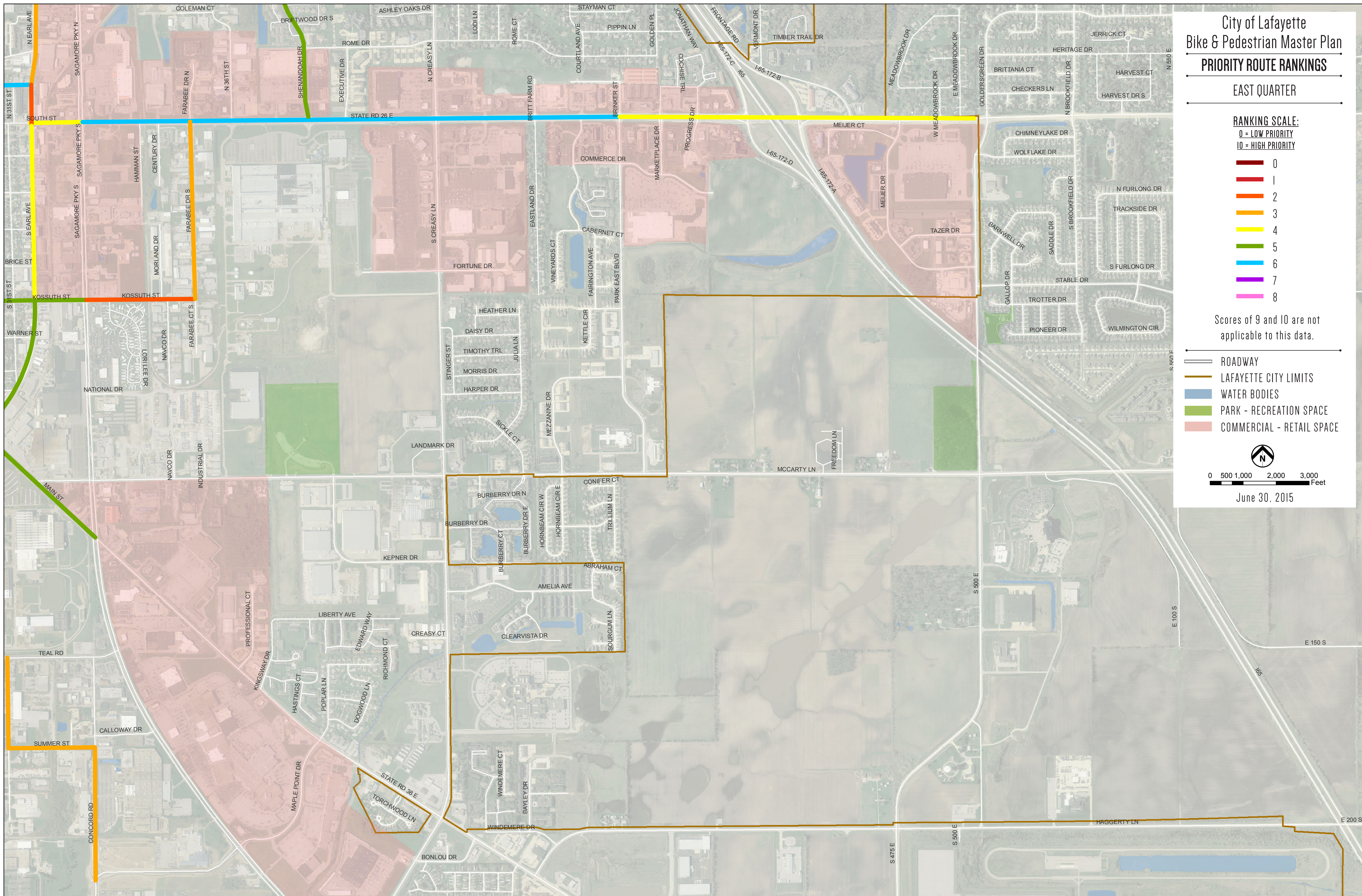


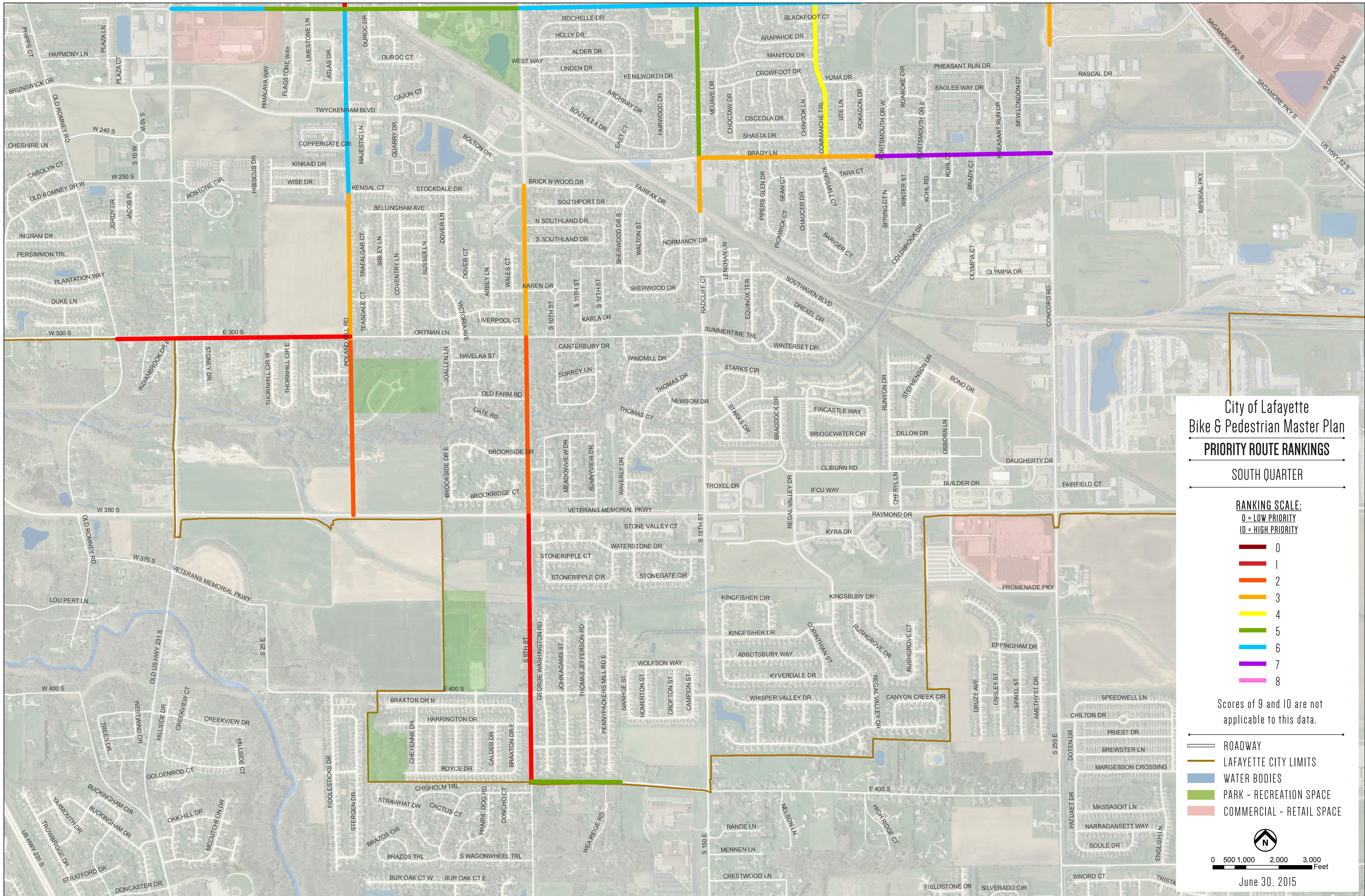
Scores of 9 and 10 are not applicable to this data.

- ROADWAY
- LAFAYETTE CITY LIMITS
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE



June 30, 2015





City of Lafayette
Bike & Pedestrian Master Plan
PRIORITY ROUTE RANKINGS

SOUTH QUARTER

RANKING SCALE:
0 = LOW PRIORITY
10 = HIGH PRIORITY

- 0
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

Scores of 9 and 10 are not applicable to this data.

- ROADWAY
- LAFAYETTE CITY LIMITS
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE



0 500 1,000 2,000 3,000 Feet

June 30, 2015



FINAL PLAN



PARKING REMOVAL PROCESS

There are several routes within the plan that require removal of parking to accommodate all modes of travel. The design team along with the Steering Committee met several times to thoroughly review the routes. These working sessions included looking at how much of the existing parking was currently being utilized along with whether there were alternative places to park with in close proximity. Some of these alternative parking areas were relatively long drives, alley access to garage parking, and side streets for overflow parking (See Parking Removal Map and Parking Removal Exhibits).

Any areas where parking is proposed to be removed will still need to go through Lafayette's parking removal process. This would include public involvement of the property owners during the actual design of the corridor and review and approval by the Transportation Board before the parking could be removed.

City of Lafayette Bike & Pedestrian Master Plan

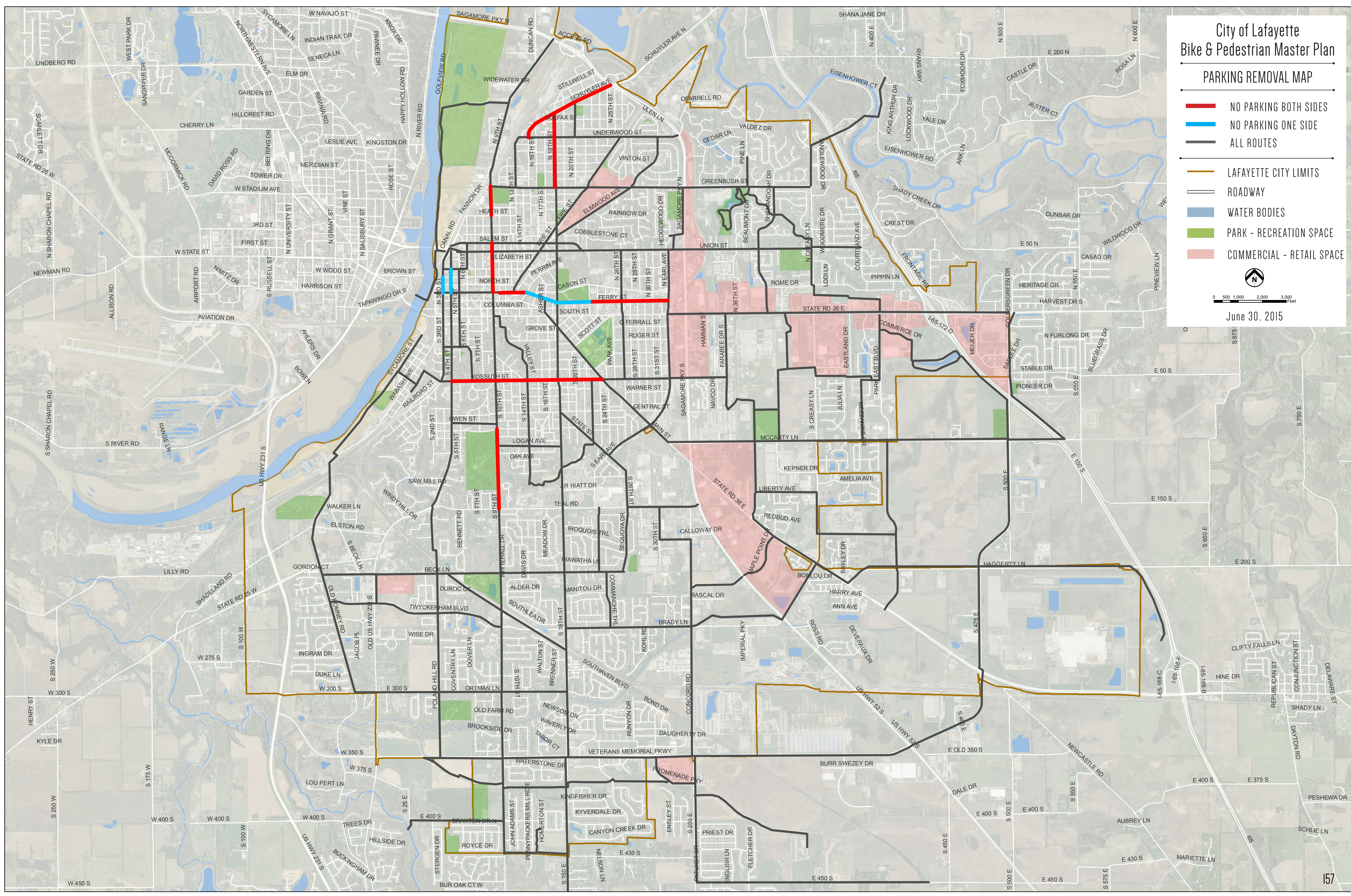
PARKING REMOVAL MAP

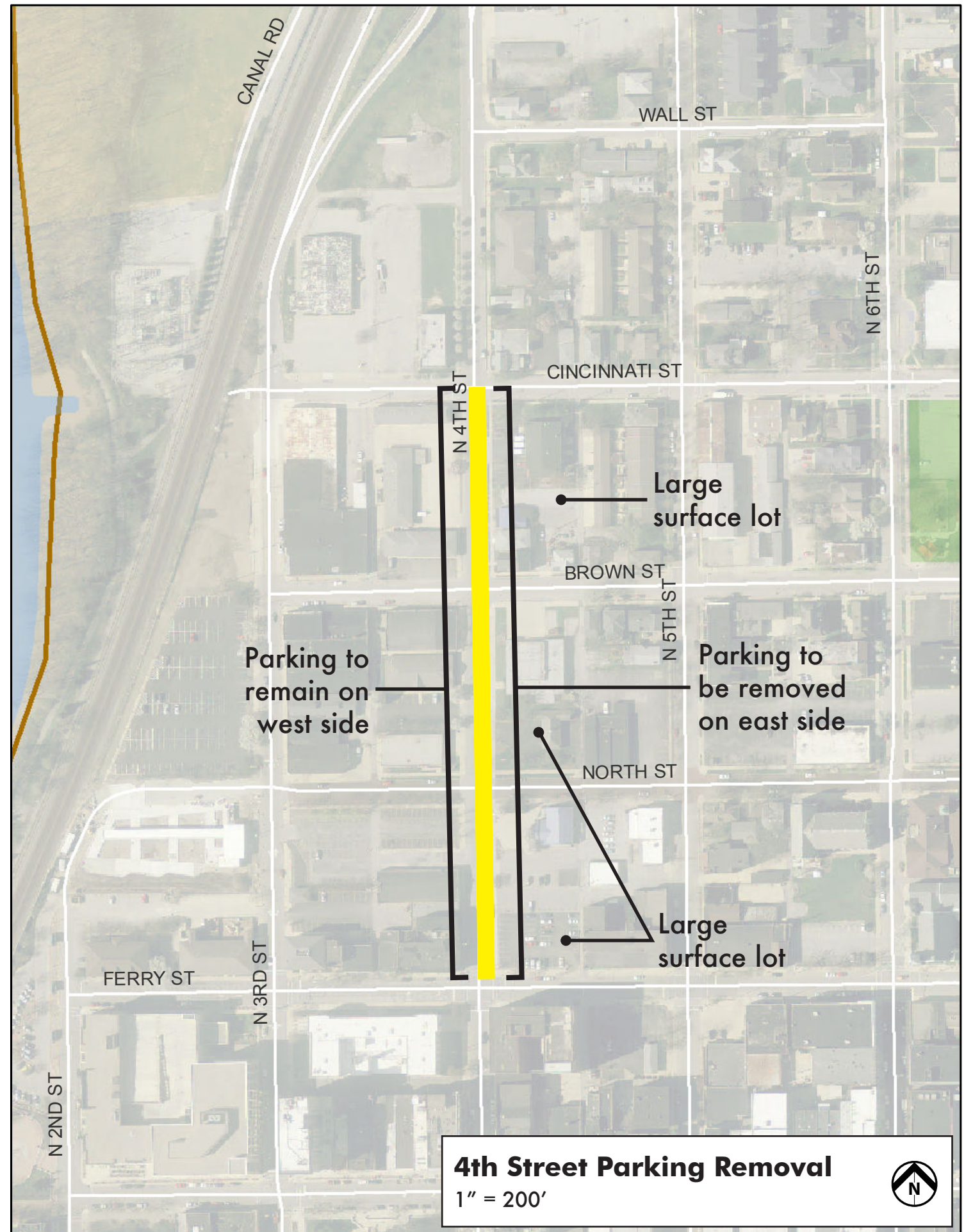
-  NO PARKING BOTH SIDES
-  NO PARKING ONE SIDE
-  ALL ROUTES
-  LAFAYETTE CITY LIMITS
-  ROADWAY
-  WATER BODIES
-  PARK - RECREATION SPACE
-  COMMERCIAL - RETAIL SPACE

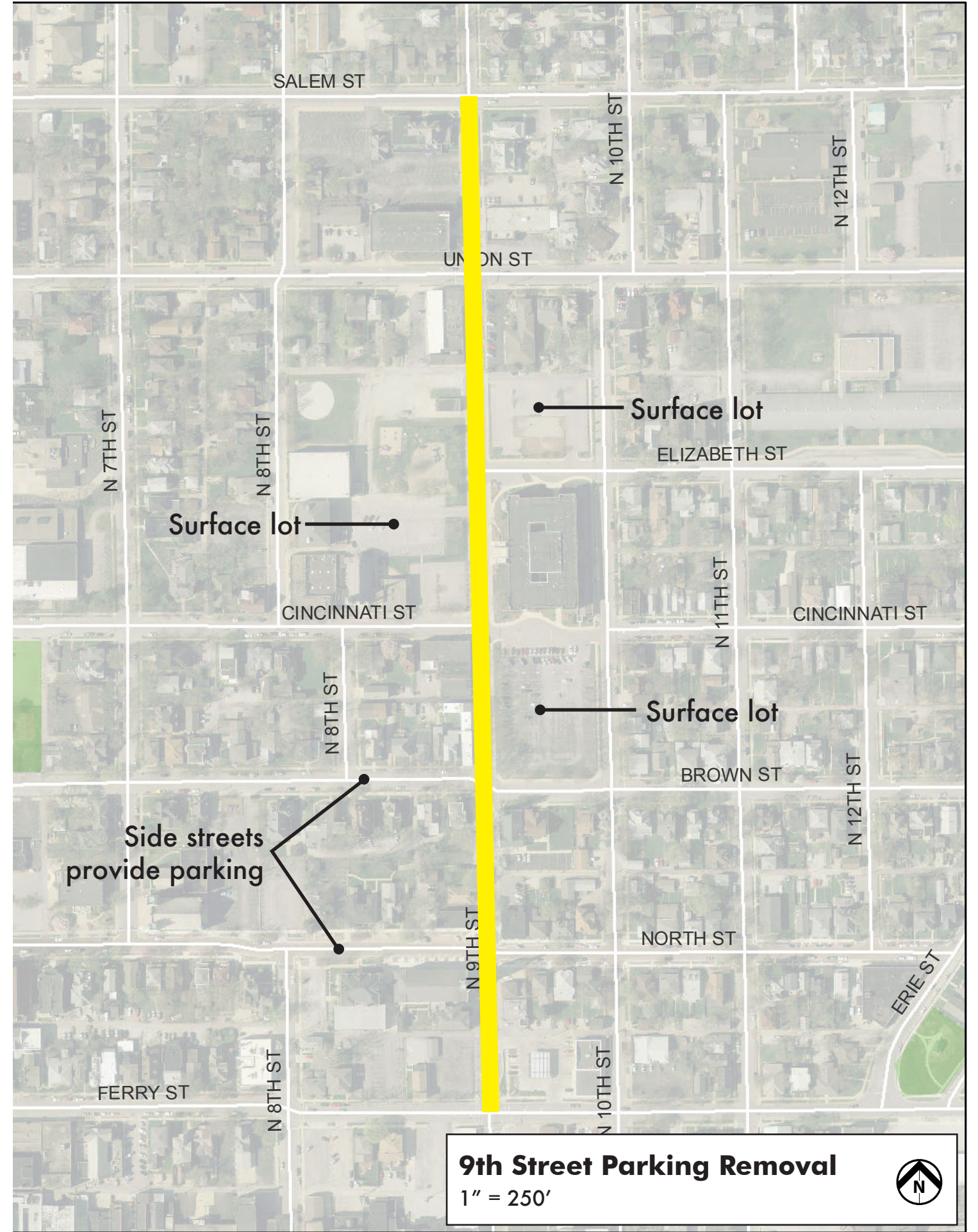


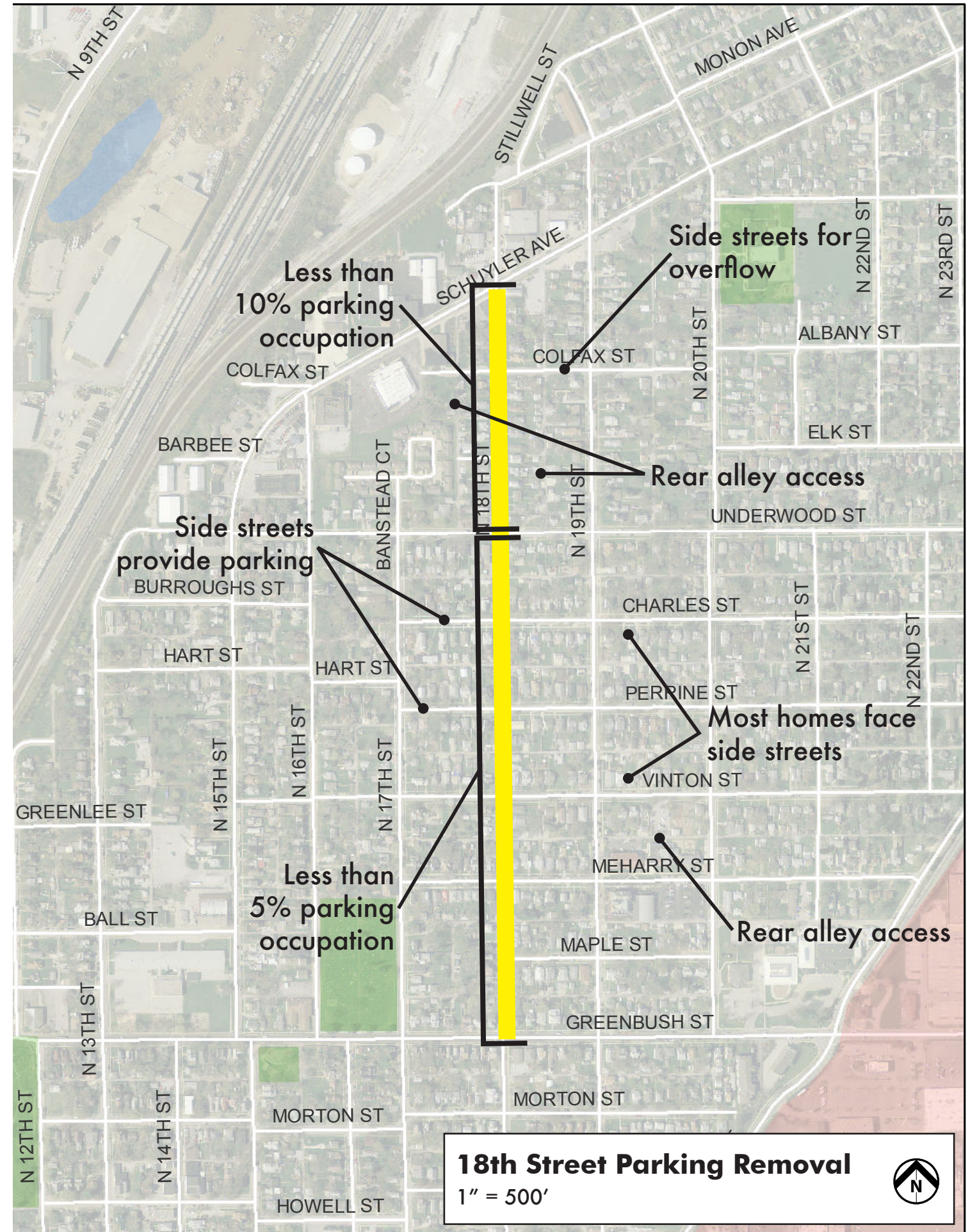
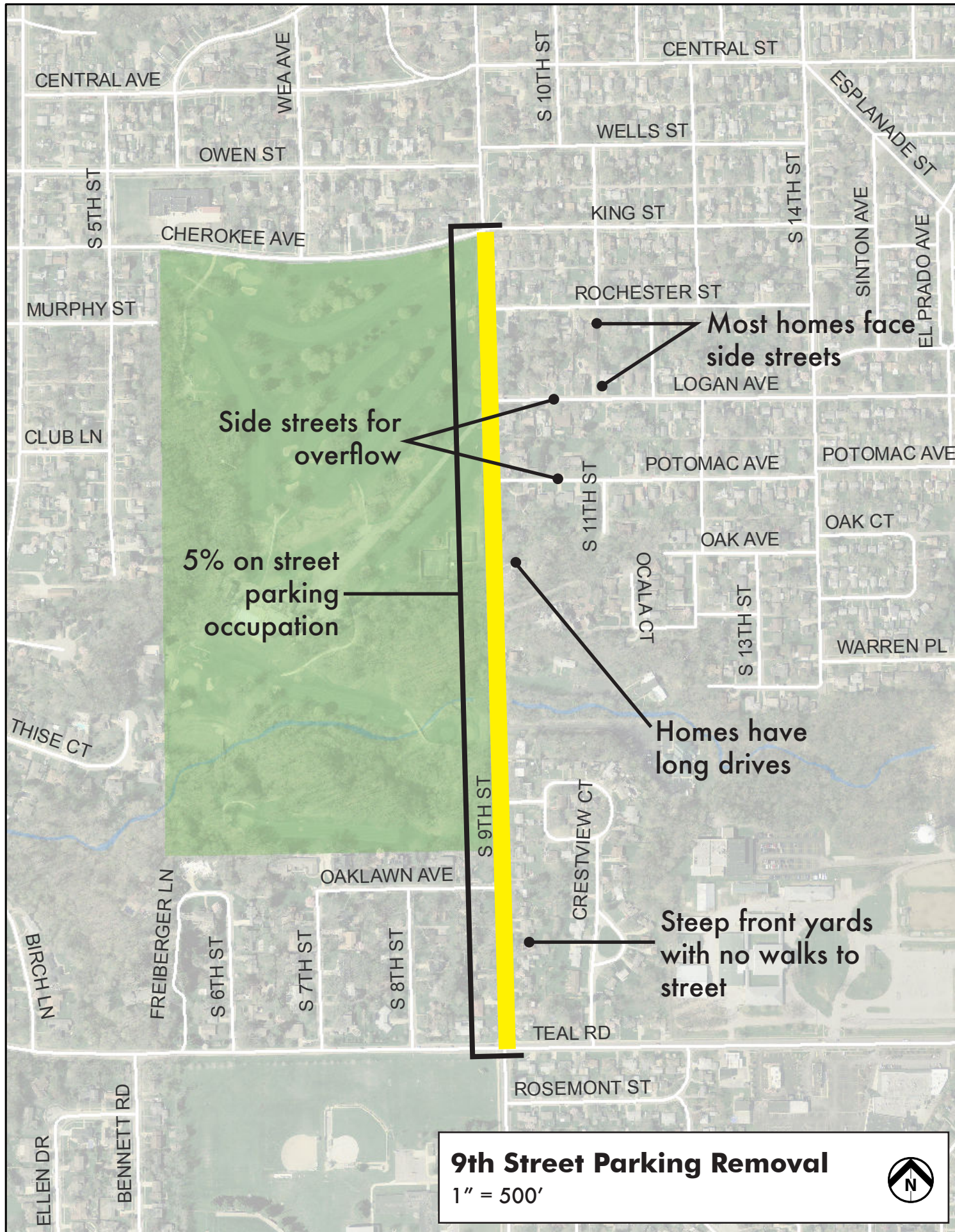
0 500 1,000 2,000 3,000
Feet

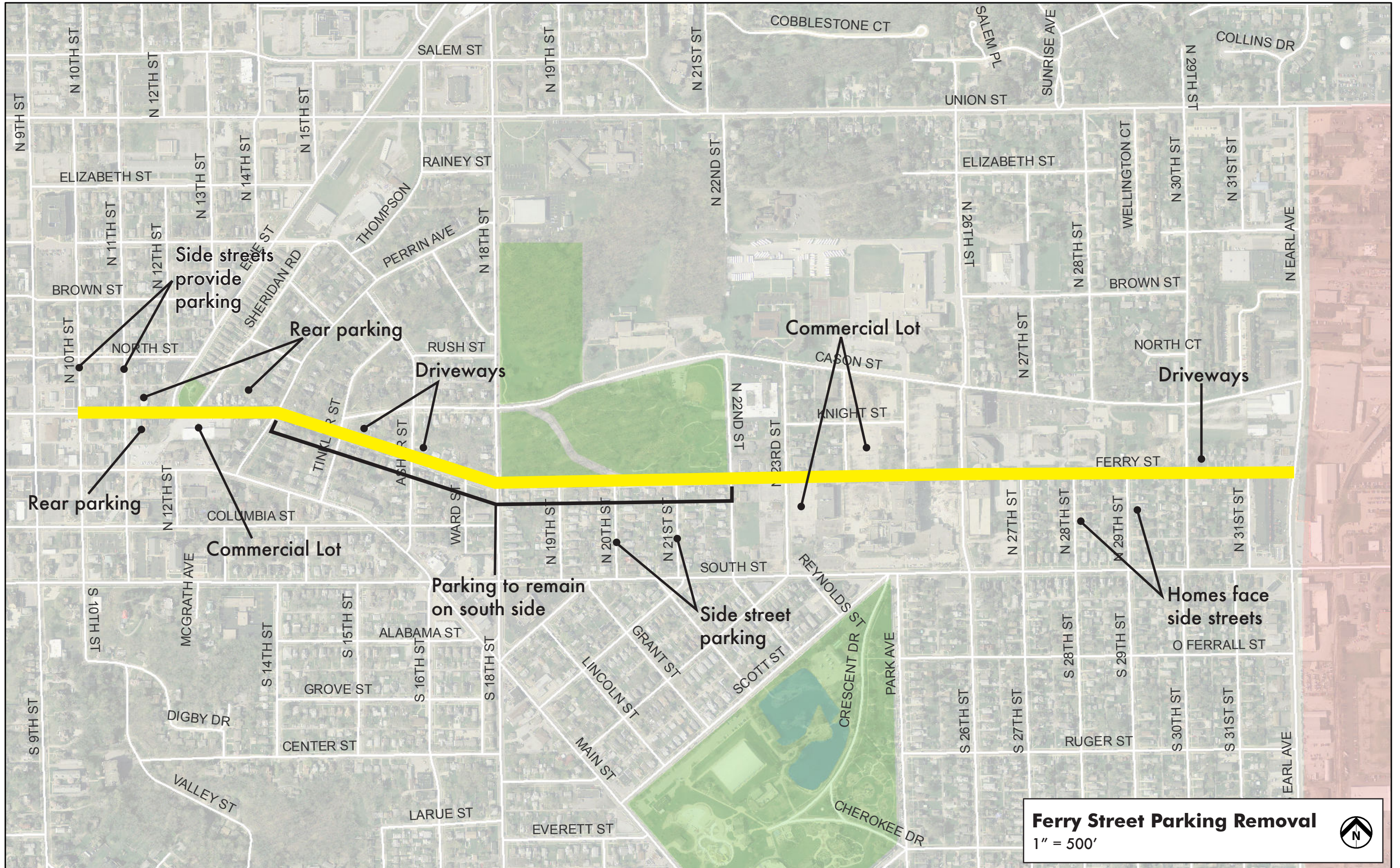
June 30, 2015











Ferry Street Parking Removal
 1" = 500'





Schuyler Avenue Parking Removal
 1" = 400'





FINAL PLAN

TOTAL DISTANCE OF BICYCLE + PEDESTRIAN FACILITIES SUMMARY

Bike Lanes:	<u>16.30 Miles</u>
Bicycle Boulevard:	<u>0.82 Miles</u>
Protected Shared Use Paths:	<u>5.16 Miles</u>
Sidewalks:	<u>1.28 Miles</u>
Shared Roadways:	<u>24.50 Miles</u>
Shared Use Paths:	<u>1.17 Miles</u>

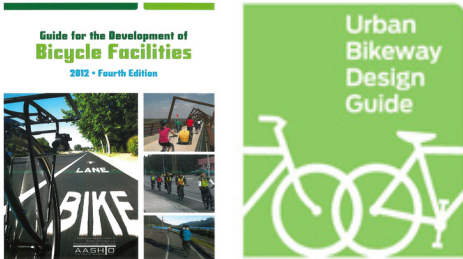


FINAL PLAN

DEVELOPMENT STANDARDS

BIKE FACILITY TYPES AND STANDARDS

See the Types of Bicycle Facilities section for those that are recommended as part of this plan. As all long term plans are meant to be adaptable to new information, this one should be reviewed at regular intervals to see if any standards have changed. At the time this document was created there were several guidelines that apply, including The 2012 American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities (AASHTO), and The National Association of City Transportation Officials Urban Bikeway Design Guide (NACTO). It is recommended that these guidelines as well as the standards outlined below be followed unless new standards or information become available.



BIKE LANE WIDTH

Both NACTO and AASHTO recommend that the minimum width of a bike lane shall be 4 feet where there is a clear graded shoulder for recovery. The consultant team would further recommend that the clear graded shoulder be at least 5 feet wide before any drop off greater than 2 feet and that the closest vertical object be at least 2 feet from the edge of the bike lane. A bike lane shall have a minimum width of 4.5 feet next to a straight curb and only for short distances. The standard width of bike lane should be 5 feet or wider where there is a curb present and there is no on street parking. Where on street parking is adjacent to the bike lane, then the width of the lane shall be 6 feet minimum to allow for cars to open there doors into the bike lane without conflict. If possible, where parking is adjacent to the bike lane, then a 7 feet lane should be installed. Bike lanes shall be delineated from vehicular lanes by a solid white 6 inch stripe and between adjacent parking by a 4 inch solid white stripe.

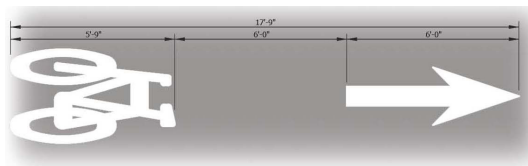


FINAL PLAN

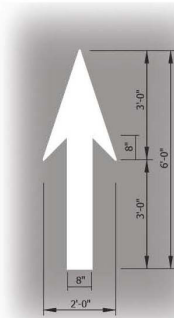
DEVELOPMENT STANDARDS

BIKE LANE MARKING AND SIGNAGE

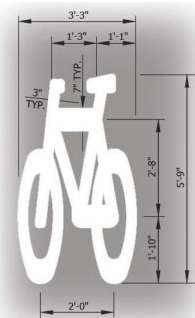
Bike lane markings shall consist of a bicycle symbol and an arrow placed together in the center of the lane. MUTCD sign R3-17 will also be used in conjunction with these markings. The bicycle symbol shall be placed so that it is the first symbol to be seen followed by the arrow. Bike lane markings and signage shall be placed at the start of each bike lane, after an intersection, after a bike path crossing, and after a major approach. Bike lane markings should be placed no more than a 1000 feet apart in rural sections and no more than 350 feet apart in urban sections. Signs can be placed further apart in between intersections and can be placed every other occurrence of placing the bike lane markings. See illustrations to the left for more information on standard sizes. Signs should also be placed warning users of a bike lane ending and when the bike lane continues on the other side of an intersection with a supplemental "AHEAD" plaque. Bike lanes are appropriate on roadway with speeds under 45 mph.



BIKE & ARROW DETAIL



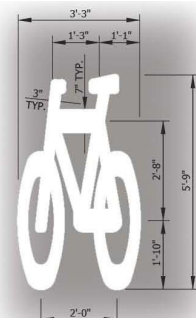
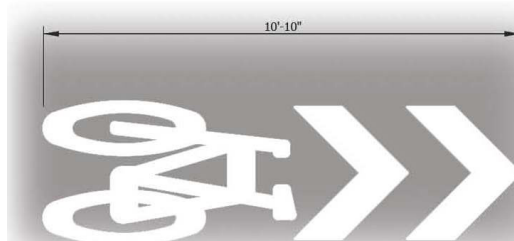
BIKE LANE ARROW



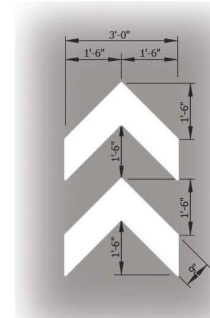
BIKE LANE SYMBOL

SHARED ROADWAY MARKING AND SIGNAGE

Markings shall consist of a bicycle symbol and chevrons placed together to create a "Sharrow". Sharrows shall be placed in the center of the lane to indicate where the bicyclist should ride. MUTCD signs W11-1 (Bike Symbol) with W16-1P (Share the Road) will also be used in conjunction with these markings. The bicycle symbol shall be placed so that it is the first symbol to be seen followed by the chevrons. Bike lane markings and signage shall be placed at the start of each shared roadway, after an intersection, after a bike path crossing, and after a major approach. Markings should be placed no more than 250 feet apart on low volume roads and no more than 100 feet apart in urban sections.



SHARROW SYMBOL



SHARROW CHEVRONS

For wayfinding purposes, the orientation of the chevron in the sharrow symbol marking may be adjusted to direct bicyclists along discontinuous routes.



MODIFIED SHARROW SYMBOL

FINAL PLAN

DEVELOPMENT STANDARDS



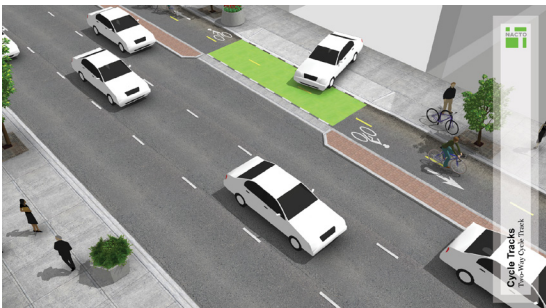
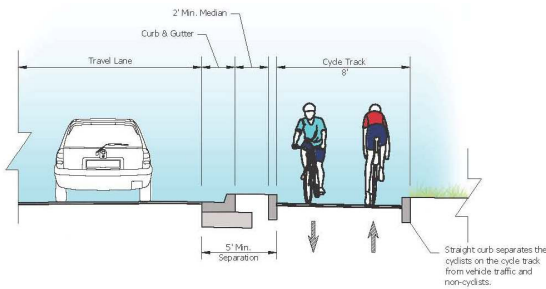
Signs can be placed further apart in between intersections and can be placed every other occurrence of placing the bike lane markings. Signs should also be placed warning users of the shared roadway ending.

On roadways where vehicles and bikes share the same route, alternate signs “W11-1” and “W16-1” with sign “R4-11.” This will bring extra attention to the vehicle that cyclist has the right to use the entire width of the travel lane. Use sign “R4-11” to indicate where bikes merge into traffic when a designated bike lane comes to an end. See illustrations to the left for standards.

At non-signalized roadway intersections where a non bike and pedestrian route crosses with a designated bike and pedestrian route, place the “2-Way Crossing” sign at either side of that intersection. Additionally, place the “2-Way Crossing” sign at the exit of commercial drives if it crosses with a shared-use path.

CYCLE TRACK MARKING AND SIGNAGE

A Cycle Track is a combination of a separated path and a conventional bike lane in that it is buffered from motor traffic, but is still a part of the roadway. There are two types of Cycle Tracks: a one-way cycle track and a two-way cycle track. Cycle tracks work best in locations where there are not too many roadway intersection crossings. It is recommended that each cycle track be separated from the travel-way by 5 feet and use a raised median for protection of the cyclists. A cycle track in a constrained area shall have minimum separation of 3 feet from the travel-way and be separated by delineator bollards.



A two-way cycle track shall have a minimum width of 8 feet in constrained areas and it is recommended that the desired width should be 10 feet or wider to accommodate the volume of cyclists. A one-way cycle track has a lane on each side of the roadway riding with traffic. The minimum width for a one-way cycle is 5 feet.

Drive crossings should be kept to a minimum and marked with conflict zone markings at each crossing.

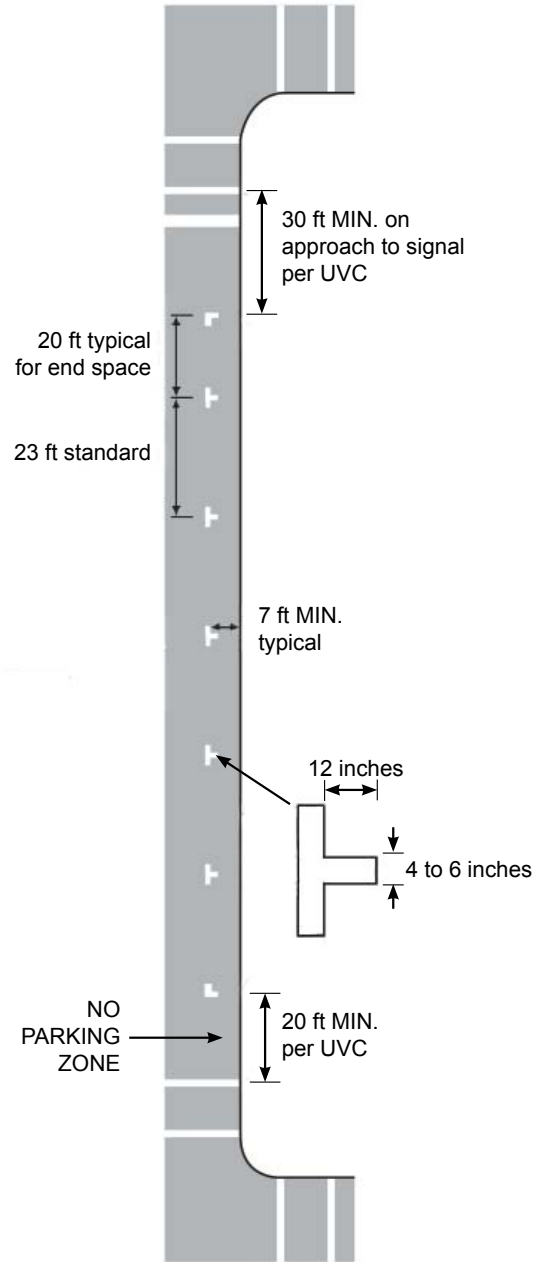
FINAL PLAN

DEVELOPMENT STANDARDS

SHARED ROADWAY ROUTES WITH MARKED AUTOMOBILE PARKING

Marking automobile parking along shared roadway routes has several safety functions for bicyclists and pedestrians. For bicyclists it better defines the travel lane for vehicles and reduces the perceived lane width even when parked vehicles are not present. This has the effect of traffic calming on the route. In areas where the parking is not heavily used, the parking area can be used as a refuge for more inexperienced cyclists as long as they do not have to weave in and out of the travel lane. For pedestrians it moves the travel way further from the walking space and provides a greater level of comfort.

Parking spaces should be marked based upon the 2011 Indiana Manual for Uniform Traffic Control Devices. The marked parallel parking space shall typically be 8 feet wide by 23 feet long. In certain circumstances on low volume roadways it may be possible to reduce the width of the space to 7 feet. Each space shall be denoted by two solid white transverse stripes 6 inches wide in the configuration of a "T" or "tick" (see illustration).



FINAL PLAN

DEVELOPMENT STANDARDS

CONFLICT ZONE MARKINGS



Example of Epoxy Bike Coating on Asphalt

Vehicular crossings of bicycle facilities can happen at intersections and at private drives or entrances. Care must be taken by both bike and vehicles to watch out for one another in these transition zones. Marking these crossings to bring attention to these conflict areas can be helpful. Several options are available for marking these area:

1. An epoxy-modified, acrylic, waterborne coating has been successfully used for bike lanes. There are several colors available and selection should be based upon the color choice that provides the most contrast and matches with the amenities/ color scheme selected along that particular route.
2. Cabot Deck Stain is another option that might be considered on a trial basis. This coating has been used by the City of Portland, Oregon, to color neighborhood road intersections with less than 2,500 VPD.

BICYCLE FRIENDLY CASTINGS



Bicycle friendly castings for drainage inlets are necessary where bicycle facilities are present. It is important to make sure that a bicycle tire will not fit into the grate opening and cause a bicycle user to be thrown from the bike causing injury.

The gap between the drainage grate and its frame should be 1 inch or less. Several casting types are available. The most versatile is the octagon style.



FINAL PLAN

DEVELOPMENT STANDARDS

BICYCLE FACILITY AMENITIES:

BICYCLE PARKING

Bicycle Parking should follow the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines 2nd Edition. At a minimum bicycle parking should offer a rack that supports the bicycle in at least two spaces, allows locking the frame and at least one wheel with a “U-Lock”, resists rusting, resists cutting, resists bending, and is securely anchored to the ground. An example of a rack meeting this criteria would be a “U-rack”. The rack should be coated with powder coating or thermoplastic to reduce maintenance. Racks that only support the bike by the front wheel should not be used.

Bicycle racks should be spaced a minimum of 36 inches apart from one another when placed side by side and a minimum of 24 inches from the nearest obstruction. Design should take into account that a bicycle is a minimum of 6 feet long.

Further considerations should be made for bicycle parking that is intended to be for longer than 2 hours. Examples are areas where a considerable number of people who use the parking for commuting. Bicycle parking that is intended for longer than 2 hours should provide shelter or enclosure, be as close as possible to building fronts and in a secure location with active surveillance. It might even be wise to consider bicycle lockers or a supervised area.



FINAL PLAN

DEVELOPMENT STANDARDS

BICYCLE REPAIR STAND



Most experienced riders will carry some repair tools with them, however casual riders may be less likely to have them. A repair stand with tools will come in handy if placed around the community in convenient locations and or at locations where organized bicycle rides are likely to start. The stand conveniently holds the bike by the seat and at a height easier for working on the bike. There are different configurations, but tools for minor repairs are secured to the stand by stainless steel aircraft cable. Tools that should be provided are allen wrenches, tire levers, screwdrivers, and a crescent wrench. The finish should be powder coated to match surrounding amenities.



BICYCLE PUMP BOLLARD

Many experienced riders will carry small bicycle pumps or air canisters for emergency repairs, but a good bike pump always comes in handy. A secure urban bike pump in the shape of a bollard can provide cyclist with air while still being vandal resistant and aesthetically pleasing. The pump is securely attached to a concrete surface and the pump design is sturdy enough to handle urban conditions. The hose should be made of cut resistant material.



BUS STOP

Bus Stops within in the Ccity needs to accommodate safety and comfort while pedestrians wait on transportation. Bus stops should be covered to protect from the elements, but transparent for visibility. Lighting should be provided for safety and a directory routes should be provided along with scheduled stops. A firm and stable pad should be provided for accessibility and an appropriate ADA ramp to access the bus.



FINAL PLAN

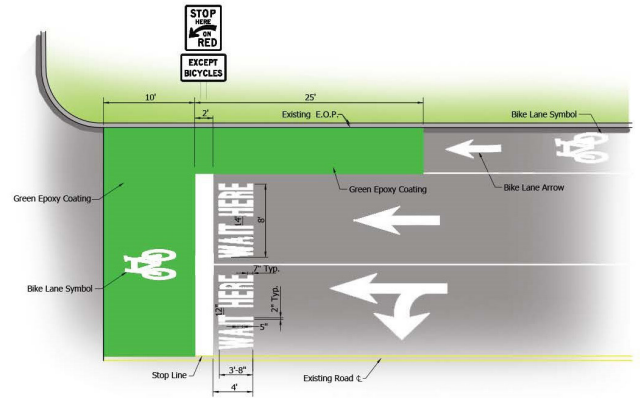
DEVELOPMENT STANDARDS

INTERSECTION DESIGN

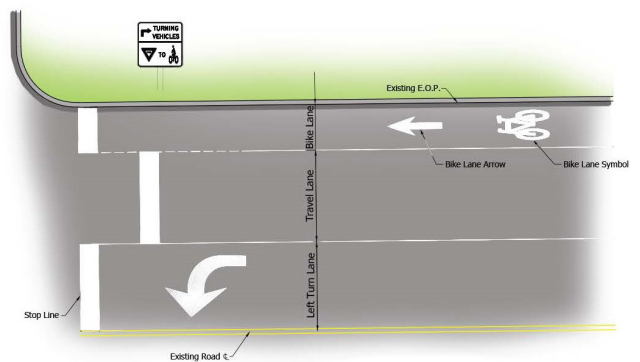
As mentioned previously the design team took measurements at mid-block locations for each route. This document provides guidance on the treatment of each roadway from intersection marking to intersection marking. Due to the number of intersections and the complexity of each intersection it does not attempt to provide intersection design.

Intersection design for on-road facilities should be based upon sound “engineering judgment” at each intersection and each should be treated individually as each has unique characteristics. Uniformity in the use of traffic control devices is critical to encourage proper and predictable behavior by shared-use path users. The Manual on Uniform Traffic Control Devices (MUTCD) shall be followed for size, shape, color and placement of signs. In addition, coordination with the City should ensure the proper design and layout of traffic control devices. The North American Cities and Towns Organization (NACTO) Urban Bikeway Design Guide and AASHTO’s 2012 Guide for the development of Bicycle Facilities should also be consulted for unique situations.

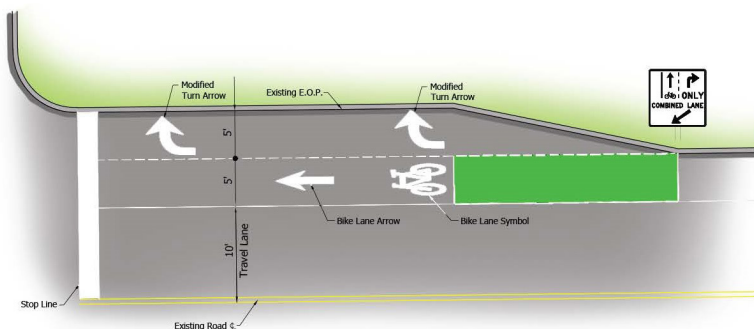
Some of the intersection treatments to consider are shared bike lane/ vehicle turn lanes, bike boxes, two-stage turn queue boxes, signal detection and actuation for bikes.



BIKE BOX DETAIL



STAGGERED STOP DETAIL



SHARED TURN LANE DETAIL



FINAL PLAN

DEVELOPMENT STANDARDS

SHARED-USE PATH TYPE

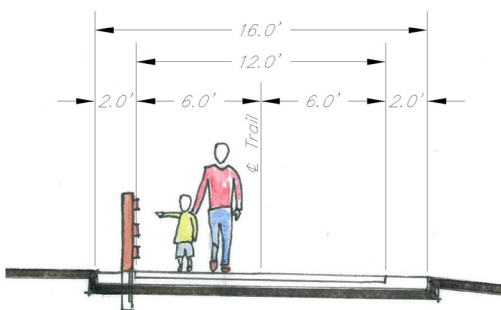
It is recommended that each shared-use path be a universally accessible multi-use path. The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012) and Chapter 51 of the Indiana Department of Transportation (INDOT) Design Manual defines a shared-use path as an off-road, two-way facility designed for use by bicyclists, in-line skaters, wheelchair users, and pedestrians on exclusive right-of-way with minimal cross flow by motor vehicles. This means that the paths will have to be wide enough to accommodate two way travel for each type of use. In order to allow accessibility to each use, the path's surface must be adequate and slopes must follow guidelines developed by the US Access Board or regulations from the US Department of Justice. At the time this document was created there were several guidelines that apply: 1) Guidelines for Shared Use Paths; 2) Guidelines for Outdoor Developed Areas; and 3) Guidelines for Pedestrian Facilities in the Public Right-of-Ways. Although INDOT and AASHTO regulations may not be required for all shared-use paths, it is recommended that these guidelines be followed on all paths applications.



Shared-Use Path
Clear Creek Trail, Bloomington, IN

SHARED-USE WIDTH

AASHTO recommends a minimum width of 10 feet for shared-use paths, with 2 foot wide graded shoulders on either side of the path. However, when a higher number of users are anticipated, at least a 12 foot wide trail with shoulders should be employed. This allows for two 6 foot wide lanes that will accommodate several different types of users.



Therefore, the design team recommends using a 10 foot wide path (minimum) with 2 foot grass shoulders wherever possible. Only where absolutely necessary should an 8 foot path with shoulders be implemented. This instance should only happen when the shared-use path is considered a connector path (a path that will have minimal traffic and isn't a through path) and/or when it is not feasible to fit a larger width of path due to right-of-way or other limitations.

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SHARED-USE PATH SLOPE

It is important that the path cross slope provide positive drainage, but not create a non-traversable slope for trail users or those in wheel chairs. For this reason all cross slopes shall be no more than 2%. Trail shoulders create recovery areas for bicycle users and should not have cross slopes greater than 4%.

Side slopes beyond the shoulders should not be greater than 4:1. Steeper slopes are non-mowable and therefore create maintenance issues. Additionally, slopes steeper than 3:1 within 5 feet of the trail's edge must be protected.

Longitudinal trail slope should be no greater than 5% in most circumstances. The INDOT Design Manual gives more guidance on when it is permissible to exceed this guideline and appropriate mitigation techniques.



SHARED-USE PATH SURFACE

The primary concern with path surfacing is accommodating a variety of path users and providing accessibility. While crushed stone is less expensive to construct and is more forgiving for runners and walkers, it does not accommodate all users. It is non-traversable for in-line skaters and can be difficult for people in wheel chairs because not all stone paths meet the definition of firm and stable. Asphalt, on the other hand, can accommodate all types of users, and even though initial construction costs are higher, it lasts longer and requires less annual maintenance.

In order to preserve the asphalt, consideration should be given to using an oil sealant right after construction. One popular product is a bio based / soy bean product called RePlay. Regular treatment will help to keep the asphalt from becoming dry and rigid which can lead to failure and cracking. See the Shared-Use Path Maintenance Section for further recommendation.



Shared-Use Path
Lafayette, IN

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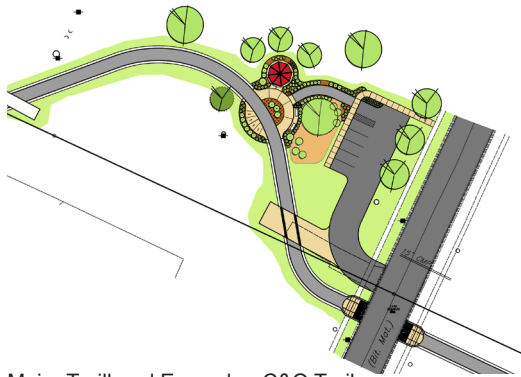
DEVELOPMENT STANDARDS



Major Trailhead Example - Erie Lackawanna Trail
Griffith, Indiana

SHARED-USE PATH SUPPORT FACILITIES:

Providing accessibility to all users at key locations throughout the city is important to the success of each shared-use path. Along with accessibility, users require that the path have certain facilities to meet the needs of its use. These support facilities can be broken down into four categories: major trailheads, shared use trail heads, minor trail heads, and community access points. In addition to these public facilities, partnerships should be developed between the city and local businesses to provide secure bicycle parking and other path support facilities as a part of their building or property. This will not only enhance their business but it will also enhance the opportunities given to the path users.



Major Trailhead Example - C&O Trail
Merrillville, Indiana

Major Trailheads:

Major trailheads provide the greatest amount of amenities to path users and are recognizable points of access. They are like mini-parks alongside the path that may include parking areas, shelters, restrooms, drinking fountains, benches, trash receptacles, picnic tables, bicycle racks, path signage, corridor access access, and landscaping.

Due to the scope and type of facilities normally required for a major trailhead, it can be difficult to locate them within the narrow constraints of a shared-use corridor. Typically it is necessary to find parcels of land adjacent to the corridor for development. These can be city-owned, such as parks or street right-of-way, or privately-owned properties that are created and operated with the owner's cooperation. These usually require the development of all new amenities for users' needs.



Major Trailhead Example - C&O Trail
Merrillville, Indiana

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Shared Use Trailheads:

Shared use trailheads are similar to major trailheads except they share amenities with other existing or potential uses. They are usually city owned and in many cases need only to have their amenities slightly upgraded in order to meet path users' needs. These trailheads may or may not have existing shelters. This trailhead should be easily accessible from the path, and include amenities such as trash receptacles, bicycle racks, and benches.



Shared Use Trailhead Example - Twigg Rest Park
Terre Haute, Indiana

Minor Trailheads:

Minor trailheads are similar to major trailheads in that they provide amenities to serve shared-use path users, but on a smaller scale. They usually occur more frequently and can be situated within the trail right-of-way. Minor trailheads are located between major trailheads and at certain path intersections. Minor trailheads may provide benches, trash receptacles, bicycle racks, landscaping and signage, but usually will not provide parking.



Shared Use Trailhead Example - Friendship Gardens
Plainfield, Indiana

Community Access Points:

The last type of shared-use path support facility is the community access point, which provides a minimal amount of amenities such as a trail directory sign or wayfinding sign and a connector path. It is the most frequently occurring type of support facility and provides citizens of adjacent neighborhoods access to the path. Community access points simply provide an informal and direct access between community and trail much like the driveway connects to the street.



Minor Trailhead Example - Clear Creek Trail
Bloomington, Indiana

They are important in fostering a community's adoption of the path and getting users to respect the rights of private property owners by establishing designated points of access.

Locations of community access points should be determined in consultation with adjacent landowners and through the selection of logical places to enter the right-of-way from surrounding communities.



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SHARED US PATH - STREET INTERSECTION DESIGN:

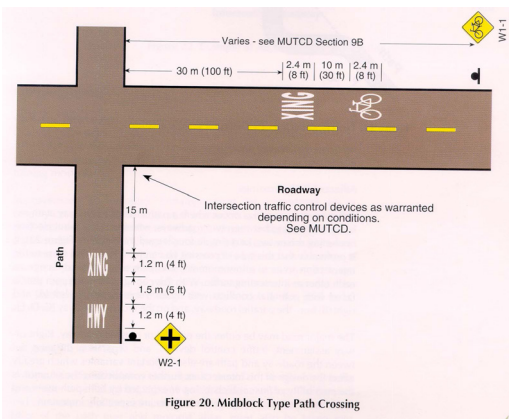
Intersection design for shared use-paths should be based upon sound “engineering judgment” at each intersection and each should be treated individually as each has unique characteristics. Uniformity in the use of traffic control devices is critical to encourage proper and predictable behavior by shared-use path users. The Manual on Uniform Traffic Control Devices (MUTCD) shall be followed for size, shape, color and placement of signs on both the path and the street. In addition, coordination with the City should ensure the proper design and layout of traffic control devices necessary to warn vehicular traffic on public streets of path crossings. The North American Cities and Towns Organization (NACTO) Urban Bikeway Design Guide can also be consulted for unique situations.



Example of a Street Crossing on the Monon Trail Carmel, Indiana

All street crossings will occur as at-grade. Traffic will have the right-of-way and path users, at most crossings, will have to stop.

The team devised three different types of street crossing treatments to deal with the various at-grade crossings throughout the city. The following treatments are minimum recommendations.



Example of an At-grade Crossing Level 1 - 'Guide for the Development of Bicycle Facilities' - AASHTO 1999

At-Grade Road Crossing - Level 1:

- Used on local roads with a maximum of two lanes. Speed limit should be under 40 mph and a gap study should be done to assess user risk at the crossing.
- Warning Signs of an upcoming intersection will be placed on the roadway based upon MUTCD standards.
- No Motor Vehicles signs placed facing the street at all path intersections
- Stop sign along the path placed approximately 10 feet from the edge of the street.
- Crosswalk pavement markings at crossing point.
- “Trail Xing” markings on the roadway

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At-Grade Road Crossing - Level 2:

- Should be considered on all roads with a maximum of two lanes and speed limits over 40 mph or greater. A gap-study should be performed to assess user risk at the crossing
- All treatments of a Level 1 Road Crossing apply
- In addition to Level 1 treatments, at a minimum it is recommended that overhead flashers (or a rapid flashing beacon) with signage be used and that a HAWK signal be used if warranted by traffic conditions. Rapid flashing beacons should preferably be used in combination with a motion activated warning signal. Flashers that are always on tend to be ignored or not noticed by vehicular drivers because they do not necessarily indicate that a path user is in the area.



Example of an At-grade Crossing Level 2 - Monon Trail Carmel, Indiana

At Grade Road Crossing - Level 3:

- Should be considered on all roads where there are more than two lanes of travel to cross. A gap study should be performed to assess pedestrian risk.
- All treatments of a Level 2 Crossing apply
- In addition to Level 2 treatments, median refuge areas are recommended that allow path users to cross one direction of traffic at a time (additional street right-of-way may be required)
- If, and ONLY IF, a refuge island isn't feasible, speed tables are a secondary option.

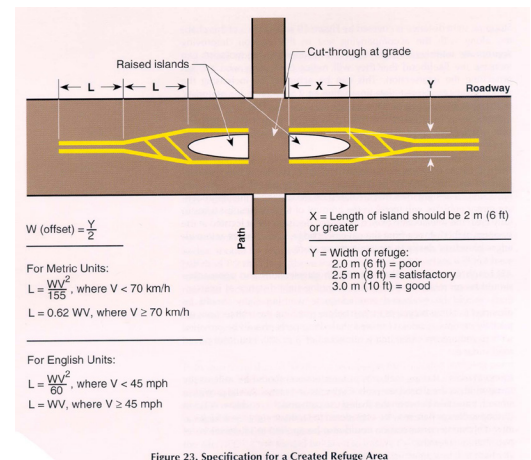


Figure 23. Specification for a Created Refuge Area

Example of a Midblock Crossing Level 3 - "Guide for the Development of Bicycle Facilities" - AASHTO 1999



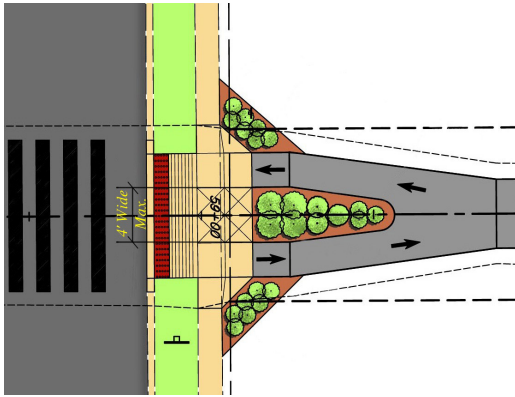
Example of a Speed Table

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Access of Shared-Use Path At Public Road Crossings

A public road crossing provides an opportunity to bring identity and attention to the path. It also should provide plenty of room for trail users to cross without having conflicts with other users crossing in the opposing direction. Restricting vehicular access without restricting maintenance vehicles can also be a concern. The following is a list of options to consider based upon available right-of-way.



Example of a Split Entry for Trail - Munger Trail Lafayette, Indiana

- Option 1: Split entry with a 4 foot wide median. The plantings shall be no taller than 6 inches. This will allow for easy flow of trail traffic, while allowing maintenance vehicles access. See detail at left.
- Option 2: Concrete node without a bollard or central median. This option should be used if the area appears to be too narrow or there is not enough right-of-way for a split entry, and the risk of motor vehicles entering the path is low.
- Option 3: Concrete node with bollard. If the area appears to be too narrow and it is believed that public vehicles might try to access the trail in that area, a bollard should be added. The bollard should be easy to collapse or remove and only used when absolutely necessary, as the bollard itself is an obstacle for path users to negotiate around. See the Site Furnishings section for bollard types.



Example of a Concrete Node Entry without Bollards

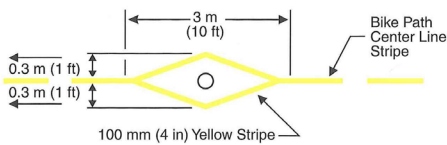


Figure 26. Barrier Post Striping

Example of a Bollard Location and Striping - 'Guide for the Development of Bicycle Facilities' - AASHTO 1999



Example of a Concrete Node Entry with Bollard

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RAILROAD / SHARED-USE PATH INTERSECTION DESIGN

Due to the speed of train travel, sight distance needed to stop a train, and regulatory stipulations, it is recommended that proposed railroad crossings occur at existing road crossings wherever possible. If an existing road crossing is not available then a bridge or tunnel may have to be utilized. Railroad crossings will follow the guidelines established in the Federal Highway Administration’s ‘Railroad-Highway Grade Crossing Handbook – 2nd Edition FHWA-TS-86-215’, AASHTO, the MUTCD, and the requirements and specifications of the individual railroad companies.

It is advised to abide by the following treatments as a minimum for railroad crossings:

- A rubber panel crossing will be used with an asphalt approach.
- A railroad warning sign shall be placed a minimum of 115 feet from the nearest rail
- A Crossbuck sign will be placed 15 feet from the nearest rail and shall have a sign denoting number of track crossings.
- Where there are existing gate arms, a new pedestrian gate shall be placed if the path must go outside the post.
- A 24-inch stop bar will be placed approximately 15 feet from the nearest rail.
- The shared-use path will have a minimum 45 degree skew from the center line of the rail with 90 degrees being desirable.
- The path’s pavement width will be widened to 14 feet.
- Railroad pavement markings will be placed adjacent to the rail warning sign.



Existing Rubber Panel, Rail Crossing - Amtrak Rail Line Michigan City, Indiana

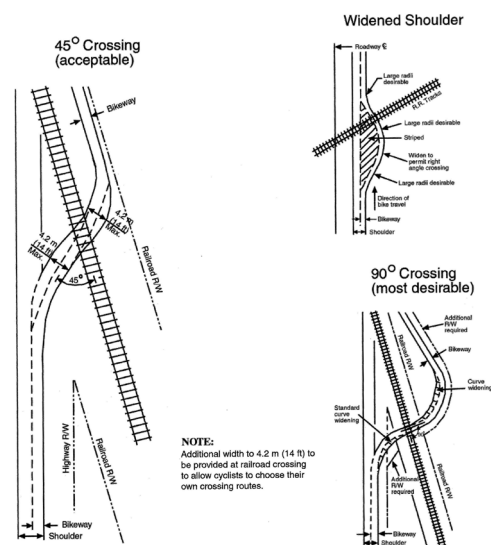
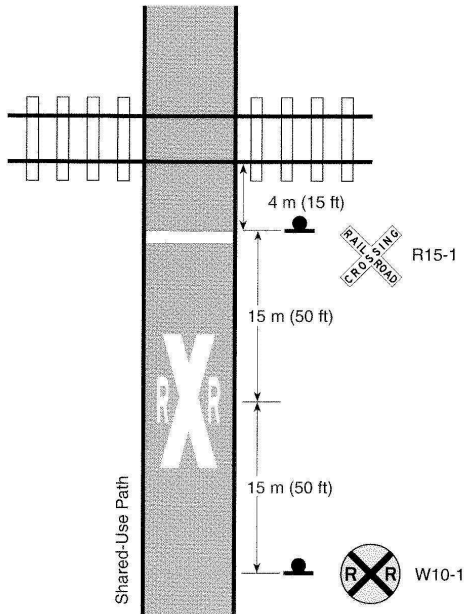


Figure 27. Railroad Crossings

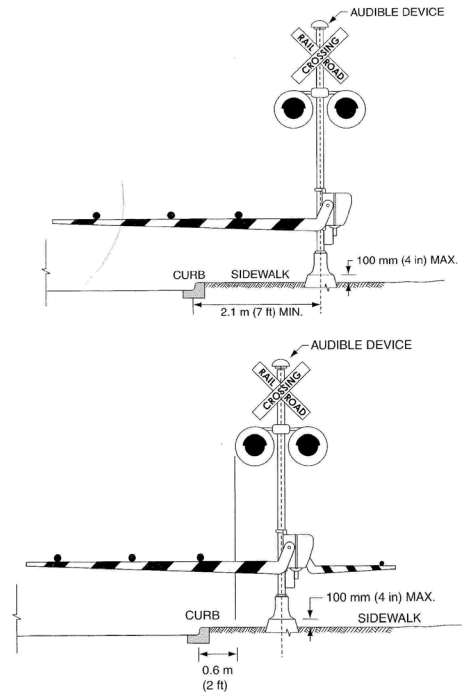
Rail Crossing Standards
‘Guide for the Development of Bicycle Facilities’ -
AASHTO 1999

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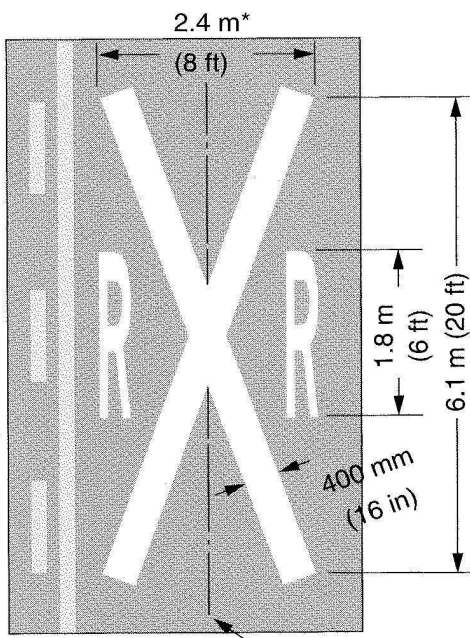
DEVELOPMENT STANDARDS



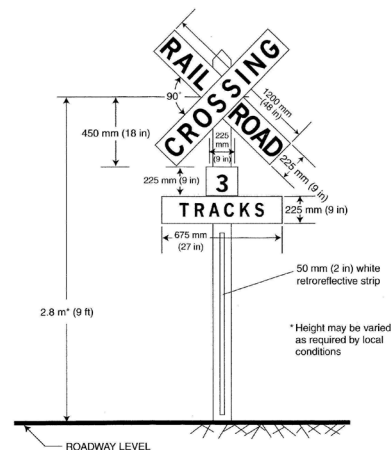
MUTCD (Figure 9B-3) Railroad Sign and Markings Locations for Shared-Use Paths



MUTCD (Figure 10D-3 and 10D-4) Typical Gate Arm Placement in Relation to Paths



MUTCD (Figure 8B-3) Pavement Markings for Rail Grade Crossings



MUTCD (Figure 8B-1) Rail Grade Crossing Crossbar

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SHARED-USE PATH SIGNAGE

There are many different issues to consider in the design of signs for a shared-use path. Signs along the system will need to serve a variety of purposes, including: providing traffic control along the path, alerting users to potential hazards, identifying path access points, providing historic information, providing educational information, indicating path distance, and providing orientation on the path and to surrounding communities.

Signs will need to be located so they are legible to path users and must be constructed in methods and materials that are somewhat vandal resistant and easy to maintain.

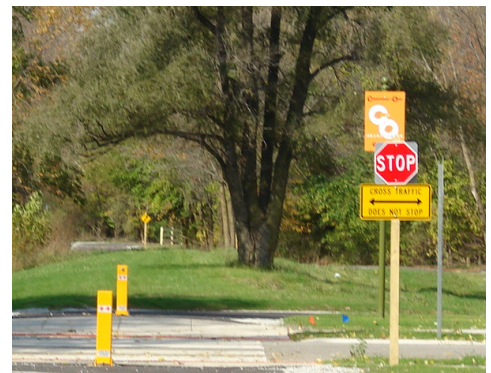
The need for different types of signs must be balanced with the idea of creating a visually pleasing landscape in which to use the shared-use path. The paths will feature a system of signage to clearly communicate a variety of messages in a graphically consistent manner. The signage system is divided into the following categories: Shared-Use Path Traffic Signs, Shared-Use Path Identity Signs, Shared-Use Path Guidance and Interpretive Signs, and Mile Markers.

Shared-Use Path Traffic Signs:

The shared-use path system will be a transportation corridor and, therefore, must have recognizable transportation signs that follow MUTCD guidelines. The shared-use path traffic signs will include regulatory and warning signs, such as: STOP, YIELD, and TRAIL NARROWS signs.

The design of the shared-use path traffic signs should be consistent from path to path. Signs can have graphic information on one or both sides, reducing the overall number of signs needed. Signs should be placed 3 feet from the path's edge and be mounted at a height of 5 feet.

If the shared-use path is parallel with a roadway, "Yield To Trail Users" signage should be placed to warn motorists when turning that pedestrians and bicyclists may be crossing the roadway or drive intersection. This provides added safety for both the motorist and pedestrian.



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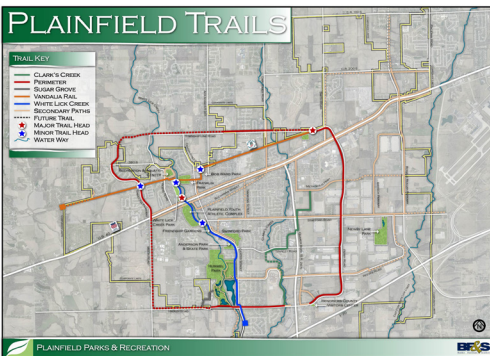


Shared-Use Path Identity Signs:

The shared-use path system will have numerous points of access. It is important that these points of entry be identified for the public in an appropriate and consistent manner. The shared-use path identity sign is intended to serve two functions: identify the main entry points to the path, and establish for the public a consistent and lasting identity for the path. By selecting a consistent treatment for each path it will help the user to know which route they are currently on. Each sign should be designed to incorporate a unique feature of each path. The city park's logo should be incorporated into each sign and the identity sign should follow the same color scheme as the route it is representing. The identity sign should be 9 feet to the bottom of the sign, minimum, to provide visibility and clearance. The signs should be visible by the public at the shared-use path and street intersections and at other significant access points.

Shared-Use Path Guidance & Interpretive Signs:

Along the path, there should be several different types of signs that provide the user with guidance information such as points of interest, path support facilities, and orientation.



Shared-use path guidance signs can be placed into two different categories. One type would be a directory sign which would show the path users how they can reach key destination points within the entire community. This sign would give an overall view of the entire shared-use path system and would need to be 30" x 42" in size to show enough detail. There should be a consistent layout for all these signs so they match and give a cohesive design throughout the system. Directory signs would typically be placed at major trailheads or key path access points.



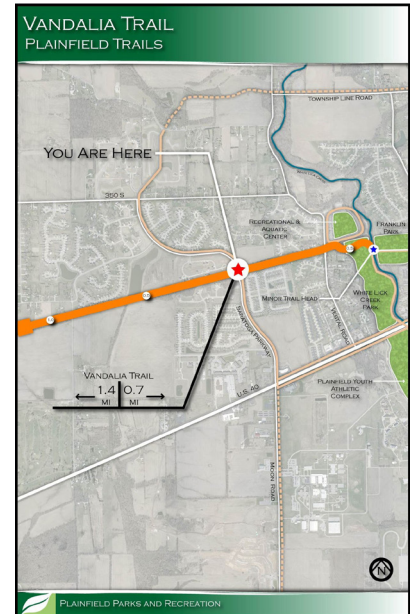
The second type of guidance sign is a wayfinding sign. This type of sign is a map indicating amenities that are within close proximity to your current location on the path. These signs should be located at intersecting routes. A wayfinding sign should be no larger than 24" x 36", but at a scale that shows much more detail than the directory signs. The image located at the top of the next page represents an example of this type of sign.

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Interpretive signs are another type of sign that provide educational information to path users and enhance their experience. These signs help to convey the historical, cultural, or ecological significance of certain points along the path. Examples would be the importance of protecting wetlands or water bodies, geological formations unique to the area, or a historically significant feature within the community.

With all these functions, the materials that the signs are made of must be flexible enough to incorporate a variety of graphic information and, yet, be consistent in appearance and presentation. It is recommended that a high pressure laminate be used for the directory, wayfinding, and interpretive signs. High pressure laminates provide high quality graphics and longevity at a reasonable price. A ½ inch thick sign should be employed to avoid the use of a frame. A high pressure laminate sign has a very clean print, has a low replacement cost, and resists shattering, and typically has a warranty period of 10 years. The interpretive signs and guidance signs should be mostly conveyed graphically, with minimal text and at a size that is at a comfortable height.



Mile Markers:

Mile markers provide orientation for the path users and emergency personnel as well as traveled distance along the path. Distance should be marked in quarter-mile intervals or less by transverse pavement markings placed directly on top of the path. Information included on the markers should be distance in miles and each trails logo. The top mile marker image to the right shows a type that is easily readable and reduces conflicts during routine maintenance such as mowing.



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SITE FURNISHINGS

In addition to signage, the design of the shared-use path system will include site furnishings to accommodate the needs of the path users along the length of the entire route. Amenities such as benches, informal seating areas, trash receptacles, bicycle racks, and bollards will be clustered together at major, minor, and shared-use trailheads.

Locations of amenities along paths will depend on the characteristics of each path segment and should be addressed on a case by case situation. The purpose of most shared-use paths is to move people between various locations and for recreation. As such people are less likely to stop in between access points. Benches generally should be located at overlook points along paths where appropriate and where enough right-of-way exists. Paths located in sections of the city where there is a more elderly population or where there might be a need for people to stop more frequently may require benches to be placed in between access points. Paths located near hospitals may need to have benches placed more frequently if the hospital plans to use the route for rehabilitation programs.



Along with path signage, site furniture will be among the most frequently utilized elements along the path, setting the tone for the overall image of the path system in the minds of the users. It is important that design standards for the paths' site furnishings be established to ensure overall consistency of design and path image. The colors should be consistent with the route color scheme that the furnishing is located along. Along with consistency of color, a consistent style of furnishings needs to be established and followed as paths begin to be constructed. Establishing a color and style to use throughout the path it will minimize the amount of cost for the City because replacement parts can be stockpiled for one style of bench instead of five styles. See the following product information for consistency in site furnishings.

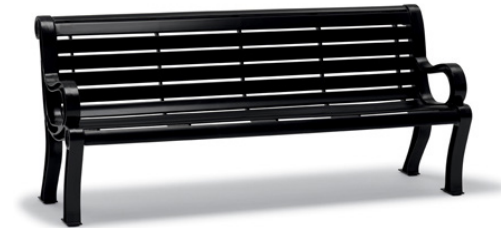
For federally funded projects it will be important to use the information in this document to complete the proprietary selection form.

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Benches:

- Minimum of 6 feet long
- Color and style should match other amenities along the trail for a cohesive look
- Arm rests should be provided to help those that are more physically challenged
- A backrest should be provided to help those that are more physically challenged
- Powder or plastisol coating should be applied to reduce maintenance
- Option: Center Arm can be provided to keep people from sleeping on the bench
- The bench must have a firm and stable pad underneath it and provide a 3 foot wide area for a wheelchair to sit next to it



Trash Receptacle:

- Color and style shall match benches and other amenities to help with cohesion
- Minimum size of 32 gallons to reduce emptying
- A flare top lid will help to keep water from collecting in the trash bag
- A liner helps to reduce leaking of refuse on to surrounding surfaces
- The receptacle must have a firm and stable access path to it



Bicycle Rack:

- 36" Bike Loop
- Color: Color to be based on designated trail color
- Installation: In accordance with manufacturer's instructions
- Style: Loop (supports bicycle in two spots)

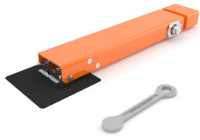


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Bollard:

- Use: Only in problem areas where motorized vehicle access seems to be more prevalent
- Collapsible is preferred to allow access for maintenance or emergency vehicles
- Color to match other amenities for cohesion



Drinking Fountain:

- Color: To match other amenities for cohesion
- Installation: In accordance with manufacturer's instructions
- Style: Two fountain heights with one fountain ADA accessible and dog bowl fountain
- The fountain must have a firm and stable access path to it





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SHARED-USE PATH LANDSCAPING

The shared-use path system, due to its overall length and diverse scenery, may require more landscaping in urban areas and less in rural areas. The presence of mature vegetative cover not only adds to the natural beauty of the path experience, but also minimizes the amount of new landscaping necessary to improve the appearance of the path system and screening of the path from undesirable views and adverse adjacent path conditions.

In areas along the path where the appearance warrants improvement and no existing vegetation is present, plantings of trees, shrubs and ground cover should be considered to create a linear park effect alongside the route. New plantings should also be used to identify and improve “entrances” to parks (trail access points) and street crossings.

In addition, plantings should be used to screen certain land uses adjacent to the corridor (such as business service areas and industrial sites) and to separate the path from other improvements within the right-of-way (such as parking lots). Native plant material should be used where possible in an effort to keep landscape maintenance to a minimum and to maximize the ecological benefits of the plantings.

SHARED-USE PATH LIGHTING

The system is intended for use during daylight hours only; therefore it is not anticipated that the shared-use paths will need trail lighting. However, the installation of security lighting at trailheads, road crossings, bridges, and other activity areas should be considered if conditions warrant. Should conditions deem lighting to be necessary, there should be a standard lighting choice throughout all of the system.

SHARED-USE PATH MAINTENANCE ISSUES AND SAFETY

Maintenance costs are expected to be a minimum for the first 5-10 years. Costs will vary depending on the amount of paths needing to be maintained and the location of the paths. On a typical mile-long trail, maintenance could cost approximately \$3,000 per year. Long term maintenance costs could consist of repairing any asphalt damage. Over 20 years it could be anticipated to spend approximately \$10,000 to \$20,000 on asphalt repair. The city or parks department should have a general maintenance fund set aside for this. Below is a list of general system maintenance items to keep in mind during the upkeep of the shared-use paths:

- Treat any wooden railing at least every 5 years to keep from rotting
- Properly prune trees above trails and shoulders to maintain 12 feet of vertical clearance.
- Properly prune trees and shrubs to maintain at least 5 feet of horizontal clearance from trail pavement edge. Use horticultural accepted pruning techniques and do not “top” trees (do not cut mid branch). Improper pruning can put stress on trees and cause more harm to the public in the long run.
- Properly prune any dead limbs out of trees to protect trail users. Remove any existing trees within close proximity that may die over time to protect trail users.
- Perform routine maintenance: mowing, clearing, trimming, vandalism repair, and litter control.



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- Edge pavement or shoulder periodically to prevent roots/vegetation from compromising pavement.
- Seal cracks in pavement every 2 years to prevent debris build up, water from entering base, and continued deterioration. Rubberized sealant is recommended
- Consider using a seal coat every 4 years to arrest deterioration, prevent water filtration, restore oils to upper surface, and prevent loss of fines

Path maintenance costs could be reduced by utilizing local volunteers and other programs for simple tasks like litter removal and storm clean-up. A full time employee could be the designated volunteer coordinator and help manage resources and efforts. The Cardinal Greenway is a good example of where a volunteer system has been used to reduce maintenance costs and would be a good resource for how to make one successful. Also, youth scouting organizations, community corrections programs, community service programs, and youth programs could be utilized to do these tasks. More stringent repairs, like sealing asphalt and repairing cracks should still be handled with city forces or a contractor.

Another area where volunteers can help reduce cost is through regular patrols of the shared-use path systems. Since many path users will use the system daily for recreational or commuting needs, they can monitor any unwanted behavior simultaneously. Their responsibility would not be to address any unwanted behavior, but rather report it immediately to the proper authorities. In this way, the program can help to reduce the number of law enforcement officers that would need to be dedicated to the trail system and the need to install call boxes along the trails. Examples for places to find local volunteers would be local bicycle clubs, avid cyclists, alternative transportation advocates, etc.

ACCESSIBILITY

As mentioned previously, all new path construction must follow guidelines developed by the US Access Board or regulations from the US Department of Justice. At the time this document was created there were several guidelines that applied: 1) Guidelines for Shared Use Paths; 2) Guidelines for Outdoor Developed Areas; and 3) Guidelines for Pedestrian Facilities in the Public Right-of-Ways.

Some of these accessibility standards have already been addressed in other sections of the design guidelines, but there are a few others to consider:

- Ramps – See Guidelines for Pedestrian Facilities in the Public Right-of-Ways
- Detectable warnings – See ADA Chapter 7: Communication Elements and Features, Section 705 and Guidelines for Pedestrian Facilities in the Public Right-of-Ways
- Push buttons (activation)/signalization standards – See Guidelines for Pedestrian Facilities in the Public Right-of-Ways
- Site amenities – See Accessibility Guidelines for Outdoor Developed Areas



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PEDESTRIAN FACILITIES

The downtown walking area already has a high level of pedestrian service. There are several design treatments that were proposed as part of the final pedestrian plan. All elements installed should follow the guidelines as outlined in the AASHTO Guide for the Planning, Design, and Operations of Pedestrian Facilities. Below are some treatments that would help support the existing sidewalk network.

1. Crosswalks shall have “piano bar” striping to provide more visibility
2. Intersection Treatments
 - a. Install refuge islands where the width of the lanes to be crossed is greater than 75 feet or a pedestrian walking at 2.5 feet/second cannot completely cross the street during a signalized walk cycle.
 - b. Consider bump outs at intersections where on-street parking is present to lessen the crossing distance
 - c. Mid-block crossings should consider Hawk signalization
3. Street trees should be planted a maximum of 40 feet apart. Street trees should have the following characteristics
 - a. Non-invasive varieties
 - b. Vase shaped as to not impede pedestrian or vehicular traffic
 - c. Maximum height of 40 feet
 - d. Maximum width of 20-25 feet
4. Tree grates should be considered to give street trees a maximum root zone, while not impeding the pedestrian walking area. This will help to cut down on tree roots heaving the existing walks as well
5. Install a downtown pedestrian support facility including the following:
 - a. Public restroom building
 - b. Shelter for shade
 - c. Benches for resting
 - d. Trash receptacles
 - e. Trees for shade
 - f. Pedestrian directory signs
 - g. Drinking fountain
 - h. Pet waste disposal
 - i. Bike racks
 - j. Public art
6. Countdown crosswalk signals with auditory warning
7. More trash receptacles
8. More benches for resting
 - a. Benches should have arm rests and back rests to help those people that are more physically challenged



FINAL PLAN

PROGRAMS & POLICIES

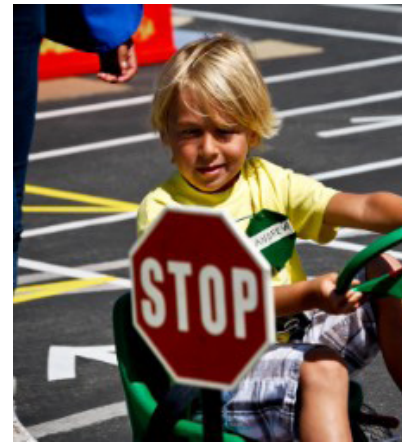
BICYCLE AND PEDESTRIAN PROGRAMS

Moving Lafayette into a bicycle and pedestrian friendly community will need to be supported through programs and policies. Programs will be used to support and continue efforts in making the City safe for all non-motorized modes of transportation. As stated before, The League of American Bicyclists has developed a 5 E's program which they use as the foundation for labeling a City as a Bicycle Friendly Community. This plan will further use the 5 E's program to promote pedestrian walking routes throughout the City with programs and policy.

Education

As defined by the League of American Bicyclists, education is the amount of information available for bicyclists, motorists and pedestrians to allow for safe routing along all defined pathways. Lafayette currently has a few programs in place to educate residents and visitors about safety while walking and biking inside the City.

Lafayette should build upon their existing programs by continuing to develop a variety of education programs which teach young and old about safety, proper bicycling techniques on the road, bicycle maintenance, rules of the road and responsibilities. The following chart, developed from committee meetings, stakeholders meetings and public meetings, gives suggestions for new education programs to be implemented within the City of Lafayette.





FINAL PLAN

PROGRAMS & POLICIES

Lafayette Bicycle and Pedestrian Master Plan		
Education		
Existing Programs	Suggested Programs	Future Development of Programs
Program: Bicycle Lafayette & Lafayette Police Officer offer bike rodeos for school children	Suggestion: Offer basic riding skills classes to 100% of Lafayette schools.	Offer helmet fit seminars at community events.
	Suggestion: Offer adult cycling skills class to community at least 2 times per year.	Offer adult cycling skills class to community every 3 months (quarterly).
	Suggestion: Offer adult traffic skills 101 class to community at least 1 time per year.	Offer adult traffic skills 101 class to community at least 2 times per year.
	Suggestion: Conduct a share the road campaign through various means.	
	Suggestion: Create a ticket diversion program that offers education on sharing the road and bicycle / pedestrian laws.	
	Suggestion: Provide routine bicycle skills and in-traffic cycling courses to city planners and engineers.	Consider having a staff member trained as a League of American Bicyclist Instructor.
	Suggestion: Provide share the road training to city staff, school bus operators, and transit drivers.	



FINAL PLAN

PROGRAMS & POLICIES

Encouragement

The City should promote and encourage bicycling, walking and running within the City of Lafayette. The City should consider participation in national events, such as, Bike to Work Month, and set up their own promotional events to encourage residents and visitors to bike and walk within Lafayette. The City should also provide the tools to promote awareness for bike riding, walking and running. Placing routing maps, proper wayfinding signage, bike lock-up areas and restrooms around the City will help create a bike friendly and walkable city.

Lafayette needs to develop a variety of promotional events to encourage bicycling, walking and running throughout the City. Additionally, the City will need to create spaces, places and signage to help promote and portray their dedication to biking and walking throughout the area. The following chart, developed from committee meetings, stakeholders meetings and public meetings, gives suggestions for new promotional programs to be implemented within the City of Lafayette.





FINAL PLAN

PROGRAMS & POLICIES

Lafayette Bicycle and Pedestrian Master Plan		
Encouragement		
Existing Programs	Suggested Programs	Future Development of Programs
Program: Walk to school day.	Suggestion: Bike to school day.	Offer bike and walking trains for children wanting to ride or walk on a more consistent basis
Program: WRCC offers bike rides for various levels of cyclists.	Suggestion: City holds bike rides and walks on newly opened infrastructure.	
Program: Bike to work day.	Suggestion: The City of Lafayette should work with local bicycle advocates to celebrate National Bike Month.	
Program: City has a required healthy activity program.		
Program: Hilltop to Hilltop bike discount.	Suggestion: City of Lafayette create a Bicycle Friendly Business Program.	

FINAL PLAN

PROGRAMS & POLICIES

Enforcement

Lafayette will need to address bicycling as it relates to law enforcement. Similar to vehicles on the road, police need to be aware of proper procedures for upholding the law when it comes to bicycles navigating the streets. Law enforcement officers will need to protect motorists and bicyclists as they travel together along the same pathway. Lafayette will need to evaluate how they protect bicyclists, pedestrians and motorists by adding to their current curriculum; new bike police, new share the road laws and a way to distribute penalties for violators.

New programs, laws and policy may need to be implemented as bicycle traffic increases in Lafayette. This will be an important addition to the City as it creates a safe place for pedestrians, bicyclists and motorists to intermingle. The following chart, developed from committee meetings, stakeholders meetings and public meetings, gives suggestions for new enforcement programs to be implemented within the City of Lafayette.





FINAL PLAN

PROGRAMS & POLICIES

Lafayette Bicycle and Pedestrian Master Plan		
Enforcement		
Existing Programs	Suggested Programs	Future Development of Programs
Program: Police officer has been designated to be on the healthy living / bicycle and pedestrian advisory committee.	Suggestion: Law enforcement officer will stay on the bicycle and pedestrian advisory committee following the master plan and be an active member.	Designate one law enforcement officer to be a bicycling liaison for the community.
Program: 3' passing ordinance for motorist when near bicycles has been implemented.	Suggestion: Remove any ordinances that provide barriers to bicyclists or pedestrians.	Add additional ordinances as more of the network becomes developed. Illegal to park or drive in a bike lane. Penalties for failing to yield to a pedestrian or bicyclist. Illegal to harass a cyclist. Vulnerable road user law.
Program: Added bicycle and pedestrian crash data to a GIS database in order to identify areas in need of improvement	Suggestion: Continue having patrol officers report cyclist / pedestrian crash data or potential hazards to engineers and planners	
Program: Provide training to officers regarding traffic laws as they apply to bicyclists and hosted a national bike training program for officers.	Suggestion: Have a League of American Bicyclists Instructor give a presentation to all officers on bicycle traffic laws.	Provide Smart Cycling course to one or more officers.
	Suggestion: Have at least 15% of patrol officers regularly on bikes.	Have at least 30% of patrol officers regularly on bikes. Consider having other public safety employees on bikes.
	Suggestion: Provide programs that target improved cyclist safety such as helmets, lights and, bike lock giveaways.	Increase targeting of motorists and cyclists infractions.



FINAL PLAN

PROGRAMS & POLICIES

Engineering

This will be the most direct way to create a bicycle and pedestrian friendly community. Providing the actual built environment so bicyclists and pedestrians can use roadways and walkways will enable the public to reach the main destination points around the city. Additionally, the City should provide facilities at main destination points for riders, walkers and runners. These facilities provide security, rest stops, wayfinding and support for those riding, running and walking within the area.

Implementing the suggested routes and facilities proposed by this plan will be the next step in becoming a bicycle and pedestrian friendly community. The following chart, developed from committee meetings, stakeholders meetings and public meetings, gives suggestions for new routes and facilities to be implemented within the City of Lafayette.





FINAL PLAN

PROGRAMS & POLICIES

Lafayette Bicycle and Pedestrian Master Plan		
Engineering		
Existing Programs	Suggested Programs	Future Development of Programs
Program: Bicycle parking standards have been adopted into the local zoning ordinance.	Suggestion: Bicycle parking standards should meet APBP Guidelines.	
Program: Complete Streets Policy adopted at MPO Level	Suggestion: City of Lafayette adopt a complete streets policy.	Provide training to city planners and public works staff on accommodation of all modes of transportation.
	Suggestion: Consider adopting additional policies that support walking and biking.	
	Suggestion: Provide outside training to city planners and public works staff on AASHTO, MUTCD, and NACTO Standards relating to bicycling and walking.	
	Suggestion: Require project consultants working on bike/ped. projects to have appropriate qualifications.	
	Suggestion: Increase the number of bike parking facilities in the community by 20%.	Create a program that increases the number of bike lockers and bike corrals in the community by 5%.
	Suggestion: Adopt a maintenance policy to keep on road bicycle facilities usable and safe.	
	Suggestion: Adopt a maintenance policy to keep off-street bicycle facilities usable and safe.	
	Suggestion: Create a mechanism for pedestrians and cyclists to identify problem intersections or areas to city staff	Adopt a Vision Zero Policy

FINAL PLAN

PROGRAMS & POLICIES

Evaluation

Planning for the future is very important in creating a bicycle and pedestrian friendly community. In order to keep up with current trends and expand the City's bicycle and sidewalk network, Lafayette must evaluate existing programs and policies for future development. Gathering statistical data on crashes, finding current ridership counts, and updating the location of existing sidewalks should be performed on a yearly basis to increase the current infrastructure network. The bicycle and pedestrian comprehensive plan must be updated as more sidewalks and bike routes are added.

Development and adoption of the Lafayette Bicycle and Pedestrian Master Plan be the first step in evaluating the current conditions of the City. Implementation of the Plan will enable Lafayette to incorporate recommended policies, programs and infrastructure into future improvements, creating a pedestrian and bicycle network. The following chart, developed from committee meetings, stakeholders meetings and public meetings, gives further suggestions for new evaluation programs to be implemented within the City of Lafayette.





FINAL PLAN

PROGRAMS & POLICIES

Lafayette Bicycle and Pedestrian Master Plan		
Evaluation		
Existing Programs	Suggested Programs	Future Development of Programs
Program: Complete a Bicycle and pedestrian master plan.	Suggestion: Bicycle and Pedestrian Steering Committee along with Bicycle Program Manager should review priorities once a year.	Master plan should be re-evaluated at least every 10 years during development. Consider mountain bike access in future planning.
Program: Bicycle and Pedestrian Steering Committee and Advisory Committee created for master plan.	Suggestion: Bicycle and Pedestrian Advisory Committee continues to meet quarterly and has a designated chair.	Bicycle and Pedestrian Advisory Committee meets at least monthly to evaluate concerns with the bike and pedestrian network.
	Suggestion: Create funding campaign to help raise money to implement portions of the master plan.	Seek out federal and local grants to fund additional portions of the master plan.
	Suggestion: Designate a project based and program based project manager through various city departments.	
	Suggestion: Create an on-going bicycle counting and/ or survey program that allows for long term trend analysis.	Establish target goals for bicycle and pedestrian use. Consider capturing gender of riders in bicycle counts.
	Suggestion: Conduct pre/post evaluations of bicycle-related road projects.	
	Suggestion: Create a community-wide trip reduction policy or program.	
	Suggestion: Develop programs and policies to serve traditionally under-served neighborhoods.	



FINAL PLAN

FUNDING SOURCES

There are various sources of funding available for the design, development and construction of bicycle facilities and pedestrian projects. The following is a summary of some of the most often utilized sources.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The current federal highway bill, Moving Ahead for Progress in the 21st Century, or MAP-21, is a two year bill that will provide transportation funding from October 1, 2012, through September 30, 2014. MAP-21 combines several previous biking and pedestrian programs into one program known as the Transportation Alternatives Program (TAP). TAP includes the Recreational Trails Program (RTP), Transportation Alternatives (TA) activities (many of the projects and programs that were included in the former Transportation Enhancement [TE] program), and Safe Routes to School (SRTS). The following discussion is related to all of these programs. Information specific to each program is addressed in later sections.

If the State does not opt out of the RTP funding, the RTP funds are set aside, and the remaining TAP funds are divided equally into two categories. The first half is sub-allocated based on population, in which INDOT will distribute half of the TAP funds to communities according to their share of population within the state. These population categories are as follows:

- MPOs with populations greater than 200,000: INDOT will sub-allocate funds to Metropolitan Planning Organizations (MPOs). MPOs will distribute their funds through their own competitive application process.
- Other urbanized and rural areas: MAP-21 allows state DOT's to hold a competitive application process for communities to compete for these funds. INDOT is currently developing their process, including the possibility of sub-allocating to smaller MPOs.

The second half of the remaining TAP funds will be distributed state-wide by a competitive application process through INDOT, where population is not considered. Eligible entities include local governments, school districts, tribal governments, and public lands agencies. In MAP-21, the State has the ability to transfer funds both into and out of TAP for other transportation programs

Federal TAP funds provide 80% of the costs for preliminary engineering (survey, design, and construction documents), right-of-way (engineering, management, acquisition), construction, and construction supervision. The local agency is required to provide the matching 20%. The local match for TA funds can be obtained from various sources, such as budget appropriations, cash donations, right-of-way donations, and other grant sources, provided the other grant programs allow their funds to be used as a match for MAP-21 funds. Currently, Indiana has received approximately \$21 million for funding the TAP program. Approximately \$1 million is taken off the top and distributed to Recreational Trails Program, and the other \$20 million is distributed to Transportation Alternatives and Safe Routes to School.



FINAL PLAN

FUNDING SOURCES

RECREATIONAL TRAILS PROGRAM (RTP)

As part of TAP, funding for the Recreational Trails Program (RTP) is set aside as a separate program. Each state has the option to “opt out” of the RTP. For 2014, the Governor has opted in, and will continue the RTP in Indiana.

This program is a federal financial assistance program administered through IDNR. It provides grants for 80% of the cost of land acquisition and/or development of multi-use recreational trail projects. Both motorized and non-motorized projects are eligible. The program is administered at the federal level by the Federal Highway Administration (FHWA), but is operated at the state level by IDNR. Previously provided funds for individual projects have ranged from \$10,000 to \$150,000. Currently, Indiana has received approximately \$1 million for RTP funding. All units of government and not-for-profit organizations with 501(c)(3) tax exempt status are eligible to participate. Applications are typically available in February and due back to IDNR by May 1 of each year.

Contact for RTP:

Bob Bronson
State & Community Outdoor Recreation Planning Section
Division of Outdoor Recreation
Indiana Department of Natural Resources
402 W. Washington Street, Room W271
Indianapolis, IN 46204
317-232-4075
bbronson@dnr.in.gov
www.state.in.us/dnr/outdoor

TRANSPORTATION ALTERNATIVES (TA)

Under MAP-21, eligible activities included in the former Transportation Enhancement (TE) program are now referred to as Transportation Alternatives (TA) activities, and are included in TAP funding that remains after RTP funds are set aside. Although some former TE eligible activities are not included in TA, the activities most closely related to the development of trails, greenways, and bike/pedestrian facilities are still eligible. These activities include: on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; developing safe routes for non-drivers; conversion of abandoned railroad corridors for trails; and, historic preservation and rehabilitation of historic transportation facilities.

At this time, the new federal guidelines for the implementation and use of TA funds are being reviewed. The details for the State’s program and process for acquiring and using the funds is being developed. In recent years, approximately \$16 million to \$20 million in TE funds were available annually in Indiana. At this time, Indiana has received approximately \$20 million to be split between TA and Safe Routes to School. The process for applying for the funds and the funding cycle has not yet been determined.



FINAL PLAN

FUNDING SOURCES

Contact for TA Funds:

Sallie Fahey
Executive Director of Area Plan Commission
Tippecanoe County
20 North 3rd Street
Lafayette, IN 47901
765-423-9242
apc@tippecanoe.in.gov

SAFE ROUTES TO SCHOOL (SRTS)

The Indiana Safe Routes to School (SRTS) program is based on the federal programs designed to make walking and bicycling to school safe, more convenient, and routine, providing a true option for school travel. Growing areas of emphasis of the program are the physical activity, environmental, and social benefits of walking and biking. INDOT is responsible for administering SRTS as part of the TAP. Both infrastructure projects and non-infrastructure projects, such as encouragement, education, and enforcement, are eligible. Kindergarten through 8th grade is the primary focus and these projects should help improve access for children with physical disabilities.

The funding for SRTS is part of the TAP funds that remain after the RTP funds are set aside. In the past, the maximum infrastructure improvement project award was \$250,000. At this time, Indiana has received approximately \$20 million to be split between TA and SRTS. The process for applying for the funds and the funding cycle has not yet been determined.

Contact for SRTS:

Michael Cales
Indiana Department of Transportation
100 N. Senate Ave. IGCN. 955
Indianapolis, IN 46204
317-232-5021
mcales@indot.in.gov



FINAL PLAN

FUNDING SOURCES

STELLAR COMMUNITIES PROGRAM

The Stellar Communities program is a multi-agency partnership designed to fund comprehensive community development projects in Indiana’s smaller communities. The Indiana Housing and Community Development Authority, Indiana Office of Community and Rural Affairs, and Indiana Department of Transportation are participating in this innovative program.

A call for a letters of interest is made through an announcement to Indiana communities. Each community then submits a letter of interest. The state team chooses finalist communities from the letters of interest. Finalist communities are then asked to put together a strategic investment plan. Once a community becomes a “Designated Community”, they are elevated to a status of non-competitive funding for a 3-year cycle. It also means that the community will not be able to receive funds through other regular agency programs.

Currently there are 6 pilot communities in the Stellar Communities program. Since 2010 over 60 Hoosier communities have expressed interest in the program and 21 strategic investment plans have been created. For more information visit: <http://www.in.gov/ocra/2601.htm> or contact your Office of Community and Rural Affairs Community Liaison.

SURFACE TRANSPORTATION PROGRAM (STP) & HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Surface Transportation Program (STP) provides funding that may be used by States and localities for projects to preserve and improve the conditions and performance on Federal-aid projects. Eligible projects include highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Therefore, any pedestrian or bicycle facility that has been previously funded by federal-aid can use this funding to “preserve and improve the conditions and performance.” Eligible activities that relate to bicycle and pedestrian projects are as follows: fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, ADA sidewalk modifications; transportation alternatives; and recreational trails projects.

Similarly, under MAP-21 there appear to be opportunities for bicycle and pedestrian facilities funding in the Highway Safety Improvement Program (HSIP). Traffic and accident data would need to support the development of bicycle and pedestrian facilities as a means to improve overall safety.



FINAL PLAN

FUNDING SOURCES

Contact for STP and HSIP

Sallie Fahey
Executive Director of Area Plan Commission
Tippecanoe County
20 North 3rd Street
Lafayette, IN 47901
765-423-9242
apc@tippecanoe.in.gov

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a way of subsidizing redevelopment, infrastructure, or other community improvement projects. Future gains in taxes from the completion of a community improvement project are dedicated within a certain defined district to finance the debt that is issued or money that is borrowed to pay for the project. Gains can come from the projected increase of surrounding real estate as a result from the project, which generates additional tax revenue. Tax revenue increases can also come from increased sales-tax and the addition of more jobs within the community as a result of the project. Defined districts are usually areas of distressed, underdeveloped, or underutilized parts of the community that might not otherwise see development and that would benefit from the completion of a the project.

LAND AND WATER CONSERVATION FUND (LWCF)

Land and Water Conservation Fund (LWCF) is a federal financial assistance program administered through IDNR. It provides matching grants for 50% of the cost of land acquisition and/or development of outdoor recreation sites and facilities. Funds for this program come primarily from federal off-shore oil lease receipts. The program is administered at the federal level by the National Parks Service (NPS), but is operated at the state level by IDNR. Individual projects typically receive \$10,000 to \$200,000 in funds. Only legally established park boards with an approved 5-year Park and Recreation Master Plan are eligible to participate. Applications are available on or after March 1 and are required to be submitted or post-marked by June 1 of each year.

Contact for LWCF:

Bob Bronson
State & Community Outdoor Recreation Planning Section
Division of Outdoor Recreation
Indiana Department of Natural Resources
402 W. Washington Street, Room W271
Indianapolis, IN 46204
317-232-4075
bbronson@dnr.in.gov
www.state.in.us/dnr/outdoor



FINAL PLAN

FUNDING SOURCES

PRIVATE FOUNDATIONS

There are a number of foundations and trust funds which support the planning and development of trails and greenways, in the interest of conservation, preservation, and outdoor recreation. Although many of them fund only nonprofit organizations, some will assist local public agencies. A few of these organizations include:

1. Kodak American Greenways Awards through the Conservation Fund
www.conservationfund.org/?article=2106
2. Nina Mason Pulliam Charitable Trust
<http://www.ninapulliamtrust.org/index.php/grant-information/>
3. Robert Wood Johnson Foundation's Active Living by Design program
<http://www.activelivingbydesign.org/what-we-do/albd-grant-program>

CORPORATE SPONSORSHIP

In addition to the federal and private foundation options, corporate sponsorship presents another opportunity for funding. As trails and roadways are developed, especially in close proximity to businesses or industries, there are opportunities for corporations to sponsor trails. Sponsorships can be direct financial support of construction activities for trails, trailheads, specific trail or trailhead amenities, or even trail maintenance. The donation of land for the development of trails is also an excellent method of corporate support that can become a sponsorship opportunity. Sponsorship often includes granting naming rights to the sponsor for the items or areas that were financed or donated. Contacting adjacent or area corporations should be considered for these types of sponsorships.

LOCAL BUSINESSES AND ORGANIZATIONS

Corporations and organizations within the community are often willing to help with projects that attract employees and residents to the community through bettering the amenities available. The municipality should continue to identify organizations within the community that would be willing to help with some of the smaller projects or possibly provide match money for the larger projects.

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
TOTAL COST ESTIMATES

OVERALL ROUTE SUMMARY

BIKE LANE	\$ 1,970,000.00
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BICYCLE BOULEVARD	\$ 153,000.00
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SHARED ROADWAY	\$ 672,000.00
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SHARED USE PATH	\$ 4,900,000.00
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SIDEWALK	\$ 450,000.00
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NOTE: Costs do not include preliminary engineering, right-of-way acquisition, permits, and inflation.

Costs are for the year 2015.

Summary Costs are rounded up from detailed Cost Estimate Sheets.

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

BIKE LANES:

COST ESTIMATE	ROUTE NAME
---------------	------------

3rd Street

\$ 8,700.00	Salem Street to Cincinnati Street
\$ 12,780.00	Cincinnati Street to Ferry Street

Poland Hill Road

\$ 26,757.00	Kensal Court to Beck Lane
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4th Street

\$ 33,661.75	Teal Road to Montifiore Street
\$ 139,567.63	Central Street to Fountain Street
\$ 22,901.00	Alabama Street to Union Street

9th Street

\$ 111,334.90	Canal Road to Heath Street
\$ 16,259.70	Salem Street to Ferry Street
\$ 7,156.00	Ferry Street to Columbia Street (Shared Roadway / Bike Lane Combo)
\$ 49,865.00	Cherokee Avenue to Teal Road
\$ 143,239.00	Ortman Lane to Veterans Memorial Pkwy

18th Street

\$ 13,459.00	Greenbush Street to Erie Street (Shared Roadway/ Bike Lane Combo)
\$ 203,683.80	Erie Street to Center Street

State Street

\$ 12,776.00	Earl Avenue to 26th Street
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26th Street

\$ 16,253.00	State Street to Teal Road
\$ 8,584.00	Ferry Street to South Street

Schuyler Avenue

\$ 115,656.50	Sagamore Parkway to Underwood Street
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Erie Street

\$ 32,874.00	18th Street to Ferry Street
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* TOTAL COSTS INCLUDE CONTINGENCIES

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

BIKE LANES:

COST ESTIMATE	ROUTE NAME
---------------	------------

Salem Street

\$ 33,598.90	Union Street to Fannon Street
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Union Street

\$ 131,878.75	21st Street to Creasy Lane
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Ferry Street

\$ 95,716.75	10th Street to 18th Street
\$ 10,024.00	18th Street to 22nd Street (Shared Roadway / Bike Lane Combo)
\$ 32,012.00	22nd Street to Earl Avenue

Kossuth Street

\$ 60,835.00	3rd Street to Main Street
\$ 93,048.25	Earl Avenue to Farabee Drive

Farabee Drive

\$ 27,297.00	South Street to Kossuth Street
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Beck Lane

\$ 157,168.13	Old US 231 to 9th Street
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Brady Lane

\$ 43,111.30	Rail Road to Concord Road
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Shenandoah Drive

\$ 27,119.00	Union Street to South Street
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Concord Road

\$ 138,034.13	Teal Road to Maple Point Drive
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Valley Street

\$ 140,917.80	Congress Street to 10th Street to South Street
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* TOTAL COSTS INCLUDE CONTINGENCIES

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

BICYCLE BOULEVARD:

COST ESTIMATE	ROUTE NAME
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14th Street

\$ 152,133.00

Warren Drive to Congress Street

* TOTAL COSTS INCLUDE CONTINGENCIES

LEBANON BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

SHARED ROADWAY:

COST ESTIMATE	ROUTE NAME
---------------	------------

3rd Street

\$ 16,640.00	Ferry Street to Kossuth Street
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Poland Hill Road

\$ 15,900.00	Veterans Memorial Pkwy to Kensal Court
\$ 65,819.75	Beck Lane to Teal Road

4th Street

\$ 7,740.00	Montifiore Street to Central Street
\$ 7,448.00	Fountain Street to Alabama Street

6th Street

\$ 4,600.00	Salem Street to Cincinnati Street
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Lingle Avenue

\$ 5,278.00	Romig Street to Kossuth Street
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9th Street

\$ 3,640.00	Heath Street to Salem Street
\$ 22,980.00	Columbia Street to Cherokee Avenue

18th Street

\$ 20,242.60	Schuyler Avenue to Greenbush Street
\$ 48,056.00	Center Street to Brady Lane

State Street

\$ 14,057.00	18th Street to Earl Avenue
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26th Street

\$ 7,840.00	Union Street to Ferry Street
\$ 15,495.00	South Street to Main Street

*** TOTAL COSTS INCLUDE CONTINGENCIES**

LEBANON BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

SHARED ROADWAY:

COST ESTIMATE	ROUTE NAME
---------------	------------

Sequoia Drive

\$ 13,965.00

Teal Road Beck Lane

Commanche Trail

\$ 11,654.00

Beck Lane to Brady Lane

Summerfield Drive

\$ 12,965.00

Teal Road to Beck Lane

Erie Street

\$ 28,932.00

Underwood Street to 18th Street

Underwood Street

\$ 29,432.00

13th Street to Sagamore Parkway

Greenbush Street

\$ 7,300.00

9th Street to 14th Street

\$ 7,780.00

Erie Street to Elmwood Avenue

Ferry Street

\$ 72,936.50

2nd Street to 10th Street

Main Street

\$ 29,564.00

11th Street to Earl Avenue

Smith Street

\$ 1,580.00

Existing Trail to 3rd Street

*** TOTAL COSTS INCLUDE CONTINGENCIES**

LEBANON BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

SHARED ROADWAY:

COST ESTIMATE	ROUTE NAME
---------------	------------

Kossuth Street

\$ 12,649.00	Main Street to Earl Avenue
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Beck Lane

\$ 23,895.00	9th Street to Sequoya Drive
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Brady Lane

\$ 13,057.00	18th Street to Rail Road
--------------	--------------------------

Shenandoah Drive

\$ 11,125.00	Greenbush Street to Union Street
--------------	----------------------------------

East 430 South

\$ 11,665.00	9th Street to Wea Ridge Road
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Williams Street

\$ 3,160.00	Queen Street to 1st Street
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13th Street

\$ 8,608.00	Burroughs Street to Greenbush Street
-------------	--------------------------------------

22nd Street

\$ 9,090.00	State Street to Kossuth Street
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5th Street

\$ 15,460.00	Romig Street to Cincinnati Street
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*** TOTAL COSTS INCLUDE CONTINGENCIES**

**LEBANON BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY**

SHARED ROADWAY:

COST ESTIMATE	ROUTE NAME
---------------	------------

Owen Street

\$ 8,963.00	4th Street to 9th Street
-------------	--------------------------

20th Street

\$ 7,100.00	Underwood Street to Schuyler Avenue
-------------	-------------------------------------

Summer Street - S 20th Street

\$ 8,590.00	Concord Road to Teal Road
-------------	---------------------------

Asher Street

\$ 4,160.00	Main Street to Ferry Street
-------------	-----------------------------

Romig Street

\$ 3,660.00	3rd Street to Lingle Avenue
-------------	-----------------------------

Cincinnati Street

\$ 4,740.00	3rd Street to 6th Street
-------------	--------------------------

Elmwood Avenue

\$ 10,130.00	Greenbush Street to Underwood Street
--------------	--------------------------------------

Earl Avenue

\$ 36,020.00	Union Street to State Street
--------------	------------------------------

Logan Avenue

\$ 7,412.00	9th Street to 18th Street
-------------	---------------------------

* TOTAL COSTS INCLUDE CONTINGENCIES

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

SHARED USE PATH:

COST ESTIMATE	ROUTE NAME
---------------	------------

9th Street

\$ 66,245.00	Duncan Road to Canal Road
\$ 85,464.53	Brick N Wood to Ortman Lane

18th Street

\$ 142,527.50	Brady Lane to Railroad Crossing
---------------	---------------------------------

South Street

\$ 4,218,260.25	Earl Avenue to Meadowbrook Road
-----------------	---------------------------------

Ortman Lane

\$ 193,675.00	Old Romney Road to 18th Street
---------------	--------------------------------

14th Street

\$ 76,712.00	Warren Drive to Planned Path
--------------	------------------------------

Valley Street - 10th Street - South Street

\$ 48,666.00	10th Street to 9th Street
--------------	---------------------------

Earl Avenue

\$ 67,990.00	Ferry Street to South Street
--------------	------------------------------

*** TOTAL COSTS INCLUDE CONTINGENCIES**

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE SUMMARY

SIDEWALK:

PRIORITY RANKING	ROUTE NAME
------------------	------------

Poland Hill Road

\$ 47,904.50	Beck Lane to Poland Lane
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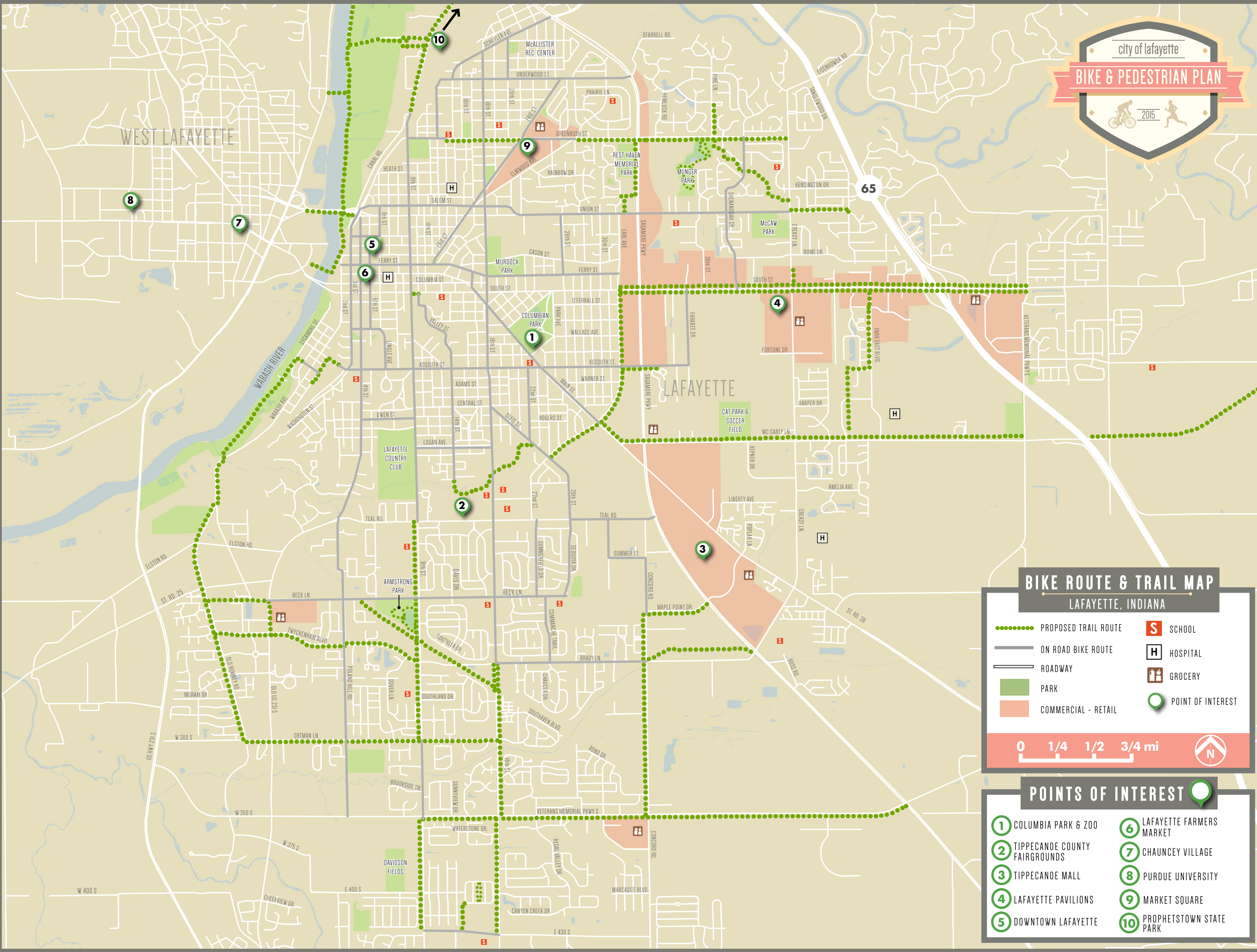
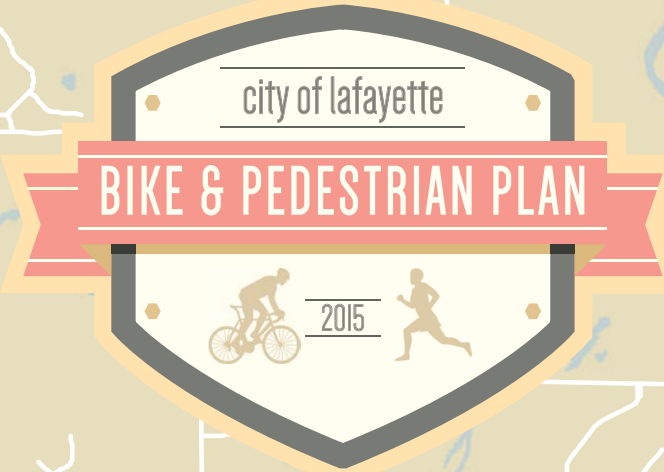
9th Street

\$ 384,764.65	Cherokee Avenue to Teal Road
---------------	------------------------------

Williams Street

\$ 17,119.50	Wabash Avenue to 1st Street
--------------	-----------------------------

* TOTAL COSTS INCLUDE CONTINGENCIES



BIKE ROUTE & TRAIL MAP LAFAYETTE, INDIANA

- PROPOSED TRAIL ROUTE
- ON ROAD BIKE ROUTE
- ROADWAY
- PARK
- COMMERCIAL - RETAIL
- SCHOOL
- HOSPITAL
- GROCERY
- POINT OF INTEREST



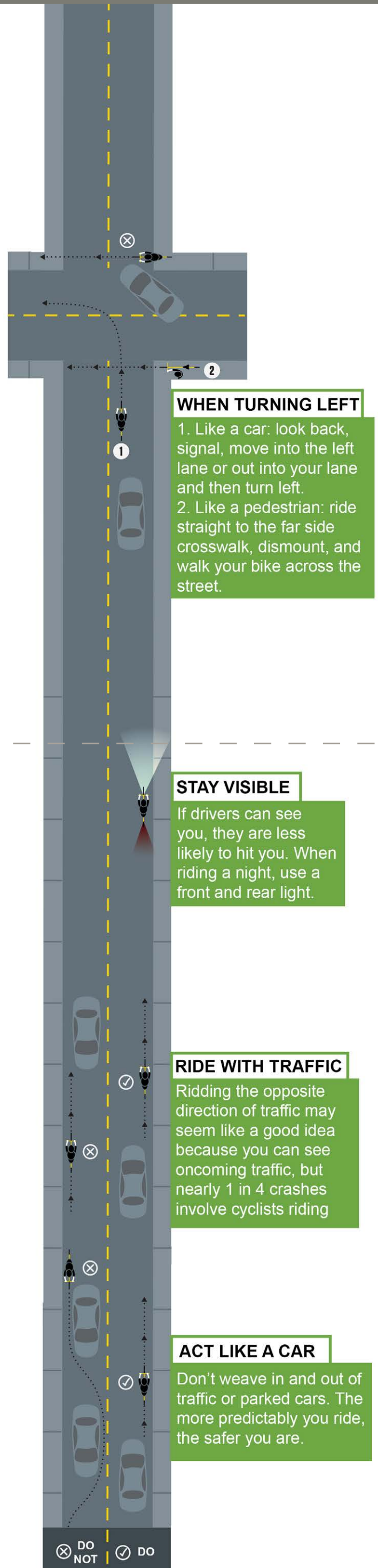
POINTS OF INTEREST

- 1** COLUMBIA PARK & ZOO
- 2** TIPPECANOE COUNTY FAIRGROUNDS
- 3** TIPPECANOE MALL
- 4** LAFAYETTE PAVILIONS
- 5** DOWNTOWN LAFAYETTE
- 6** LAFAYETTE FARMERS MARKET
- 7** CHAUNCEY VILLAGE
- 8** PURDUE UNIVERSITY
- 9** MARKET SQUARE
- 10** PROPHETSTOWN STATE PARK



BE ACTIVE.

SHARE THE ROAD



WHEN TURNING LEFT

1. Like a car: look back, signal, move into the left lane or out into your lane and then turn left.
2. Like a pedestrian: ride straight to the far side crosswalk, dismount, and walk your bike across the street.

STAY VISIBLE

If drivers can see you, they are less likely to hit you. When riding a night, use a front and rear light.

RIDE WITH TRAFFIC

Ridding the opposite direction of traffic may seem like a good idea because you can see oncoming traffic, but nearly 1 in 4 crashes involve cyclists riding

ACT LIKE A CAR

Don't weave in and out of traffic or parked cars. The more predictably you ride, the safer you are.

SPONSORS

SPONSORS

SPONSORS

CIVIL ENGINEERS, DESIGN TEAM
BUTLER, FAIRMAN & SEUFERT



and



MADE POSSIBLE BY:

THE BENEFITS OF A BICYCLE FRIENDLY COMMUNITY

Bicycle transportation is at the intersection of personal, community, and global health. It epitomizes the reverberating effect that individual choices have on the world around us. Bicycling can empower us to become healthier, happier, and more in touch with the world we live in.

Biking is fun, cost-effective, and safe. We believe that the more people ride bikes, the stronger we will grow as a community. The positive effects can be hard to put into quantifiable terms, but as the bike movement grows, so does our ability to provide critical assessment and state measurable benefits.

Cities with high bicycling rates tend to have lower crash rates for all road users.

If the number of kids who walk and bike to school returned to 1969 levels, it would save 3.2 billion vehicle miles, 1.5 million tons of CO2 and 89,000 tons of other pollutants annually. This is the equivalent of keeping more than 250,000 cars off the road for a year

According to the federal government, biking for transportation can count toward the minimum 150 minutes/week of moderate-intensity aerobic activity recommended for physical health. It is also listed as the safest way to get physical activity.

Information provided courtesy of:
BTA Oregon
Bikes Belong

THE TEN COMMANDMENTS OF BICYCLING

- I. Wear a helmet for every ride, and use lights at night.
- II. Conduct a thorough safety check of your bike before every ride.
- III. Obey traffic laws: ride on the right, slowest traffic to the right.
- IV. Ride predictably and be visible at all times.
- V. At intersections, ride in the right-most lane that goes in your direction.
- VI. Scan for traffic and signal lane changes and turns.
- VII. Be prepared for mechanical emergencies with tool and know-how.
- VIII. Control your bike by practicing bike handling skills.
- IX. Drink water before you are thirsty and eat before you are hungry.
- X. Have fun!

From the League of American Bicyclists:
www.bikeleague.org

RULES OF THE TRAIL

- Keep to the right, pass on the left.
- Ring a bell or call out "on your left" prior to passing.
- Yield to slower trail users.
- Obey traffic signals and signage.
- Stop for cross traffic.
- Keep pets on short leashes.
- Animal waste must be removed from the trail.
- Never, ever litter!
- No motorized equipment except official and emergency vehicles and motorized wheelchairs.

If we all practice common sense and common courtesy, everyone can have a fun and safe experience on our beautiful City's trail system!

HELP IMPROVE YOUR COMMUNITY!

Want more bike and pedestrian facilities? Use this form to send us a donation so we can develop and maintain more!

I would like to make a one-time gift in the amount of: \$ _____

I would like to pledge: \$ _____

PLEDGE DURATION: 1-year 2-year 3-year 4-year 5-year
BILL ME: annually semi-annually

Enclose a check, payable to Lafayette Bike & Pedestrian Committee with this form and send to: securely with a credit card or paypal account.
Lafayette ...
Address ...

To pay with a credit card, visit our website to play securely with a credit card or paypal account.
www.org

First _____ Last _____

Business / Organization _____

Address _____

City _____ State _____ ZIP _____

Preferred Phone _____

E-mail _____

Contact me about volunteer opportunities. Send me the e-newsletter.

Tear off this form and return it in an envelope.

LAFAYETTE INDIANA
2015 / 16

BIKE ROUTES & TRAILS MAP



LAFAYETTEBIKEANDPED.COM

**Lafayette Bike & Pedestrian Master Plan
Kickoff Meeting
September 15, 2014**

- 1) Sign In (2 Minutes)
- 2) Review Process and Schedule (5 Minutes)
- 3) Discuss Goals and Objectives (10 Minutes)
- 4) Discuss the 5 E's of a Walkable and Bike-able Community (5 Minutes)
- 5) Stake Holder List (5 minutes)
- 6) Public Input (5 Minutes)
- 7) Programs and Policies (10 Minutes)
- 8) Conclusion (3 Minutes)

**LAFAYETTE
BICYCLE AND PEDESTRIAN PLAN
KICKOFF MEETING MINUTES
September 15, 2014**

Attendees:

Margy Deverall	City of Lafayette	mdeverall@lafayette.in.gov
Jennifer Leshney	City of Lafayette	jleshney@lafayette.in.gov
Cindy Murray	City of Lafayette	cmurray@lafayette.in.gov
Jason Griffin	Butler, Fairman & Seufert	jgriffin@bfsengr.com
Jessica Gordon	Butler, Fairman & Seufert	jgordon@bfsengr.com
Carly Sheets	Butler, Fairman & Seufert	csheets@bfsengr.com
Ryan Smith	Butler, Fairman & Seufert	rsmith@bfsengr.com

1. The meeting began with everyone introducing themselves.
Attendance sheet attached.
2. The group reviewed the schedule provided. Several corrections were made. Locations and timing of each meeting was discussed. The name of the citizens group will be called an “Advisory Committee” and not a “Steering Committee”.
A revised schedule has been provided along with a summary of the stakeholder and public meetings. Cindy Murray has reserved all the rooms for the dates discussed. Meeting invitations for the stakeholder meetings have been provided to Margy Deverall for distribution. Margy, Jason, and Jessica visited the MatchBox Coworking Studio following the meeting. The MatchBox space was reserved for Sept. 30th and October 2nd.
3. Members of the Advisory Committee were discussed. Jennifer Leshney provided the group with a list of the previous Advisory Committee members that had been discussed previously (See attached). Pete Fritz should be invited to the advisory committee meetings.
An invitation letter to the advisory committee meeting was provided to Margy Deverall following the meeting.
4. A list of potential community stakeholders was provided to the group. Margy indicated that there was a list of invitees for the Active Living Workshop held on August 31, 2014 that she believed should be considered as stakeholders. It was discussed that invitations should come from the City. Margy Deverall will work on sending out the invitations and Jason will help with any support that she needs.
Margy provided the list to the group following the meeting.
5. Margy provided BF&S a copy of the P.O., invoice guidelines, and grant agreement from the ISDH.
6. The 5 E’s were discussed. BF&S will concentrate on these 5 areas as part of the master plan.

7. The group discussed the format of the public input. It was agreed that a public open house would be preferred over a formal presentation for the two public input sessions. Stations will be set up for the public to provide feedback. The public open houses will be from 3pm to 7pm on September 30th and October 2nd at MatchBox.
8. It was discussed that there will be a project website created for the project and that this would be made available following the public open house. A link to the website will be provided through the city's website and social media. A survey will be available for public input following the public open houses.
9. The draft plan will be made available for public comment on the website.
10. The group discussed existing programs and policies that community is already offering. BF&S will also discuss these with the advisory committee.
 - a. Education
 - i. Outside training for bike patrol officers has been provided
 - ii. The city has hosted a bike patrol officer training session for several communities
 - iii. Jay Rosen with LPD has conducted a lunch and learn for city employees who want to ride to work. Subject was health and safety.
 - iv. Bike rodeos hosted at local schools by Bicycle Lafayette
 - b. Encouragement
 - i. Free helmets for kids
 - ii. Community Bike to Work Day
 - iii. Bike to School Day hosted by Healthy Active Tippecanoe
 - iv. Century Ride held each year
 - v. The city provides a bike for workers to run errands during the day
 - vi. The city has bike lockers and showers available for workers that want to ride.
 - vii. Hill Top to Hill Top has established a discount program with several merchants for bicyclists that come in with their helmet
 - viii. Visit Lafayette has created bike riding maps
 - ix. Bicycle Lafayette maintains a database of rides online throughout the community and helps promote community rides
 - c. Enforcement
 - i. LPD has 8 to 9 bike patrol officers
 - ii. A 3' Passing Ordinance was recently established
 - d. Evaluation
 - i. Mayors' Action Line is available for citizens to report problem bicycling and walking areas
 - ii. The Area Plan Commission has a place on their website to suggest locations of bike racks in the community.
11. It was discussed that there are two pots of funding for the project and how to best bill / invoice the project. It was agreed that BF&S should invoice the city for a percentage or each pot throughout the project. The funding deadline for the ISDH funds is June 29, 2015. The schedule provides a cushion to get the project completed.

These notes are the recollection of the writer. If any adjustments or corrections are required, please notify Butler, Fairman & Seufert within 5 business days so that an addendum may be issued.

Bicycle Pedestrian Advisory Committee
Bicycle Pedestrian Master Plan

1. Someone from the new rehab hospital that opened recently, or other health care facility
2. Parks Dept. rep
3. Police Dept. rep (Jay Rosen LPD) *Max Smith*
4. Bike business person (Zoe or Desi - Virtuous Cycles),
5. Running business person (Tri N Run- Travis Butts)
6. Health Club business person
7. Cycling club/group member
 - a. Bicycle Lafayette -Aaron Madrid and Rose Kaczmarowski, (alternates: Steph Silva, Rose, Steward Frescas, or perhaps Susan Schechter.)
 - b. Wabash River Cycle Club - Andy
8. Running club/group member (Cindy Murray?)
9. Lafayette School Corp rep, Ivy Tech rep (Andrew Antonio)
10. Someone with a disability or an ADA background
11. YWCA and/or YMCA
12. City council rep (Ron Campbell or Bob Downing)
13. High School student, college student
 - a. Mayor's Youth Council
14. Large employer (Kevin Johnson – rides to Alcoa every day on South River Rd)
15. MPO – Doug Poad
16. Big Box retailers/grocery stores?
 - a. Learn from committee members as well as educate them

City Clerk

Wellness Committee Member

Hospitals -

WREC

SRTS - Crystal's file? Surveys

HAT

Pete

**BICYCLE AND PEDESTRIAN MASTER PLAN
LAFAYETTE, IN
STAKEHOLDER MEETINGS AND AGENDA**

Tuesday, September 30, 2014

1:00pm – 2:15pm Governmental Stakeholders

Thursday, October 2, 2014

9:00am – 10:15am Private Organizations

10:30am – 11:45am Retail, Dining, and Major Employers

Agenda (Each Meeting)

- 1) Sign In (5 minutes)
- 2) Need for the Plan (15 minutes)
- 3) Goals and Objectives (5 minutes)
 - a. City's Goals and Objectives
- 4) Schedule and Next Steps (5 minutes)
- 5) Group Discussion of Potential Routes, Destinations, and Expectations (40 minutes)
 - a. Introduction of individual organization
 - b. Individual Expectations and Goals for the plan
 - c. Community Destination Points
 - d. Possible Corridors
 - e. Constraints and Perceived Problem Areas
- 6) Closing (5 Minutes)

Bike Pedestrian Planning Stakeholder meetings

Government Stakeholders -- Tuesday 9/30, 1pm -- Council Chambers

Name	Organization	Street Address	City, State, Zip	E-mail
Tony Roswarski	Lafayette Mayor	20 N. 6th Street	LAFAYETTE IN 47901	troswarski@lafayette.in.gov
Cindy Murray	Lafayette Clerk	20 NORTH 6TH STREET	LAFAYETTE IN 47901	cmurray@lafayette.in.gov
Jenny Leshney	Lafayette Eng.	20 NORTH 6TH STREET	LAFAYETTE IN 47901	jmliller@lafayette.in.gov
Claudine Laufman	Lafayette Park Dept.	1915 SCOTT STREET	LAFAYETTE IN 47904	claufman@lafayette.in.gov
Pat Flannelly	LPD Chief	20 N. 6th Street	LAFAYETTE IN 47901	pflannelly@lafayette.in.gov
Sgt. Jay Rosen	LPD Bike Patrol	20 NORTH 6TH STREET	LAFAYETTE IN 47901	jrosen@lafayette.in.gov
Lauren Ahlersmeyer	Lafayette Council	734 Owen Street	LAFAYETTE IN 47905	lahlersmeyer@lafayette.in.gov
Perry Brown	Lafayette Council	1702 Morton	LAFAYETTE IN 47904	pbrown@lafayette.in.gov
Ron Campbell	Lafayette Council	1734 Skyline Ridge Road	LAFAYETTE IN 47905	rcampbell@lafayette.in.gov
Bob Downing	Lafayette Council	1035 Westridge Circle	LAFAYETTE IN 47905	bdowning@lafayette.in.gov
Lon Heide	Lafayette Council	40 Gregory Court	LAFAYETTE IN 47905	lheide@lafayette.in.gov
Kevin Klinker	Lafayette Council	3520 Pintail Drive	LAFAYETTE IN 47905	kklinker@lafayette.in.gov
Steve Myer	Lafayette Council	1746 Mill Pond Lane	LAFAYETTE IN 47905	smyer@lafayette.in.gov
Jerry Reynolds	Lafayette Council	978 Southern View Drive south	LAFAYETTE IN 47909	jreynolds@lafayette.in.gov
Melissa Weast-Williamson	Lafayette Council	2905 Beverly Lane	LAFAYETTE IN 47905	mwilliamson@lafayette.in.gov
John Metzinger & Co.	CityBus	1250 Canal Road	LAFAYETTE IN 47902	jmetzinger@citybus.com
Dave Buck	West Lafayette Eng.	222 N. CHAUNCEY ROOM 106	WEST LAFAYETTE IN 47906	dbuck@westlafayette.in.gov
Opal Kuhl	Exec. Dir. Highway Dept.	20 N 3rd STREET	LAFAYETTE IN 47901	okuhl@tippecanoe.in.gov
Tracy Brown	Sheriff	2640 Duncan Rd	LAFAYETTE IN 47904	tbrown@tippecanoe.in.gov
Sallie Fahey	APC	20 NORTH3RD STREET	LAFAYETTE IN 47901	SFahey@tippecanoe.in.gov
John Thomas	APC	20 NORTH3RD STREET	LAFAYETTE IN 47901	jthomas@tippecanoe.in.gov
David Byers	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	dbyers@tippecanoe.in.gov
John Knochel	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	lknochel@tippecanoe.in.gov
Tom Murtaugh	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	tmurtaugh@tippecanoe.in.gov
Craig A. Rich	Co Highway Dept. Administrator	20 North 3rd Street	LAFAYETTE IN 47901	crich@tippecanoe.in.gov
Allen Nail	Tippecanoe County Park Dept.	4449 N STATE ROAD 43	WEST LAFAYETTE IN 47906	anail@tippecanoe.in.gov
Pauline Shen	Tippecanoe County Health Department	629 N 6TH ST	LAFAYETTE IN 47901	pshen@tippecanoe.in.gov
Alan Plunkett	INDOT District Dep Comm	41 West 300 North	CRAWFORDSVILLE IN 47933	aplunkett@indot.in.gov

Private Organizations Stakeholders -- Thursday 10/2, 9am -- Council Chambers

Susan Schechter	Virtuous Bicycles	215 NORTH 10TH ST	LAFAYETTE IN 47901	schechte@gmail.com
Mokina Castro	United Way	1114 EAST STATE STREET #200	LAFAYETTE, IN 47905-1219	mcastro@uw.lafayette.in.us
Laura Carson	United Way	1114 STATE ST	LAFAYETTE IN 47905	lcarson@uw.lafayette.in.us
John Collier	Purdue University	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	jcollier@purdue.edu
Don Staley	Purdue Senior Landscape Architect	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	dstaley@purdue.edu
Jim Knapp	Purdue Senior Civil Engineer	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	jknapp@purdue.edu
Pat Boling	Wabash River Cycle Club	610 CARROLLTON BLVD	WEST LAFAYETTE IN 47906	patboling@gmail.com
John Fry	Bicycle Lafayette	820 ELM DRIVE	WEST LAFAYETTE IN 47906	electricelm@gmail.com
Aaron Madrid	Bicycle Lafayette	3228 MENDEL DR.	WEST LAFAYETTE IN 47906	aaronthestrone@gmail.com
Pattie Hall	Area IV Agency - HAT SRTS	660 N 36TH ST	LAFAYETTE IN 47905	phall@areavagency.org
Tie Hernandez	Mental Health America - HAT SRTS	914 SOUTH ST	LAFAYETTE IN 47901	thernandez@mhafayette.org
Michael Oxenrider	Mental Health America - HAT SRTS	914 SOUTH ST	LAFAYETTE IN 47901	moxenrider@mhafayette.org
Kier Crites	IU Health Arnett	PO BOX 5545	LAFAYETTE IN 47903	kcrites@iuhealth.org
Sherry Capano	Human Resources Director - Unity	1250 SOUTH CREAMY LANE	LAFAYETTE IN 47905	scapano@univhcc.com
Julie Martin	YMCA - HAT SRTS	1950 S 18TH ST	LAFAYETTE IN 47905	lmarin@lafayettefamilyymca.org
Debi DeBruyn	YWCA	605 NORTH 6TH STREET	LAFAYETTE IN 47901	ddebruyn@ywcalafayette.org
Patty Hall	Area IV Agency on Aging			phall@areavagency.org
Rev. Clarinda Crawford	Congress Street Church	2010 CONGRESS ST	LAFAYETTE IN 47905	crawford@cosumc.org
Stan Lambert	WREC	200 NORTH 2ND STREET	LAFAYETTE IN 47901	slambert@lafayette.in.gov
Mary Cianciolo	Wellness Coord. Henriott Group	250 MAIN STREET, SUITE 650	LAFAYETTE IN 47901	mcianciolo@henriott.com
Veronica Jalomo	Hanna / Minority Health Coalition	1201 N 18TH ST	LAFAYETTE IN 47904	Veronica@hannaentr.org
Susan Brouillette	Lafayette Urban Ministry	420 NORTH 4TH STREET	LAFAYETTE IN 47901	sbrouillette@lumserv.org
Char Carter	Employers Health Network	4557 DUCKHORN LANE	LAFAYETTE IN 47909	charmariecarter@comcast.net
Sally Stuckey	American Health Network	3750 LANDMARK DRIVE SUITE A	LAFAYETTE IN 47905	Sally_Stuckey@ahni.com
Sally Watlington	Riggs Comm. Health Center	703 NORTH 36TH STREET	LAFAYETTE IN 47905	slwatlington@aol.com
Les Huddle	Lafayette School Corp.	2300 CASON STREET	LAFAYETTE, IN 47904-2692	lhuddle@lsc.k12.in.us
Andrea Bornino	Lafayette School Corporation	2300 CASON STREET	LAFAYETTE IN 47904	abornino@lsc.k12.in.us
John Walling	North Central Health Services	2900 North River Road	WEST LAFAYETTE IN 47906	
Al Gatmatan	IU Health	5165 McCarty Lane	LAFAYETTE IN 47905	agatmat@iuhealth.org
Carl Griffin	IU Health			crifflmc@clarianar.net

Local Retail, Dining and Major Employers Stakeholders -- Thursday 10/2, 10:30am -- Council Chambers

Joe Seaman	GLC	337 COLUMBIA STREET	LAFAYETTE IN 47902	jseaman@greaterlafayettecommerce.com
Sara Yelch	GLC	337 COLUMBIA STREET	LAFAYETTE IN 47902	syelch@greaterlafayettecommerce.com
Andrew Antonio	Ivy Tech	3101 S CREAMY LANE	LAFAYETTE IN 47905	aantonio@ivytech.edu
Jo Wade	LAFAYETTE/WEST LAFAYETTE	301 FRONTAGE RD	LAFAYETTE IN 47905	lwade@HomeOfPurdue.com
Dana Smith	H2H Quality of Life Council			danasmith1501@yahoo.com

~~IN 39 DOWNTOWN~~

• JAY ROSEN - BIKE PATROL

• BIC. LAF.

• BIC PATROLS

• GREEN ACRES PARK.

• BIKE TO SCHOOL

• 450 KIDS

• PARTNER WITHIN NCTA SCHOOLS
IN FALL

• BICYCLE PATROL TRAINING
BIKE PIMBA

• FESTIVALS TRAINING

• INSTRUCTOR LOCAL AUSEC

- ZIP CODE COUNTY HEALTH

• FORMER RUNNING

• ACCREDITATION - MORE COMMUNITY
FRIENDLY

• BUS CAPACITY

• BIKE RACKS ON BUSES

- RIDES DOWNTOWN AND THEN RIDES BUS BACK BECAUSE
- ZIPP. CITY HIGHWAY DEPT.
 - WANTS TO
- OPEL ZIPP. CITY HWY DEPT.
 - CYCLIST
 - CYCLES IN COUNTY (SOUTH)
 - 97th, 18th, CONCORD
 - DAYTON INTEREST IN SKATING ROUTES THROUGH BROOKSTON
 - STATE USED TO HAVE LITTLE SYMBOL ON MAPS
- CLAUDINE PARKER
 - BIKE + PEDESTRIANS ON TRAILS
 - NEED TO PROMOTE TRAILS BETTER
 - LOCAL RESOURCES
 - THROUGH MAJOR SCHOOLS
 - ELDERLY FOR
 - SOCIAL MEDIA BLITZES

• Doug Pardo - MPD

• LONG RANGE TRANSPORTATION PLAN

• PROPOSED ROUTES

• BIKE LANES

SIDEWALK

CIS BASED

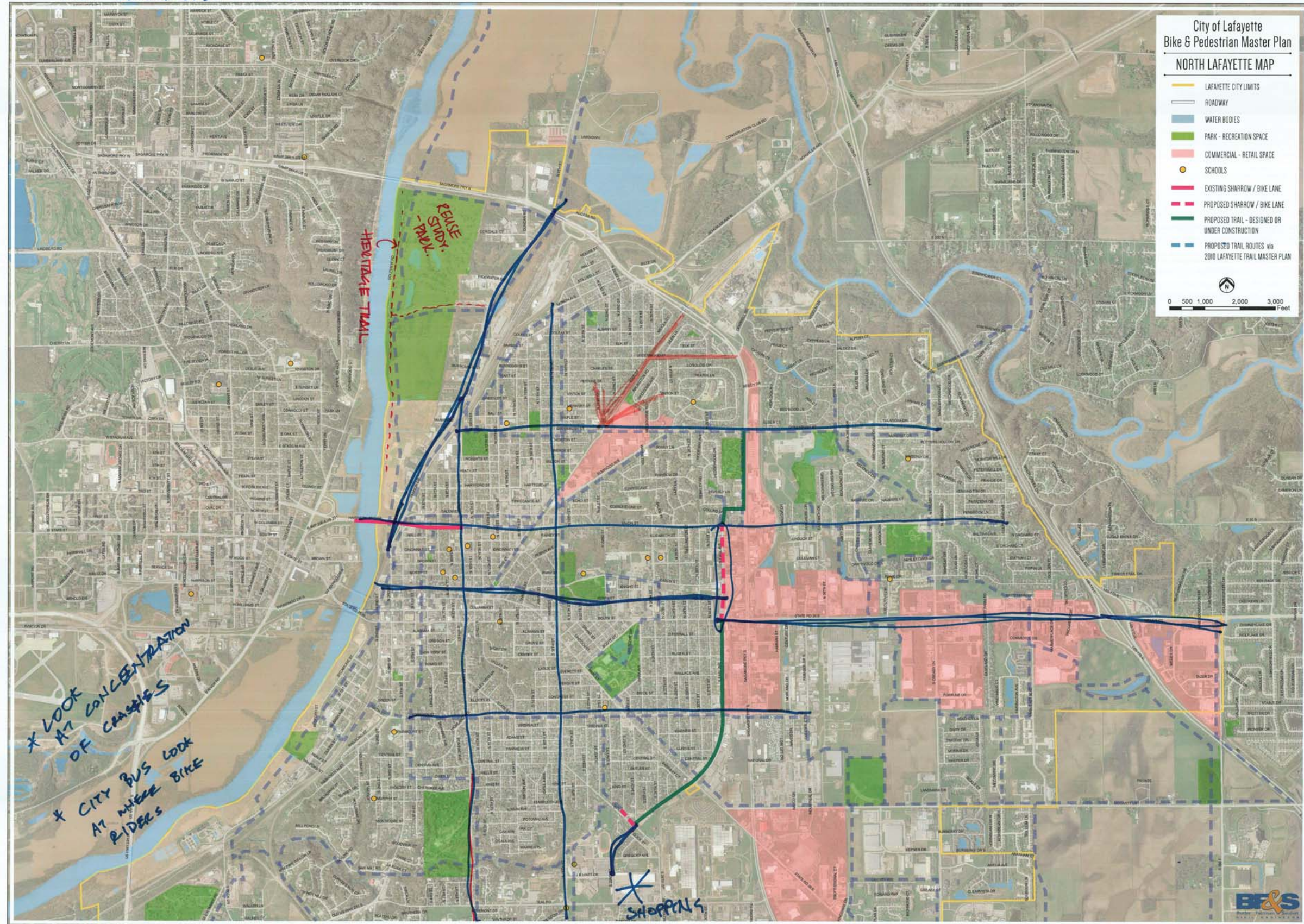
OR WRB

• BICYCLE CRASHES

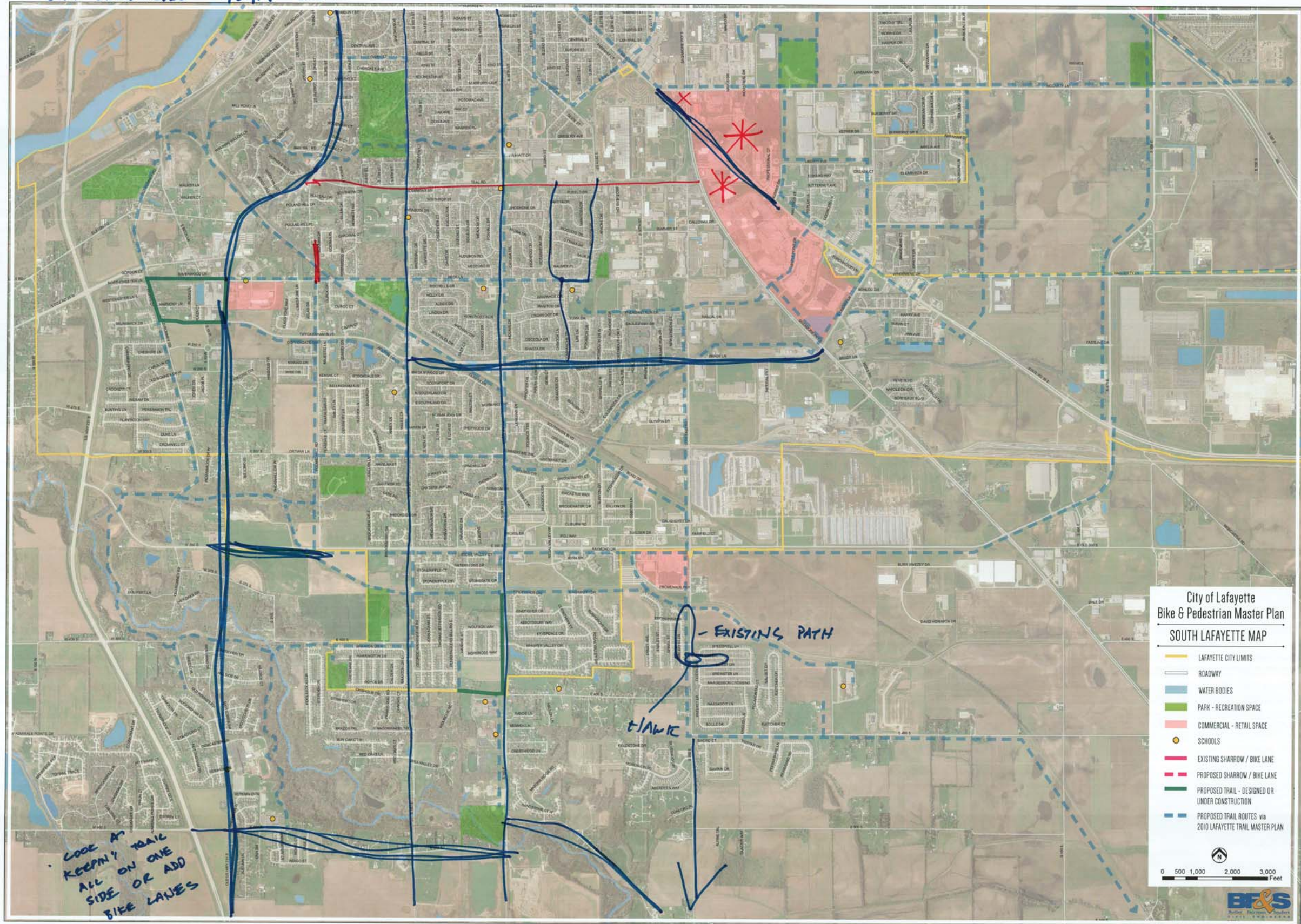
18th STREET IS ONE
OF WORST

• 300 CRASHES

Govt STAKEHOLDER MIDDAM



City Stakeholder 9/30/14 11:00AM



MEETING ATTENDANCE RECORD

PROJECT: Lafayette Bicycle and Pedestrian Master Plan
 DESCRIPTION: Public Open House
 DATE: September 30, 2014 3:00pm – 7:00pm

NAME	ORGANIZATION	E-MAIL ADDRESS	TELEPHONE
Daniel Walker	Ch of Lafayette	dwalker@kinnick	807-109-
Don Staley	Purdue Physical Facilities	djstaley@purdue.edu	(765) 586-5800
Tom Koth	City of Lafayette		807-1002
Johanna Brown	Resident - Cyclist & Runner	johannabrown@gmail.com	709-720-7072
Stewart Prosser	Bicycle Lafayette	epicycler2@gmail.com	765-423-1109
Cindy Murray	City of Lafayette		
John Collier	Purdue	jdcollier@purdue.edu	494-6882
Jerry Hunley			(765) 491-6510
Carol Santos	Bicycle Lafayette	zoe1027@comcast.net	(765) 418-6629
Mike Sandry	Wabash River Cycle Club citizen	msandry@gmail.com	765.532.5892.
Talia Tittel Fitz	WRFC, citizen	ttittelfitz@wabashriver.net	202-661-8048
Rose Kaczmarewski	Bicycle Lafayette	roseczmore@gmail.com	217-778-3708
Michael Dick	Bicycle Lafayette	MichaelDeanisDick@gmail.com	765.586.5041
Joseph Kasper	Bicycle Lafayette	josephkasper@gmail.com	9312204795
Jacqueline Schrad	Greyhouse	j.schrad@gmail.com	(219) 508-3346
Todd RUSH	Bicycle LAFAYETTE	toddjrush@gmail.com	749 1039
Melissa McCurley	Wabash River Cycle Club	mamccurley@yokee.com	765-418-4204
Bicycle Lafayette		bicyclelafayette@gmail.com	
Susan Schlichter	Bicycle Lafayette / Urbansycles / SRTS	schlicht2@gmail.com	765.417.3040

CITY OF LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN PUBLIC OPEN HOUSE

Public Meeting Date: September 30 and October 2, 2014

Be assured your comment will be included in the official project file if forwarded by October 31, 2014.

Name: (Please use ink pen and print) Molly Cujac Brit

Address: 818 N. 350 W.
West Lafayette IN 47906

COMMENTS: I live out past Klondike Road and commute daily to my job on Campus and around West Lafayette. I rarely go ~~part~~ ^{not out} downtown because the traffic and roads are much less forgiving. If access was actually available, I would bike to Earl Ave, Target, the theaters, etc. However, SR 52 poses a huge obstacle, as do the hills getting out of downtown.

Personally, I do not love the idea of bike lanes. Throughout campus and West Lafayette, they are littered with debris, storm drains and often end in the middle of nowhere, with no option but to get in the road. If you are going to put in bike lanes, do it 100%. Don't half-ass it and expect it to work. I'd rather ride in the road like I've been doing with efforts

Please provide your comments in one of the following ways:

- Leave this comment sheet with the presenters tonight
- Drop off this comment sheet at the City of Lafayette Economic Development Dept. (515 Columbia Street, Lafayette, IN 47901)
- E-mail a copy of this comment sheet to: JGriffin@BF&S.com
- Fax this comment sheet to: Jason Griffin at BF&S at (317) 713-4616
- Mail this comment sheet to: Jason Griffin at BF&S (see address and fold-and-send outline on the opposite side of this sheet)

and Campaigns made to make cycling safe - not "separate but not equal" or safe.

LAFAYETTE BICYCLE & PEDESTRIAN MASTER PLAN

Program Interest:



Which activities would you like to do on a shared-use path? (mark all that apply)

- a. Walking
- b. Running / Jogging
- c. Bicycling
- d. In-Line Skating
- e. Cross Country Skiing

In the City of ^{Lafayette} Lafayette, which community destination points would you most like to see the pathway and bicycle facility system connect to?

- a. City parks
- b. Schools
- c. Business district
- d. Shopping and dining
- e. Government Centers / Post Office

For what purpose would you use the greenways or bicycle facilities? (mark all that apply)

- a. Recreation and leisure
- b. Health and Fitness
- c. Commuting to work (alternative transportation)
- d. Errands or daily routine (grocery shopping, drugstore, etc.)

Which bicycle or walking programs would you like to see offered through the City of ^{Lafayette} Lafayette (mark all that apply)

- a. Bicycle safety classes for children (basic bike handling skills)
- b. Bicycle safety classes for adults (basic bike handling skills)
- c. Traffic skill course for biking (advanced bike handling skills)
- d. Bike to work day
- e. Safe routes to school programs
- f. City sponsored bike rides
- g. Walking club
- h. Running club
- i. Biking club
- j. Bicycle commuting workshop - for biking to work or school
- k. Public bike sharing program
- l. On-line reporting for problem pedestrian and bicycling intersections / areas



**BICYCLE AND PEDESTRIAN MASTER PLAN
LAFAYETTE, IN
STAKEHOLDER MEETINGS AND AGENDA**

Tuesday, September 30, 2014

1:00pm – 2:15pm Governmental Stakeholders

Thursday, October 2, 2014

9:00am – 10:15am Private Organizations

10:30am – 11:45am Retail, Dining, and Major Employers

Agenda (Each Meeting)

- 1) Sign In (5 minutes)
- 2) Need for the Plan (15 minutes)
- 3) Goals and Objectives (5 minutes)
 - a. City's Goals and Objectives
- 4) Schedule and Next Steps (5 minutes)
- 5) Group Discussion of Potential Routes, Destinations, and Expectations (40 minutes)
 - a. Introduction of individual organization
 - b. Individual Expectations and Goals for the plan
 - c. Community Destination Points
 - d. Possible Corridors
 - e. Constraints and Perceived Problem Areas
- 6) Closing (5 Minutes)

Bike Pedestrian Planning Stakeholder meetings

Government Stakeholders -- Tuesday 9/30, 1pm -- Council Chambers

Name	Organization	Street Address	City, State, Zip	E-mail
Tony Roswarski	Lafayette Mayor	20 N. 6th Street	LAFAYETTE IN 47901	troswarski@lafayette.in.gov
Cindy Murray	Lafayette Clerk	20 NORTH 6TH STREET	LAFAYETTE IN 47901	cmurray@lafayette.in.gov
Jenny Leshney	Lafayette Eng.	20 NORTH 6TH STREET	LAFAYETTE IN 47901	jmliller@lafayette.in.gov
Claudine Laufman	Lafayette Park Dept.	1915 SCOTT STREET	LAFAYETTE IN 47904	claufman@lafayette.in.gov
Pat Flannelly	LPD Chief	20 N. 6th Street	LAFAYETTE IN 47901	pflannelly@lafayette.in.gov
Sgt. Jay Rosen	LPD Bike Patrol	20 NORTH 6TH STREET	LAFAYETTE IN 47901	jrosen@lafayette.in.gov
Lauren Ahlersmeyer	Lafayette Council	734 Owen Street	LAFAYETTE IN 47905	lahlersmeyer@lafayette.in.gov
Perry Brown	Lafayette Council	1702 Morton	LAFAYETTE IN 47904	pbrown@lafayette.in.gov
Ron Campbell	Lafayette Council	1734 Skyline Ridge Road	LAFAYETTE IN 47905	rcampbell@lafayette.in.gov
Bob Downing	Lafayette Council	1035 Westridge Circle	LAFAYETTE IN 47905	bdowning@lafayette.in.gov
Lon Heide	Lafayette Council	40 Gregory Court	LAFAYETTE IN 47905	lheide@lafayette.in.gov
Kevin Klinker	Lafayette Council	3520 Pintail Drive	LAFAYETTE IN 47905	kklinker@lafayette.in.gov
Steve Myer	Lafayette Council	1746 Mill Pond Lane	LAFAYETTE IN 47905	smyer@lafayette.in.gov
Jerry Reynolds	Lafayette Council	978 Southern View Drive south	LAFAYETTE IN 47909	jreynolds@lafayette.in.gov
Melissa Weast-Williamson	Lafayette Council	2905 Beverly Lane	LAFAYETTE IN 47905	mwilliamson@lafayette.in.gov
John Metzinger & Co.	CityBus	1250 Canal Road	LAFAYETTE IN 47902	jmetzinger@citybus.com
Dave Buck	West Lafayette Eng.	222 N. CHAUNCEY ROOM 106	WEST LAFAYETTE IN 47906	dbuck@westlafayette.in.gov
Opal Kuhl	Exec. Dir. Highway Dept.	20 N 3rd STREET	LAFAYETTE IN 47901	okuhl@tippecanoe.in.gov
Tracy Brown	Sheriff	2640 Duncan Rd	LAFAYETTE IN 47904	tbrown@tippecanoe.in.gov
Sallie Fahey	APC	20 NORTH3RD STREET	LAFAYETTE IN 47901	SFahey@tippecanoe.in.gov
John Thomas	APC	20 NORTH3RD STREET	LAFAYETTE IN 47901	jthomas@tippecanoe.in.gov
David Byers	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	dbyers@tippecanoe.in.gov
John Knochel	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	lknochel@tippecanoe.in.gov
Tom Murtaugh	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	tmurtaugh@tippecanoe.in.gov
Craig A. Rich	Co Highway Dept. Administrator	20 North 3rd Street	LAFAYETTE IN 47901	crich@tippecanoe.in.gov
Allen Nail	Tippecanoe County Park Dept.	4449 N STATE ROAD 43	WEST LAFAYETTE IN 47906	anail@tippecanoe.in.gov
Pauline Shen	Tippecanoe County Health Department	629 N 6TH ST	LAFAYETTE IN 47901	pshen@tippecanoe.in.gov
Alan Plunkett	INDOT District Dep Comm	41 West 300 North	CRAWFORDSVILLE IN 47933	aplunkett@indot.in.gov

Private Organizations Stakeholders -- Thursday 10/2, 9am -- Council Chambers

Susan Schechter	Virtuous Bicycles	215 NORTH 10TH ST	LAFAYETTE IN 47901	schechte@gmail.com
Mokina Castro	United Way	1114 EAST STATE STREET #200	LAFAYETTE, IN 47905-1219	mcastro@uw.lafayette.in.us
Laura Carson	United Way	1114 STATE ST	LAFAYETTE IN 47905	lcarson@uw.lafayette.in.us
John Collier	Purdue University	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	jcollier@purdue.edu
Don Staley	Purdue Senior Landscape Architect	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	dstaley@purdue.edu
Jim Knapp	Purdue Senior Civil Engineer	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	jknapp@purdue.edu
Pat Boling	Wabash River Cycle Club	610 CARROLLTON BLVD	WEST LAFAYETTE IN 47906	patboling@gmail.com
John Fry	Bicycle Lafayette	820 ELM DRIVE	WEST LAFAYETTE IN 47906	electricelm@gmail.com
Aaron Madrid	Bicycle Lafayette	3228 MENDEL DR.	WEST LAFAYETTE IN 47906	aaronthestrone@gmail.com
Pattie Hall	Area IV Agency - HAT SRTS	660 N 36TH ST	LAFAYETTE IN 47905	phall@areavagency.org
Tie Hernandez	Mental Health America - HAT SRTS	914 SOUTH ST	LAFAYETTE IN 47901	thernandez@mhafayette.org
Michael Oxenrider	Mental Health America - HAT SRTS	914 SOUTH ST	LAFAYETTE IN 47901	moxenrider@mhafayette.org
Kier Crites	IU Health Arnett	PO BOX 5545	LAFAYETTE IN 47903	kcrites@iuhealth.org
Sherry Capano	Human Resources Director - Unity	1250 SOUTH CREAMY LANE	LAFAYETTE IN 47905	scapano@univhcc.com
Julie Martin	YMCA - HAT SRTS	1950 S 18TH ST	LAFAYETTE IN 47905	lmarin@lafayettefamilyymca.org
Debi DeBruyn	YWCA	605 NORTH 6TH STREET	LAFAYETTE IN 47901	ddebruyn@ywcalafayette.org
Patty Hall	Area IV Agency on Aging			phall@areavagency.org
Rev. Clarinda Crawford	Congress Street Church	2010 CONGRESS ST	LAFAYETTE IN 47905	crawford@cosumc.org
Stan Lambert	WREC	200 NORTH 2ND STREET	LAFAYETTE IN 47901	slambert@lafayette.in.gov
Mary Cianciolo	Wellness Coord. Henriott Group	250 MAIN STREET, SUITE 650	LAFAYETTE IN 47901	mcianciolo@henriott.com
Veronica Jalomo	Hanna / Minority Health Coalition	1201 N 18TH ST	LAFAYETTE IN 47904	VeronicaJ@hannacntr.org
Susan Brouillette	Lafayette Urban Ministry	420 NORTH 4TH STREET	LAFAYETTE IN 47901	sbrouillette@lumserv.org
Char Carter	Employers Health Network	4557 DUCKHORN LANE	LAFAYETTE IN 47909	charmariecarter@comcast.net
Sally Stuckey	American Health Network	3750 LANDMARK DRIVE SUITE A	LAFAYETTE IN 47905	Sally_Stuckey@ahni.com
Sally Watlington	Riggs Comm. Health Center	703 NORTH 36TH STREET	LAFAYETTE IN 47905	slwatlington@aol.com
Les Huddle	Lafayette School Corp.	2300 CASON STREET	LAFAYETTE, IN 47904-2692	lhuddle@lsc.k12.in.us
Andrea Bornino	Lafayette School Corporation	2300 CASON STREET	LAFAYETTE IN 47904	abornino@lsc.k12.in.us
John Walling	North Central Health Services	2900 North River Road	WEST LAFAYETTE IN 47906	
Al Gatmatan	IU Health	5165 McCarty Lane	LAFAYETTE IN 47905	agatmat@iuhealth.org
Carl Griffin	IU Health			crifflmc@clarianar.net

Local Retail, Dining and Major Employers Stakeholders -- Thursday 10/2, 10:30am -- Council Chambers

Joe Seaman	GLC	337 COLUMBIA STREET	LAFAYETTE IN 47902	jseaman@greaterlafayettecommerce.com
Sara Yelch	GLC	337 COLUMBIA STREET	LAFAYETTE IN 47902	syelch@greaterlafayettecommerce.com
Andrew Antonio	Ivy Tech	3101 S CREAMY LANE	LAFAYETTE IN 47905	aantonio@ivytech.edu
Jo Wade	LAFAYETTE/WEST LAFAYETTE	301 FRONTAGE RD	LAFAYETTE IN 47905	lwade@HomeOfPurdue.com
Dana Smith	H2H Quality of Life Council			danasmith1501@yahoo.com

PREVIEW

SISAH SHECTOR - SCHOOL GROUP + BICYCLE LAF.
BICYCLE LAFAYETTE

- HELMETS
- ROPES
- PASSING POLICE
- TRAINING

ROSE CASMARESCHE - BICYCLE LAF.
- LIBRARY GETTING
- COMMUTER
- VISIBILITY OF RIDER
- MENTAL RIDER

DANA - CHAMBER
HILL TOP TO HILL TOP.

MARY - DEVELOPMENT
- SHOWING
- COOKING
- FACILITIES

LINDY MURRAY - MATOR'S BOOTH (MONTHLY)
- RINSE
- CITY CLERK
- REFLECTIVE STICKERS
FOR KIDS WALKING

PRIVATE

- SALT WASHINGTON - LESS IN ONE EMERGENCY
- PROPERLY
- BMW
- HILL-TOPth HILL TOP PROGRAMS
- STICKER ON HELMETS
- OPEN HOUSES FOR HEALTH
- WIKI HELMETS (SALT)

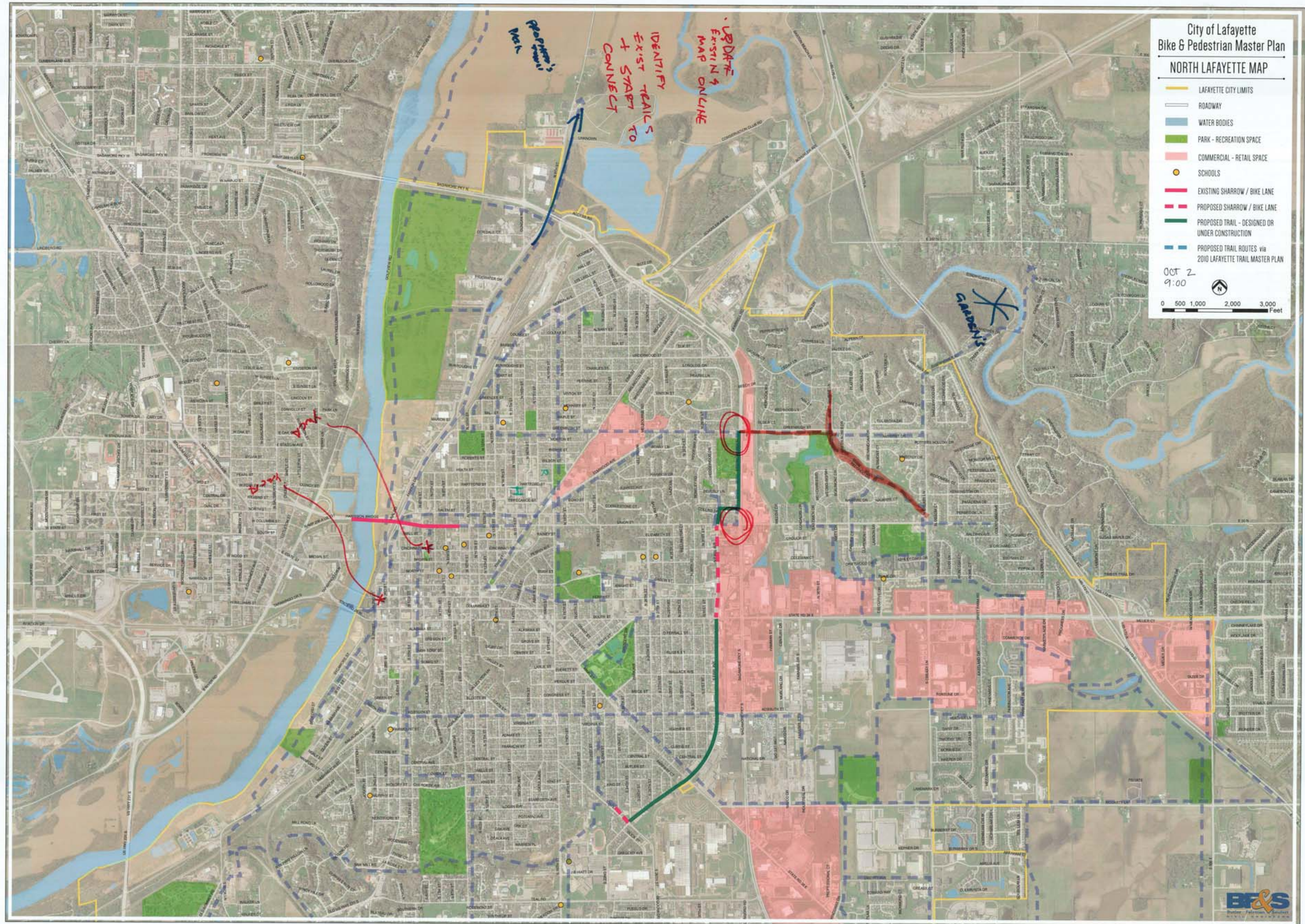
JIM BEAL - PHYSICAL

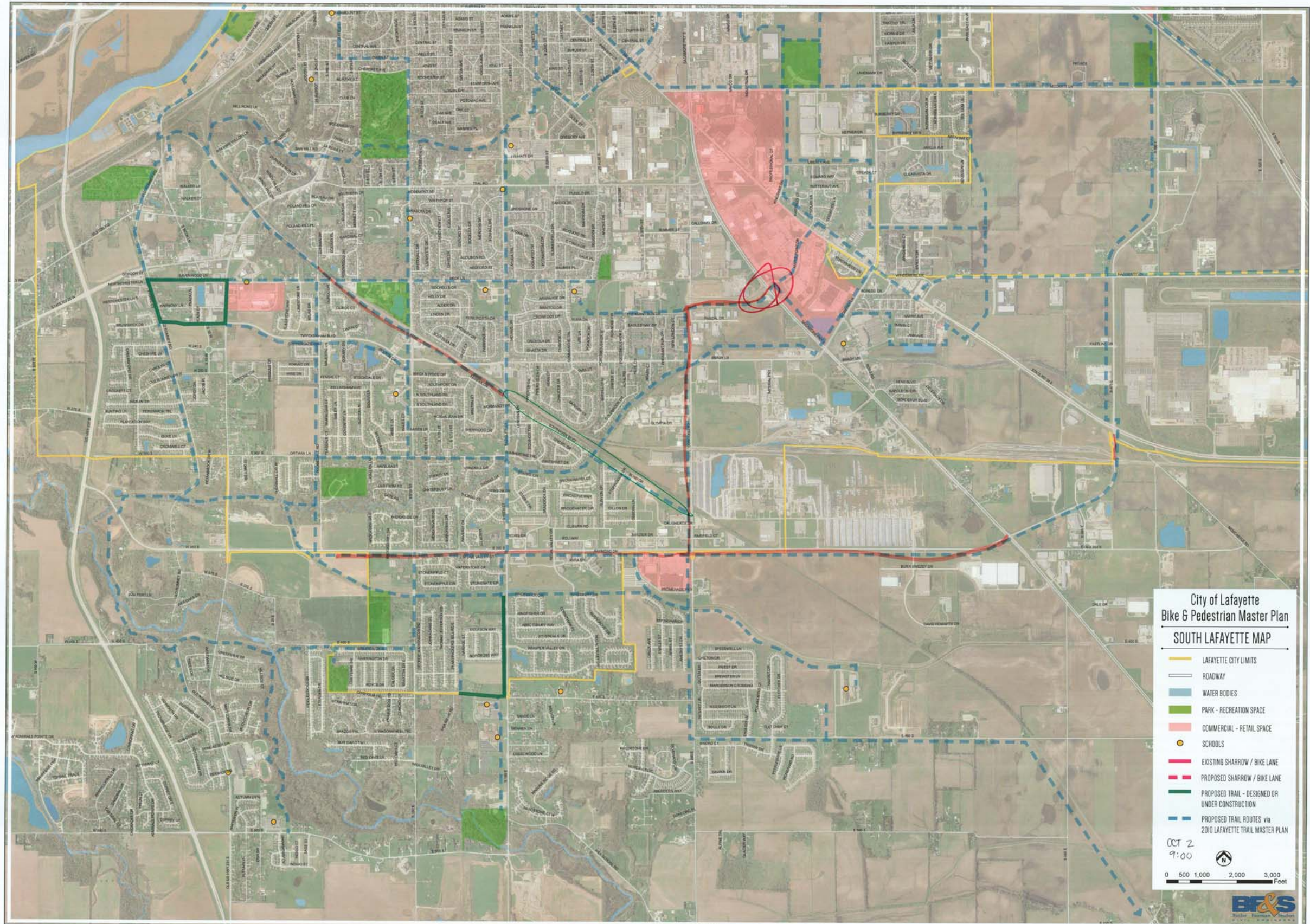
- MICRO - TV HEALTH
- HEALTH FAIR
- HEALTH ~~FAIR~~
- BRAHNSZOOM HOW WE
- FIT IN, MORE TRIC
- NEEDLE
- 1 OFF THREE TUSSEY

• CONNECT TO EXISTING TRAILS
Now

• USE PAINT TO IDENTIFY
SAFE STREETS NOW

• ONLINE, UPDATED MAP → TOURISM





City of Lafayette
 Bike & Pedestrian Master Plan
 SOUTH LAFAYETTE MAP

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS
- EXISTING SHARROW / BIKE LANE
- PROPOSED SHARROW / BIKE LANE
- PROPOSED TRAIL - DESIGNED OR UNDER CONSTRUCTION
- PROPOSED TRAIL ROUTES via 2010 LAFAYETTE TRAIL MASTER PLAN

OCT 2
 9:00

0 500 1,000 2,000 3,000
 Feet



**BICYCLE AND PEDESTRIAN MASTER PLAN
LAFAYETTE, IN
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Jenny Leshney	Lafayette Eng.	20 NORTH 6TH STREET	LAFAYETTE IN 47901	jmillier@lafayette.in.gov
Claudine Laufman	Lafayette Park Dept.	1915 SCOTT STREET	LAFAYETTE IN 47904	claufman@lafayette.in.gov
Pat Flannelly	LPD Chief	20 N. 6th Street	LAFAYETTE IN 47901	pflannelly@lafayette.in.gov
Sgt. Jay Rosen	LPD Bike Patrol	20 NORTH 6TH STREET	LAFAYETTE IN 47901	jrosen@lafayette.in.gov
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Bob Downing	Lafayette Council	1035 Westridge Circle	LAFAYETTE IN 47905	bdowning@lafayette.in.gov
Lon Heide	Lafayette Council	40 Gregory Court	LAFAYETTE IN 47905	lheide@lafayette.in.gov
Kevin Klinker	Lafayette Council	3520 Pintail Drive	LAFAYETTE IN 47905	kklinker@lafayette.in.gov
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Melissa Weast-Williamson	Lafayette Council	2905 Beverly Lane	LAFAYETTE IN 47905	mwilliamson@lafayette.in.gov
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Dave Buck	West Lafayette Eng.	222 N. CHAUNCEY ROOM 106	WEST LAFAYETTE IN 47906	dbuck@westlafayette.in.gov
Opal Kuhl	Exec. Dir. Highway Dept.	20 N 3rd STREET	LAFAYETTE IN 47901	okuhl@tippecanoe.in.gov
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John Thomas	APC	20 NORTH3RD STREET	LAFAYETTE IN 47901	jthomas@tippecanoe.in.gov
David Byers	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	dbyers@tippecanoe.in.gov
John Knochel	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	lknochel@tippecanoe.in.gov
Tom Murtaugh	County Commissioner	20 N 3rd STREET	LAFAYETTE IN 47901	tmurtaugh@tippecanoe.in.gov
Craig A. Rich	Co Highway Dept. Administrator	20 North 3rd Street	LAFAYETTE IN 47901	crich@tippecanoe.in.gov
Allen Nail	Tippecanoe County Park Dept.	4449 N STATE ROAD 43	WEST LAFAYETTE IN 47906	anail@tippecanoe.in.gov
Pauline Shen	Tippecanoe County Health Department	629 N 6TH ST	LAFAYETTE IN 47901	pshen@tippecanoe.in.gov
Alan Plunkett	INDOT District Dep Comm	41 West 300 North	CRAWFORDSVILLE IN 47933	aplunkett@indot.in.gov

Private Organizations Stakeholders -- Thursday 10/2, 9am -- Council Chambers

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Mokina Castro	United Way	1114 EAST STATE STREET #200	LAFAYETTE, IN 47905-1219	mcastro@uw.lafayette.in.us
Laura Carson	United Way	1114 STATE ST	LAFAYETTE IN 47905	lcarson@uw.lafayette.in.us
John Collier	Purdue University	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	jcollier@purdue.edu
Don Staley	Purdue Senior Landscape Architect	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	dstaley@purdue.edu
Jim Knapp	Purdue Senior Civil Engineer	401 S GRANT STREET	WEST LAFAYETTE IN 47907-2024	jknapp@purdue.edu
Pat Boling	Wabash River Cycle Club	610 CARROLLTON BLVD	WEST LAFAYETTE IN 47906	patboling@gmail.com
John Fry	Bicycle Lafayette	820 ELM DRIVE	WEST LAFAYETTE IN 47906	electricelm@gmail.com
Aaron Madrid	Bicycle Lafayette	3228 MENDEL DR.	WEST LAFAYETTE IN 47906	aaronthestrone@gmail.com
Pattie Hall	Area IV Agency - HAT SRTS	660 N 36TH ST	LAFAYETTE IN 47905	phall@areavagency.org
Tie Hernandez	Mental Health America - HAT SRTS	914 SOUTH ST	LAFAYETTE IN 47901	thernandez@mhafayette.org
Michael Oxenrider	Mental Health America - HAT SRTS	914 SOUTH ST	LAFAYETTE IN 47901	moxenrider@mhafayette.org
Kier Crites	IU Health Arnett	PO BOX 5545	LAFAYETTE IN 47903	kcrites@iuhealth.org
Sherry Capano	Human Resources Director - Unity	1250 SOUTH CREAMY LANE	LAFAYETTE IN 47905	scapano@univhcc.com
Julie Martin	YMCA - HAT SRTS	1950 S 18TH ST	LAFAYETTE IN 47905	jmartin@lafayettefamilyymca.org
Debi DeBruyn	YWCA	605 NORTH 6TH STREET	LAFAYETTE IN 47901	ddebruyn@ywcalafayette.org
Patty Hall	Area IV Agency on Aging			phall@areavagency.org
Rev. Clarinda Crawford	Congress Street Church	2010 CONGRESS ST	LAFAYETTE IN 47905	crawford@cosumc.org
Stan Lambert	WREC	200 NORTH 2ND STREET	LAFAYETTE IN 47901	slambert@lafayette.in.gov
Mary Cianciolo	Wellness Coord. Henriott Group	250 MAIN STREET, SUITE 650	LAFAYETTE IN 47901	mcianciolo@henriott.com
Veronica Jatomo	Hanna / Minority Health Coalition	1201 N 18TH ST	LAFAYETTE IN 47904	VeronicaJ@hannacntr.org
Susan Brouillette	Lafayette Urban Ministry	420 NORTH 4TH STREET	LAFAYETTE IN 47901	sbrouillette@lumserv.org
Char Carter	Employers Health Network	4557 DUCKHORN LANE	LAFAYETTE IN 47909	charmariecarter@comcast.net
Sally Stuckey	American Health Network	3750 LANDMARK DRIVE SUITE A	LAFAYETTE IN 47905	Sally_Stuckey@ahni.com
Sally Watlington	Riggs Comm. Health Center	703 NORTH 36TH STREET	LAFAYETTE IN 47905	siwatlington@aol.com
Les Huddle	Lafayette School Corp.	2300 CASON STREET	LAFAYETTE, IN 47904-2692	lhuddle@lsc.k12.in.us
Andrea Bornino	Lafayette School Corporation	2300 CASON STREET	LAFAYETTE IN 47904	abornino@lsc.k12.in.us
John Walling	North Central Health Services	2900 North River Road	WEST LAFAYETTE IN 47906	
Al Gatmatan	IU Health	5165 McCarty Lane	LAFAYETTE IN 47905	agatmat@iuhealth.org
Carl Griffin	IU Health			crifflmc@clarianar.net

Local Retail, Dining and Major Employers Stakeholders -- Thursday 10/2, 10:30am -- Council Chambers

Joe Seaman	GLC	337 COLUMBIA STREET	LAFAYETTE IN 47902	jseaman@greaterlafayettecommerce.com
Sara Yelch	GLC	337 COLUMBIA STREET	LAFAYETTE IN 47902	syelch@greaterlafayettecommerce.com
Andrew Antonio	Ivy Tech	3101 S CREAMY LANE	LAFAYETTE IN 47905	aantonio@ivytech.edu
Jo Wade	LAFAYETTE/WEST LAFAYETTE	301 FRONTAGE RD	LAFAYETTE IN 47905	lwade@HomeOfPurdue.com
Dana Smith	H2H Quality of Life Council			danasmith1501@yahoo.com

RETRAC, DINING

JOE WAT - VISIT LAFAYETTE + W. LAFAYETTE

- OTHER COMMUNITIES
- BICYCLE RENTAL
- HOTELS FOR BIKES TO STORE
- TOO MANY DEAD ENDS
- NEED A BACK BONE TRAIL
- BICYCLE TOURS W/ BICYCLE LAFAYETTE
- TRY TO
- GOOD MOUNTAIN BIKING
- BETTER W/ COUNTRY
- SKILL MAPS OF COUNTY
- DELPHI WANTS TO CONNECT

• DOWNTOWN RIDE TO SMALL SPACE ART PROJECTS

• ARCHITECTURE TOURS

- EDUCATION FOR MOTORISTS
- RENEWAL FOR DRIVER'S LICENSE

• RIDING AGAINST TRAFFIC
"BICYCLES RIDE W/ TRAFFIC"

• WORD ^{TO} EMPLOYERS

AARON

CHAMBER



IVY TECH COMM.

- MASTER PLAN
- BIKE LANES
- BUSY ROADS AROUND
- EMPLOYEES RIDE
- CHOSEN ROUTE 1
- HEALTH & WELNESS CENTERS

"QUALITY OF LIFE" ISSUES

- HILL-TOP - TO HILL TOP

BICYCLE BENEFITS • YMCA

SHOULDER ACCESS

• \$3.00 ? MEMBERSHIP

- PLAN TO MOVE YMCA
- DOWNTOWN SATURDAY BRANCH
- NORTH • YMCA MOVING

MORE BIKE PARKING NEEDED

• CULTURAL COMPONENT IS A CHALLENGE, EDUCATION

APP. PARK - 6 MILES OF
MOUNTAIN BIKE

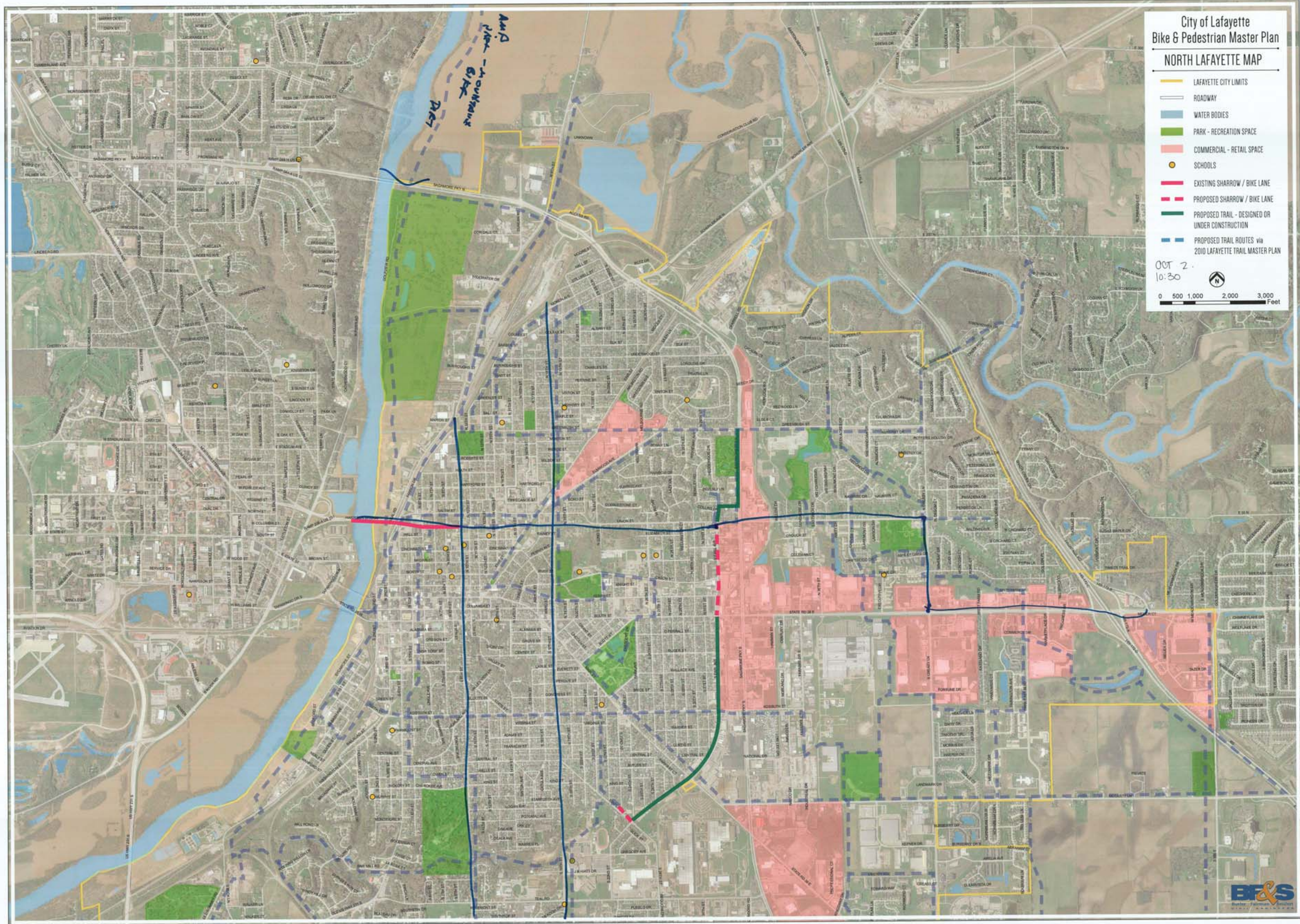
City of Lafayette
Bike & Pedestrian Master Plan
NORTH LAFAYETTE MAP

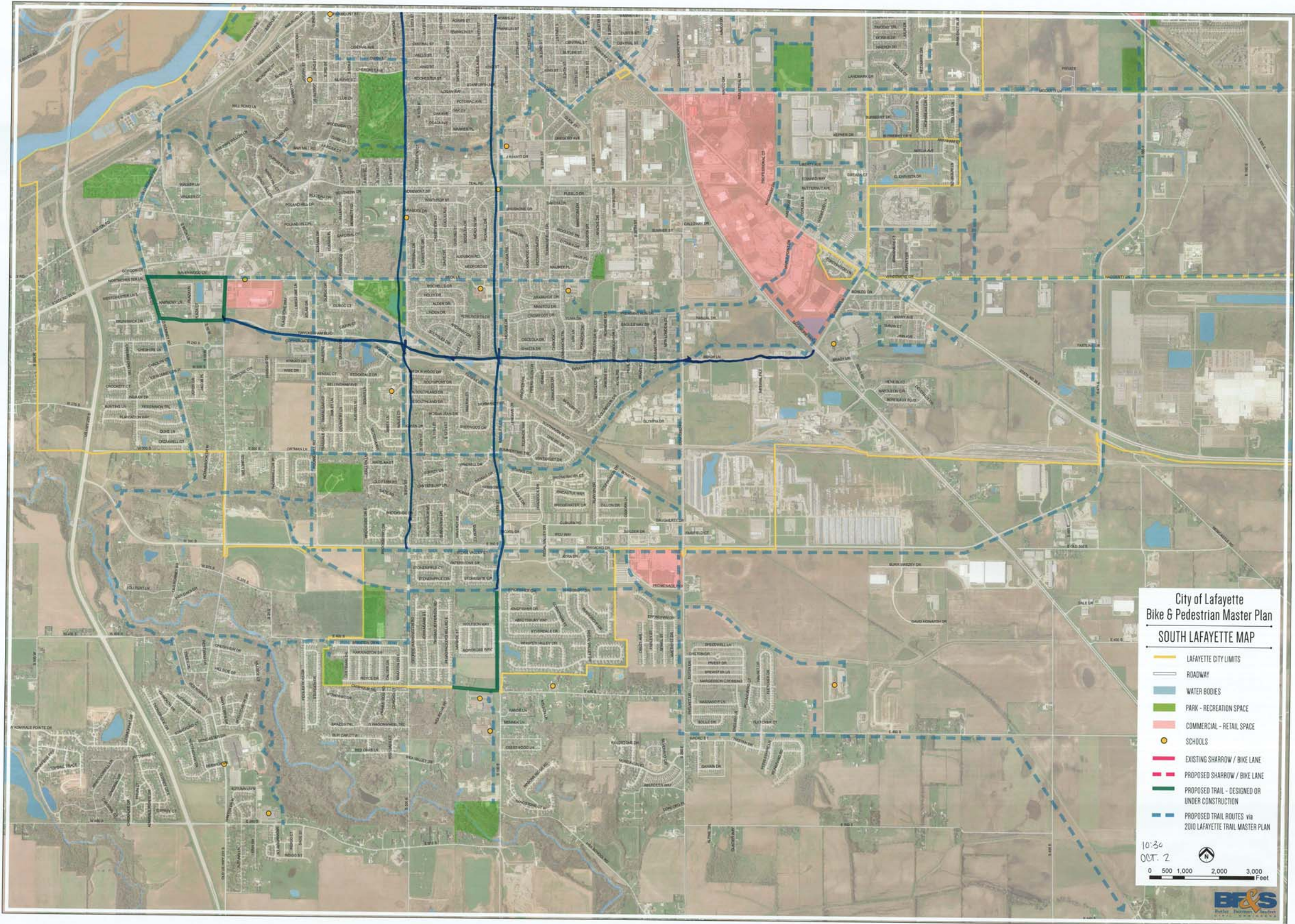
- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
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- PROPOSED TRAIL - DESIGNED OR UNDER CONSTRUCTION
- - - PROPOSED TRAIL ROUTES via 2010 LAFAYETTE TRAIL MASTER PLAN

001 2 -
10:30

N

0 500 1,000 2,000 3,000 Feet





MEETING ATTENDANCE RECORD

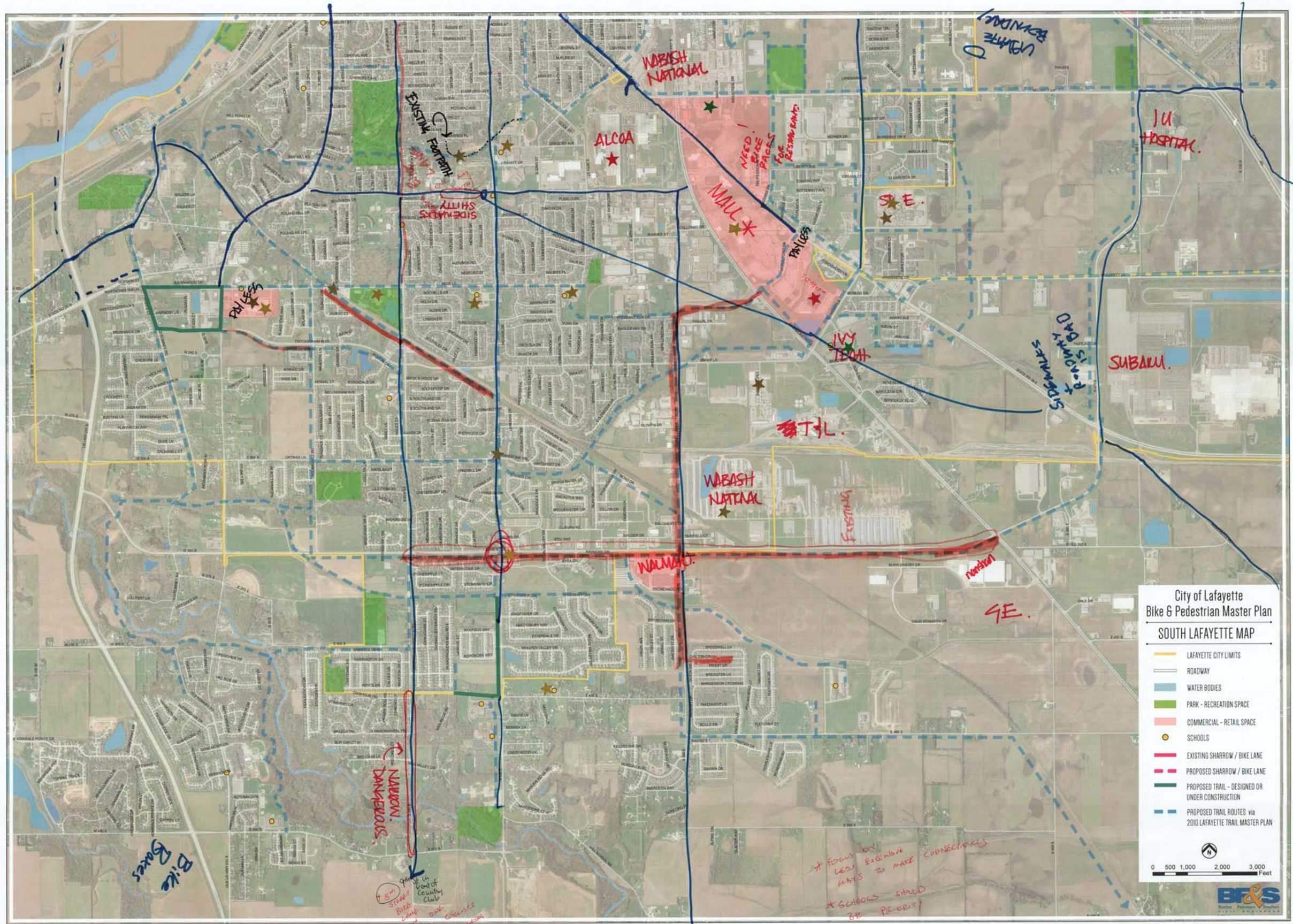
PROJECT: Lafayette Bicycle and Pedestrian Master Plan

DESCRIPTION: Public Open House

DATE: October 2, 2014

3:00pm – 7:00pm

NAME	ORGANIZATION	E-MAIL ADDRESS	TELEPHONE
Teneia S. Waddell	Self / PUPD	tswaddell3@gmail.com	765-714-4962
DAN McCAIN	Delphi Historic Trails	mccain@carl.net.org	765-412-4308
MIKE CORUZ	SELF	mjcoruz@comcast.net	765/471-0346
Barb Brown	self	bbrowns1p@gmail.com	765-714-4740
Zoe Neal	Virtuous Cycles	virtuouscycles@gmail.com	491 7960
Jim Elicker	self	elickerjg@gmail.com	491-8141
Kevin Kologinsky	Delphi Community Development	comdevelop@cityofdelphi.org	215-990-5102
Janet Winger	self	janetw@wintersajuno.com	
Aaron Madrid	Bicycle Lafayette	aaronthustrang@gmail.com	765-429-7152
BILL ARTHUR	GoGreener, self.	wilanth306@gmail.com	765-490-1464
YON GIMARRA	WRRC MEMBER	yon@gimarra.com	765-838-1671
Corinne Alexander	WRCC member	corinne.alex@gmail.com	765-491-7330
Justin	POP-UP Lafayette	Justin.thomas.Henry@gmail.com	427-1806
SCOTT BROWN	KELLER WILLIAMS	REALSTATEBROWN@YAHOO	765-714-1971
HOWARD WARBOIS	WRCC President	hwgrabois@gmail.com	765-543-3518



City of Lafayette
 Bike & Pedestrian Master Plan
 SOUTH LAFAYETTE MAP

- LAFAYETTE CITY LIMITS
- ROADWAY
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS
- EXISTING SHARROW / BIKE LANE
- - - PROPOSED SHARROW / BIKE LANE
- PROPOSED TRAIL - DESIGNED OR UNDER CONSTRUCTION
- - - PROPOSED TRAIL ROUTES via 2010 LAFAYETTE TRAIL MASTER PLAN



Bike Bikes

*75m in front of Country Club
 bike lane
 side - concrete
 can not work
 create concrete (use concrete club)*

*STANDARDS FOR 20' SHARROW
 * FROM EXISTING SIDEWALK
 * SCHOOLS SHOULD BE PREPARED*

WABASH NATIONAL

ALCOA

NEED BIKE PAGES FOR RESUME RAMP

PHILES

WASH

WABASH NATIONAL

WALMART

SE

JU HOSPITAL

SE

SUBALM

*PHILES IS BAD
 SIDEWALKS*

WABASH BEYOND

EXISTING FOOTPATH

SIDEWALKS

PHILES

WABASH NATIONAL

WALMART


Walmart

SE

*STANDARDS FOR 20' SHARROW
 * FROM EXISTING SIDEWALK
 * SCHOOLS SHOULD BE PREPARED*


**Lafayette Bike & Pedestrian Master Plan
Advisory Committee Meeting
October 21, 2014
1:00pm**

- 1) Sign In and Introductions (5 Minutes)
- 2) Discuss Need and Goals and Objectives (10 Minutes)
- 3) Review Process and Schedule (5 Minutes)
- 4) Discuss the 5 E's of a Walkable and Bike-able Community (5 Minutes)
- 5) BLOS AND PLOS (10 minutes)
- 6) Existing Programs and Policies (10 Minutes)
- 7) Conclusion (5 Minutes)




LAFAYETTE

bicycle + pedestrian master plan






Why Are We Here?

4 Traits of a Bicycle and Pedestrian Friendly Community



• Improved Health Benefits



• Economic Development





• Environmental Benefits




• Better Quality of Life





Why Are We Here?

- Health Facts
 - In the State of Indiana 30% of Adults and 16% of teenagers are considered obese
 - Sedentary lifestyles on the rise
 - In 1969, 48% of children walked to school. Today that number is down to 13%
 - Studies show children that walk or bike to school arrive ready to learn and more focused
 - Studies show workers who either walk or bike to work are more productive and more focused
- 30% of U.S. Citizens Don't Drive a Vehicle






BLOS AND PLOS





Bicycle Level of Service (BLOS) – A nationally used measure of on-road bicyclist comfort level as a function of a roadway’s geometry and traffic conditions. BLOS is used in the Highway Capacity Manual.

Pedestrian Level of Service (PLOS)– A nationally used measure for evaluating a roadway’s walking conditions.


<u>Level of Service</u>	<u>BLOS AND PLOS SCORE</u>
A	≤ 1.5
B	>1.5 and ≤2.5
C	>2.5 and ≤3.5
D	>3.5 and ≤4.5
E	>4.5 and ≤5.5
F	>5.5







CURRENT PROGRAM AND POLICIES

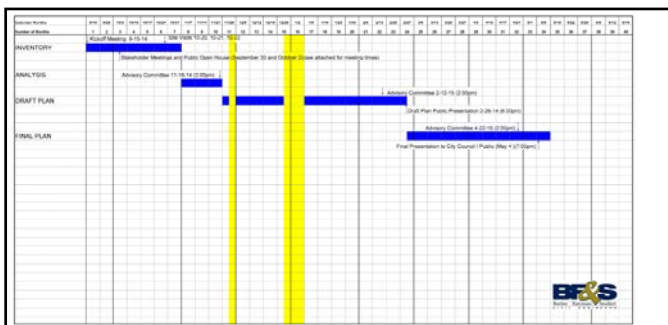


The 5 ELEMENTS OF A PEDESTRIAN AND BICYCLE FRIENDLY COMMUNITY



- 1. **EDUCATION** – TEACHING WALKERS, RIDERS AND MOTORISTS HOW TO SHARE THE ROAD, RIDE SAFELY AND SAFETY WHEN RUNNING OR WALKING.
- 2. **ENCOURAGEMENT** – CREATING A WALKING AND BIKING CULTURE BY PROMOTING THROUGH EVENTS AND SIGANGE.
- 3. **ENFORCEMENT** – ENFORCING LAWS AND PROCEDURES FOR VEHICLES, BIKERS, WALKERS AND RUNNERS. FOR PROTECTION OF EVERYONE USING THE ROAD.
- 4. **ENGINEERING** – ACTUAL BUILDING OF SIDEWALKS AND BIKEWAYS TO PROMOTE WALKING, RUNNING AND RIDING.
- 5. **EVALUATION** – JUDGEMENT OF THE CURRENT SYSTEM AND PLAN FOR THE FUTURE.





Analysis Review – November 18, 2014 @ 2:00pm



**Lafayette Bike & Pedestrian Master Plan
Advisory Committee Meeting –Inventory and Analysis
November 18, 2014
2:00pm**

- 1) Sign In (2 Minutes)
- 2) Review Process and Schedule (3 Minutes)
- 3) Discuss Public Input (10 minutes)
- 4) BLOS AND PLOS Data and Maps (15 minutes)
- 5) Cross Section Inventory and Analysis (5 Minutes)
- 6) Existing Programs and Policies (15 Minutes)
- 7) Conclusion (5 Minutes)


**Lafayette Bike & Pedestrian Master Plan
Advisory Committee Meeting –Draft Plan Review
February 12, 2015
3:00pm**

- 1) Sign In (5 Minutes)
- 2) Recap Process (5 Minutes)
- 3) Recap Public Input (5 minutes)
- 4) BLOS AND PLOS Data (5 minutes)
- 5) Review Draft Infrastructure Plan (45 Minutes)
- 6) Programs and Policies (10 Minutes)
- 7) Conclusion (5 Minutes)

MEETING ATTENDANCE RECORD


PROJECT: Lafayette Bicycle and Pedestrian Master Plan
 DESCRIPTION: Advisory Committee – Draft Plan Review 3:00pm
 DATE: February 12, 2015

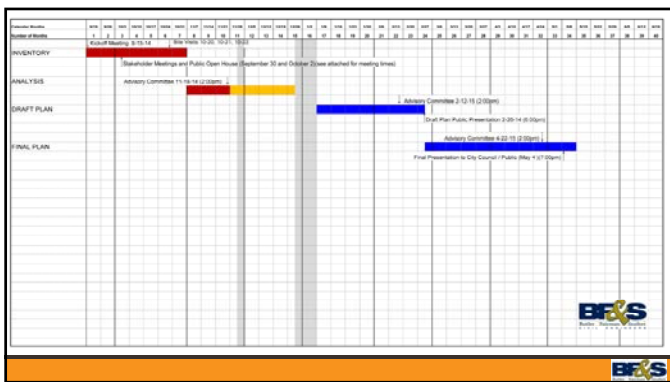
NAME	ORGANIZATION	E-MAIL ADDRESS	TELEPHONE
MARK LEVINTHAL	WR CC	marklev@purdue.edu	765.497.7155
Dary Pond	AAC	dpond@tippecanoe.in.gov	765.423.9242
Margy Deverall	City	mdeverall@lafayette.in.gov	807-1097
Rose Kaczmarek	Boyle Lafayette	rosek2more@gmail.com	807-217-776-3728
Susan Schechter	Virtuous Cycles / Bicycle Lafayette	schedt@ gmail.com	765.413.3040
HOWARD GRABOS	WR CC	hwgrabos@gmail.com	765.497.0144
Stanton Lambert	Wabash River Enhancement Corp	slambert@wabashriver.net	765.420.8505
John Metzinger	CityBus	jmetzinger@citybus.com	423-2666
Carly Sheets	BFS	csheets@bfsengr.com	765-423-5602
RON CAMPBELL	LAF. CITY COUNCIL	MACACAM@COMCAST.NET	424-1862
Cindy Murray	City Clerk		
Jenna Leshney	City Engineer	jleshney@lafayette.in.gov	807-1056
JESSICA G.	BFS		
JASON G.	BFS		
Maura Croley	BL/WR CC	zoeythele@aol.com	765-838-8015

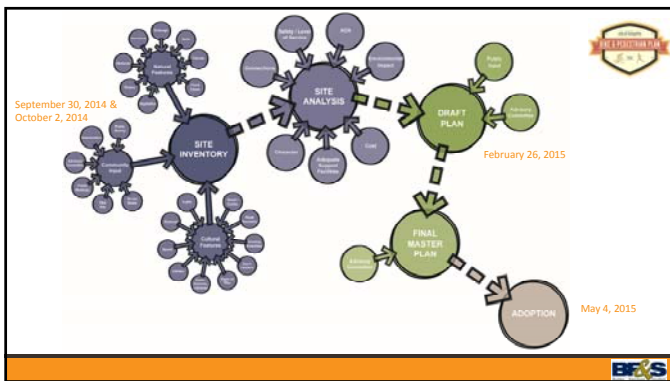




LAFAYETTE

bicycle + pedestrian master plan











PUBLIC INPUT






1. PUBLIC OPEN HOUSE
 1. September 30 and October 2, 2014 from 3:00pm – 7:00pm
 2. 34 Attendees


2. STAKEHOLDER MEETINGS – September 30 and October 2, 2014
 1. Government – 6 Attendees
 2. Private – 9 Attendees
 3. Retail, Dining, and Major Employers – 4 Attendees

Total = 53


3. PUBLIC SURVEY
 1. Sent out October 31, 2014
 2. Received 440 responses to date



PUBLIC SURVEY



- Of 440 respondents, only 39 indicated that they had attended a previous input session
- Most responses from the 25-34 and 45-64 years old age group (32%)
- 49% indicated they would use network to commute
- 46% would use network for running daily routines (errands)
- 36% would use in the winter. The other 3 seasons ranked at 98%
- 12% of respondents did not bike. Leisurly to intermediate riders made up for 50% of respondents. 37 % advanced riders.
- 15% of respondents did not walk or jog regularly.....48%, 2-3 times a week.
- 25% would use on the weekend. 27% would use in the morning and evenings.

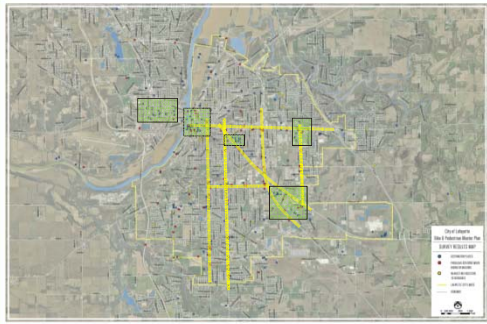


PUBLIC SURVEY (Continued)



- 35% would only travel 1-2 miles to access a shared use path
- Top 3 Goals
 - Enhance community connections to neighborhoods, parks, schools, businesses, retail and dining, and governmental facilities
 - Increase the number of people walking and biking for everyday purposes such as commuting to work, to school, and running errands
 - Increase the quality of life in the City of Lafayette in an effort to retain current citizens and attract new citizens.
- Change of behavior for enhanced bike and pedestrian network
 - Only 5% of respondents would not change their behavior
 - 82% would increase their walking and bicycling for wellness
 - 74% would support public funding for improving bicycle and pedestrian networks
 - 62% would support changing the traffic pattern in their neighborhood
 - 63% would promote walking and biking among friends and family
 - 26% Indicated that they would give up parking in front of their business or rental property

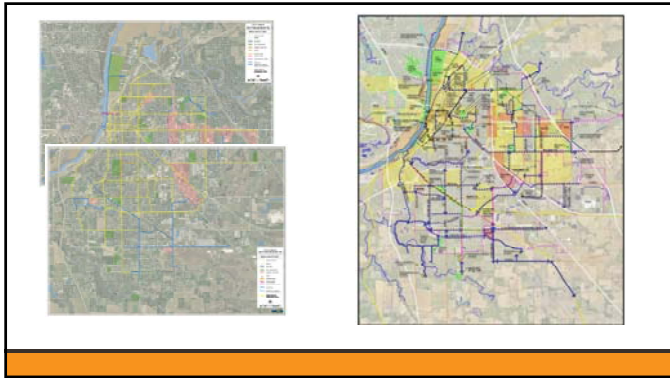
RESIDENCE
CONFLICT
DESTINATION

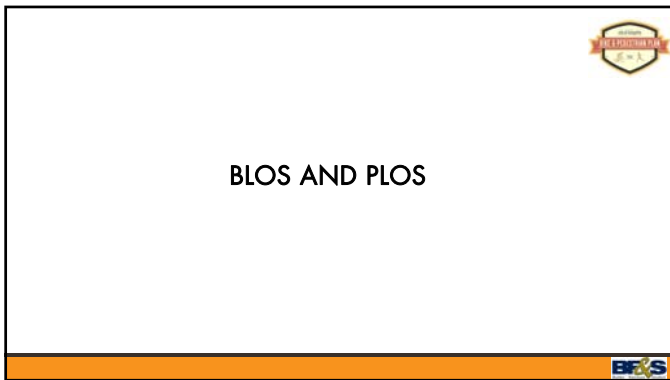


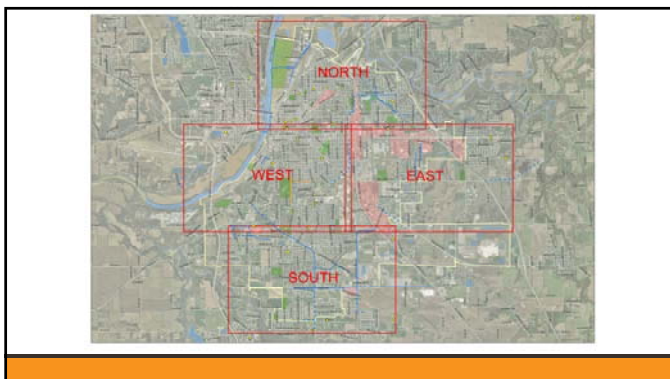
Bicycle Crash Data

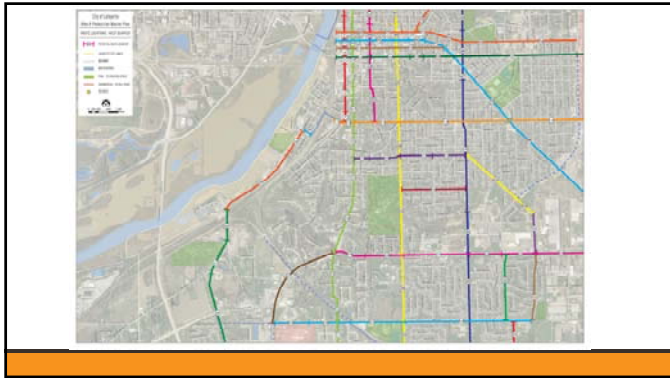
- Provided By MPO
- Data from 2007-2012

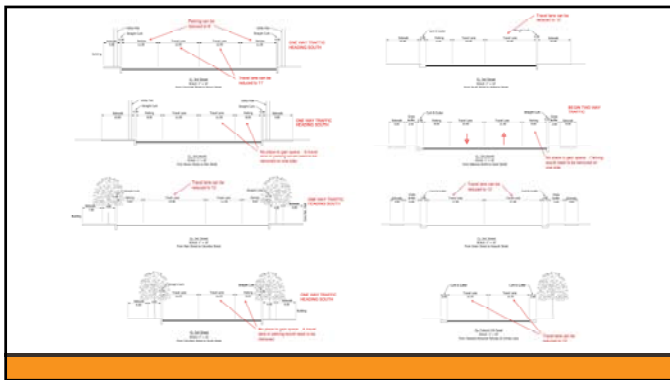














Bicycle Level of Service (BLOS) – A nationally used measure of on-road bicyclist comfort level as a function of a roadway’s geometry and traffic conditions. BLOS is used in the Highway Capacity Manual.

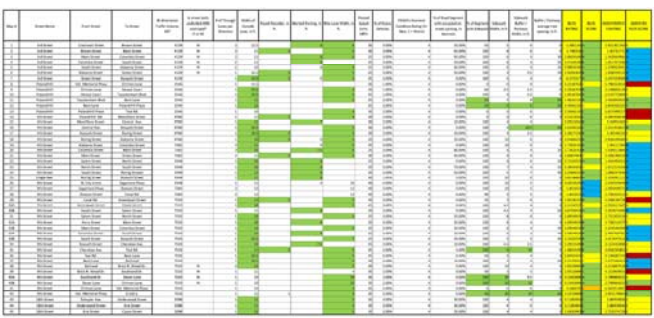
Pedestrian Level of Service (PLOS)– A nationally used measure for evaluating a roadway’s walking conditions.

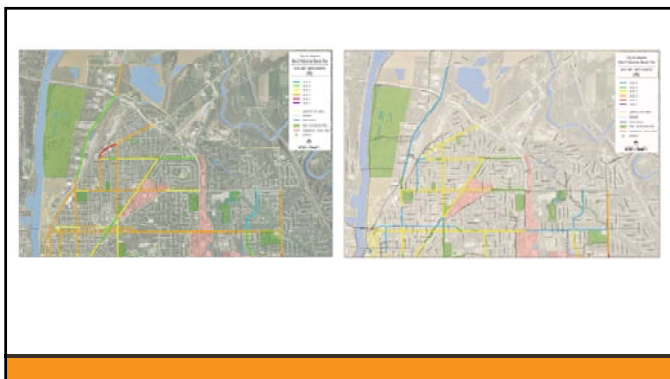
Level of Service	BLOS AND PLOS SCORE
A	≤ 1.5
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F	>5.5

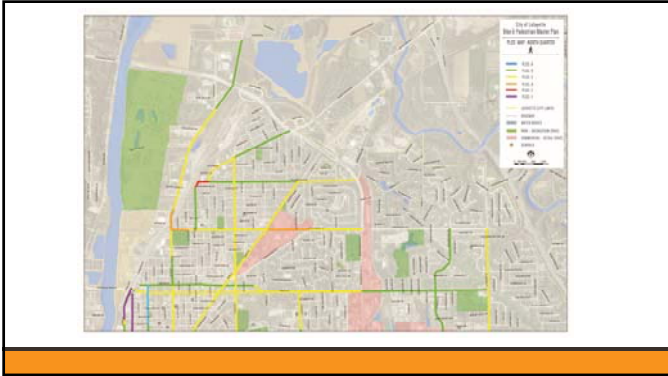


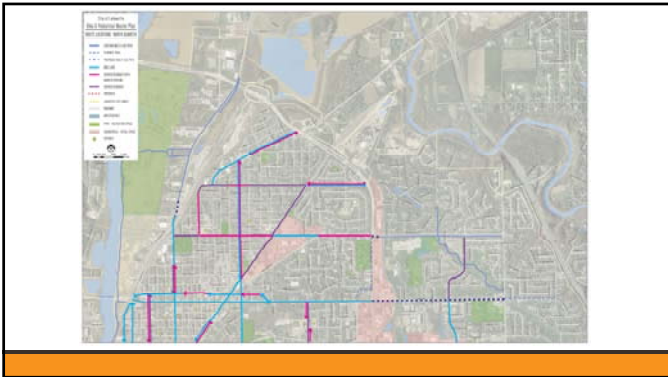
DRAFT PLAN













CURRENT PROGRAM AND POLICIES

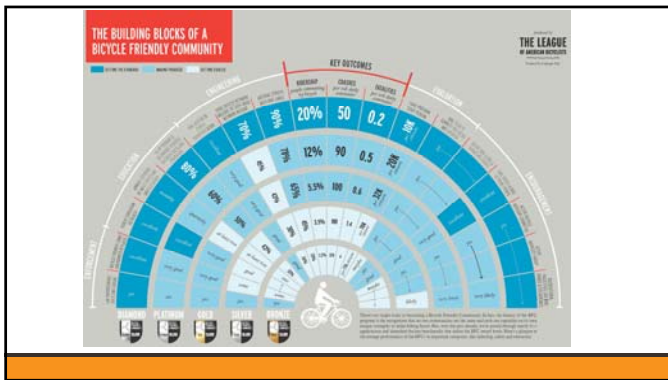


The 5 ELEMENTS OF A PEDESTRIAN AND BICYCLE FRIENDLY COMMUNITY



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Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Inventory	[Red bar]																																																																																																			
Analysis	[Yellow bar]																																																																																																			
Draft Plan	[Blue bar]																																																																																																			
Final Plan	[Blue bar]																																																																																																			

Draft Plan Public Presentation – February 26, 2015 @ 6:00pm



From: [Rose Kaczmarowski](#)
To: [Margy Deverall](#); [Bicycle Lafayette](#); [Jason Griffin](#); [Jessica Gordon](#); [Doug Poad](#); [Dennis Carson](#); [Mark Levinthal](#); [Howard Grabois](#); [Andrew Antonio](#); [Cindy Murray](#); [Claudine Laufman](#); [Erin Nelson](#); [Fritz, Peter](#) (PeFritz@isdh.IN.gov); [Jay Rosen](#); [Jennifer Miller Leshney](#); [John N. Townsend](#); [Julie A. Martin](#) (jmartin@lafayettefamilyymca.org); [Karen Combs](#) (kcombs@lsc.k12.in.us); [Laura Carson](#); [John Metzinger](#); [Mark Scharer](#) (mrscharer@yahoo.com); [Michelle Kreinbrook](#); [Ron Campbell](#); [Stanton Lambert](#); [Susan Schechter](#); [Travis Butts](#) (ta2butts@yahoo.com); [Carly Sheets](#)
Subject: Content for Lafayette IN Bike&Ped Master Plan from Bicycle Lafayette Meeting Dec.13
Date: Wednesday, December 17, 2014 7:45:10 AM

Good morning all,

Here is a summary of the content BL discussed last Saturday.

Map Marking:

I'll attach some pictures. We asked people to take a look at the merged map and prioritize/mark areas of most concern. In addition, to mark anything they want attention on if it was missing from the initial road inventory. Much of the marking reinforced areas already in need of attention. I'd like to use the same map again for the January meeting to conserve on printing, unless it would be easier for everyone if I turn it in. Let me know.

North/South Roads -

- Creasy - strong interest in making it bike friendly as there are many shops and places of employment on this corridor.
- 26th - nice and wide, not part of the original inventory, a great connector route from Ferry to Main
- 18th - priority road
- 9th - priority road

East/West Roads -

- Brady - priority road
- Teal - priority road - in addition work out more efficient connectivity by adding a path across the Mall property to Main St
- McCarty - priority road for bicycle commuters to IU Health. Also, add a CityBus line to this destination.
- Ferry - priority road

Trails compared to cycle tracks:

In looking at the merged map, it is apparent that some of the original trails plan could be amended under the premise that commuting cyclists will take the shortest path. For example: the trails plan adjacent to Creasy is not as desirable as putting a plan for cycle track with a protective curb or ballasts in place parallel to the road. What are the recommendations/standards for adding ballasts or a curb?

Hawk signals:

Installation of hawk signals is relatively common for pedestrians. We are interested in planning for hawk signals closer to the curb to make them accessible for cyclists at appropriate intersections.

Bicycle Friendly Community:

After reviewing the LAB Bicycle Friendly community requirements, we'd like to help

Lafayette apply for the Bronze level. As we continue with the current efforts, plan to apply for Silver and so on in future years.

Setting up an open community meeting for Mid-January:

BL and WRCC are planning to set up a larger community meeting. The tentative date is January 17th. The format will be a short presentation and then break out discussions.

That's all I've got for now!

Let me know if you have any questions.

Best

Rose

Volunteer, Bicycle Lafayette
217-778-3708

Jason Griffin

From: Doug Poad <DPoad@tippecanoe.in.gov>
Sent: Thursday, February 19, 2015 10:07 AM
To: Jason Griffin
Cc: Sallie Fahey; John Thomas; Jennifer Miller Leshney
Subject: RE: Lafayette Bicycle and Pedestrian Plan - Draft Plan Information
Attachments: Bike Ped Proposal for Lafayette.pdf; CityBus Stops & Sidewalks.pdf

Greetings Jason,

I invited the APC staff to look at the maps and information. Attached you will find our recommendation. Since we all love maps, I thought a map would better convey our thoughts and recommendations.

Some background information on our recommendations.

First, the Master Trail Plan was used as the foundation for our choosing which facilities to recommend. If a trail is recommended in the Master Plan, then it became our recommended facility type. This also keeps in mind that the target audience for cyclists is the novice to beginner and possibly intermediate rider. As you can see on the attached map there are a lot of additional trails or sidepaths recommended. There are several connections that will allow novice riders and/or families to go from one place to another. There is also somewhat of a circle around town. We also recommended bike lanes and sharrows for the more experienced rider to get around the city.

We also recommend keeping the same facility type on a road and not switch back and forth between a bike lane and sharrow. This creates uncertainty for both the cyclists and motorists. Also, the type of recommended facility used on one side of the road should be the same as the other. While there may be enough room to put in a bike lane on one side and a sharrow on the other, reducing the width of the motor vehicle driving lane to accommodate the bike lane could possibly create a problem for the motorists passing a bicycle on the other side. The passing motorist may have to move into the oncoming lane to pass. It also simplifies the choice cyclists will make about what corridor to use.

There are several corridors where we recommend multiuse paths on both sides. They are mostly the mayo mile (South Street between Sagamore Parkway and the Interstate) and Veterans Memorial East. The existing shoulders should be removed, curbs installed and multiuse paths installed on both sides.

There is little discussion about facilities for pedestrians and transit users. This should be a priority for pedestrian facilities in the Plan. While many bus stops will be served by adjacent sidewalks, there are locations needing sidewalks. For example: 36th Street has no sidewalks and has a bus stop near the Area IV Agency. The Plan should include a recommendation for sidewalks on 36th Street. Some other streets to include are North 24th Street, Shoshone Drive, Sickle Court, and Julia Lane.

What are the next steps? Will you compile the information and send it out for all of our review or make another recommendation based on all of the input? Will the information presented next week be based of the Committee's recommendations or what the committee reviewed?

I hope this helps,
Doug

From: Jason Griffin [<mailto:JGriffin@bfsengr.com>]
Sent: Saturday, February 14, 2015 3:58 PM
To: Margy Deverall; Andrew L Antonio (aantonio@ivytech.edu); Cindy Murray; Claudine Laufman; Doug Poad;

enelson@greaterlafayettecommerce.com; Howard Grabois (hgrabois@gmail.com); Jay Rosen; Jennifer Miller Leshney; John Metzinger; Julie A. Martin (jmartin@lafayettefamilyymca.org); Karen Combs (kcombs@lsc.k12.in.us); Laura S. Carson (lcarrson@uw.lafayette.in.us); Mark Levinthal; Mark Scharer (mrscharer@yahoo.com); Michelle Kreinbrook; Ron Campbell; Rose Kaczmarowski (bicyclelafayette@gmail.com); Stanton Lambert; Susan Schechter; Travis Butts (ta2butts@yahoo.com); Dennis Carson; Jessica Gordon; Carly Sheets; zoeytheleo@aol.com

Subject: Lafayette Bicycle and Pedestrian Plan - Draft Plan Information

Please find below a link to download the information that was provided at the draft plan review meeting on February 12, 2015. Should you have any questions please feel free to contact me.

Since we heard questions and comments pertaining to signage and types of facilities. I plan on sending out information later in the week regarding standards for the advisory committee to review. I will also send information on programs and policies.

Thank you and have a good day.

<https://bfsengr.sharefile.com/d/sbc6e858ecec485d8>

Jason G. Griffin, R.L.A., A.S.L.A.
Trails and Parks Project Manager

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302
p (317) 713-4615 | f (317) 713-4616
JGriffin@bfsengr.com | www.BFSEngr.com

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CITY OF LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN DRAFT PLAN PUBLIC INPUT

Public Meeting Date: February 26, 2015

Be assured your comment will be included in the official project file if forwarded by March 13, 2015.

Name: (Please use ink pen and print) Linda Skrziner

Address: 50 REGAL VALLEY CT
Lafayette, IN 47909

COMMENTS: 18th - 9th on Vet Memorial - (is ^{trail} Portsmouth being diverted
Proxly between Portsmouth & Concord ~~to the south of~~ Veterans Memorial Pkwy

Looking @ the map makes me wonder why these
two stretches of land are not included in
the plans.

I am sure there is a reason - just curious.

I ALSO THINK THE PLANS ARE
Wonderful!
Thank you!

Please provide your comments in one of the following ways:

- Leave this comment sheet with the presenters tonight
- Drop off this comment sheet at the City of Lafayette Economic Development Dept. (515 Columbia Street, Lafayette, IN 47901)
- E-mail a copy of this comment sheet to: JGriffin@BFSengr.com
- Fax this comment sheet to: Jason Griffin at BF&S at (317) 713-4616
- Mail this comment sheet to: Jason Griffin at BF&S (see address and fold-and-send outline on the opposite side of this sheet)



Lafayette Bike & Pedestrian Master Plan
Steering Committee Meeting
April 1, 2015
2:00pm

- 1) Status of the Project
 - a. % Complete

- 2) Clarification of Goals and Objectives
 - a. Alternative Transportation Plan vs. Recreation Plan
 - b. Re-evaluation of Trail Master Plan
 - c. Evaluation of on-road facilities

- 3) Review Process and Schedule
 - a. Confirmation of Advisory Committee and Steering Committee Roles
 - b. Meetings
 - i. Number of additional Steering Committee Meetings
 - ii. Number of Additional Advisory Committee Meetings
 - iii. Number of Additional Public Meetings
 - c. Schedule
 - i. Goals for Completion
 - ii. Requirement of State DOH Grant vs. need for additional input / review time

- 4) BF&S Contract
 - a. Federal Funds
 - b. State DOH Funds

Lafayette Bike & Pedestrian Master Plan
Steering Committee Meeting – Working Session
April 29, 2015
1:00pm

- 1) Review and Confirm Proposed Schedule (10 minutes)
- 2) Discuss chain of communication / command (5 minutes)
- 3) Discuss Acceptable BLOS Scores for bicycle experience levels (5 minutes)
- 4) Review / Confirm Proposed Treatments Along East/West Routes (1 Hour and 30 minutes)
 - a. Schuyler (Map Unit 63 & 64)
 - i. Sagamore Parkway to 19th Street (residential area) – Remove parking?
 - ii. 19th Street to Underwood (commercial area) – Remove Parking?
 - b. Underwood (Map Unit 74-77)
 - i. Changed to shared roadway (level of service = low “C”)
 - c. Greenbush (Map Unit 78-81)
 - i. Trail or On-road facilities?
 - d. Union Street (Map Units 86-88)
 - i. 21st Street to Sagamore Parkway – Widen 14’ to the north
 - ii. Sagamore Parkway to Creasy Lane – Reduce 4 lanes to center turn and 1 lane each direction.
 - e. Ferry Street (Map Unit 89-94)
 - i. 2nd to 6th – Remove parking both sides?
 - ii. 6th to 10th Street – Remove parking both sides?
 - iii. 10th to Erie – No Parking (remove parking one side)
 - iv. Erie to Perrin – Shared Roadway (road too narrow for bike lanes)
 - v. Perrin to 18th Street – Parking to remain (south side)
 - vi. 18th to 22nd Street – Remove parking
 - vii. 22nd to 29th Street – Remove parking
 - viii. 29th to Earl – Remove parking both sides?
 - f. Main Street (Map Unit 95-100) – Only use from 11th Street to McCarty Lane?
 - g. Columbia Street (Map Unit 101- 102) – Don’t use? Advanced?
 - h. South Street (Map Unit 103-110) – Don’t use from 2nd Street to Earl Ave.? Advanced?
 - i. Kossuth (Map Unit 111-117) - No Parking from 4th Street to Main Street? Consider lowering speed limit?
 - j. Central (Map Unit 119-161) – Delete if Kossuth can work
 - k. Owen Street – Added bike lanes both sides, remove parking both sides?
 - l. Logan Ave - Added
 - m. Teal Rd / US 52/ Old Us Hwy 231 S (Map Unit 69, 123-128)

Lafayette Bike & Pedestrian Master Plan
Steering Committee Meeting – Working Session
April 29, 2015
1:00pm

- 1) Review and Confirm Proposed Schedule (10 minutes)
SCHEDULE CONFIRMED
- 2) Discuss chain of communication / command (5 minutes)
ADVISORY COMMITTEE REPORTS TO STEERING COMMITTEE, STEERING COMMITTEE DIRECTS CONSULTANT
- 3) Discuss Acceptable BLOS Scores for bicycle experience levels (5 minutes)
"A" + "B" BEGINNER ROUTES, MAYBE LOW "C". HIGH "C" + LOW "D" ADVANCED. ANYTHING ELSE SHOULD NOT BE MARKED AS A ROUTE.
- 4) Review / Confirm Proposed Treatments Along East/West Routes (1 Hour and 30 minutes)
 - a. Schuyler (Map Unit 63 & 64)
 - i. Sagamore Parkway to 19th Street (residential area) – Remove parking? *YES*
 - ii. 19th Street to Underwood (commercial area) – Remove Parking? *YES*
 - b. Underwood (Map Unit 74-77)
 - i. Changed to shared roadway (level of service = low "C") *✓*
 - c. Greenbush (Map Unit 78-81)
 - i. Trail or On-road facilities? *COMBINATION (MOSTLY TRAIL), SEE MAP*
 - d. Union Street (Map Units 86-88)
 - i. 21st Street to Sagamore Parkway – ~~Widen 14' to the north~~ *NO, TRAFFIC STUDY. REDUCE CANE AND ADD BIKER LANES!*
 - ii. Sagamore Parkway to Creasy Lane – Reduce 4 lanes to center turn and 1 lane each direction. *YES*
 - e. Ferry Street (Map Unit 89-94)
 - i. 2nd to 6th – Remove parking both sides? *- NO*
 - ii. 6th to 10th Street – Remove parking both sides? *- NO*
 - iii. 10th to Erie – No Parking (remove parking one side) *YES*
 - iv. Erie to Perrin – Shared Roadway (road too narrow for bike lanes) *- YES 4' + WIDER*
 - v. Perrin to 18th Street – Parking to remain (south side) *- YES*
 - vi. 18th to 22nd Street – Remove parking *- NO*
 - vii. 22nd to 29th Street – Remove parking *YES*
 - viii. 29th to Earl – Remove parking both sides? *YES*
 - f. Main Street (Map Unit 95-100) – Only use from ~~12th~~ *ASHER* Street to McCarty Lane?
 - g. Columbia Street (Map Unit 101- 102) – Don't use Advanced? *YES*
 - h. South Street (Map Unit 103-110) – Don't use from 2nd Street to Earl Ave? Advanced? *YES*
 - i. Kossuth (Map Unit 111-117) - No Parking from 4th Street to Main Street? Consider lowering speed limit? *YES, YES*
 - j. Central (Map Unit 119-161) – Delete if Kossuth can work *YES*
 - k. Owen Street – ~~Added bike lanes both sides, remove parking both sides?~~ *SHARED*
 - l. Logan Ave - Added *COMBO*
 - m. Teal Rd / US 52/ Old Us Hwy 231 S (Map Unit 69, 123-128)

- i. Appropriate for advanced route? Don't use from Beck Lane to 26th Street? DON'T USE
- ii. 26th Street to Sagamore – Use wide shoulders and sign bike lanes? WAS? WOULD NEED TO DO THIS
- n. Beck Lane (Map Unit 129-132)
 - i. (9th to Sequoya Drive) – No Parking? SHARED
- o. McCarty Lane (Map Unit 146-149)
- p. Twyckenham Blvd. / Brady Lane (Map Unit 133-138)
 - i. 9th Street to 18th Street – Don't use, BLOS = "D", 4.00
 - ii. 18th to Railroad – Parking Removed from south side, bike lanes added YES
 - iii. Railroad to Concord – Bike Lanes Added, 4 lanes reduced to center turn and 1 lane each direction YES

— PED SIGNAL 14th & HAWK KOSSUTH
COLUMBIA

— 14th / VALLEY
 BICYCLE BOULEVARD

— BECK MARKEED SHARED PARKING

3D RENDERINGS

- BIKELANES (ONE OF EACH FACILITY)
- 14TH / VALLEY / 10TH
- LOGAN SPLIT
- OWEN

Bike/Ped Plan Comments

- Overall – Suggest marking route alternatives based on skill level of rider, expert/commuter, intermediate, recreation, safe route to school, etc.
- Delete Central (brick and narrow, unsafe intersection at 18th and State), add Owen (wide enough for bike lanes and parking) – *DEPENDS ON KOSGUTH*
- Add Logan, existing bike lanes – *OK*
- Move downtown corridor to 5th Street, use rail corridor at 4th and Lingle to Romig to shift riders over connect to one way pair at Union and Salem. 5th is wide, has Farmers Market goes all the way to the East/West pair at Harrison Bridge. Little traffic and could potentially have bike lanes, another Blvd? or safer route alternative? *EXIST BLOS/PEDS*
- Add all bike/sidewalk routes previously identified but not built from the trail plan (already vetted and approved). – *NOT ON ROAD FACILITIES*
- Add Bicycle Blvd 14th from Fairgrounds to Ferry along 14th, Valley, 10th corridor. – *EVALUATE, PICK INTERSECT*
- Move 24th to 22nd – *EVALUATE 22ND*
- Not removing parking on 3rd, 4th, 9th, maybe good candidate for the “expert” rider route, use signage and perhaps boxes at major intersections at Columbia and South Streets.
- Poland Hill all shared roadway – *WHAT HAS EXISTING BLOS, DISCUSSIOK*
- US 52 (Teal Rd West); shared roadway and expert route, INDOT not widening for bike lanes
- Summerfield and Sequoya add bike lanes, *NEED 12 FEET w/ PARKING, ASSUME REMOVE PARKING*
- Beck Lane from 9th to Sequoya, convert from trail to bike lanes and sidewalks
- Ferry Street, accommodate bike lanes the entire length from Earl to 3rd – *NEED 11 FEET*
- 20th from Underwood to Schuyler, shared roadway – *BLOS, PLOS ?*
- Schuyler and Underwood, either bike lane or shared roadway not both – *?*
- Union St from Sagamore to Creasy, too expensive to build trail, not enough room and will never get built, convert to bike lanes and sidewalk – *HOW ?*
- Change Hedgewood Dr connection in Trail plan to connect at new trail by water tower – *CALLEY ?*
- Concord Rd from Maplepoint to Teal, too expensive to build trail, not enough room and will never get built, convert to bike lanes and sidewalk – *3 LANE FACILITY OR 2*
- Brady Lane from 18th to Concord, bike lane – *REMOVE, 1 LANE w/ CENTER TURN*
- Bus Routes not identified, important for pedestrian component of the plan. *(BUS)*

3RD ST – SIGNAL CHANGED TO STOP SIGN @ FERRY

FERRY – REMOVE PARKING

KOSGUTH – REMOVE PARKING

4TH – POSSIBLY REMOVE PARKING

- iv. Digby to South – Combo: Shared and Bike Lane
- v. South Street to Ferry Street or use 9th Street?
- j. 9th Street (Map Unit 26-42)
 - i. Salem to Ferry – Remove parking (west side)? - YES
 - ii. Ferry to Main – Remove parking (west side)? - YES
 - iii. South Street to Kossuth Street – changed to shared with marked parking (hill section)
 - iv. Cherokee Avenue to Teal Road – remove parking east side? - YES
 - v. South of Teal Combo treatments?
- k. Wabash Ave. / Beck Lane / Old Romney Rd.
 - i. Use trail
- l. 3rd Street (Map Unit 1- 7)
 - i. Cincinnati Street to Brown Street – No parking removed, lanes narrowed
 - ii. Brown Street to Main Street – Remove Lane? No parking on west side (bus center has pull off)? Shared roadway = "D" (4.02). Leave parking between Ferry and Main and mark advanced? ✓
 - iii. Main Street to Columbia Street – no parking removed, lanes narrowed
 - iv. Columbia Street – Shared Roadway, no parking removed
 - v. South Street to Alabama Street - changed to shared roadway = low "C"
 - vi. Alabama to Green Street – changed to shared roadway = low "C"
- m. Poland Hill (Map Unit 8-13)
 - i. Veterans Memorial Parkway to Ortman Lane – Shared roadway
 - ii. Ortman Lane to Kensal Court – Changed to Shared Roadway
 - iii. Kensal Court to Twyckenham – Bike lanes = "B" (only need to add two paint stripes each side), Shared Roadway = "C"
 - iv. Twyckenham to Beck Lane - Bike lanes = "B" (only need to add two paint stripes each side), Shared Roadway = "C"
 - v. Beck Lane to Poland Hill Place – Shared roadway / widen = high "C"
 - vi. Poland Hill Place to Teal Road – Shared roadway = high "D", Bike lanes = "C" (widening 4' each way)
- n. 4th Street (Map Unit 14 – 21)
 - i. Poland Hill Road to Montifore – No parking either side = "C"
 - ii. Montifore to Central Street – Shared Roadway w/ marked parking = "B"
 - iii. Central to Kossuth – No parking / widen roadway 8 feet (School zone)
 - iv. Kossuth to RR Corridor – Bike lanes south of abandoned Railroad corridor / shared north
 - v. RR Corridor to Alabama Street – changed to shared w/ marked parking
 - vi. Alabama Street to Columbia – narrowed lanes
 - vii. Columbia to Main Street – narrowed lanes
 - viii. Main Street to Union Street – remove parking east side? Shared w/ marked parking = high "C" (3.2)
- o. 5th Street (Map Unit 172 – 175) (Scores better than 6th)

YES FERRIS
MATH TO
FERRIS

- i. 4th Street to 5th Street (railroad corridor/ trail) – Midblock crossing of 4th?
 - ii. Railroad Corridor to New York Street – Shared Roadway = “A”
 - iii. New York Street to Columbia Street – Shared Roadway w/ marked parking = “B”
 - iv. Columbia Street to Main Street – Shared Roadway = “C” (2.9), Back in parking?
 - v. Main Street to Cincinnati Street (does not go all the way to Salem) – Shared Roadway w/ marked parking = “C” (3.1)
- p. 6th Street (Map Unit 22-24)
- i. Only use Salem to Cincinnati? Bike Lane (remove parking)? Shared?
 - ii. Delete from Cincinnati to Romig Street? YES
- q. Lingle Ave. (Map Unit 25)
- i. ~~Delete?~~ NO
- r. Creasy Lane (Map Units 139-144)
- i. Too much traffic to reduce lanes
 - ii. Review possible trail routes as alternative

6) Route Designations / Priority Routes (5 Minutes)

- a. On road facilities
- b. Shared Use Path facilities

7) Standards (Time Permitting)

8) Programs and Policies (Time Permitting)

Universal Access Ramp Rating System

All ramps start with a ten (10) rating and then one (1) point is subtracted for each of the following conditions. The highest score a ramp can have is a ten (10) which means it is fully compliant and doesn't need any work. The lowest score a ramp can have is a one (1) which means it needs to be replaced as soon as possible and all of the following conditions are true.

Ramp is non-compliant – (-1 if yes)

Ramp is along a trail route (existing or planned) – (-1 if yes)

Ramp is along a CityBus bus route – (-1 if yes)

Ramp is part of an upcoming city project – (-1 if yes)

Ramp has an easily accessible funding source (in a CDBG area, part of another project, etc.) – (-1 if yes)

Ramp only needs domes – (-1 if yes)

Ramp is near a school (≤ 1 mile) – (-1 if yes)

Ramp is near an Urban Center (≤ 1 mile) – (-1 if yes)

City of Lafayette Bike & Pedestrian Master Plan NORTH QUARTER

2015 PLANNED ROUTES (UNDER REVIEW):

- ▬▬▬ SHARED-USE PATH
- ▬▬▬ BIKE LANE
- ▬▬▬ SHARED LANE w. MARKED PARKING
- ▬▬▬ SHARED LANE w. NO PARKING
- SIDEWALK
- INTERSECTION IMPROVEMENT

2012 TRAIL MASTER PLAN ROUTES:

- ▬▬▬ SHARED-USE PATH
- ON-ROAD ROUTES

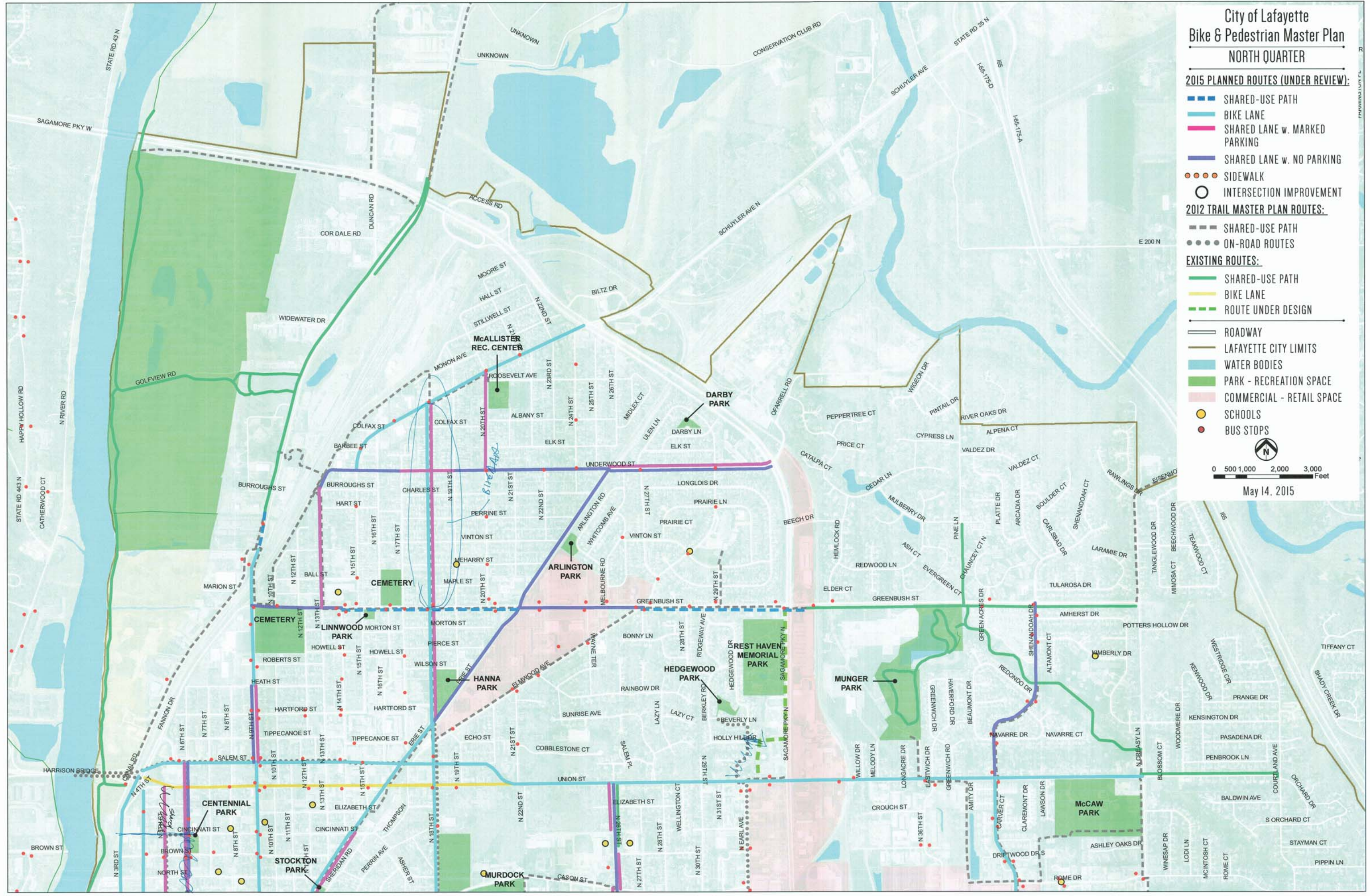
EXISTING ROUTES:

- ▬▬▬ SHARED-USE PATH
- ▬▬▬ BIKE LANE
- ▬▬▬ ROUTE UNDER DESIGN

- ROADWAY
- LAFAYETTE CITY LIMITS
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS
- BUS STOPS



May 14, 2015



City of Lafayette Bike & Pedestrian Master Plan WEST QUARTER

2015 PLANNED ROUTES (UNDER REVIEW):

- SHARED-USE PATH
- BIKE LANE
- SHARED LANE w. MARKED PARKING
- SHARED LANE w. NO PARKING
- SIDEWALK
- INTERSECTION IMPROVEMENT

2012 TRAIL MASTER PLAN ROUTES:

- - - SHARED-USE PATH
- ON-ROAD ROUTES

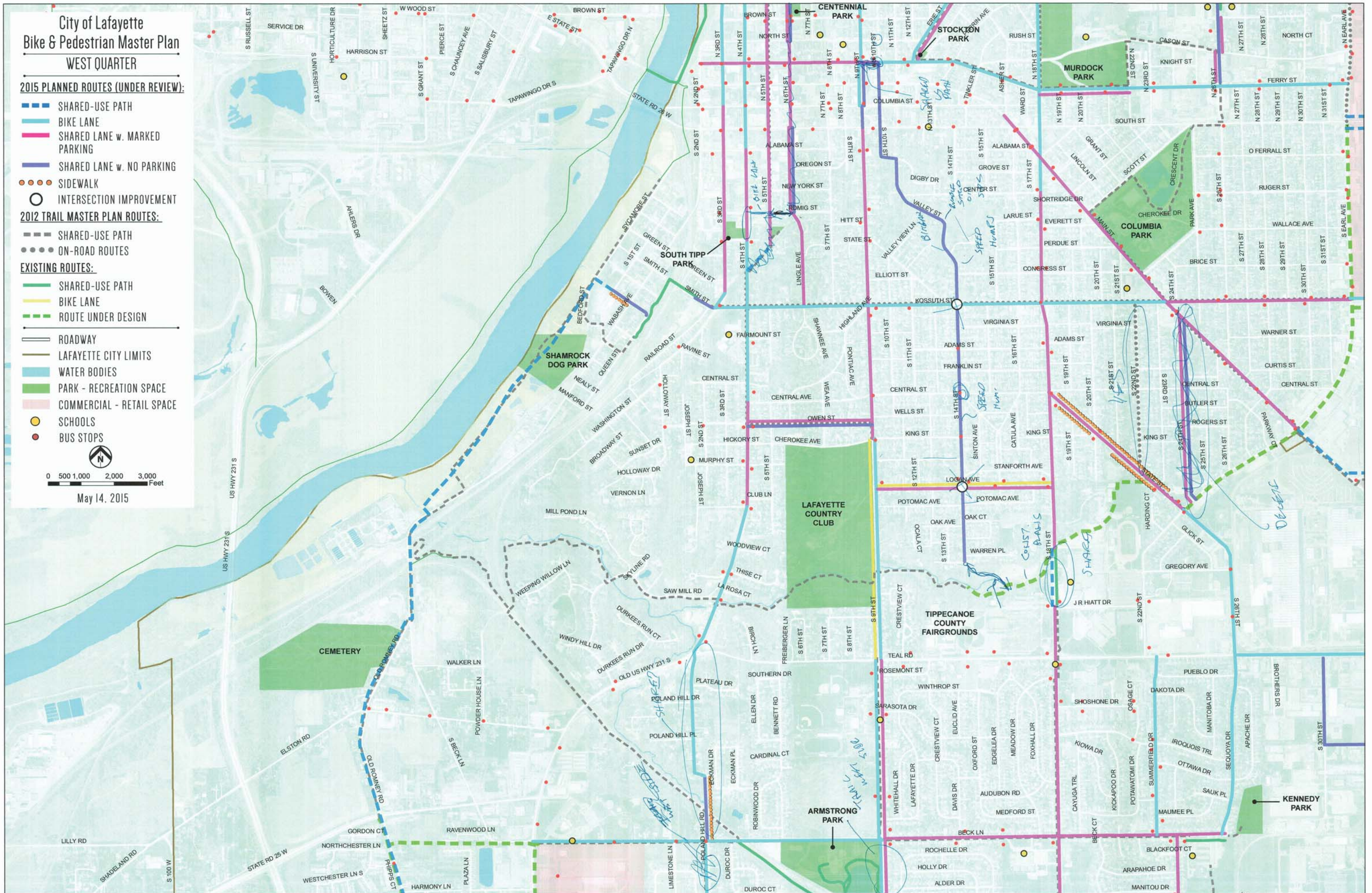
EXISTING ROUTES:

- SHARED-USE PATH
- BIKE LANE
- - - ROUTE UNDER DESIGN

- ROADWAY
- LAFAYETTE CITY LIMITS
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS
- BUS STOPS



May 14, 2015



City of Lafayette Bike & Pedestrian Master Plan EAST QUARTER

2015 PLANNED ROUTES (UNDER REVIEW):

-  SHARED-USE PATH
-  BIKE LANE
-  SHARED LANE w. MARKED PARKING
-  SHARED LANE w. NO PARKING
-  SIDEWALK
-  INTERSECTION IMPROVEMENT

2012 TRAIL MASTER PLAN ROUTES:

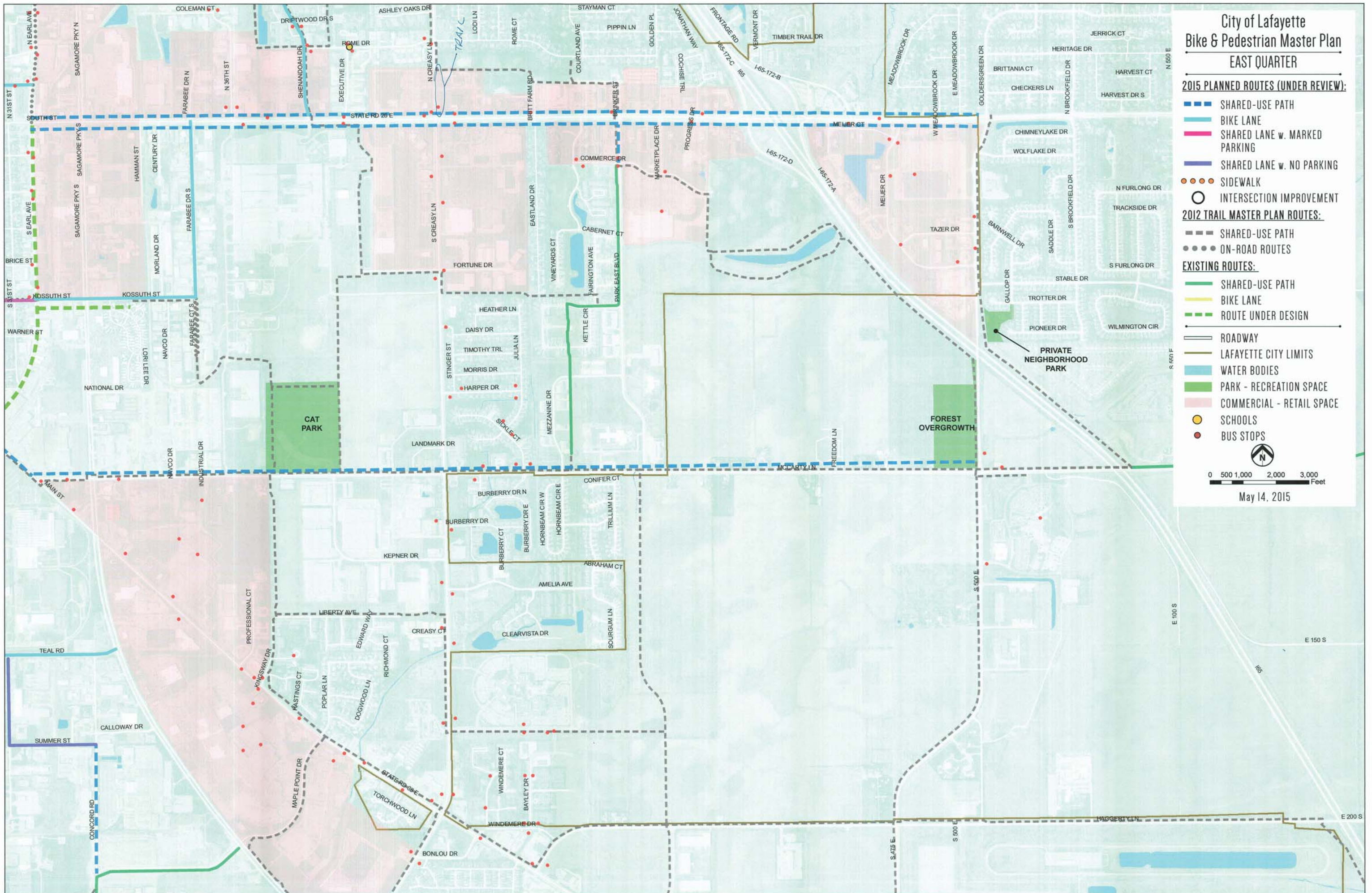
-  SHARED-USE PATH
-  ON-ROAD ROUTES

EXISTING ROUTES:

-  SHARED-USE PATH
-  BIKE LANE
-  ROUTE UNDER DESIGN
-  ROADWAY
-  LAFAYETTE CITY LIMITS
-  WATER BODIES
-  PARK - RECREATION SPACE
-  COMMERCIAL - RETAIL SPACE
-  SCHOOLS
-  BUS STOPS



May 14, 2015



City of Lafayette Bike & Pedestrian Master Plan SOUTH QUARTER

2015 PLANNED ROUTES (UNDER REVIEW):

- SHARED-USE PATH
- BIKE LANE
- SHARED LANE w. MARKED PARKING
- SHARED LANE w. NO PARKING
- SIDEWALK
- INTERSECTION IMPROVEMENT

2012 TRAIL MASTER PLAN ROUTES:

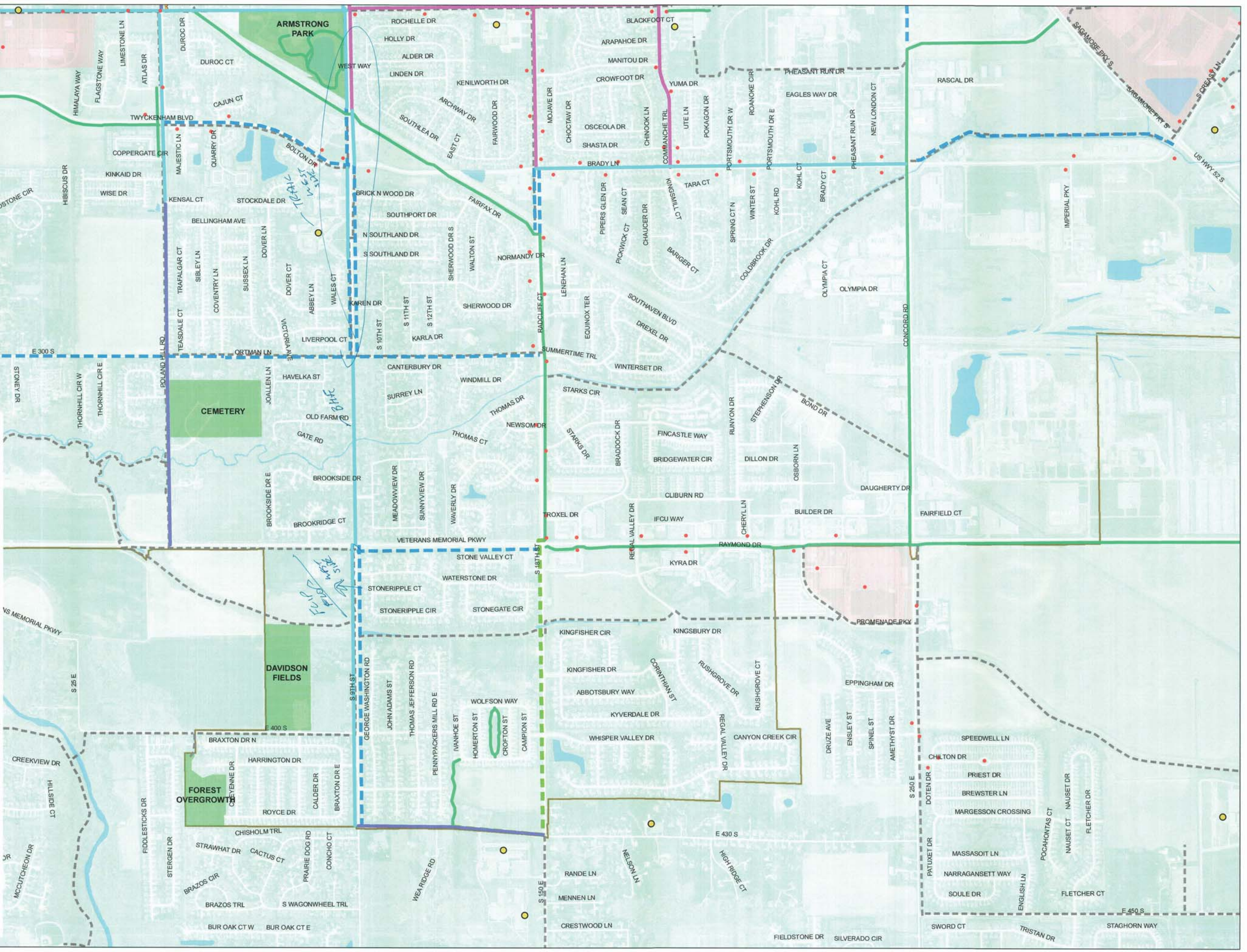
- - - SHARED-USE PATH
- ON-ROAD ROUTES

EXISTING ROUTES:

- SHARED-USE PATH
- BIKE LANE
- - - ROUTE UNDER DESIGN
- ROADWAY
- LAFAYETTE CITY LIMITS
- WATER BODIES
- PARK - RECREATION SPACE
- COMMERCIAL - RETAIL SPACE
- SCHOOLS
- BUS STOPS



May 14, 2015



Handwritten note: 75% 15' 15' 15'

Handwritten note: 50% 15' 15' 15'

Lafayette Bike & Pedestrian Master Plan
Advisory Committee Meeting – 75% Plan Review
May 21, 2015 (3:00pm – 5:00pm)

- 1) Welcome by Steering Committee – Margy Deverall (5 minutes)
 - a. Welcome
 - b. Format of meeting
 - c. Ground rules
 - d. Schedule / Progress

- 2) Presentation of 75% Plan – Jason Griffin (10 Minutes)
 - a. Changes to the plan
 - b. Advanced / Beginner Routes
 - c. Programs & Policies
 - d. Standards

- 3) *Advisory Committee Discussion Groups – Break Into 3 groups, Switch after 30 minutes
 - a. Station 1 (Jason Griffin / Cindy Murray)
 - i. Infrastructure Map
 - ii. Advanced / Beginner Route Map
 - b. Station 2 (Carly Sheets / Jennifer Leshney)
 - i. Priority Routes
 - c. Station 3 (Ryan Smith / Margy Deverall)
 - i. Programs and Policies
 - ii. Standards

- 4) One on One Discussion (15 minutes)

- Markings of the routes
 - ↳ standard of marking the routes on the ground
 - ↳ Designate certain routes N/S & E/W a number at mark the routes so that someone could follow the markings

- What kind of language can we add that can give this document "teeth" ?

- Page 3 paragraph 1 were to

- mandate that the advisory comm. have some formal process every year

- Page Numbers OK

- Rose has a document of comments Oct 17

- Maintenance language ?

DRAFT

Lafayette Bicycle and Pedestrian Plan – Route Rating System

This rating system has been developed to take both emotion and politics out of the decision making process regarding the priority of each facility being implemented.

Each route starts with (1) one point and then points are added to the route based upon the following criteria. There are a total 10 points available with (10) ten being the highest available.

Draft Rating Criteria

Route connects to 2 or more existing bicycle / pedestrian facilities (vital link)	+2
Route connects to an existing bicycle / pedestrian facility	+1
Route is designated as a “beginner” route	+1
Route is within 1 mile of a school	+1
Route is along an existing bus route	+1
Route is part of an upcoming city project	+1
Route only involves re-striping of roadway and signage (“low hanging fruit”)	+1
Route is within 1 mile a grocery, drug store / pharmacy	+1
Route is within 1 mile of a library, park, museum or government facility	+1
Route is a public “desired” route	+1

Suggestions

- ROUTE CONNECTS TO A DESTINATION AREA
 - ROUTE HAS A HISTORY OF BICYCLE / PEDESTRIAN ~~ACCIDENTS~~ ^{W/ VEHICLE CRASHES}
-
-

DRAFT

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Route is within 1 mile a grocery, drug store / pharmacy	+1
Route is within 1 mile of a library, park, museum or government facility	+1
Route is a public “desired” route	+1

Suggestions

Walkable area

High density of cycle/pedestrian activity

Crossing of barrier roads eg Sagamore, Teal, 26, Creasy

↑ Especially when connecting high BLOS routes.

DRAFT

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Draft Rating Criteria

Route connects to 2 or more existing bicycle / pedestrian facilities (vital link)	+2
Route connects to an existing bicycle / pedestrian facility	+1
Route is designated as a "beginner" route	+1
Route is within <u>1/2</u> mile of a school	+1
Route is along an <u>existing bus route</u>	+1
Route is part of an upcoming city project	+1
Route only involves re-striping of roadway and signage ("low hanging fruit")	+1
Route is within 1 mile a grocery, drug store / pharmacy	+1
Route is within 1 mile of a library, park, museum or government facility	+1
Route is a public "desired" route	+1

Suggestions

◦ how can people get to work without having a car?
access to getting to work / population density.
where are biggest employers?

DRAFT

Lafayette Bicycle and Pedestrian Plan – Route Rating System

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Draft Rating Criteria

Route connects to 2 or more existing bicycle / pedestrian facilities (vital link)	+2
Route connects to an existing bicycle / pedestrian facility	+1
Route is designated as a "beginner" route	+1
Route is within ^{1/2} 1 mile of a school	+1
Route is along an existing bus route	+1
Route is part of an upcoming city project	+1
Route only involves re-stripping of roadway and signage ("low hanging fruit")	+1
Route is within ^{1/2} 1 mile a grocery, drug store / pharmacy	+1
Route is within 1 mile of a library, park, museum or government facility	+1
Route is a public "desired" route	+1

1/2

Suggestions

gives public wrong impression

Remove small teal section to not give public the perception City has ability to do ASD. since teal to soon be done

DRAFT

Jason - is beg & adv. reversed on map? Jenny sees some areas that conflict

Lafayette Bicycle and Pedestrian Plan – Route Rating System

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- Route is within 1 mile a grocery, drug store / pharmacy +1
- Route is within 1 mile of a library, park, museum or government facility +1
- Route is a public "desired" route +1

▷ about to mark Elmwood as bike lanes - both sides to last (N. block) ↑ shared

▷ is parking being removed all of Kossuth main → 4th

Shaw WL connection plan = wabash river coordination

Suggestions

▷ list of removed pkg areas for commissioners maybe w/ exhibits

prioritize just the striping higher = low hanging fruit

DRAFT

Lafayette Bicycle and Pedestrian Plan – Route Rating System

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Route is within ^{1/2} 1 mile a grocery, drug store / pharmacy	+1
Route is within ^{1/2} 1 mile of a library, park, museum or government facility	+1
Route is a public “desired” route	+1

Suggestions

WL connection

List Your Top 3 Priority Routes / Corridors

1) State Rd 26 E

2) ~~QD~~ E/W paths near Creasy

3) McCarty

List Your Top 3 Priority Routes / Corridors

1) North 9th St. W. Lef ^{Segamow} (52) ← downtown - Lef.

2) South Lef to downtown & Mall

3) _____

List Your Top 3 Priority Routes / Corridors

Additional Criteria:

- 1) With the three with a 1 mile, maybe reduce to 1/2 mile. Except for Schools
- 2) Route connect to school, retail, or park.
- 3) Based on Crash data.

Maybe a higher score, low income areas and/or minority concentrations.
maybe destination to large employer or areas where there are a lot of businesses clustered together.

If a private organization or party is willing to pay for it.

Connectivity to West Lafayette or County System.

**CITY OF LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
75% DRAFT PLAN PUBLIC INPUT**

Public Meeting Date: June 3, 2015

Be assured your comment will be included in the official project file if forwarded by June 17, 2015.

Name: (Please use ink pen and print) JT Mehl

Address: 1001 Ferry

COMMENTS: Use more 4-WAY Stops to slow car speeds and encourage thru^{car} traffic to use major roads

N 3rd St @ N 4th Street need to be 2 way traffic to improve biking & transit

Please provide your comments in one of the following ways:

- Leave this comment sheet with the presenters tonight
- Drop off this comment sheet at the City of Lafayette Economic Development Dept. (515 Columbia Street, Lafayette, IN 47901)
- E-mail a copy of this comment sheet to: JGriffin@BFSengr.com
- Fax this comment sheet to: Jason Griffin at BF&S at (317) 713-4616
- Mail this comment sheet to: Jason Griffin at BF&S (see address and fold-and-send outline on the opposite side of this sheet)



**CITY OF LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
75% DRAFT PLAN PUBLIC INPUT**

Public Meeting Date: June 3, 2015

Be assured your comment will be included in the official project file if forwarded by June 17, 2015.

Name: (Please use ink pen and print) Carolyn Szuter

Address: 902 N Chauncey Ave.
W. Lafayette IN

COMMENTS:

I don't know if it already exists, but it would
be helpful if the city provided an accessible (easy to
download) map of available bike lanes/paths
in the city. I know Columbus, OH does this
- its also a great way to keep public informed

Please provide your comments in one of the following ways:

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CITY OF LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
75% DRAFT PLAN PUBLIC INPUT

Public Meeting Date: June 3, 2015

Be assured your comment will be included in the official project file if forwarded by June 17, 2015.

Name: (Please use ink pen and print) Kaitlin Killy-Thompson

Address: 1716 Thompson St. Apt 3
Lafayette IN

COMMENTS: Why not put a loop in place?

San Antonio, TX created a city loop &
it has allowed for increased connections
across city areas. It was implemented quickly &
was hard to increase cycling in the city.
↳ named loop may help w/
connections

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CACAS
PRE-PRESENTATION @ 6pm

Lafayette Bike & Pedestrian Master Plan
Steering Committee Meeting – Final Review

June 10th, 2015

9:30am – 11:30am

- EMAIL
- JUNE 30th 2pm

1) Schedule (15 minutes)

- a. Executive Summary Due Date
- b. Review Adoption Process
- c. Review billing for ISDH grant

- 15 MINUTES OF PRESENTATION
- AFTER 2 COMMITTEE

2) Review Final Routes (45 minutes)

INDEPENDENT

- a. Concerns regarding bridge crossings of the Wabash River
- b. Doug Poad: Restated his concern regarding splitting facilities on a roadway
- c. Doug Poad: Review parking removal and road diet along Brady Lane ("Should just be shared") - ROAD DIET STAYS, BUT SHARE WEST OF RR
- d. Rose: Add 26th Street from South to Main Street as a route? East / west plan is stronger than north/south. 18th Street is busy and hilly and should not be considered the only goto. - SHARED
- e. Rose: Sagamore intersections need attention
- f. Rose: lights/signals needed at roadway intersections with shared use paths to allow travel to the other side - QUE BOXES, NACTO STANDARDS, INTERSECTION
- g. Councilman: Curve at intersection of State Street and 26th Street is dangerous - FLASH
- h. Citizen: Rome Drive vs. improvements along South Street - NOT VIABLE
- i. Citizen: Add 4-way stops along Ferry as traffic calming - NOT VIABLE
- j. Citizen: North 3rd Street and North 4th Street need to be 2-way traffic to improve biking - SAFE
- k. Citizen: Concern regarding gap along Wabash River from Walnut Street to Main Street - CONNECT
- l. Rose, Susan, David Berkey: Earl Drive safety - SHARE EARL
FARMROAD SHARED FROM GREENBUSH TO UNDERWOOD

3) Review Beginner / Advanced Route Map (10 minutes)

4) Approve Final Priority Route Rating System (20 minutes)

- a. Need a loop in the plan. Easy access and marketing.
- b. Review proposed points and ranking criteria
 - i. ~~Private organization or party willing to pay for it~~
 - ii. ~~Connectivity to West Lafayette~~
 - iii. ~~Connectivity to County System~~
 - iv. ~~Low income areas and / or minority concentrations~~
 - v. ~~Creates a safe crossing of a barrier roadway~~

5) Programs and Policies (25 minutes)

- a. Rose's comments

TECHNICAL
TRANSPORTATION
COMMITTEE

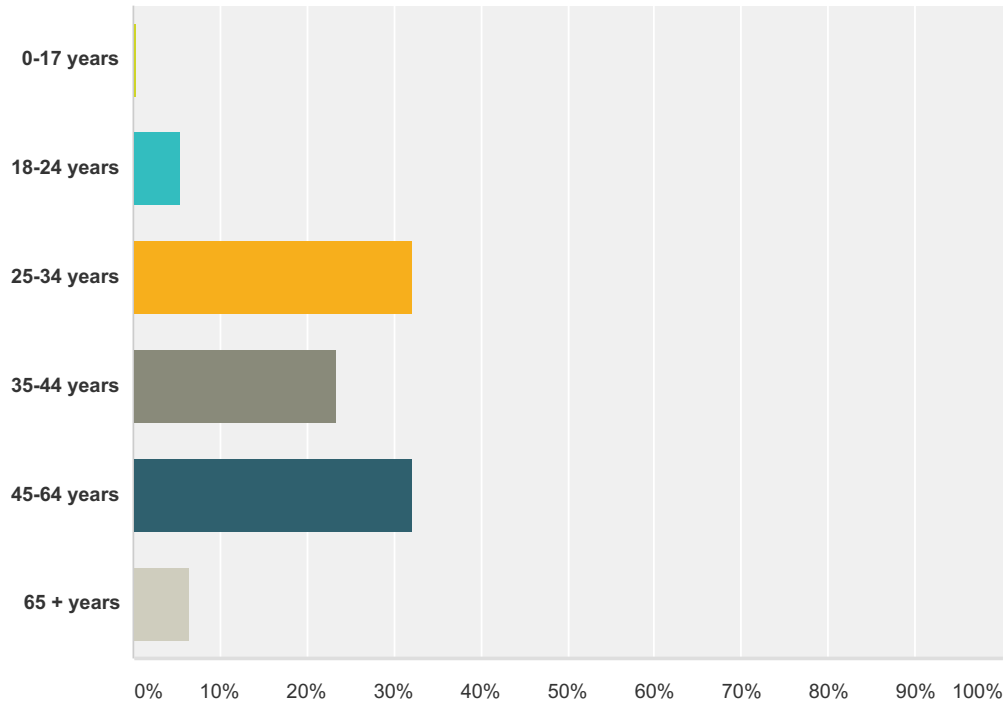
- i. "Needs teeth", use "shall" instead of "should"
 - ii. Standards for bus stops
 - iii. Bike lane does not override the 3' passing ordinance
 - iv. Lighting needed
 - v. Define citizen advisory committee and its make up
 - vi. Need to require that citizen advisory committee review each season's road improvements with the engineering department. How often the citizens advisory committee meets should be synced to engineering planning calendar
 - vii. Need to define how much is "not too many drive crossings"
 - viii. Encouragement page of programs and policies does not acknowledge current efforts appropriately. Many suggested and future are already in place.
 - ix. Re-evaluation of the plan needs to occur every 5 years, 10 years is too long
 - x. Bicycle Program Manager needs to spend more than 30% of time towards bike and pedestrian issues
 - xi. What happens to the trail plan? Merge? Override? - SUPPLEMENT
 - xii. Need a mechanism for problem intersections. - EXPLANATION
 - xiii. Funding stream for maintenance - MAINTAINING
- b. "Need a map of just the existing available bike lanes and trails that is easy to access"

6) Parking removal map and exhibits for council (5 minutes)

I
GIS
LATER
DIR
NEW
WEBSITE

Q1 Please indicate your age

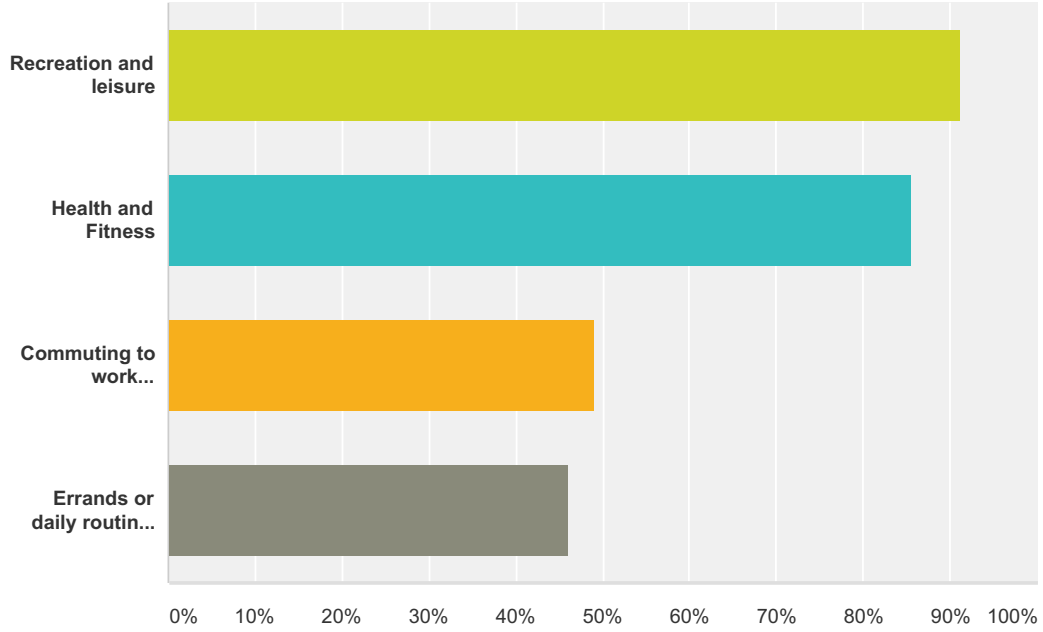
Answered: 443 Skipped: 2



Answer Choices	Responses
0-17 years	0.45% 2
18-24 years	5.42% 24
25-34 years	32.05% 142
35-44 years	23.48% 104
45-64 years	32.05% 142
65+ years	6.55% 29
Total	443

Q2 For what purpose would you use a bicycle and pedestrian network? (check all that apply)?

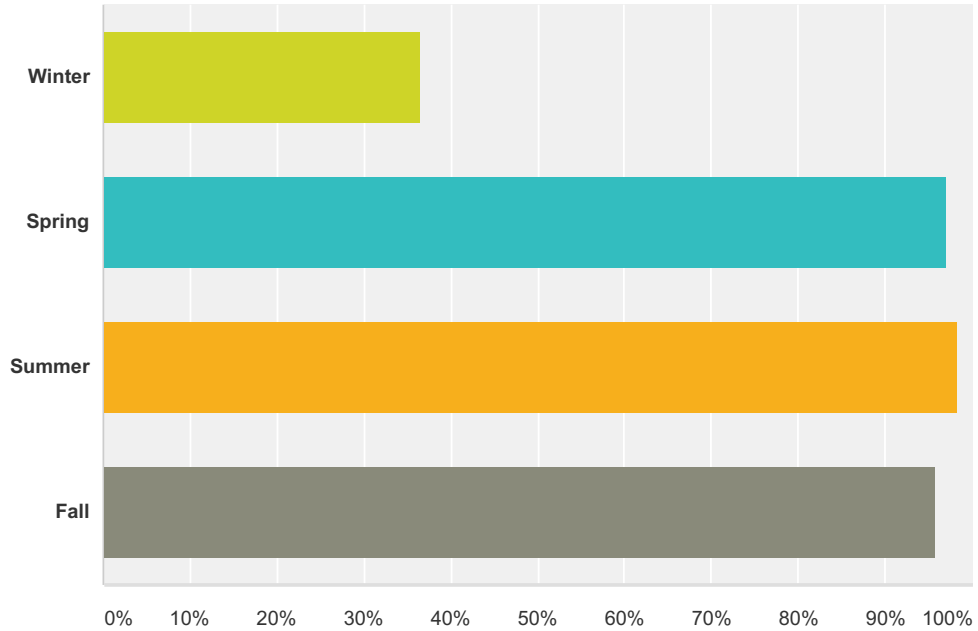
Answered: 445 Skipped: 0



Answer Choices	Responses	
Recreation and leisure	91.24%	406
Health and Fitness	85.62%	381
Commuting to work (alternative transportation)	48.99%	218
Errands or daily routine (grocery shopping, drugstore, etc.)	46.07%	205
Total Respondents: 445		

Q3 During which seasons would you use a bicycle and pedestrian network (check all that apply)?

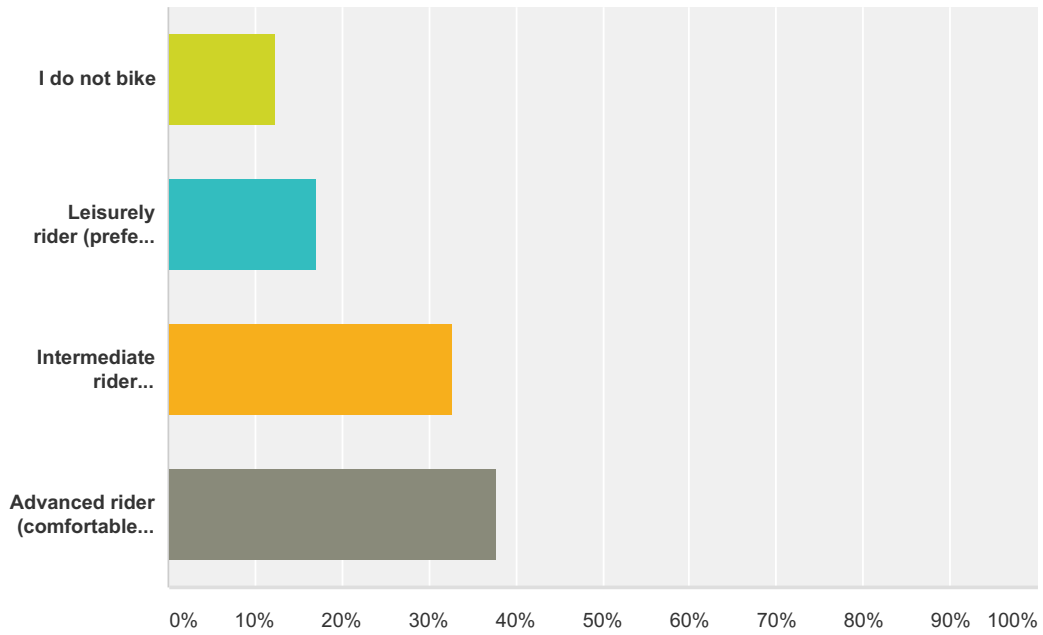
Answered: 445 Skipped: 0



Answer Choices	Responses	Count
Winter	36.63%	163
Spring	97.08%	432
Summer	98.43%	438
Fall	95.73%	426
Total Respondents: 445		

Q4 If you currently bike, which best describes your level of experience?

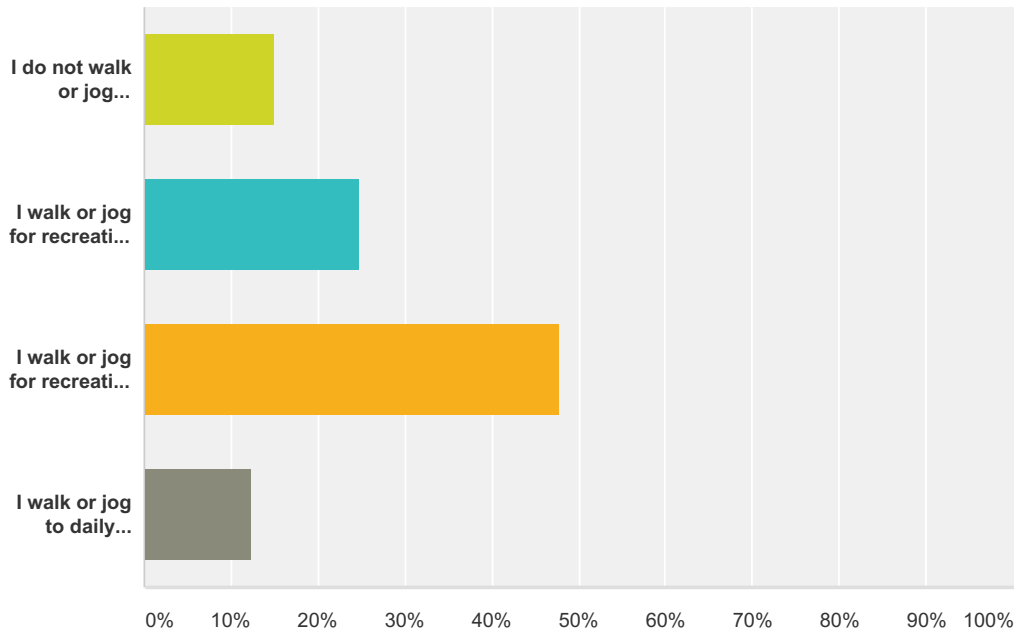
Answered: 445 Skipped: 0



Answer Choices	Responses
I do not bike	12.36% 55
Leisurely rider (prefers a separated facility from automobile traffic)	17.08% 76
Intermediate rider (comfortable riding on neighborhood / low volume roads)	32.81% 146
Advanced rider (comfortable riding in most traffic situations)	37.75% 168
Total	445

Q5 Which of the following best describes you as a pedestrian?

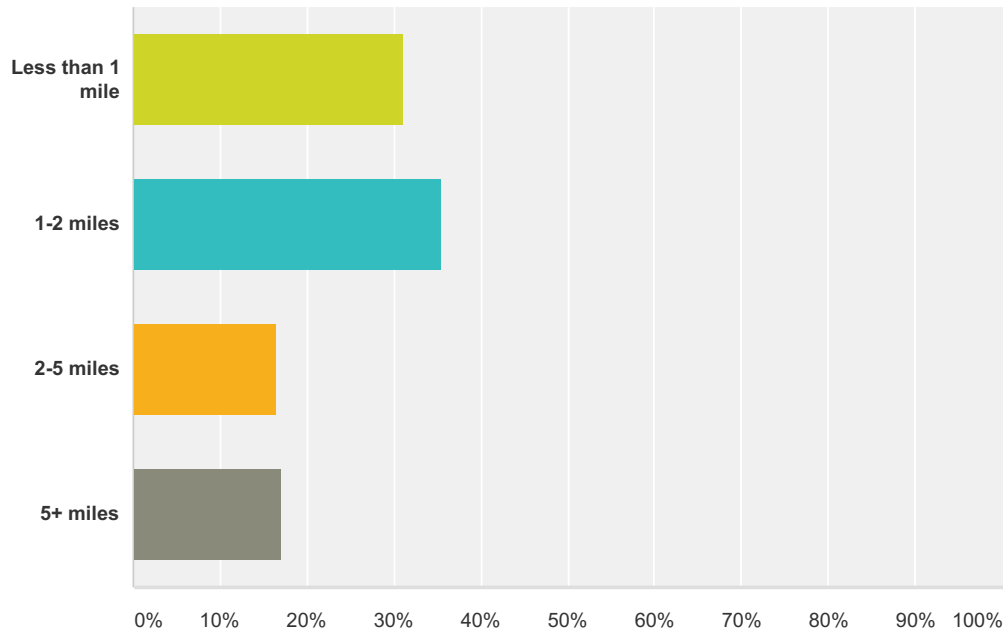
Answered: 441 Skipped: 4



Answer Choices	Responses
I do not walk or jog regularly	14.97% 66
I walk or jog for recreation occasionally (once a week or less)	24.94% 110
I walk or jog for recreation regularly (2-3 times a week or more)	47.85% 211
I walk or jog to daily destinations (grocery store, drug store, work, etc.) as opposed to using a car(2 -3 times a week or more)	12.24% 54
Total	441

Q6 How far would you travel to access a shared-use path?

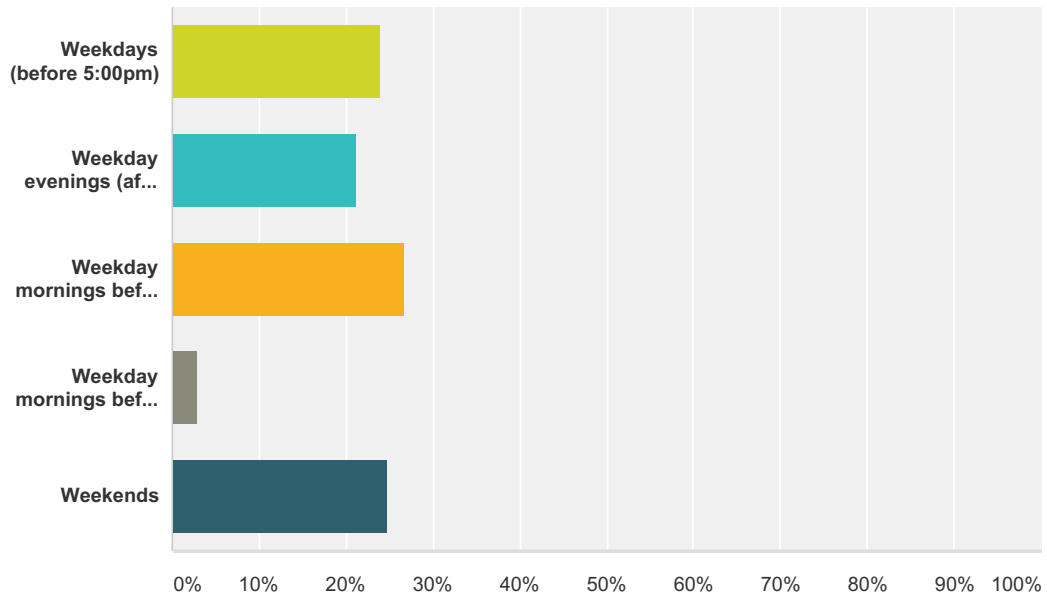
Answered: 445 Skipped: 0



Answer Choices	Responses	Count
Less than 1 mile	31.01%	138
1-2 miles	35.51%	158
2-5 miles	16.40%	73
5+ miles	17.08%	76
Total		445

Q7 When would you use the bicycle and pedestrian network most often?

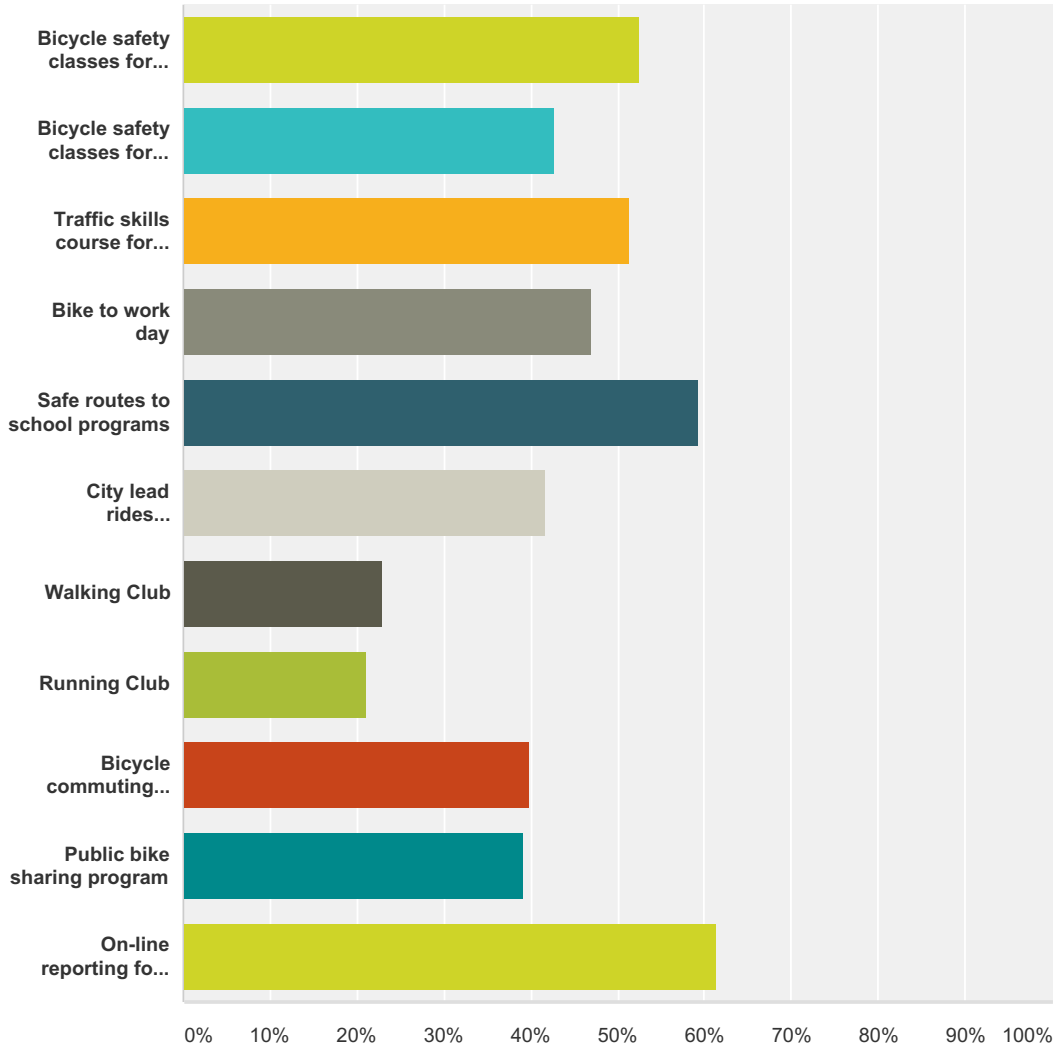
Answered: 445 Skipped: 0



Answer Choices	Responses
Weekdays (before 5:00pm)	24.04% 107
Weekday evenings (after 5:00pm)	21.35% 95
Weekday mornings before 8:00am and evenings after 5:00pm	26.74% 119
Weekday mornings before 6:00am and evenings after 6:00pm	2.92% 13
Weekends	24.94% 111
Total	445

Q8 Which bicycle or walking programs would you like to see offered through the City of Lafayette (check all that apply)?

Answered: 445 Skipped: 0



Answer Choices	Responses
Bicycle safety classes for children (basic bike handling skills)	52.58% 234
Bicycle safety classes for adults (basic bike handling skills)	42.70% 190
Traffic skills course for biking (advanced bike handling skills)	51.46% 229
Bike to work day	46.97% 209
Safe routes to school programs	59.33% 264
City lead rides throughout the year to bring awareness to bicycling	41.80% 186
Walking Club	22.92% 102

Lafayette Bike and Pedestrian Master Plan

Running Club	21.12%	94
Bicycle commuting workshop for those considering the possibility of commuting to work or school by bike	39.78%	177
Public bike sharing program	39.33%	175
On-line reporting for problem pedestrian and bicycling intersections / areas	61.35%	273
Total Respondents: 445		

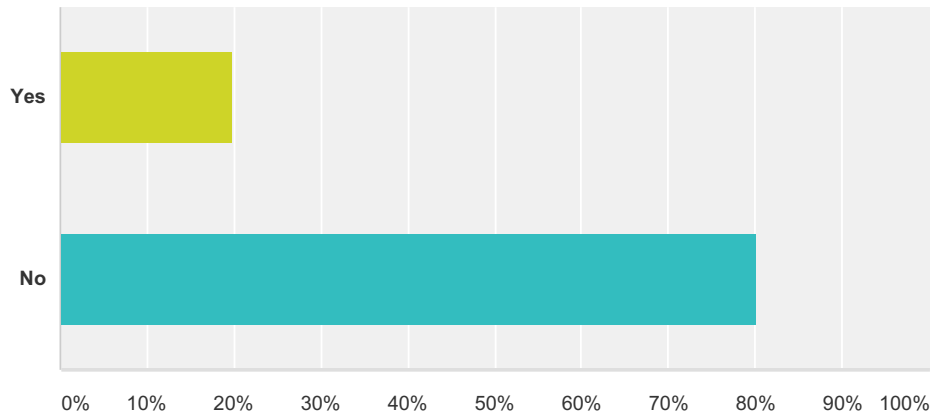
#	Other (please specify)	Date
1	All seem good; I'll trust you to identify the most cost beneficial	2/5/2015 3:59 PM
2	have the street department clear snow from sidewalks and bike paths	1/16/2015 9:36 AM
3	I don't think the city needs to spend our tax dollars on any of these programs	12/28/2014 4:19 PM
4	a course for drivers to attend on safely driving with bicyclists on the road or at intersections.	12/22/2014 1:59 AM
5	Make bicycle awareness (rights of cyclists) a prominent element of drivers ed and drivers licence tests	12/19/2014 11:55 AM
6	Laws allowing slow-n-go for bikes at stop signs, signs encouraging road sharing and 3 ft clearance when passing	12/18/2014 8:45 PM
7	I believe separate (from the road), shared pedestrian/bike paths are safest model & best way to encourage residents to exercise and to walk and bike to work. The path along Broad Ripple Avenue in Indianapolis is an example. I don't believe share-the-road initiatives are safe enough. And I hate to see the lack of sidewalks or paths in housing complexes, low-income residential areas, and high-traffic areas like routes to and from shopping complexes, where many people must walk along the sides of roads.	12/18/2014 2:06 PM
8	Lafayette	12/18/2014 11:27 AM
9	Bike and Ride program (bike lockers at city bus stops)	12/18/2014 11:15 AM
10	Bike maintenance class	12/18/2014 10:27 AM
11	An app to show where the closest bike/ped lanes are to your location.	12/18/2014 9:26 AM
12	I don't know what a public bike sharing program is, but it sounds interesting.	12/18/2014 6:35 AM
13	Biking Club	12/16/2014 4:56 AM
14	Education and awareness programs for drivers on what to expect and how to handle cyclists and pedestrians, including efforts to improve their perspective-taking skills in order to see us as human beings and not idiots who are in their way and don't count.	12/14/2014 1:11 PM
15	Lafayette already does bike safety for kids and bike to work day	12/14/2014 1:06 PM
16	Enforcement of pedestrian use of sidewalks, especially for runners.	12/11/2014 11:11 AM
17	City Subsidized Bicycle Garage for parking, training, and maintenance	12/7/2014 9:04 AM
18	I think resources would be better served get trails up and connected.	12/2/2014 2:25 PM
19	Online workshops for above	12/1/2014 12:49 PM
20	Bike maintenance workshops	11/28/2014 12:54 PM
21	Well maintained trails for walking, jogging, biking that arent dirt!	11/26/2014 9:11 PM
22	bicycle maintenance classes	11/25/2014 11:09 PM
23	Teaching Purdue students how to be safe bikers and pedestrians.	11/24/2014 9:50 PM
24	The city should partner with advocacy organizations doing cycle education activities.	11/24/2014 4:55 PM
25	Critical mass rides, bike repair facilities/co-op,	11/24/2014 12:50 PM
26	I would rather see protected bike paths Laf/WLaf than traffic skills training. It might also be more useful for DRIVERS to be better trained.	11/24/2014 11:13 AM
27	Car driver education on sharing the road with bicycles	11/22/2014 12:26 PM

Lafayette Bike and Pedestrian Master Plan

28	connected (contiguous) bike path	11/21/2014 4:26 PM
29	Safety class for CAR DRIVERS as it pertains to riders	11/21/2014 9:33 AM
30	I feel like the clubs in the area, WRCC, WRRRC and Bicycle Lafayette already have a lot of this covered...	11/20/2014 2:24 PM
31	Bicycle repair co-op for sharing gear and using tools	11/20/2014 1:19 PM
32	incentives to walk/bike to businesses and community events	11/20/2014 12:15 PM
33	Why do bikers need to stop like vehicles do?????	11/20/2014 5:49 AM
34	n/a	11/19/2014 8:26 PM
35	Park & Ride (Bike to Bus)	11/19/2014 3:54 PM
36	Enforcement of bicycle/pedestrian law programs--maybe having bicycle patrol for pedestrians/cyclists	11/19/2014 1:17 PM
37	I Would Like to See All Streets have Sidewalk Access for the Handycap to many Streets have no Sidewalks at all or are un Level and unuseable by people in Wheel chairs	11/19/2014 12:23 PM
38	bicycles on the road awareness for drivers	11/19/2014 12:08 PM
39	repair programs for kids and adults who need help with learning how to fix a tire, put on a chain link etc.	11/19/2014 11:04 AM
40	indoor bike storage / shower facilities for commuters? (see http://home.bikestation.com/)	11/19/2014 10:07 AM
41	Do not put in bike lanes	11/19/2014 9:15 AM
42	Driver education pertaining to bicycle regs/laws	11/19/2014 8:41 AM
43	On-line reporting for problem drivers.	11/19/2014 7:48 AM
44	Driver education so drivers are less of a danger to cyclist and pedestrians	11/14/2014 10:32 PM
45	bicycle polo	11/14/2014 5:04 PM
46	All of the above if run by the city or civic groups, rather than police department.	11/5/2014 4:20 PM
47	More bike lanes	11/1/2014 7:59 PM
48	enforcement of bicycle traffic violations	11/1/2014 5:26 AM
49	Electric wheelchair paths!!	11/1/2014 2:04 AM
50	USe of existing sidewalks for bicycling	10/31/2014 11:33 PM
51	Teach bicycle safety to drivers during driver's education classes.	10/31/2014 7:18 PM
52	Bicycle Cooperative	10/31/2014 6:03 PM
53	Are bike/walking programs needed...?	10/31/2014 4:55 PM
54	Mountain bike opportunities as well.	10/31/2014 4:37 PM

Q9 Do you or your children currently walk or bike to school?

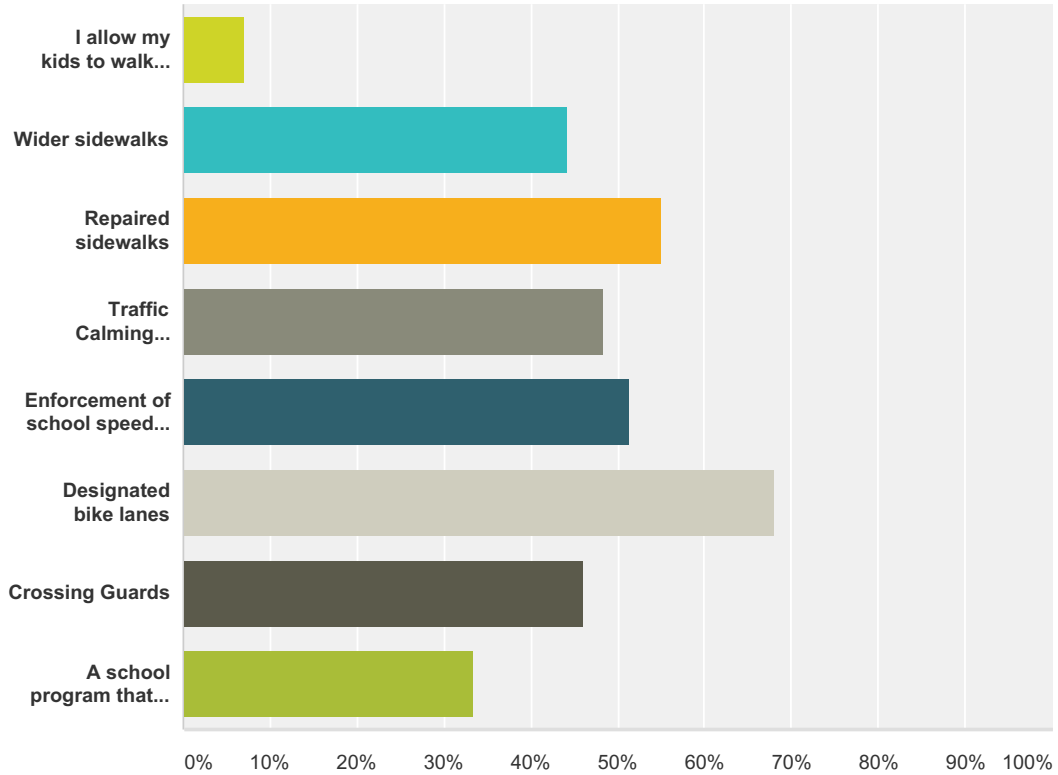
Answered: 424 Skipped: 21



Answer Choices	Responses
Yes	19.81% 84
No	80.19% 340
Total	424

Q10 Which of the following design treatments or programs would make you feel safer with allowing children to walk to school? (pick all that apply)

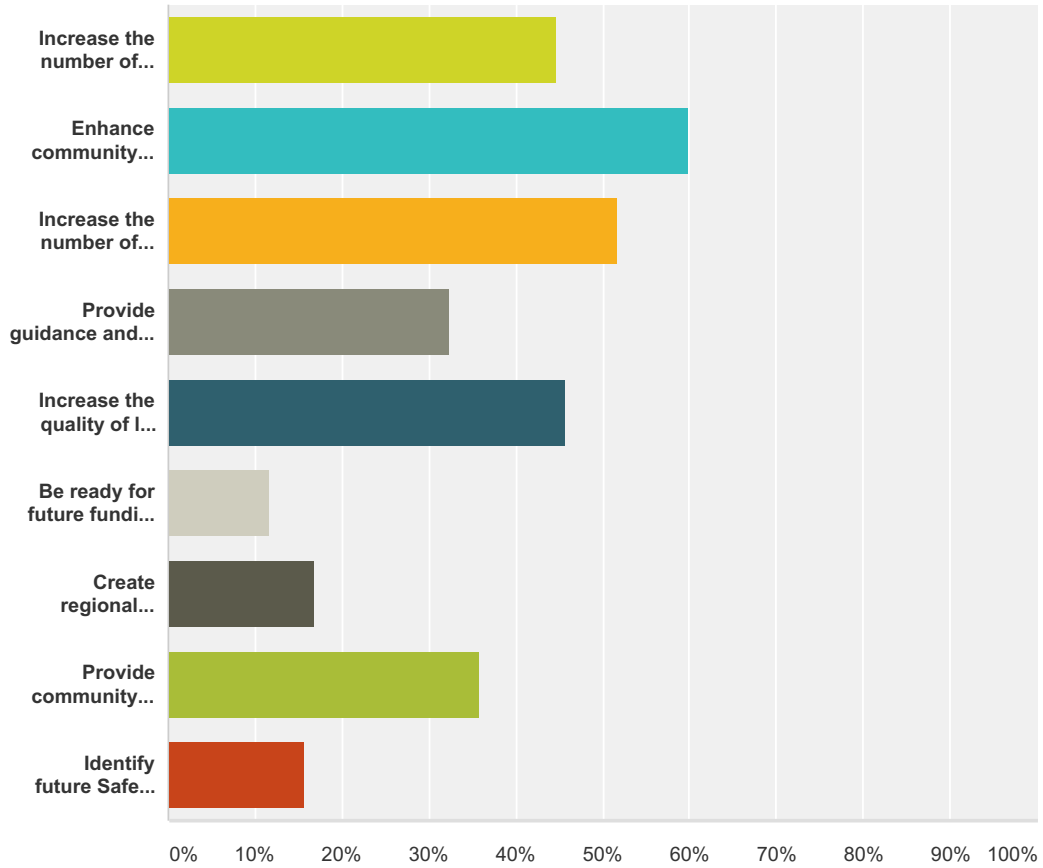
Answered: 394 Skipped: 51



Answer Choices	Responses
I allow my kids to walk or bike to school and I am comfortable with it	7.11% 28
Wider sidewalks	44.16% 174
Repaired sidewalks	55.08% 217
Traffic Calming (Striped crossings, speed humps)	48.48% 191
Enforcement of school speed zones	51.27% 202
Designated bike lanes	68.02% 268
Crossing Guards	46.19% 182
A school program that involves volunteers taking turns walking kids to school (also known as a walking school bus)	33.50% 132
Total Respondents: 394	

Q11 Pick the top 3 goals that you believe are the most important to you and the community.

Answered: 445 Skipped: 0



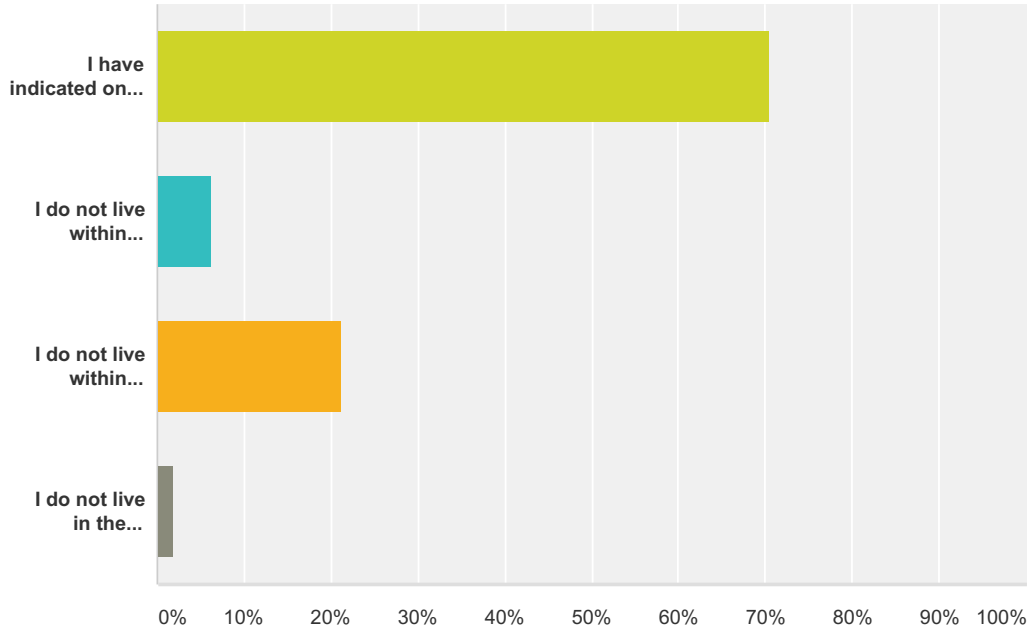
Answer Choices	Responses
Increase the number of people walking and bicycling for everyday transportation purposes such as commuting to work, to school and running errands.	44.72% 199
Enhance community connections to neighborhoods, parks, schools, businesses, retail and dining, and government facilities.	60.00% 267
Increase the number of people that exercise daily by providing safe walking and biking experiences for citizens of all ages and levels of ability.	51.69% 230
Provide guidance and priorities for implementing infrastructure to support walking and bicycling with a broad range of funding and support.	32.36% 144
Increase the quality of life in the City of Lafayette in an effort to retain current citizens and attract new citizens.	45.62% 203
Be ready for future funding opportunities when they present themselves.	11.69% 52
Create regional connections to county facilities and surrounding communities.	16.85% 75

Lafayette Bike and Pedestrian Master Plan

Provide community awareness of motorists sharing the road with cyclists.	35.96%	160
Identify future Safe Routes to Schools opportunities as another goal	15.73%	70
Total Respondents: 445		

Q12 Please click on the following link and indicate to approximately the nearest intersection where you live in the City of Lafayette Click here to view map

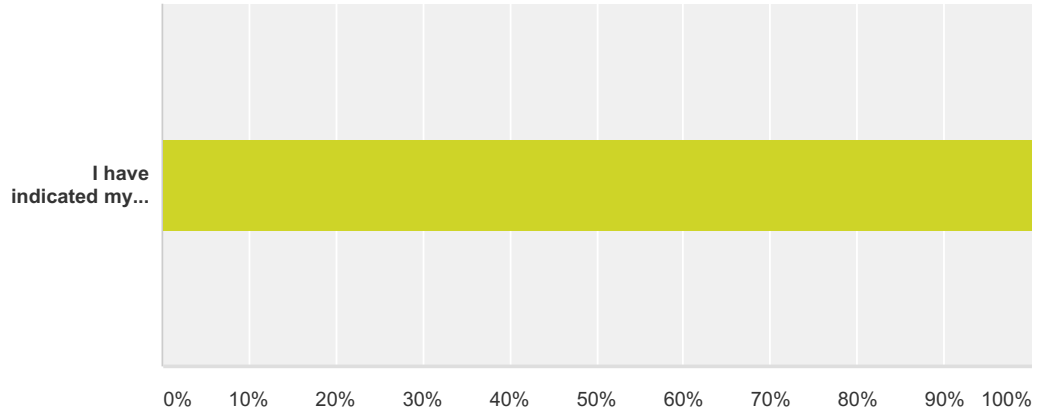
Answered: 445 Skipped: 0



Answer Choices	Responses
I have indicated on the map approximately where I live within the City of Lafayette	70.56% 314
I do not live within Lafayette, but I work in the City of Lafayette	6.29% 28
I do not live within Lafayette but I live within Tippecanoe County.	21.35% 95
I do not live in the Lafayette or Tippecanoe County.	1.80% 8
Total	445

Q13 Please click on the following link and indicate the top 5 destination points that you would like to see the pathway and bicycle facility system connect to. Click here to view map

Answered: 445 Skipped: 0



Answer Choices	Responses
I have indicated my top 5 destination spots on the map.	100.00% 445
Total	445

Lafayette Bike and Pedestrian Master Plan

Q14 What routes do you currently ride or walk in the City of Lafayette? (be descriptive as possible)

Answered: 301 Skipped: 144

#	Responses	Date
1	- "downtown" mostly from 9th Street to the river and to/from West Laf. - river trails - occasionally outer park trails	2/5/2015 3:59 PM
2	Hwy 26 east and west, South St. McCarty Creasy	1/19/2015 9:36 AM
3	wabash river trail pedestrian bridge canal road main st downtown north 9th st trail	1/16/2015 9:36 AM
4	North on 14th from Warren Pl. across Kossuth, north on Valley St. (pretty route, but dangerous) to 10th St., then west on Main St. to downtown pubs, restaurants, and businesses.	1/1/2015 6:45 PM
5	I go to happy hallow park.	12/28/2014 4:19 PM
6	South 9th St. from Rochester to Beck, west to bike trail SE to 18th St. FFrom 12th & Rochester to downtown, usually thru Highland Park then down 6th street hill	12/23/2014 11:09 AM
7	Wabash Heritage Trail Prophets town State park downtown Lafayette	12/22/2014 2:10 PM
8	I typically run errands on my bike, when the weather is favorable. I do a lot of riding on Brady Lane, Creasy/Brady extension, Creasy Lane and Twykenham Blvd. I also ride for fitness south of Lafayette on many of the county roads.	12/22/2014 11:52 AM
9	you can search many of my routes at mapmyride.com and search for Phil Benson	12/19/2014 3:19 PM
10	When I lived in Lafayette, I used Munger Park often to commute to work.	12/19/2014 12:04 PM
11	Heritage trail	12/19/2014 11:55 AM
12	I commute from the Highland Park neighborhood (Owen at Highland) to Purdue. On the way to work, I use the Harrison Bridge, because that smooths out the elevation change--if I used the pedestrian bridge I would be a sweaty mess when I arrived at work in the morning, due to the steep hill approaching Purdue from the river. I access the Harrison Bridge from the south side of town by cutting through downtown on 7th (and 8th) St. until I reach Salem St. This route keeps me off of 4th and 9th, and away from auto traffic, but it also has another benefit: it's a fast way to cut through downtown, because there are no stoplights at all--only stop signs. On the way home from work, I just use the pedestrian bridge, and then take 3rd St. to Kossuth. Again, riding up 3rd St. keeps me off of 4th St., and away from auto traffic. I moved here from Vancouver, BC, which has an excellent bike trail system. It is because of using that system that I learned to just stay off of the busy auto roads, and use the quieter streets to either side of them. I think this is an excellent way to design bike trails.	12/19/2014 11:12 AM
13	Main street from the Intersection of Kossuth and Main to downtown Lafayette.	12/18/2014 9:54 PM
14	From Saw Mill Run to the downtown library or anywhere downtown (I often go out the back of the subdivision on an unmarked city road that connects to Wabash Ave near the sewage plant and because of truck traffic I often use the sidewalk). To get to Pay Less on Beck Ln, I have to go on 231 to Elston and left at the next corner and cut through the parking lot by McDonalds to avoid traffic on narrow, fast roads. I would like to occasionally go to the Mall area (Natures Pharm, Staples) but I haven't found a safe way. Occasionally I go for coffee downtown on East Main via alleys once I hit city center. We often connect up with existing bike paths for recreational rides but it involves riding around Pay Less and on the sidewalk to get to the nearest one (off Beck) And we use the back way up Wabash to connect with the West Side and the Heritage Trail.	12/18/2014 8:45 PM
15	Heritage trail from Pedestrian bridge north until paved road ends, then take Canal Rd/9th St.	12/18/2014 3:40 PM
16	East Tipp/ Creasy Lane/Greenbush or Union to downtown Downtown to Happy Hollow out to Soldiers Home to 600N Downtown to Grandville Bridge South River Road to Battle Ground and beyond. All these routes need to be improved to handle the current bicycle traffic	12/18/2014 3:08 PM
17	None. I go to Happy Hollow.	12/18/2014 2:06 PM
18	Kossuth to Farabee Drive. Kossuth to Valley to Main to State St.	12/18/2014 1:45 PM

Lafayette Bike and Pedestrian Master Plan

19	Since I ride all year long, I cover most trails available and some that are "off limits" to bikes. I feel the segment of the Heritage Trail between the Muni golf course and the amphitheater should be open to cyclists. The alternate routes(River Road,North Ninth, and old 25) are dangerous. We're missing an opportunity to connect downtown to the trails at the amphitheater with a safe and fun route along the river.	12/18/2014 11:27 AM
20	I bike to Purdue University 3-5 times per week. I follow Old Romney Road to 52 to 231 to campus.	12/18/2014 11:15 AM
21	Kalberer road (West Lafayette) from Morehouse road to the trail system has a lot of pedestrian and bicycle traffic, but has no shoulders or sidewalk. I have children at Burgett's daycare and work in Research Park. During the spring, summer and fall months, I walk to work after my husband drops both me and my children off. This is a very dangerous stretch of road for pedestrians due to the high volume of traffic and the lack of walking / biking space. The grassy areas on either side are often wet with dew and are not flat. Therefore, I walk on the edge of the road. I regularly see parents with kids in a bike trailer riding on Kalberer in this stretch. The cars sometimes come close to the kids in the trailers. It just seems like a situation where a tragedy is waiting to happen. A sidewalk wide enough for a bike with a trailer would be a significant improvement.	12/18/2014 11:13 AM
22	1. Wabash Heritage Trail from pedestrian bridge to former city golf course. (My favorite because away from traffic/ noise.) 2. Trail starting at Beck Lane to 18th st., south on 18th st, east on Veteran's Memorial Parkway to 52. 3. Trail along Concord rd from Veteran's Memorial Parkway to roundabout and then to Mall. 4. Trail along Concord Rd from Vet Mem Pkwy south to Benjamin's crossing. 5. Armstrong Park 6. Munger park and McCaw park	12/18/2014 10:27 AM
23	Neighborhood sidewalks walking to downtown Lafayette and parks.	12/18/2014 9:26 AM
24	I ride on most paved routes in Lafayette	12/17/2014 9:18 PM
25	I have often ridden my bike from Dayton, IN where i live to Landis+Gyr at 52 and Duncan. The one area where i would like more biking support is on Creasy. I think i may have forgotten to do that on the map. My current route is: 1) County Road 200 2) Veterans Memorial Parkway 3) McCarty 4) Creasy 5) Greenbush 6) Ninth 7) Duncan	12/17/2014 9:11 PM
26	I don't ride within the City of Lafayette due to the lack of designated bike lanes. Traffic around SR 26, Creasy, and 52 is terrible and not cyclist friendly. It is quite difficult to travel anywhere by bike.	12/17/2014 1:39 PM
27	Ok use West Laf bike routes mostly, most are way clear of car / truck traffic....peaceful!!	12/16/2014 11:42 PM
28	from West Lafayette to downtown Lafayette	12/15/2014 12:27 AM
29	I ride from my home on 350 W to campus at the Large Animal Hospital by way of Division to New Roads, to 26, then onto campus. I ride from campus, up Grant St. to the city of West Lafayette, usually by route of Salisbury to Cumberland to Kalberer. Recently I go home from those routes by using the walking paths across the bypass on Lindburg and then take Klondike home. I ride from campus to downtown by way of the pedestrian bridge, using as much roadspace as possible. I never use sidewalks. I find bike paths to be inconsistent in their routes and congested with debris, pedestrian traffic, etc. I prefer to ride on the roads but motorists make biking beyond West Lafayette and Downtown very treacherous.	12/14/2014 10:59 PM
30	Elmwood to Union, Elmwood to 52/Greenbush. 52/Greenbush to 52/26	12/14/2014 8:51 PM
31	The routes that lead to the main schools, gyms, and shopping malls.	12/14/2014 6:08 PM
32	I stick to backroads and bike paths as much as possible because I literally fear for my life when I have to ride in traffic in Lafayette (not nearly as much so on West side).	12/14/2014 3:03 PM
33	Heritage Trail, pedestrian bridge are my most frequent designated routes, but I ride on all streets to get most places in the GLA.	12/14/2014 2:10 PM
34	Some of the ad-hoc bike paths added recently actually do more harm than good. For instance, The bike path outside of the recitation building is in an extremely-trafficked central-hub-type sidewalk and is impossible to ride along. Attempting to ride along it will only lead to running into pedestrians and other cyclists. There absolutely needs to be a better way to get up and down Chauncey Hill both for pedestrians and cyclists.	12/14/2014 1:35 PM
35	Walking: -Around downtown Lafayette (Union St. to Main/Columbia etc.) -Downtown Lafayette across the pedestrian bridge and into West Lafayette	12/14/2014 1:22 PM
36	I like having the option to bicycle to any and all destinations in the community. For example, yesterday I pedaled to the grocery store and the movie theater (eastside 9). Roads I use often include Main, Ferry, 9th, 18th, Union, Elmwood, Eerie, 14th, 26th, Greenbush, 4th, and Kossuth. I ride recreationally on the outskirts of Lafayette. I generally go to Lafayette for entertainment, dining, and shopping.	12/14/2014 1:06 PM

Lafayette Bike and Pedestrian Master Plan

37	Beck lane, 9th street, and the path beside Armstrong park, but there are places where the paths just cut out and I have to walk on grass or in the street	12/14/2014 6:49 AM
38	none	12/12/2014 5:18 PM
39	I would love to feel safer riding on north river road from the trash transfer station to battle ground. It would be grate to have a safer route to west lafayette from the battle ground area to connection points that facilitate multi destination points	12/12/2014 2:43 PM
40	Path by Munger Park.	12/11/2014 10:52 PM
41	Downtown	12/11/2014 7:12 PM
42	From NW West Lafayette (Klondike/Lindberg) to Purdue via McCormick. From Klondike/Cumberland to wherever the trails go (when training for half marathons, I will run anywhere I can on path or sidewalk; I won't run on the road)	12/11/2014 3:42 PM
43	All over downtown, wabash heritage trail	12/11/2014 2:01 PM
44	Celery Bog and on Cumberland/231	12/11/2014 1:21 PM
45	From downtown - 4th street to Poland Hill to 350 From downtown - 9th street to Kossuth to Main to 38 From downtown - 4th street to South River Road to Battleground From downtown - Wabash Avenue out to Evonic	12/11/2014 12:23 PM
46	Pedestrian bridge from West Lafayette to downtown Lafayette	12/11/2014 11:46 AM
47	n/a	12/11/2014 11:17 AM
48	Salisbury to Grant from University Farms to the Purdue campus.	12/11/2014 11:11 AM
49	Union street to downtown; Tapawingo area	12/11/2014 10:55 AM
50	Tippecanoe County: 375W to 450N to Taft East to Morehouse south to trail system and then to work at Purdue Research Park. Scary roads for 4 of the 5 miles. Trail system for 1 mile.	12/11/2014 10:28 AM
51	I frequently bike to West Lafayette My route goes down Lingle Ave to Salem street, then Left and across the car bridge on the sidewalk, as it is the most direct route to many of my West Lafayette destinations Other times I take Lingle to Main, left to Reihle Plaza, then across the Pedestrian bridge. On my way home from West Lafayette, I ride across the southern car bridge/South Street and continue on South Street before turning right to go up Lingle.	12/11/2014 12:53 AM
52	Biking to work: South 18th st to veterans memorial parkway travelling east to Subaru of Indiana Biking for recreation: No set route Walking: around my neighborhood	12/9/2014 11:29 AM
53	down teal, 9th street, 18th street, Kossuth, McCarty Lane, Creasy Lane	12/9/2014 6:29 AM
54	Union East to Earl. Earl South to South. South East to Teal. Teal East to Concord. Concord South to Brady. Also Valley to Kossouth. Kossouth to 18th. 18th all the way out to Veterans Memorial.	12/7/2014 9:04 AM
55	1. Biking from my home to Purdue: Start at Manitoba and Dakota, over to Summerfield to S. 22nd St. to S. Earl Ave. to L. on State St. to Central St. to R. on S. 14th St. to Valley St. to S. 10th st. to L. on Main St. to Riehle Plaza, lug bike up over the railway bridge, across ped. bridge, R. on Tapawingo Dr., L. on Brown St., right on N. River Rd. and up the hill on Columbia St., R. on N. Salisbury, L. on North St. and into Purdue Campus bike trail. 2. I often ride from my house (Manitoba and Dakota) to my friend's house on Stockdale Dr., via Summerfield, Beck Lane, S. 18th, through parking lot, across Twykenham onto Dover Ln., then R. on Stockdale. 3. My friend and I sometimes ride back and forth on the short bike trail that runs between Beck Lane and S. 18th St. along the railroad tracks. It's only about one mile long, so it's kind of boring, but we talk and pedal, go back and forth. Lots of people walk and ride on this little trail! It would be great if it were extended.	12/6/2014 3:22 PM
56	Munger Park trails	12/5/2014 7:04 AM
57	I currently ride on 26 from 350 to creasy. I plan on riding from 350 to Farabee starting in the spring.	12/4/2014 8:19 PM
58	231 trail. Lindberg from McCormick toward Pine Village.	12/4/2014 7:56 PM
59	US 231 towards Purdue Campus	12/4/2014 4:59 PM
60	The Wabash Trail (for exercise) From my home going South along 18th to Main then back along South Street to 18th (for exercise and commute to Purdue) From my home going West on Salem Street to get to Purdue; coming back on Union	12/4/2014 2:01 PM
61	I come in South River Road to Purdue. Either via Newman road or 231.	12/4/2014 12:52 PM

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62	Cumberland park	12/4/2014 10:48 AM
63	I currently ride my bike north on 9th from Twyckenham usually downtown. I will also ride my bike west on Twyckenham, north on Old Romney Rd, west on 25 and then I take New 231 to campus. I ride west on Twyckenham and north on Old 231 to Payless.	12/4/2014 9:13 AM
64	columbian park to ft.Quiatnan, shadeland,Dayton Rd, Battleground	12/4/2014 8:09 AM
65	Brady-Commanche-Beck-Meadow-Sarasota-9th Main-State(WL)-Salisbury-Sycamore-Kent-Cumberland-CeleryBog Purdue Happy Hollow Park Ferry Street Park Ave-Wallace Ave-Main-24th-Earl-22nd-Summerfield	12/3/2014 9:05 PM
66	Meijer down 500E to McCarty to Creasy. 26 and McCarty, down McCarty to 50S to 500E.	12/3/2014 8:41 PM
67	Heritage Trail	12/3/2014 5:00 PM
68	Drive car to wabash heritage trail/downtown biking.	12/3/2014 4:10 PM
69	none, I do in the County	12/3/2014 3:35 PM
70	From Downtown, south on 9th St, to State, then east on Kossuth, south on 18th to State, SE on State to 26th St to Teal, east on Teal to Concord, then south on Concord.	12/3/2014 9:58 AM
71	I ride on Morehouse Rd., 650N, 75E, Soldiers Home Rd.	12/2/2014 11:47 PM
72	State Street through campus Northwestern through campus (occasionally, street is usually too busy and fast for me to be comfortable on a bike) Downtown near the square	12/2/2014 3:00 PM
73	I Ride On 26 Going WestCrossing The Bridge Turning Onto Tapawingo And Up Into Campus. AlsoRide On Kossuth From 31St To Fourth St. Take South street To Downtown.	12/2/2014 2:32 PM
74	I bike to work for the north side of lafayette (charles st and 19th) to purdue. I take 19th to Erie st. to ferry to the pedestrian bridge and then Tapawingo to south campus.	12/2/2014 2:25 PM
75	The bridges. Hilltop to hilltop. Campus. West Lafayette up Ravinia Road, grant street, Salisbury.	12/2/2014 2:03 PM
76	18th Street and 9th Street on the south side from 350 South to downtown All around downtown	12/2/2014 12:11 PM
77	Heritage trail, Cumberland/WL trail, Downtown to get to Purdue	12/1/2014 9:09 PM
78	I ride all around the VMP and really, really appreciate the side roads just for us cyclists. HAWK signal = awesome. I used the bike path between Beck and Twkcenham also. I've tried riding to the west side but Purdue's system isn't complete. Some routes just crease.	12/1/2014 3:14 PM
79	Walk in my neighborhood or at Armstrong Park	12/1/2014 12:49 PM
80	I currently run on the path along VMP.	12/1/2014 11:15 AM
81	I ride to work using South 9th street until I get to Teal Road. Then I travel East on Teal until I get to Sagamore Parkway.	12/1/2014 8:09 AM
82	-Ninth St., between Twyckenham and Greenbush. -Trail system in and around Armstrong Park and the Linear Trail	12/1/2014 7:50 AM
83	I only bike in West Lafayette, usually to and from work (Purdue).	11/30/2014 10:16 PM
84	Union and Salem to 9th to Main to pedestrian bridge as to access safe path to West Lafayette. While Union Street bridge is better with bike markings on it, I still don't trust drivers and only use it when traffic is light (early weekend mornings).	11/30/2014 9:15 AM
85	350 south to Walmart,	11/29/2014 5:04 PM
86	Main Street downtown, pedestrian bridge, heritage trail.	11/29/2014 10:44 AM
87	On Northwestern to Purdue.	11/29/2014 7:00 AM
88	s 550e to right on McCarty lane to left on veterans memorial parkway to right on 200 to right on highway 38 to left on creasy to right into menards.	11/28/2014 7:25 PM
89	From Sugar Hill sub division to: Lyles-Porter Hall, Purdue Purdue Memorial Union Wabash Landing and Purdue Village Down town Lafayette (Main Street between 2nd and 11th St Celery Bog trails Happy 'Hollow trails And many others	11/28/2014 2:12 PM
90	Veteran's Memorial Parkway	11/28/2014 12:54 PM

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91	down town Lafayette	11/28/2014 12:24 PM
92	I use the biking/running route down Greenbush (from Creasy) into Munger Park and around the pedestrian walkway that runs from the park to Union. I also use the walking routes in McAllister Park. I run and ride in Prophetstown.	11/28/2014 12:22 PM
93	I rarely ride my bike on the roads in the city. There are few bike lanes and drivers are not very cautious or conscientious toward bikes and it scares me.	11/28/2014 12:12 PM
94	just the celery bog trails at purdue	11/28/2014 11:35 AM
95	Go to parks, Columbian, prophet's town, etc.	11/27/2014 11:44 PM
96	central through highland park to lingle ave. to downtown	11/27/2014 7:54 PM
97	Ortman to 350 s, to concord, to brady, to 18th, to ortman. Ortman to poland hill, to path along r.r. tracks by armstrong park, to 18th, to ortman. Ortman to 18th, to wea school rd, to concord, to 350 s, to 18th, to ortman. Ortman to 18th, to 510 e, to old 231, to ortman and 18th.	11/27/2014 1:41 PM
98	Munger Park walking/bike path	11/26/2014 2:25 PM
99	Typically around my neighborhood and east of I65	11/26/2014 1:38 PM
100	Commute to work : 9th Street from 430S to the bike trail in Armstrong Park to Beck Lane to Old 231 to Elston Road to 200S/Lilly Road.	11/26/2014 1:15 PM
101	I use the path that starts on Morehouse Road in West Lafayette and take it thorough Research Park. I also ride through the neighborhoods (University Farms, behind Greentree nursing home, etc.) before picking the trail back up on the corner of Salisbury and Kalberer to go home. I is nice to see them adding the path along Northwestern so I can access campus in the future.	11/26/2014 12:57 PM
102	COMMANCHE & BRADY LANE TO S. 9TH ST., ARMSTRONG PARK TO BECK LANE AND BACK TO COMMANCE TRAIL.	11/26/2014 12:53 PM
103	I utilize the parks to run for exercise, mostly Munger (close to work), and Happy Hollow (enjoy the hills).	11/26/2014 12:41 PM
104	I stay in my subdivision.	11/26/2014 11:41 AM
105	I follow many county road routes. However, it is sometimes dangerous to try to navigate through city traffic to county roads. I also constantly fear I will be hit. Most of us that ride regularly have either been in a severe accident or know someone that has.	11/26/2014 10:50 AM
106	As an avid cyclist I tend to find the most direct route out of town and stay mostly on county roads do to traffic. These routes usually include 9th street, 18th street, VMP, Concord and 231.	11/26/2014 10:07 AM
107	County roads 200,600,500. Local subdivisions.	11/26/2014 9:00 AM
108	I go form Ortman lane 9th street to downtown and 18th street back to Ortman. I use the Bishop woods area/park a lot	11/26/2014 8:46 AM
109	Munger park, all of 18th Street, Veterans Memorial Parkway, Wabash Heritage Trail, all around downtown.	11/26/2014 8:24 AM
110	County roads on the east side.	11/26/2014 7:50 AM
111	I usually walk or run downtown and a cross the walking bridge to happy hollow park. Also run on campus.	11/25/2014 11:51 PM
112	We walk to/from LCS school on N 26th street, weather permitting. We walk through the Jesco Hills subdivision and cross at the light of 26th and Union (?). It is safe and low traffic.	11/25/2014 11:34 PM
113	About a two mile radius around my home. Just east of the meijer on 26	11/25/2014 11:14 PM
114	Downtown, on Columbia, Ferry, and South, as far out as 11th Street.	11/25/2014 11:09 PM
115	9th Street south to VMP 18th Street to Downtown	11/25/2014 10:18 PM
116	We usually walk an area bordered by Cason Street, 18th Street, 26th Street and Columbian Park. My children are not old enough for school but will attend Murdock and I intend to walk with them to and from school. Occasionally we walk downtown via Ferry Street.	11/25/2014 10:13 PM

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117	350 bike path, rail path by Walts Other Place, 9th and 18th streets, Concord to mall, Old 231/300 South to 231/sagamore in W Lafayette, various others	11/25/2014 9:49 PM
118	I walk my dogs to columbian park.	11/25/2014 9:40 PM
119	My family currently rides along 350. There isn't many paths on the south end of town.	11/25/2014 9:38 PM
120	Union and Salem to and from the west side. Old city golf course to connect with the heritage trails	11/25/2014 9:38 PM
121	350 from 52 to 18th	11/25/2014 9:17 PM
122	Have to map out roads that have a functional sidewalk or roads that have little traffic.	11/25/2014 9:01 PM
123	I ride around downtown and to visit my parents who live on Warren Place in Lafayette. I've also ridden to Columbia Park	11/25/2014 8:56 PM
124	main street 10th to 3rd street	11/25/2014 8:46 PM
125	I run the n'hood streets of Ashton Woods and Romney Run I also run on Old Romney Road from Twyckenham to the VMP S; 300 S between Old Romney Road and S 18th Street; Old US Hwy 231 between Twyckenham and VMP S; Twyckenham between Old Romney and Old 231; S 10 W, Walter Sholer Dr; Poland Hill Road between 300 S and VMP S; VMP S and east on VMP S to 52. I usually ride on US 231 to West Lafayette so I can ride the ped/bike path. I also ride 300 S/Ortman east to 18th, Twyckenham to Brady, to State Rd 38, to Haggerty Lane and out to Dayton. I also ride east from the Old Romney Road & 300 S area to 18th Street and continue south to go out in the county (less traffic).	11/25/2014 8:44 PM
126	i currently ride many of the routes published by the Wabash River Riders Club and Walk/Run current trails to city parks.	11/25/2014 8:02 PM
127	The bike path that goes along Veteran's Memorial Parkway on the south side of town.	11/25/2014 7:35 PM
128	Columbian park and Murdock woods	11/25/2014 7:11 PM
129	Teal Road near Jefferson and Veteran's Memorial near Walmart	11/25/2014 7:03 PM
130	I like to take the Wabash Trail to downtown other than that I walk or ride down 9th street to downtown	11/25/2014 6:26 PM
131	The walking path out to the abandoned golf course and cherry lane to the celery bog	11/25/2014 6:16 PM
132	18th st to the trail by the tracks that goes to beck lane and then on 9th st back to columbian park	11/25/2014 5:32 PM
133	I walk in my neighborhood, on Sourgum Lane, Sweetgum, Trillium, and the other streets in the area. This subdivision is located between Creasy Lane and McCarty.	11/25/2014 5:24 PM
134	All sidewalks downtown.	11/25/2014 3:40 PM
135	I walk down N. 14th street, around Greenbush, over to Salem or Union and back to N 14th. Sometimes I walk to N 9th street and back up Salem. For question 13, there is nothing special for me to add	11/25/2014 2:33 PM
136	I ride to Purdue's campus from N 5th and Main, usually taking state street, but occasionally taking the union street bridge.	11/25/2014 2:23 PM
137	east and west on central street / north and south on 16th street	11/25/2014 2:13 PM
138	none	11/25/2014 2:06 PM
139	Around the neighborhood surrounding Jefferson High School	11/25/2014 12:25 PM
140	Local neighborhood	11/25/2014 8:21 AM
141	WLBike paths, campus bike paths.	11/24/2014 10:01 PM
142	Downtown via ped bridge. 231 bridge.	11/24/2014 9:50 PM
143	Cumberland to Salisbury to Kalberer.	11/24/2014 9:13 PM
144	We use the pedestrian bridge--which is NOT BIKE FRIENDLY--to go to the farmers market and other locations downtown.	11/24/2014 7:47 PM
145	Residential streets, Erie, Main, Ferry.	11/24/2014 4:55 PM
146	Salisbury from 600N south to campus. Some on the Cattail trail.	11/24/2014 3:34 PM

Lafayette Bike and Pedestrian Master Plan

147	Mostly West Lafayette, Kalberer, N Salisbury St, Battleground area.	11/24/2014 3:18 PM
148	I ride to Lafayette via the Harrison Bridge, as the Sagamore Pkwy bridge is too dangerous to bicycle on. I turn south either on 9th or 18th Streets. If 9th St, I then go up Ninth Street Hill and left on State St. If 18th St, I cross South Street (difficult) and turn left on Main Street to Colombian Park. A safe route to all the city parks would be great.	11/24/2014 2:44 PM
149	West Lafayette to pedestrian bridge to Main St to Alcoa	11/24/2014 2:11 PM
150	Kossuth Street and Main Street and the streets around Columbian Park	11/24/2014 1:49 PM
151	Harrison Bridge, South/Columbia Bridge, Main St Bridge, between all bridges through downtown along 2nd, 3rd and 4th streets	11/24/2014 12:50 PM
152	To Purdue University along Salisbury Street and Ravina Rd. To Downtown Lafayette along Sagamore Parkway, Duncan Rd and N. 9th Street.	11/24/2014 12:18 PM
153	Walk over walking bridge from WL to Downtown Lafayette	11/24/2014 11:39 AM
154	Mostly from the Jeff HS area to & around downtown/levy. Highland park, N 9th.	11/24/2014 11:13 AM
155	Harrison Bridge, Pedestrian Bridge, Old City Golf Course and the Riverside Trail, Greenbush from Payless Supermarket to 4th Street.	11/24/2014 10:08 AM
156	Downtown to Ivy Tech Community College Home(500 S 775 E) to Meijer off 26 Home to Ivy Tech Community College Ivy Tech Community College to Purdue University	11/24/2014 9:52 AM
157	Celery Bog, Armstrong Park	11/24/2014 9:15 AM
158	I walk Tapawingo Park to 12th and Main via Main. I walk Columbian Park. I walk paths in the West Lafayette park system, especially next to the Wednesday Farmer's Market and north of Kalberer Road. I rarely walk south of my neighborhood (the sidewalks need repair).	11/23/2014 12:05 PM
159	Around highland park.	11/22/2014 7:23 PM
160	From east of Lafayette through the city to Purdue, via Greenbush, Elmwood, Salem.	11/22/2014 1:14 PM
161	Union street to Creasy Ln and then McCarty to VMP E. Union street to Main st and downtown.	11/22/2014 12:26 PM
162	18th S to Veterans Memorial Pkwy out to US52.	11/21/2014 7:49 PM
163	Greenbush to Creasy Lane by Lowes; Underwood to 18th St	11/21/2014 7:15 PM
164	1. 10th street between heath and valley 2. 10th/Hartford-7th/north-6th/columbia	11/21/2014 4:26 PM
165	South 9th, South 18th, Earl Avenue, Veterens Memorial Parkway	11/21/2014 12:29 PM
166	Highland Park neighborhood, areas between 9th St. and 18th St., especially en route to Jeff High School and Tecumseh Jr. High school	11/21/2014 12:24 PM
167	I live on Lafayette Dr. I would love to allow my children to walk to school but there aren't sidewalks on our side of 9th st to get to Beck Lane. We have to walk along the side of people's yards. We walk to Armstrong park but again I will only allow them to go with adult supervision	11/21/2014 12:07 PM
168	To and from Edglea School from fairgrounds Jeff Highschool to Edglea Edglea neighborhood to Marsh	11/21/2014 11:25 AM
169	I travel on Beck to 9th, then join Columbia toward Purdue, taking Tapawingo toward Harrison to avoid State St. traffic. I reverse it, taking South St. instead of Columbia, as is appropriate. On occasion, I try 6th/Lingle to Kossuth instead of 9th, because I'm not good with climbing hills yet.	11/21/2014 11:09 AM
170	everywhere, mostly downtown tho	11/21/2014 11:05 AM
171	The Commons to Walmart on 350 S. But it would be REALLY nice to have a sidewalk (or somewhere bike/ridable) on 18th street south of 350S.	11/21/2014 10:50 AM
172	The map you provided in question 13 is out of date. It does not include the new US 231. I ride primarily in West Lafayette, it's currently too difficult to ride to Lafayette from West Lafayette...too much traffic and not enough bike friendly routes.	11/21/2014 10:16 AM
173	Nighthawk Trail, Happy Hollow Park, Wabash Heritage Trail, pedestrian bridge, Main between 2nd and 7th, 7th between Main and Kossuth, north of Kalberer, Cumberland	11/21/2014 10:02 AM

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174	Trail along VMP	11/21/2014 9:33 AM
175	231 north Downtown Greenbush St to Kroner from downtown	11/20/2014 10:45 PM
176	Cumberland west to new 231. multi-use trail on both east and west side of new 231. Ride from Cumberland down to Airport rd (using the shoulder for last stretch, after 26), airport rd north/McCormick to Lindberg then east again. Or I go through campus and take Grant or Salisbury north to Sagamore Pkwy. Sometimes I take Salisbury north to the Middle School, north of Harrison, then turn around and come back south. Sometimes I do both together and get 22-25 miles.	11/20/2014 9:42 PM
177	None	11/20/2014 7:27 PM
178	Paths along Veteran Memorial Pkwy and Concord	11/20/2014 4:40 PM
179	McAllister center area, Monon Shops Area, Market Square, St. Lawrence, Vinton School area, Erie St. from Underwood on towards downtown.	11/20/2014 4:24 PM
180	all county roads.....length of ninth street from 350 south to salem street.....350 south.....350 south to west Lafayette, kalberer road.....231 from 350 south to west lafayette	11/20/2014 3:46 PM
181	Wabash Heritage Trail Happy Hollow Park (West Lafayette) Beck Lane 9th Street 18th Street	11/20/2014 3:26 PM
182	Ride along Kalberrer Rd. Ride Linberg. Ride Solder's Home Road. Ride Morehouse Rd.	11/20/2014 3:19 PM
183	Armstrong Park, Clegg Garden	11/20/2014 2:41 PM
184	Heritage trail from pedestrian bridge over through park. Downtown Lafayette. 9th street from People's to downtown.	11/20/2014 2:24 PM
185	I work in the city and walk across the pedestrian bridge and through Tapawingo Park, then on the trails from there.	11/20/2014 2:17 PM
186	I ride to Prophetstown state park from Lafayette along the unpaved trail.	11/20/2014 1:19 PM
187	downtown to Purdue north end of campus downtown to Happy Hollow park downtown to west Lafayette via Happy Hollow and Soldier's Home Road downtown to Delphi, via N 9th street downtown to Attica (on both sides of river-via south river/division road, and via Shadeland)	11/20/2014 1:01 PM
188	Wabash Trail	11/20/2014 12:56 PM
189	Bike all over Tippecanoe and surrounding counties. Bike from home to Purdue to work.	11/20/2014 12:15 PM
190	CR 550 S. to McCarty Lane to CR 500 S. to SR 26	11/20/2014 11:42 AM
191	I walk from Wallace Triangle neighborhood to downtown (3rd and Columbia) twice per day and then back to Wallace Triangle, also twice per day for a total of four trips.	11/20/2014 11:04 AM
192	I do not use routes because I am unaware of how to safely join them from where I live. The only way I would utilize bike routes is if they were separate from car traffic lanes, similar to Purdue's new bike lanes by Discovery Park on Harrison Street. I think riding bikes on the streets is very dangerous and will never be safe without sufficient separation like we have for sidewalks. I'm not confident that drivers will change behavior until several people (possibly children) are hurt or killed. Please consider the motor vehicle-bike accident statistics to push for the safest bike routes possible.	11/20/2014 11:01 AM
193	I do not own or ride a bicycle. I walk to close stores. Weather is critically important to my participation. Winter allowances or amenities should be included, though I don't currently have a specific idea of what.	11/20/2014 10:36 AM
194	Pedestrian bridge and then around downtown between Main and State streets as far east as 10th street. Occasionally out to 29th and Kossuth and Columbian Park area.	11/20/2014 10:05 AM
195	From S 24th Street to Columbian Park area and sometimes over to Murdock park. 1000 block of Union to the Levee area through downtown usually on Main Street. Biking/walking in the South Oakland neighborhood and to the bike trail off of S. 18th Street. Biking along the Heritage trail and the West Lafayette bike trails by Cumberland.	11/20/2014 9:56 AM
196	Mostly around my neighborhood...south of Teal Road, between 9th and 18th. Also, Armstrong Park walking path, and occasionally around the Purdue campus and occasionally around Columbian Park.	11/20/2014 9:46 AM
197	I regularly do most errands on my bike. I can get to most places in W. Lafayette safely. In Lafayette the biggest problem areas are the major traffic thoroughfares, like SR 26, Creasy Lane, and Teal Road.	11/20/2014 9:39 AM

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198	The Wabash Heritage Trail, ride all paved sections. I ride to the Market Square area. I ride on the wide shoulders of the four lane portions of US 231. I ride to downtown to conduct business and go to the Library.	11/20/2014 8:52 AM
199	None	11/20/2014 5:49 AM
200	Area bounded by Teal Road, 9th Street, 18th Street, and Kossuth Street.	11/20/2014 5:13 AM
201	We risk life and limb by going from highland park neighborhood south on 9th st to meet with the path that leads to the park on beck and onwards towards Walmart on vet mem blvd . the "bike lane" past the counrty club is very narrow and is used to go both N and S. by pedestrians and bikes as there is no sidewalk the length of the CC and the neighborhood to the south of the CC. this also makes bikes and pedestrians "oppose traffic" when going south. the teal road 9th st intersection is tricky on a bike.	11/19/2014 11:41 PM
202	Main St. between Perrin Ave and Reile Plaza	11/19/2014 11:13 PM
203	I love downtown but the Heritage path sucks. Does anyone groom it?	11/19/2014 10:52 PM
204	across the river WL to L	11/19/2014 10:49 PM
205	9th street	11/19/2014 9:23 PM
206	Bike path on Veteren's memorial pkwy and down S 18th street.	11/19/2014 8:41 PM
207	down ferry to murdock park. Across South St to columbian park and surrounding area	11/19/2014 8:26 PM
208	Mostly stick to the downtown and campus areas.	11/19/2014 7:58 PM
209	1. S 4th street up Teal Rd hill, to Bennett Rd 2. Bennett Rd to Teal Rd down the hill to S 4th St 3. Bennett Rd to Sarasota and 9th 4. Sarasota and 9th to Bennett Rd	11/19/2014 7:19 PM
210	Ferry Street North Street Main Street	11/19/2014 7:15 PM
211	I ride down valley street to the downtown area, across the pedestrian bridge, and down the tapawingo trail. Also the Happy Hollow trails, the West Lafayette trails that go around the north/west side of campus thru celery bog, and the trails near kalberer road and morehouse road (behind the Purdue Research Park). I love trails!	11/19/2014 6:44 PM
212	Wallace Ave, from Earl to Columbian Park.	11/19/2014 6:10 PM
213	I bike from W Laf to Prophetstown (very dangerous) I bike from W Laf to People's From W Laf Fresh Thyme From W Laf up 9th Street Hill (dangerous) From W Laf to Amphitheater and Battleground	11/19/2014 6:08 PM
214	I walk, ride, or run the Munger park trail several times per week. I wish it would connect to more trails!	11/19/2014 5:48 PM
215	I've only ever ridden to a church on 18th street (using the walking path from Beck Lane to 18th). I've ride throughout Cobblestone Neighborhood off Beck Lane, on Beck Lane to get to the grocery store or other stores, or Eastbound Beck Lane to get to Armstrong park. I feel it's too dangerous to ride with traffic in Lafayette elsewhere. Although my husband rides throughout Greater Lafayette to commute to Purdue daily.	11/19/2014 5:08 PM
216	9th street between CC and Beck, West on Beck to walking path, south on path to 18th street, south on 18th street to 350 S, reverse direction and return same route.	11/19/2014 5:07 PM
217	Perrin to Kossuth Street, usually following Sixth or Ninth and back. Perrin to downtown. Perrin to North End.	11/19/2014 4:14 PM
218	I ride and walk most frequently on the Veterans Memorial Parkway path near my home; I also drive to use the paths in Celery Bog and in the Purdue Research Park.	11/19/2014 4:13 PM
219	South 28th Street to Kossuth Street, to South 23rd Street, to Central Street, to South Ninth Street and back to South 28th Street. Also, South 28th Street to Earl Avenue to Jefferson High School and back home.	11/19/2014 4:11 PM
220	Just in my subdivision, around the out6side (Tanglewood). sometimes I walk north to where Creasy turns and walk the end of the street in the subdivision on the left side. Also walk down to the 40&8. The only other place I go to walk is Munger Park.	11/19/2014 4:04 PM
221	I don't walk or ride much with my family because we have no sidewalks going out of our subdivision (Stonewick) We also cannot travel to places like Pink walrus because I don't want to take my family out onto 350	11/19/2014 3:58 PM
222	South Street from Sagamore Parkway to Downtown	11/19/2014 3:54 PM
223	I bike from my house to the bike path along the Wabash. I take side streets and vary my route.	11/19/2014 3:49 PM
224	Mccarty-Main-Columbia-State to Purdue	11/19/2014 3:34 PM

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225	West Lafayette by Celery Bog, South River Road path to Lafayette	11/19/2014 3:14 PM
226	I ride along mainly 2 and 4 lane roads down 26, creasy, and 52 to get to my destinations. I also take 26 and various side streets to get to main street and the downtown area.	11/19/2014 3:09 PM
227	From north of downtown to downtown, to Purdue area, to pedestrian bridge and then along Heritage Trail. All throughout the north part of Lafayette. Occasionally from north of downtown to West Lafayette and the trails around the Celery Bog and north of that.	11/19/2014 3:03 PM
228	Fairgrounds to Armstrong, Teal to 9th - side walk needs repaired.	11/19/2014 2:54 PM
229	Highland park neighborhood	11/19/2014 2:53 PM
230	Union and Salem. Pedestrian Bridge, Downtown. North 9th St to the old municipal golf course.	11/19/2014 2:50 PM
231	downtown to Kroger on greenbush, downtown to Purdue campus, downtown to MTB Trails (Haan, Murdock, Heritage/Ampitheater), D	11/19/2014 2:28 PM
232	I live and work in West Lafayette. I walk from home to Purdue campus about 4 blocks one way. I make the commute 4 times a day. If I ahve to go further, I like to ride a bike. However, I do not like to ride in any auto traffic.	11/19/2014 1:55 PM
233	I currently bike down valley street on a daily basis to get to down town, and utilize the pedestrian bridge as well as both sides of the heritage trail regularly, I also find myself riding on campus specifically up Chauncey hill and state street out to 231 as well as on north and south river road frequently in heavy traffic.	11/19/2014 1:41 PM
234	I don't ride a bicycle at the moment. It is WAY too dangerous!!	11/19/2014 1:17 PM
235	Around 19th and Morton...bike during the day.	11/19/2014 1:06 PM
236	i walk greenbush tp payless and there are no sidewalks part of the way and only 1 cross walk at a Main intercection on the way	11/19/2014 12:23 PM
237	N 18th to Salem to Campus. I use Harrison bridge twice daily, I ride the road and even tho there are two lanes it really amazes me how stupid or mean some drivers are. A GLTPC driver, opened his doors while passing me on Harrison bridge to yell at me to get out of the road, even tho the lane is indicated for bikes. He probably had passengers on that bus, I so badly wated him fired.	11/19/2014 12:08 PM
238	I use Wabash ave, and head up toward beck lane, it is dangerous and hard to go up that hill past cagil. I use Wabash and head to downtown area then travel up south st. all the way up to Main St. I use the pedestrian bridge on Smith St. and head over to Kossuth then on to goal. I sometimes try to find a short cut to buy groceries on beck lane, but this short cut is not wise, it was thru the wooded area mid way up the hill on Wabash ave, a small trail is there just past the old train bridge, and it as a yellow marker there, it leads a path on concrete, that must have been made for something years ago, but when you travel it, you get brush, and animal scares, also, I think some folks that want to make or do drugs hide up back there, not many people travel it, I won't try it again...	11/19/2014 11:04 AM
239	I ride mainly around my neighborhood between 18th -25thand Greenbush and Skylor	11/19/2014 10:25 AM
240	none; by the way, your maps are indicating a problem when picking points so I couldn't comply with the survey instructions.	11/19/2014 10:10 AM
241	SR26/State street from columbian park to campus.	11/19/2014 10:07 AM
242	All of the main streets in Downtown Lafayette and 9th St. Hill.	11/19/2014 9:20 AM
243	track at local schools: Wea, McCutcheon	11/19/2014 8:55 AM
244	I mostly ride from the Orchard subdivision in West Lafayette. HWY 26 to State St. Jishke Dr. to Harrison St. to Tapiwingo Dr. to South St. to City Hall on a daily basis. Riding home I bike all over the city.	11/19/2014 8:41 AM
245	Columbian park to Purdue West via 18th, salem, salisbury to cumberland or happy hollow to cumberland for work. Any other road for travel/exercise.	11/19/2014 7:48 AM
246	Walk from home to Walmart at Veterans/Concord	11/19/2014 7:27 AM
247	Columbia Park area	11/19/2014 1:03 AM
248	Walk: 22nd st from state to Kossuth walk: state from 22nd to Lafayette station via earl bike: 22nd from state to kossuth, Kossuth to 7th, 7th to downtown. Bike: ferry from downtown to 26th, 26th to Wallace, Wallace to Oakland School, 22nd to state.	11/18/2014 8:23 PM
249	I walk f	11/18/2014 8:04 PM

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250	Throughout my neighborhood-Waterstone and along the sidewalks of Veterans Memorial Parkway. I also enjoy walking downtown and across the pedestrian bridge and along the Heritage Trail.	11/18/2014 7:23 PM
251	Earl and Kossuth to Main and Kossuth	11/18/2014 7:19 PM
252	Bike 9th Street through downtown to West Lafayette for work. Walk Armstrong Park and paths between Beck Lane and 18th Street.	11/18/2014 7:14 PM
253	I walk to Columbian Park.	11/18/2014 6:25 PM
254	Kossuth street from 9th to farabee Teal from 9th to sagamore 18th from Teal to veterans memorial	11/18/2014 5:44 PM
255	* Home to I-65 on Heritage Trail where it becomes unnavigable and return. * Home to Armstrong Park via 9th Street then along RR path to 18th Street and return via 18th Street after dipping down to 350S. * Home to Library and downtown or across pedestrian bridge to WL and thru Happy Hollow before returning via Celery Bog trails and Purdue. * Home to Columbia Park and Murdoch Park before return.	11/18/2014 5:43 PM
256	Ferry St from 2600 block to 1000 block; Main St from 1000 block to 300 block; Erie Street from Ferry to Union. Union from Erie to 26th Street	11/18/2014 5:42 PM
257	Riding trail at the former Municipal Golf Course. Downtown/City Hall/Courthouse.	11/18/2014 5:40 PM
258	Clery bog. Wabash heritage trail. Happy hollow. Botanical gardens.	11/18/2014 5:34 PM
259	Only in my neighborhood or downtown	11/18/2014 5:21 PM
260	My bike was stolen right before a move. Will find new routes when i replace it in the spring.	11/18/2014 5:15 PM
261	The bike/ped path off of the Veteran's Memorial Parkway. The Hertiage Trail. The Munger Park Bike/Ped Trail, Downtown Lafayette, Columbian Park Neighborhood. I actually bike and run/walk all over Lafayette, IN	11/18/2014 4:34 PM
262	Beck Lane to Armstrong Park, 18th/Beck to Columbia Park by way of Oakland Triangle Neighborhood, Downtown Trail Routes (Riversides).	11/18/2014 3:32 PM
263	From West Lafayette out S. 9th to the county	11/18/2014 1:05 PM
264	All	11/16/2014 1:14 PM
265	I ride all around in an area defined by a 2.5 mile diameter circle centered in the downtown	11/15/2014 11:15 AM
266	South side of Lafayette 18th street, Brady, Creasy, and downtown on weekends	11/15/2014 3:20 AM
267	I ride to iu health arnett hospital. It's a four lane road on mcarty, plenty of room for a bike lane. I ride to this location from downtown on main and then mcarty lane	11/14/2014 5:04 PM
268	From downtown to st E central and st. E East hospitals, to West Lafayette Walmart area. From downtown to the Amphitheater. From downtown to Walmart off St Rd 26. From downtown to the Mall.	11/14/2014 4:32 PM
269	9th street Ferry Street Main street Greenbush Salisbury (W/L)	11/14/2014 4:30 PM
270	Ferry Street to Earl and/or Downtown. Columbia and South Street over the river and back. Erie to Greenbush Payless Grocery store.	11/14/2014 3:39 PM
271	I usually walk south on Poland Hill Rd from Poland Hill Dr to Beck Ln, turn left onto Beck Ln, then walk through Armstrong Park on the trail by the tracks and follow to 18th St, turn right and walk to 350/VMP.	11/6/2014 12:54 PM
272	Salem/Union. Creasy. Ferry. Kossuth.	11/5/2014 4:20 PM
273	I grew up in Lafayette and my family and friends are still there. I visit frequently and may stay up to a week at a time.	11/3/2014 6:49 PM
274	City Parks- Columbian Park, Armstrong Park, Munger and West Lafayette Facilities	11/3/2014 3:22 PM
275	Around Jeseco Hills. and into the downtown area for festivals, dining.	11/3/2014 3:17 PM
276	The path along Veterans Memorial and the path along the railroad tracks on 18th to Beck Lane	11/1/2014 10:29 PM
277	Heritage Trail, Sleepy Hollow Park, pretty much everywhere in Lafayette and West Lafayette	11/1/2014 7:59 PM
278	Wabash Heritage Trail, Armstrong Park, Happy Hollow Park	11/1/2014 4:40 PM

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279	When I lived in Fiddlesticks Subdivision in Lafayette I would mostly ride west and southwest of town. Destinations included, Attica, Americus, Shadeland, Grandville Bridge, Fort Quiatenon and Crawfordsville. I also rode the bike and walking paths on the south side of Lafayette. I would ride my mountain bike at McCormick Woods and the Ampitheater.	11/1/2014 12:52 PM
280	I walk all over the Columbian Park area; down to 18th and Union; down to Payless on Greenbush. Over to S. 25th And Central.	11/1/2014 12:51 PM
281	I ride in my neighborhood but we don't have access to bike paths off Morehouse or Kalberer and there are no sidewalks to connect our subdivision. It's very dangerous. We are less than a mile away from current paths. It would be helpful to have a connection to current paths and the new path off the new 231 and 52.	11/1/2014 12:27 PM
282	I mostly walk downtown and on Purdues campus but I have to drive and park go get there.	11/1/2014 11:24 AM
283	Columbian park, downtown, 9th st historical nbhd, Purdue campus, wabash trail off downtown, Purdue horticulture trails, Clegg trails	11/1/2014 10:51 AM
284	Mostly US 231, cycling to and from Purdue's campus	11/1/2014 8:20 AM
285	River road	11/1/2014 7:28 AM
286	9th st from Wea school to Armstrong park or downtown. 18th st from Wea school to Columbia park.	11/1/2014 7:04 AM
287	None	11/1/2014 5:26 AM
288	bike path from Beck Ln (RR Crossing) to 18th street, and along Twickingham from Poland Hill rd to Old US 231.... I use an electric wheelchair.	11/1/2014 2:04 AM
289	Armstrong park, munger part, Columbian park, happy hallow park	10/31/2014 11:41 PM
290	Brady Lane to Concord Road to Maple Point to Tippecanoe Mall. Brady Lane to South 18th Street to Trail to South 9th Street to Armstrong Park. Brady Lane to South 18th Street to Wea Park. Brady Lane to South 18th Street to Ortman Lane to South 9th Street to VMP	10/31/2014 11:33 PM
291	231 path in west lafayette	10/31/2014 7:18 PM
292	Pedestrian Bridge	10/31/2014 7:13 PM
293	38 and Creasy Lane	10/31/2014 6:33 PM
294	From Columbian Park to Downtown using Ferry St. From Columbian Park to Purdue Campus using Ferry St. to downtown across the river on Columbus St. Up the hill.	10/31/2014 6:03 PM
295	primarily downtown between Union and South Streets, west of 18th. once in a while I will walk or bike to/from Purdue's campus.	10/31/2014 5:53 PM
296	9th st. valley st. Wabash avenue neighborhood. s 14th st. main st.	10/31/2014 4:55 PM
297	Creasy lane. 18 th street from North to south.	10/31/2014 4:40 PM
298	Road riding through the northern part of the city/county	10/31/2014 4:37 PM
299	greenbush to south to downtown area and across the bridge greenbush to the mall - usually to south st, then a side street parallel to earl to get to mall	10/31/2014 3:37 PM
300	Throughout the County, near campus in West Lafayette, near downtown in Lafayette	10/31/2014 12:37 PM
301	Pedestrian bridge through downtown to City Hall, MatchBOX and other destinations downtown. Trails along the Wabash River and North 9th Street Rd.	10/31/2014 12:30 PM

Lafayette Bike and Pedestrian Master Plan

Q15 What routes do you want to ride or walk in the City of Lafayette? (be descriptive as possible)

Answered: 268 Skipped: 177

#	Responses	Date
1	- very eager to have new INDOT Sagamore Parkway bridge connect river trails - eager to see new plan for old golf course	2/5/2015 3:59 PM
2	upgrade north 9th st as a route to Prophetstown State Park provide link to Farm Heritage Trail to Thorntown/Lebanon/Indianapolis upgrade Sagamore Parkway to access bicycle/pedestrian traffic, very tough to access places along this road	1/16/2015 9:36 AM
3	Safe routes to Tippecanoe Mall, Creasy/South, Veteran's Memorial Parkway, and Columbian Park	1/1/2015 6:45 PM
4	I want to be able to ride from my home to the west lafayette trails safely. I currently have to put my bike on a bike rack and drive to a parking lot on campus to access the trails. I would also like to ride my bike from my home in Lafayette to Happy Hallow Park.	12/28/2014 4:19 PM
5	Need safer way down 6th St. Hill	12/23/2014 11:09 AM
6	I'd like like a general increase in the number of safe routes throughout the city.	12/22/2014 2:10 PM
7	Lafayette needs at least one N/S and one E/W bicycle-friendly route to get from one end of town to the other. Anything that connects with more bicycle-friendly West Lafayette is a bonus.	12/19/2014 12:04 PM
8	The 'up and over' stairs at the end of the Myers bridge simply doesn't work for cyclists. Some sort of long ramp is needed across the railway tracks. The other bridges into Lafayette are downright scary to ride on, with high vehicle speeds and off ramps/traffic merges - I wouldn't recommend inexperienced cyclists use those bridges (I have been a daily bike commuter in 4 large cities for 20 years). Ideally, you should be able to easily ride from Tapawingo park or the heritage trail directly into downtown Lafayette without having to carry your bike up and down steep, narrow stairs and dodging pedestrians. Valley street also needs a bike lane or sidewalk - it would be a very pleasant route from south lafayette into downtown if it didn't have fast cars, blind curves, and very narrow pavement.	12/19/2014 11:55 AM
9	I'd just like to see bike routes that -Go into downtown on streets other than 4th and 9th -Provide easy access to the Harrison Bridge and the pedestrian bridge.	12/19/2014 11:12 AM
10	Lafayette to West Lafayette	12/18/2014 9:54 PM
11	Covered above. Mainly I use guerilla tactics to get about and around safely as possible.	12/18/2014 8:45 PM
12	N/A, I'm interested in West Lafayette routes.	12/18/2014 2:06 PM
13	I take streets everywhere. But, it would be preferred if there was more room for bikes on the road. It is quite scary on the east side of Lafayette as a cyclist.	12/18/2014 1:45 PM
14	I would love to see some action to connect the abandoned rail corridor from Lafayette to Stockwell, Colfax, and to the existing trail from Thorntown to Lebanon. The existing trail along the rail corridor is already popular in southern Lafayette.	12/18/2014 11:27 AM
15	I'd like to ride to downtown Lafayette. I would also like bike lines (or at least wider shoulders) on many of the lower traffic side streets that lead out of the city limits.	12/18/2014 11:15 AM
16	1. Along the Wabash connecting pedestrian bridge to Shamrock Park. 2. Shamrock Park to Armstrong Park. 3. County Fairgrounds to s. 9th to Vet. Mem Pkwy and then along pkwy in both directions 4. Routes that would take a united effort between Lafayette, West Lafayette, and Tippecanoe Co. so the citizens could ride longer trails safely away from traffic; away from cars entering and exiting businesses, homes, and side streets; and away from noise. Ex: From The Pedestrian Bridge along both sides of the Wabash River to Battle Ground, to the Amphitheater, to Prophetstown, to Shamrock Park, to the Lilly Nature Center, to Fort Ouiatenon.	12/18/2014 10:27 AM
17	I live outside the city limits and would like more accessable ways to get to the heart of the city in a safer way: ST Rd 26, St Rd 38, Near 52 south with a connection to the Farmers Heritage trail	12/17/2014 9:18 PM

Lafayette Bike and Pedestrian Master Plan

18	I mentioned it above, but i think Creasy needs more biking support. 18th could as well.	12/17/2014 9:11 PM
19	It would be great if cyclists had access to major shops, restaurants and parks.	12/17/2014 1:39 PM
20	East side to down- town. I could park at the head start building and pedal all over town. Also rails,to trails Connecting Laf to outlying towns would be great.	12/16/2014 11:42 PM
21	Downtown to the east and south side, safer ways across 52/Sagamore or through 231.	12/14/2014 10:59 PM
22	Above, would like to walk these more but paths are not conducive to pedestrian travel, let alone bike	12/14/2014 8:51 PM
23	residential	12/14/2014 6:08 PM
24	Full dedicated bike lanes along the lengths of Salem, Union, South, 9th, 18th, and Main Streets	12/14/2014 3:03 PM
25	Chauncey Hill Ride bike over pedestrian bridge without climbing stairs.	12/14/2014 1:35 PM
26	-More bike lanes/safe bike paths available through the city to popular destinations such as Columbian Park	12/14/2014 1:22 PM
27	Teal Rd, especially between 18th and Sagamore, but all of Teal Rd. Greenbush St., especially to and from Payless - there is a "bike lane" on part of that road, but it is very narrow and is a painted gutter. There is always debris and not enough room to avoid it. West Lafayette State street in the West side of campus, moving East: there are dangerous indentations that could be fixed with grates (that have coverings with bars directed perpendicular to the flow of traffic and/or criss-crossed; bars on grates that are lined up with the direction of traffic catch and pop bike tires).	12/14/2014 1:11 PM
28	I think the important goals are to allow people who cannot drive to get to work and to reduce auto traffic. I hope that neckdowns, bicycle boulevards, and other ways to make intersections safer are important. Effective measures might include separated lanes/cycle tracks as well as traffic calming. I know that many people who bike to work take the sidewalk, ride the wrong way in a bike lane, or the wrong way down the street. Separated lanes are important because the way to use them is obvious and they feel safer. Little education would be needed. A bad example is South 9th Street near the golf course. There is a painted bike lane, but it is always full to debris. Because it is one lane and only on one side of the road, cyclists use it going the wrong way, and pedestrians use the bike lane going both directions as well. The presence of the painted lane makes things very confusing. Personally, better access to businesses on Teal Rd., Sagamore Pkwy, and Creasy Ln. is important. The Veterans Memorial area is another area I suggest for focus. Specific routes should connect residential areas with schools and major employment areas including Caterpillar, IU Arnett Health, Alcoa, Ivy Tech, and Tippecanoe Mall Area, Creasy Ln, and Sagamore Pkwy among others.	12/14/2014 1:06 PM
29	I would like to safely get to the grocery, downtown, to the mall, and to the shopping on creasey lane	12/14/2014 6:49 AM
30	none	12/12/2014 5:18 PM
31	Any through downtown and feel safe during early am/late pm.	12/11/2014 10:52 PM
32	Downtown, and then to West Lafayette out to Morehouse Road.	12/11/2014 7:12 PM
33	9th street out to prophetstown	12/11/2014 2:01 PM
34	Downtown along the river	12/11/2014 1:21 PM
35	Same as above, maybe more since our group usually meets downtown and ride to various county roads and then back.	12/11/2014 12:23 PM
36	More separated pathways to connect downtown and surrounding neighborhoods to shopping, and cultural venues would be ideal.	12/11/2014 11:46 AM
37	n/a	12/11/2014 11:17 AM
38	Union to Ferry street.	12/11/2014 11:11 AM
39	Downtown area, Columbian Park area/	12/11/2014 10:55 AM
40	I occasionally consider biking to the Tippecanoe Mall or the Payless along 4th street/US-231, but both routes seem long and the Payless route seems hilly. Both routes are also along somewhat big roads with many cars moving quickly, which slightly scares me.	12/11/2014 12:53 AM
41	to the various parks around Lafayette and West Lafayette	12/9/2014 6:29 AM
42	All of them?	12/7/2014 9:04 AM

Lafayette Bike and Pedestrian Master Plan

43	1. Better road marking on my route to Purdue, and especially a better and safer way to get across the river! 2. It would be great to have a 20 mile loop on dedicated bike trail or combination of trail and marked paths on road, around Lafayette. 3. It would be great to have a safe route to get to the county roads south of Lafayette, bike lanes either on 9th or 18th St. going south, out of town. That would make it a lot safer to get out for a country ride.	12/6/2014 3:22 PM
44	I would like a longer trail system that connects current parks.	12/5/2014 7:04 AM
45	26 to creasy north to union and west to 52.	12/4/2014 8:19 PM
46	Must finish trail from McCormick to Klondike library. West Lafayette to south Lafayette like McCutcheon on 231. 231 connect/finish 26 through to 500.	12/4/2014 7:56 PM
47	Twyckenham/Concord towards Wal-mart	12/4/2014 4:59 PM
48	I like my current routes but often feel unsafe riding my bike on Union, Salem, Main and South Streets. I would also like the Wabash trail to be extended a bit, or have more options to branch out. I would prefer that the trail not rely on sidewalks in random neighborhoods as it's hard to know when you're on the trail or not (or just improve the signage).	12/4/2014 2:01 PM
49	Connectors from West Lafayette Bike / walking paths	12/4/2014 9:48 AM
50	I want an easier route to Campus from the south side of Lafayette. Currently, it's either I ride on New 231 (which isn't very safe on a bike) or I take 9th St north to Downtown and west on Columbia Street. 9th Street isn't very bike friendly either, despite it being a major road through town. I'd like a pedestrian bridge to West Lafayette on the south side of Lafayette or a bike lane on 9th Street. I would also like to see the pedestrian bridge off of Rhiele Plaza have an easier bike path instead of dismounting and walking up the stairs. A minor complaint though.	12/4/2014 9:13 AM
51	improve S.9th St. from Lafayette to Battleground	12/4/2014 8:09 AM
52	i do country roads because there is no where else ti ride	12/3/2014 8:54 PM
53	52 needs a sidewalk and a bike lane from West Lafayette all the way to the mall. 26 needs a sidewalk and a bike lane from 400W to 900E We need a 100 mile bike route like Wabash County has. 100N and 550E need bike lanes and sidewalks. Lots of kids and walkers in danger!	12/3/2014 8:41 PM
54	Would like to ride to town from location, but creasy/Eisenhower has no shoulder and biking down Schuyler/Former SR25 is pretty risking with anyone that isnt an extremely skilled cyclist. In addition, access to city from the north via 9th STreet/Battle Ground has the same risks.	12/3/2014 4:10 PM
55	none, I do in the County	12/3/2014 3:35 PM
56	A safer way to ride from Downtown to Ivy Tech.	12/3/2014 9:58 AM
57	Salisbury St. to and around Purdue, downtown Lafayette, 43 / 9th St. / 225 around Battle Ground	12/2/2014 11:47 PM
58	I would like this area to be expanded to university residence halls, the CoRec, apartment complexes on Lindberg, and possibly out to Murdock Park.	12/2/2014 3:00 PM
59	I Would Like To Take 26 East As Far As Possible, Like Maybe Ou To 900East. I Would Like To Take 52 Eas To The Mall Amd West To Payless. I Would Like To Take A Bike Route On 26 All Yhe Way To Campus.	12/2/2014 2:32 PM
60	I really like the idea of a pedestrian bridge over the railroad tracks to the old city golf course. That would give me much better access to the heritage trail without having to negotiate the narrow hill at green bush and 9th st.	12/2/2014 2:25 PM
61	Better bridge use.	12/2/2014 2:03 PM
62	I want to be able to use the sidewalk outside CC. It has crumbled beyond the point of being safe for pedestrians, runners and bicyclists. Get it fixed.	12/2/2014 12:11 PM
63	From Lafayette to WL without crossing major road bridges would be nice and just more access to bike/pedestrian friendly trails	12/1/2014 9:09 PM
64	If a route system could be developed that could take you almost anywhere in town that would be awesome. I know that doesn't give you anything specific but I love cycling.	12/1/2014 3:14 PM
65	Twyckenham--Brady Lane--Creasy Lane corridor	12/1/2014 12:49 PM
66	I would like to see the route on VMP connect past Nashan, around past IU Hospital.	12/1/2014 11:15 AM
67	i would like to cuntinue to use the same roads that I already do, just more bike friendly.	12/1/2014 8:09 AM

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68	-I would like to see a bike trail extended south of Ortman Lane to Veterans Memorial Parkway -Connect all of the city parks via trail system	12/1/2014 7:50 AM
69	I want to bike from Rockland Dr. in West Lafayette to Purdue and back.	11/30/2014 10:16 PM
70	Would like to see 18th Street more bike friendly as some spots narrow when cars parked on side of street and bike has to be in traffic. Same issue on Salem Street when heading West as bikers do not have much room on side of road when cars parked on side of street. Traffic moves quick as well which is why I try to avoid it.	11/30/2014 9:15 AM
71	1 - if 18th street or 9th went all the way to down town from 350 south, that would be nice. 2 - Kossuth is beautiful if that could be run/ride friendly 3 - connecting Wea Ridge schools to 350 south would be great for kids to go to igloo in Summer time 4 - paths that are not high traffic areas (reduce exhaust) with trees (shade and wind protection) is great. Provides alternative views and serenity then same roads you drive.	11/29/2014 5:04 PM
72	Street, paths that would take me more easily east. My current destinations have me traveling west as there are more trails paths on the west side.	11/29/2014 10:44 AM
73	I would love to feel safe riding my bike from approximately the WalMart intersection all the way into Purdue's EE Building. Once we get to that point, bikes feel much safer. I currently do not feel safe on a bike in Greater Lafayette - and I have grown up in a different country, riding a bike on an 8 lane main city highway to high school every day.	11/29/2014 7:00 AM
74	s 550 e to right on McCarty Lane to right on Main street to points desired downtown or columbian park or west lafayette.	11/28/2014 7:25 PM
75	Sagamore Parkway and Salisbury shopping districts Tippecanoe Mall Shopping along Sagamore Parkway Market Square	11/28/2014 2:12 PM
76	We would like more lighted trails/sidewalks to run at night, especially during winter when daylight is limited.	11/28/2014 12:54 PM
77	wabash Av area	11/28/2014 12:24 PM
78	I would love to be able to ride to work (from Creasy Lane and Greenbush to Purdue University). I wish there was a way to walk to ride to shop from my house - up Creasy through 26 and down Greenbush toward 18th.	11/28/2014 12:22 PM
79	I'd love to see bike access to businesses on South Street (Target, etc). I'd also like to be able to ride from downtown Lafayette to areas on the outskirts of the city by using bike lanes and multi-use trails exclusively.	11/28/2014 12:12 PM
80	west lafayette to Lafayette and along the river	11/28/2014 11:35 AM
81	what needs to be done is connect the paths already existing. West Lafayette is a great example of a well thought out plan of bike/walking paths. Lafayette's, doesn't go anywhere, end abruptly at a dead end and don't connect. There are a lot started, and that is great, but it is not a structured or well thought out system of short paths. I would especially like to see the existing path along the r.r. tracks from 18th to Poland hill connect somehow to the Wabash Heritage trail,	11/27/2014 1:41 PM
82	Vinton Woods to Club NewTone Vinton Woods to Purdue Vinton Woods to Columbian Park	11/26/2014 2:25 PM
83	South 9th Street needs bikes lanes or at least widened between Teal Road and 500S, or at least to the edge of Lafayette	11/26/2014 1:15 PM
84	It would be nice to have a trail that connects the Salisbury/Cumberland Avenue trails with the new trail on US 231/Lindberg Road. If I am feeling adventurous I will ride along 52 to access this trail, but with all the campus housing/bus routes on this part of 52 (at the Morehouse Road intersection) it is very risky dealing with the high amounts of traffic at 6pm when I am able to go for my rides. Would also be nice to have a better path to get from the Salisbury trail down to Happy Hollow park. There are no trails on that part of 52/Happy Hollow road and the sidewalks that go from Sailsbury through the Navajo neighborhood or along campus are not that great if you want to take the long way around North River Road.	11/26/2014 12:57 PM
85	BRADY LANE TO 1701 S. Creasy Lane	11/26/2014 12:53 PM
86	I would like to be able to ride from my house (east of Faith Christian) to work safely on Highway 26.	11/26/2014 12:41 PM
87	none the roads are not where I want to ride bike. I would like bike paths in parks not on roads.	11/26/2014 11:41 AM
88	Limited access bike trails are essential. It is a great way to get exercise, but very dangerous. If you are going to create long trails for biking and walking - you should look for examples where there are clear biking lanes and clear walking lanes. Walking lane speed limits should be lower than 8 miles per hour. Bikes and pedestrians don't always mix. Also, walking to Central Catholic is very difficult because there are no sidewalks on S. 9th street.	11/26/2014 10:50 AM

Lafayette Bike and Pedestrian Master Plan

89	It would be nice to be able to get from the south west side of Lafayette to the north east side via a bike path. Likewise it would be convenient to be able to get from the south east side to the north west side of Lafayette.	11/26/2014 10:07 AM
90	better shoulders on main county roads for biking.	11/26/2014 9:00 AM
91	9th street.	11/26/2014 8:46 AM
92	Nowhere specific - it's just nice to have dedicated trails. We like going to different parts of the city for recreation.	11/26/2014 8:24 AM
93	Anywhere. I ride for fun and exercise. I think a loop around the city would benefit everyone.	11/26/2014 7:50 AM
94	I'm open to new areas.	11/25/2014 11:51 PM
95	I wish it were a little safer to walk to Payless on Greenbush. It is very close, but crossing two major roads (Elmwood and Greenbush) and cutting through the Market Square parking lot can be a bit unsafe at times. Parts of Greenbush lack sidewalks, which is very hard for walkers, especially when you are walking with kids.	11/25/2014 11:34 PM
96	All of McCarty Lane. It would be really nice if the path on veterans memorial would extend past 52, preferably all the way to McCarty or 26	11/25/2014 11:14 PM
97	Perrin neighborhood, Murdock Park, South 7th, 9th, and 18th Streets, Rome & Shenandoah, and far south Lafayette in general.	11/25/2014 11:09 PM
98	Kossuth Street east or west	11/25/2014 10:18 PM
99	I would love to be able to ride my bike with the kids. I used to commute daily on my bike in a large city out of state during college but do not feel safe with Lafayette drivers. My husband biked occasionally to work until we moved across town.	11/25/2014 10:13 PM
100	Same	11/25/2014 9:49 PM
101	I would walk to other parks, such as Armstrong, but there is consistant, safe path. Although there is no space provided, I would like to voice my concern that, while motorists need to be more careful, so do bikers. If we are sharing the road, we all must follow the rules. Bikers tend to act as vehicles one moment, and a pedestrian the next. This unpredictable behavior can be dangerous and lead to accidents. There need to be clear cut rules that are strictly enforced. Everyone's next move should be predictable. My other concern is bikers on high speed roads. Just as approaching a car traveling under the speed limit can be dangerous, so can approaching a bike. More so, in fact, because they are harder to see. This argument tends to be one sided. What can motorist do to accommodate cyclists. But we have to meet in the middle if we are expected to share.	11/25/2014 9:40 PM
102	My family and I often ride down 350 to 52, but the path ends at 52. If it would connect to Meijer we could have a much longer ride. My son also swims at mcutcheon 6 days a week. If there was a safe way for him to travel to school that would be wonderful.	11/25/2014 9:38 PM
103	I wish the heritage trail went all the way to battleground (for a bike).	11/25/2014 9:38 PM
104	350 from 52 to 26	11/25/2014 9:17 PM
105	I would enjoy a route around the city, veterans memorial from walmart to meijer as well as a route from downtown to veterans memorial via 9th or 18th streets	11/25/2014 9:01 PM
106	7th street is a great alternative to 9th street due to less traffic. I like to ride down Main Street to the Park and all around downtown. It's great biking to downtown events like the farmer's market or mosey down main. Patches to and from downtown are key.	11/25/2014 8:56 PM
107	I would like a route on Old US Hwy 231 South to 4th Street and 4th Street to downtown. Then a route to meet up with 4th Street rout on Teal Road to go east past Central Catholic, Fairgrounds, Jeff and Tecumseh, and out to Sagamore and the Tippecanoe Mall. The route on Sagamore should move north to city limits and south to Ivy Tech. I would like a bike/ped route on Old Romney Road and on Twyckenham from Old Romney to the existing bike/ped route.	11/25/2014 8:44 PM
108	Old 231 from McCutcheon HS (or at least Vetrans Pkway) to 4th street/Teal intersection and extending to Lafayette Jeff along Teal and downtown along 4th St. Would also like to see bike route extend full length of 9th street through Lafayette (old city golf course to Vetrans parkway).	11/25/2014 8:29 PM
109	Linking of all city parks. Bike routes that connect Lafayette and West Lafayette.	11/25/2014 8:02 PM

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110	I live at the corner of South 9th and 350. I love that I can bike down Veterans Memorial Parkway to Wal-Mart and different restaurants and stores. It would be nice to have a big sidewalk or bike path that goes from Brookview Subdivision. Currently I have to cross 350 with my children in order to get to the bike path. This is not very convenient with small children. I would like to see the bike path go down 9th street to the park or water park at Beck Lane. I would like to have a bike path that goes from our side of town out along 231 to Purdue University. I would like to have a bike path from our side of town to a library. My family loves to ride bikes and go places. We would benefit from having more destinations to go to.	11/25/2014 7:35 PM
111	There needs to be a safe way to cross 52 by Newton. Club members ride bikes and run but struggle to get across the street safely.	11/25/2014 7:11 PM
112	To Armstrong Park, Schools, Walmart shopping center on 350	11/25/2014 7:03 PM
113	It would be nice if it was easier to cross the river on the 52 bridge when walking or riding	11/25/2014 6:26 PM
114	Connect to propestown state park from downtown	11/25/2014 6:16 PM
115	I would like to be able to ride more in my neighborhood (Amelia Station). At the moment we have very few sidewalks, and no bike routes. It would be nice if there were more bike routes near Creasy Lane and McCarty.	11/25/2014 5:24 PM
116	My biggest concerns are regarding safety in the neighborhood. I would not walk or allow my children to walk in the dark mornings or evenings. Safety is a huge concern and redirecting traffic is not the only safety concerns that need to be addressed.	11/25/2014 2:33 PM
117	I ride to Purdue's campus from N 5th and Main, usually taking state street, but occasionally taking the union street bridge.	11/25/2014 2:23 PM
118	Kassuth east and west/ 9th north and south	11/25/2014 2:13 PM
119	All	11/25/2014 2:06 PM
120	Safe ride to Tippecanoe County Mall and Ivy Tech.	11/25/2014 12:25 PM
121	I would love to be able to ride to Ivy Tech from 18th and Brady but with the crosswalks on alternating sides of Brady requiring crossing at intersections where the crossing sign button must be pushed (ie. not tied into the traffic light timing) and an intersection with no crossing light, it is not safe to do so.	11/25/2014 8:21 AM
122	Downtown in the street. Mostly Main St. From bridge to 11th.	11/24/2014 10:01 PM
123	Sagamore, south street, Creasy, kossuth.	11/24/2014 9:50 PM
124	soldiers home, happy hollow, 52, Greenbush	11/24/2014 9:13 PM
125	We would ride across to lafayette more often if the pedestrian bridge was bike friendly! (We have kids! Having to carry bikes up steps or on an elevator doesn't cut it!!)	11/24/2014 7:47 PM
126	Businesses along 26.	11/24/2014 4:55 PM
127	Bike friendly paths from lafayette to west lafayette and to the mall as well as east state street, by I-65. Pretty much all bike lanes in the cities are inadequate. Narrow, drains, ending abruptly, etc.	11/24/2014 3:34 PM
128	Purdue, pedestrian bridge, downtown, Columbian Park	11/24/2014 3:18 PM
129	Connect all the parks and have safe access to and across the Wabash River. Safe routes to schools is also essential.	11/24/2014 2:44 PM
130	Main Street...	11/24/2014 2:11 PM
131	Main Street or South street to downtown, Greenbush Street to Payless Supermarket. I'd really like to see one or two north-south and east-west routes across the city, preferably low-traffic streets paralleling main roads that can be upgraded.	11/24/2014 1:49 PM
132	Along the length of Union street and/or Greenbush to Creasy Lane and Eisenhower Rd, along 9th street between 350 and Sagamore Parkway	11/24/2014 12:50 PM
133	Those indicated on the map previously. Riding across the Wabash river on bicycle can be a challenge.	11/24/2014 12:18 PM
134	Bike out south to ninth street.	11/24/2014 11:39 AM
135	I would like to get anywhere in the "metro" area without riding on car lined streets. Downtown, mall, parks, campus, hort. park, Kitchen Art.	11/24/2014 11:13 AM

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136	We need a route connecting the North Ends of both cities. The intersection at 9th and Greenbush has no pedestrian infrastructure, although lots of people walk there. Designated bike routes through downtown would be useful.	11/24/2014 10:08 AM
137	52 (Sagamore Parkway) Teal Road 350 (Veterans Memorial Pkwy) 231 South	11/24/2014 9:52 AM
138	Just keep the sidewalks in good repair...Create a long walking bike path in a wooded area in Lafayette	11/24/2014 9:15 AM
139	Be able to use a bike safely for shopping and recreation. Be able to conveniently get to these points: Mall, downtown, shopping along 26	11/24/2014 9:03 AM
140	The north end, where I live (if it seemed safer and the side walks were good). Bike to City parks, WL parks, county parks, Prophetstown. Bike to downtown, Myers bridge, farmers markets, Tapawingo park.	11/23/2014 12:05 PM
141	I would love to see routes connecting Lafayette schools. Jeff, Tecumseh, Sunnyside, Edgelea, Etc.	11/22/2014 7:23 PM
142	Prophetstown State Park, from Lockwood Drive, east of Lafayette.	11/22/2014 1:14 PM
143	A sidewalk or bike path down 26, so that people can walk on a safe surface instead of in a ditch waiting for a bus.	11/22/2014 12:26 PM
144	On the trail next to the rail road track near Brady road and 18th. I would like to see more lights on the trail so I feel safer running after work in the fall when it gets darker. I dont feel as safe running there even with my 100lb dog with me. It is too dark in the area.	11/22/2014 8:32 AM
145	Would love to extend the Veterans pkwy path (350) to extend all the way to 26. A safe way to travel 9th street out of traffic would be great.	11/21/2014 7:49 PM
146	Greenbush to Creasy Lane at the Pavilions	11/21/2014 7:15 PM
147	union, salum between the harrison bridge to creasy lane	11/21/2014 4:26 PM
148	South 9th to Veterens has no bike lane or sidewalk	11/21/2014 12:29 PM
149	Teal Rd. needs to be upgraded for pedestrian and bike traffic, especially near Jeff and Tecumseh. 9th St.and 18th St. needs to be renovated for pedestrians and cyclists	11/21/2014 12:24 PM
150	Sidewalks along 9th from Crestview to Beck	11/21/2014 12:07 PM
151	To and from Edglea School from fairgrounds Jeff Highschool to Edglea Edglea neighborhood to Marsh	11/21/2014 11:25 AM
152	Pheasant Run to the Mall: Pedestrian/Cyclist concerns end once one reaches Sagamore Parkway. I'm spending more and more time in Downtown Lafayette, but once I get to 9th St, I'm reasonably happy. The stairs on the pedestrian bridge make it difficult for me to cross on bike -- a feature, not a bug, I'm sure -- which puts me on South/Columbia bridges crossing to Purdue, which is like bringing a paring knife to a raging fire. I don't live/walk/bike there, but the lack of sidewalks in the Old Romney Rd./Claystone at the Crossing/Old-231 area is a big problem.	11/21/2014 11:09 AM
153	everywhere	11/21/2014 11:05 AM
154	There is a path on the south side of 350, but few places to cross the street or safely navigate the north side of the road or businesses there. It would be FABULOUS to have sidewalk access that is bike/walkable on the north side of the street as well. along 18th street from the landings/commons/waterstone to 350S.	11/21/2014 10:50 AM
155	I'd like to be able to commute to work via bicycle. Number one consideration in West Lafayette should be to complete the bike trail from the new US 231 to the Purdue campus. Currently the trail effectively ends at IN 26 and forces riders on to IN 26 as they head to or from campus, which is very unsafe.	11/21/2014 10:16 AM
156	Bike access from the high school to the mall	11/21/2014 10:02 AM
157	To the mall To target	11/20/2014 10:45 PM
158	I'd like to see a bike path across the Wabash on Sagamore Pkwy, and along that road, as well as the planned construction of a trail along Happy Hollow, from Sagamore Pkwy south to River Rd. I jog up and down Happy Hollow, and there are narrow spots with no shoulder.	11/20/2014 9:42 PM
159	Further west down Veteran Memorial Pkwy	11/20/2014 4:40 PM
160	I want to be able to ride my bike safely from McAllister Center downtown and over to Purdue. I would also like a safe route to be able to ride to Prophetstown State Park and Battleground Battlefield.	11/20/2014 4:24 PM
161	able to access the Tippecanoe mall safely and all points on creasy	11/20/2014 3:46 PM

Lafayette Bike and Pedestrian Master Plan

162	Wabash Heritage Trail (Tippecanoe connecting trail from Lafayette to Battle Ground) Murdock Park	11/20/2014 3:26 PM
163	Want to ride to Prophetstown State Park. Want to ride to downtown Lafayette. Want to ride to West Lafayette Library.	11/20/2014 3:19 PM
164	Through downtown out to mall, south 9th street, and to businesses along 26 for shopping.	11/20/2014 2:41 PM
165	I wish there were more trails along the river.	11/20/2014 2:17 PM
166	I would love to ride across the pedestrian foot bridge that connectw Lafayette and West Lafayette. It would be great to have a bike ramp that does not require stairs or use of a road. Also, given available funding and feasibility, I strongly suggest bike paths that travel under busy roads (such as 52) to cross to the other side of the street. Fort Collins, CO has this and it's great! This approach is safer and more pleasant for riders and pedestrians.	11/20/2014 1:19 PM
167	paths connecting downtown to Lafayette to Lafayette neighborhoods (e.g., via union St or Greenbush) Downtown to Ivy Tech/new YMCA Downtown to retail locations on Sagamore Parkway	11/20/2014 1:01 PM
168	Anywhere - movie theaters, restaurants, shops, events, etc.	11/20/2014 12:15 PM
169	I think it should be easier to walk/bike on S. 4th Street and Teal Road.	11/20/2014 11:04 AM
170	I live in Lafayette near Columbian Park and I would walk and ride my bike to Purdue and downtown (to shop and eat) if it were safer. Even walking to Columbian Park can be dangerous. Drivers do not heed the crosswalk or speed limit and it is both a park AND school zone! I do enjoy walking places, but the sidewalks are in need of repair and we need more street lighting (Kossuth from 18th to Main) in order to use those sidewalks after sunset.	11/20/2014 11:01 AM
171	I don't want to ride any routes. I think a better walking route to Tippecanoe Mall and the surrounding shopping areas is needed. I'd like to see a better integration between transit and people-powered transportation. As an example, I live 3 miles from work. The nearest bus stop is only about a block, but riding a bike would put me on some of the heaviest travelled roads in the city. Walking that far in winter is not an option.	11/20/2014 10:36 AM
172	I want to feel safer biking the above areas with my grade school age grandson. Now I just keep him on the side streets.	11/20/2014 9:56 AM
173	There could be routes all over town, but I would likely stick to my own neighborhood and Armstrong Park.	11/20/2014 9:46 AM
174	I have been commuting by bike and using my bike for all my transportation needs for over 30 years as long as it is not dark, the temp is above 30, and I feel my route is safe. It would be wonderful if ALL my routes were safe.	11/20/2014 9:39 AM
175	I would like a safe route to access Prophet's Town. I also strongly believe this should include completing a safer route to the work/incarceration center on N. 9th Street road. A route from downtown south and out to the former Eli Lilly plant.	11/20/2014 8:52 AM
176	None	11/20/2014 5:49 AM
177	I would like for there to be safer routes to ride bikes on in the city itself. Kossuth, Teal, 9th Street, and 18th Street are all too busy to ride on safely at certain times of the day.	11/20/2014 5:13 AM
178	Please note there are very few ways to go from Kossuth st to teal or beck due to the deep valley/ culvert that runs from 18th to 4th. there are no connecting neighborhoods to bike or walk thru to keep people off the VERY busy 4th/9th/ 18st streets to get from central lafayette to the southern corridor where there are parks, recreation(pool) and very nice bike paths . I would also like to be able to get onto the wabash heritage trail from the Lafayette side without having to carry my bike up and down the steps at Rehile plaza, and also to get to prophets town park by bicycle. The section of 9th street from the underpass under the by-pass(the end of a very nice path) to the old bridge that spans the wabash river is dangerous to drive in a car but is impossible on a bike with all the speeders let alone the lack of a shoulder and the constant wind (because its really kind of a dike) . The section of the bike trail north of the plaza that is unpaved between the bridge and the paved section next to the old golf course should really be paved - it is very annoying to be going down a nice paved bike path then lose it only to connect to another paved path	11/19/2014 11:41 PM
179	The Heritage Trail if it were groomed.	11/19/2014 10:52 PM
180	As many as possible	11/19/2014 10:49 PM
181	Sagamore Parkway South between Concord and 18th street	11/19/2014 9:23 PM
182	More down S 18th street towards the school and S 9th street by the elementary school.	11/19/2014 8:41 PM
183	down ferry to murdock park. Across South St to columbian park and surrounding area	11/19/2014 8:26 PM

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184	Anywhere outside of downtown seems to have fast roads with big lanes that are dangerous on bikes.	11/19/2014 7:58 PM
185	I would like to ride along Creasy (to work at CAT) and be able to ride to downtown	11/19/2014 7:49 PM
186	Wabash heritage trail brown street pedestrian bridge	11/19/2014 7:15 PM
187	I wish it was safer to bike to grocery stores like the Aldi, or either Kroger grocery stores on the south side of Lafayette. It would be absolutely fantastic to have a trail or bike lane that connected downtown (or anywhere in town!) to Prophetstown State Park. I am afraid to bike on North 9th Street, especially since that man was killed.	11/19/2014 6:44 PM
188	Sidewalks on S 9th or S 18th street from wea ridge to veterans memorial	11/19/2014 6:13 PM
189	South St, from US 52 to downtown Lafayette	11/19/2014 6:10 PM
190	I like to bike downtown, to library, to shop out on Creasy Lane, to Farmer's Market, Virtuuous Bike Shop	11/19/2014 6:08 PM
191	I would like to ride down Creasy Ln. to work, but it is currently too dangerous. If I could ride from Greenbush down to McCarty on or near Creasy Ln. or Sagamore Parkway I could avoid driving my car most days.	11/19/2014 5:48 PM
192	- I would like to be able to ride downtown on my bike to get to the farmer's market (down 9th street). - I would like to ride to the County Fair Grounds off of Teal Rd. - I would like a safe route to Purdue's campus (through the city, because 231 is too dangerous with speed, distracted drivers and debris on the side of the road). - I would like to ride across Veteran's Memorial Parkway to get to that path... maybe an intersection at 18th Street designated for bike crossing.	11/19/2014 5:08 PM
193	East/West on Teal from 9th street to Sagamore Pkwy and across to Mall and adjacent shopping. PayLess grocery stores, and CVS Pharmacy.	11/19/2014 5:07 PM
194	Not sure yet. Probably to Purdue from Perrin Avenue.	11/19/2014 4:14 PM
195	From my home on South 28th Street to the Market Square area and back home.	11/19/2014 4:11 PM
196	I would like a sidewalk on Creasy from Greenbush to Union street on the left side of the road so we wouldn't have to cross Creasy.	11/19/2014 4:04 PM
197	I don't walk or ride much with my family because we have no sidewalks going out of our subdivision (Stonewick) We also cannot travel to places like Pink walrus because I don't want to take my family out onto 350	11/19/2014 3:58 PM
198	I would like the shopping and restaurants on South Street/SR26 accessible as far East as Meijer. I would also like Sagamore Parkway accessible from Union St to Tippecanoe Mall. I think the new bike/pedestrian path on the new S Earl Ave will be great! It will increase accessibility to Jeff HS on foot and bike.	11/19/2014 3:54 PM
199	I would like to see the path that runs into Munger off of Creasy under the powerlines follow the powerlines farther south.	11/19/2014 3:34 PM
200	Don't really care, as long as it's nice (natural as possible), and safe.	11/19/2014 3:14 PM
201	I would enjoy an easier way to access downtown from the other side of the city(near 26 and 65). It's pretty dangerous as it is with drivers being ignorant of how to drive with cyclists.	11/19/2014 3:09 PM
202	From north of downtown to the malls, to Fort Ouaitenon, to West Point.	11/19/2014 3:03 PM
203	Fairgrounds to YMCA, needs a path instead of just "cutting" through Fairgrounds to Jeff/Tecumsh. No side walk on southside of 9th street, where houses are. So in a year, my kids will need to ride through the neighborhood to 18th and go north to the crossing guard.	11/19/2014 2:54 PM
204	Downtown	11/19/2014 2:53 PM
205	It would be awesome to be able to ride out to the Tippecanoe Amphitheater Park.	11/19/2014 2:50 PM
206	Munger park and to Target and Creasy lane Shenandoah and Greenbush to Market Square Home to downtown Lafayette	11/19/2014 2:46 PM
207	I would like to ride a bike from home to all of the destinations I travel within a 10 mile area of home. I would ride a bike if there are clearly-marked and safe bike lanes and if motorists acted safely towards bicyclists	11/19/2014 1:55 PM
208	I would like for there to be some connecting bicycle routes out to the Ivy Tech Community College, there's frequently heavy traffic out in that direction and I do not feel safe comfortable riding in that area because I feel like it was developed with only car traffic in mind.	11/19/2014 1:41 PM

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209	I would like to pick up a bike route from near where I live (near St. Lawrence) to get to Purdue. There are no bike lanes or safe routes on my side of town at all. It's really discouraging. Even though some traffic has been rerouted with the interstate/highway changes, it's still unsafe to ride/walk to Purdue or any main arteries. Even if the designated bike routes are mapped/built away from main arteries and to Purdue, it would be a huge help. If I wanted to bike for exercise (which I'd like to do, too), people in my area have to pack up their bicycles and drive to a designated bike trail or area north of 52, on the south side of town around Arlington Park or West Lafayette. The same goes for walking. Some blocks in town don't even have sidewalks.	11/19/2014 1:17 PM
210	Any of the parks.	11/19/2014 1:06 PM
211	i want to walk the rout above on Level sidewalks and no worry about getting hit at the intersection	11/19/2014 12:23 PM
212	Honestly I don't mind roads, but there are some real asshole drivers, I feel like I need a gopro so I can report them to authorities. A semi driver intentionally road my tail coming across the river and tried to clip me with his trailer as he passed me only to exit to the SR43 exit ramp. This my worst experience, but where do they get off???	11/19/2014 12:08 PM
213	I'm hoping for a route that hooks up to beck lane, this would be good for everyone getting groceries that need it and can walk or ride there. Also, I'd like a route that is safe for getting to the downtown bus ride station, we do not have City Bus on Wabash Ave, and there are a few obstacles to get there for many people, not to mention all the semi-s and constant fast drivers who race down the road as if there are no rules of traffic courtesty here in this part of town. Another area would be a route that takes people to river on this side of the Wabash., right now you cannot walk along the river at all.	11/19/2014 11:04 AM
214	If it were safe I would like to ride along Sagamore Pkwy north and south as well as downtown.	11/19/2014 10:25 AM
215	none; survey is WAY too long!	11/19/2014 10:10 AM
216	The same. It's pretty easy now. Get on the road, signal, and be safe. Be sure to use your bell.	11/19/2014 9:20 AM
217	The maps weren't really clickable for me. I'm filling this out, because I don't want to see a bunch of spandexed bikers riding alongside traffic. make sure you keep them out in the country in fields or woods, far away from regular automobile traffic. DO NOT put in a bike lane. Accidents will go UP.	11/19/2014 9:15 AM
218	connections to schools: Wea, McCutcheon, Mayflower	11/19/2014 8:55 AM
219	A good safe route back and forth across the Wabash.	11/19/2014 8:41 AM
220	Any road without drivers going 10-15 over the speed limit in residential, hospital and school zones. On the above columbian park to purdue west bike or car ride, I am consistently passed by speeders, no lane or turn signals ever used, drivers turning and crossing over double yellows or on multiple lane roads crossing out of the proper turning lane. Our town can not drive safely or responsibly. Fix -that-, and most "bike problems" would also be better.	11/19/2014 7:48 AM
221	Main Street, south street, 52	11/19/2014 1:03 AM
222	6th or 7th with a dedicated bike lane valley with a dedicated bike lane	11/18/2014 8:23 PM
223	I walk from my house on Beck Lane (across from boys and girls club) to the park at 9th and beck.	11/18/2014 8:04 PM
224	Same as walking areas.	11/18/2014 7:23 PM
225	any of those I indicated on the map would be wonderful	11/18/2014 7:19 PM
226	Would like to see the Beck Lane path extended through Dog Park down on Wabash Avenue. Extend the 18th Street path out to US 52	11/18/2014 7:14 PM
227	Extend RR path beyond 18th street as far as practical. 9th Street sidewalks around Central Catholic HS do not have curb cuts. Make it possible to get to pedestrian bridge without carrying bike or use elevator to get to bridge grade. WL side is easily accessible but not on Lafayette's side. Daily see people, probably area workers who cannot afford a bus, walking along SR26 from Sagamore Pkway until near the Interstate. This is a safety issue as well because people are close to the road in bad weather. Connect community parks with maps and distance information to encourage walk/bike trips.	11/18/2014 5:43 PM
228	Same as #14	11/18/2014 5:42 PM
229	I live in W Lafayette, and would like to see easier bicycle access to Lafayette via Harrison Bridge, and Columbia/South Street Bridge.	11/18/2014 5:40 PM
230	Down town area	11/18/2014 5:34 PM

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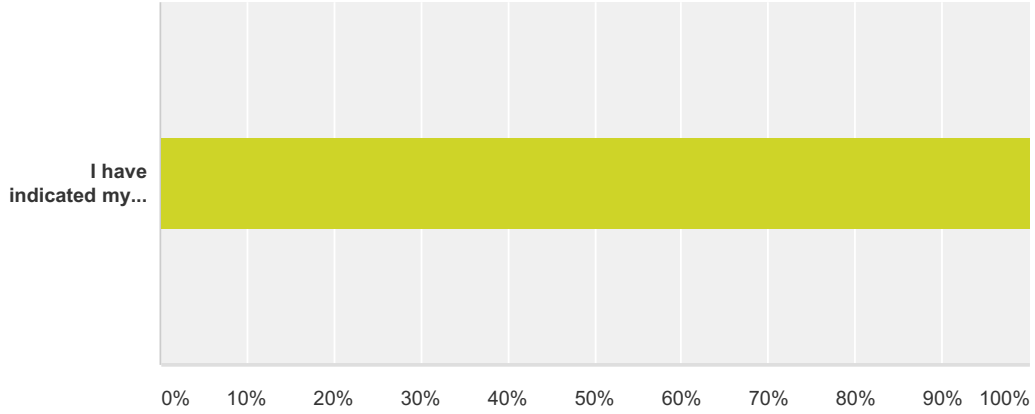
231	I want to drive. I want bikers and hikers to have their own routes and get off my roads.	11/18/2014 5:25 PM
232	I want the citizen's of Lafayette and the surrounding area to be able to ride their bicycles wherever they need to go.	11/18/2014 4:34 PM
233	safer routes along the above. a route that would take Beck down to Shamrock Dog Park with safer biker/dual use lane (Pedestrian/Bicyclists).	11/18/2014 3:32 PM
234	Sagamore parkway to north ninth	11/18/2014 1:05 PM
235	All but safer	11/16/2014 1:14 PM
236	Routes that connect the downtown to outer areas of the city	11/15/2014 11:15 AM
237	Multiple connections available from south side to downtown	11/15/2014 3:20 AM
238	Same but safer traveling by bike.	11/14/2014 4:32 PM
239	Creasy lane Teal road Union Street including the bridge into West Lafayette 9th street (Safely)	11/14/2014 4:30 PM
240	I want it to be safer to get to the commercial areas near South and Sagamore. Whether that means creating a trail or parallel road with lower traffic or a protected (with bollards) lane. I want it to be safer to do some loops for recreational purposes, safer parallel roads don't often go through, and dump out on seriously busy streets.	11/14/2014 3:39 PM
241	I work at McCarty & Creasy intersection, so it would be nice to have bike lanes on the route there. I currently take 4th St north to Kossuth, turn right on Kossuth, follow to Main, turn right on Main, turn left on McCarty, follow to Kepner Dr and turn right. Kossuth is too skinny for bike riders to be comfortable.	11/6/2014 12:54 PM
242	Need access to the full length of Sagamore Pkwy. Route to the mall/retail areas. Need route from East side to South side.	11/5/2014 4:20 PM
243	I would LOVE to be able to bring my bike down with me so I can get around in Lafayette on a bike, like I do in Indianapolis. My parents' home/my home base is on the south end of Lafayette near 18th/350. I think it would be fantastic to be able to get from there to Purdue's campus and downtown.	11/3/2014 6:49 PM
244	South Street/ SR 26- This is used a lot already for the bus route by others and those driving to and from work/ to stores. I wouldn't really utilize this path but it is desperately needed. There is no bike lane or sidewalks and it is very scary driving with a bicyclist or pedestrian right there in the lane or off in the grass. I know it's a different survey too but benches or shelters for bus stops further off the side of the road would be great! More people might walk to places as well, especially those that live off of or near South Street to get to the businesses out there. Roads are just too busy now.	11/3/2014 3:22 PM
245	Out into the country side, State Park maybe as an example up on into Delphi by Battle Ground back roads.	11/3/2014 3:17 PM
246	I would like the path along the railroad tracks on 18th to be extended to Concord Road or Creasy Lane.	11/1/2014 10:29 PM
247	I'd like to be able to go to the grocery stores in my bike.	11/1/2014 7:59 PM
248	There needs to be a connector from Tapawinga Park up to the Ampitheater and Prophetstown SP. This would get heavy use. Also some safer routes along south 7th street would make for safer and smoother walking and cycling. I would also encourage developing as much trail along the Wabash as possible.	11/1/2014 12:52 PM
249	The only thing I want to see is CROSSING WALK SIGNS especially at Earl and South Sts.	11/1/2014 12:51 PM
250	I work by Columbian park. If I had a safe path along us 52 I would ride to work.	11/1/2014 12:27 PM
251	I would love to be able to safely ride a bike along old 231 from the intersection at 350 and old 231 to payless on old 231 and beck.	11/1/2014 11:24 AM
252	I live near Columbian park but do not feel I have a safe route to get to Ivy Tech (work) on a bike, nor is it easy to ride a bike through downtown.	11/1/2014 10:51 AM
253	Routes to and from shopping centers and grocery stores. Many roads have no shoulders or are unsafe for cycling.	11/1/2014 8:20 AM
254	Make River road safer	11/1/2014 7:28 AM
255	9th st from Wea area school to downtown. All of teal road 18th from Wea school to 350.	11/1/2014 7:04 AM
256	My neighborhood	11/1/2014 6:35 AM
257	We need a reduction in ride and walk paths	11/1/2014 5:26 AM

Lafayette Bike and Pedestrian Master Plan

258	From Twickingham to Payless on Old US 231 & Beck Ln, and a Bike path all along Old US 231 and Fourth Street,.. and maybe from 18th and Brady all the way to IV Tech and the Mall,... driving an electric wheelchair is hell on roads with NO Side Walks,.. and even Side Walks are hell on the rear,... running over the expansion joints; It's like getting kicked in the rear every 4 feet....	11/1/2014 2:04 AM
259	various	10/31/2014 11:41 PM
260	I want to be able to get anywhere in Lafayette from my home on Brady LAne in a safe and efficient manner. I believe that with the hundreds of miles of sidewalks in this city, there should be no reason for a bicyclist to have to ride on the road with motorists. I understand that in the rare instance that a pedestrian might actually be walking on the sidewalk, the bicyclist would need to yield to the pedestrian. I think that it is not a good idea to spend more money on bicycle routes, whether it be painting the roads, or building bicycle paths/lanes, when there are already plenty of usable sidewalks. Anywhere that a bicycle is required to share the road with motorists is a problem location.	10/31/2014 11:33 PM
261	18th street (between Center street and Main street)	10/31/2014 7:13 PM
262	From Comubian Park to the east and southeast. Where most people in Lafayette work.	10/31/2014 6:03 PM
263	more bike-friendly paths to the east would be neat-- to the mall, maybe, or other shopping areas (along South Street, Sagamore, or Veteran's Memorial Parkway).	10/31/2014 5:53 PM
264	trail from s 18th (near Jeff), connecting to the end of S. 14th St. or Trail from S. 14th st. to the Fairgrounds. (both of these routes going running through "Durkees Run" area.	10/31/2014 4:55 PM
265	Creasy lane, Teal Road, US 52	10/31/2014 4:40 PM
266	Would love to feel safe enough to ride through all of the county	10/31/2014 4:37 PM
267	going south to the mall area in a safe manner, even further south to 350	10/31/2014 3:37 PM
268	The most convenient routes to the destinations I want to go to.	10/31/2014 12:37 PM

Q16 Please click on the following link and indicate the top 3 problem locations for walking or riding in the City of Lafayette
Click here to view map

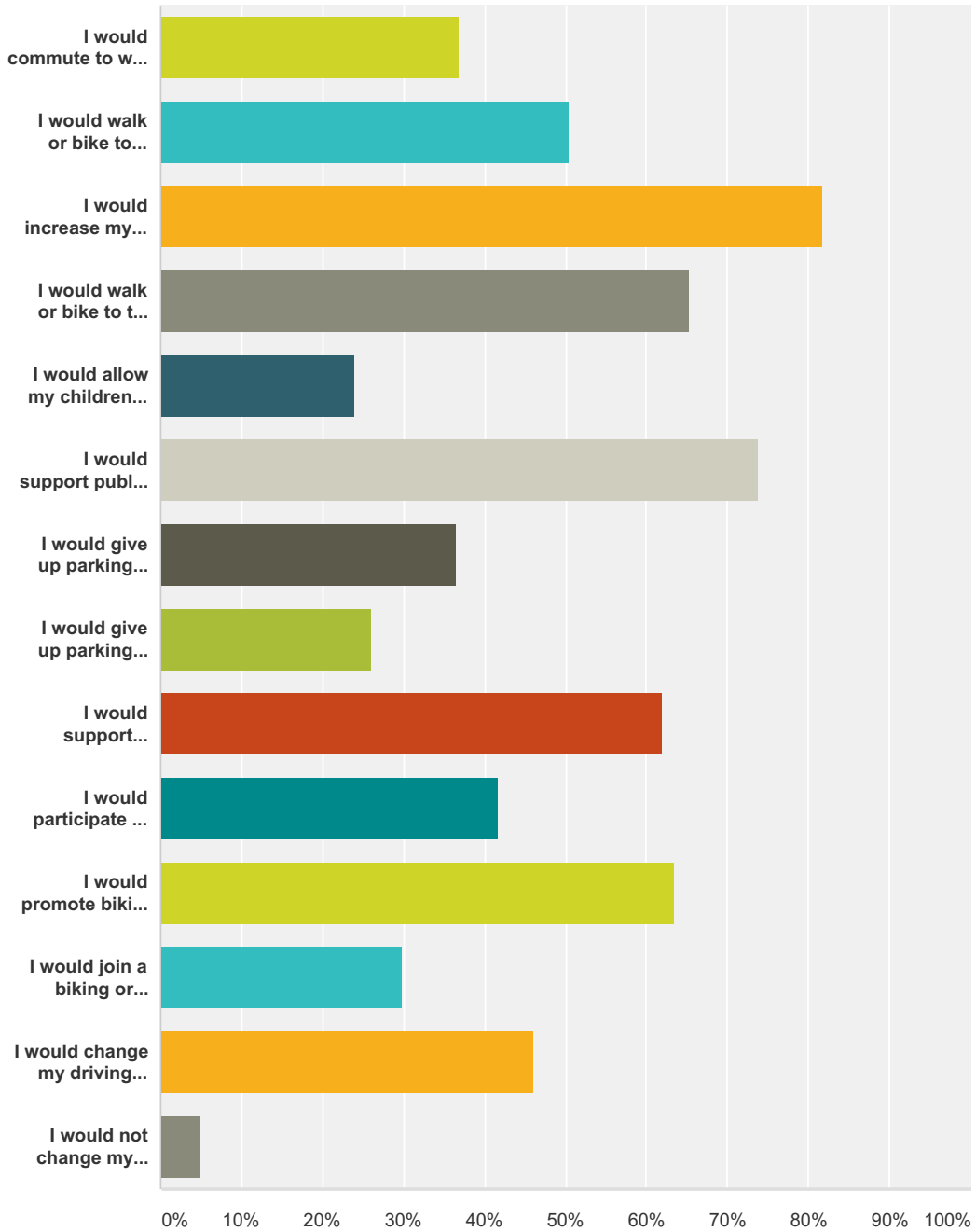
Answered: 445 Skipped: 0



Answer Choices	Responses
I have indicated my top 3 destination spots on the map.	100.00% 445
Total	445

Q17 If the City were to invest funding into creating an enhanced bicycle and pedestrian network, what current behaviors would you be willing to change? (Check all that apply)

Answered: 438 Skipped: 7



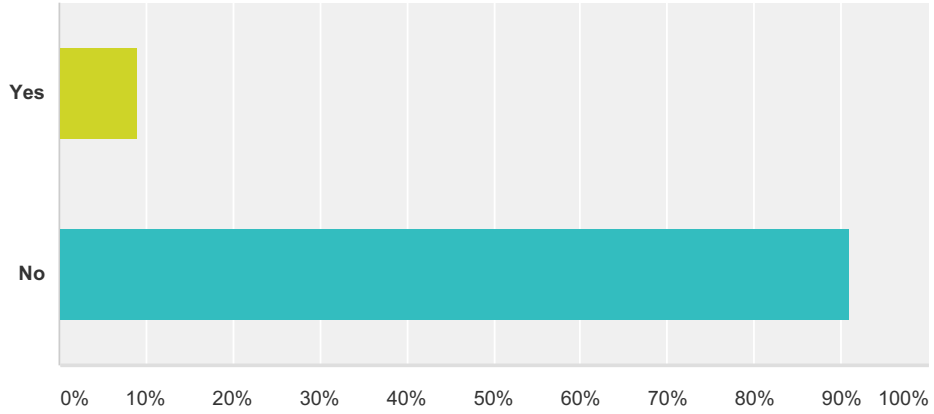
Answer Choices	Responses
I would commute to work by bike	36.99% 162

Lafayette Bike and Pedestrian Master Plan

I would walk or bike to daily errands as opposed to using my car	50.46%	221
I would increase my cycling and walking for exercise and wellness	81.74%	358
I would walk or bike to the park or for recreation with my family	65.30%	286
I would allow my children bike or walk to school	23.97%	105
I would support public funding for improving the bicycle and pedestrian network	73.97%	324
I would give up parking right in front of my house for a bike lane	36.53%	160
I would give up parking right in front of my business or rental property for a bike lane	26.03%	114
I would support changing the traffic pattern in my neighborhood to enhance bike safety.	62.10%	272
I would participate in sponsored rides and bike education events.	41.78%	183
I would promote biking and walking among friends and family	63.47%	278
I would join a biking or walking club.	29.91%	131
I would change my driving behavior when encountering cyclists and pedestrians.	46.12%	202
I would not change my current behavior.	5.02%	22
Total Respondents: 438		

Q18 Did you attend any of the public input sessions or stakeholder meetings for the project?

Answered: 438 Skipped: 7



Answer Choices	Responses
Yes	8.90% 39
No	91.10% 399
Total	438

Lafayette Bike and Pedestrian Master Plan

Q19 Contact Information (Optional) (We will not release personal information)

Answered: 179 Skipped: 266

Answer Choices	Responses	
Name:	94.97%	170
Address:	89.39%	160
Address 2:	6.70%	12
City/Town:	90.50%	162
State:	88.83%	159
ZIP:	91.06%	163
Email Address:	91.06%	163
Phone Number:	65.36%	117

#	Name:	Date
1	Liz Solberg	2/5/2015 3:59 PM
2	Nick Harby	1/16/2015 9:36 AM
3	Gary Evans	1/1/2015 6:45 PM
4	Liz Irk	12/22/2014 1:59 AM
5	Rafael Lang	12/21/2014 10:48 PM
6	Phil Benson	12/19/2014 3:19 PM
7	Taylor Davis	12/19/2014 11:12 AM
8	Dan Roberts	12/18/2014 9:54 PM
9	Bill Cross	12/18/2014 8:45 PM
10	Jack	12/18/2014 3:08 PM
11	Katie Miller	12/18/2014 1:45 PM
12	Richard Rouse	12/18/2014 11:27 AM
13	Jason Naylor	12/18/2014 11:15 AM
14	Rhonda Peck	12/18/2014 11:13 AM
15	Anna Matthys	12/18/2014 10:27 AM
16	Matt Leon	12/17/2014 9:18 PM
17	Gerry VanHorn	12/17/2014 9:11 PM
18	Peter Branson	12/16/2014 11:42 PM
19	Molly Birt	12/14/2014 10:59 PM
20	Andy Akers	12/14/2014 8:51 PM
21	Thomas Maxfield	12/14/2014 2:10 PM
22	Whitney Rios	12/14/2014 1:11 PM

Lafayette Bike and Pedestrian Master Plan

23	Joseph Kasper	12/14/2014 1:06 PM
24	Evan short	12/14/2014 6:49 AM
25	jb miller	12/12/2014 2:43 PM
26	Dana Smith	12/11/2014 4:24 PM
27	Pam Lembke	12/11/2014 3:42 PM
28	Bryan Gutridge	12/11/2014 1:03 PM
29	Terry Clayton	12/11/2014 12:23 PM
30	Greg Mayton	12/9/2014 11:29 AM
31	Aaron Madrid	12/7/2014 9:04 AM
32	Jim Elicker	12/6/2014 3:22 PM
33	Brock	12/4/2014 8:19 PM
34	Mary Brauchla	12/4/2014 2:01 PM
35	Samantha Stevenson	12/4/2014 12:52 PM
36	Daniel Sells	12/4/2014 9:13 AM
37	Patrick Dowell	12/4/2014 8:09 AM
38	Peter Torok	12/3/2014 8:41 PM
39	Brian Hall	12/3/2014 7:11 PM
40	Everette Mills	12/3/2014 4:10 PM
41	Jeff Hardt	12/3/2014 9:58 AM
42	David Quinn	12/2/2014 11:47 PM
43	Ashley Holmes	12/2/2014 3:00 PM
44	Lauren Bruce	12/2/2014 2:03 PM
45	Thomas Melville	12/1/2014 3:14 PM
46	Kim Harden	12/1/2014 12:49 PM
47	Justin Wade	12/1/2014 8:09 AM
48	Kevin Noe	12/1/2014 7:50 AM
49	Brian Bettag	11/30/2014 9:15 AM
50	Tami	11/29/2014 5:04 PM
51	August Mathisrud	11/28/2014 7:25 PM
52	Lisa Goffman	11/28/2014 2:12 PM
53	William Albertson	11/28/2014 12:24 PM
54	Jessica Huber	11/28/2014 12:22 PM
55	Stephen Preischel	11/28/2014 12:12 PM
56	Craig DeCamp	11/28/2014 11:35 AM
57	Steve Chino	11/28/2014 10:56 AM
58	david sleek	11/27/2014 1:41 PM
59	Lucas Woody	11/26/2014 12:41 PM
60	Eric Davis	11/26/2014 10:50 AM

Lafayette Bike and Pedestrian Master Plan

61	Clinton Korty	11/26/2014 10:07 AM
62	Claire Allen	11/26/2014 9:29 AM
63	Andy Yerk	11/26/2014 7:50 AM
64	Rebecca shane	11/25/2014 11:51 PM
65	Erin Rush	11/25/2014 11:34 PM
66	Preston	11/25/2014 11:14 PM
67	Nathan Peterson	11/25/2014 11:09 PM
68	Julie	11/25/2014 10:13 PM
69	Doug Graham	11/25/2014 9:49 PM
70	Mike Moyà	11/25/2014 9:38 PM
71	Eugenia Fair	11/25/2014 9:17 PM
72	Zach golden	11/25/2014 9:01 PM
73	Benjamin Cruz	11/25/2014 8:56 PM
74	Will	11/25/2014 8:44 PM
75	Phil McKinnis	11/25/2014 7:35 PM
76	K. Child	11/25/2014 2:33 PM
77	Don Lamb	11/25/2014 11:34 AM
78	Mike Jankowicz	11/25/2014 1:48 AM
79	Ashley Hammac	11/24/2014 9:50 PM
80	Ada King	11/24/2014 7:47 PM
81	Susan Schechter	11/24/2014 4:55 PM
82	Brent Russell	11/24/2014 2:44 PM
83	Dan Gadbery	11/24/2014 2:11 PM
84	Kimberly Hasket	11/24/2014 2:06 PM
85	James Britton	11/24/2014 12:50 PM
86	Sheila Rosenthal	11/24/2014 12:18 PM
87	howard zelaznik	11/24/2014 11:39 AM
88	Phillip Fiorini	11/24/2014 10:57 AM
89	Andrew Antonio	11/24/2014 9:52 AM
90	Tim Gavin	11/24/2014 9:03 AM
91	larry adkins	11/23/2014 8:43 AM
92	Amy Long	11/22/2014 7:23 PM
93	Gregory Shaner	11/22/2014 1:14 PM
94	Gabrielle DiMaggio	11/22/2014 8:32 AM
95	Kim Watson	11/21/2014 7:15 PM
96	Suzanne Clemenz	11/21/2014 12:24 PM
97	Mellany Hastings	11/21/2014 12:07 PM
98	rikx	11/21/2014 11:05 AM

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99	Alfonso Gerbolini	11/20/2014 10:45 PM
100	Gary D. Henriott	11/20/2014 4:25 PM
101	Phil Travis	11/20/2014 4:25 PM
102	dan klippel	11/20/2014 3:46 PM
103	Kay Thompson	11/20/2014 2:41 PM
104	Frank Snyder	11/20/2014 1:19 PM
105	Rebecca Rivera	11/20/2014 11:01 AM
106	Mikel Berger	11/20/2014 10:05 AM
107	Lynn Nelson	11/20/2014 9:56 AM
108	Ann Pellegrino	11/20/2014 9:39 AM
109	Rick McKinniss	11/20/2014 8:52 AM
110	Lila A. White	11/20/2014 5:49 AM
111	Sylvia Madden	11/20/2014 5:13 AM
112	Irene King	11/19/2014 11:41 PM
113	Janice Johns	11/19/2014 11:19 PM
114	Dan Wood	11/19/2014 7:49 PM
115	Mark Senn	11/19/2014 7:19 PM
116	T.R. McCully	11/19/2014 7:15 PM
117	Carol Santos	11/19/2014 6:08 PM
118	Tamzin Malone	11/19/2014 6:07 PM
119	Huw Williams	11/19/2014 4:13 PM
120	Joe Gerrety	11/19/2014 4:11 PM
121	Sharron M Parker	11/19/2014 4:04 PM
122	Carrie Anderson	11/19/2014 3:58 PM
123	Harry Smith	11/19/2014 3:54 PM
124	Dean Lingley	11/19/2014 3:34 PM
125	Larry	11/19/2014 3:14 PM
126	Carol Korty	11/19/2014 2:53 PM
127	Derek Johnson	11/19/2014 2:50 PM
128	Zoe Neal	11/19/2014 2:28 PM
129	Vincent Thomas Beyer	11/19/2014 1:41 PM
130	Shelli Taylor	11/19/2014 1:17 PM
131	Joseph Lathrop	11/19/2014 12:23 PM
132	Aaron Roswarsk	11/19/2014 12:08 PM
133	pamela stewart	11/19/2014 11:04 AM
134	Randy Anderson	11/19/2014 10:25 AM
135	Zachary Baiel	11/19/2014 9:20 AM
136	Kathie Been	11/19/2014 1:03 AM

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137	Ben Cotton	11/18/2014 8:23 PM
138	Andrea Amato	11/18/2014 7:23 PM
139	Zandra Barker	11/18/2014 7:14 PM
140	natasha cerruti	11/18/2014 5:46 PM
141	Michael Cruz	11/18/2014 5:43 PM
142	Joe Hooker	11/18/2014 5:42 PM
143	Roger Gregory	11/18/2014 5:34 PM
144	Jay Rosen	11/18/2014 4:34 PM
145	J Keith Henry	11/18/2014 3:32 PM
146	Mark Levinthal	11/18/2014 1:05 PM
147	chuck pease	11/16/2014 1:14 PM
148	Stewart Frescas	11/15/2014 11:15 AM
149	Diana Casas	11/15/2014 3:20 AM
150	Doug Atkins	11/14/2014 10:32 PM
151	Tyler Sherman	11/14/2014 5:04 PM
152	Joseph Mantle	11/14/2014 4:30 PM
153	Todd rush	11/14/2014 4:25 PM
154	Rose Kaczmarowski	11/14/2014 3:39 PM
155	Nathan Snyder	11/6/2014 12:54 PM
156	Ashley	11/3/2014 6:49 PM
157	Carmen Octavio	11/1/2014 7:59 PM
158	Joe Faulkinbury	11/1/2014 12:52 PM
159	Gen Zaroura	11/1/2014 12:27 PM
160	Rebecca Wulf	11/1/2014 10:51 AM
161	Ryan Stremke	11/1/2014 8:20 AM
162	Jim	11/1/2014 2:04 AM
163	Kevin R. Yurkus	10/31/2014 11:41 PM
164	R. Brewer	10/31/2014 11:33 PM
165	Jacqueline Gillis	10/31/2014 9:44 PM
166	Amy Dooley	10/31/2014 7:13 PM
167	David Grigsby	10/31/2014 6:33 PM
168	Eric Stoffel	10/31/2014 6:03 PM
169	Chris Harnish	10/31/2014 4:40 PM
170	Dennis Carson	10/31/2014 12:30 PM
#	Address:	Date
1	4030 Sylvan Trail	2/5/2015 3:59 PM
2	1404 Warren Pl.	1/1/2015 6:45 PM
3	1105 Center street	12/22/2014 1:59 AM

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4	3644 Litchfield Ln	12/21/2014 10:48 PM
5	16 Sir Gallahad Court	12/19/2014 3:19 PM
6	519 Owen St.	12/19/2014 11:12 AM
7	2505 Main St	12/18/2014 9:54 PM
8	1902 Weeping Willow Ct S	12/18/2014 8:45 PM
9	Goris	12/18/2014 3:08 PM
10	1008 S. 21st Street	12/18/2014 1:45 PM
11	1028 Tulip Lane	12/18/2014 11:27 AM
12	3305 Bunting Lane	12/18/2014 11:15 AM
13	1235 Lambsdowne Lane	12/18/2014 11:13 AM
14	6650 S. 100 E.	12/18/2014 10:27 AM
15	7650 Newcastle Rd	12/17/2014 9:18 PM
16	543 Favorite Drive	12/17/2014 9:11 PM
17	1201 Old mill, Ln	12/16/2014 11:42 PM
18	818 N 350 W	12/14/2014 10:59 PM
19	2236 Roselawn Ave	12/14/2014 8:51 PM
20	815 Union Street	12/14/2014 2:10 PM
21	917 Robinson St.	12/14/2014 1:11 PM
22	917 Robinson Street	12/14/2014 1:06 PM
23	531 Graham Ct	12/14/2014 6:49 AM
24	p.o. p.obox 138	12/12/2014 2:43 PM
25	1501 McShay Dr	12/11/2014 4:24 PM
26	2415 Maxwell Dr	12/11/2014 3:42 PM
27	649 Kent Ave	12/11/2014 1:03 PM
28	747 N.Admirals Pointe Drive	12/11/2014 12:23 PM
29	1318 s 18th st	12/9/2014 11:29 AM
30	1209 Elizabeth st	12/7/2014 9:04 AM
31	2400 Manitoba Drive	12/6/2014 3:22 PM
32	1808 Perrine St	12/4/2014 2:01 PM
33	2238 S 850 W	12/4/2014 12:52 PM
34	3216 S. 9th St.	12/4/2014 9:13 AM
35	1424 Virginia St	12/4/2014 8:09 AM
36	858 Cliffside Ct	12/3/2014 8:41 PM
37	2576 Soule Dr	12/3/2014 7:11 PM
38	2557 Farmington Ct	12/3/2014 4:10 PM
39	320 N 8th St	12/3/2014 9:58 AM
40	719 Kent Ave.	12/2/2014 11:47 PM
41	1918 E Amber Ln	12/2/2014 3:00 PM

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42	315 MERIDIAN ST	12/2/2014 2:03 PM
43	901 S 4th	12/1/2014 3:14 PM
44	3421 Trafalgar Ct	12/1/2014 12:49 PM
45	114 Kinkaid Drive	12/1/2014 8:09 AM
46	845 Dover Lane	12/1/2014 7:50 AM
47	1020 N 21ST ST	11/30/2014 9:15 AM
48	5293 Pimlico Lane	11/28/2014 7:25 PM
49	703 Sugar Hill Drive	11/28/2014 2:12 PM
50	2121 moore st	11/28/2014 12:24 PM
51	3901 Potters Hollow Dr	11/28/2014 12:22 PM
52	3901 Potters Hollow Dr	11/28/2014 12:12 PM
53	2041 KLONDIKE RD	11/28/2014 11:35 AM
54	4100 Eisenhower RD	11/28/2014 10:56 AM
55	2200 winterset dr.	11/27/2014 1:41 PM
56	47 S 675 E	11/26/2014 12:41 PM
57	835 Highland Avenue	11/26/2014 10:50 AM
58	3540 Round Rock Circle	11/26/2014 10:07 AM
59	1941 Echo St	11/26/2014 9:29 AM
60	5026 brittania ct.	11/26/2014 7:50 AM
61	614 N 5th ST	11/25/2014 11:51 PM
62	2229 Roselawn Ave	11/25/2014 11:34 PM
63	5473 Rockingham Lane	11/25/2014 11:14 PM
64	1102 Summer Dr.	11/25/2014 11:09 PM
65	10 North 19th Street	11/25/2014 10:13 PM
66	323 Cromwell Ct	11/25/2014 9:49 PM
67	2215 Union at	11/25/2014 9:38 PM
68	3340 Newcastle Rd	11/25/2014 9:17 PM
69	929 southland dr	11/25/2014 9:01 PM
70	408 Catherwood Dr. #1	11/25/2014 8:56 PM
71	923 Brookridge Pl	11/25/2014 7:35 PM
72	1208 N. 14th Street	11/25/2014 2:33 PM
73	248 Marsteller St. Apt. 1	11/25/2014 1:48 AM
74	921 Carrolton Blvd.	11/24/2014 9:50 PM
75	237 connolly street	11/24/2014 7:47 PM
76	1001 Ferry Street	11/24/2014 4:55 PM
77	2018 Windflower Pl	11/24/2014 2:44 PM
78	3330 Crawford St	11/24/2014 2:11 PM
79	128 Pawnee Dr	11/24/2014 2:06 PM

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80	725 N Chauncey Ave	11/24/2014 12:50 PM
81	2856 ASHLAND ST	11/24/2014 12:18 PM
82	603 ridgewood drive	11/24/2014 11:39 AM
83	1130 State St.	11/24/2014 10:57 AM
84	500 S 775 E	11/24/2014 9:52 AM
85	3432 Putnam St	11/24/2014 9:03 AM
86	2524 N 20th St	11/23/2014 12:05 PM
87	4380 regatta drive	11/23/2014 8:43 AM
88	722 Highland Ave.	11/22/2014 7:23 PM
89	1304 Lockwood Drive	11/22/2014 1:14 PM
90	3236 Sherwood Dr S	11/22/2014 8:32 AM
91	2019 Elk Street	11/21/2014 7:15 PM
92	917 King St.	11/21/2014 12:24 PM
93	2545 Lafayette dr	11/21/2014 12:07 PM
94	206 Perrin Ave	11/20/2014 10:45 PM
95	510 Oaklawn Dr.	11/20/2014 4:25 PM
96	3601 Golden Ln	11/20/2014 4:25 PM
97	811 brookside dr	11/20/2014 3:46 PM
98	3340 Reed Street	11/20/2014 2:41 PM
99	2908 Covington Street	11/20/2014 1:19 PM
100	920 South 21st St	11/20/2014 11:01 AM
101	3301 Reed Street	11/20/2014 10:05 AM
102	1308 S. 24th Street	11/20/2014 9:56 AM
103	1105 Wells St	11/20/2014 9:39 AM
104	440 S. 3rd Street	11/20/2014 8:52 AM
105	2709 Remington Drive	11/20/2014 5:49 AM
106	1219 Sinton Ave.	11/20/2014 5:13 AM
107	621 Central Ave	11/19/2014 11:41 PM
108	2441 Edgelea Dr.	11/19/2014 11:19 PM
109	3216 Thomas Dr	11/19/2014 7:49 PM
110	2316 Bennett Rd	11/19/2014 7:19 PM
111	522 Perrin Ave.	11/19/2014 7:15 PM
112	462 N Salisbury Street	11/19/2014 6:08 PM
113	3515 Pintail Drive	11/19/2014 6:07 PM
114	3924 Regal Valley Drive	11/19/2014 4:13 PM
115	24 S. 28th St.	11/19/2014 4:11 PM
116	1621 Mimosa CT	11/19/2014 4:04 PM
117	3512 Round Rock Circle	11/19/2014 3:58 PM

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118	21 S 29th St	11/19/2014 3:54 PM
119	3933 Austrian Ct	11/19/2014 3:34 PM
120	1526 Cason St	11/19/2014 2:50 PM
121	215 N. 10th Street	11/19/2014 2:28 PM
122	505 S. 15th Street	11/19/2014 1:41 PM
123	2014 Elk Street	11/19/2014 1:17 PM
124	1714 Pierce St.	11/19/2014 12:23 PM
125	2225 N 18th	11/19/2014 12:08 PM
126	925 Wabash Ave.	11/19/2014 11:04 AM
127	1824 Maple St	11/19/2014 10:25 AM
128	120 S. 30th St	11/19/2014 1:03 AM
129	1405 S 22nd St	11/18/2014 8:23 PM
130	1709 Stonegate Circle	11/18/2014 7:23 PM
131	3127 Dover Lane	11/18/2014 7:14 PM
132	2707 Elizabeth st	11/18/2014 5:46 PM
133	1425 Warren Place	11/18/2014 5:43 PM
134	2809 Lazy Court	11/18/2014 5:42 PM
135	45 Kettle CT LAFAYETTE INDIANA	11/18/2014 5:34 PM
136	20 N 6th St	11/18/2014 4:34 PM
137	2302 Maumee Place	11/18/2014 3:32 PM
138	213 Cedar Hollow Ct	11/18/2014 1:05 PM
139	1008 s 21st st	11/16/2014 1:14 PM
140	421 Brown St	11/15/2014 11:15 AM
141	1917 Iroquois	11/14/2014 10:32 PM
142	805 south st apt 3	11/14/2014 5:04 PM
143	P.O.Box 211	11/14/2014 4:30 PM
144	615 north st	11/14/2014 4:25 PM
145	1116 North St	11/14/2014 3:39 PM
146	4113 Champion Street	11/3/2014 6:49 PM
147	18 S 4th St. Apt. 13	11/1/2014 7:59 PM
148	2390 Horse Hollow Rd	11/1/2014 12:52 PM
149	4445 Crossbow Ct	11/1/2014 12:27 PM
150	4125 Hillside Drive	11/1/2014 11:24 AM
151	620 south 26 st	11/1/2014 10:51 AM
152	109 Buckingham Dr.	11/1/2014 8:20 AM
153	Dougherty	11/1/2014 2:04 AM
154	402 Lingle Avenue	10/31/2014 11:41 PM
155	2905 Brady Lane	10/31/2014 11:33 PM

Lafayette Bike and Pedestrian Master Plan

156	3444 old 231 s.	10/31/2014 9:44 PM
157	209 Shelby Ct.	10/31/2014 7:13 PM
158	2522 Dogwood Lane	10/31/2014 6:33 PM
159	2008 Thompson St.	10/31/2014 6:03 PM
160	512 Crockett Ct	10/31/2014 4:40 PM
#	Address 2:	Date
1	Apt. 2	12/19/2014 11:12 AM
2	160 Stacey Hollow Lane	12/18/2014 3:08 PM
3	1028 Tulip Lane	12/18/2014 11:27 AM
4	Apt J	12/4/2014 9:13 AM
5	Apt 102	12/2/2014 3:00 PM
6	#20	12/1/2014 3:14 PM
7	Apt. 203	11/25/2014 11:09 PM
8	(My girlfriend lives near Oakland H.S. I ride to/from there.)	11/24/2014 2:44 PM
9	None	11/24/2014 2:06 PM
10	Apt D	11/14/2014 3:39 PM
11	Apt/Suite	11/1/2014 10:51 AM
12	3129 Coppergate Cir.	11/1/2014 2:04 AM
#	City/Town:	Date
1	West Lafayette	2/5/2015 3:59 PM
2	Lafayette	1/1/2015 6:45 PM
3	Lafayette	12/22/2014 1:59 AM
4	West Lafayette	12/21/2014 10:48 PM
5	Lafayette	12/19/2014 3:19 PM
6	Lafayette	12/19/2014 11:12 AM
7	Lafayette	12/18/2014 9:54 PM
8	Lafayette	12/18/2014 8:45 PM
9	Lafayette	12/18/2014 3:08 PM
10	Lafayette	12/18/2014 1:45 PM
11	Lafayette	12/18/2014 11:27 AM
12	Lafayette	12/18/2014 11:15 AM
13	West Lafayette	12/18/2014 11:13 AM
14	Lafayette	12/18/2014 10:27 AM
15	Lafayette	12/17/2014 9:18 PM
16	Dayton	12/17/2014 9:11 PM
17	Lafayette	12/16/2014 11:42 PM
18	West Lafayette	12/14/2014 10:59 PM
19	Lafayette	12/14/2014 8:51 PM

Lafayette Bike and Pedestrian Master Plan

20	Lafayette	12/14/2014 2:10 PM
21	West Lafayette	12/14/2014 1:11 PM
22	West Lafayette	12/14/2014 1:06 PM
23	Lafayette	12/14/2014 6:49 AM
24	battle ground	12/12/2014 2:43 PM
25	W. Lafayette	12/11/2014 4:24 PM
26	West Lafayette	12/11/2014 3:42 PM
27	West Lafayette	12/11/2014 1:03 PM
28	Lafayette	12/11/2014 12:23 PM
29	Lafayette	12/9/2014 11:29 AM
30	Lafayette	12/7/2014 9:04 AM
31	Lafayette	12/6/2014 3:22 PM
32	Lafayette	12/4/2014 2:01 PM
33	Westpoint	12/4/2014 12:52 PM
34	Lafayette	12/4/2014 9:13 AM
35	Lafayette	12/4/2014 8:09 AM
36	Lafayette	12/3/2014 8:41 PM
37	Lafayette	12/3/2014 7:11 PM
38	Lafayette	12/3/2014 4:10 PM
39	Lafayette	12/3/2014 9:58 AM
40	West Lafayette	12/2/2014 11:47 PM
41	Urbana	12/2/2014 3:00 PM
42	WEST LAFAYETTE	12/2/2014 2:03 PM
43	Lafayette	12/1/2014 3:14 PM
44	Lafayette	12/1/2014 12:49 PM
45	Lafayette	12/1/2014 8:09 AM
46	Lafayette	12/1/2014 7:50 AM
47	LAFAYETTE	11/30/2014 9:15 AM
48	Lafayette	11/28/2014 7:25 PM
49	West Lafayette	11/28/2014 2:12 PM
50	Lafayette	11/28/2014 12:24 PM
51	Lafayette	11/28/2014 12:22 PM
52	Lafayette	11/28/2014 12:12 PM
53	WEST LAFAYETTE	11/28/2014 11:35 AM
54	lafayette	11/28/2014 10:56 AM
55	Lafayette	11/27/2014 3:43 PM
56	lafayette	11/27/2014 1:41 PM
57	Lafayette	11/26/2014 12:41 PM

Lafayette Bike and Pedestrian Master Plan

58	Lafayette	11/26/2014 10:50 AM
59	Lafayette	11/26/2014 10:07 AM
60	Lafayette	11/26/2014 9:29 AM
61	Lafayette	11/26/2014 7:50 AM
62	Lafayette	11/25/2014 11:51 PM
63	Lafayette	11/25/2014 11:34 PM
64	Lafayette	11/25/2014 11:14 PM
65	West Lafayette	11/25/2014 11:09 PM
66	Lafayette	11/25/2014 9:49 PM
67	Lafayette	11/25/2014 9:38 PM
68	Lafayette	11/25/2014 9:17 PM
69	Lafayette	11/25/2014 9:01 PM
70	West Lafayette	11/25/2014 8:56 PM
71	Lafayette	11/25/2014 7:35 PM
72	Lafayette	11/25/2014 2:33 PM
73	West Lafayette	11/25/2014 1:48 AM
74	West Lafayette	11/24/2014 9:50 PM
75	West Lafayette	11/24/2014 7:47 PM
76	Lafayette	11/24/2014 4:55 PM
77	West Lafayette	11/24/2014 2:44 PM
78	West Lafayette	11/24/2014 2:11 PM
79	West Lafayette	11/24/2014 2:06 PM
80	West Lafayette	11/24/2014 12:50 PM
81	WEST LAFAYETTE	11/24/2014 12:18 PM
82	west Lafayette	11/24/2014 11:39 AM
83	Lafayette	11/24/2014 10:57 AM
84	Lafayette	11/24/2014 9:52 AM
85	West Lafayette	11/24/2014 9:03 AM
86	Lafayette	11/23/2014 12:05 PM
87	lafayette	11/23/2014 8:43 AM
88	Lafayette	11/22/2014 7:23 PM
89	Lafayette	11/22/2014 1:14 PM
90	Lafayette	11/22/2014 8:32 AM
91	Lafayette	11/21/2014 7:15 PM
92	Lafayette	11/21/2014 12:24 PM
93	Lafayette	11/21/2014 12:07 PM
94	Lafayette	11/20/2014 10:45 PM
95	Lafayette	11/20/2014 4:25 PM

Lafayette Bike and Pedestrian Master Plan

96	Lafayette	11/20/2014 4:25 PM
97	lafayette	11/20/2014 3:46 PM
98	West Lafayette	11/20/2014 2:41 PM
99	West Lafayette	11/20/2014 1:19 PM
100	Lafayette	11/20/2014 11:01 AM
101	West Lafayette	11/20/2014 10:05 AM
102	Lafayette	11/20/2014 9:56 AM
103	Lafayette	11/20/2014 9:39 AM
104	Lafayette	11/20/2014 8:52 AM
105	Lafayette	11/20/2014 5:49 AM
106	Lafayette	11/20/2014 5:13 AM
107	Lafayette	11/19/2014 11:41 PM
108	Lafayette	11/19/2014 11:19 PM
109	W L	11/19/2014 10:49 PM
110	Lafayette	11/19/2014 7:49 PM
111	Lafayette	11/19/2014 7:19 PM
112	Lafayette	11/19/2014 7:15 PM
113	West Lafayette	11/19/2014 6:08 PM
114	Lafayette	11/19/2014 6:07 PM
115	Lafayette	11/19/2014 4:13 PM
116	Lafayette	11/19/2014 4:11 PM
117	Lafayette	11/19/2014 4:04 PM
118	lafayette	11/19/2014 3:58 PM
119	Lafayette	11/19/2014 3:54 PM
120	Lafayette	11/19/2014 3:34 PM
121	Lafayette	11/19/2014 2:50 PM
122	Lafayette	11/19/2014 2:28 PM
123	Lafayette	11/19/2014 1:41 PM
124	Lafayette	11/19/2014 1:17 PM
125	Lafayette	11/19/2014 12:23 PM
126	Lafayette	11/19/2014 12:08 PM
127	Lafayette	11/19/2014 11:04 AM
128	Lafayette	11/19/2014 10:25 AM
129	Lafayette	11/19/2014 1:03 AM
130	Lafayette	11/18/2014 8:23 PM
131	Lafayette	11/18/2014 7:23 PM
132	Lafayette	11/18/2014 7:14 PM
133	lafayette	11/18/2014 5:46 PM

Lafayette Bike and Pedestrian Master Plan

134	Lafayette	11/18/2014 5:43 PM
135	Lafayette	11/18/2014 5:42 PM
136	Lafayette	11/18/2014 5:34 PM
137	Lafayette	11/18/2014 4:34 PM
138	Lafayette	11/18/2014 3:32 PM
139	West Lafayette	11/18/2014 1:05 PM
140	lafayette	11/16/2014 1:14 PM
141	Lafayette	11/15/2014 11:15 AM
142	Lafayette	11/15/2014 3:20 AM
143	lafayette	11/14/2014 10:32 PM
144	Lafayette	11/14/2014 5:04 PM
145	Battle Ground	11/14/2014 4:30 PM
146	Lafayette	11/14/2014 4:25 PM
147	Lafayette	11/14/2014 3:39 PM
148	Lafayette	11/3/2014 6:49 PM
149	Lafayette	11/1/2014 7:59 PM
150	Jonesville	11/1/2014 12:52 PM
151	West Lafayette	11/1/2014 12:27 PM
152	Lafayette	11/1/2014 11:24 AM
153	lafayette	11/1/2014 10:51 AM
154	Lafayette	11/1/2014 8:20 AM
155	Lafayette	11/1/2014 2:04 AM
156	Lafayette	10/31/2014 11:41 PM
157	Lafayette	10/31/2014 11:33 PM
158	lafayette	10/31/2014 9:44 PM
159	West Lafayette	10/31/2014 7:13 PM
160	Lafayette	10/31/2014 6:33 PM
161	Lafayette	10/31/2014 6:03 PM
162	Lafayette	10/31/2014 4:40 PM
#	State:	Date
1	IN	2/5/2015 3:59 PM
2	Indiana	1/1/2015 6:45 PM
3	INDIANA	12/22/2014 1:59 AM
4	IN	12/21/2014 10:48 PM
5	IN	12/19/2014 3:19 PM
6	IN	12/19/2014 11:12 AM
7	IN	12/18/2014 9:54 PM
8	IN	12/18/2014 8:45 PM

Lafayette Bike and Pedestrian Master Plan

9	IN	12/18/2014 3:08 PM
10	IN	12/18/2014 1:45 PM
11	IN	12/18/2014 11:27 AM
12	Indiana	12/18/2014 11:15 AM
13	IN	12/18/2014 11:13 AM
14	IN	12/18/2014 10:27 AM
15	IN	12/17/2014 9:18 PM
16	IN	12/17/2014 9:11 PM
17	In	12/16/2014 11:42 PM
18	IN	12/14/2014 10:59 PM
19	Indiana	12/14/2014 8:51 PM
20	IN	12/14/2014 2:10 PM
21	Indiana	12/14/2014 1:11 PM
22	IN	12/14/2014 1:06 PM
23	IN	12/14/2014 6:49 AM
24	ind	12/12/2014 2:43 PM
25	In	12/11/2014 4:24 PM
26	IN - Indiana	12/11/2014 3:42 PM
27	IN	12/11/2014 1:03 PM
28	IN	12/11/2014 12:23 PM
29	in	12/9/2014 11:29 AM
30	IN	12/7/2014 9:04 AM
31	IN	12/6/2014 3:22 PM
32	Indiana	12/4/2014 2:01 PM
33	Indiana	12/4/2014 12:52 PM
34	Indiana	12/4/2014 9:13 AM
35	In	12/4/2014 8:09 AM
36	IN	12/3/2014 8:41 PM
37	IN	12/3/2014 7:11 PM
38	IN	12/3/2014 4:10 PM
39	Indiana	12/3/2014 9:58 AM
40	IN	12/2/2014 11:47 PM
41	IL	12/2/2014 3:00 PM
42	Indiana	12/2/2014 2:03 PM
43	IN	12/1/2014 3:14 PM
44	IN	12/1/2014 12:49 PM
45	Indiana	12/1/2014 8:09 AM
46	IN	12/1/2014 7:50 AM

Lafayette Bike and Pedestrian Master Plan

47	IN - Indiana	11/30/2014 9:15 AM
48	IN	11/28/2014 7:25 PM
49	IN	11/28/2014 2:12 PM
50	Indiana	11/28/2014 12:24 PM
51	IN	11/28/2014 12:22 PM
52	Indiana	11/28/2014 12:12 PM
53	In	11/28/2014 11:35 AM
54	IN	11/28/2014 10:56 AM
55	IN	11/27/2014 3:43 PM
56	in	11/27/2014 1:41 PM
57	IN	11/26/2014 12:41 PM
58	IN	11/26/2014 10:50 AM
59	IN	11/26/2014 10:07 AM
60	Indiana	11/26/2014 9:29 AM
61	in	11/26/2014 7:50 AM
62	IN	11/25/2014 11:51 PM
63	IN	11/25/2014 11:34 PM
64	IN	11/25/2014 11:14 PM
65	IN	11/25/2014 11:09 PM
66	in	11/25/2014 9:38 PM
67	Indiana	11/25/2014 9:17 PM
68	In	11/25/2014 9:01 PM
69	Indiana	11/25/2014 8:56 PM
70	IN	11/25/2014 7:35 PM
71	IN	11/25/2014 2:33 PM
72	IN	11/25/2014 1:48 AM
73	IN	11/24/2014 9:50 PM
74	in	11/24/2014 7:47 PM
75	Indiana	11/24/2014 4:55 PM
76	IN	11/24/2014 2:44 PM
77	Indiana	11/24/2014 2:11 PM
78	Indiana	11/24/2014 2:06 PM
79	IN	11/24/2014 12:50 PM
80	IN - Indiana	11/24/2014 12:18 PM
81	indiana	11/24/2014 11:39 AM
82	IN	11/24/2014 10:57 AM
83	IN	11/24/2014 9:52 AM
84	IN	11/24/2014 9:03 AM

Lafayette Bike and Pedestrian Master Plan

85	in	11/23/2014 8:43 AM
86	IN	11/22/2014 7:23 PM
87	IN	11/22/2014 1:14 PM
88	IN	11/22/2014 8:32 AM
89	In	11/21/2014 7:15 PM
90	IN	11/21/2014 12:24 PM
91	In	11/21/2014 12:07 PM
92	IN	11/20/2014 10:45 PM
93	IN	11/20/2014 4:25 PM
94	in	11/20/2014 4:25 PM
95	in	11/20/2014 3:46 PM
96	IN	11/20/2014 2:41 PM
97	IN	11/20/2014 1:19 PM
98	IN	11/20/2014 11:01 AM
99	Indiana	11/20/2014 10:05 AM
100	IN	11/20/2014 9:56 AM
101	IN	11/20/2014 9:39 AM
102	IN	11/20/2014 8:52 AM
103	IN	11/20/2014 5:49 AM
104	IN	11/20/2014 5:13 AM
105	In	11/19/2014 11:41 PM
106	IN	11/19/2014 11:19 PM
107	In	11/19/2014 7:49 PM
108	IN	11/19/2014 7:19 PM
109	Indiana	11/19/2014 7:15 PM
110	IN	11/19/2014 6:08 PM
111	Indiana	11/19/2014 6:07 PM
112	Indiana	11/19/2014 4:13 PM
113	IN	11/19/2014 4:11 PM
114	IN	11/19/2014 4:04 PM
115	IN	11/19/2014 3:58 PM
116	Indiana	11/19/2014 3:54 PM
117	Indiana	11/19/2014 3:34 PM
118	IN	11/19/2014 2:50 PM
119	IN	11/19/2014 2:28 PM
120	IN	11/19/2014 1:41 PM
121	IN	11/19/2014 1:17 PM
122	Indiana	11/19/2014 12:23 PM

Lafayette Bike and Pedestrian Master Plan

123	IN	11/19/2014 12:08 PM
124	IN	11/19/2014 11:04 AM
125	IN	11/19/2014 10:25 AM
126	IN	11/19/2014 1:03 AM
127	IN - Indiana	11/18/2014 8:23 PM
128	IN	11/18/2014 7:23 PM
129	Indiana	11/18/2014 7:14 PM
130	IN - Indiana	11/18/2014 5:46 PM
131	IN	11/18/2014 5:43 PM
132	IN	11/18/2014 5:42 PM
133	IN	11/18/2014 5:34 PM
134	IN	11/18/2014 4:34 PM
135	Indiana	11/18/2014 3:32 PM
136	IN	11/18/2014 1:05 PM
137	in	11/16/2014 1:14 PM
138	IN	11/15/2014 11:15 AM
139	Indiana	11/15/2014 3:20 AM
140	IN	11/14/2014 10:32 PM
141	Indiana	11/14/2014 5:04 PM
142	In	11/14/2014 4:30 PM
143	In	11/14/2014 4:25 PM
144	IN	11/14/2014 3:39 PM
145	IN	11/3/2014 6:49 PM
146	Indiana	11/1/2014 7:59 PM
147	Virginia	11/1/2014 12:52 PM
148	IN	11/1/2014 12:27 PM
149	Indiana	11/1/2014 11:24 AM
150	In	11/1/2014 10:51 AM
151	IN	11/1/2014 8:20 AM
152	IN	11/1/2014 2:04 AM
153	IN	10/31/2014 11:41 PM
154	Indiana	10/31/2014 11:33 PM
155	indiana	10/31/2014 9:44 PM
156	in	10/31/2014 7:13 PM
157	Indiana	10/31/2014 6:33 PM
158	Indiana	10/31/2014 6:03 PM
159	IN	10/31/2014 4:40 PM
#	ZIP:	Date

Lafayette Bike and Pedestrian Master Plan

1	47906	2/5/2015 3:59 PM
2	47905	1/1/2015 6:45 PM
3	47905	12/22/2014 1:59 AM
4	47906	12/21/2014 10:48 PM
5	47905	12/19/2014 3:19 PM
6	47905	12/19/2014 11:12 AM
7	47904	12/18/2014 9:54 PM
8	47905	12/18/2014 8:45 PM
9	47905	12/18/2014 3:08 PM
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11	47904	12/18/2014 11:27 AM
12	47909	12/18/2014 11:15 AM
13	47906	12/18/2014 11:13 AM
14	47909	12/18/2014 10:27 AM
15	47905	12/17/2014 9:18 PM
16	47941-0504	12/17/2014 9:11 PM
17	47905	12/16/2014 11:42 PM
18	47906	12/14/2014 10:59 PM
19	47904	12/14/2014 8:51 PM
20	47904	12/14/2014 2:10 PM
21	47906	12/14/2014 1:11 PM
22	47906	12/14/2014 1:06 PM
23	47909	12/14/2014 6:49 AM
24	47920	12/12/2014 2:43 PM
25	47906	12/11/2014 4:24 PM
26	479065120	12/11/2014 3:42 PM
27	47906	12/11/2014 1:03 PM
28	47909	12/11/2014 12:23 PM
29	47905	12/9/2014 11:29 AM
30	47904	12/7/2014 9:04 AM
31	47909	12/6/2014 3:22 PM
32	47904	12/4/2014 2:01 PM
33	47992	12/4/2014 12:52 PM
34	47901	12/4/2014 9:13 AM
35	47905	12/4/2014 8:09 AM
36	47905	12/3/2014 8:41 PM
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Lafayette Bike and Pedestrian Master Plan

39	47901	12/3/2014 9:58 AM
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41	61802	12/2/2014 3:00 PM
42	47906	12/2/2014 2:03 PM
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46	47909	12/1/2014 7:50 AM
47	479042217	11/30/2014 9:15 AM
48	47905	11/28/2014 7:25 PM
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51	47905	11/28/2014 12:22 PM
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53	47906-5122	11/28/2014 11:35 AM
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Lafayette Bike and Pedestrian Master Plan

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84	47905	11/24/2014 9:52 AM
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87	47909	11/23/2014 8:43 AM
88	47905	11/22/2014 7:23 PM
89	47905	11/22/2014 1:14 PM
90	47909	11/22/2014 8:32 AM
91	47904	11/21/2014 7:15 PM
92	47905	11/21/2014 12:24 PM
93	47909	11/21/2014 12:07 PM
94	47901	11/20/2014 10:45 PM
95	47905	11/20/2014 4:25 PM
96	47909	11/20/2014 4:25 PM
97	47909	11/20/2014 3:46 PM
98	47906	11/20/2014 2:41 PM
99	47906	11/20/2014 1:19 PM
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106	47905	11/20/2014 5:13 AM
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113	47906	11/19/2014 6:08 PM
114	47905	11/19/2014 6:07 PM

Lafayette Bike and Pedestrian Master Plan

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121	47905	11/19/2014 3:34 PM
122	47904	11/19/2014 2:50 PM
123	47901	11/19/2014 2:28 PM
124	47905	11/19/2014 1:41 PM
125	47904	11/19/2014 1:17 PM
126	47904	11/19/2014 12:23 PM
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128	47905	11/19/2014 11:04 AM
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131	47905	11/18/2014 8:23 PM
132	47909	11/18/2014 7:23 PM
133	47909	11/18/2014 7:14 PM
134	47904	11/18/2014 5:46 PM
135	47905	11/18/2014 5:43 PM
136	47904	11/18/2014 5:42 PM
137	47905	11/18/2014 5:34 PM
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Lafayette Bike and Pedestrian Master Plan

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163	47909	10/31/2014 4:40 PM
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1	jlsolberg@earthlink.net	2/5/2015 3:59 PM
2	nickharby@yahoo.com	1/16/2015 9:36 AM
3	garyevans65@msn.com	1/1/2015 6:45 PM
4	Lizirk2010@gmail.com	12/22/2014 1:59 AM
5	rafael@purdue.edu	12/21/2014 10:48 PM
6	phil@indianaphoto.net	12/19/2014 3:19 PM
7	taylor.thiel.davis@gmail.com	12/19/2014 11:12 AM
8	holbats@hotmail.com	12/18/2014 9:54 PM
9	bc_mtns@yahoo.com	12/18/2014 8:45 PM
10	gorisj@aol.com	12/18/2014 3:08 PM
11	contactmamakate@gmail.com	12/18/2014 1:45 PM
12	rouserw@gmail.com	12/18/2014 11:27 AM
13	jnylor82@gmail.com	12/18/2014 11:15 AM
14	rhonda.peck@yahoo.com	12/18/2014 11:13 AM
15	matthysanna@gmail.com	12/18/2014 10:27 AM
16	mcleon6288@gmail.com	12/17/2014 9:18 PM
17	vanhorn@gmail.com	12/17/2014 9:11 PM
18	Bransdp ail.com	12/16/2014 11:42 PM
19	Aeakers@gmail.com	12/14/2014 8:51 PM
20	maxfieldthomas@yahoo.com	12/14/2014 2:10 PM
21	whitneyrios@gmail.com	12/14/2014 1:11 PM
22	josephrkasper@gmail.com	12/14/2014 1:06 PM
23	evan.short@gmail.com	12/14/2014 6:49 AM
24	jbmiller00@gmail.com	12/12/2014 2:43 PM
25	danasmith1501@yahoo.com	12/11/2014 4:24 PM
26	pamelalembke@yahoo.com	12/11/2014 3:42 PM

Lafayette Bike and Pedestrian Master Plan

27	bgutridg@purdue.edu	12/11/2014 1:03 PM
28	tdmnclayton@frontier.com	12/11/2014 12:23 PM
29	gmayton@comcast.net	12/9/2014 11:29 AM
30	aaronthestrong@gmail.com	12/7/2014 9:04 AM
31	elickerjg@gmail.com	12/6/2014 3:22 PM
32	brock_turner_14@hotmail.com	12/4/2014 8:19 PM
33	mcbrauchla@gmail.com	12/4/2014 2:01 PM
34	Scsteven@purdue.edu	12/4/2014 12:52 PM
35	dsells@lafayette.in.gov	12/4/2014 9:13 AM
36	fxfixer.torok@gmail.com	12/3/2014 8:41 PM
37	brianhall217@gmail.com	12/3/2014 7:11 PM
38	elmills@elmills.net	12/3/2014 4:10 PM
39	jahardt@gmail.com	12/3/2014 9:58 AM
40	wuzupdc@mymetronet.net	12/2/2014 11:47 PM
41	aaholme2@illinois.edu	12/2/2014 3:00 PM
42	tufmary@gmail.com	12/2/2014 2:32 PM
43	fauxrealtho@gmail.com	12/2/2014 2:03 PM
44	tom@melvilledigital.com	12/1/2014 3:14 PM
45	kharden@ivytech.edu	12/1/2014 12:49 PM
46	justinwade12388@yahoo.com	12/1/2014 8:09 AM
47	kevin.m.noe@gmail.com	12/1/2014 7:50 AM
48	bbettag@yahoo.com	11/30/2014 9:15 AM
49	tamib3455@yahoo.com	11/29/2014 5:04 PM
50	bikingsolarvegan@gmail.com	11/28/2014 7:25 PM
51	lisa.goffman@gmail.com	11/28/2014 2:12 PM
52	walbertson55@yahoo.com	11/28/2014 12:24 PM
53	dltbgyd@gmail.com	11/28/2014 12:22 PM
54	phollower@gmail.com	11/28/2014 12:12 PM
55	craig@mobilelimbandbrace.com	11/28/2014 11:35 AM
56	chickenpuppet@msn.com	11/28/2014 10:56 AM
57	sleek621@frontier.com	11/27/2014 1:41 PM
58	danglewett@yahoo.com	11/26/2014 1:15 PM
59	cjbrannan21@gmail.com	11/26/2014 12:57 PM
60	lucaswoody@gmail.com	11/26/2014 12:41 PM
61	davis@lcss.org	11/26/2014 10:50 AM
62	Ta_biche@msn.com	11/26/2014 9:29 AM
63	andy_yerk@yahoo.com	11/26/2014 7:50 AM
64	Rshane722@gmail.com	11/25/2014 11:51 PM

Lafayette Bike and Pedestrian Master Plan

65	rush_erin@yahoo.com	11/25/2014 11:34 PM
66	wabashnathan@gmail.com	11/25/2014 11:09 PM
67	pocooper@hotmail.com	11/25/2014 10:18 PM
68	Julie.peretin@gmail.com	11/25/2014 10:13 PM
69	dmgofoh@yahoo .com	11/25/2014 9:49 PM
70	moyman@purdue.edu	11/25/2014 9:38 PM
71	eugenia640@gmail.com	11/25/2014 9:17 PM
72	Zach.golden@gmail.com	11/25/2014 9:01 PM
73	cruz.ben@gmail.com	11/25/2014 8:56 PM
74	bwilles_99@yahoo.com	11/25/2014 8:44 PM
75	mckinnisjp@hotmail.com	11/25/2014 7:35 PM
76	kathy.child@frontier.com	11/25/2014 2:33 PM
77	nodbmal@gmail.com	11/25/2014 11:34 AM
78	mjankowi@purdue.edu	11/25/2014 1:48 AM
79	ashley_hamac@hotmail.com	11/24/2014 9:50 PM
80	adaofcourse@iglou.com	11/24/2014 7:47 PM
81	schechte@gmail.com	11/24/2014 4:55 PM
82	brent.russell@aptuit.com	11/24/2014 2:44 PM
83	dgadbery1@gmail.com	11/24/2014 2:11 PM
84	khaskett94@gmail.com	11/24/2014 2:06 PM
85	jamesbritton@purdue.edu	11/24/2014 12:50 PM
86	rosefam2856@gmail.com	11/24/2014 12:18 PM
87	hnelaznik@gmail.com	11/24/2014 11:39 AM
88	pfiorini@purdue.edu	11/24/2014 10:57 AM
89	aantonio@ivytech.edu	11/24/2014 9:52 AM
90	timgavin1@gmail.com	11/24/2014 9:03 AM
91	larryadkins@outlook.com	11/23/2014 8:43 AM
92	kalong722@whlong.com	11/22/2014 7:23 PM
93	gregory_shaner_454@comcast.net	11/22/2014 1:14 PM
94	gdimaggio@live.com	11/22/2014 8:32 AM
95	kim_marshall_43@hotmail.com	11/21/2014 7:15 PM
96	Mellany.hastings.pe9v@statefarm.com	11/21/2014 12:07 PM
97	rikx@rikx.com	11/21/2014 11:05 AM
98	gerbolini72@gmail.com	11/20/2014 10:45 PM
99	ghenriott@henriott.com	11/20/2014 4:25 PM
100	philip.travis@gmail.com	11/20/2014 4:25 PM
101	klippeld@msn.com	11/20/2014 3:46 PM
102	frankjsnyder@gmail.com	11/20/2014 1:19 PM

Lafayette Bike and Pedestrian Master Plan

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104	mjb@mjbberger.com	11/20/2014 10:05 AM
105	nelsonlyna53@yahoo.com	11/20/2014 9:56 AM
106	annpell1@comcast.net	11/20/2014 9:39 AM
107	rickandgary@frontier.com	11/20/2014 8:52 AM
108	LilaPruettWhite7744@gmail.com	11/20/2014 5:49 AM
109	smadden16@frontier.com	11/20/2014 5:13 AM
110	lkn3wl3tt3rs@gmail.com	11/19/2014 11:41 PM
111	deadheadmom@yahoo.com	11/19/2014 11:19 PM
112	danimal3216@gmail.com	11/19/2014 7:49 PM
113	mark@marksenn.me	11/19/2014 7:19 PM
114	tmccully@comcast.net	11/19/2014 7:15 PM
115	zoe1027@comcast.net	11/19/2014 6:08 PM
116	vt_malone@yahoo.com	11/19/2014 6:07 PM
117	huwmanbeing@gmail.com	11/19/2014 4:13 PM
118	jjem4@comcast.net	11/19/2014 4:11 PM
119	dachparkers@aol.com	11/19/2014 4:04 PM
120	caanderson@purdue.edu	11/19/2014 3:58 PM
121	polkacello@gmail.com	11/19/2014 3:54 PM
122	dlingley@gmail.com	11/19/2014 3:34 PM
123	Larry@guentert.net	11/19/2014 3:14 PM
124	johnsoda26@gmail.com	11/19/2014 2:50 PM
125	virtuouscycles@gmail.com	11/19/2014 2:28 PM
126	vinniebeyer@gmail.com	11/19/2014 1:41 PM
127	taylor98@purdue.edu	11/19/2014 1:17 PM
128	Lathrop_Joseph@yahoo.com	11/19/2014 12:23 PM
129	aaoswarski@gmail.com	11/19/2014 12:08 PM
130	pstewart.1@comcast.net	11/19/2014 11:04 AM
131	rda1127@gmail.com	11/19/2014 10:25 AM
132	kathiebeen@comcast.net	11/19/2014 1:03 AM
133	bcotton@funneliasco.com	11/18/2014 8:23 PM
134	Tyandemsmom@gmail.com	11/18/2014 7:23 PM
135	zbarker55@msn.com	11/18/2014 7:14 PM
136	cerrutin@gmail.com	11/18/2014 5:46 PM
137	mjbcruz@comcast.net	11/18/2014 5:43 PM
138	jhooker4@comcast.net	11/18/2014 5:42 PM
139	gregory.roger84@gmail.com	11/18/2014 5:34 PM
140	jerosen@lafayette.in.gov	11/18/2014 4:34 PM

Lafayette Bike and Pedestrian Master Plan

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142	marklev36@mac.com	11/18/2014 1:05 PM
143	cpeacecycle@gmail.com	11/16/2014 1:14 PM
144	epicycler2@gmail.com	11/15/2014 11:15 AM
145	birddoug@comcast.net	11/14/2014 10:32 PM
146	tsherman1@iuhealth.org	11/14/2014 5:04 PM
147	Joeman77@centurytel.net	11/14/2014 4:30 PM
148	Toddjrush@gmail.com	11/14/2014 4:25 PM
149	roseczmore@gmail.com	11/14/2014 3:39 PM
150	nmsnyder91@gmail.com	11/6/2014 12:54 PM
151	ashmsimm@iupui.edu	11/3/2014 6:49 PM
152	carmen.octavio@gmail.com	11/1/2014 7:59 PM
153	joe.faulkinbury@gmail.com	11/1/2014 12:52 PM
154	genteamhgcf@comcast.net	11/1/2014 12:27 PM
155	rwulf@ivytech.edu	11/1/2014 10:51 AM
156	rstremke@gmail.com	11/1/2014 8:20 AM
157	james_dougherty63@yahoo.com	11/1/2014 2:04 AM
158	kryurkus@comcast.net	10/31/2014 11:41 PM
159	jac.gil668@gmail.com	10/31/2014 9:44 PM
160	amystrouseadooley@gmail.com	10/31/2014 7:13 PM
161	dgrigsby1065@msn.com	10/31/2014 6:33 PM
162	estoffel@gmail.com	10/31/2014 6:03 PM
163	Cgharnish@gmail.com	10/31/2014 4:40 PM
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50	765-426-0628	11/25/2014 11:34 PM
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Lafayette Bike and Pedestrian Master Plan

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Lafayette Bike and Pedestrian Master Plan

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117	7653377851	10/31/2014 4:40 PM

COST ESTIMATE

Name:	3rd Street	
	From:	Salem Street
	To:	Kossuth Street
Type:	Bike Lane, Shared Roadway	
Distance:	1.08 Miles	

Bike Lane: Salem St - Cincinnati St	0.20 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 200 LFT	5	EACH	\$ 200.00	\$ 1,000.00
Sharrow Signage @ 200 LFT	5	EACH	\$ 250.00	\$ 1,250.00
Bike Lane Striping		LFT	\$ 1.00	\$ -
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 2,250.00
MAINT. OF TRAFFIC				\$ 2,000.00
2.5% CONSTRUCTION				\$ 1,500.00
5% MOB. & DEMOBILIZATION				\$ 2,500.00
20% CONTINGENCY				\$ 450.00
TOTAL				\$ 8,700.00

Bike Lane: Cincinnati St - Ferry St.	0.18 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	5	EACH	\$ 200.00	\$ 1,000.00
Bike Lane Sign @ 200 LFT	5	EACH	\$ 250.00	\$ 1,250.00
Bike Lane Striping	1900	LFT	\$ 1.00	\$ 1,900.00
Bike Lane Buffer, Crosshatch Line (2' O.C.)	1260	LFT	\$ 1.00	\$ 1,260.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	30	EACH	\$ 8.00	\$ 240.00
SUBTOTAL				\$ 5,650.00
MAINT. OF TRAFFIC				\$ 2,000.00
CONSTRUCTION				
ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 2,500.00
20% CONTINGENCY				\$ 1,130.00
TOTAL				\$ 12,780.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	3rd Street continued	
From:	Salem Street	
To:	Kossuth Street	
Type:	Bike Lane, Shared Roadway	
Distance:	1.08 Miles	

Shared Roadway: Ferry St. - Kossuth St.		0.70 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	20	EACH	\$ 200.00	\$ 4,000.00
Sharrow Signage @ 400 LFT	18	EACH	\$ 250.00	\$ 4,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	150	EACH	\$ 8.00	\$ 1,200.00
SUBTOTAL				\$ 9,700.00
Maint. Of Traffic				\$ 1,000.00
CONSTRUCTION				
ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 2,500.00
20% CONTINGENCY				\$ 1,940.00
TOTAL				\$ 16,640.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Poland Hill Road
From:	Veterans Memorial Pkwy
To:	Teal Road
Type:	Shared Roadway, Bike Lane, Sidewalk
Distance:	2.00 Miles

Shared Roadway: VMP - Kensal Ct.	0.93 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	30	EACH	\$ 200.00	\$ 6,000.00
Sharrow Signage @ 400 LFT	24	EACH	\$ 250.00	\$ 6,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 12,000.00
Maint. Of Traffic				\$ 5,000.00
Mob. & Demobilization				\$ 5,000.00
Constr. Engineering				\$ 1,500.00
20% CONTINGENCY				\$ 2,400.00
TOTAL				\$ 15,900.00

Bike Lane: Kensal Ct. - Beck Ln.	0.52 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	26	EACH	\$ 200.00	\$ 5,200.00
Bike Lane Sign @ 200 LFT	26	EACH	\$ 250.00	\$ 6,500.00
Bike Lane Striping	5480	LFT	\$ 1.00	\$ 5,480.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 17,180.00
MAINT. OF TRAFFIC				\$ 3,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 2,500.00
15% CONTINGENCY				\$ 2,577.00
TOTAL				\$ 26,757.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Poland Hill Road continued	
From:	Veterans Memorial Pkwy	
To:	Teal Road	
Type:	Shared Roadway, Bike Lane, Sidewalk	
Distance:	2.00 Miles	

Shared Roadway: Beck Ln. - Teal Rd.	0.55 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	20	EACH	\$ 200.00	\$ 4,000.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,	89	TON	\$ 65.00	\$ 5,785.00
HMA Intermediate	148	TON	\$ 60.00	\$ 8,880.00
6" Compacted Aggregate #53	360	TON	\$ 20.00	\$ 7,200.00
Subgrade Treatment Type III	1080	SYS	\$ 10.00	\$ 10,800.00
Common Excavation	1080	CYS	\$ 15.00	\$ 16,200.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 56,365.00
Maint. Of Traffic				\$ 2,000.00
Mob. & Demobilization				\$ 2,500.00
Constr. Engineering				\$ 1,000.00
15% CONTINGENCY				\$ 8,454.75
TOTAL				\$ 65,819.75

Sidewalk: Beck Ln. - Poland Ln.	0.18 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sidewalk	525	SYS	\$ 35.00	\$ 18,375.00
Curb	0	LFT	\$ 15.00	\$ -
Curb Ramp, Type G	0	SYS	\$ 120.00	\$ -
Common Exvacation	175	CYS	\$ 25.00	\$ 4,375.00
Seeding	0.18	MILES	\$ 6,000.00	\$ 1,080.00
SUBTOTAL				\$ 23,830.00
(LS) EARTHWORK				\$ 1,000.00
(LS) EROSION CONTROL				\$ 3,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 2,000.00
CLEARING OF ROW				\$ 3,000.00
15% CONTINGENCY				\$ 3,574.50
TOTAL				\$ 47,904.50

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	4th Street
From:	Teal Road
To:	Union Street
Type:	Bike Lane, Shared Roadway
Distance:	2.01 Miles

Bike Lane: Teal Rd - Montifiore St.		0.43 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	22	EACH	\$ 200.00	\$ 4,400.00
Bike Lane Sign @ 200 LFT	22	EACH	\$ 250.00	\$ 5,500.00
Bike Lane Striping	4560	LFT	\$ 1.00	\$ 4,560.00
Cold Planing and Resurfacing Shoulder:				
Bituminous, Cold Planing up to 3.5"	375	SYS	\$ 2.50	\$ 937.50
165# / SYD HMA Surface, Type D	31	TON	\$ 85.00	\$ 2,635.00
Pavment Marking Removal	2275	LFT	\$ 0.50	\$ 1,137.50
Line Thermoplastic, Solid, Yellow, 4 in.	4550	LFT	\$ 0.50	\$ 2,275.00
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 21,445.00
MAINT. OF TRAFFIC				\$ 3,000.00
CONSTR. ENGINEERING				\$ 2,000.00
MOB. & DEMOBILIZATION				\$ 4,000.00
15% CONTINGENCY				\$ 3,216.75
TOTAL				\$ 33,661.75

Shared Roadway: Montifiore St. - Central		0.30 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	10	EACH	\$ 200.00	\$ 2,000.00
Sharrow Signage @ 400 LFT	8	EACH	\$ 250.00	\$ 2,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	150	EACH	\$ 8.00	\$ 1,200.00
SUBTOTAL				\$ 5,200.00
Maint. Of Traffic				\$ 1,500.00
CONSTR. ENGINEERING				\$ 1,000.00
MOB. & DEMOBILIZATION				\$ 2,000.00
20% CONTINGENCY				\$ 1,040.00
TOTAL				\$ 7,740.00

COST ESTIMATE

Name:	4th Street continued	
From:	Teal Road	
To:	Union Street	
Type:	Bike Lane, Shared Roadway	
Distance:	2.01 Miles	

Bike Lane: Central St. - Fountain St.		0.46 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	24	EACH	\$ 200.00	\$ 4,800.00
Bike Lane Sign @ 200 LFT	24	EACH	\$ 250.00	\$ 6,000.00
Bike Lane Striping	4880	LFT	\$ 1.00	\$ 4,880.00
Road Widening: (Central to Kossuth)				
HMA Surface,	91	TON	\$ 65.00	\$ 5,915.00
HMA Intermediate	152	TON	\$ 60.00	\$ 9,120.00
6" Compacted Aggregate #53	368	TON	\$ 20.00	\$ 7,360.00
Subgrade Treatment Type III	1105	SYS	\$ 10.00	\$ 11,050.00
Curb and Gutter	1100	LFT	\$ 35.00	\$ 38,500.00
Pavment Marking Removal	1400	LFT	\$ 0.50	\$ 700.00
Line Thermoplastic, Solid, Yellow, 4 in.	2800	LFT	\$ 0.50	\$ 1,400.00
Line Thermoplastic, Solid, White, 4 in.	1400	LFT	\$ 0.50	\$ 700.00
Common Excavation	302	CYS	\$ 15.00	\$ 4,530.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 94,955.00
2% MAINT. OF TRAFFIC				\$ 1,899.10
(LS) EARTHWORK				\$ 5,000.00
(LS) EROSION CONTROL				\$ 3,500.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 2,373.88
5% MOB. & DEMOBILIZATION				\$ 4,747.75
3% CLEARING OF ROW				\$ 2,848.65
15% CONTINGENCY				\$ 14,243.25
TOTAL				\$ 139,567.63

Shared Roadway: Fountain St. - Alabama		0.26 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	10	EACH	\$ 200.00	\$ 2,000.00
Sharrow Signage @ 400 LFT	6	EACH	\$ 250.00	\$ 1,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	130	EACH	\$ 8.00	\$ 1,040.00
SUBTOTAL				\$ 4,540.00
Maint. Of Traffic				\$ 2,000.00
CONSTR. ENGINEERING				\$ 1,000.00
MOB. & DEMOBILIZATION				\$ 1,000.00
20% CONTINGENCY				\$ 908.00
TOTAL				\$ 7,448.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	4th Street continued	
From:	Teal Road	
To:	Union Street	
Type:	Bike Lane, Shared Roadway	
Distance:	2.01 Miles	

Bike Lane: Alabama St. to Union St.		0.56 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	15	EACH	\$ 200.00	\$ 3,000.00
Bike Lane Sign @ 200 LFT	15	EACH	\$ 250.00	\$ 3,750.00
Bike Lane Striping	2940	LFT	\$ 1.00	\$ 2,940.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Pvmnt. Marking Removal (Columbia to Main)	520	LFT	\$ 0.50	\$ 260.00
Line Thermoplastic, Broken, White, 6 in.	130	LFT	\$ 0.75	\$ 97.50
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	140	EACH	\$ 8.00	\$ 1,120.00
SUBTOTAL				\$ 11,167.50
MAINT. OF TRAFFIC				\$ 4,500.00
CONSTR. ENGINEERING				\$ 2,000.00
MOB. & DEMOBILIZATION				\$ 3,000.00
20% CONTINGENCY				\$ 2,233.50
TOTAL				\$ 22,901.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	6th Street
From:	Salem Street
To:	Cincinnati Street
Type:	Shared Roadway
Distance:	0.21 Miles

Shared Roadway: Salem St - Cincinnati St		0.21 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	8	EACH	\$ 200.00	\$ 1,600.00
Sharrow Signage @ 400 LFT	4	EACH	\$ 250.00	\$ 1,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	50	EACH	\$ 8.00	\$ 400.00
SUBTOTAL			\$ 3,000.00	
Maint. Of Traffic			\$ 1,000.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 1,500.00	
20% CONTINGENCY			\$ 600.00	
TOTAL			\$ 4,600.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Lingle Avenue
From:	Romig Street
To:	Kossuth Street
Type:	Shared Roadway
Distance:	0.27 Miles

Shared Roadway: Romig St - Kossuth St		0.27 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	8	EACH	\$ 200.00	\$ 1,600.00
Sharrow Signage @ 400 LFT	4	EACH	\$ 250.00	\$ 1,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	140	EACH	\$ 8.00	\$ 1,120.00
SUBTOTAL			\$ 3,720.00	
Maint. Of Traffic			\$ 1,000.00	
15% CONTINGENCY			\$ 558.00	
TOTAL			\$ 5,278.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	9th Street	
From:	Northern City Limits	
To:	E 430 S	
Type:	Shared-Use Path, Bike Lane, Shared Roadway, Sidewalk	
Distance:	4.34 Miles	

Shared Use Path: Duncan Rd - Canal Rd		0.1 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Asphalt Trail 10' & Shoulders 2'	0.1	MILES	\$ 240,000.00	\$ 24,000.00
Special Concrete Pavement per Intersection	80	SYS	\$ 45.00	\$ 3,600.00
Intersection Improvements:				
Level 1 (Signage, Pavement Marking)		EACH	\$ 5,000.00	\$ -
Level 2 (Overhead Flasher, Signage,		EACH	\$ 50,000.00	\$ -
Level 3 (Median, Signal, Signage,		EACH	\$ 90,000.00	\$ -
Signage:				
Trail Identification	1	EACH	\$ 2,000.00	\$ 2,000.00
Interpretive		EACH	\$ 2,500.00	\$ -
Directory	1	EACH	\$ 2,500.00	\$ 2,500.00
(Stop, Stop Ahead)	1	EACH	\$ 500.00	\$ 500.00
(No Motor Vehicles)(Cross Traffic Does Not St	1	EACH	\$ 100.00	\$ 100.00
Mile Markers (1/4 mile intervals)		EACH	\$ 500.00	\$ -
Seeding	0.1	MILES	\$ 6,000.00	\$ 600.00
Trailhead		LS	\$ 20,000.00	\$ -
General Trail Landscape Work	1	LS	\$ 3,000.00	\$ 3,000.00
SUBTOTAL			\$ 36,300.00	
MAINT. OF TRAFFIC			\$ 1,000.00	
(LS) EARTHWORK			\$ 2,500.00	
(LS) EROSION CONTROL			\$ 1,500.00	
(LS) UTILITY RELOCATIONS			\$ 10,000.00	
CONSTR. ENGINEERING			\$ 2,000.00	
MOB. & DEMOBILIZATION			\$ 5,000.00	
CLEARING OF ROW			\$ 2,500.00	
15% CONTINGENCY			\$ 5,445.00	
TOTAL			\$ 66,245.00	

COST ESTIMATE

Name:	9th Street continued	
From:	Northern City Limits	
To:	E 430 S	
Type:	Shared-Use Path, Bike Lane, Shared Roadway, Sidewalk	
Distance:	4.34 Miles	

Bike Lane: Canal Rd - Heath St		0.39 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost	
Bike Lane Symbols @ 200 LFT	20	EACH	\$ 200.00	\$	4,000.00
Bike Lane Sign @ 200 LFT	20	EACH	\$ 250.00	\$	5,000.00
Bike Lane Striping	8240	LFT	\$ 1.00	\$	8,240.00
Bike Lane Buffer Striping	1400	LFT	\$ 1.00	\$	1,400.00
Road Widening: (Canal Rd. to Greenbush)					
HMA Surface,	10	TON	\$ 65.00	\$	650.00
HMA Intermediate	16.5	TON	\$ 60.00	\$	990.00
6" Compacted Aggregate #53	40	TON	\$ 20.00	\$	800.00
Subgrade Treatment Type III	120	SYS	\$ 10.00	\$	1,200.00
Common Excavation	120	CYS	\$ 15.00	\$	1,800.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$	-
General Landscape Work	1	LS	\$ 8,000.00	\$	8,000.00
Pavment Marking Removal	2450	LFT	\$ 0.50	\$	1,225.00
Line, Thermoplastic, Solid, Yellow, 4 in	1400	LFT	\$ 0.50	\$	700.00
Line, Thermoplastic, Broken, Yellow, 4 in	350	LFT	\$ 0.50	\$	175.00
Retaining Wall	900	SFT	\$ 42.00	\$	37,800.00
		SUBTOTAL		\$	71,980.00
		MAINT. OF TRAFFIC		\$	3,000.00
		(LS) EARTHWORK		\$	5,000.00
		(LS) EROSION CONTROL		\$	3,000.00
		(LS) UTILITY RELOCATIONS		\$	10,000.00
		2.5% CONSTRUCTION		\$	1,799.50
		5% MOB. & DEMOBILIZATION		\$	3,599.00
		3% CLEARING OF ROW		\$	2,159.40
		15% CONTINGENCY		\$	10,797.00
		TOTAL		\$	111,334.90

COST ESTIMATE

Name:	9th Street continued	
From:	Northern City Limits	
To:	E 430 S	
Type:	Shared-Use Path, Bike Lane, Shared Roadway, Sidewalk	
Distance:	4.34 Miles	

Shared Roadway: Heath St - Salem St		0.21 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost	
Sharrow Pavement Marking @ 300 LFT	8	EACH	\$ 200.00	\$	1,600.00
Sharrow Signage @ 400 LFT	4	EACH	\$ 150.00	\$	600.00
Road Widening:					
HMA Surface,		TON	\$ 65.00	\$	-
HMA Intermediate		TON	\$ 60.00	\$	-
6" Compacted Aggregate #53		TON	\$ 20.00	\$	-
Subgrade Treatment Type III		SYS	\$ 10.00	\$	-
Common Excavation		CYS	\$ 15.00	\$	-
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$	-
SUBTOTAL				\$	2,200.00
Maint. Of Traffic				\$	1,000.00
CONSTR. ENGINEERING				\$	1,000.00
MOB. & DEMOBILIZATION				\$	2,000.00
20% CONTINGENCY				\$	440.00
TOTAL				\$	3,640.00

Bike Lane: Salem St - Ferry St		0.39 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost	
Bike Lane Symbols @ 200 LFT	20	EACH	\$ 200.00	\$	4,000.00
Bike Lane Sign @ 200 LFT	20	EACH	\$ 250.00	\$	5,000.00
Bike Lane Striping	4060	LFT	\$ 1.00	\$	4,060.00
Road Widening:					
HMA Surface,		TON	\$ 65.00	\$	-
HMA Intermediate		TON	\$ 60.00	\$	-
6" Compacted Aggregate #53		TON	\$ 20.00	\$	-
Subgrade Treatment Type III		SYS	\$ 10.00	\$	-
Common Excavation		CYS	\$ 15.00	\$	-
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$	-
SUBTOTAL				\$	13,060.00
MAINT. OF TRAFFIC				\$	261.20
CONSTR. ENGINEERING				\$	326.50
MOB. & DEMOBILIZATION				\$	653.00
15% CONTINGENCY				\$	1,959.00
TOTAL				\$	16,259.70

COST ESTIMATE

Name:	9th Street continued	
From:	Northern City Limits	
To:	E 430 S	
Type:	Shared-Use Path, Bike Lane, Shared Roadway, Sidewalk	
Distance:	4.34 Miles	

Shared Roadway & Bike Lane Combo.	Ferry St - Columbia St			0.12 Miles
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	5	EACH	\$ 200.00	\$ 1,000.00
Sharrow Signage @ 400 LFT	5	EACH	\$ 250.00	\$ 1,250.00
Bike Lane Symbols @ 200 LFT	5	EACH	\$ 200.00	\$ 1,000.00
Bike Lane Sign @ 200 LFT	5	EACH	\$ 250.00	\$ 1,250.00
Bike Lane Striping	630	LFT	\$ 1.00	\$ 630.00
SUBTOTAL				\$ 5,130.00
Maint. Of Traffic				\$ 1,000.00
CONSTR. ENGINEERING				\$ 1,000.00
MOB. & DEMOBILIZATION				\$ 2,000.00
20% CONTINGENCY				\$ 1,026.00
TOTAL				\$ 7,156.00

Shared Roadway: Columbia St - Cherokee	0.95 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	34	EACH	\$ 200.00	\$ 6,800.00
Sharrow Signage @ 400 LFT	25	EACH	\$ 250.00	\$ 6,250.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	450	EACH	\$ 8.00	\$ 3,600.00
SUBTOTAL				\$ 16,650.00
Maint. Of Traffic				\$ 3,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 4,000.00
20% CONTINGENCY				\$ 3,330.00
TOTAL				\$ 22,980.00

Bike Lane: Cherokee Ave - Teal Rd	0.63 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	34	EACH	\$ 200.00	\$ 6,800.00
Bike Lane Sign @ 200 LFT	34	EACH	\$ 250.00	\$ 8,500.00
Bike Lane Striping	13200	LFT	\$ 0.75	\$ 9,900.00
Bike Lane Buffer Striping	6600	LFT	\$ 0.75	\$ 4,950.00
Pavment Marking Removal	3300	LFT	\$ 0.50	\$ 1,650.00
Line, Thermoplastic, Solid, Yellow, 4 in.	6600	LFT	\$ 0.50	\$ 3,300.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 35,100.00
MAINT. OF TRAFFIC				\$ 4,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 4,000.00
15% CONTINGENCY				\$ 5,265.00
TOTAL				\$ 49,865.00

COST ESTIMATE

Name:	9th Street continued	
From:	Northern City Limits	
To:	E 430 S	
Type:	Shared-Use Path, Bike Lane, Shared Roadway, Sidewalk	
Distance:	4.34 Miles	

Sidewalk: Cherokee Ave - Teal Rd		0.63 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sidewalk	1830	SYS	\$ 35.00	\$ 64,050.00
Curb	0	LFT	\$ 15.00	\$ -
Curb Ramp, Type G	35	SYS	\$ 120.00	\$ 4,200.00
Common Exvacation	200	CYS	\$ 25.00	\$ 5,000.00
Seeding	0.63	MILES	\$ 6,000.00	\$ 3,780.00
Retaining Wall	5200	SFT	\$ 42.00	\$ 218,400.00
SUBTOTAL				\$ 295,430.00
(LS) EARTHWORK				\$ 1,000.00
(LS) EROSION CONTROL				\$ 3,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 7,385.75
5% MOB. & DEMOBILIZATION				\$ 14,771.50
3% CLEARING OF ROW				\$ 8,862.90
15% CONTINGENCY				\$ 44,314.50
TOTAL				\$ 384,764.65

Shared Use Path: Brick N Wood - Ortman		0.42 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sidewalk	1241	SYS	\$ 35.00	\$ 43,435.00
Curb Ramp, Type G (8 Ramps)	40	SYS	\$ 120.00	\$ 4,800.00
Common Exvacation	136	CYS	\$ 25.00	\$ 3,400.00
Seeding	0.42	MILES	\$ 6,000.00	\$ 2,520.00
SUBTOTAL				\$ 54,155.00
MAINT. OF TRAFFIC				\$ 2,500.00
(LS) EARTHWORK				\$ 1,500.00
(LS) EROSION CONTROL				\$ 3,500.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTR. ENGINEERING				\$ 1,353.88
5% MOB. & DEMOBILIZATION				\$ 2,707.75
3% CLEARING OF ROW				\$ 1,624.65
15% CONTINGENCY				\$ 8,123.25
TOTAL				\$ 85,464.53

COST ESTIMATE

Name:	9th Street continued	
From:	Northern City Limits	
To:	E 430 S	
Type:	Shared-Use Path, Bike Lane, Shared Roadway, Sidewalk	
Distance:	4.34 Miles	

Bike Lane: Ortman - Veterans Memorial		0.50 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost	
Bike Lane Symbols @ 200 LFT	26	EACH	\$ 200.00	\$	5,200.00
Bike Lane Sign @ 200 LFT	26	EACH	\$ 250.00	\$	6,500.00
Bike Lane Striping	5200	LFT	\$ 1.00	\$	5,200.00
Road Widening:					
HMA Surface,	194	TON	\$ 65.00	\$	12,610.00
HMA Intermediate	323	TON	\$ 60.00	\$	19,380.00
6" Compacted Aggregate #53	783	TON	\$ 20.00	\$	15,660.00
Subgrade Treatment Type III	2350	SYS	\$ 10.00	\$	23,500.00
Common Excavation	650	CYS	\$ 15.00	\$	9,750.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$	-
SUBTOTAL				\$	97,800.00
MAINT. OF TRAFFIC				\$	4,000.00
(LS) EARTHWORK				\$	2,000.00
(LS) EROSION CONTROL				\$	4,500.00
(LS) UTILITY RELOCATIONS				\$	10,000.00
2.5% CONSTRUCTION				\$	2,445.00
5% MOB. & DEMOBILIZATION				\$	4,890.00
3% CLEARING OF ROW				\$	2,934.00
15% CONTINGENCY				\$	14,670.00
TOTAL				\$	143,239.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	18th Street
From:	Schuyler Avenue
To:	Rail Road
Type:	Shared Roadway
Distance:	4.16 Miles

Shared Roadway: Schuyler - Greenbush		0.58 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	20	EACH	\$ 200.00	\$ 4,000.00
Sharrow Signage @ 400 LFT	16	EACH	\$ 250.00	\$ 4,000.00
Pavement Marking Removal	6124	LFT	\$ 0.50	\$ 3,062.00
Line, Thermoplastic, Solid, Yellow, 4 in	6124	LFT	\$ 0.50	\$ 3,062.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 14,124.00
Maint. Of Traffic				\$ 4,000.00
Constr. Engineering				\$ 1,500.00
Mob. & Demobilization				\$ 4,000.00
15% CONTINGENCY				\$ 2,118.60
TOTAL				\$ 20,242.60

Shared Roadway & Bike Lane Combo:		Greenbush St - Erie St		0.33 Miles	
Improvement Description	Qty.	Unit	Unit Cost	Cost	
Sharrow Pavement Marking @ 300 LFT	6	EACH	\$ 200.00	\$ 1,200.00	
Sharrow Signage @ 400 LFT	6	EACH	\$ 250.00	\$ 1,500.00	
Bike Lane Symbols @ 200 LFT	8	EACH	\$ 200.00	\$ 1,600.00	
Bike Lane Sign @ 200 LFT	8	EACH	\$ 250.00	\$ 2,000.00	
Bike Lane Striping	1720	LFT	\$ 1.00	\$ 1,720.00	
Marked Parking (4" White "Tick" Mark)	80	EACH	\$ 8.00	\$ 640.00	
SUBTOTAL				\$ 8,660.00	
Maint. Of Traffic				\$ 3,500.00	
Constr. Engineering				\$ 1,000.00	
Mob. & Demobilization				\$ 3,500.00	
15% CONTINGENCY				\$ 1,299.00	
TOTAL				\$ 13,459.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	18th Street continued
From:	Schuyler Avenue
To:	Rail Road
Type:	Shared Roadway
Distance:	4.16 Miles

Bike Lane: Erie St - Center St		0.87 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	46	EACH	\$ 200.00	\$ 9,200.00
Bike Lane Sign @ 200 LFT	46	EACH	\$ 250.00	\$ 11,500.00
Bike Lane Striping	9200	LFT	\$ 1.00	\$ 9,200.00
Road Widening:				
HMA Surface,	19	TON	\$ 65.00	\$ 1,235.00
HMA Intermediate	32	TON	\$ 60.00	\$ 1,920.00
6" Compacted Aggregate #53	78	TON	\$ 20.00	\$ 1,560.00
Subgrade Treatment Type III	235	SYS	\$ 10.00	\$ 2,350.00
Common Excavation	235	CYS	\$ 15.00	\$ 3,525.00
Marked Parking (4" White "Tick" Mark)	130	EACH	\$ 8.00	\$ 1,040.00
Retaining Wall (Main St. to Center St.)	2500	SFT	\$ 40.00	\$ 100,000.00
Mill and Resurface:				
HMA Milling, 1.5"	560	SYS	\$ 4.00	\$ 2,240.00
HMA Surface	46	TON	\$ 65.00	\$ 2,990.00
SUBTOTAL				\$ 146,760.00
MAINT. OF TRAFFIC				\$ 5,000.00
(LS) EARTHWORK				\$ 2,000.00
(LS) EROSION CONTROL				\$ 2,500.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 3,669.00
5% MOB. & DEMOBILIZATION				\$ 7,338.00
3% CLEARING OF ROW				\$ 4,402.80
15% CONTINGENCY				\$ 22,014.00
TOTAL				\$ 203,683.80

Shared Roadway: Center St - Brady Ln		2.08 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	76	EACH	\$ 200.00	\$ 15,200.00
Sharrow Signage @ 400 LFT	56	EACH	\$ 250.00	\$ 14,000.00
Marked Parking (4" White "Tick" Mark)	1030	EACH	\$ 8.00	\$ 8,240.00
SUBTOTAL				\$ 37,440.00
Maint. Of Traffic				\$ 5,000.00
CONSTRUCTION				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 5,000.00
15% CONTINGENCY				\$ 5,616.00
TOTAL				\$ 48,056.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	18th Street continued
From:	Schuyler Avenue
To:	Rail Road
Type:	Shared Roadway
Distance:	4.16 Miles

Shared Use Path: Brady Ln - RR		0.3 Miles			
Improvement Description		Qty.	Unit	Unit Cost	Cost
Asphalt Trail 10' & Shoulders 2'		0.3	MILES	\$ 240,000.00	\$ 72,000.00
Special Concrete Pavement per Intersection		160	SYS	\$ 45.00	\$ 7,200.00
Intersection Improvements:					
Level 1 (Signage, Pavement Marking)			EACH	\$ 5,000.00	\$ -
Level 2 (Overhead Flasher, Signage,			EACH	\$ 50,000.00	\$ -
Level 3 (Median, Signal, Signage,			EACH	\$ 90,000.00	\$ -
Signage:					
Trail Identification		1	EACH	\$ 2,000.00	\$ 2,000.00
Interpretive			EACH	\$ 2,500.00	\$ -
Directory		1	EACH	\$ 2,500.00	\$ 2,500.00
(Stop, Stop Ahead)		1	EACH	\$ 500.00	\$ 500.00
(No Motor Vehicles)(Cross Traffic Does Not Stop)		1	EACH	\$ 100.00	\$ 100.00
Mile Markers (1/4 mile intervals)			EACH	\$ 500.00	\$ -
Seeding		0.3	MILES	\$ 6,000.00	\$ 1,800.00
Trailhead			LS	\$ 20,000.00	\$ -
General Trail Landscape Work		1	LS	\$ 10,000.00	\$ 10,000.00
SUBTOTAL					\$ 96,100.00
2% MAINT. OF TRAFFIC				\$	1,922.00
(LS) EARTHWORK				\$	5,000.00
(LS) EROSION CONTROL				\$	5,000.00
(LS) UTILITY RELOCATIONS				\$	10,000.00
2.5% CONSTRUCTION				\$	2,402.50
5% MOB. & DEMOBILIZATION				\$	4,805.00
3% CLEARING OF ROW				\$	2,883.00
15% CONTINGENCY				\$	14,415.00
TOTAL					\$ 142,527.50

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	State Street
From:	18th Street
To:	26th Street
Type:	Shared Roadway, Bike Lane
Distance:	0.69 Miles

Shared Roadway: 18th St - Earl Ave		0.50 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	260	EACH	\$ 8.00	\$ 2,080.00
SUBTOTAL			\$ 9,180.00	
Maint. Of Traffic			\$ 3,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,500.00	
15% CONTINGENCY			\$ 1,377.00	
TOTAL			\$ 14,057.00	

Bike Lane: Earl Ave - 26th St		0.19 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	10	EACH	\$ 200.00	\$ 2,000.00
Bike Lane Sign @ 200 LFT	10	EACH	\$ 250.00	\$ 2,500.00
Bike Lane Striping	1980	LFT	\$ 1.00	\$ 1,980.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 6,480.00	
MAINT. OF TRAFFIC			\$ 1,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 1,296.00	
TOTAL			\$ 12,776.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	26th Street	
From:	State Street	
To:	Teal Road	
Type:	Bike Lane	
Distance:	0.29 Miles	
From:	Union Street	
To:	Main Street	
Type:	Shared Roadway, Bike Lane	
Distance:	1.19 Miles	

Bike Lane: State St - Teal Rd		0.29 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	16	EACH	\$ 200.00	\$ 3,200.00
Bike Lane Sign @ 200 LFT	16	EACH	\$ 250.00	\$ 4,000.00
Bike Lane Striping	3020	LFT	\$ 1.00	\$ 3,020.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 10,220.00	
MAINT. OF TRAFFIC			\$ 1,500.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
15% CONTINGENCY			\$ 1,533.00	
TOTAL			\$ 16,253.00	

Shared Roadway: Union St - Ferry		0.39 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	14	EACH	\$ 200.00	\$ 2,800.00
Sharrow Signage @ 400 LFT	10	EACH	\$ 250.00	\$ 2,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	50	EACH	\$ 8.00	\$ 400.00
SUBTOTAL			\$ 5,700.00	
Maint. Of Traffic			\$ 1,000.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 1,140.00	
TOTAL			\$ 7,840.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	26th Street continued
From:	Union Street
To:	Main Street
Type:	Shared Roadway, Bike Lane
Distance:	1.19 Miles

Bike Lane: Ferry St - South St		0.11 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	6	EACH	\$ 200.00	\$ 1,200.00
Bike Lane Sign @ 200 LFT	6	EACH	\$ 250.00	\$ 1,500.00
Bike Lane Striping	1120	LFT	\$ 1.00	\$ 1,120.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 3,820.00	
MAINT. OF TRAFFIC			\$ 1,000.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 764.00	
TOTAL			\$ 8,584.00	

Shared Roadway: South St - Main St		0.69 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	24	EACH	\$ 200.00	\$ 4,800.00
Sharrow Signage @ 400 LFT	18	EACH	\$ 250.00	\$ 4,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	250	EACH	\$ 8.00	\$ 2,000.00
SUBTOTAL			\$ 11,300.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 1,695.00	
TOTAL			\$ 15,495.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Sequoia Drive	
	From:	Teal Road
	To:	Beck Lane
Type:	Shared Roadway	
Distance:	0.51 Miles	

Shared Roadway: Teal Rd - Beck Ln		0.51 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	250	EACH	\$ 8.00	\$ 2,000.00
SUBTOTAL			\$ 9,100.00	
Maint. Of Traffic			\$ 3,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 1,365.00	
TOTAL			\$ 13,965.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Commanche Trail	
	From:	Beck Lane
	To:	Brady Lane
Type:	Shared Roadway	
Distance:	0.44 Miles	

Shared Roadway: Beck Ln - Brady Ln		0.44 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	16	EACH	\$ 200.00	\$ 3,200.00
Sharrow Signage @ 400 LFT	12	EACH	\$ 250.00	\$ 3,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	220	EACH	\$ 8.00	\$ 1,760.00
SUBTOTAL			\$ 7,960.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 1,194.00	
TOTAL			\$ 11,654.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Summerfield Drive	
From:	Teal Road	
To:	Beck Lane	
Type:	Shared Roadway	
Distance:	0.50 Miles	

Shared Roadway: Teal Rd - Beck Ln		0.50 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	250	EACH	\$ 8.00	\$ 2,000.00
SUBTOTAL			\$ 9,100.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 1,365.00	
TOTAL			\$ 12,965.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Schuyler Avenue	
	From:	Sagamore Pkwy
	To:	Underwood Street
Type:	Bike Lane	
Distance:	0.78 Miles	

Bike Lane: Sagamore - Underwood		0.78 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	40	EACH	\$ 200.00	\$ 8,000.00
Bike Lane Sign @ 200 LFT	40	EACH	\$ 250.00	\$ 10,000.00
Bike Lane Striping	8260	LFT	\$ 1.00	\$ 8,260.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
Mill and Resurface:				
HMA Milling, 1.5"	6,890	SYS	\$ 4.00	\$ 27,560.00
HMA Surface	568	TON	\$ 65.00	\$ 36,920.00
SUBTOTAL				\$ 90,740.00
MAINT. OF TRAFFIC				\$ 4,500.00
2.5% CONSTR. ENGINEERING				\$ 2,268.50
5% MOB. & DEMOBILIZATION				\$ 4,537.00
15% CONTINGENCY				\$ 13,611.00
TOTAL				\$ 115,656.50

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Erie Street
From:	Underwood Street
To:	Ferry Street
Type:	Shared Roadway, Bike Lane
Distance:	1.48 Miles

Shared Roadway: Underwood - 18th St		0.88 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	32	EACH	\$ 200.00	\$ 6,400.00
Sharrow Signage @ 400 LFT	24	EACH	\$ 250.00	\$ 6,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
New Lane Striping	9280	LFT	\$ 1.00	\$ 9,280.00
SUBTOTAL				\$ 21,680.00
Maint. Of Traffic				\$ 4,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 4,000.00
15% CONTINGENCY				\$ 3,252.00
TOTAL				\$ 28,932.00

Bike Lane: 18th - Ferry St		0.60 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	32	EACH	\$ 200.00	\$ 6,400.00
Bike Lane Sign @ 200 LFT	32	EACH	\$ 250.00	\$ 8,000.00
Bike Lane Striping	6360	LFT	\$ 1.00	\$ 6,360.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 20,760.00
MAINT. OF TRAFFIC				\$ 3,500.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 4,000.00
15% CONTINGENCY				\$ 3,114.00
TOTAL				\$ 32,874.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Underwood Street	
	From:	13th Street
	To:	Sagamore Parkway
Type:	Shared Roadway	
Distance:	1.25 Miles	

Shared Roadway: 13th - Sagamore Pkwy		1.25 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	32	EACH	\$ 200.00	\$ 6,400.00
Sharrow Signage @ 400 LFT	24	EACH	\$ 250.00	\$ 6,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
New Lane Striping	9280	LFT	\$ 1.00	\$ 9,280.00
SUBTOTAL			\$ 21,680.00	
Maint. Of Traffic			\$ 4,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,500.00	
15% CONTINGENCY			\$ 3,252.00	
TOTAL			\$ 29,432.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Greenbush Street	
	From:	9th Street
	To:	Elmwood Avenue
Type:	Shared Roadway, Shared-Use Path	
Distance:	0.61 Miles	

Shared Roadway: 9th - 14th		0.26 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	10	EACH	\$ 200.00	\$ 2,000.00
Sharrow Signage @ 400 LFT	8	EACH	\$ 250.00	\$ 2,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 4,000.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,000.00	
20% CONTINGENCY			\$ 800.00	
TOTAL			\$ 7,300.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Greenbush Street continued	
	From:	9th Street
	To:	Elmwood Avenue
Type:	Shared Roadway, Shared-Use Path	
Distance:	.61 Miles	

Shared Roadway: Erie - Elmwood		0.35 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	12	EACH	\$ 200.00	\$ 2,400.00
Sharrow Signage @ 400 LFT	8	EACH	\$ 250.00	\$ 2,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 4,400.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,000.00	
20% CONTINGENCY			\$ 880.00	
TOTAL			\$ 7,780.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Salem Street	
	From:	Union Street
	To:	Fannon Street
Type:	Bike Lane	
Distance:	1.00 Miles	

Bike Lane: Union - Fannon		1.00 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	26	EACH	\$ 200.00	\$ 5,200.00
Bike Lane Sign @ 200 LFT	26	EACH	\$ 250.00	\$ 6,500.00
Bike Lane Striping	6630	LFT	\$ 1.00	\$ 6,630.00
Pavement Marking Removal	1240	LFT	\$ 0.65	\$ 806.00
Line, Thermoplastic, Broken, White, 6 in	310	LFT	\$ 1.00	\$ 310.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	80	EACH	\$ 8.00	\$ 640.00
SUBTOTAL			\$ 20,086.00	
MAINT. OF TRAFFIC			\$ 4,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,500.00	
15% CONTINGENCY			\$ 3,012.90	
TOTAL			\$ 33,598.90	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Union Street	
	From:	21st Street
	To:	Creasy Lane
Type:	Bike Lane	
Distance:	1.80 Miles	

Bike Lane: 21st Street - Creasy Ln		1.8 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	94	EACH	\$ 200.00	\$ 18,800.00
Bike Lane Sign @ 200 LFT	94	EACH	\$ 250.00	\$ 23,500.00
Bike Lane Striping	19000	LFT	\$ 1.00	\$ 19,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
Pavement Marking Removal	29725	LFT	\$ 0.50	\$ 14,862.50
Line, Thermoplastic, Solid, Yellow, 4 in.	19000	LFT	\$ 0.85	\$ 16,150.00
Line, Thermoplastic, Broken, Yellow, 4 in.	4750	LFT	\$ 0.85	\$ 4,037.50
Center Turn Lane Pavement Marking	30	EACH	\$ 200.00	\$ 6,000.00
SUBTOTAL				\$ 102,350.00
MAINT. OF TRAFFIC				\$ 6,500.00
2.5% CONSTR. ENGINEERING				\$ 2,558.75
5% MOB. & DEMOBILIZATION				\$ 5,117.50
15% CONTINGENCY				\$ 15,352.50
TOTAL				\$ 131,878.75

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Ferry Street	
	From:	2nd Street
	To:	Earl Avenue
Type:	Shared Roadway, Bike Lane	
Distance:	1.85 Miles	

Shared Roadway: 2nd - 10th		0.51 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
Mill and Resurface:				
HMA Milling, 1.5"	5,595	SYS	\$ 4.00	\$ 22,380.00
HMA Surface	462	TON	\$ 65.00	\$ 30,030.00
SUBTOTAL				\$ 59,510.00
Maint. Of Traffic				\$ 4,500.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 4,500.00
15% CONTINGENCY				\$ 8,926.50
TOTAL				\$ 72,936.50

Bike Lane: 10th - 18th		0.47 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT		EACH	\$ 200.00	\$ -
Bike Lane Sign @ 200 LFT		EACH	\$ 250.00	\$ -
Bike Lane Striping		LFT	\$ 1.00	\$ -
Curb and Gutter, Concrete	1140	LFT	\$ 35.00	\$ 39,900.00
New Storm Sewer (pipe and inlets)	1	LS	\$ 12,000.00	\$ 12,000.00
Road Widening: (10th to Perrin)				
HMA Surface,	14	TON	\$ 65.00	\$ 910.00
HMA Intermediate	35	TON	\$ 60.00	\$ 2,100.00
6" Compacted Aggregate #53	84	TON	\$ 20.00	\$ 1,680.00
Subgrade Treatment Type III	253	SYS	\$ 10.00	\$ 2,530.00
Common Excavation	70	CYS	\$ 15.00	\$ 1,050.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 60,170.00
2% MAINT. OF TRAFFIC				\$ 1,203.40
(LS) EARTHWORK				\$ 5,000.00
(LS) EROSION CONTROL				\$ 4,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 1,504.25
5% MOB. & DEMOBILIZATION				\$ 3,008.50
3% CLEARING OF ROW				\$ 1,805.10
15% CONTINGENCY				\$ 9,025.50
TOTAL				\$ 95,716.75

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Ferry Street continued	
	From:	2nd Street
	To:	Earl Avenue
Type:	Shared Roadway, Bike Lane	
Distance:	1.85 Miles	

Shared Roadway & Bike Lane Combo:	18th - 22nd			0.26 Miles
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	5	EACH	\$ 200.00	\$ 1,000.00
Sharrow Signage @ 400 LFT	3	EACH	\$ 250.00	\$ 750.00
Bike Lane Symbols @ 200 LFT	6	EACH	\$ 200.00	\$ 1,200.00
Bike Lane Sign @ 200 LFT	6	EACH	\$ 250.00	\$ 1,500.00
Bike Lane Striping	1340	LFT	\$ 1.00	\$ 1,340.00
Marked Parking (4" White "Tick" Mark)	60	EACH	\$ 8.00	\$ 480.00
SUBTOTAL				\$ 6,270.00
Maint. Of Traffic				\$ 2,500.00
CONSTR. ENGINEERING				\$ 100.00
MOB. & DEMOBILIZATION				\$ 3,500.00
20% CONTINGENCY				\$ 1,254.00
TOTAL				\$ 10,024.00

Bike Lane: 22nd - Earl Ave	0.61 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	32	EACH	\$ 200.00	\$ 6,400.00
Bike Lane Sign @ 200 LFT	32	EACH	\$ 250.00	\$ 8,000.00
Bike Lane Striping	6480	LFT	\$ 1.00	\$ 6,480.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 20,880.00
MAINT. OF TRAFFIC				\$ 3,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 3,500.00
15% CONTINGENCY				\$ 3,132.00
TOTAL				\$ 32,012.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Main Street	
From:	Asher Street	
To:	Sagamore Parkway	
Type:	Shared Roadway, Shared-Use Path	
Distance:	1.22 Miles	

Shared Roadway: Asher - Sagamore		1.22 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	42	EACH	\$ 200.00	\$ 8,400.00
Sharrow Signage @ 400 LFT	32	EACH	\$ 250.00	\$ 8,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	620	EACH	\$ 8.00	\$ 4,960.00
SUBTOTAL				\$ 21,360.00
Maint. Of Traffic				\$ 5,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 5,000.00
15% CONTINGENCY				\$ 3,204.00
TOTAL				\$ 29,564.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	South Street	
	From:	Earl Avenue
	To:	Meadowbrook Road
Type:	Shared-Use Path	
Distance:	2.58 Miles x (2) = 5.16 Miles Total	

Shared Use Path: Earl - Meadowbrook		5.16 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost	
Asphalt Trail 10' & Shoulders 2'	5.16	MILES	\$ 240,000.00	\$ 1,238,400.00	
Special Concrete Pavement per Intersection	2440	SYS	\$ 45.00	\$ 109,800.00	
Decorative Barrier / Path Protection	27,250	LFT	\$ 55.00	\$ 1,498,750.00	
Decorative Intersection End Treatment	44	Each	\$ 5,000.00	\$ 220,000.00	
Intersection Improvements:					
Pedestrian Signal Heads w/ activation	40	EACH	\$ 2,500.00	\$ 100,000.00	
Signage:					
Trail Identification	12	EACH	\$ 2,000.00	\$ 24,000.00	
Directory	6	EACH	\$ 2,500.00	\$ 15,000.00	
(Stop Ahead)	80	EACH	\$ 250.00	\$ 20,000.00	
(No Motor Vehicles)(Cross Traffic Does Not Stop)	80	EACH	\$ 100.00	\$ 8,000.00	
Mile Markers (1/4 mile intervals)	20	EACH	\$ 500.00	\$ 10,000.00	
Seeding	5.16	MILES	\$ 6,000.00	\$ 30,960.00	
Trailhead		LS	\$ 20,000.00	\$ -	
General Trail Landscape Work	1	LS	\$ 10,000.00	\$ 10,000.00	
SUBTOTAL				\$ 3,284,910.00	
2% MAINT. OF TRAFFIC				\$ 65,698.20	
(LS) EARTHWORK				\$ 5,000.00	
(LS) EROSION CONTROL				\$ 15,000.00	
(LS) UTILITY RELOCATIONS				\$ 10,000.00	
2.5% CONSTRUCTION				\$ 82,122.75	
5% MOB. & DEMOBILIZATION				\$ 164,245.50	
3% CLEARING OF ROW				\$ 98,547.30	
15% CONTINGENCY				\$ 492,736.50	
TOTAL				\$ 4,218,260.25	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Smith Street	
	From:	Existing Trail
	To:	3rd Street
Type:	Shared Roadway	
Distance:	0.07 Miles	

Shared Roadway: Existing Trail - 3rd		0.07 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	2	EACH	\$ 200.00	\$ 400.00
Sharrow Signage @ 400 LFT	2	EACH	\$ 250.00	\$ 500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$	900.00
Maint. Of Traffic			\$	500.00
CONSTR. ENGINEERING			\$	500.00
MOB. & DEMOBILIZATION			\$	1,000.00
20% CONTINGENCY			\$	180.00
TOTAL			\$	1,580.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Kossuth Street
From:	3rd Street
To:	Farabee Drive
Type:	Bike Lane, Shared Roadway
Distance:	2.21 Miles

Bike Lane: 3rd St - Main St	1.25 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	66	EACH	\$ 200.00	\$ 13,200.00
Bike Lane Sign @ 200 LFT	66	EACH	\$ 250.00	\$ 16,500.00
Bike Lane Striping	13200	LFT	\$ 1.00	\$ 13,200.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 42,900.00	
MAINT. OF TRAFFIC			\$ 5,000.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 5,000.00	
15% CONTINGENCY			\$ 6,435.00	
TOTAL			\$ 60,835.00	

Shared Roadway: Main St - Earl Ave	0.52 Miles			
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	270	EACH	\$ 8.00	\$ 2,160.00
SUBTOTAL			\$ 9,260.00	
Maint. Of Traffic			\$ 2,000.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,500.00	
15% CONTINGENCY			\$ 1,389.00	
TOTAL			\$ 12,649.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Kossuth Street continued	
	From:	3rd Street
	To:	Farabee Drive
Type:	Bike Lane, Shared Roadway	
Distance:	2.21 Miles	

Bike Lane: Earl Ave - Farabee Dr		0.44 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	24	EACH	\$ 200.00	\$ 4,800.00
Bike Lane Sign @ 200 LFT	24	EACH	\$ 250.00	\$ 6,000.00
Bike Lane Striping	4640	LFT	\$ 1.00	\$ 4,640.00
Road Widening:				
HMA Surface,	110	TON	\$ 65.00	\$ 7,150.00
HMA Intermediate	180	TON	\$ 60.00	\$ 10,800.00
6" Compacted Aggregate #53	432	TON	\$ 20.00	\$ 8,640.00
Subgrade Treatment Type III	1300	SYS	\$ 10.00	\$ 13,000.00
Common Excavation	360	CYS	\$ 15.00	\$ 5,400.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 60,430.00
2% MAINT. OF TRAFFIC				\$ 1,208.60
(LS) EARTHWORK				\$ 2,000.00
(LS) EROSION CONTROL				\$ 4,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 1,510.75
5% MOB. & DEMOBILIZATION				\$ 3,021.50
3% CLEARING OF ROW				\$ 1,812.90
15% CONTINGENCY				\$ 9,064.50
TOTAL				\$ 93,048.25

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Farabee Drive	
	From:	South Street
	To:	Kossuth Street
Type:	Bike Lane	
Distance:	0.48 Miles	

Bike Lane: South St - Kossuth St		0.48 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	26	EACH	\$ 200.00	\$ 5,200.00
Bike Lane Sign @ 200 LFT	26	EACH	\$ 250.00	\$ 6,500.00
Bike Lane Striping	5080	LFT	\$ 1.00	\$ 5,080.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 16,780.00	
MAINT. OF TRAFFIC			\$ 3,000.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,500.00	
15% CONTINGENCY			\$ 2,517.00	
TOTAL			\$ 27,297.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Beck Lane	
	From:	Old US 231
	To:	Sequoya Drive
Type:	Bike Lane, Shared Roadway	
Distance:	1.95 Miles	

Bike Lane: Old US 231 - 9th St		0.98 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	52	EACH	\$ 200.00	\$ 10,400.00
Bike Lane Sign @ 200 LFT	52	EACH	\$ 250.00	\$ 13,000.00
Bike Lane Striping	10400	LFT	\$ 1.00	\$ 10,400.00
Road Widening:				
HMA Surface,	135	TON	\$ 65.00	\$ 8,775.00
HMA Intermediate	225	TON	\$ 60.00	\$ 13,500.00
6" Compacted Aggregate #53	545	TON	\$ 20.00	\$ 10,900.00
Subgrade Treatment Type III	1640	SYS	\$ 10.00	\$ 16,400.00
Common Excavation	1640	CYS	\$ 15.00	\$ 24,600.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 107,975.00
2% MAINT. OF TRAFFIC				\$ 2,159.50
(LS) EARTHWORK				\$ 4,500.00
(LS) EROSION CONTROL				\$ 5,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 2,699.38
5% MOB. & DEMOBILIZATION				\$ 5,398.75
3% CLEARING OF ROW				\$ 3,239.25
15% CONTINGENCY				\$ 16,196.25
TOTAL				\$ 157,168.13

Shared Roadway: 9th - Sequoia		0.97 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	34	EACH	\$ 200.00	\$ 6,800.00
Sharrow Signage @ 400 LFT	26	EACH	\$ 250.00	\$ 6,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	500	EACH	\$ 8.00	\$ 4,000.00
SUBTOTAL				\$ 17,300.00
Maint. Of Traffic				\$ 4,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 4,000.00
15% CONTINGENCY				\$ 2,595.00
TOTAL				\$ 23,895.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Brady Lane
From:	18th Street
To:	Concord Road
Type:	Shared Roadway, Bike Lane
Distance:	0.99 Miles

Shared Roadway: 18th - RR		0.50 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	260	EACH	\$ 8.00	\$ 2,080.00
SUBTOTAL				\$ 9,180.00
Maint. Of Traffic				\$ 2,500.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 3,000.00
15% CONTINGENCY				\$ 1,377.00
TOTAL				\$ 13,057.00

Bike Lane: RR - Concord Rd		0.49 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	26	EACH	\$ 200.00	\$ 5,200.00
Bike Lane Sign @ 200 LFT	26	EACH	\$ 250.00	\$ 6,500.00
Bike Lane Striping	5200	LFT	\$ 1.00	\$ 5,200.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
Pavment Marking Removal	10560	LFT	\$ 0.50	\$ 5,280.00
Line, Thermoplastic, Solid, Yellow, 4 in	5280	LFT	\$ 0.75	\$ 3,960.00
Line, Thermoplastic, Broken, Yellow, 4 in	1320	LFT	\$ 0.85	\$ 1,122.00
Center Turn Lane Pavement Marking	12	EACH	\$ 200.00	\$ 2,400.00
SUBTOTAL				\$ 29,662.00
MAINT. OF TRAFFIC				\$ 3,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 4,500.00
15% CONTINGENCY				\$ 4,449.30
TOTAL				\$ 43,111.30

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Shenandoah Drive	
	From:	Greenbush Street
	To:	South Street
Type:	Shared Roadway, Bike Lane	
Distance:	1.06 Miles	

Shared Roadway: Greenbush - Union		0.55 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	20	EACH	\$ 200.00	\$ 4,000.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 7,500.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,000.00	
15% CONTINGENCY			\$ 1,125.00	
TOTAL			\$ 11,125.00	

Bike Lane: Union - South		0.51 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	26	EACH	\$ 200.00	\$ 5,200.00
Bike Lane Sign @ 200 LFT	26	EACH	\$ 250.00	\$ 6,500.00
Bike Lane Striping	5360	LFT	\$ 1.00	\$ 5,360.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 17,060.00	
MAINT. OF TRAFFIC			\$ 3,000.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,000.00	
15% CONTINGENCY			\$ 2,559.00	
TOTAL			\$ 27,119.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Ortman Lane	
From:	Old Romney Road	
To:	18th Street	
Type:	Shared-Use Path	
Distance:	0.50 Miles	

Shared Use Path: Old Romney - 18th		0.5 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Asphalt Trail 10' & Shoulders 2'	0.5	MILES	\$ 240,000.00	\$ 120,000.00
Special Conc. Pavement per Intersection	80	SYS	\$ 45.00	\$ 3,600.00
Intersection Improvements:				
Level 1 (Signage, Pavement Marking)		EACH	\$ 5,000.00	\$ -
Level 2 (Overhead Flasher, Signage,		EACH	\$ 50,000.00	\$ -
Level 3 (Median, Signal, Signage,		EACH	\$ 90,000.00	\$ -
Signage:				
Trail Identification	2	EACH	\$ 2,000.00	\$ 4,000.00
Interpretive		EACH	\$ 2,500.00	\$ -
Directory		EACH	\$ 2,500.00	\$ -
(Stop, Stop Ahead)	4	EACH	\$ 500.00	\$ 2,000.00
(No Motor Vehicles)(Cross Traffic Does Not Stop)	4	EACH	\$ 100.00	\$ 400.00
Mile Markers (1/4 mile intervals)	2	EACH	\$ 500.00	\$ 1,000.00
Seeding	0.5	MILES	\$ 6,000.00	\$ 3,000.00
Trailhead		LS	\$ 20,000.00	\$ -
General Trail Landscape Work	1	LS	\$ 3,000.00	\$ 3,000.00
SUBTOTAL				\$ 137,000.00
2% MAINT. OF TRAFFIC				\$ 2,740.00
(LS) EARTHWORK				\$ 5,000.00
(LS) EROSION CONTROL				\$ 4,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 3,425.00
5% MOB. & DEMOBILIZATION				\$ 6,850.00
3% CLEARING OF ROW				\$ 4,110.00
15% CONTINGENCY				\$ 20,550.00
TOTAL				\$ 193,675.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	East 430 South
From:	9th Street
To:	18th Street
Type:	Shared Roadway
Distance:	0.49 Miles

Shared Roadway: 9th St - 18th St		0.49 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	14	EACH	\$ 250.00	\$ 3,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 7,100.00	
Maint. Of Traffic			\$ 3,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,500.00	
15% CONTINGENCY			\$ 1,065.00	
TOTAL			\$ 11,665.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Concord Road	
	From:	Teal Road
	To:	Maple Point Drive
Type:	Bike Lane	
Distance:	0.48 Miles	

Bike Lane: Teal Rd - Maple Point Dr		0.48 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	16	EACH	\$ 200.00	\$ 3,200.00
Bike Lane Sign @ 200 LFT	16	EACH	\$ 250.00	\$ 4,000.00
Bike Lane Striping	3320	LFT	\$ 1.00	\$ 3,320.00
Road Widening:				
HMA Surface,	186	TON	\$ 65.00	\$ 12,090.00
HMA Intermediate	310	TON	\$ 60.00	\$ 18,600.00
6" Compacted Aggregate #53	750	TON	\$ 20.00	\$ 15,000.00
Subgrade Treatment Type III	2252	SYS	\$ 10.00	\$ 22,520.00
Common Excavation	623	CYS	\$ 15.00	\$ 9,345.00
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
New Lane Striping	3320	LFT	\$ 1.00	\$ 3,320.00
Center Turn Lane Pavement Marking	6	EACH	\$ 200.00	\$ 1,200.00
SUBTOTAL				\$ 88,075.00
2% MAINT. OF TRAFFIC				\$ 7,500.00
(LS) EARTHWORK				\$ 5,000.00
(LS) EROSION CONTROL				\$ 5,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTR. ENGINEERING				\$ 2,201.88
5% MOB. & DEMOBILIZATION				\$ 4,403.75
3% CLEARING OF ROW				\$ 2,642.25
15% CONTINGENCY				\$ 13,211.25
TOTAL				\$ 138,034.13

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Williams Street	
	From:	Queen Street
	To:	1st Street
Type:	Shared Roadway	
Distance:	0.12 Miles	

Shared Roadway: Queen St - 1st St		0.12 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	4	EACH	\$ 200.00	\$ 800.00
Sharrow Signage @ 400 LFT	4	EACH	\$ 250.00	\$ 1,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 1,800.00	
Maint. Of Traffic			\$ 1,000.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 360.00	
TOTAL			\$ 3,160.00	

Sidewalk: Wabash Ave - 1st St		0.05 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sidewalk	170	SYS	\$ 35.00	\$ 5,950.00
Curb	2	LFT	\$ 15.00	\$ 30.00
Curb Ramp, Type G	10	SYS	\$ 120.00	\$ 1,200.00
Common Exvacation	18	CYS	\$ 25.00	\$ 450.00
Seeding	0.05	MILES	\$ 6,000.00	\$ 300.00
SUBTOTAL			\$ 7,930.00	
(LS) EARTHWORK			\$ 1,000.00	
(LS) EROSION CONTROL			\$ 1,000.00	
CONSTR. ENGINEERING			\$ 2,000.00	
MOB. & DEMOBILIZATION			\$ 3,000.00	
CLEARING OF ROW			\$ 1,000.00	
15% CONTINGENCY			\$ 1,189.50	
TOTAL			\$ 17,119.50	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	13th Street
From:	Burroughs Street
To:	Greenbush Street
Type:	Shared Roadway
Distance:	0.35 Miles

Shared Roadway: Burroughs - Greenbush		0.35 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	12	EACH	\$ 200.00	\$ 2,400.00
Sharrow Signage @ 400 LFT	10	EACH	\$ 250.00	\$ 2,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	180	EACH	\$ 8.00	\$ 1,440.00
SUBTOTAL			\$ 6,340.00	
Maint. Of Traffic			\$ 1,000.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 1,268.00	
TOTAL			\$ 8,608.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	22nd Street	
	From:	State Street
	To:	Kossuth Street
Type:	Shared Roadway	
Distance:	0.48 Miles	

Shared Roadway: State - Kossuth St		0.48 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	12	EACH	\$ 250.00	\$ 3,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 6,600.00	
Maint. Of Traffic			\$ 1,500.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
15% CONTINGENCY			\$ 990.00	
TOTAL			\$ 9,090.00	

COST ESTIMATE

Name:	14th Street	
From:	Warren Drive	
To:	Congress Street	
Type:	Shared Roadway	
Distance:	0.95 Miles	

Shared Roadway: Warren - Congress		0.82 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	28	EACH	\$ 200.00	\$ 5,600.00
Hawk Signal @ Kossuth Street	1	LS	\$ 90,000.00	\$ 90,000.00
Intersection Improvement @ Kossuth Street	1	LS	\$ 30,000.00	\$ 30,000.00
Sharrow Signage @ 400 LFT	22	EACH	\$ 250.00	\$ 5,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	40	EACH	\$ 8.00	\$ 320.00
SUBTOTAL				\$ 131,420.00
Maint. Of Traffic				\$ 1,000.00
CONSTR. ENGINEERING				\$ 1,000.00
MOB. & DEMOBILIZATION				\$ 2,000.00
15% CONTINGENCY				\$ 19,713.00
TOTAL				\$ 152,133.00

Shared Use Path: Warren - Planned Path		0.13 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Asphalt Trail 10' & Shoulders 2'	0.13	MILES	\$ 240,000.00	\$ 31,200.00
Special Concrete Pavement per Intersection	80	SYS	\$ 45.00	\$ 3,600.00
Intersection Improvements:				
Level 1 (Signage, Pavement Marking)		EACH	\$ 5,000.00	\$ -
Level 2 (Overhead Flasher, Signage,		EACH	\$ 50,000.00	\$ -
Level 3 (Median, Signal, Signage,		EACH	\$ 90,000.00	\$ -
Signage:				
Trail Identification	2	EACH	\$ 2,000.00	\$ 4,000.00
Interpretive		EACH	\$ 2,500.00	\$ -
Directory	1	EACH	\$ 2,500.00	\$ 2,500.00
(Stop, Stop Ahead)	4	EACH	\$ 500.00	\$ 2,000.00
(No Motor Vehicles)(Cross Traffic Does Not St	4	EACH	\$ 100.00	\$ 400.00
Mile Markers (1/4 mile intervals)		EACH	\$ 500.00	\$ -
Seeding	0.13	MILES	\$ 6,000.00	\$ 780.00
Trailhead		LS	\$ 20,000.00	\$ -
General Trail Landscape Work		LS	\$ 10,000.00	\$ -
SUBTOTAL				\$ 44,480.00
2% MAINT. OF TRAFFIC				\$ 889.60
(LS) EARTHWORK				\$ 5,000.00
(LS) EROSION CONTROL				\$ 5,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 1,112.00
5% MOB. & DEMOBILIZATION				\$ 2,224.00
3% CLEARING OF ROW				\$ 1,334.40
15% CONTINGENCY				\$ 6,672.00
TOTAL				\$ 76,712.00

COST ESTIMATE

Name:	Valley Street - 10th Street - South Street	
From:	Congress Street	
To:	9th Street	
Type:	Bike Lane, Shared-Use Path	
Distance:	0.57 Miles	

Bike Lane: Congress - 10th - South St		0.53 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Bike Lane Symbols @ 200 LFT	28	EACH	\$ 200.00	\$ 5,600.00
Bike Lane Sign @ 200 LFT	28	EACH	\$ 250.00	\$ 7,000.00
Bike Lane Striping	5560	LFT	\$ 1.00	\$ 5,560.00
Road Widening: (Congress to Digby)				
HMA Surface,	193	TON	\$ 65.00	\$ 12,545.00
HMA Intermediate	322	TON	\$ 60.00	\$ 19,320.00
6" Compacted Aggregate #53	694	TON	\$ 20.00	\$ 13,880.00
Subgrade Treatment Type III	2084	SYS	\$ 10.00	\$ 20,840.00
Common Excavation	577	CYS	\$ 15.00	\$ 8,655.00
Marked Parking (4" White "Tick" Mark)	20	EACH	\$ 8.00	\$ 160.00
SUBTOTAL				\$ 93,560.00
MAINT. OF TRAFFIC				\$ 5,000.00
(LS) EARTHWORK				\$ 2,500.00
(LS) EROSION CONTROL				\$ 6,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTR. ENGINEERING				\$ 2,339.00
5% MOB. & DEMOBILIZATION				\$ 4,678.00
3% CLEARING OF ROW				\$ 2,806.80
15% CONTINGENCY				\$ 14,034.00
TOTAL				\$ 140,917.80

Shared Use Path: 10th St - 9th St		0.04 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Asphalt Trail 10' & Shoulders 2'	0.04	MILES	\$ 240,000.00	\$ 9,600.00
Special Concrete Pavement per Intersection	80	SYS	\$ 45.00	\$ 3,600.00
Intersection Improvements:				
Level 1 (Signage, Pavement Marking)		EACH	\$ 5,000.00	\$ -
Level 2 (Overhead Flasher, Signage,		EACH	\$ 50,000.00	\$ -
Level 3 (Median, Signal, Signage,		EACH	\$ 90,000.00	\$ -
Signage:				
Trail Identification		EACH	\$ 2,000.00	\$ -
Interpretive		EACH	\$ 2,500.00	\$ -
Directory		EACH	\$ 2,500.00	\$ -
(Stop, Stop Ahead)	2	EACH	\$ 500.00	\$ 1,000.00
(No Motor Vehicles)(Cross Traffic Does Not Stop)	2	EACH	\$ 100.00	\$ 200.00
Mile Markers (1/4 mile intervals)		EACH	\$ 500.00	\$ -
Seeding	0.04	MILES	\$ 6,000.00	\$ 240.00
Trailhead		LS	\$ 20,000.00	\$ -
General Trail Landscape Work		LS	\$ 10,000.00	\$ -
SUBTOTAL				\$ 14,640.00
2% MAINT. OF TRAFFIC				\$ 292.80
(LS) EARTHWORK				\$ 5,000.00
(LS) EROSION CONTROL				\$ 15,000.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 366.00
5% MOB. & DEMOBILIZATION				\$ 732.00
3% CLEARING OF ROW				\$ 439.20
15% CONTINGENCY				\$ 2,196.00
TOTAL				\$ 48,666.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	5th Street	
	From:	Romig Street
	To:	Cincinnati Street
Type:	Shared Roadway	
Distance:	0.61 Miles	

Shared Roadway: Romig - Cincinnati		0.61 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	22	EACH	\$ 200.00	\$ 4,400.00
Sharrow Signage @ 400 LFT	16	EACH	\$ 250.00	\$ 4,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	250	EACH	\$ 8.00	\$ 2,000.00
SUBTOTAL			\$ 10,400.00	
Maint. Of Traffic			\$ 3,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 1,560.00	
TOTAL			\$ 15,460.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Owen Street
From:	4th Street
To:	9th Street
Type:	Shared Roadway
Distance:	0.34 Miles

Shared Roadway: 4th St - 9th St		0.34 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	12	EACH	\$ 200.00	\$ 2,400.00
Sharrow Signage @ 400 LFT	10	EACH	\$ 250.00	\$ 2,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	90	EACH	\$ 8.00	\$ 720.00
SUBTOTAL			\$ 5,620.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 843.00	
TOTAL			\$ 8,963.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	20th Street
From:	Underwood Street
To:	Schuyler Avenue
Type:	Shared Roadway
Distance:	0.34 Miles

Shared Roadway: Underwood - Schuyler		0.34 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	10	EACH	\$ 200.00	\$ 2,000.00
Sharrow Signage @ 400 LFT	8	EACH	\$ 250.00	\$ 2,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 4,000.00	
Maint. Of Traffic			\$ 2,500.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 600.00	
TOTAL			\$ 7,100.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Summer Street - 20th Street	
	From:	Concord Road
	To:	Teal Street
Type:	Shared Roadway	
Distance:	0.49 Miles	

Shared Roadway: Concord - Teal St		0.49 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	18	EACH	\$ 200.00	\$ 3,600.00
Sharrow Signage @ 400 LFT	12	EACH	\$ 250.00	\$ 3,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 6,600.00	
Maint. Of Traffic			\$ 1,000.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 4,000.00	
15% CONTINGENCY			\$ 990.00	
TOTAL			\$ 8,590.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Asher Street	
	From:	Main Street
	To:	Ferry Street
Type:	Shared Roadway	
Distance:	0.10 Miles	

Shared Roadway: Main St - Ferry St		0.10 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	4	EACH	\$ 200.00	\$ 800.00
Sharrow Signage @ 400 LFT	4	EACH	\$ 250.00	\$ 1,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 1,800.00	
Maint. Of Traffic			\$ 2,000.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 360.00	
TOTAL			\$ 4,160.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Romig Street
From:	3rd Street
To:	Lingle Avenue
Type:	Shared Roadway
Distance:	0.10 Miles

Shared Roadway: 3rd St - Lingle St		0.10 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	4	EACH	\$ 200.00	\$ 800.00
Sharrow Signage @ 400 LFT	4	EACH	\$ 250.00	\$ 1,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 1,800.00	
Maint. Of Traffic			\$ 1,500.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 360.00	
TOTAL			\$ 3,660.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Cincinnati Street
From:	3rd Street
To:	6th Street
Type:	Shared Roadway
Distance:	0.19 Miles

Shared Roadway: 3rd St - 6th St		0.19 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	6	EACH	\$ 200.00	\$ 1,200.00
Sharrow Signage @ 400 LFT	6	EACH	\$ 250.00	\$ 1,500.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL			\$ 2,700.00	
Maint. Of Traffic			\$ 1,500.00	
CONSTR. ENGINEERING			\$ 1,000.00	
MOB. & DEMOBILIZATION			\$ 2,000.00	
20% CONTINGENCY			\$ 540.00	
TOTAL			\$ 4,740.00	

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Elmwood Avenue
From:	Greenbush Street
To:	Underwood Street
Type:	Shared Roadway
Distance:	0.48 Miles

Shared Roadway: Greenbush - Underwood		0.48 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	16	EACH	\$ 200.00	\$ 3,200.00
Sharrow Signage @ 400 LFT	12	EACH	\$ 250.00	\$ 3,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 6,200.00
Maint. Of Traffic				\$ 3,000.00
CONSTR. ENGINEERING				\$ 1,500.00
MOB. & DEMOBILIZATION				\$ 3,000.00
15% CONTINGENCY				\$ 930.00
TOTAL				\$ 10,130.00

COST ESTIMATE

Name:	Earl Avenue	
	From:	Union Street
	To:	State Street
Type:	Shared Roadway	
Distance:	1.83 Miles	

Shared Roadway: Union - State		1.83 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	64	EACH	\$ 200.00	\$ 12,800.00
Sharrow Signage @ 400 LFT	48	EACH	\$ 250.00	\$ 12,000.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)		EACH	\$ 8.00	\$ -
SUBTOTAL				\$ 24,800.00
Maint. Of Traffic				\$ 7,500.00
CONSTR. ENGINEERING				\$ 2,500.00
MOB. & DEMOBILIZATION				\$ 5,000.00
15% CONTINGENCY				\$ 3,720.00
TOTAL				\$ 36,020.00

Shared Use Path: Ferry St - South St		0.1 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Asphalt Trail 10' & Shoulders 2'	0.1	MILES	\$ 260,000.00	\$ 26,000.00
Special Concrete Pavement per Intersection	80	SYS	\$ 45.00	\$ 3,600.00
Intersection Improvements:				
Ped. Signal Head w/ activation	2	EACH	\$ 2,500.00	\$ 5,000.00
Signage:				
Trail Identification	1	EACH	\$ 2,000.00	\$ 2,000.00
Interpretive		EACH	\$ 2,500.00	\$ -
Directory		EACH	\$ 2,500.00	\$ -
(Stop, Stop Ahead)	4	EACH	\$ 500.00	\$ 2,000.00
(No Motor Vehicles)(Cross Traffic Does Not Stop)	4	EACH	\$ 100.00	\$ 400.00
Mile Markers (1/4 mile intervals)		EACH	\$ 500.00	\$ -
Seeding	0.1	MILES	\$ 6,000.00	\$ 600.00
Trailhead		LS	\$ 20,000.00	\$ -
General Trail Landscape Work		LS	\$ 10,000.00	\$ -
SUBTOTAL				\$ 39,600.00
2% MAINT. OF TRAFFIC				\$ 792.00
(LS) EARTHWORK				\$ 5,000.00
(LS) EROSION CONTROL				\$ 2,500.00
(LS) UTILITY RELOCATIONS				\$ 10,000.00
2.5% CONSTRUCTION				\$ 990.00
5% MOB. & DEMOBILIZATION				\$ 1,980.00
3% CLEARING OF ROW				\$ 1,188.00
15% CONTINGENCY				\$ 5,940.00
TOTAL				\$ 67,990.00

LAFAYETTE BICYCLE AND PEDESTRIAN MASTER PLAN
COST ESTIMATE

Name:	Logan Avenue	
	From:	9th Street
	To:	18th Street
Type:	Shared Roadway	
Distance:	0.50 Miles	

Shared Roadway: 9th St - 18th St		0.50 Miles		
Improvement Description	Qty.	Unit	Unit Cost	Cost
Sharrow Pavement Marking @ 300 LFT	9	EACH	\$ 200.00	\$ 1,800.00
Sharrow Signage @ 400 LFT	7	EACH	\$ 250.00	\$ 1,750.00
Road Widening:				
HMA Surface,		TON	\$ 65.00	\$ -
HMA Intermediate		TON	\$ 60.00	\$ -
6" Compacted Aggregate #53		TON	\$ 20.00	\$ -
Subgrade Treatment Type III		SYS	\$ 10.00	\$ -
Common Excavation		CYS	\$ 15.00	\$ -
Marked Parking (4" White "Tick" Mark)	120	EACH	\$ 8.00	\$ 960.00
SUBTOTAL			\$ 4,510.00	
Maint. Of Traffic			\$ 2,000.00	
CONSTR. ENGINEERING			\$ 1,500.00	
MOB. & DEMOBILIZATION			\$ 3,000.00	
20% CONTINGENCY			\$ 902.00	
TOTAL			\$ 7,412.00	