

ANDERSON METROPOLITAN PLANNING AREA
BICYCLE FACILITIES PLAN

2016 - 2040



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Partner Communities

Madison County
City of Anderson
City of Alexandria
City of Elwood
Town of Chesterfield
Town of Daleville
Town of Edgewood
Town of Fortville
Town of Frankton
Town of Ingalls
Town of Lapel
Town of Markleville
Town of Orestes
Town of Pendleton
Town of Summitville

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EXECUTIVE SUMMARY

The Anderson Metropolitan Planning Area Bicycle Facilities Plan is one component of the region's Metropolitan Transportation Plan (MTP)—the long-range plan assessing and guiding the development of the multi-modal transportation network within the MPA. Bicycling has seen a resurgence of national popularity in recent years due to its immense health, economic, environmental, and quality of life benefits. MCCOG worked with representatives from various communities within the Anderson MPA, including local bicycling advocates to determine a vision for the future of bicycling within the MPA that guides the goals, analysis, and final routes identified within the Plan.

Vision Statement

Communities within the Anderson MPA promote the bicycle as a form of transportation. The roadways comfortably accommodate all modes of transportation and offer residents the ability to quickly, efficiently, and safely navigate within and between each locality, the MPA, and the surrounding region. Communities provide the necessary physical and political infrastructure to protect and encourage bicycling for transportation and recreation. Residents feel safe, enjoy, and choose the bicycle for transportation, recreation, and social interaction.



Plan Goals

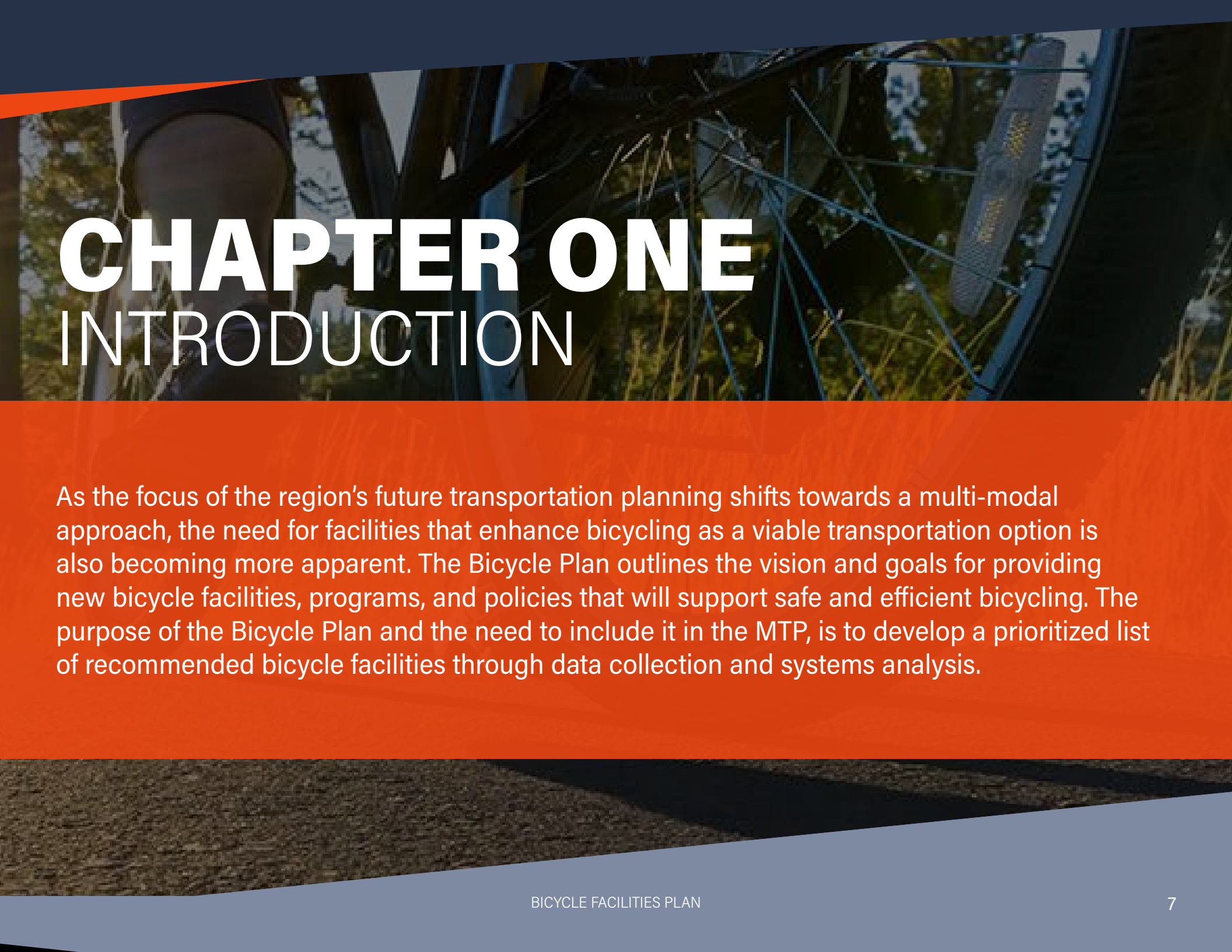
1. Establish an integrated network of bikeways, bike lanes, paved shoulders, and shared-use paths that connect people and places within and between each locality and regional attractions.
2. Educate public officials, business and community leaders, and the general public on the importance and proper use of the bicycle to increase awareness and give people of all ages the skills and confidence to ride.
3. Increase the number of bicycling events and community awareness of bicycling issues.
4. Ensure public agencies within the county and all municipalities are actively involved in the implementation and efforts to secure funding for the development of a bicycle network that will improve safety for all road users.
5. Incorporate bicycle needs into local plans and ordinances, including expanded data collection on local bicycling statistics.

Methodology and Results

After establishing the direction of the Plan through the visioning process, MCCOG worked to determine how to expand the bicycle network. The methodological approach to route identification focused on determining roadways that are suitable for road diets that include the installation of bike lanes in order to achieve a network matching the aforementioned vision. Road diet is the term applied to road projects that remove or narrow travel lanes to provide space for other uses, which most often include bike lanes. Additional routes were selected to provide logical connections between existing bicycle facilities, such as signed routes and trails, and roadways identified for possible road diet projects. The result is a bicycle network with 261 projects totaling more than 140 miles and 60 intersections for improvement (project maps begin on page 49).

Additional Considerations

In addition to infrastructure improvements, recommendations are included for the development of bicycle friendly policies that should be considered for adoption at the local level. These policies, such as the Safe Passing and Vulnerable User Laws, are vital for the protection of bicyclists and thus, further encourages bicycle use. Combining education, engineering, enforcement, encouragement, and evaluation programs, the transportation system of the Anderson MPA can be adapted to become safer and contribute to healthier lifestyles.

The background of the slide features a close-up, low-angle shot of a bicycle wheel, showing the spokes and a portion of the tire. In the background, a road sign is visible, partially obscured by the wheel. The image is dark and moody, with a blue and orange color scheme. The title text is overlaid on the upper portion of the image.

CHAPTER ONE

INTRODUCTION

As the focus of the region's future transportation planning shifts towards a multi-modal approach, the need for facilities that enhance bicycling as a viable transportation option is also becoming more apparent. The Bicycle Plan outlines the vision and goals for providing new bicycle facilities, programs, and policies that will support safe and efficient bicycling. The purpose of the Bicycle Plan and the need to include it in the MTP, is to develop a prioritized list of recommended bicycle facilities through data collection and systems analysis.



Study Area

The Anderson MPA includes all of Madison County, as well as communities in Delaware and Hancock Counties. Anderson, the MPA's central city, is located approximately 30-miles northeast of Indianapolis, between Hamilton and Delaware Counties. The MPA includes suburban and rural living and consists of 13 communities varying in population from 500 to 55,000; from largest to smallest the communities are: Anderson, Elwood, Alexandria, Pendleton, Fortville, Chesterfield, Ingalls, Lapel, Edgewood, Frankton, Daleville, Summitville, and Markleville. There are distinct differences between communities due to their suburban versus rural context—for example, the southwest portion of the MPA, including Pendleton, Edgewood, Lapel, Ingalls, and Fortville, follow commuting and socio-economic trends closer to the neighboring Indianapolis suburbs of Fishers and Noblesville.

PLAN UPDATE

The 2005 Madison County-Indiana Bicycle and Pedestrian Facilities Plan focused on the development of recreational bike routes along rural roads to connect incorporated areas of the Anderson MPA. Since the Plan was completed, routes identified within the document, referred to as the Heartland Bikeways System, have been installed. Directional and informational signage was installed along each route to guide bicyclists. In addition to directional signage, Share the Road warning signs were installed to alert drivers to the presence of bicycles along the specified route. Finally, a website and brochure were developed to continue promotion of the facilities. As a component of the MPO Metropolitan Transportation Plan (MTP), the 2005 Plan is nearing the end of its relevancy and an update that coincides with the MTP Update is required to direct the continued progress of the bicycle network within the Anderson MPA.

The Anderson Metropolitan Planning Area Bicycle Facilities Plan includes:

- Value of bicycling overview
- Bicycle facility design typologies
- Current conditions analysis
- Vision and goal development
- Route identification methodologies
- Bicycle network proposals
- Strategic, low-cost facility improvements
- Implementation and funding options

BICYCLING BENEFITS

While this plan serves to guide transportation investments, there are numerous benefits of bicycling beyond offering additional transportation options. Research has identified that increased bicycle use is associated with positive impacts on health, the environment, the economy, and quality of life.

Health

The Center for Disease Control and Prevention (CDC) recommends 30 minutes of moderate physical activity each day for adults and 60 minutes each day for children and reports that “physical inactivity causes numerous physical and

**PHYSICAL
INACTIVITY
IS RESPONSIBLE FOR
200,000
DEATHS ANNUALLY.**

mental health problems, is responsible for an estimated 200,000 deaths per year, and contributes to the obesity epidemic.” Bicycling can consistently help meet

the recommended amount of physical activity to reduce the risk of coronary heart disease, cancer, stroke, diabetes, obesity, and other chronic diseases. The availability of bicycle facilities such as bike lanes and multi-use paths can encourage people to incorporate physical activity into their daily lives and significantly improve community health by promoting active living. The increase in physical activity from bicycling has also been

associated with lowering health care costs for businesses by \$400-\$500 per active employee (Wang et al. 2006).

Environment

The transportation sector is responsible for over 30% of carbon dioxide and 80% of carbon monoxide emissions (PBIC 2010). According to the 2009 NHTS, nearly 50% of all trips are three miles or less and 27% are one mile or less. Of trips taken within three miles from the origin, 69% are taken in cars. Short vehicle trips are the least fuel-efficient and generate the most pollution per mile traveled; these automobile trips can be replaced by bicycle trips to reduce damaging emissions.

Economy

The economic benefits of the bicycle vary from individual to community impacts. At the individual level, studies show that the average annual operating expense of a bicycle is just \$120 compared to more than \$9,000 for a car—a cost that increases as the price of gasoline increases (PBIC 2010). The Bureau of Labor Statistics indicates that transportation accounts for approximately 16-19% of annual expenditures for the average American household. Reducing the overall household transportation operating expenses should allow individuals to increase their disposable income.

Businesses see a direct economic return from bicyclists as they spend more at local establishments per month and reduce healthcare costs for employers, as mentioned earlier. Although bicyclists spend less per trip than customers that drive, research indicates that bicyclists make more trips per month and increase small business development by spending locally (Clifton, Morrissey, Ritter 2012).

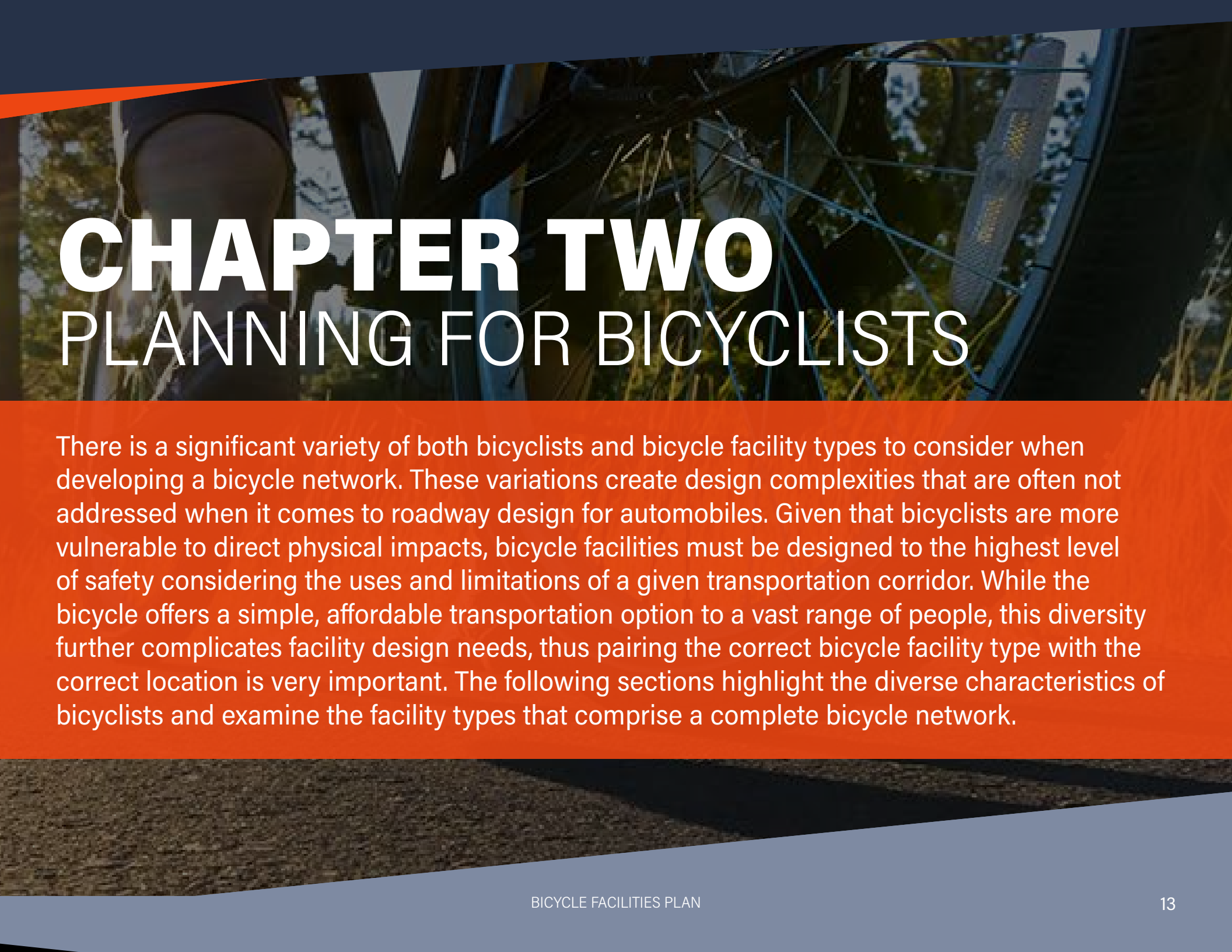
Finally, communities benefit from bicycle and pedestrian projects. Studies show that property values increase along trail corridors that support bicycle and pedestrian activity. A report from Indiana University highlights the significant impact the Cultural Trail has had on the City of Indianapolis, including property assessment increases of 148% within a block of the trail since 2008; an increase of \$1 billion in assessed property value (Majors and Burow 2015). In addition to increased tax revenue from property value increases, bicycle and pedestrian projects create approximately 11 to 14 jobs per \$1 million spent compared to just 7 jobs created per \$1 million spent on highway projects (Garrett-Peltier 2011).



Quality of Life

Businesses rate the livability of cities by looking at schools, housing, proximity and abundance of outdoor recreational space, while looking for a new area to locate or expand. The availability of bicycle facilities is becoming a quality of life issue as young professionals look to locate in communities that offer recreation and transportation options. In addition to business attraction and retention efforts, bicycling facilities have been linked to promoting diversity, reducing crime, supporting cultural preservation and education, and offering independence to populations that would otherwise be limited to walking, such as seniors, youth, and others without the option to drive.



The background of the slide features a close-up, low-angle shot of a bicycle's front wheel and fork, with a traffic light visible in the background. The image is slightly blurred, creating a sense of motion and depth. The title text is overlaid on the upper portion of this image.

CHAPTER TWO

PLANNING FOR BICYCLISTS

There is a significant variety of both bicyclists and bicycle facility types to consider when developing a bicycle network. These variations create design complexities that are often not addressed when it comes to roadway design for automobiles. Given that bicyclists are more vulnerable to direct physical impacts, bicycle facilities must be designed to the highest level of safety considering the uses and limitations of a given transportation corridor. While the bicycle offers a simple, affordable transportation option to a vast range of people, this diversity further complicates facility design needs, thus pairing the correct bicycle facility type with the correct location is very important. The following sections highlight the diverse characteristics of bicyclists and examine the facility types that comprise a complete bicycle network.

BICYCLIST CHARACTERISTICS

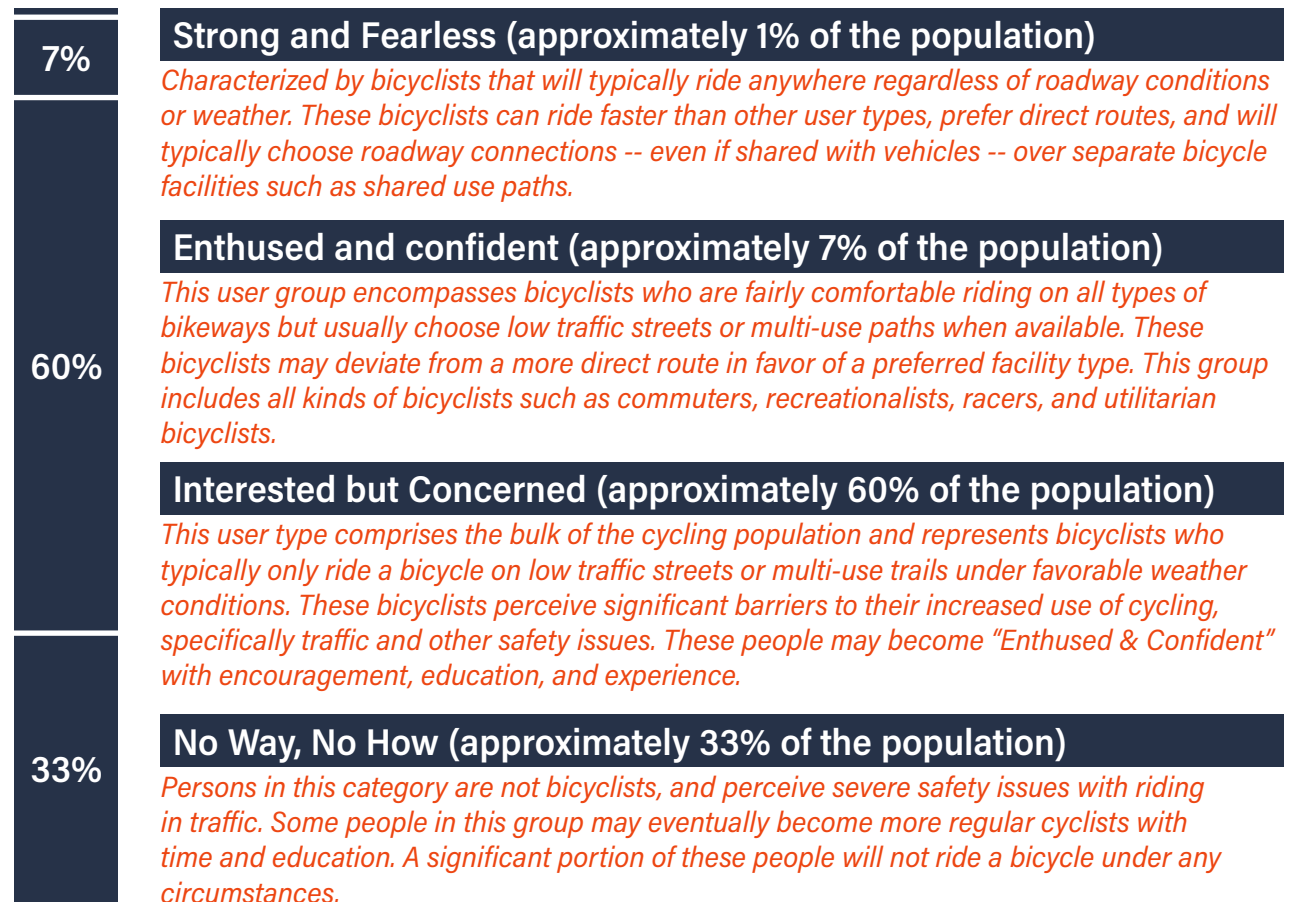
There are three main characteristics of bicyclists that must be considered when designing a bicycle network: trip purpose, rider age, and bicyclist type.

The two general purposes of bicycle trips are utilitarian and recreational. Utilitarian trips are taken out of daily necessity and can include, but are not limited to, bicycling to work or school and general trips for errands and shopping. Recreational trips are taken for exercise or leisure. There is an opportunity for trip crossover; recreational rides may end at a local restaurant or the ride to the office can provide exercise for the user while getting to a destination.

Rider age can significantly influence comfort and skill level. While motor vehicles require a license and have age restrictions, bicycles allow users of all ages. This results in a unique situation, as children present an additional challenge for bicycle facility design. Children typically recognize and respond to danger slower, have a narrower field of vision, do not understand the rules of the road, and have difficulty concentrating on more than one activity at a time than adults. Similarly, seniors generally have a slower reaction time than younger adults. The varying degrees of skill level based on age requires a detailed understanding of the bicycle network in order to provide the most applicable safety techniques in areas where children are concentrated.

Finally, bicycle infrastructure should accommodate as many types of users as possible to create safe bicycling environments that encourage increased ridership. According to a report by the City of Portland Bureau of Transportation, there are four

types of bicyclists nationally: the strong and fearless, enthused and confident, interested but concerned, and no way no how, as explained in the figure below.



FACILITY TYPES

There are a number of facilities that accommodate bicyclists, each with unique design components that impact bicyclist perception and utilization. Bicyclists consider many aspects when deciding what facility to use for a particular trip, such as perceived safety, connectivity, directness, appeal, and comfort. Facility design components such as paving material, lighting, intersection treatments, and clearance can significantly impact bicyclist perception and determine usage, and should be considered when determining the facility purpose.

Bicycle facilities can be grouped into two categories, on-road and off-road. On-road facilities integrate bicycling traffic with motorized traffic, while off-road facilities physically separate the two. For the best results, a comprehensive bicycle

network offers facilities that can accommodate all potential bicycle users regardless of experience level. The bicycle network should include a variety of components from completely separated to completely integrated bicycle facilities. The diagram on the following pages illustrates the type of bicycle facilities from the “most integrated with” to the “most separated from” vehicular traffic.

End of Trip Facilities

Bicycle parking is a critical component of establishing a viable bike network. The installation of bike parking in key locations can significantly increase the amount of bicycle trips taken. Just like automobile drivers, bicyclists need to have safe and secure options for leaving their bicycle. If possible, bicycle parking should be installed

in areas that are convenient for accessing the end use, such as outside the front entrance of a grocery store. Bicycle parking is typically defined as either short- or long-term.

Short-term parking includes bicycle racks that accommodate users planning to stay less than two hours. Short-term parking is most often used in retail locations and permits bicyclists to lock the bicycle frame and at least one wheel to the rack without damaging the bicycle. Long-term parking accommodates users staying in one location longer than two hours, such as employees, students, and residents. Long-term parking should offer bicyclists a secure, weather-protected location to store their bicycle, such as bike lockers.



Figure 01. Anderson White River Trace U-bike racks.



Figure 02. Los Angeles Canoga Park bike lockers.



Figure 03. DC Metro Bikestation long-term storage.

For additional information on the proper equipment and installation for bicycle parking, see the APBP *Bicycle Parking Guidelines*, as well as the AASHTO *Guide for the Development of Bicycle Facilities*.

Integrated



Roadway

The lack of special roadway provisions for bicyclists. Bicycles are considered vehicles by law and should operate on all roadways except where prohibited by statute or regulation.

Use: Local Roads
Speeds: Low-speed
Volume: Less than 1,000 VPD
Design Considerations: none



Signed Shared Roadway

The addition of signage such as *Share the Road*, *Bicycles May Use Full Lane*, *Ride with Traffic*, and designated bicycle routes alert drivers of the presence of bicyclists.

Use: Local Roads
Speeds: Low-speed
Volume: Less than 1,000 VPD
Design Considerations: Use for bicycle routes and/or roadways that connect bicycle facilities with high bicycle volumes.



Shared Lane Markings

The use of pavement markings on the roadway surface--called 'sharrows'--to alert motorists of bicyclists and to guide bicyclists where to ride within the roadway.

Use: Minor Arterials/Collector Roads
Speeds: 35 mph or less
Volume: Variable
Design Considerations: Use with high on-street parking turnover. Sharrow center should be at least 4 ft from curb without on-street parking and 11 ft with.



Bicycle Boulevard

The use of traffic calming to discourage through automobile travel, while prioritizing through bicycle travel.

Use: Local Roads
Speeds: 25 mph or less
Volume: Less than 3,000 VPD
Design Considerations: Reduce stopping to prioritize higher bicycle speeds. Use signs, speed bumps, diverters, and other traffic calming treatments to discourage vehicular traffic.



Paved Shoulder

The provision of excess roadway for stopped and emergency vehicles. Paved shoulders do not designate a bikeway, but do separate bicyclists from motorists.

Use: Rural Highways
Speeds: 40-55 mph
Volume: Variable
Design Considerations: Must maintain at least 4 ft width. Rumble strips should provide a 12 ft gap every 40-60 ft and maintain 4 ft between the outer edge of the pavement and the rumble strip.

Separated



Bike Lane

The allocation of roadway width to include a marked travel lane for bicyclists. These lanes are designated exclusively for bicycle use.

Use: Arterial/Collector Roads
Speeds: 25 mph or greater
Volume: Variable; speed differential is more important
Design Considerations: Should be at least 4 ft wide (AASHTO recommends 5 ft). Width should be increased where adjacent to parking lanes to reduce dooring incidents.



Buffered Bike Lane

The further delineation of a bike lane by adding a marked separation between the bike lane and either the auto travel or parking lane.

Use: Arterial/Collector Roads
Speeds: 35 mph or greater
Volume: Variable
Design Considerations: At least 2 ft wide and most applicable along on-street parking with high turnover or travel lanes with high speeds. A buffer may hinder normal sight lines and should not be used in every situation.



Cycle Track: parking

The use of a parking lane to vertically separate bicycles from vehicular traffic.

Use: Arterial/Collector Roads
Speeds: 35 mph or greater
Volume: Variable
Design Considerations: Cycle tracks are most applicable for commuting corridors. Use on roads with few cross streets and driveways to decrease travel interruptions and allow high bicycle speeds. Vertical elements should be used to reduce parking in the bicycle travel lane.



Cycle Track: raised

The use of a curb or raised bicycle travel lane to vertically separate bicycles from vehicular traffic.

Use: Arterial/Collector Roads
Speeds: 35 mph or greater
Volume: Variable
Design Considerations: Cycle tracks are most applicable for commuting corridors. Use on roads with few cross streets and driveways to decrease travel interruptions and allow high bicycle speeds. At least 5 ft wide, recommended 7 ft wide for side-by-side riding.



Multi-use Path

The installation of an independent facility that mixes bicycle and pedestrian traffic.

Use: Arterial Roads or separate from roadways
Speeds: 45 mph or greater
Volume: 20,000+ VPD
Design Considerations: Allow 10-14 ft wide for bi-directional travel. Analyze intersections to anticipate conflicts between path and roadway users. Designating pedestrian and bicycle space may reduce crash conflicts.

For additional design and signage guidance, see the *AASHTO Guide for the Development of Bicycle Facilities*, *NACTO Urban Bikeway Design Guide*, and *FHWA Manual on Uniform Traffic Control Devices*.

BICYCLE FRIENDLY POLICIES

In addition to infrastructure, bicycle friendly policies are a necessary component of creating a safe, integrated bicycle network. Although not all inclusive, the following policies represent the recommended starting point, according to the League of American Bicyclists.

Where to Ride

Where to Ride Laws were developed to clarify and increase understanding of where bicyclists can and should ride. Standard wording in state laws indicates that bicyclists operating within the roadway are to “ride as far right as practicable” and follow the same rules that a person driving a vehicle does. However, there are many times where riding to the right is unsafe for bicyclists. The purpose of the Where to Ride Law is to provide a better definition of “as practicable” and further expand on situational exceptions. This results in more flexibility for bicyclists and improves bicyclist and motorist interactions, by clarifying safe behavior.

Safe Passing

Bicyclists operating in the roadway are considerably more vulnerable during crashes, especially bicycle versus automobile crashes. In order to alleviate safety concerns, most states require vehicles to pass at “a safe distance,” whether it is a vehicle passing a vehicle, or a vehicle passing a bicyclist. The State of Indiana

does not provide a definition for safe passing distances, but a majority of states recognize that a definition or designation of safe distances in vehicle-vehicle passing and vehicle-bicycle passing movements is needed. In states that do not provide a definition, many municipalities have chosen to define safe passing on their own.

There are many variations of Safe Passing Laws, but a majority define 3-feet as the acceptable passing distance. More comprehensive laws provide guidance for motorist behavior throughout the passing movement and/or define the passing distance by vehicle speed, requiring more than 3 feet of space at higher speeds. Safe Passing Laws are important for providing clear guidance to motorists and bicyclists for how to act during a passing movement in order to safely and comfortably interact on the roadway.

Vulnerable Road User

In many cases, crashes involving bicyclists or pedestrians with automobiles result in little to no criminal penalties unless the driver flees the scene or is under the influence of drugs or alcohol. Currently, the only criminal charge applicable in these crashes is vehicular manslaughter. However, vehicular manslaughter charges are often not pursued due to the severity of the penalty and lack of litigation success. Vulnerable Road User Laws provide a mid-level penalty to protect pedestrians,

bicyclists, motorcyclists, mopeds, scooters—people with a lack of automotive-style occupant protection, such as crash zones, windshields, and seatbelts. The purpose of the law is to encourage safe behavior and motorist awareness of vulnerable users.

Often, Safe Passing and Vulnerable User Laws are passed in conjunction with one another to provide additional safety and present a comprehensive message to the public supporting safe roadways. Information and additional resources for Safe Passing and Vulnerable Road User Laws are provided in the appendix.

Complete Streets or Safe, Accessible Transportation (SAT)

Although roadways were originally designed for a mix of transportation modes, in recent history they have emphasized moving as many cars as quickly as possible. The resulting road network minimized consideration during design for non-automobile modes, such as pedestrians, cyclists, and transit users. The movement to complete streets is accomplished through the adoption of Complete Streets Policies that shift the focus on enabling safe and accessible transportation for all road users.

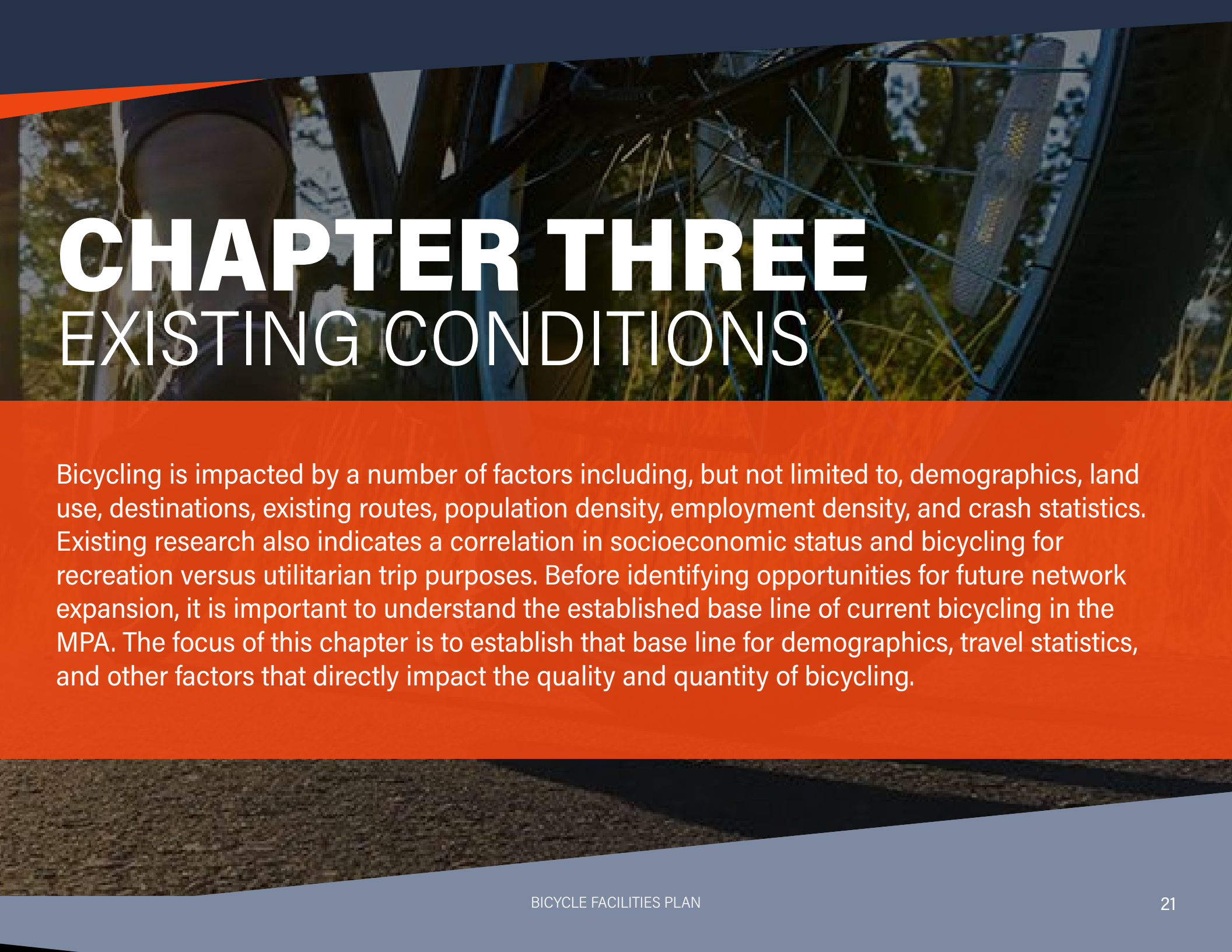
A Complete Streets Policy guides planners and engineers to consider pedestrians, bicyclists,

transit users, and motorists when designing a roadway and include facilities that fit within the surrounding context. There is no single model for a complete street, but each should account for the contextual uses. For example, a downtown street might include sidewalks with planting strips, bike lanes, bus pull-offs, and median islands, while a residential road might only include sidewalks and on-street parking, as well as thru travel lanes. The main result of a Complete Streets Policy is to shift the design process from requiring planners and engineers to justify the inclusion of non-automobile facilities to requiring planners and engineers to justify the exclusion of non-automobile facilities.

Bicycle Parking Ordinance

In order to encourage bicycle trips, bicycle parking should be provided similar to automobile parking with requirements added through local ordinances. Bicycle parking shows that bicyclists are welcome and provide a secure location to lock bikes and bicycle parking ordinances set guidelines for the provision, definition, and design of permanent and event bicycle parking facilities. A comprehensive Model Bicycle Parking Ordinance developed by ChangeLab Solutions, a nonprofit specializing in researching and drafting laws and policies for the common good, is included in the appendix.





CHAPTER THREE

EXISTING CONDITIONS

Bicycling is impacted by a number of factors including, but not limited to, demographics, land use, destinations, existing routes, population density, employment density, and crash statistics. Existing research also indicates a correlation in socioeconomic status and bicycling for recreation versus utilitarian trip purposes. Before identifying opportunities for future network expansion, it is important to understand the established base line of current bicycling in the MPA. The focus of this chapter is to establish that base line for demographics, travel statistics, and other factors that directly impact the quality and quantity of bicycling.

HIM TRANSPORTATION STUDY

The 2014 Heartland in Motion Transportation Study (HIM Study) began in February 2014, with the final results being released in May 2014. The HIM Study surveyed households within the Anderson MPA regarding daily travel patterns and transportation preferences. The information gathered from the study provides crucial insight into the travel behavior of residents to inform infrastructure and policy improvements, such as road reconstruction, regional travel options, and pedestrian and bicycle access.

The final study included 1,926 households with a total of 4,349 persons and 15,820 travel-day trips; providing a statistically significant sample population for analysis of approximately 3.5%. For the purposes of bicycling trips, it is important to note that the survey was conducted during

Frequency of Bicycle Trips in Past 30 Days

Frequency	Count	Percentage
Every day	11	0.3
5 days per week	7	0.2
2 to 4 days per week	35	0.9
1 day per week	25	0.7
A few times	84	2.2
Bike, not in the last 30 days	1,362	35.5
Never bike	2,311	60.3
Total	3,835	100.0

February and March—atypical months for bicycle usage. Despite the travel-day trips showing only a 0.1% bicycle use, 35.5% of respondents indicated that they “bike, but not within the 30 days previous to the survey.” An additional 4.2% indicated that they rode a bicycle at least a few times within the last 30 days—including 0.3% bicycling every day in the 30 days previous to the study.

As part of the HIM Study initiative, results were combined with the 2008-2009 Central Indiana Travel Survey (CITS) for the purposes of understanding the regional implications of

travel behavior and land use patterns. CITS was conducted throughout the Indianapolis Metropolitan region from December 2008 to January 2009—with the main study being conducted between April and December 2009. Including the CITS dataset increases the total percentage of bicycle trips to 0.3%, indicating that, regionally, bicycling use is higher than the HIM survey shows.

In addition to mode choice, the HIM Survey looked at the average biking distance for the bicycle trips that were taken. The average biking distance for

Travel Mode Distribution by Survey

Mode	HIM Count	HIM %	CITS Count	CITS %	Total Count	Total %
Car/van/truck driver	13,218	83.6	3,207	65.9	16,425	79.4
Car/van/truck passenger	1,593	10.1	1,225	25.2	2,818	13.6
School bus	424	2.7	199	4.1	623	3.0
Walk/wheelchair	379	2.4	162	3.3	541	2.6
Other	82	0.5	12	0.2	94	0.5
Public transit	68	0.4	7	0.1	75	0.4
Taxi/shuttle	19	0.1	5	0.1	24	0.1
Bicycle	15	0.1	46	0.9	61	0.3
Motorcycle (or moped/scooter)	9	0.1	NA	NA	9	0.0
Demand response/paratransit	9	0.1	0	0.0	9	0.0
Regional bus	3	0.0	NA	NA	3	0.0
Rail	1	0.0	NA	NA	1	0.0
Total	15,820	100.0	4,863	100.0	20,683	100.0

the trips recorded during the travel survey was 3.3 miles. Considering the average bike speed of approximately 10.5 miles per hour (FHWA 2004), it follows that the average bicycling time is approximately 18.9 minutes.

Trip Rate by Person Type

Person Type	Trip Rate
Adults	4.02
Employed*	4.28
Non-employed**	3.39
Retired	3.91
Child 5 to 18 years	2.86
Overall	3.84

*Includes full-, part-time & self-employed adults.

**Includes homemakers & unemployed adults.

Finally, survey respondents were asked to rate how transportation dollars should be prioritized—high, medium, or low priority—for nine different transportation issues. Each issue was rated independently, so a respondent could potentially rate all issues as the same level of priority. Of the nine issues, transportation safety had the highest percent of respondents giving it a high priority (76%), followed by efficient transportation operation and preservation. Multi-modal transportation options gained the lowest number of “high priority” ratings and the highest number of “low priority” ratings. It is important to note that

even though it was rated the lowest of the nine, only 17% of respondents identified multi-modal options as a low priority. According to the 2009 NHTS, bicyclists and pedestrians made up 12% of all trips and account for 14% of traffic fatalities, yet receive less than 2% of federal transportation funds. For the purposes of this plan, respondent priorities and crash statistics provided by the NHTS indicate that residents will be more likely to support multi-modal projects that focus on improving transportation safety and less likely to support entirely new facilities.

Demographics

The population for the Anderson MPA, as of 2010, was 141,394; a population decrease of 0.7% from 2000. As part of the HIM Study, basic demographic

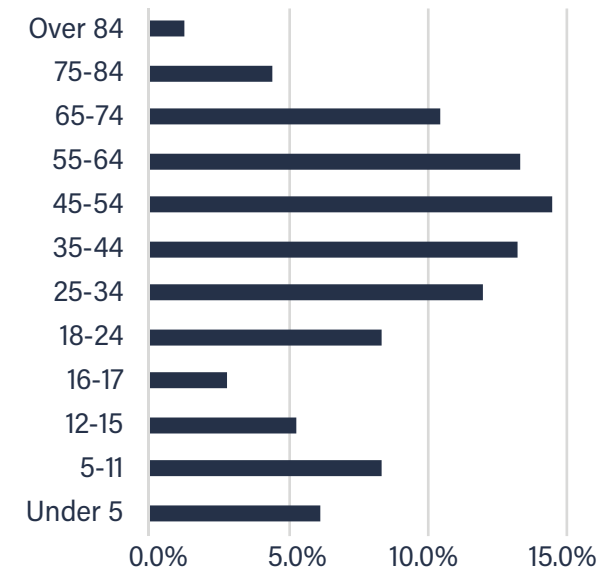
Household Income

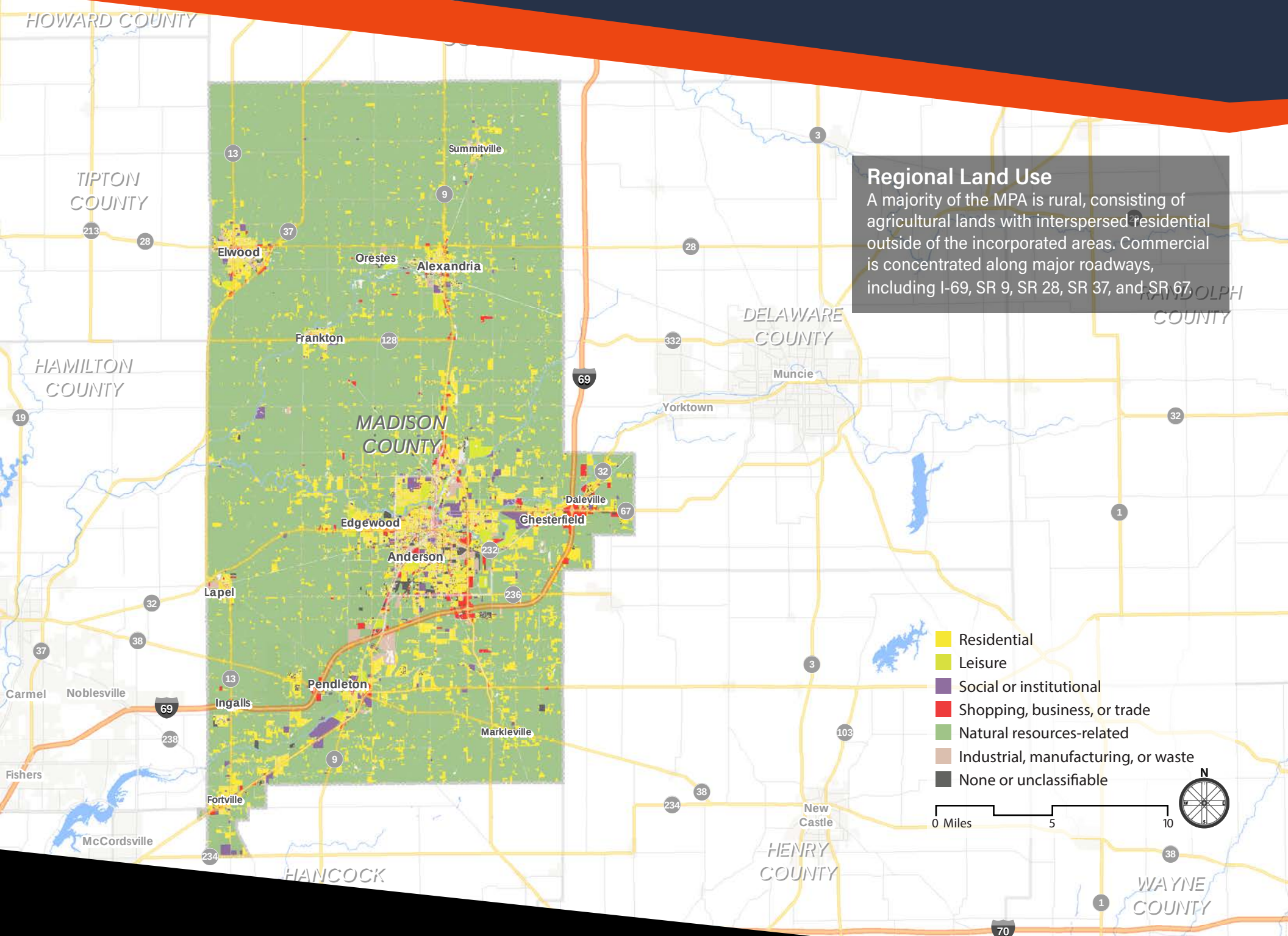
Annual Income	Percentage
Under \$15,000	13.1
\$15,000 to \$24,999	12.7
\$25,000 to \$34,999	12.1
\$35,000 to \$49,999	16.8
\$50,000 to \$74,999	22.5
\$75,000 to \$99,999	11.7
\$100,000 to \$149,999	8.5
Over \$150,000	2.6

Median household income is \$44,245.

information was collected from participants and weighted based on the American Community Survey (ACS) to get a more accurate overview of the population’s socio-economic status. A vast majority of households (65%) have 1 to 2 persons, with the average household size being 2.46 and the average family size being 2.93. The following charts outline the significant demographic information that was collected during the travel survey.

Age Distribution





Equity

MCCOG developed an index to better understand the distribution of populations that are most likely to benefit from the increased access to active transportation networks from the perspective of improving equity. The index compiles inputs related to mobility, economic status, and demographics such as vehicle availability, poverty rates, and age distribution to provide a geospatial analysis of areas that could positively be impacted by the installation of bicycle facilities.

The map indicates that areas of greatest potential benefit from bicycle facilities include portions of Elwood, Alexandria, and Anderson. Each of the three see the highest impact on census tracts surrounding downtown.

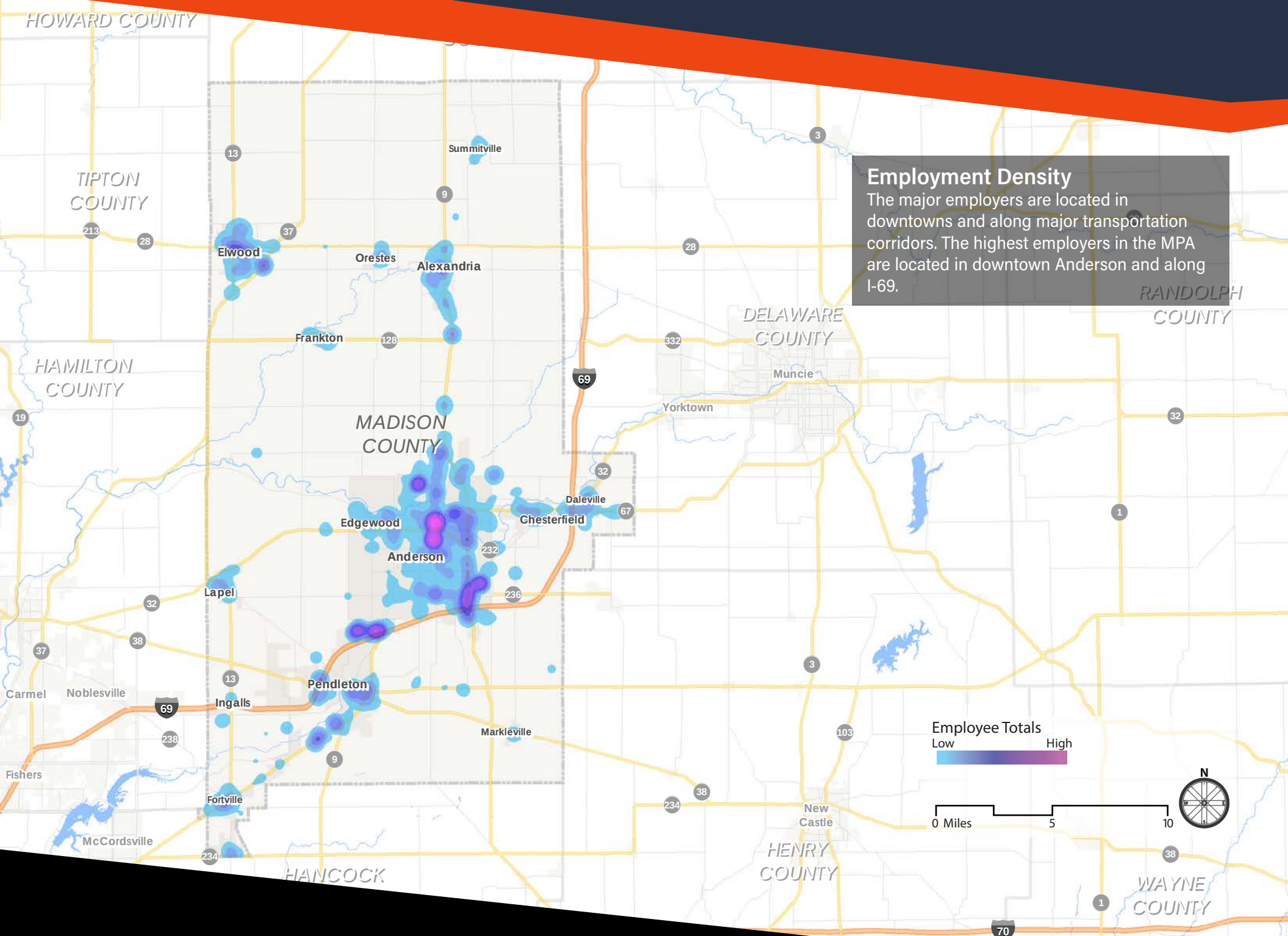
Equity Impact
Low High



0 Miles

5

10



Employment Density
The major employers are located in downtowns and along major transportation corridors. The highest employers in the MPA are located in downtown Anderson and along I-69.

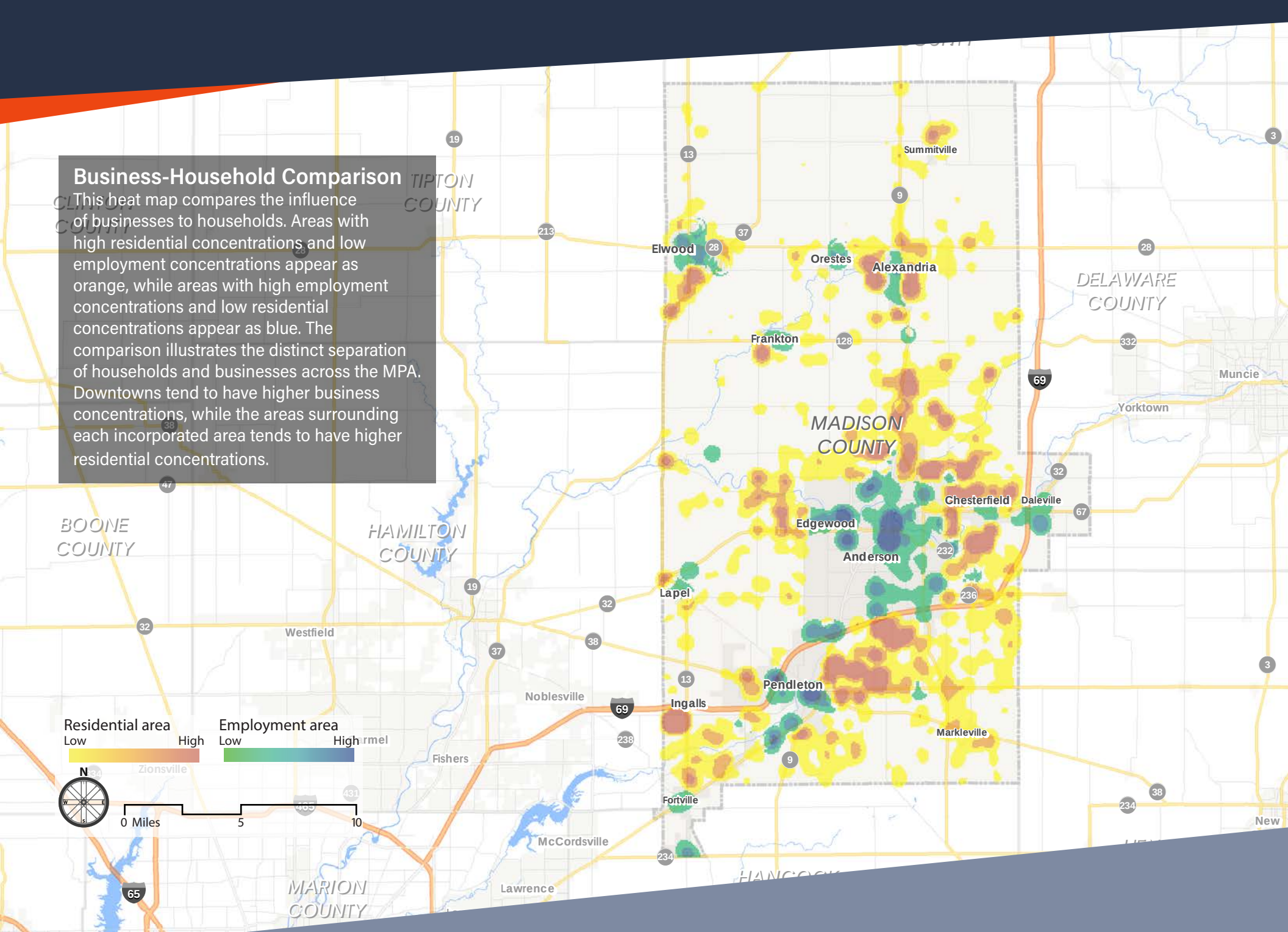
Employee Totals
Low High

0 Miles 5 10



Business-Household Comparison

This heat map compares the influence of businesses to households. Areas with high residential concentrations and low employment concentrations appear as orange, while areas with high employment concentrations and low residential concentrations appear as blue. The comparison illustrates the distinct separation of households and businesses across the MPA. Downtowns tend to have higher business concentrations, while the areas surrounding each incorporated area tends to have higher residential concentrations.



TIPTON COUNTY

HAMILTON COUNTY

MADISON COUNTY

DELAWARE COUNTY

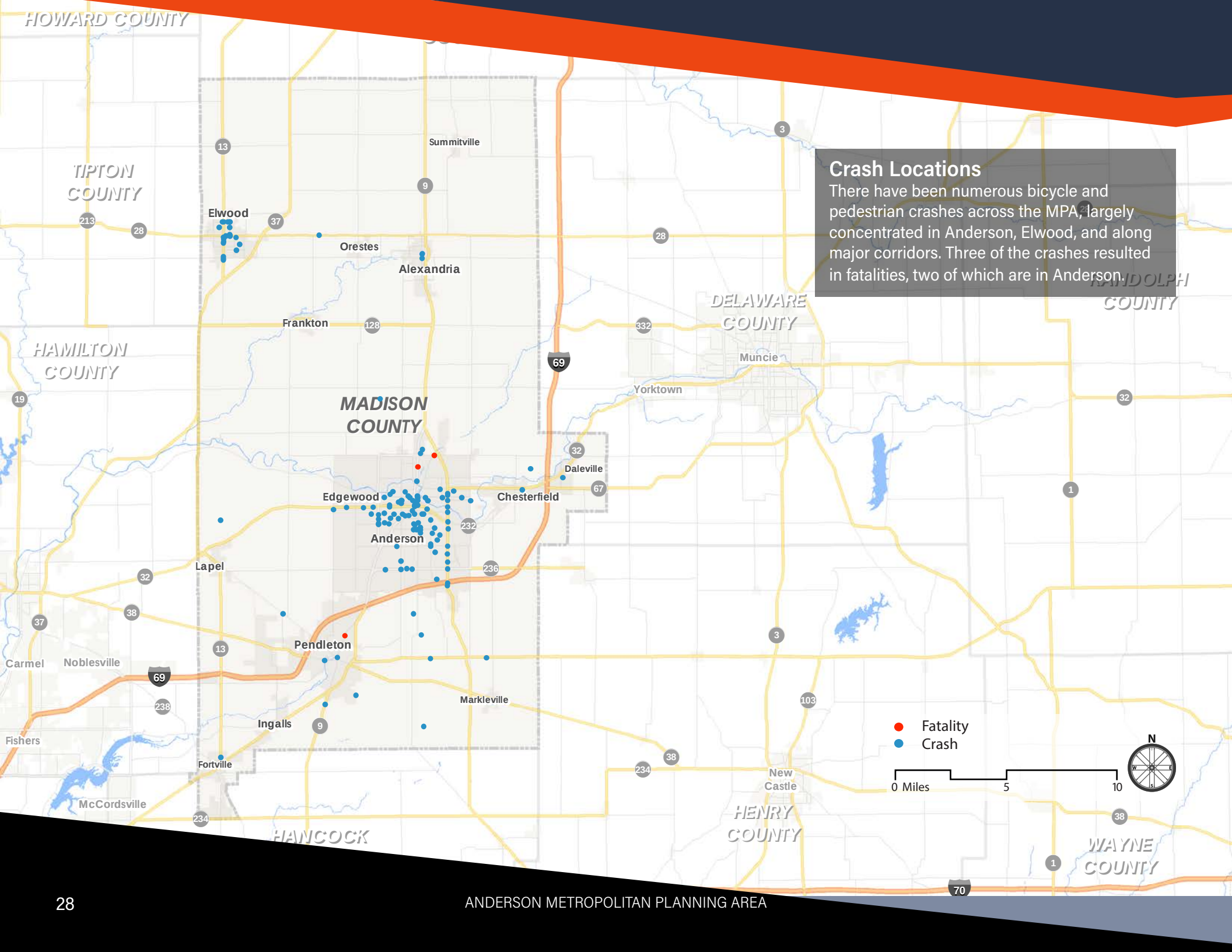
RANDOLPH COUNTY

HENRY COUNTY

WAYNE COUNTY

Crash Locations

There have been numerous bicycle and pedestrian crashes across the MPA, largely concentrated in Anderson, Elwood, and along major corridors. Three of the crashes resulted in fatalities, two of which are in Anderson.

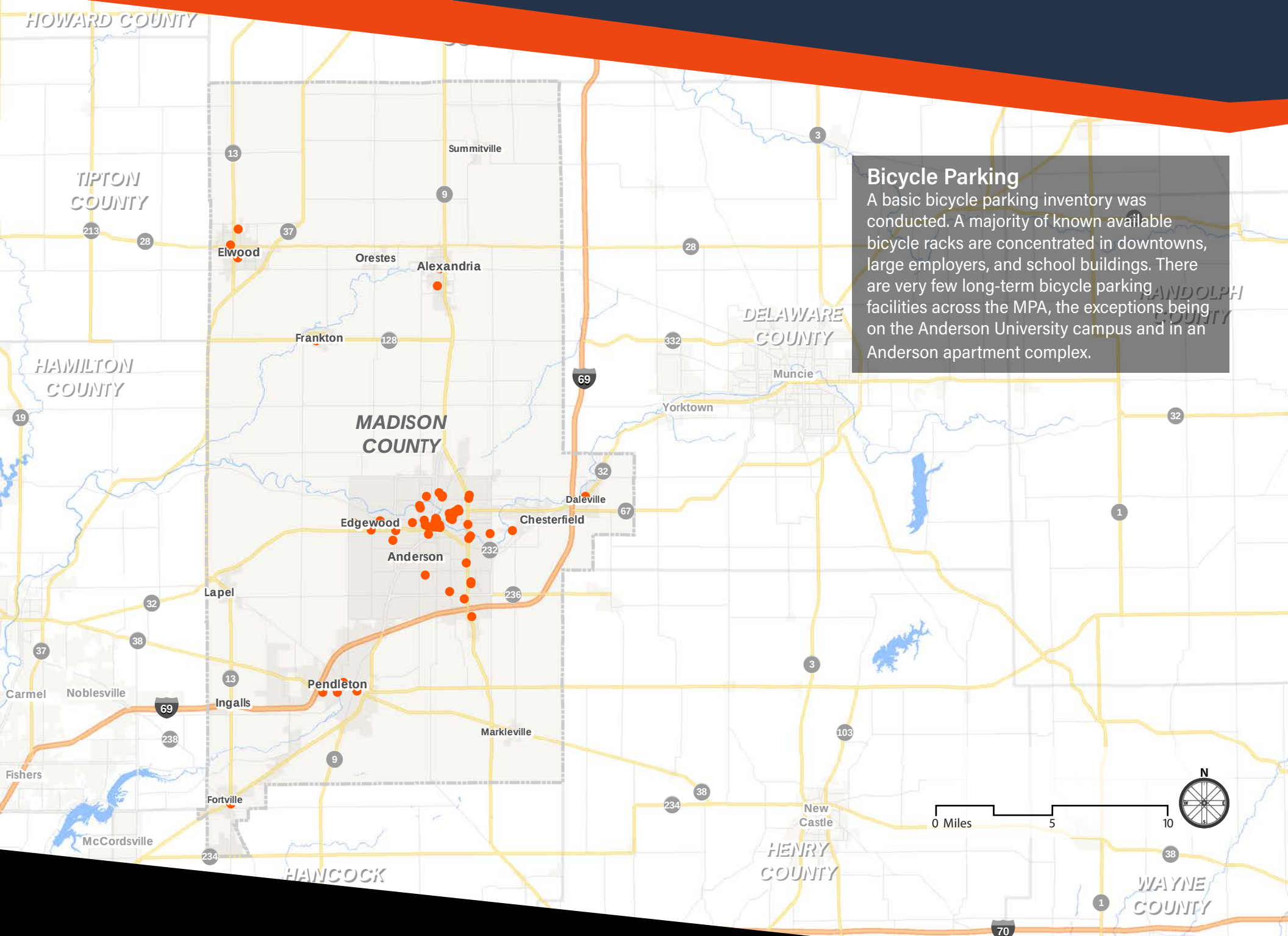


Destinations

There are four types of destinations denoted on this map: bike shops, entertainment, local landmarks, and recreation. Anderson is the only community with bike shops, but there is an abundance of outdoor recreational attractors across the MPA including, but not limited to, Mounds State Park, Falls Park, and the Rangeline Nature Preserve. Each of the major communities offer park facilities that provide recreation to the surrounding region. Landmarks vary from historic attractors such as the Elwood Opera House to cultural centers such as the Anderson Young Ballet Theatre. Finally, entertainment venues focus on tourism attractors such as the Hoosier Park Racing and Casino.

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Bicycle Parking
A basic bicycle parking inventory was conducted. A majority of known available bicycle racks are concentrated in downtowns, large employers, and school buildings. There are very few long-term bicycle parking facilities across the MPA, the exceptions being on the Anderson University campus and in an Anderson apartment complex.

EXISTING FACILITIES

The MPA has approximately 0.35 miles of bike lanes, 28.62 miles of multi-use paths, and 151.12 miles of signed bicycle routes with 47.01 miles of connecting routes. A majority of the trails are closed loops within community parks and only Anderson has trails connecting multiple park trail facilities. The signed routes, the Heartland Bikeways, were established in the 2005 Bicycle and Pedestrian Facilities Plan and provide connections between multiple communities within the MPA.

Anderson

- Shadyside Recreation Trail – 3.63 miles
- Killbuck Wetlands Trail – 0.85 miles
- Indian Trails Riverwalk – 0.61 miles
- White River Trace – 4.23 miles
- Rangeline Nature Preserve – 5.28 miles
- Jackson Park – 0.47 miles
- General Pulaski Park – 1.04 miles
- Community Hospital Trail – 0.34 miles
- Mounds State Park Trails – 6.00 miles

Additional Facilities

- Alexandria: Beulah Park – 1.88 miles
- Lapel: Woodward Park – 0.37 miles
- Elwood: Calloway Park – 0.42 miles
- Chesterfield: Mounds Trail – 1.25 miles
- Pendleton: Falls Park – 3.50 miles
- Summitville: Bike Lane – 0.35 miles

Regional Facilities

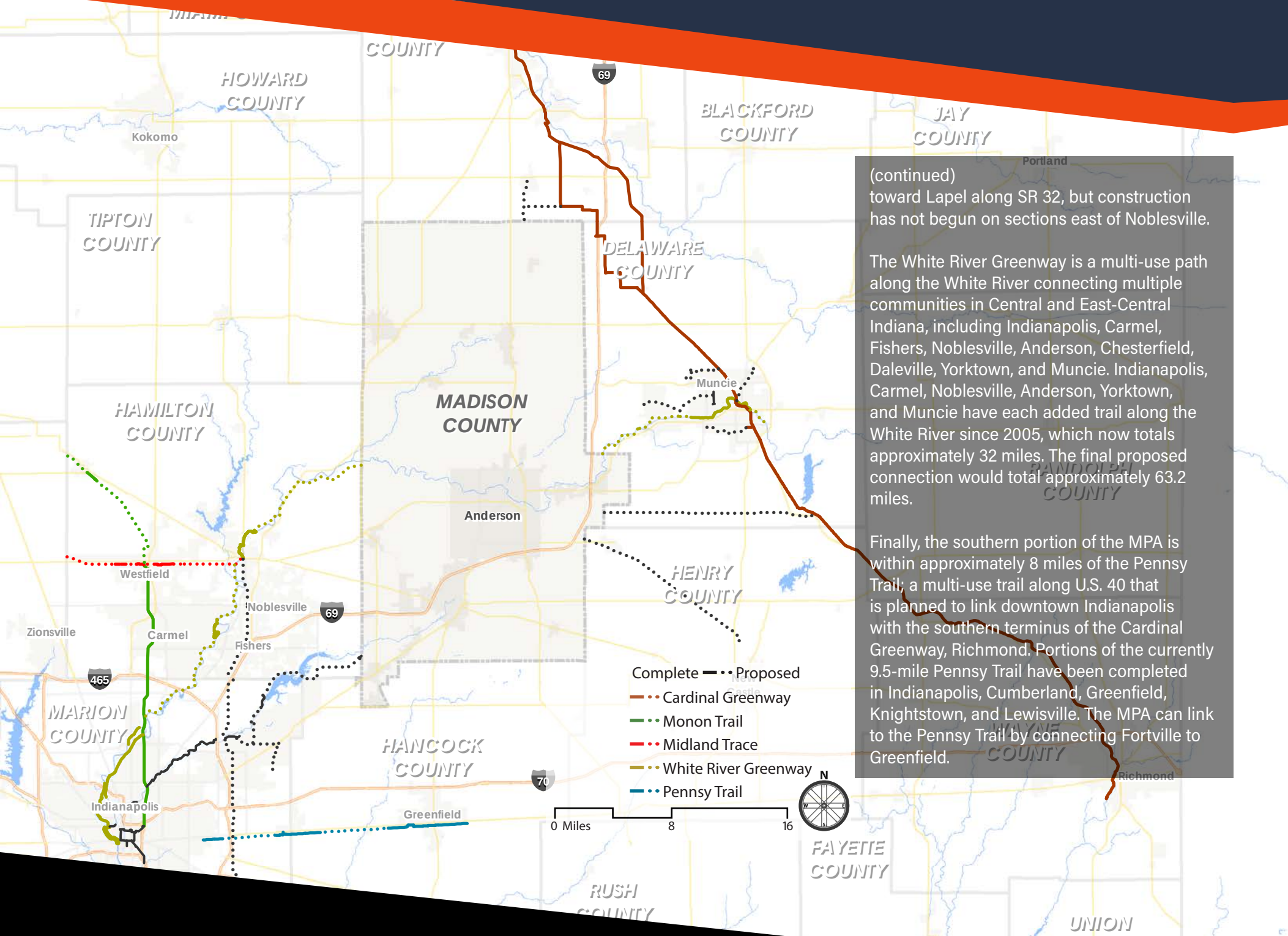
There are six counties bordering the MPA—Grant, Delaware, Henry, Hancock, Hamilton, and Tipton—and two additional counties within 4 miles of the boundary, Marion and Howard, each of which has important implications for the regional context of bicycle facilities. Within the surrounding eight counties, there are five trails of significant importance to the MPA that should be considered for regional connections: the Cardinal Greenway, Monon Trail, Midland Trace, White River Greenway, and Pennsy Trail (see map on the following page). Each of these trails was mentioned in the previous plan and significant progress has been made on their construction in the last ten years.

To date, the Cardinal Greenway is the largest rails-to-trails project in Indiana and will be part of the American Discovery Trail, which will span from coast to coast and include 15 states when completed. Since 2005, the Cardinal Greenway has added over 24 miles on the southern portion to connect Losantville with Richmond, as well as 9 miles of trail and 15 miles on-road north to connect Gaston with Sweetser, just northwest of Marion, Indiana. The next goal is to connect from Sweetser to Peru to link the Cardinal Greenway with the Nickel Plate Trail that spans from Rochester to Kokomo.

The Monon Trail is another rails-to-trails project

in Central Indiana, linking neighborhoods, recreational facilities, cultural centers, and schools from downtown Indianapolis to Westfield through Carmel. At its southern terminus, the Monon Trail links into the downtown Indianapolis Cultural Trail, a nationally recognized urban bicycle and pedestrian path that has been extremely successful. Unlike the Cardinal Greenway, the existing portion of the Monon Trail is largely an urban trail that offers cyclists a significant corridor for commuting purposes. The Monon Trail has helped spur neighborhood revitalization along its entire span. Indianapolis reported over 1.2 million users in 2005 and it has continued to grow in popularity. It currently spans approximately 19 miles after 3-miles were added north to 176th Street/SR 32 in Westfield and nearly 1-mile was added south from Sheridan between 2005 and 2015. An expansion of more than 9 miles is already planned to link the portions ending in Sheridan and Westfield.

The Midland Trace is an east-west multi-use path being constructed to connect the Monon Trail in Westfield to the White River Greenway in Noblesville. Approximately 2.4 miles of the Midland Trace has been completed since 2005. Once the currently proposed sections are complete, the Midland Trace will span approximately 12.3 miles. Both the City of Westfield and the City of Noblesville propose continuing the trail east



DATA ANALYSIS

In an ideal world, policy makers would have the ability to base decisions on perfect information; knowing exactly when, where, and how many people utilize the public facilities that are available to them. Unfortunately, there is no perfect information and decisions are based on the best information that is available. Currently there is no bicycle count program, local or regional, in place within the MPA to identify when, where, and how many bicyclists are riding. To mitigate some of the information gap, MCCOG purchased Strava Metro data that provides some insight into local bicycling patterns based on GPS point traces for mobile application users.

Strava Metro

Strava is a GPS-enabled mobile application that tracks user bicycling and running activity so users can record, analyze, and quantify performance. Although founded for individual users, Strava recently began Strava Metro to offer departments of transportation, city and regional planners, and advocacy groups an opportunity to purchase comprehensive datasets for in-depth analysis of bicycling and running activity beyond the individual level. Since trips are tracked using GPS, trips can be anonymized and points aggregated to the road and trail network before analyzed for bicyclist behavior and trip patterns. The data includes user demographics, trip purpose, time stamps, and path and direction

of travel for comprehensive system analysis. Although Strava data provides insight into general bicycling trends, it is important to note that the information is inherently biased by the users and is not considered a representative sample of the population. Therefore, it is best used for count validation and basic analysis, not direct decision making.

Ride Demographics

For 2014, there were 765 individual users that logged at least one bicycle trip and a total of 5,267 trips. 85.5% of users were male and 9.8% were female (4.7% did not identify a gender). Additionally, very few users were above the age of 65, with the male and female age peaks at 45 to 54 years old. The adjacent chart compares the Strava users to the American Community Survey's Means of Transportation to Work by age and

Age Distribution					
Age	ACS	Strava		NHTS	
		Total	Reported		
Under 25	23.5%	9.8%	12.0%	Under 16	39.0%
25 to 44	47.4%	38.8%	46.5%		
45 to 54	13.8%	23.3%	28.6%	16 to 64	55.0%
55 to 64	14.3%	9.0%	11.1%		
65 and over	1.1%	1.4%	1.8%	65 and over	6.0%
Total	100.1%	81.5%	100.0%		100.0%

Means of Transportation by Gender

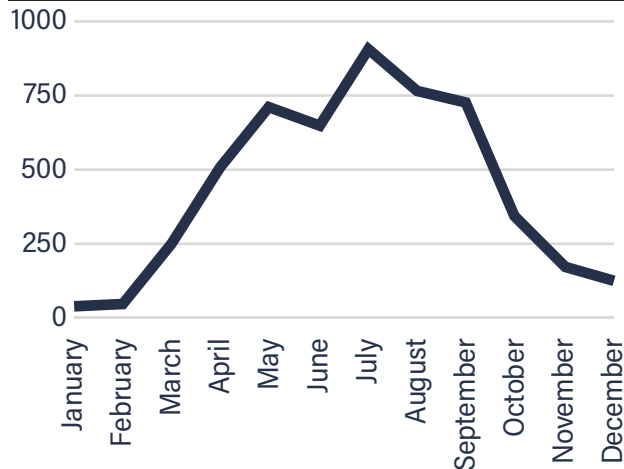
Gender	ACS	Strava	NHTS
Male	63.3%	85.5%	76.0%
Female	36.7%	9.8%	24.0%
Blank	--	4.7%	--
Total	100.0%	100.0%	100.0%

gender, as well as the NHTS averages. Although the gender differences are fairly significant, the age distribution between ACS and Strava data is similar; a higher percentage of Strava users are 45 to 54 than the ACS reported, while the ACS reports a higher percentage of bicyclists under 25 than Strava. Finally, only 10.6% of the trips were identified as commuter rather than recreational. The following series of maps outline information that can be utilized from the 2014 Strava data in the decision making process.

Trip Distribution

Because Strava uses mobile tracking, trip time can be tracked down to the second, which provides detailed information for identifying trip distributions. The monthly trip comparison shows the number of bicycling trips increases throughout the spring months, peaks in the early summer, and declines into

Monthly Trip Distribution

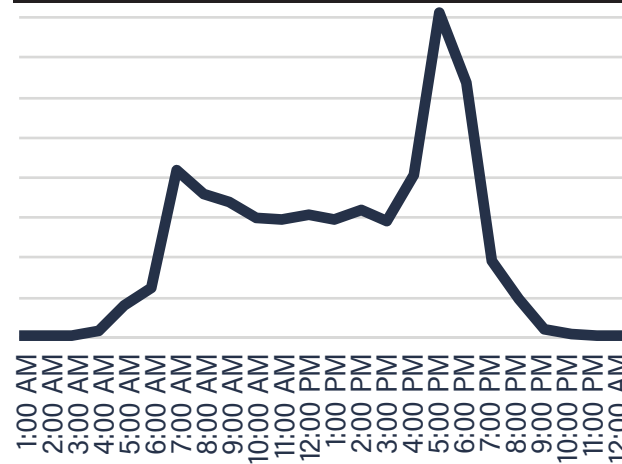


the fall and winter months. July, August, and September had the highest number of trips in 2014 with 907, 766, and 731 respectively. There is a slight disruption in the monthly curve as more trips are taken in May than June; likely related to the number of bicycling activities in May for Bike Month.

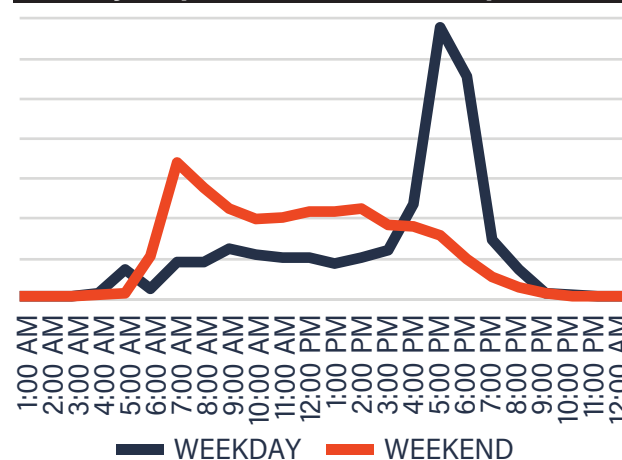
The hourly trip distribution aggregated across the year follows a similar pattern to typical automobile commuting patterns—a small morning peak, decrease in the afternoon, and a second, larger peak in the evening. At first, the data appears to show that a large portion of the Strava bicycling trips are for commuting purposes, despite only 10.6 percent being reported as commuter trips.

However, separating weekday (Monday through Friday at 12 pm) and weekend (Friday at 12 pm

Annual Hourly Trip Distribution



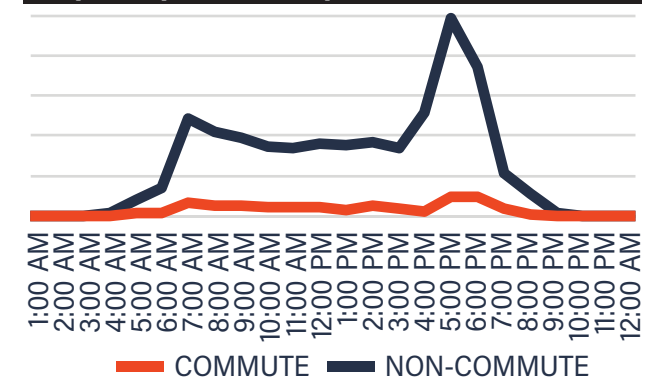
Hourly Trip Distribution Comparison



through Sunday) trips tells a drastically different story. As the following chart indicates, weekday and weekend trips show the opposite morning and evening peak trends that originally appear to illustrate a commuting pattern.

The total weekday trip distribution shows that a majority of rides are taken in the evening hours, after the workday, supporting the high number of recreational trips. The total weekend trips are concentrated in the morning hours, when bicyclists are less likely to have other engagements. Evaluating trip distribution in this manner supports the original assumption that a majority of Strava trips are for recreation, but provides insight into the travel behavior of recreational bicycling and has important implications for an effective bicycling count program in the future.

Trip Purpose Comparison



Annual Trip Totals

This map represents the basic overview of Strava bicycle trips in 2014. One important note is that the total trips include trips that begin, end, or pass through the MPA. In other words, a trip that begins in Fishers and ends in Muncie will be included. Due to the variation of trips applied, the road and trail network is split between high and low use corridors. High use corridors range from 40 to 1,458 trips over the year and low use corridors include those with less than 40 trips. A majority of the bicycle trips are concentrated in the southwest quadrant of the MPA. Although it is not a complete picture of bicycling in the MPA, it is noteworthy that such a high percentage of trips are concentrated toward Indianapolis and Hamilton County.



TIPTON COUNTY

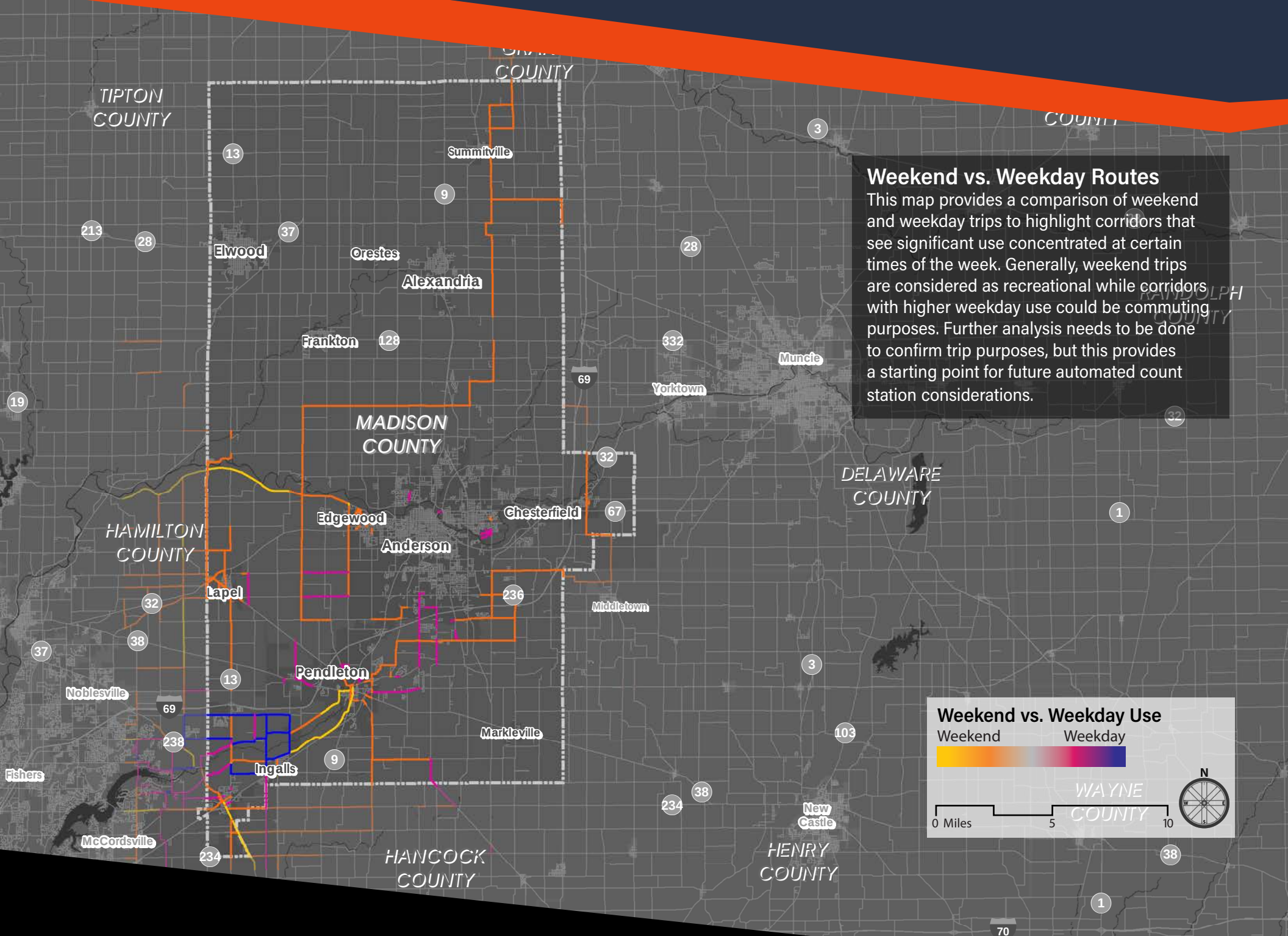
GRANT COUNTY

DELAWARE COUNTY

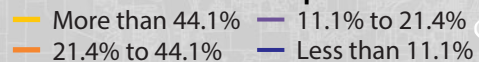
MADISON COUNTY

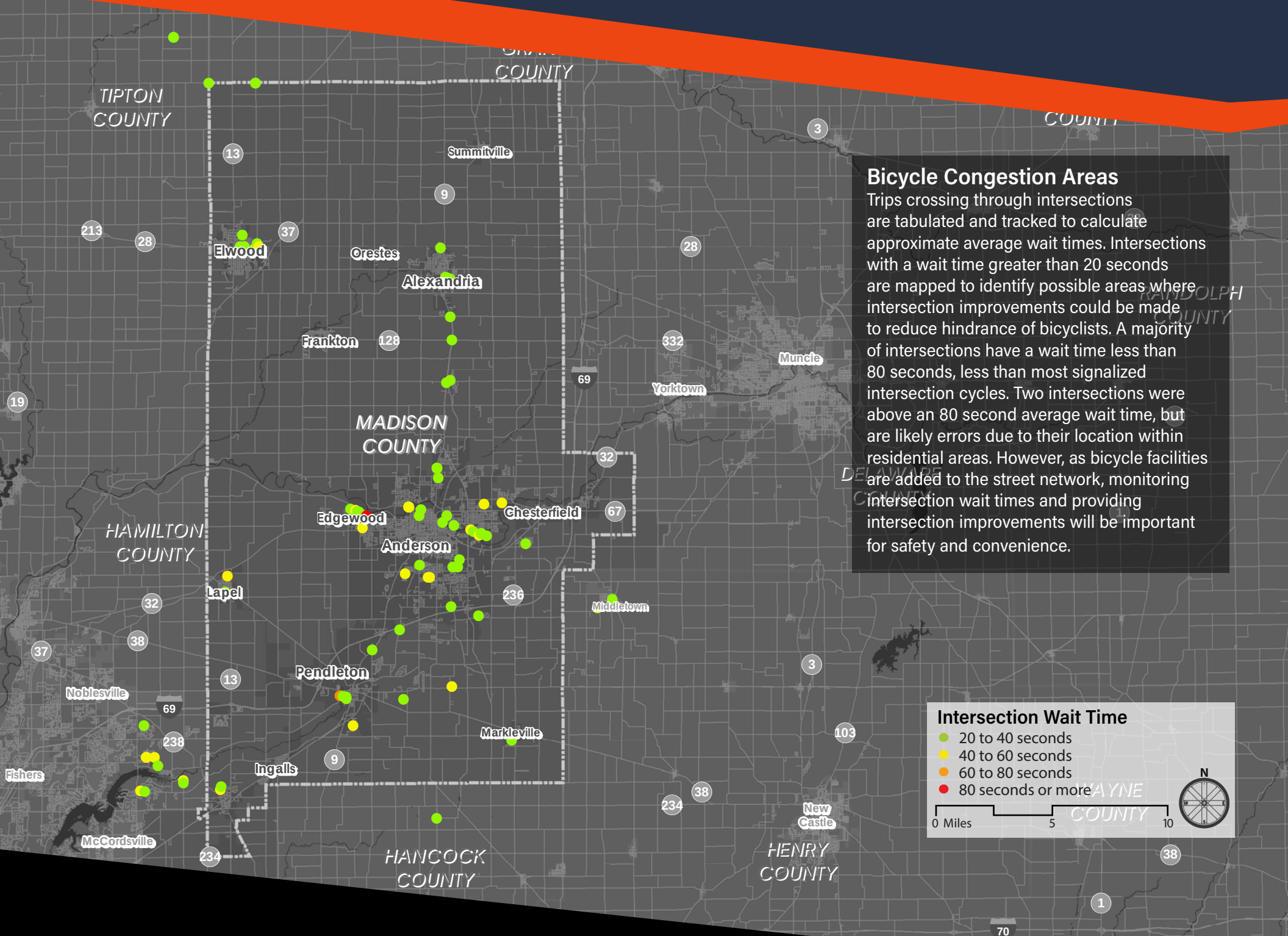
MARION COUNTY

Lawrence



Strava uses a proprietary formula for identifying possible commuting trips. This map highlights those corridors that have a higher percentage of trips identified for commute purposes. It appears that a majority of trips in the northern portion of the MPA are more likely to be commute trips, while the southern portion is more likely to be recreational. It is also important to note that a majority of roadways in the central portion of Anderson are highlighted as possible commuter corridors.





PLAN & POLICY SUMMARY

Local Planning Efforts

Several recent or on-going planning efforts, undertaken by various City and County agencies, have a direct bearing on the Bicycle Facilities Plan. The projects listed below incorporate bicycle facilities throughout the MPA:

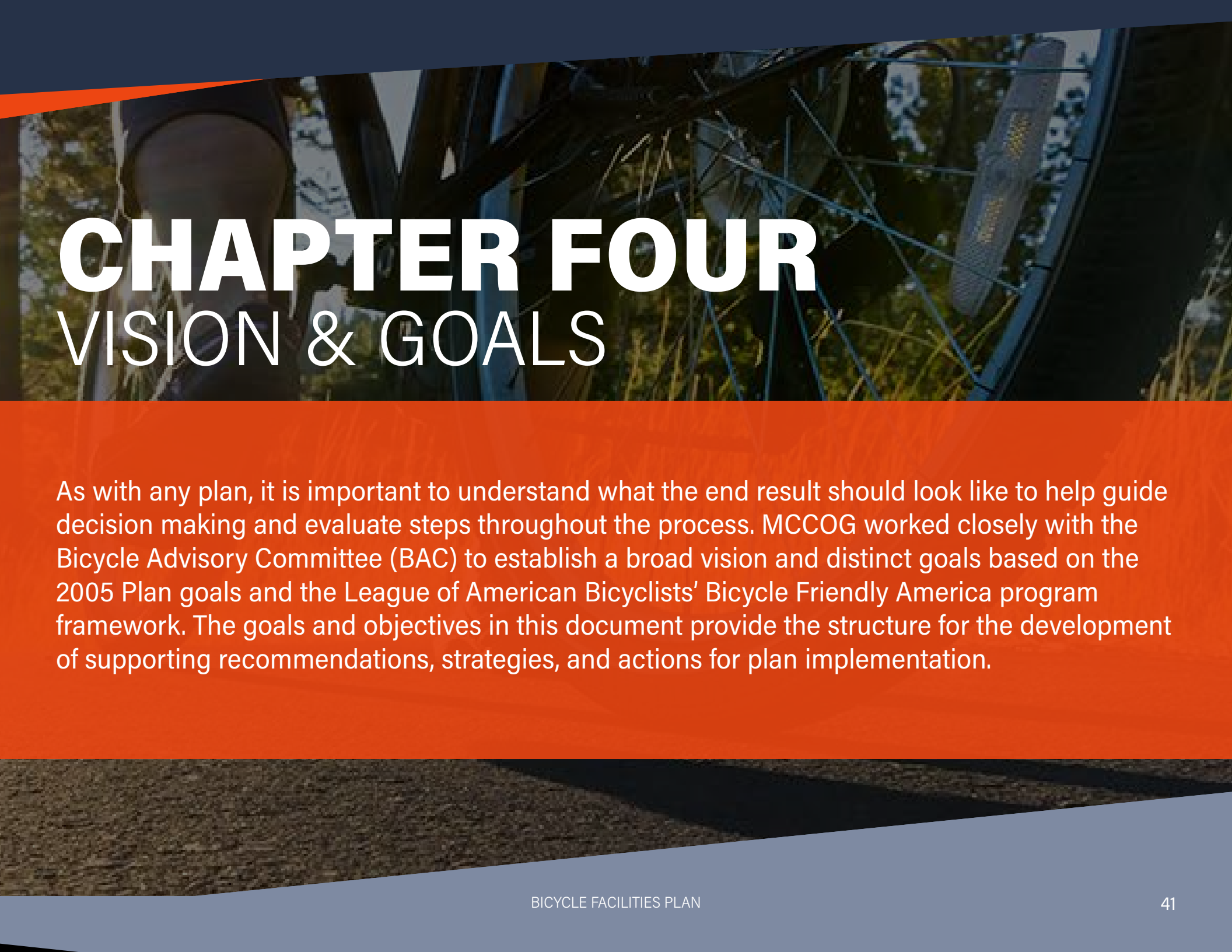
- 2005 Orestes Comprehensive Plan
- 2005 Anderson Connectivity Plan
- 2006 Pendleton Comprehensive Plan
- 2008 Markleville Parks and Recreation Plan
- 2009 Madison County Comprehensive Plan
- 2010 Ingalls Parks and Recreation Plan
- 2010 Ingalls Comprehensive Plan
- 2010 Pendleton Parks and Recreation Plan
- 2011 Low-speed & Electric Alternatives Plan
- 2012 Alexandria Safe Routes to School
- 2012 Pendleton Safe Routes to School
- 2012 Elwood Safe Routes to School
- 2013 Lapel Parks and Recreation Master Plan
- 2014 Long Range Transportation Plan 2035
- 2015 Alexandria Parks and Recreation Plan
- 2015 Pendleton Parks and Recreation Plan
- 2015 Pendleton Downtown Revitalization Plan
- 2015 Anderson Safe Routes to School
- 2015 Fortville Comprehensive Plan
- 2015 Pendleton State Street Corridor Study

Move, the Indiana State Trails, Greenways, and Bikeways Plan with the goal of providing a trail within 7.5 miles or 15 minutes of all Indiana residents by 2016. In June 2014, I-DNR released a progress report and hosted an input session to identify key improvements that have been made around the state to update Hoosiers on the Move with the most recent trail improvements. The White River Greenway was identified at the June 2014 meeting as a priority visionary trail system for the State due to the 32.5 miles that had been paved within multiple jurisdictions. Although the White River Greenway was the most significant addition to the State Recreational Trails Plan, a triangular trail connection between Anderson, Muncie, and New Castle and a connection from Pendleton to the Geist/Fishers area along Fall Creek were also identified as illustrated in the adjacent map.

State Recreational Trails Plan

In 2006, the Indiana Department of Natural Resources (I-DNR) developed *Hoosiers on the*





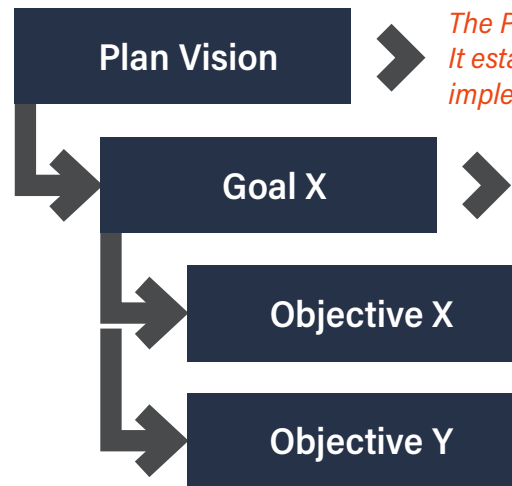
CHAPTER FOUR

VISION & GOALS

As with any plan, it is important to understand what the end result should look like to help guide decision making and evaluate steps throughout the process. MCCOG worked closely with the Bicycle Advisory Committee (BAC) to establish a broad vision and distinct goals based on the 2005 Plan goals and the League of American Bicyclists' Bicycle Friendly America program framework. The goals and objectives in this document provide the structure for the development of supporting recommendations, strategies, and actions for plan implementation.

VISION STATEMENT

Communities within the Anderson MPA promote the bicycle as a form of transportation. The roadways comfortably accommodate all modes of transportation and offer residents the ability to quickly, efficiently, and safely navigate within and between each locality, the MPA, and the surrounding region. Communities provide the necessary physical and political infrastructure to protect and encourage bicycling for transportation and recreation. Residents feel safe, enjoy, and choose the bicycle for transportation, recreation, and social interaction.



The Plan Vision is the broad, overarching theme of the plan. It establishes where the Plan aims to be after it has been fully implemented.

The Vision is broken into a number of goals. Each goal provides a focus area in order to simplify the Vision.

Objectives are then established to provide a guide for measureable progress. The objectives clarify specifics that must be completed to achieve each goal.

Figure 04. Public input was gathered through surveys and meetings that were advertised across the MPA.

Bicycle and Pedestrian Network Survey

How experienced of a bicyclist are you?
☐ Beginner
☐ Intermediate
☐ Advanced

This survey is also available online at www.andersonmpa.org/survey and you can scan the QR code or go to www.andersonmpa.org/survey and select the bike/ped.

Where are you comfortable walking and/or bicycling?

	Very uncomfortable	Uncomfortable	Neutral	Comfortable
Paved trails	☐	☐	☐	☐
Bike lanes	☐	☐	☐	☐
On the road, on low traffic streets	☐	☐	☐	☐
Side paths along streets	☐	☐	☐	☐
On the shoulder of a street	☐	☐	☐	☐
On the road, higher traffic speeds and volumes	☐	☐	☐	☐
Sidewalks	☐	☐	☐	☐

How do you feel bicyclists and pedestrians in your area behave? (Mark all that apply)

How do you feel drivers in your area behave? (Mark all that apply)

How important is it that you can walk or bike to...

	1 (not important)	2	3
Work or school	☐	☐	☐
Public transportation stops	☐	☐	☐
Shopping and errands	☐	☐	☐
Parks and recreation	☐	☐	☐
Entertainment and restaurants	☐	☐	☐
Libraries and Government Buildings	☐	☐	☐
Other (specify):	☐	☐	☐

What are the biggest obstacles to walking and bicycling? (Mark all that apply)

Rank these locations from 1 to 6 by bicycle parking need, (1 being the highest; only use each number once)

Demographic information (optional)

Race: _____
 Age: _____
 Zip Code: _____
 Gender: _____

Which types of locations do you think are most in need of improvements to encourage biking and walking?

	No improvements	Some improvements	Substantial improvements	N/A or Don't Know
Neighborhood streets (ie Fletcher St)	☐	☐	☐	☐
Major street corridors (ie Scatterfield Rd)	☐	☐	☐	☐
Near highway interchanges	☐	☐	☐	☐
Bridges or overpasses	☐	☐	☐	☐
Near parks and recreation facilities	☐	☐	☐	☐
Near schools	☐	☐	☐	☐
Near retail/shopping areas	☐	☐	☐	☐
Near public transportation stops	☐	☐	☐	☐
Downtown	☐	☐	☐	☐

Available Transportation Types

	rarely	sometimes	almost always
I have access to a motor vehicle...	☐	☐	☐
I have access to a bicycle...	☐	☐	☐
I have access to public transportation...	☐	☐	☐
I am able to walk where I need to go...	☐	☐	☐

Please provide any additional comments below.
 Thank you for your time and input!

If you wish to be updated, provide your name and email below.

To drop off/mail your survey, or for additional comments or questions, you can contact:

Address: Ryan Phelps
 Madison County Council of Governments
 16 E 9th Street, Room 100
 Anderson, IN 46016
 Phone: 765.641.9482

Help us direct the bicycle and pedestrian networks in Madison County, Delaware, and Hancock County by participating in a quick 5 minute survey.

Surveys can be dropped off at the Madison County Government Center Room 100 in downtown Anderson.

GOALS & OBJECTIVES

The 2005 Plan included six goals, one for each of the following categories: development, education, funding, coordination, land use, and research. To better coordinate the plan with national efforts, the BAC decided to re-categorize the goals into the 5 Es—engineering, education, encouragement, enforcement, and evaluation—as utilized for transportation programs such as Safe Routes to School (SRTS).

Engineering

This goal addresses the need for a seamless network at the local, MPA, and regional scales.

Goal 1: Establish an integrated network of bikeways, bike lanes, paved shoulders, and shared-use paths that connect people and places within and between each locality and regional attractions.

- Install an additional 140 miles (to total 330 miles) of bicycle facilities, including at least 58 miles of bike lanes.
- Establish a unified route signage system that is easily and quickly understood by network users.
- Establish a system of high quality commuter routes that connect outlying areas with municipalities.
- Adopt design standards from the AASHTO Guide to Bicycle Facilities or NACTO Urban Bikeway Design Guide.

Education

This goal addresses the need for training that promotes safety and awareness.

Goal 2: Educate public officials, business and community leaders, and the general public on the importance and proper use of the bicycle in order to increase awareness and give people of all ages the skills and confidence to ride.

- Make bicycle-safety education a routine part of school programs in at least 35% of schools.
- Offer bicycling skills training opportunities for adults at the local level.
- Work with communities to create Bicycle Advisory Committees or Bicycle and Pedestrian Advisory Committees.
- Promote existing facilities to residents and tourists.

Encouragement

This goal addresses the need for community activities that promote bicycling.

Goal 3: Increase the number of bicycling events and community awareness of bicycling issues.

- Support regional, sub-regional, and local bicycle advocacy groups such as the White River Bicycle Coalition and the Spoke & Wheel Club.
- Encourage Anderson University and Ivy

Tech to promote and support bicycling by applying for the Bicycle Friendly University designation.

- Encourage communities and local businesses to apply for Bicycle Friendly Community and Business status through the League of American Bicyclists.
- Organize events that close off major corridors to auto traffic.

Enforcement

This goal addresses the need for coordination and funding of policies that support bicycling.

Goal 4: Ensure public agencies within the county and all municipalities are actively involved in the implementation and efforts to secure funding for the development of a bicycle network that will improve safety for all road users.

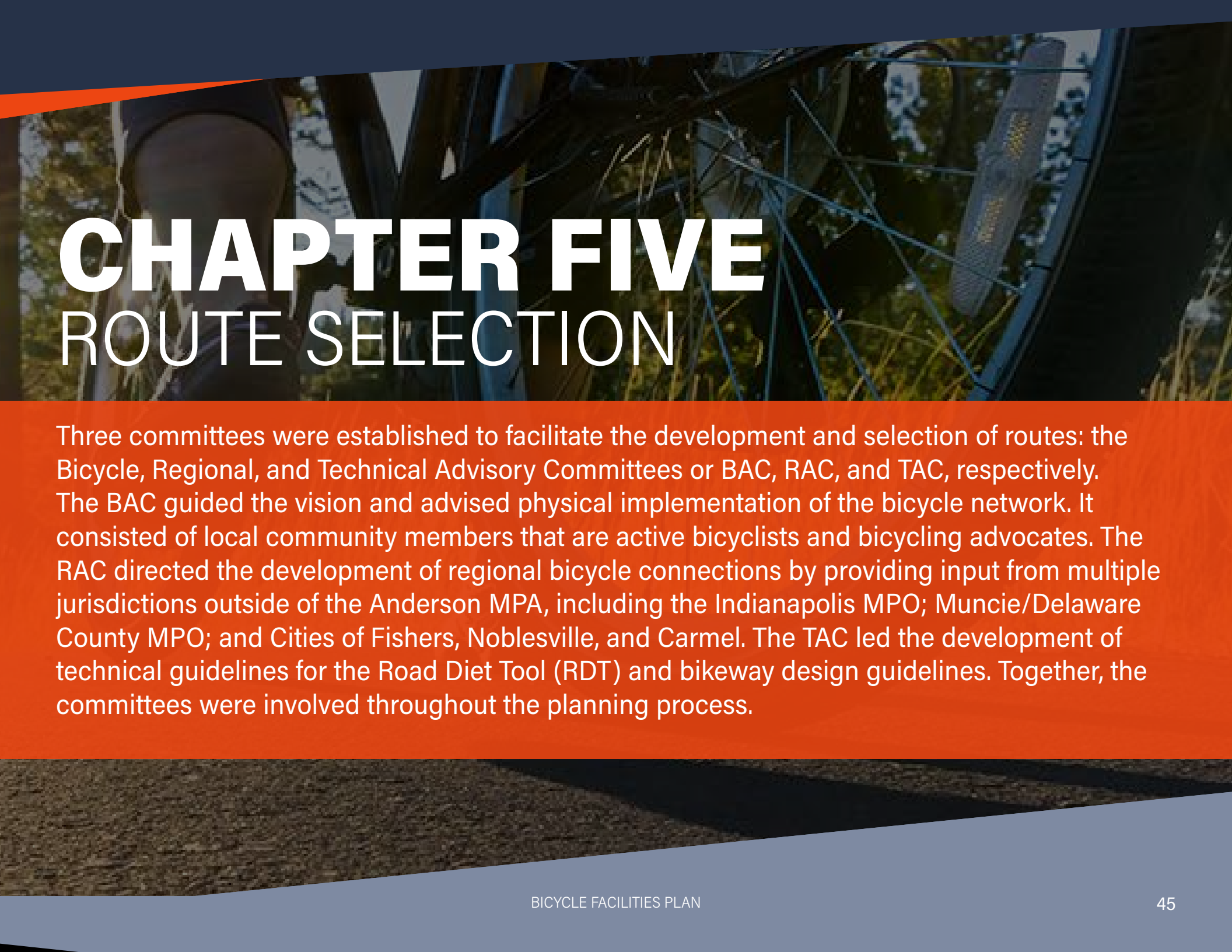
- Adopt local Complete Streets policies and include Bicycle Parking in local zoning ordinances.
- Adopt Safe Passing and Vulnerable User laws at the local level.
- Ensure that police officers report bicyclist crash data and potential hazards to appropriate agencies.
- Work with local police departments to target motorist and bicyclist interaction infractions.

Evaluation

This goal addresses the need for planning and measuring network expansion progress.

Goal 5: Incorporate bicycle needs into local plans and ordinances, including expanded data collection on local bicycling statistics.

- Increase bicycle use to 2.5% of all trips.
- Develop a bicycle and pedestrian count program to better understand bicyclist travel patterns.
- Evaluate bicycle crash statistics and produce a plan to reduce crashes below 4%.
- Increase bicycle mode share to 2% for means of transportation to work.

The background of the page features a photograph of a bicycle wheel and a road sign, partially obscured by a dark blue overlay at the top and bottom. The title text is white and bold, set against the dark blue background.

CHAPTER FIVE

ROUTE SELECTION

Three committees were established to facilitate the development and selection of routes: the Bicycle, Regional, and Technical Advisory Committees or BAC, RAC, and TAC, respectively. The BAC guided the vision and advised physical implementation of the bicycle network. It consisted of local community members that are active bicyclists and bicycling advocates. The RAC directed the development of regional bicycle connections by providing input from multiple jurisdictions outside of the Anderson MPA, including the Indianapolis MPO; Muncie/Delaware County MPO; and Cities of Fishers, Noblesville, and Carmel. The TAC led the development of technical guidelines for the Road Diet Tool (RDT) and bikeway design guidelines. Together, the committees were involved throughout the planning process.

METHODOLOGY

The route selection process focused on three levels of bicycle network typologies: local, MPA, and regional. The local network provides bicyclists connections within a single community; the MPA network connects bicyclists between communities within the MPA; and the regional network connects bicyclists from the MPA to the surrounding counties. The existing conditions inventory provided the base line for identifying gaps within each of the three network scales. As the previous plan focused largely on the development of the Heartland Bikeways, which serves as the MPA network, the largest need is building strong local and regional networks that link into the existing MPA network.

Route Identification

Routes were identified for each level through a combination of local input and technical analysis. The regional network was developed through participation with the RAC to align connections beyond the jurisdiction of the MPA. A majority of regional identification focused on discussing future bicycle plans with surrounding counties and the coordination of regional plans to provide targeted development that will link bicyclists across political boundaries in a cohesive manner. The existing MPA network was reviewed by the BAC and compared with the Strava Metro data to identify route modifications in areas where nearby roadways have higher bicyclist activity. The local

network was developed through participation with the BAC and local decision-makers, as well as the utilization of the Road Diet Tool (RDT) discussed below.

Roadway Design

In recent years, there has been a change in roadway design standards and a transition to include dedicated bicycle and pedestrian facilities as part of the public right-of-way. In the State of Indiana, INDOT has adopted a Complete Streets Policy and is continuing to promote their Safe, Accessible Transportation (SAT) program. The shifting economic climate in the Anderson

MPA has resulted in the exodus of a significant portion of both businesses and people since the 1990s. Communities throughout the Anderson MPA are now left with roadway infrastructure that was designed to carry significantly higher traffic volumes and no longer fit the modern design standards. This combination provides an opportunity for a 'road diet' project that modifies overly large roadways with lower traffic volumes to meet current design standards.

Road Diets

Road diets aim to increase safety and access; encourage healthy lifestyles by promoting walking,

RDT 1: Lane Analysis

Type 1 Suitability (Very High)

Lanes	4
AADT	less than 10,000 VPD

Type 2 Suitability (High)

Lanes	4
AADT	10,001 to 15,000 VPD

Type 3 Suitability (Moderate)

Lanes	4
AADT	15,001 to 20,000 VPD

Type 4 Suitability (Low)

Lanes	4
AADT	more than 20,001 VPD

RDT 2: Large Road Analysis

Type 1 Suitability (Very High)

Road Width	more than 38 feet
AADT	less than 10,000 VPD

Type 2 Suitability (High)

Road Width	more than 38 feet
AADT	10,001 to 15,000 VPD

Type 3 Suitability (Moderate)

Road Width	more than 38 feet
AADT	15,001 to 20,000 VPD

Type 4 Suitability (Low)

Road Width	more than 38 feet
AADT	more than 20,001 VPD

biking, and transit use; supporting businesses; and supporting neighborhood revitalization and livability. As part of the route selection process, the Road Diet Tool (RDT) was developed to identify roads that are operating significantly below maximum capacity or excessively wide by modern design standards and provides a base for the number and location of possible road diets. By re-striping the existing roadway, the road can support alternative uses and accommodate bicyclists and pedestrians.

Road Diet Tool

The RDT analyzes functionally classified roadways (the major roadways in each community as

RDT 3: Small Road Analysis

Type 1 Suitability (Very High)

Road Width	less than 38 feet
AADT	less than 10,000 VPD

Type 2 Suitability (High)

Road Width	less than 38 feet
AADT	10,001 to 15,000 VPD

Type 3 Suitability (Moderate)

Road Width	less than 38 feet
AADT	15,001 to 20,000 VPD

Type 4 Suitability (Low)

Road Width	less than 38 feet
AADT	more than 20,001 VPD

defined by the MPO and Indiana Department of Transportation) using three different methods—lane analysis, large road analysis, and small road analysis—to identify and categorize them as very high, high, moderate, low, or not suitable for a road diet. Local roads, alleyways, and private roads were not analyzed. The initial analysis, the lane analysis, focused on four lane roads and categorized them by the average annual daily traffic (AADT) or the number of vehicles per day (VPD). The secondary analysis, the large road analysis, identified roads with a width of greater than 38 feet and categorized them by the AADT. The final analysis, the small road analysis, identified roads with a width of less than 38 feet and categorized them by the AADT. Each method identified a slightly different set of road segments, but when combined establish a network of suitable roads for bicycle lanes with slightly varied configurations that should be determined in the design stage before construction.

The AADT is included for each of the analyses and is the major factor in categorizing the suitability of a bike lane installation. Generally, the lower the amount of vehicular traffic, the higher the suitability of the road for bicyclists. The AADT is determined by combining traffic count data for the previous four years. Since traffic counts are taken at a single point, the counts are applied to segments between cross streets or the individual traffic counting points, as illustrated in Figure 05.

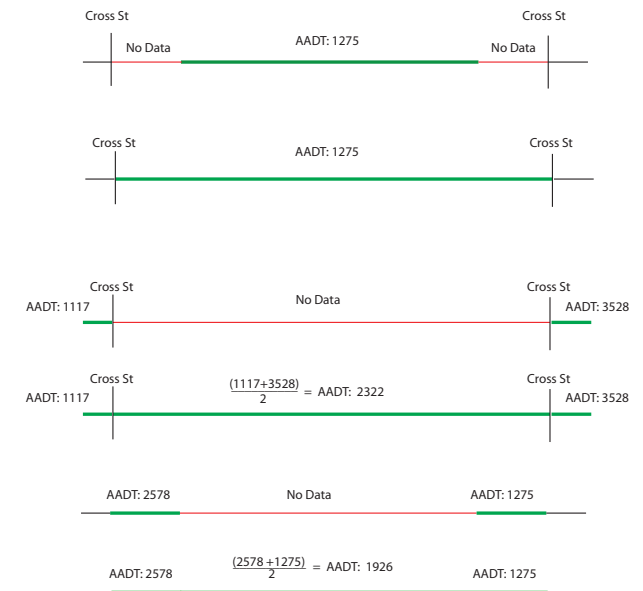


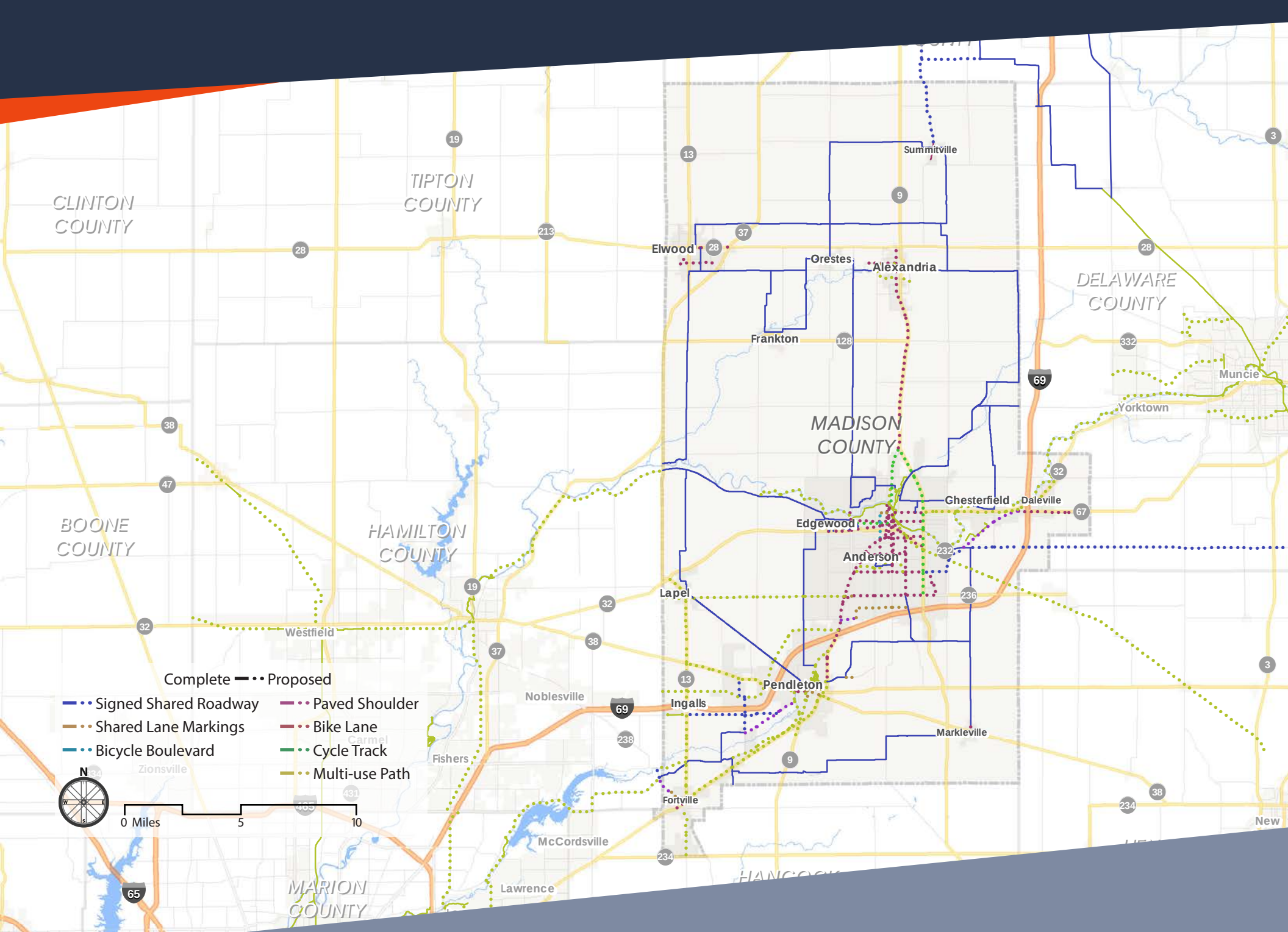
Figure 05. Segment AADT application examples.

The RDT is designed to be a preliminary test for road diet compatibility and not the sole identifier of a bicycle lane network that can be immediately installed; highly compatible roads could be converted in a relatively short time and at a low cost however. Each roadway has different characteristics that require a detailed analysis to classify the final design and layout. The RDT identified 63 road segments in the Anderson MPA that could be considered for a road diet project; a majority of which (47 segments) are in the central city of Anderson.

PROPOSED NETWORK

The following maps illustrate the segments that have been identified in the various communities throughout the Anderson MPA. MCOG plans to work with local bicycling advocates, through the White River Bicycle Coalition, and community officials to prioritize road segments for detailed analysis.

Total Projects by Incorporated Area within the MPA																
LPA	Facility Type														Total	
	Signed Shared Roadway		Shared Lane Markings		Bicycle Boulevard		Paved Shoulder		Bike Lane		Cycle Track		Multi-use Path			
	Count	mi	Count	mi	Count	mi	Count	mi	Count	mi	Count	mi	Count	mi	Count	mi
Alexandria	--	--	1	0.32	--	--	--	--	5	5.34	--	--	3	1.74	9	7.40
Anderson	1	1.01	5	3.32	2	1.17	1	0.69	54	37.15	11	10.28	31	21.96	105	75.58
Chesterfield	--	--	--	--	--	--	2	2.85	--	--	--	--	4	3.02	6	5.87
Daleville	--	--	--	--	--	--	--	--	3	2.04	--	--	4	4.43	7	6.47
Delaware County	2	1.30	--	--	--	--	--	--	1	0.99	--	--	1	1.19	4	3.48
Edgewood	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Elwood	--	--	--	--	--	--	--	--	6	3.58	--	--	--	--	6	3.58
Fortville	--	--	1	0.34	--	--	--	--	3	1.10	--	--	4	3.88	8	5.32
Frankton	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hancock County	--	--	--	--	--	--	1	0.45	--	--	--	--	--	--	1	0.45
Ingalls	2	0.95	--	--	--	--	1	0.56	--	--	--	--	8	5.12	11	6.63
Lapel	--	--	--	--	--	--	--	--	--	--	--	--	12	9.06	12	9.06
Madison County	17	13.46	1	1.32	--	--	1	1.21	8	6.06	1	0.19	25	19.32	53	41.56
Markleville	--	--	--	--	--	--	--	--	1	0.24	--	--	--	--	1	0.24
Orestes	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Pendleton	2	1.38	6	2.19	--	--	1	0.80	5	2.37	--	--	28	17.91	42	24.65
Summitville	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	24	18.10	14	7.49	2	1.17	7	6.56	86	58.87	12	10.47	120	87.63	265	190.29



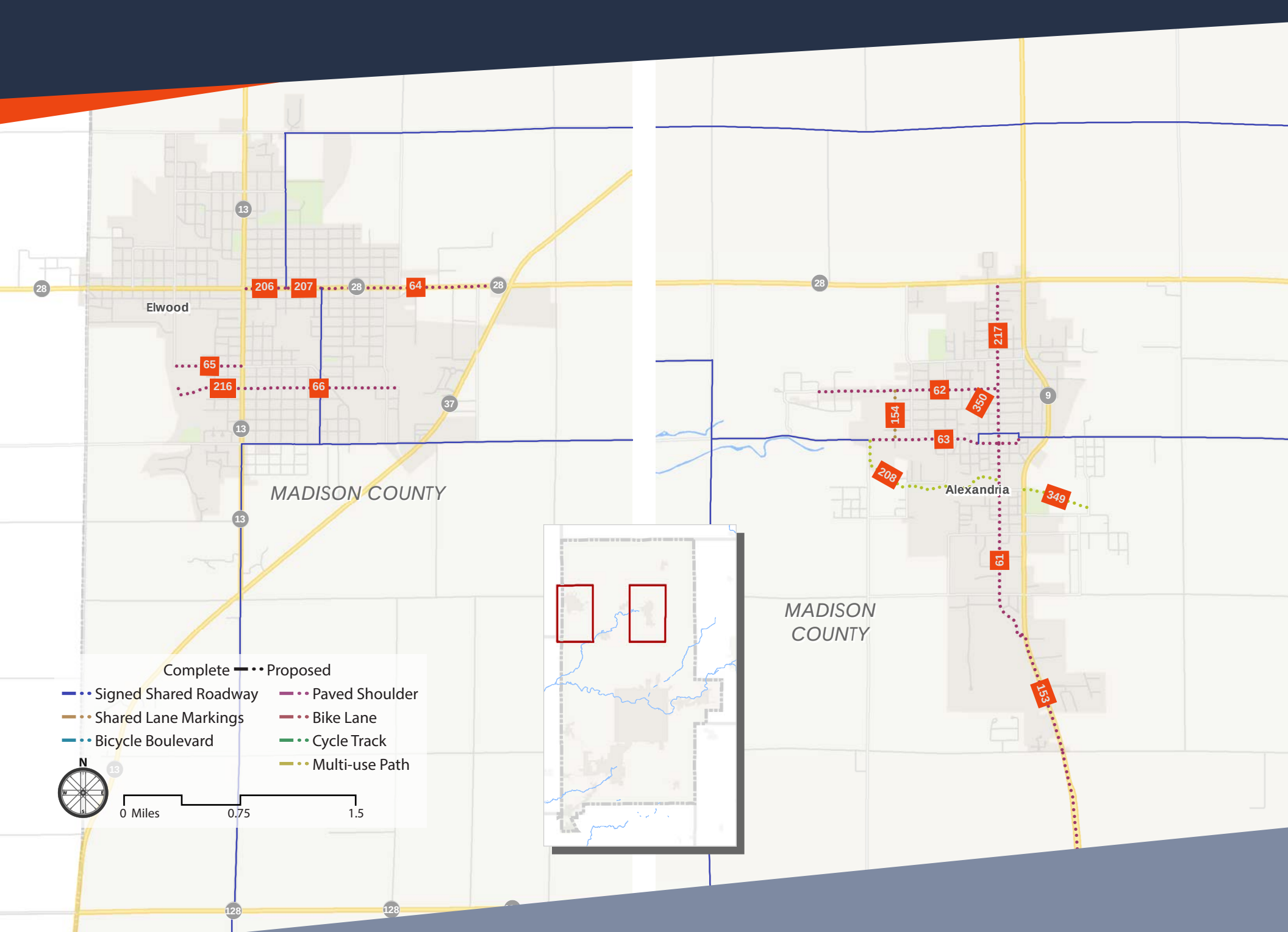
The succeeding pages provide key information for each proposed project, starting with the ID which corresponds directly to the adjacent maps. Each project has a proposed facility type that references the diagram in Chapter 2; it is important to note that the facility type may be subject to change

during design. The funding agency defines what level of involvement a project requires—INDOT or MCCOG. Phases were designated based on natural project breaks such as bridges or intersections; some projects have multiple phases, while others are a single segment. The segment

length lists the length of the individual project, while the total refers to the combined length of all phases. Finally, there are multiple funding sources available depending on the type and location of each project; funding sources are discussed in more detail in Chapter 6.

Projects in the MPA - North

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
Elwood											
65	Bike Lane	South H Street	INDOT	1	0.42	0.42	Yes	Yes	Yes	Yes	No
66	Bike Lane	South J Street	INDOT	2	1.00	1.44	Yes	Yes	Yes	Yes	No
216	Bike Lane	South J Street	INDOT	2	0.44	1.44	Yes	Yes	Yes	Yes	No
64	Bike Lane	State Road 28	INDOT	3	1.21	1.71	Yes	Yes	Yes	Yes	No
206	Bike Lane	State Road 28	INDOT	3	0.27	1.71	Yes	Yes	Yes	Yes	No
207	Bike Lane	State Road 28	INDOT	3	0.23	1.71	Yes	Yes	Yes	Yes	No
Alexandria											
154	Shared Lane Markings	Belmont Avenue	MCCOG	1	0.32	0.32	Yes	Yes	Yes	Yes	No
349	Multi-use Path	Beulah Park Trail	MCCOG	1	0.43	0.43	Yes	Yes	No	Yes	No
61	Bike Lane	Harrison Street	MCCOG	2	1.36	2.39	Yes	Yes	Yes	Yes	No
217	Bike Lane	Harrison Street	MCCOG	2	1.03	2.39	Yes	Yes	Yes	Yes	No
62	Bike Lane	Monroe Street	MCCOG	1	1.15	1.15	Yes	Yes	Yes	Yes	No
208	Multi-use Path	Pipe Creek Trail	MCCOG	1	1.11	1.11	Yes	Yes	No	Yes	No
153	Bike Lane	State Road 9	INDOT	14	0.79	12.96	Yes	Yes	Yes	Yes	No
63	Bike Lane	Washington Street	MCCOG	1	1.01	1.01	Yes	Yes	Yes	Yes	No
350	Multi-use Path	West Street Trail	MCCOG	1	0.20	0.20	Yes	Yes	No	Yes	No



Projects in the City of Anderson - Northwest

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
246	Bike Lane	8th Street	MCCOG	4	1.02	3.09	Yes	Yes	Yes	Yes	Yes
306	Bike Lane	29th Street	MCCOG	2	0.64	1.71	Yes	Yes	Yes	Yes	Yes
97	Cycle Track	Atwood Alley	MCCOG	4	1.00	2.05	Yes	Yes	Yes	Yes	Yes
124	Multi-use Path	Atwood Alley	MCCOG	4	0.33	2.05	Yes	Yes	No	Yes	Yes
136	Bike Lane	Fairview Street	MCCOG	1	0.66	0.66	Yes	Yes	Yes	Yes	Yes
240	Bike Lane	MLK Boulevard	MCCOG	4	0.97	4.75	Yes	Yes	Yes	Yes	Yes
162	Bike Lane	Nichol Avenue / 11th Street	MCCOG	6	0.77	2.97	Yes	Yes	Yes	Yes	Yes
114	Bike Lane	Raible Avenue	MCCOG	2	0.55	0.98	Yes	Yes	Yes	Yes	Yes
201	Bike Lane	Raible Avenue	MCCOG	2	0.43	0.98	Yes	Yes	Yes	Yes	Yes
113	Bike Lane	State Road 32	INDOT	6	0.75	2.97	Yes	Yes	Yes	Yes	Yes
177	Bike Lane	State Road 32	INDOT	6	0.51	2.97	Yes	Yes	Yes	Yes	Yes
196	Bike Lane	State Road 32	INDOT	6	0.09	2.97	Yes	Yes	Yes	Yes	Yes
197	Bike Lane	State Road 32	INDOT	6	0.16	2.97	Yes	Yes	Yes	Yes	Yes
274	Multi-use Path	White River Greenway	MCCOG	18	0.81	13.91	Yes	Yes	No	Yes	Yes
323	Multi-use Path	White River Greenway	MCCOG	18	0.85	13.91	Yes	Yes	No	Yes	Yes
324	Multi-use Path	White River Greenway	MCCOG	18	0.81	13.91	Yes	Yes	No	Yes	Yes
Madison County											
142	Multi-use Path	White River Greenway	MCCOG	18	1.36	13.91	Yes	Yes	No	Yes	No
218	Multi-use Path	White River Greenway	MCCOG	18	0.19	13.91	Yes	Yes	No	Yes	No
221	Multi-use Path	White River Greenway - Bridge	MCCOG	18	0.05	13.91	Yes	Yes	No	Yes	No
222	Multi-use Path	White River Greenway	MCCOG	18	0.89	13.91	Yes	Yes	No	Yes	No

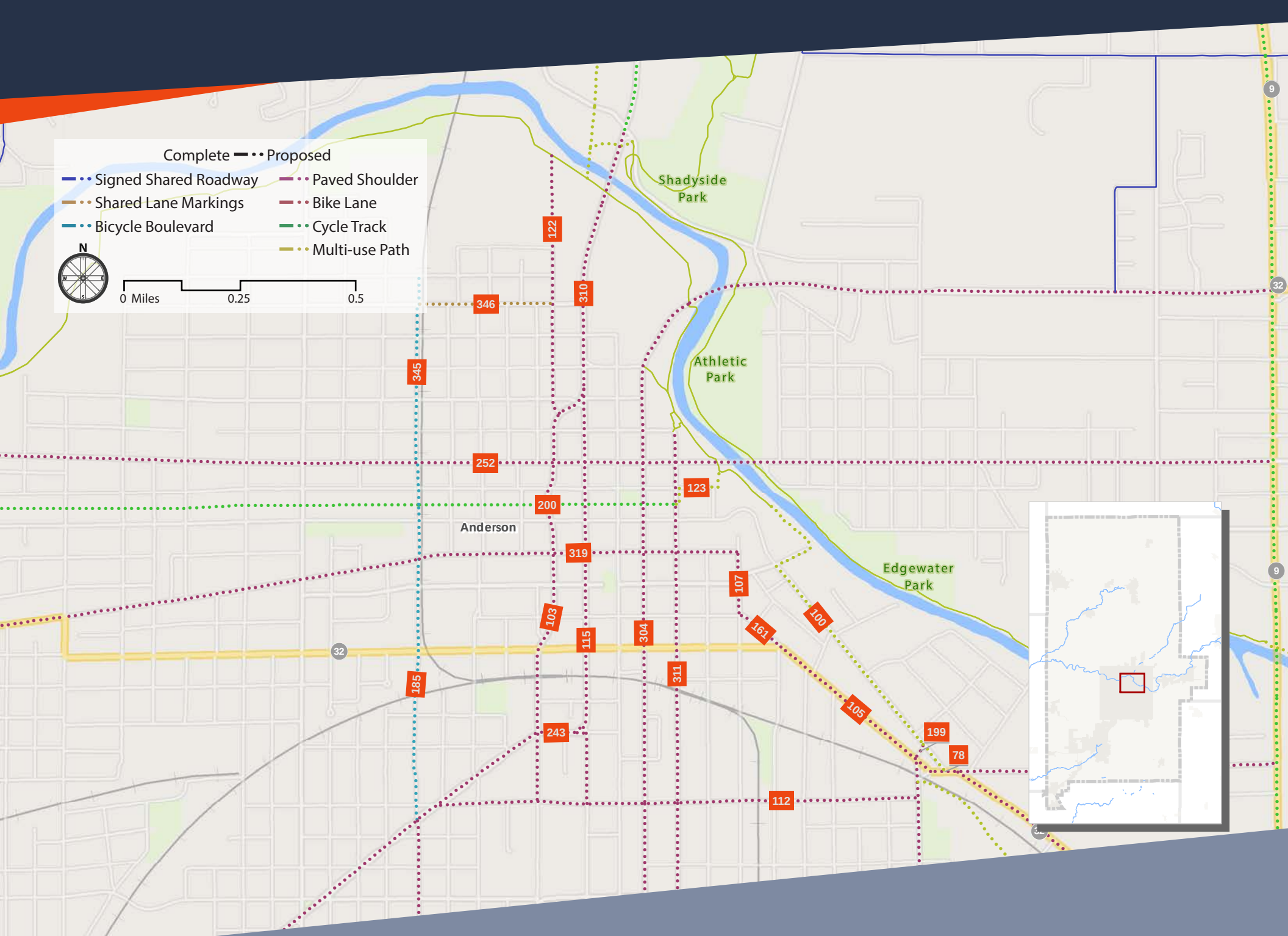


Projects in the City of Anderson - Northeast

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
59	Bike Lane	8th Street	MCCOG	4	1.05	3.09	Yes	Yes	Yes	Yes	Yes
108	Bike Lane	18th Street	MCCOG	1	0.68	0.68	Yes	Yes	Yes	Yes	Yes
109	Cycle Track	Broadway Street	MCCOG	4	0.84	2.58	Yes	Yes	Yes	Yes	Yes
308	Cycle Track	Broadway Street	MCCOG	4	0.76	2.58	Yes	Yes	Yes	Yes	Yes
309	Cycle Track	Broadway Street	MCCOG	4	0.81	2.58	Yes	Yes	Yes	Yes	Yes
104	Multi-use Path	Indiana Railroad Trail	MCCOG	1	0.76	0.76	Yes	Yes	No	Yes	Yes
192	Bike Lane	Main Street / University Boulevard	MCCOG	5	0.92	3.81	Yes	Yes	Yes	Yes	Yes
193	Bike Lane	Main Street / University Boulevard	MCCOG	5	0.34	3.81	Yes	Yes	Yes	Yes	Yes
110	Cycle Track	State Road 9	INDOT	14	1.37	12.96	Yes	Yes	Yes	Yes	Yes
183	Cycle Track	State Road 9	INDOT	14	0.72	12.96	Yes	Yes	Yes	Yes	Yes
292	Cycle Track	State Road 9	INDOT	14	1.18	12.96	Yes	Yes	Yes	Yes	Yes
339	Cycle Track	State Road 9	INDOT	14	1.09	12.96	Yes	Yes	Yes	Yes	Yes
106	Bike Lane	State Road 32	INDOT	4	0.82	1.40	Yes	Yes	Yes	Yes	Yes
408	Multi-use Path	State Road 32 Sidepath	INDOT	7	0.55	6.26	Yes	Yes	No	Yes	Yes
403	Multi-use Path	State Road 32 Sidepath	INDOT	7	0.89	6.26	Yes	Yes	No	Yes	Yes
143	Multi-use Path	White River Greenway	MCCOG	18	1.33	13.91	Yes	Yes	No	Yes	Yes
312	Multi-use Path	White River Greenway	MCCOG	18	1.29	13.91	Yes	Yes	No	Yes	Yes
314	Multi-use Path	White River Greenway	MCCOG	18	0.74	13.91	Yes	Yes	No	Yes	Yes
315	Multi-use Path	White River Greenway	MCCOG	18	0.79	13.9	Yes	Yes	No	Yes	Yes
164	Multi-use Path	White River Trace - Indiana Avenue Connector	MCCOG	2	0.15	0.25	Yes	Yes	No	Yes	Yes
166	Multi-use Path	White River Trace Connector	MCCOG	2	0.10	0.25	Yes	Yes	No	Yes	Yes
Madison County											
253	Bike Lane	8th Street - Bridge	MCCOG	4	0.22	3.09	Yes	Yes	Yes	Yes	Yes
307	Bike Lane	Broadway Street - Bridge	MCCOG	4	0.17	2.58	Yes	Yes	Yes	Yes	Yes
293	Cycle Track	State Road 9 - Bridge	INDOT	14	0.19	12.96	Yes	Yes	Yes	Yes	Yes
313	Multi-use Path	White River Greenway - Rangeline Bridge	MCCOG	18	0.12	13.91	Yes	Yes	No	Yes	Yes

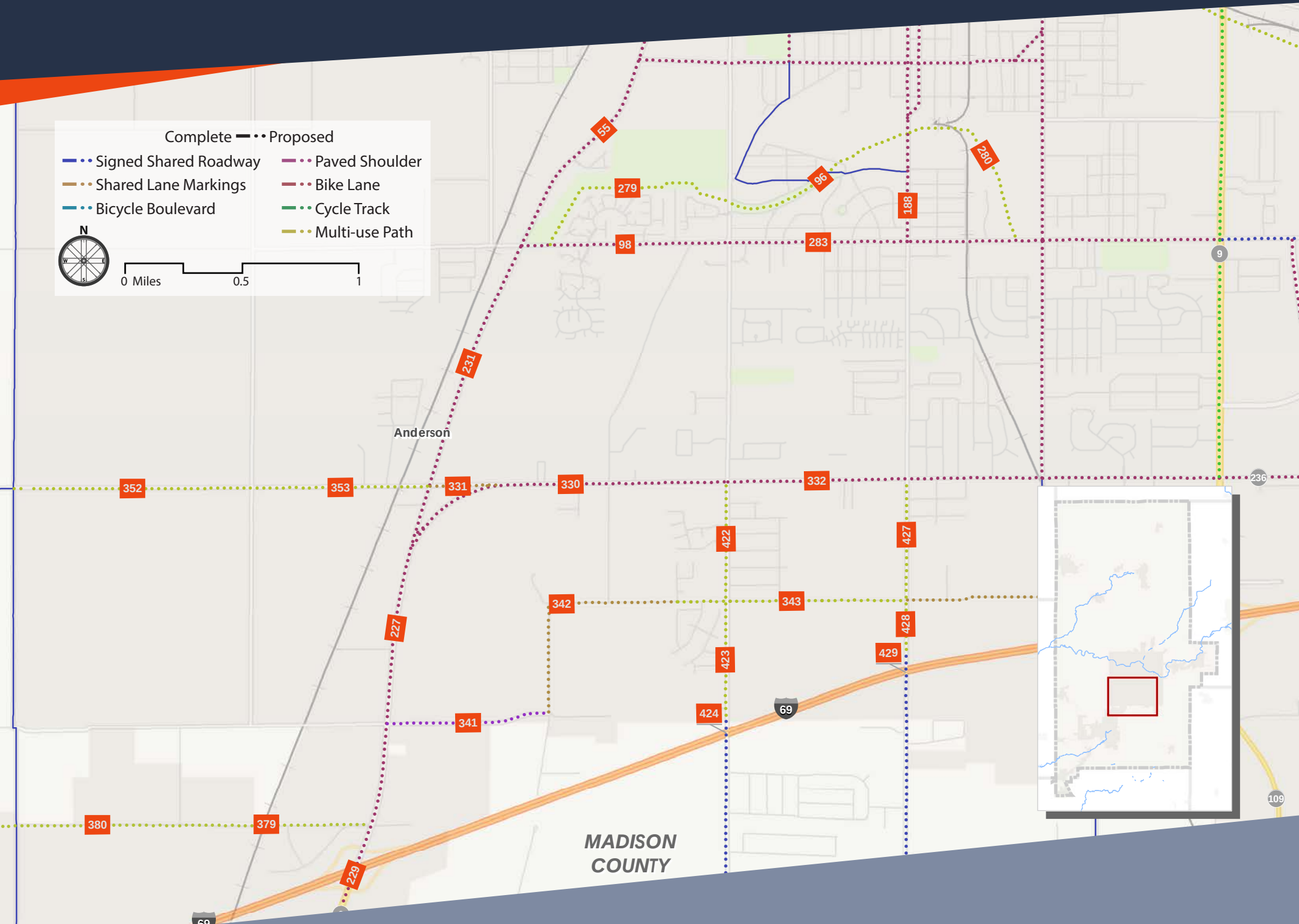
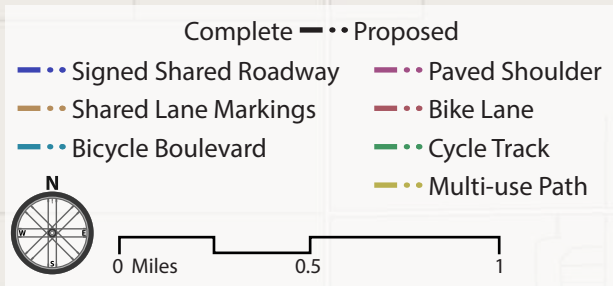
Projects in the City of Anderson - Downtown

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
346	Shared Lane Markings	3rd Street	MCCOG	1	0.28	0.28	Yes	Yes	Yes	Yes	Yes
252	Bike Lane	8th Street	MCCOG	4	0.80	3.09	Yes	Yes	Yes	Yes	Yes
243	Bike Lane	17th Street	MCCOG	1	0.13	0.13	Yes	Yes	Yes	Yes	Yes
112	Bike Lane	19th Street	MCCOG	1	1.03	1.03	Yes	Yes	Yes	Yes	Yes
123	Multi-use Path	Atwood Alley	MCCOG	4	0.16	2.05	Yes	Yes	No	Yes	Yes
200	Cycle Track	Atwood Alley	MCCOG	4	0.55	2.05	Yes	Yes	Yes	Yes	Yes
103	Bike Lane	Brown-Delaware Street	MCCOG	1	0.92	0.92	Yes	Yes	Yes	Yes	Yes
311	Bike Lane	Central Way	MCCOG	2	0.79	1.74	Yes	Yes	Yes	Yes	Yes
100	Multi-use Path	Cincinnati Avenue Sidepath	MCCOG	2	0.70	0.78	Yes	Yes	No	Yes	Yes
199	Multi-use Path	Cincinnati Avenue Sidepath	MCCOG	2	0.08	0.78	Yes	Yes	No	Yes	Yes
122	Bike Lane	Delaware Street	MCCOG	1	0.56	0.56	Yes	Yes	Yes	Yes	Yes
115	Bike Lane	Jackson Street	MCCOG	2	0.89	1.29	Yes	Yes	Yes	Yes	Yes
310	Bike Lane	Jackson Street	MCCOG	2	0.40	1.29	Yes	Yes	Yes	Yes	Yes
185	Bicycle Boulevard	John Street	MCCOG	2	0.67	1.16	Yes	Yes	Yes	Yes	Yes
345	Bicycle Boulevard	John Street	MCCOG	2	0.49	1.16	Yes	Yes	Yes	Yes	Yes
304	Bike Lane	Main Street	MCCOG	5	1.10	3.81	Yes	Yes	Yes	Yes	Yes
319	Bike Lane	Nichol Avenue / 11th Street	MCCOG	6	0.68	2.97	Yes	Yes	Yes	Yes	Yes
161	Bike Lane	Ohio Avenue	MCCOG	4	0.11	1.40	Yes	Yes	Yes	Yes	Yes
107	Bike Lane	Pearl Street	MCCOG	1	0.14	0.14	Yes	Yes	Yes	Yes	Yes
78	Bike Lane	State Road 32	INDOT	4	0.06	1.40	Yes	Yes	Yes	Yes	Yes
105	Bike Lane	State Road 32	INDOT	4	0.42	1.40	Yes	Yes	Yes	Yes	Yes



Projects in the City of Anderson - Southwest

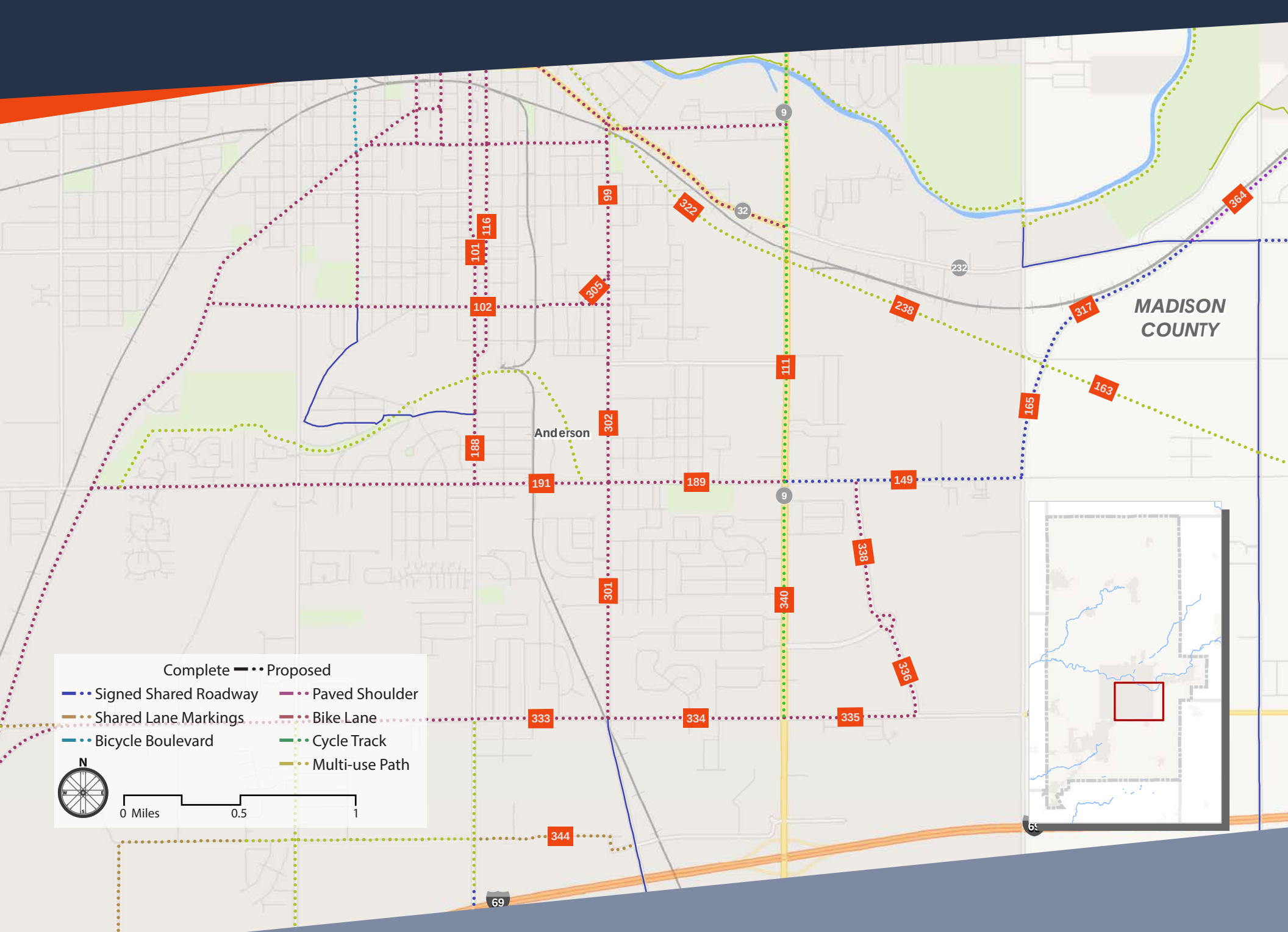
ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
98	Bike Lane	38th Street	MCCOG	4	0.88	2.95	Yes	Yes	Yes	Yes	Yes
283	Bike Lane	38th Street	MCCOG	4	0.75	2.95	Yes	Yes	Yes	Yes	Yes
330	Bike Lane	53rd Street	MCCOG	7	1.51	5.67	Yes	Yes	Yes	Yes	Yes
331	Shared Lane Markings	53rd Street	MCCOG	7	0.32	5.67	Yes	Yes	Yes	Yes	Yes
332	Bike Lane	53rd Street	MCCOG	7	0.76	5.67	Yes	Yes	Yes	Yes	Yes
352	Multi-use Path	53rd Street Sidepath	MCCOG	7	1.01	5.67	Yes	Yes	No	Yes	Yes
353	Multi-use Path	53rd Street Sidepath	MCCOG	7	0.75	5.67	Yes	Yes	No	Yes	Yes
342	Shared Lane Markings	60th Street	MCCOG	4	1.00	3.41	Yes	Yes	Yes	Yes	Yes
343	Multi-use Path	60th Street	MCCOG	4	0.97	3.41	Yes	Yes	Yes	Yes	Yes
341	Paved Shoulder	67th Street	MCCOG	4	0.69	3.41	Yes	Yes	Yes	Yes	Yes
379	Multi-use Path	73rd Street Sidepath	MCCOG	10	0.81	9.13	Yes	Yes	No	Yes	Yes
380	Multi-use Path	73rd Street Sidepath	MCCOG	10	0.69	9.13	Yes	Yes	No	Yes	Yes
229	Bike Lane	Exit 222 Interchange	INDOT	1	0.45	0.45	Yes	Yes	Yes	Yes	Yes
422	Multi-use Path	Madison Avenue	MCCOG	5	0.50	3.05	Yes	Yes	No	Yes	Yes
423	Multi-use Path	Madison Avenue	MCCOG	5	0.51	3.05	Yes	Yes	No	Yes	Yes
424	Signed Shared Roadway	Madison Avenue - Bridge	INDOT	5	0.12	3.05	Yes	Yes	Yes	Yes	No
188	Bike Lane	Main Street	MCCOG	5	0.31	3.81	Yes	Yes	Yes	Yes	Yes
427	Multi-use Path	Main Street	MCCOG	5	0.51	1.98	Yes	Yes	No	Yes	Yes
428	Multi-use Path	Main Street	MCCOG	5	0.23	1.98	Yes	Yes	No	Yes	Yes
429	Signed Shared Roadway	Main Street - Bridge	INDOT	5	0.12	1.98	Yes	Yes	Yes	Yes	No
96	Multi-use Path	Meadowbrook Drainage Ditch	MCCOG	3	0.85	2.57	Yes	Yes	No	Yes	Yes
279	Multi-use Path	Meadowbrook Drainage Ditch	MCCOG	3	0.94	2.57	Yes	Yes	No	Yes	Yes
280	Multi-use Path	Meadowbrook Drainage Ditch	MCCOG	3	0.78	2.57	Yes	Yes	No	Yes	Yes
55	Bike Lane	MLK Boulevard	MCCOG	4	1.23	4.75	Yes	Yes	Yes	Yes	Yes
227	Bike Lane	MLK Boulevard	MCCOG	4	1.46	4.75	Yes	Yes	Yes	Yes	Yes
231	Bike Lane	MLK Boulevard	MCCOG	4	1.09	4.75	Yes	Yes	Yes	Yes	Yes



MADISON
COUNTY

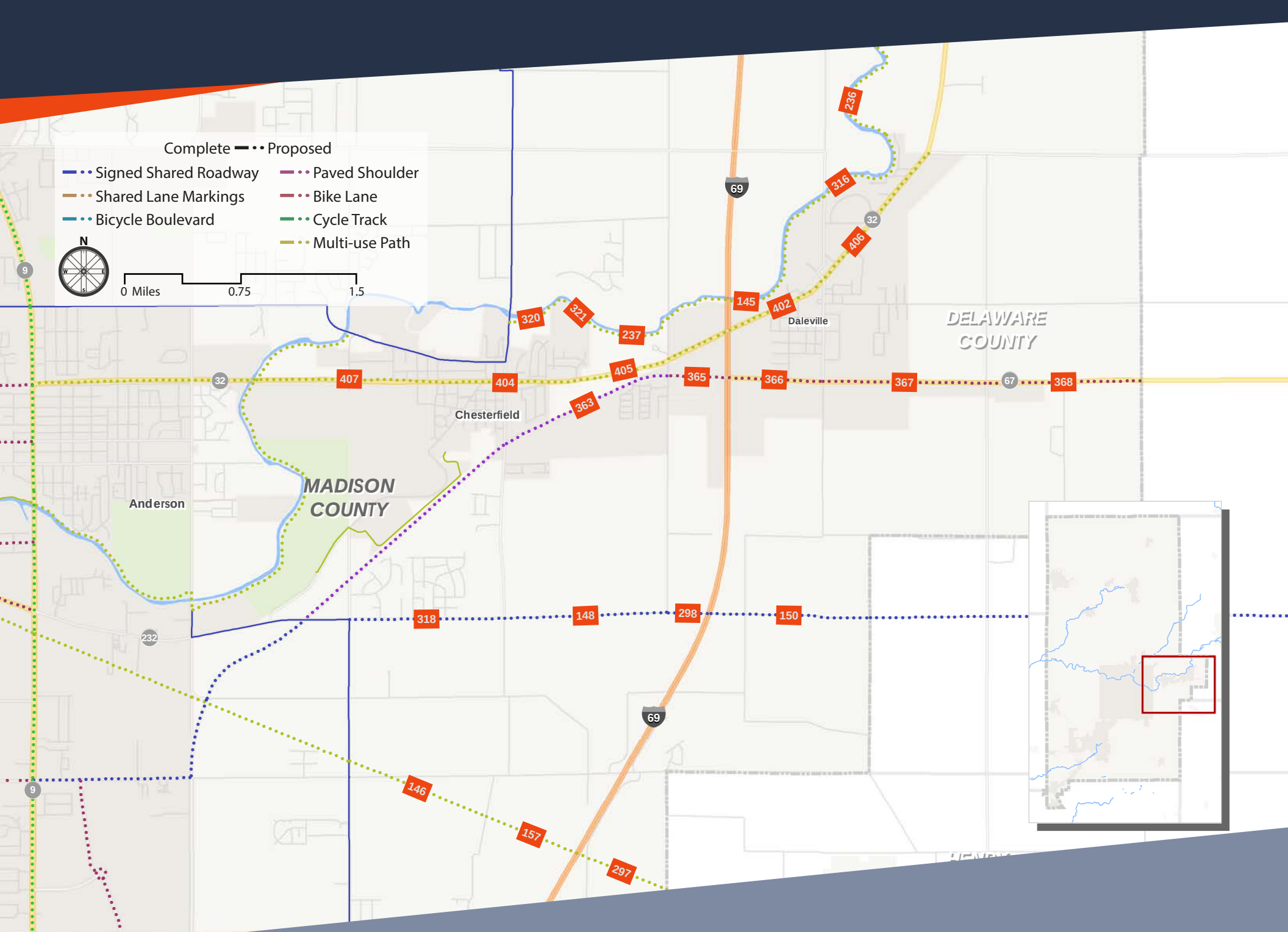
Projects in the City of Anderson - Southeast

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
102	Bike Lane	29th Street	MCCOG	2	1.07	1.71	Yes	Yes	Yes	Yes	Yes
189	Bike Lane	38th Street	MCCOG	4	0.75	2.95	Yes	Yes	Yes	Yes	Yes
191	Bike Lane	38th Street	MCCOG	4	0.57	2.95	Yes	Yes	Yes	Yes	Yes
333	Bike Lane	53rd Street	MCCOG	7	0.57	5.67	Yes	Yes	Yes	Yes	Yes
334	Bike Lane	53rd Street	MCCOG	7	0.75	5.67	Yes	Yes	Yes	Yes	Yes
344	Shared Lane Markings	60th Street	MCCOG	4	0.75	3.41	Yes	Yes	Yes	Yes	Yes
116	Bike Lane	Central Way	MCCOG	2	0.95	1.74	Yes	Yes	Yes	Yes	Yes
99	Bike Lane	Columbus Avenue	MCCOG	3	1.07	2.59	Yes	Yes	Yes	Yes	Yes
301	Bike Lane	Columbus Avenue	MCCOG	3	1.01	2.59	Yes	Yes	Yes	Yes	Yes
302	Bike Lane	Columbus Avenue	MCCOG	3	0.51	2.59	Yes	Yes	Yes	Yes	Yes
101	Bike Lane	Main Street	MCCOG	5	1.15	3.81	Yes	Yes	Yes	Yes	Yes
238	Multi-use Path	New Castle Connection	MCCOG	6	1.09	5.33	Yes	Yes	No	Yes	Yes
322	Multi-use Path	New Castle Connection	MCCOG	6	0.96	5.33	Yes	Yes	No	Yes	Yes
149	Signed Shared Roadway	Prairie Creek Reservoir Connector	MCCOG	1	1.01	1.01	Yes	Yes	Yes	Yes	Yes
111	Cycle Track	State Road 9	INDOT	14	0.94	12.96	Yes	Yes	Yes	Yes	Yes
340	Cycle Track	State Road 9	INDOT	14	1.01	12.96	Yes	Yes	Yes	Yes	Yes
335	Bike Lane	State Road 236	INDOT	1	0.57	0.57	Yes	Yes	Yes	Yes	Yes
336	Bike Lane	Virgil Cook Boulevard	MCCOG	3	0.39	1.19	Yes	Yes	Yes	Yes	Yes
337	Bike Lane	Virgil Cook Boulevard	MCCOG	3	0.19	1.19	Yes	Yes	Yes	Yes	Yes
338	Bike Lane	Virgil Cook Boulevard	MCCOG	3	0.61	1.19	Yes	Yes	Yes	Yes	Yes
305	Bike Lane	Washington Boulevard	MCCOG	1	0.17	0.17	Yes	Yes	Yes	Yes	Yes
Madison County											
163	Multi-use Path	New Castle Connection	MCCOG	6	1.09	5.33	Yes	Yes	No	Yes	No
364	Paved Shoulder	Old SR 67	MCCOG	3	1.70	3.22	Yes	Yes	Yes	Yes	No
317	Signed Shared Roadway	Prairie Creek Reservoir Connector	MCCOG	7	1.05	5.69	Yes	Yes	Yes	Yes	No
165	Signed Shared Roadway	Prairie Creek Reservoir Connector	MCCOG	7	1.05	5.69	Yes	Yes	Yes	Yes	No



Projects in the MPA - East

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
Chesterfield											
363	Paved Shoulder	Old SR 67	MCCOG	3	1.15	3.22	Yes	Yes	Yes	Yes	No
404	Multi-use Path	State Road 32 Sidepath	INDOT	7	1.07	6.26	Yes	Yes	No	Yes	No
407	Multi-use Path	State Road 32 Sidepath	INDOT	7	1.03	6.26	Yes	Yes	No	Yes	No
237	Multi-use Path	White River Greenway	MCCOG	20	0.59	14.16	Yes	Yes	No	Yes	No
321	Multi-use Path	White River Greenway	MCCOG	20	0.33	14.16	Yes	Yes	No	Yes	No
Daleville											
365	Bike Lane	Old SR 67	MCCOG	3	0.37	3.22	Yes	Yes	Yes	Yes	No
402	Multi-use Path	State Road 32 Sidepath	INDOT	7	1.13	6.26	Yes	Yes	No	Yes	No
406	Multi-use Path	State Road 32 Sidepath	INDOT	7	1.04	6.26	Yes	Yes	No	Yes	No
366	Bike Lane	State Road 67	INDOT	3	0.62	2.66	Yes	Yes	Yes	Yes	No
367	Bike Lane	State Road 67	INDOT	3	1.05	2.66	Yes	Yes	Yes	Yes	No
145	Multi-use Path	White River Greenway	MCCOG	20	1.50	14.16	Yes	Yes	No	Yes	No
316	Multi-use Path	White River Greenway	MCCOG	20	0.77	14.16	Yes	Yes	No	Yes	No
Delaware County											
150	Signed Shared Roadway	Prairie Creek Reservoir Connector	INDOT	7	1.03	5.69	Yes	Yes	Yes	Yes	No
298	Signed Shared Roadway	Prairie Creek Reservoir Connector	MCCOG	7	0.26	5.69	Yes	Yes	Yes	Yes	No
368	Bike Lane	State Road 67	INDOT	3	0.99	2.66	Yes	Yes	Yes	Yes	No
236	Multi-use Path	White River Greenway	INDOT	20	1.19	14.16	Yes	Yes	No	Yes	No
Madison County											
146	Multi-use Path	New Castle Connection	MCCOG	6	0.95	5.33	Yes	Yes	No	Yes	No
157	Multi-use Path	New Castle Connection	MCCOG	6	0.63	5.33	Yes	Yes	No	Yes	No
297	Multi-use Path	New Castle Connection	INDOT	6	0.62	5.33	Yes	Yes	No	Yes	No
148	Signed Shared Roadway	Prairie Creek Reservoir Connector	MCCOG	7	1.05	5.69	Yes	Yes	Yes	Yes	No
318	Signed Shared Roadway	Prairie Creek Reservoir Connector	MCCOG	7	1.05	5.69	Yes	Yes	Yes	Yes	No
405	Multi-use Path	State Road 32 Sidepath	INDOT	7	0.55	6.26	Yes	Yes	No	Yes	No
320	Multi-use Path	White River Greenway	MCCOG	20	0.30	14.16	Yes	Yes	No	Yes	No



Projects in the MPA - West

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
Lapel											
388	Multi-use Path	State Road 13 Sidepath	INDOT	15	1.01	10.89	Yes	Yes	No	Yes	No
392	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.69	10.89	Yes	Yes	No	Yes	No
393	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.82	10.89	Yes	Yes	No	Yes	No
394	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.97	10.89	Yes	Yes	No	Yes	No
396	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.75	10.89	Yes	Yes	No	Yes	No
397	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.24	10.89	Yes	Yes	No	Yes	No
421	Multi-use Path	State Road 13 Sidepath	INDOT	15	1.01	10.89	Yes	Yes	No	Yes	No
373	Multi-use Path	State Road 38 Sidepath	INDOT	11	1.03	6.61	Yes	Yes	No	Yes	No
374	Multi-use Path	State Road 38 Sidepath	INDOT	11	0.52	6.61	Yes	Yes	No	Yes	No
49	Multi-use Path	W 300 S	MCCOG	6	1.32	6.03	Yes	Yes	No	Yes	No
141	Multi-use Path	W 300 S	MCCOG	6	0.19	6.03	Yes	Yes	No	Yes	No
Madison County											
395	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.18	10.89	Yes	Yes	No	Yes	No
258	Multi-use Path	W 300 S	MCCOG	6	1.00	6.03	Yes	Yes	No	Yes	No
416	Multi-use Path	W 300 S	MCCOG	6	1.50	6.03	Yes	Yes	No	Yes	No
417	Multi-use Path	W 300 S	MCCOG	6	1.01	6.03	Yes	Yes	No	Yes	No
418	Multi-use Path	W 300 S	MCCOG	6	1.00	6.03	Yes	Yes	No	Yes	No

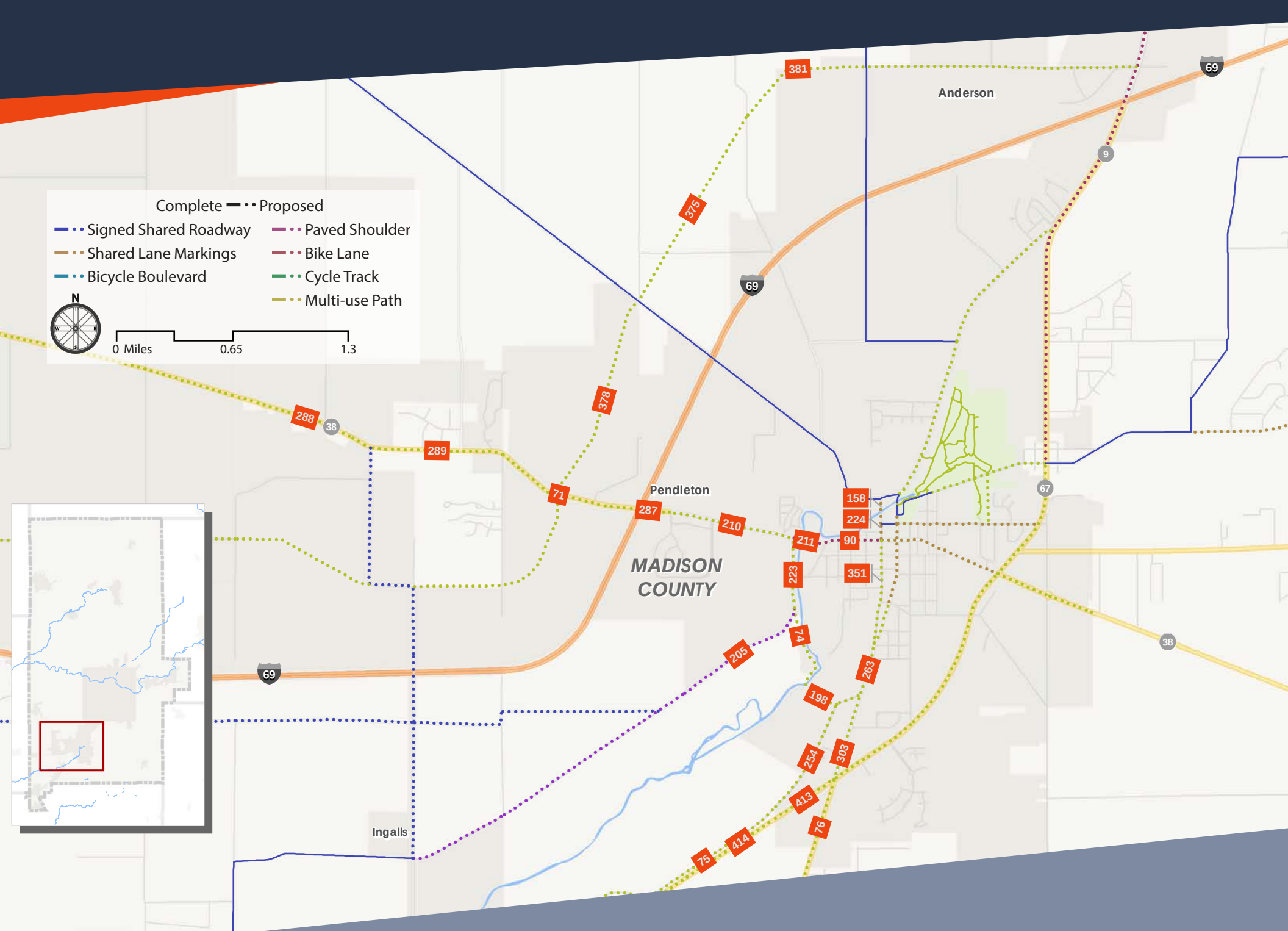
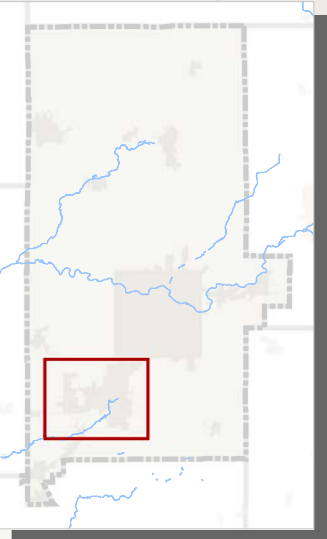
Projects in the Town of Pendleton - West

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
378	Multi-use Path	73rd Street Sidepath	MCCOG	10	1.18	9.13	Yes	Yes	No	Yes	No
74	Multi-use Path	Fall Creek Connector	MCCOG	1	0.45	0.45	Yes	Yes	No	Yes	No
205	Paved Shoulder	Fall Creek Drive	MCCOG	4	0.80	2.96	Yes	Yes	Yes	Yes	No
223	Multi-use Path	Fall Creek Drive Sidepath	MCCOG	4	0.39	2.96	Yes	Yes	No	Yes	No
158	Shared Lane Markings	Main Street	MCCOG	2	0.14	0.23	Yes	Yes	Yes	Yes	No
224	Shared Lane Markings	Main Street	MCCOG	2	0.09	0.23	Yes	Yes	Yes	Yes	No
351	Multi-use Path	Main Street Sidepath	MCCOG	1	0.58	0.58	Yes	Yes	No	Yes	No
76	Multi-use Path	Pendleton Avenue	INDOT	7	0.56	3.85	Yes	Yes	No	Yes	No
263	Multi-use Path	Pendleton Avenue	MCCOG	7	0.73	3.85	Yes	Yes	No	Yes	No
303	Multi-use Path	Pendleton Avenue	MCCOG	7	0.30	3.85	Yes	Yes	No	Yes	No
198	Multi-use Path	Reformatory Road	MCCOG	5	0.24	4.01	Yes	Yes	No	Yes	No
254	Multi-use Path	Reformatory Road	MCCOG	5	0.81	4.01	Yes	Yes	No	Yes	No
287	Multi-use Path	State Road 38 Sidepath	INDOT	11	0.24	6.61	Yes	Yes	No	Yes	No
288	Multi-use Path	State Road 38 Sidepath	INDOT	11	0.82	6.61	Yes	Yes	No	Yes	No
289	Multi-use Path	State Road 38 Sidepath	INDOT	11	0.74	6.61	Yes	Yes	No	Yes	No
90	Bike Lane	State Street	MCCOG	11	0.35	6.61	Yes	Yes	Yes	Yes	No
211	Bike Lane	State Street - Bridge	MCCOG	11	0.14	6.61	Yes	Yes	Yes	Yes	No
71	Multi-use Path	State Street Sidepath	INDOT	11	0.77	6.61	Yes	Yes	No	Yes	No
210	Multi-use Path	State Street Sidepath	MCCOG	11	0.70	6.61	Yes	Yes	No	Yes	No
413	Multi-use Path	US Highway 36 Sidepath	INDOT	11	0.41	8.02	Yes	Yes	No	Yes	No
Anderson											
375	Multi-use Path	73rd Street Sidepath	MCCOG	10	1.18	9.13	Yes	Yes	No	Yes	Yes
381	Multi-use Path	73rd Street Sidepath	MCCOG	10	0.79	9.13	Yes	Yes	No	Yes	Yes
Madison County											
75	Multi-use Path	Reformatory Road	MCCOG	5	0.99	4.01	Yes	Yes	No	Yes	No
414	Multi-use Path	US Highway 36 Sidepath	INDOT	11	0.72	8.02	Yes	Yes	No	Yes	No

Complete — Proposed

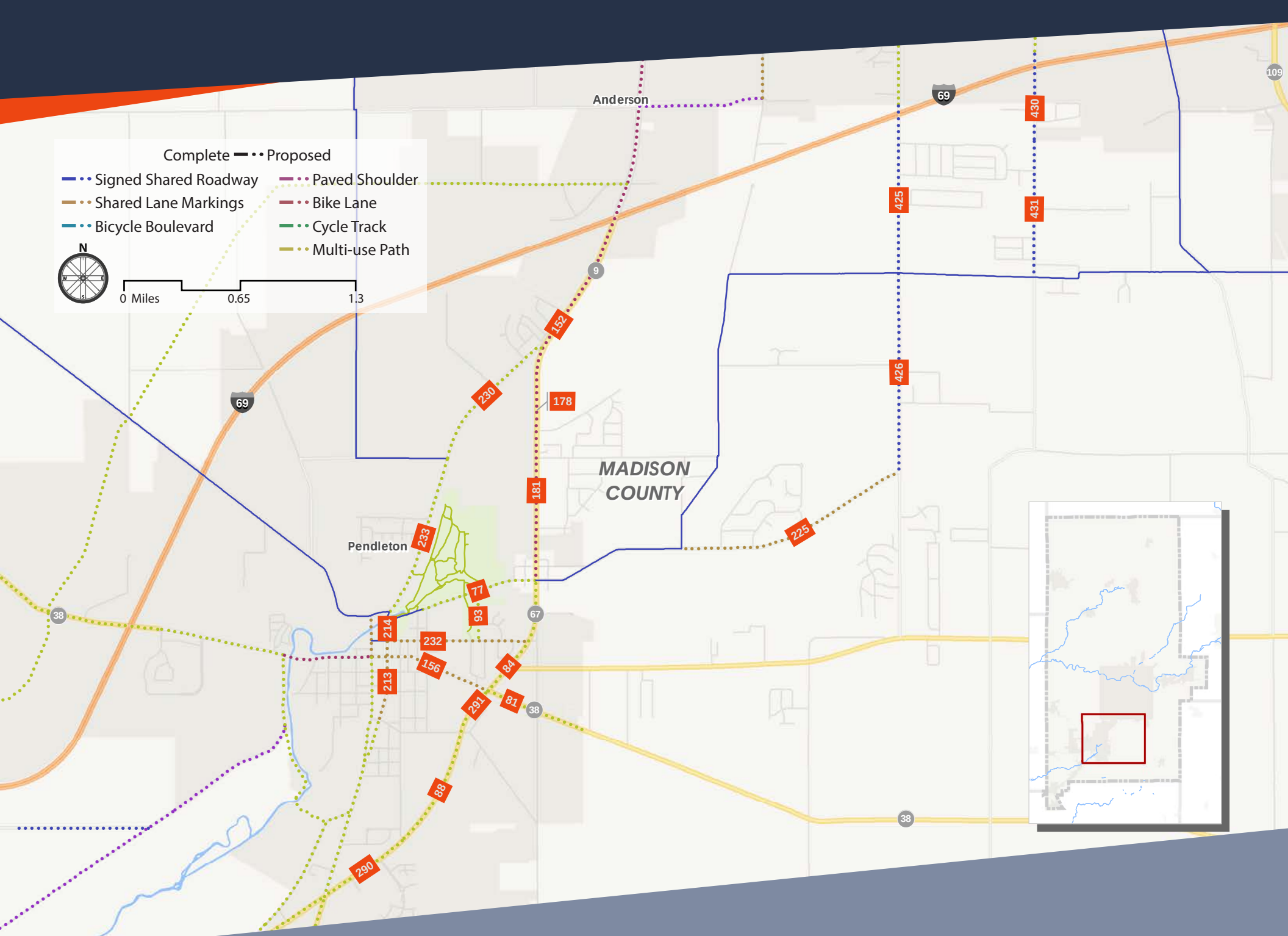
- Signed Shared Roadway
- Shared Lane Markings
- Bicycle Boulevard
- Paved Shoulder
- Bike Lane
- Cycle Track
- Multi-use Path

0 Miles 0.65 1.3



Projects in the Town of Pendleton - East

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
77	Multi-use Path	Falls Park Drive	MCCOG	1	0.66	0.66	Yes	Yes	No	Yes	No
93	Multi-use Path	Falls Park to Brown Pool	MCCOG	1	0.28	0.28	Yes	Yes	No	Yes	No
213	Shared Lane Markings	Pendleton Avenue	MCCOG	7	0.44	3.85	Yes	Yes	Yes	Yes	No
214	Shared Lane Markings	Pendleton Avenue	MCCOG	7	0.05	3.85	Yes	Yes	Yes	Yes	No
230	Multi-use Path	Pendleton Avenue	MCCOG	7	0.85	3.85	Yes	Yes	No	Yes	No
233	Multi-use Path	Pendleton Avenue	MCCOG	7	0.92	3.85	Yes	Yes	No	Yes	No
81	Multi-use Path	State Road 38 Sidepath	INDOT	11	0.61	6.61	Yes	Yes	No	Yes	No
152	Bike Lane	State Road 67	INDOT	10	0.85	6.74	Yes	Yes	Yes	Yes	No
181	Bike Lane	State Road 67	INDOT	10	0.99	6.74	Yes	Yes	Yes	Yes	No
178	Bike Lane	State Road 67 - Bridge	INDOT	10	0.04	6.74	Yes	Yes	Yes	Yes	No
84	Multi-use Path	State Road 67 Sidepath	INDOT	10	0.70	6.74	Yes	Yes	No	Yes	No
156	Shared Lane Markings	State Street	MCCOG	11	0.69	6.61	Yes	Yes	Yes	Yes	No
88	Multi-use Path	US Highway 36 Sidepath	INDOT	11	0.69	8.02	Yes	Yes	No	Yes	No
290	Multi-use Path	US Highway 36 Sidepath	INDOT	11	0.54	8.02	Yes	Yes	No	Yes	No
291	Multi-use Path	US Highway 36 Sidepath	INDOT	11	0.28	8.02	Yes	Yes	No	Yes	No
232	Shared Lane Markings	Water Street	MCCOG	1	0.78	0.78	Yes	Yes	Yes	Yes	No
Madison County											
225	Shared Lane Markings	Huntsville Road	MCCOG	1	1.32	1.32	Yes	Yes	Yes	Yes	No
425	Signed Shared Roadway	S 100 W	MCCOG	5	0.81	3.05	Yes	Yes	Yes	Yes	No
426	Signed Shared Roadway	S 100 W	MCCOG	5	1.10	3.05	Yes	Yes	Yes	Yes	No
430	Signed Shared Roadway	S 50 W	MCCOG	5	0.36	1.98	Yes	Yes	Yes	Yes	No
431	Signed Shared Roadway	S 50 W	MCCOG	5	0.76	1.98	Yes	Yes	Yes	Yes	No



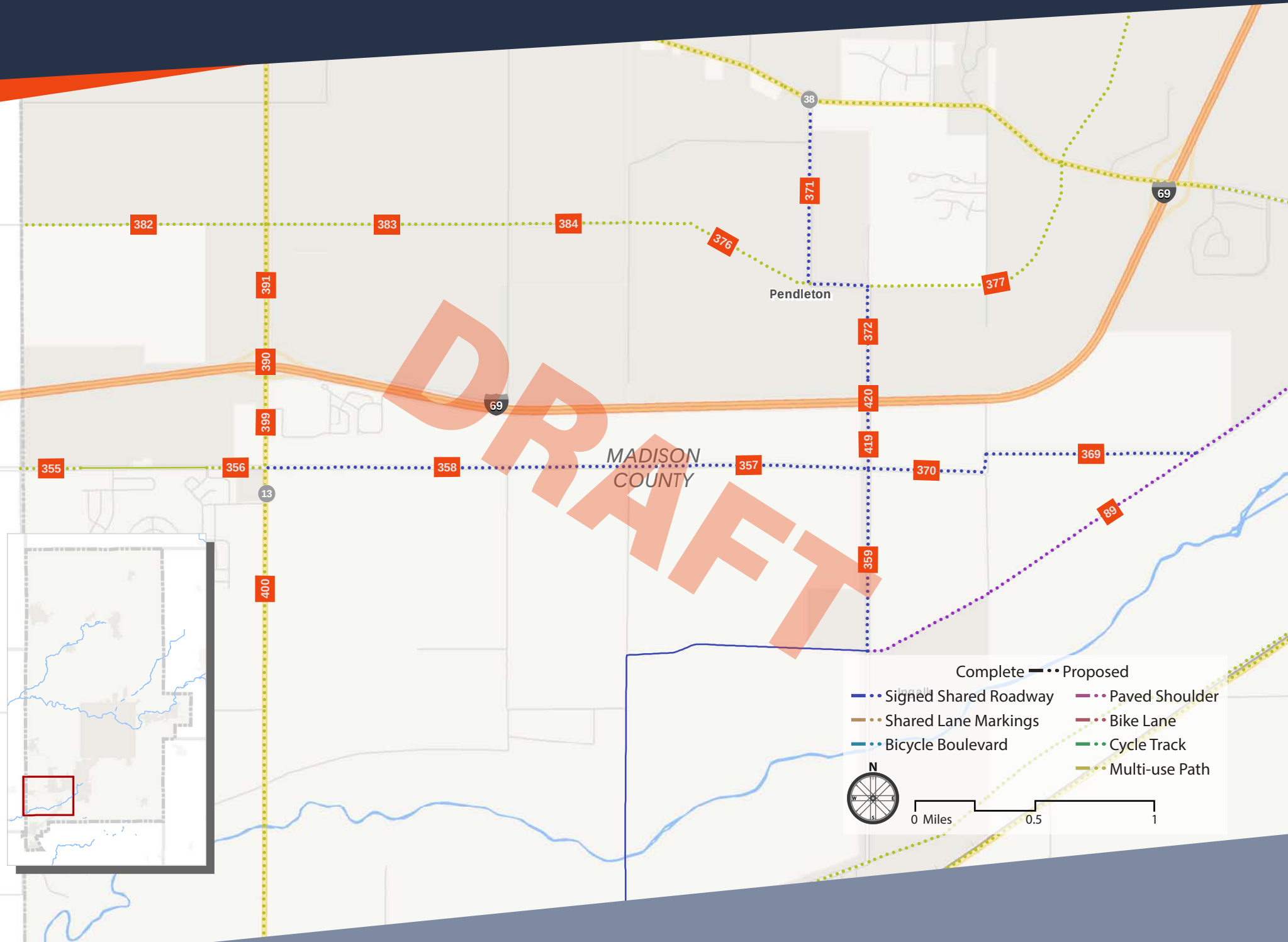
Complete — • • Proposed

- Signed Shared Roadway
- Shared Lane Markings
- Bicycle Boulevard
- Paved Shoulder
- Bike Lane
- Cycle Track
- Multi-use Path

0 Miles 0.65 1.3

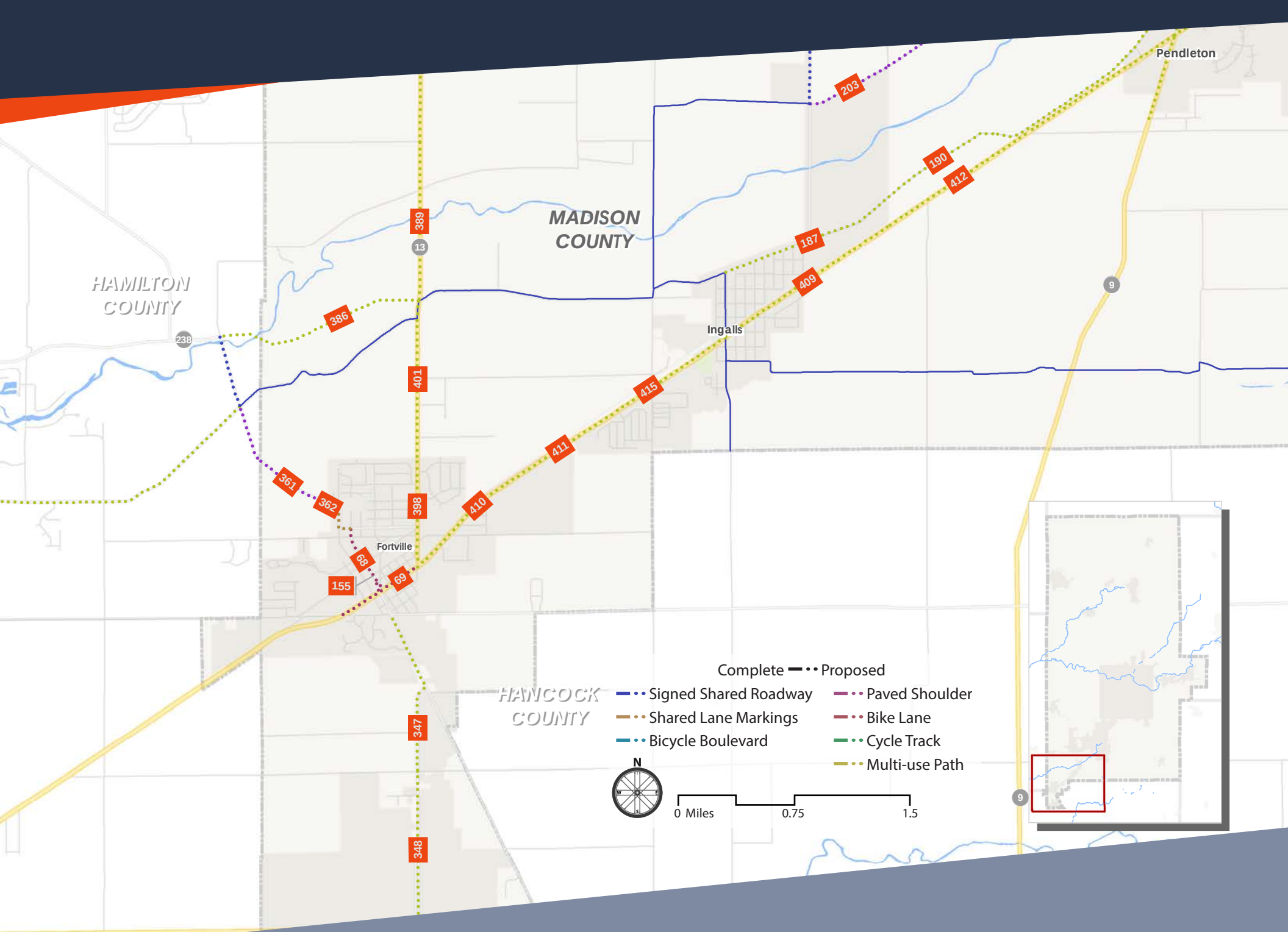
Projects in the MPA - Exit 214 to 219

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
Lapel											
382	Multi-use Path	73rd Street Sidepath	MCCOG	10	1.01	9.13	Yes	Yes	No	Yes	No
Ingalls											
359	Signed Shared Roadway	S 650 W	MCCOG	4	0.75	1.51	Yes	Yes	Yes	Yes	No
419	Signed Shared Roadway	S 650 W	MCCOG	4	0.20	1.51	Yes	Yes	Yes	Yes	No
390	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.13	10.89	Yes	Yes	No	Yes	No
391	Multi-use Path	State Road 13 Sidepath	INDOT	15	1.01	10.89	Yes	Yes	No	Yes	No
399	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.37	10.89	Yes	Yes	No	Yes	No
355	Multi-use Path	W 800 S Sidepath	MCCOG	6	0.25	4.42	Yes	Yes	No	Yes	No
356	Multi-use Path	W 800 S Sidepath	MCCOG	6	0.24	4.42	Yes	Yes	No	Yes	No
Madison County											
89	Paved Shoulder	Fall Creek Drive	Madison County	4	1.21	2.96	Yes	Yes	Yes	Yes	No
420	Signed Shared Roadway	S 650 W	INDOT	4	0.18	1.51	Yes	Yes	Yes	Yes	No
400	Multi-use Path	State Road 13 Sidepath	INDOT	15	1.00	10.89	Yes	Yes	No	Yes	No
357	Signed Shared Roadway	W 800 S	MCCOG	6	0.99	4.42	Yes	Yes	Yes	Yes	No
358	Signed Shared Roadway	W 800 S	MCCOG	6	1.50	4.42	Yes	Yes	Yes	Yes	No
369	Signed Shared Roadway	W 800 S	MCCOG	6	0.87	4.42	Yes	Yes	Yes	Yes	No
370	Signed Shared Roadway	W 800 S	MCCOG	6	0.55	4.42	Yes	Yes	Yes	Yes	No
Pendleton											
376	Multi-use Path	73rd Street Sidepath	MCCOG	10	0.82	9.13	Yes	Yes	No	Yes	No
377	Multi-use Path	73rd Street Sidepath	MCCOG	10	1.14	9.13	Yes	Yes	No	Yes	No
383	Multi-use Path	73rd Street Sidepath	MCCOG	10	1.00	9.13	Yes	Yes	No	Yes	No
384	Multi-use Path	73rd Street Sidepath	MCCOG	10	0.50	9.13	Yes	Yes	No	Yes	No
372	Signed Shared Roadway	S 650 W	MCCOG	4	0.38	1.51	Yes	Yes	Yes	Yes	No
371	Signed Shared Roadway	S 675 W	MCCOG	1	1.00	1.00	Yes	Yes	Yes	Yes	No



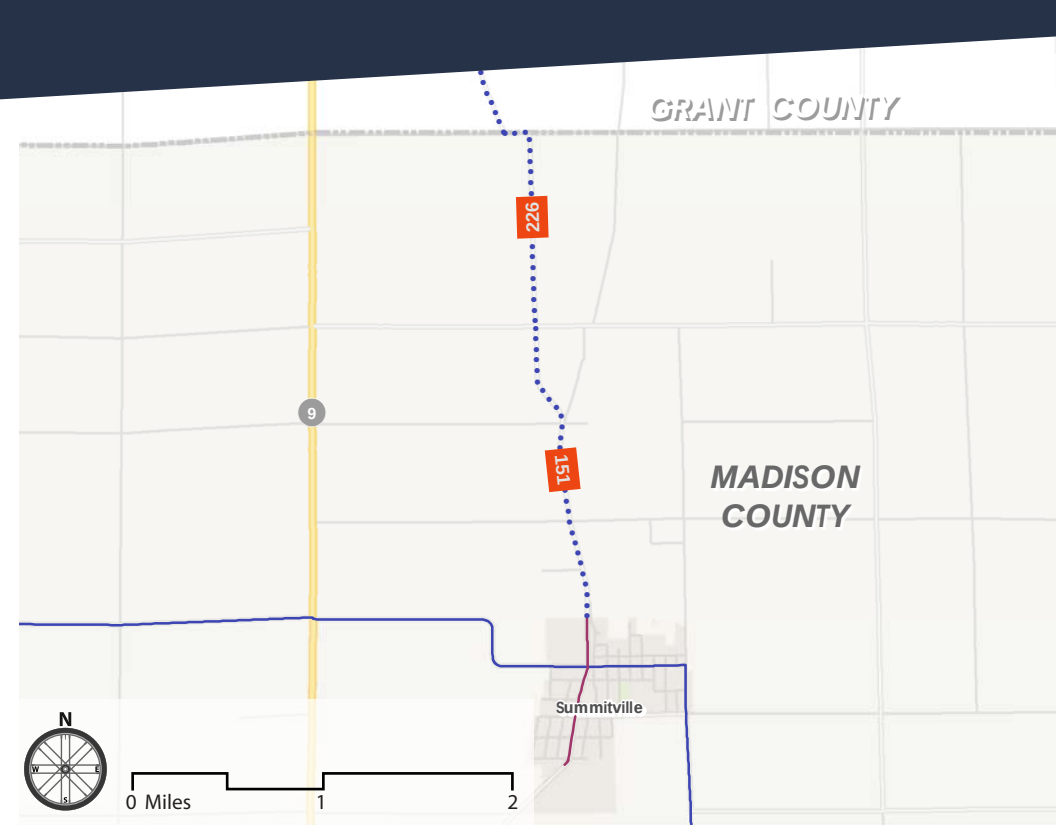
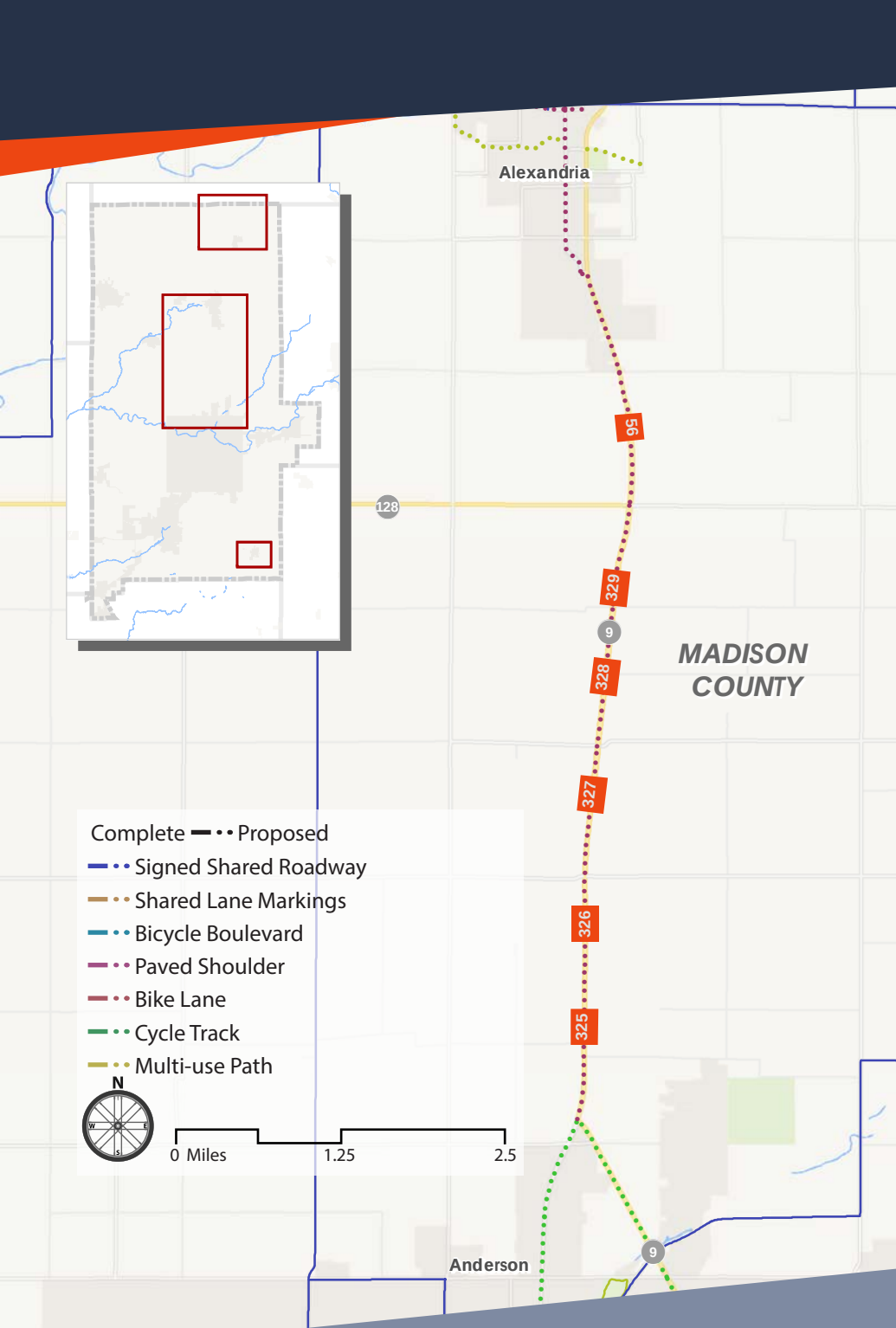
Projects in the MPA - Southwest

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
Ingalls											
203	Paved Shoulder	Fall Creek Drive	MCCOG	4	0.56	2.96	Yes	Yes	Yes	Yes	No
187	Multi-use Path	Reformatory Road	MCCOG	5	1.16	4.01	Yes	Yes	No	Yes	No
409	Multi-use Path	US Highway 36 Sidepath	INDOT	11	1.27	8.02	Yes	Yes	No	Yes	No
415	Multi-use Path	US Highway 36 Sidepath	INDOT	11	1.19	8.02	Yes	Yes	No	Yes	No
Fortville											
68	Bike Lane	Main Street	MCCOG	2	0.45	0.52	Yes	Yes	Yes	Yes	No
155	Bike Lane	Main Street	MCCOG	2	0.07	0.52	Yes	Yes	Yes	Yes	No
347	Multi-use Path	Mount Vernon Trail	MCCOG	2	1.07	2.08	Yes	Yes	No	Yes	No
348	Multi-use Path	Mount Vernon Trail	MCCOG	2	1.01	2.08	Yes	Yes	No	Yes	No
362	Shared Lane Markings	Southeastern Parkway	MCCOG	3	0.34	1.16	Yes	Yes	Yes	Yes	No
398	Multi-use Path	State Road 13 Sidepath	INDOT	15	0.69	10.89	Yes	Yes	No	Yes	No
69	Bike Lane	US Highway 36	INDOT	11	0.58	8.02	Yes	Yes	Yes	Yes	No
410	Multi-use Path	US Highway 36 Sidepath	INDOT	11	1.11	8.02	Yes	Yes	No	Yes	No
Madison County											
190	Multi-use Path	Reformatory Road	MCCOG	5	0.81	4.01	Yes	Yes	No	Yes	No
386	Multi-use Path	Southeastern Parkway Sidepath	MCCOG	1	1.08	1.08	Yes	Yes	No	Yes	No
389	Multi-use Path	State Road 13 Sidepath	INDOT	15	1.02	10.89	Yes	Yes	No	Yes	No
401	Multi-use Path	State Road 13 Sidepath	INDOT	15	1.00	10.89	Yes	Yes	No	Yes	No
411	Multi-use Path	US Highway 36 Sidepath	INDOT	11	0.18	8.02	Yes	Yes	No	Yes	No
412	Multi-use Path	US Highway 36 Sidepath	INDOT	11	1.07	8.02	Yes	Yes	No	Yes	No
Hancock County											
361	Paved Shoulder	Southeastern Parkway	MCCOG	3	0.45	1.16	Yes	Yes	Yes	Yes	No



Projects in the MPA - Miscellaneous

ID	Facility Type	Name	Funding Agency	Phases	Length (mi)		Possible Funding Sources				
					Segment	Total	STP	CMAQ	HSIP	TA	FTA
Madison County											
151	Signed Shared Roadway	Cardinal Greenway Connector	INDOT	2	1.57	2.71	Yes	Yes	Yes	Yes	No
226	Signed Shared Roadway	Cardinal Greenway Connector	INDOT	2	1.14	2.71	Yes	Yes	Yes	Yes	No
56	Bike Lane	State Road 9	INDOT	14	1.01	12.96	Yes	Yes	Yes	Yes	No
325	Bike Lane	State Road 9	INDOT	14	1.13	12.96	Yes	Yes	Yes	Yes	No
326	Bike Lane	State Road 9	INDOT	14	0.72	12.96	Yes	Yes	Yes	Yes	No
327	Bike Lane	State Road 9	INDOT	14	0.98	12.96	Yes	Yes	Yes	Yes	No
328	Bike Lane	State Road 9	INDOT	14	1.06	12.96	Yes	Yes	Yes	Yes	No
329	Bike Lane	State Road 9	INDOT	14	0.77	12.96	Yes	Yes	Yes	Yes	No
Markleville											
67	Bike Lane	North State Street	INDOT	1	0.24	0.24	Yes	Yes	Yes	Yes	No



Key Intersection Projects

ID	Intersection (NS/EW)	Intersection Type	Funding Agency	Facility North	Facility East	Facility South	Facility West	Funding Eligibility				
								STP	CMAQ	HSIP	TA	FTA
Alexandria												
1	Harrison/Washington	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	No
2	Harrison/Monroe	Unsignalized	MCCOG	Bike Lane	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	No
3	Indiana/Washington	Unsignalized	MCCOG	--	Bike Lane	Multi-use Path	Signed Shared Roadway	Yes	Yes	Yes	Yes	No
5	SR 9/Harrison	Unsignalized	INDOT	--	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	No
Elwood												
4	22nd/SR 28	Unsignalized	INDOT	--	Bike Lane	Signed Shared Roadway	Bike Lane	Yes	Yes	Yes	Yes	No
6	19th/SR 28	Signalized	INDOT	Signed Shared Roadway	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	No
Anderson												
7	Raible/SR 32	Signalized	INDOT	Bike Lane	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	Yes
8	Raible/8th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Signed Shared Roadway	Yes	Yes	Yes	Yes	Yes
9	Atwood Alley/8th	Unsignalized Midblock	MCCOG	Multi-use Path	Bike Lane	Multi-use Path	Bike Lane	Yes	Yes	Yes	Yes	Yes
10	John/Nichol	Signalized	MCCOG	Signed Shared Roadway	Bike Lane	Signed Shared Roadway	Bike Lane	Yes	Yes	Yes	Yes	Yes
11	John/Atwood Alley	Unsignalized Midblock	MCCOG	--	Cycle Track	Signed Shared Roadway	Cycle Track	Yes	Yes	Yes	Yes	Yes
12	Brown-Delaware/Atwood Alley	Unsignalized Midblock	MCCOG	Bike Lane	Cycle Track	Bike Lane	Cycle Track	Yes	Yes	Yes	Yes	Yes

Key Intersection Projects (continued)

ID	Intersection (NS/EW)	Intersection Type	Funding Agency	Facility North	Facility East	Facility South	Facility West	Funding Eligibility				
								STP	CMAQ	HSIP	TA	FTA
13	Jackson/Atwood Alley	Unsignalized Midblock	MCCOG	Bike Lane	Cycle Track	Bike Lane	Cycle Track	Yes	Yes	Yes	Yes	Yes
14	Main/Atwood Alley	Unsignalized Midblock	MCCOG	Bike Lane	Cycle Track	Bike Lane	Cycle Track	Yes	Yes	Yes	Yes	Yes
15	Central/Atwood Alley	Unsignalized Midblock	MCCOG	Bike Lane	Cycle Track	Bike Lane	Cycle Track	Yes	Yes	Yes	Yes	Yes
16	Meridian/Atwood Alley	Unsignalized Midblock	MCCOG	--	Cycle Track	--	Cycle Track	Yes	Yes	Yes	Yes	Yes
17	Jackson/8th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
18	Main/8th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
19	Central/8th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
20	Brown-Delaware/8th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
21	Brown-Delaware/11th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
22	Jackson/11th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
23	Main/11th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
24	Central/11th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
25	Brown-Delaware/Delaware	Unsignalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	--	Yes	Yes	Yes	Yes	Yes
26	Jackson/Brown-Delaware	Unsignalized	MCCOG	Bike Lane	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
35	MLK/38th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	--	Yes	Yes	Yes	Yes	Yes
36	MLK/29th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	--	Yes	Yes	Yes	Yes	Yes
37	Main/38th	Signalized	MCCOG	Bike Lane	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	Yes

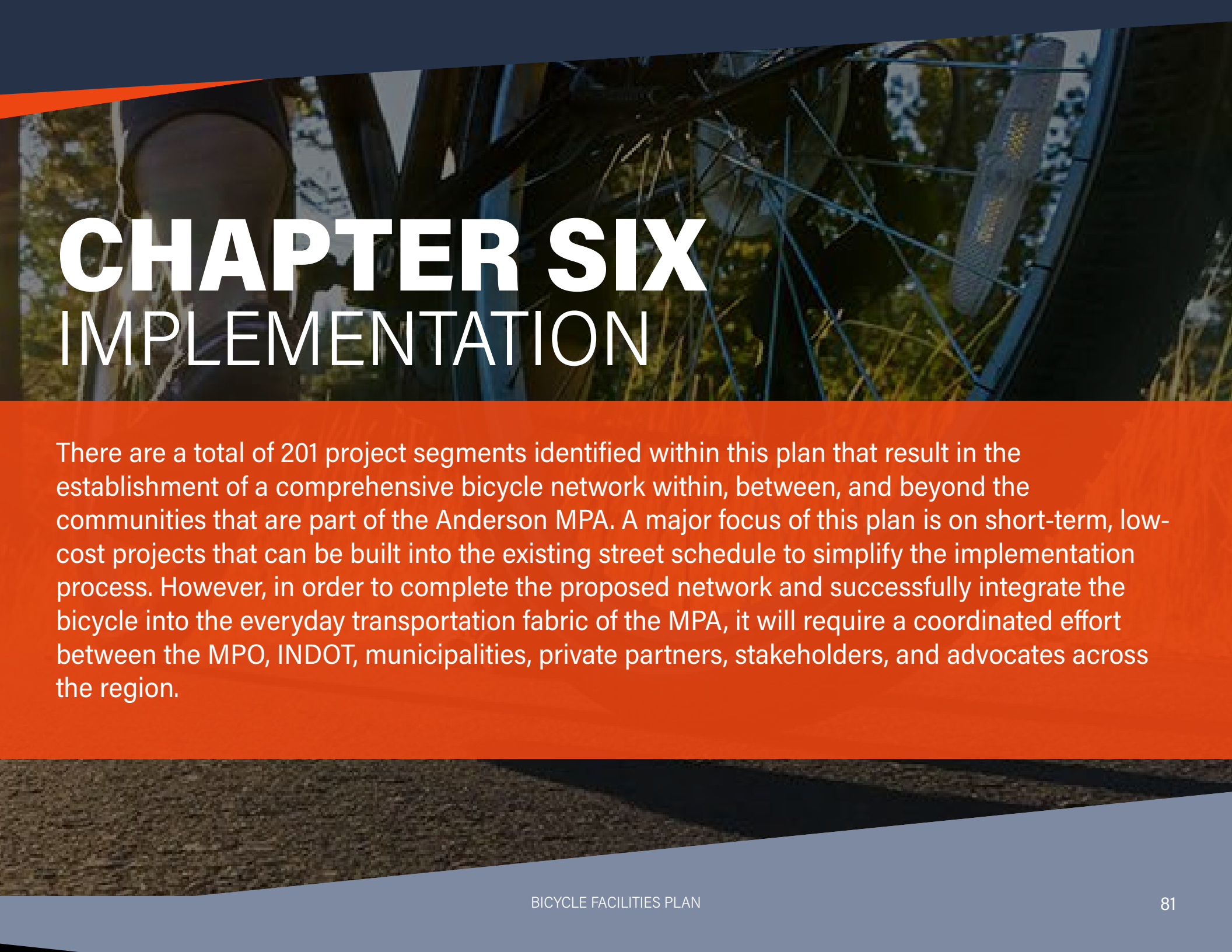
Key Intersection Projects (continued)

ID	Intersection (NS/EW)	Intersection Type	Funding Agency	Facility North	Facility East	Facility South	Facility West	Funding Eligibility				
								STP	CMAQ	HSIP	TA	FTA
38	Columbus/Washington	Unsignalized	MCCOG	Bike Lane	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
39	Columbus/38th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
40	Main/29th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
41	Central/29th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
42	Fairview/29th	Unsignalized	MCCOG	Bike Lane	Bike Lane	Signed Shared Roadway	Bike Lane	Yes	Yes	Yes	Yes	Yes
43	Fairview/MLK	Unsignalized	MCCOG	Signed Shared Roadway	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
44	MLK/19th	Unsignalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	--	Yes	Yes	Yes	Yes	Yes
45	SR 9/SR 32	Signalized	INDOT	Bike Lane	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
46	SR 9/18th	Signalized	INDOT	Bike Lane	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
47	Brown/19th	Signalized	MCCOG	Bike Lane	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	Yes
48	Jackson/19th	Signalized	MCCOG	Bike Lane	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	Yes
49	Main/19th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
50	Central/19th	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
51	Columbus/SR 32	Signalized	INDOT	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
52	SR 9/8th	Signalized	INDOT	Bike Lane	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
53	SR 9/University	Signalized	INDOT	--	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
54	SR 9/Broadway	Signalized	INDOT	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
55	SR 9/38th	Signalized	INDOT	Bike Lane	Signed Shared Roadway	--	Bike Lane	Yes	Yes	Yes	Yes	Yes
56	Madison/Atwood Alley	Unsignalized Midblock	MCCOG	--	Cycle Track	--	Cycle Track	Yes	Yes	Yes	Yes	Yes

Key Intersection Projects (continued)

ID	Intersection (NS/EW)	Intersection Type	Funding Agency	Facility North	Facility East	Facility South	Facility West	Funding Eligibility				
								STP	CMAQ	HSIP	TA	FTA
57	Brown/MLK	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
58	Jackson/17th	Unsignalized	MCCOG	Bike Lane	--	Bike Lane	Bike Lane	Yes	Yes	Yes	Yes	Yes
59	SR 9/53rd	Signalized	INDOT	Cycle Track	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	Yes
60	MLK/53rd	Signalized	MCCOG	Bike Lane	Bike Lane	Bike Lane	--	Yes	Yes	Yes	Yes	Yes
Markleville												
30	State/Main	Unsignalized	INDOT	Bike Lane	--	Signed Shared Roadway	--	Yes	Yes	Yes	Yes	No
Pendleton												
31	SR 67/Water	Unsignalized	INDOT	Multi-use Path	--	Multi-use Path	Shared Lane Markings	Yes	Yes	Yes	Yes	No
32	SR 67/Huntsville	Signalized	INDOT	Bike Lane	Signed Shared Roadway	Multi-use Path	Multi-use Path	Yes	Yes	Yes	Yes	No
33	SR 67/SR 38	Signalized	INDOT	Multi-use Path	Multi-use Path	Multi-use Path	Shared Lane Markings	Yes	Yes	Yes	Yes	No
34	Fall Creek Drive/State	Unsignalized	MCCOG	--	Bike Lane	Signed Shared Roadway	Multi-use Path	Yes	Yes	Yes	Yes	No
Ingalls												
29	SR 13/W 800 S	Unsignalized	INDOT	--	Signed Shared Roadway	--	Multi-use Path	Yes	Yes	Yes	Yes	No
Fortville												
27	Main/US 36	Signalized	INDOT	Bike Lane	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	No
28	Maple/US 36	Signalized	INDOT	Bike Lane	Bike Lane	--	Bike Lane	Yes	Yes	Yes	Yes	No





CHAPTER SIX

IMPLEMENTATION

There are a total of 201 project segments identified within this plan that result in the establishment of a comprehensive bicycle network within, between, and beyond the communities that are part of the Anderson MPA. A major focus of this plan is on short-term, low-cost projects that can be built into the existing street schedule to simplify the implementation process. However, in order to complete the proposed network and successfully integrate the bicycle into the everyday transportation fabric of the MPA, it will require a coordinated effort between the MPO, INDOT, municipalities, private partners, stakeholders, and advocates across the region.

KEY STEPS

Although infrastructure projects are the most tangible accomplishments, it is just as important to begin the process by addressing the education, encouragement, and enforcement goals. Without a commitment to train bicyclists and drivers to interact in a safe manner, promote bicycle-friendly policy changes, or support bicycle-centric events, the infrastructure components can go unused or incorrectly used and discourage future projects.

The first step to gain support is to ensure the plan is adopted at multiple levels. The MPO advisory boards should adopt the plan as part of the Long Range Transportation Plan efforts to guide regional bicycle improvements in the future. Beyond the MPO, it is vital that each of the communities that will play a role in developing bicycle facilities adopt the Plan as well. Plan adoption at the local level ensures that community desires are addressed and included during the design engineering phase of all projects. It establishes local commitment and guides future plans for community development.

The second step, for the MPO, is to continue coordinating efforts with each representative community, including regional partners. Multiple identified projects require coordination with communities in the surrounding region and it is important to maintain a working relationship to promote regional connections. The MPO should

support cross-jurisdictional events and work to coordinate bicycle policy to provide safe-cycling conditions regardless of crossing a political boundary. As mentioned earlier, representatives in Westfield and Noblesville expressed an interest in continuing the Midland Trace through Lapel to Anderson. Additionally, the White River Greenway provides an opportunity to connect the Monon Trail and Cardinal Greenway. As two of the most extensive trails in Central Indiana, there is vast potential for significant regional bicycling impacts if a connection can be established. It is up to the MPO to coordinate these efforts.



Figure 06. Mountain Bike Trail Day - 2015

The second step, for communities, is to identify local organizations and residents that can assist in the development and execution of programs that promote bicycling. In Anderson, this should be the creation of a Bicycle and Pedestrian Advisory Committee (BPAC) to guide the City Council in bicycle and pedestrian transportation efforts, while smaller communities may not require an official



Figure 07. Bike to School Day - 2015

group. These groups should include representation from a cross-section of the community including, but not limited to, bicycle and pedestrian advocacy groups, bicycling and walking clubs, law enforcement, local officials, recreation and street departments, fitness groups, business owners, and schools. Work should include the development of bike to school days, bicycle rodeos, and providing bicycle parking at various community events to encourage growth of bicycle use.

FUNDING STRATEGY

As the operating MPO for Anderson, MCCOG oversees the expenditure of multiple federal funding programs through FHWA and FTA. Although there are restrictions that determine the project eligibility within each program, the following programs are available for bicycle facilities as part of the current congressional transportation bill. It is important to note that these programs are included as part of the Moving Ahead for Progress in the 21st Century or MAP-21 transportation bill and are subject to change with subsequent transportation bills. Each program requires a different set of criteria to be met as explained and each proposed project link within this document identifies which programs should be available for funding.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas) (per FHWA, <https://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm>).

Surface Transportation Program (STP)

STP provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals (per FHWA, <https://www.fhwa.dot.gov/map21/factsheets/stp.cfm>).

Highway Safety Improvement Program (HSIP)

MAP-21 continues HSIP to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance (per FHWA, <https://www.fhwa.dot.gov/map21/factsheets/hsip.cfm>).

Transportation Alternatives Program (TAP)

MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded program. The TAP replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source

(per FHWA, <https://www.fhwa.dot.gov/map21/factsheets/tap.cfm>).

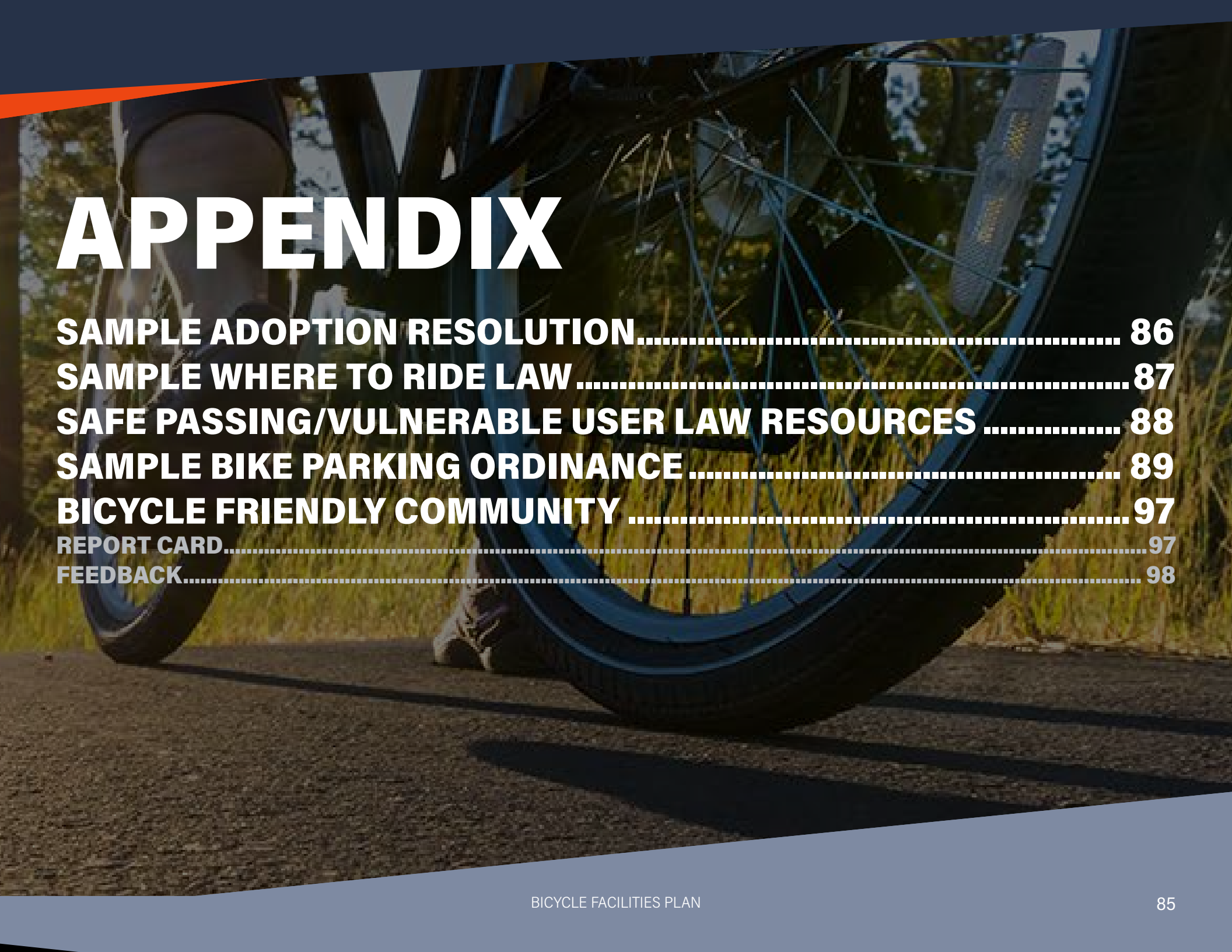
Flexible Funding for Highway & Transit (FTA)

Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. The idea of flexible funds is that a local area can choose to use certain Federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility.

Flexible funds include FHWA STP, FHWA CMAQ, and FTA Urban Formula Funds. When FHWA funds are transferred to FTA they are transferred to either Urbanized Area Formula Program (5307), Nonurbanized Area Formula Program (5311), or Elderly and Persons with Disabilities Program (5310). Once they are transferred to FTA for a transit project, the funds are administered as FTA funds and take on all the requirements of the FTA program. Transferred funds may use the same non-Federal matching share that the funds would have if they were used for highway purposes and administered by FHWA (per FTA, <http://www.fta.dot.gov/grants/12867.html>).

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SAMPLE ADOPTION RESOLUTION

RESOLUTION NO. _____

**RESOLUTION APPROVING AND ADOPTING
THE ANDERSON METROPOLITAN PLANNING AREA
BICYCLE FACILITIES PLAN**

WHEREAS, the (City/Town) wants to ensure that bicycling within (City/Town) limits is a safe and viable transportation option for residents of the (city/town) and region; and

WHEREAS, the (City/Town) supports bicycling as a form of healthy, active transportation; and

WHEREAS, the (City/Town) Council of (City/Town) recognizes the importance of planning for the provision of bicycle facilities; and

WHEREAS, the (City/Town) supports the development of a cohesive, regional network of bicycle infrastructure within the Anderson Metropolitan Planning Area; and

WHEREAS, the Bike Plan provides goals and policies related to the development of bicycle programs and identifies projects and project areas; and

WHEREAS, the (City/Town) aims to identify projects for future inclusion in Federal Funding opportunities through the Madison County Council of Governments (MCCOG); and

WHEREAS, MCCOG has established a methodology for identifying projects to be considered for future bicycle facility development; and

WHEREAS, MCCOG sought and incorporated public input throughout the development of the Bicycle Facilities Plan.

THEREFORE, BE IT RESOLVED THAT the (City/Town) Council of the (City/Town) of _____, Indiana does hereby resolve to support the Anderson Metropolitan Planning Area Bicycle Facilities Plan and underlines its interest in partnering with MCCOG to participate in Federally Funded bicycle facility projects.

This resolution takes effect upon passage.

PASSED AND ADOPTED by the (City/Town) of the (City/Town) of _____, Indiana, this ____ day of _____, 201__.

(CITY/TOWN) COUNCIL, (CITY/TOWN)
PRESIDENT

(CITY/TOWN) CLERK, (CITY/TOWN)
ATTEST

SAMPLE WHERE TO RIDE LAW



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Model Where to Ride Law

1. A person operating a bicycle upon a roadway at less than the normal speed of traffic shall ride in the right hand lane of the roadway subject to the following provisions:
 - a. If the right hand lane is wide enough to be safely shared with overtaking vehicles, a person operating a bicycle shall ride far enough to the right as judged safe by the bicyclist to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.
 - b. A person operating a bicycle may use a lane other than the right hand lane when:
 - I. Overtaking or passing another vehicle proceeding in the same direction;
 - II. Preparing for a left turn at an intersection or into a private road or driveway;
 - III. Reasonably necessary to avoid conditions, including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or lanes that are too narrow for a bicycle and a motor vehicle to travel safely side by side within such lanes;
 - IV. Approaching an intersection where right turns are permitted and there is a dedicated right turn lane, in which case a bicyclist may ride on the left-hand side of such dedicated lane, even if the bicyclist does not intend to turn right;
 - V. Riding on a roadway designated for one-way traffic, when the bicyclist may ride as near to the left-hand curb or edge of such roadway as judged safe by the bicyclist; or
 - VI. Riding on parts of roadways set aside for the exclusive use of bicycles, including, but not limited to, contra-flow bicycle lanes, left-handed cycle tracks or bicycle lanes on one-way streets and two-way cycle tracks or bicycle lanes.
2. A person operating a bicycle shall not be expected or required to:
 - a. Ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes; or
 - b. Ride without a reasonable safety margin on the right-hand side of the roadway.
3. A person operating a bicycle in compliance with this section and not violating any other section of law is not impeding traffic.

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SAFE PASSING/VULNERABLE USER LAW RESOURCES

Safe Passing Laws

- US Survey Comparing all State Laws - <http://www.ncsl.org/research/transportation/safely-passing-bicyclists.aspx>
- State Safe Passing Laws- http://bikeleague.org/sites/default/files/safe_passing_laws.pdf
- Illinois - <http://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-703>
- Wisconsin - <https://docs.legis.wisconsin.gov/statutes/statutes/346/II/075>
- Tennessee - <http://tntrafficsafety.org/law/tca-55-8-175-riding-roadways-and-bike-paths-penalty>
- Pennsylvania (most strict in US) - <http://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=75&div=0&chpt=33&sctn=3&subsctn=0>
- National Legislative Trends for Bicycle & Pedestrian Safety (2014) - <http://www.ncsl.org/research/transportation/traffic-safety-trends-state-legislative-action-2014.aspx>
- Report on Bicycle and Pedestrian Safety (2012) - <http://www.ncsl.org/documents/transportation/BicyclePedestrianSafety.pdf>

Vulnerable Road User Law

- Bike Law University (State Bike Laws) - <http://bikeleague.org/content/bike-law-university> & <http://bikeleague.org/StateBikeLaws>
- Bike Law University (Vulnerable Road User Laws) - <http://bikeleague.org/content/bike-law-university-vulnerable-road-user-laws>
- Access to Justice for Bicyclists Act of 2012 (DC) - <http://www.openlims.org/public/L19-264.pdf>
- FHWA White Paper - http://www.towardzerodeaths.org/wp-content/uploads/Draft_TZD_White_Paper_5_Vulnerable_Users.pdf

Safe Passing Ordinance/Vulnerable Road User Ordinance

- Houston, TX - <http://www.houstontx.gov/ordinancefeedback/vru-orddraft.pdf>
- San Antonio, TX - <http://www.sanantonio.gov/Portals/0/Files/SABikes/Safety/Ordinance-2010-02-04-0097.pdf>
- San Marcos, TX - <http://www.ci.san-marcos.tx.us/modules/showdocument.aspx?documentid=10416>
- Edinburgh, TX - <https://www.cityofedinburg.com/pdfs/ordinance/ORD%202011-3485%20SAFE%20PASSING%20ORDINANCE%2002152011.pdf>
- Elkhart, IN - http://www.elkhartindiana.org/egov/documents/1405021688_19783.pdf
- Toledo, OH - <http://www.wearetraffic.org/Toledo-City-Laws>
- Columbus, OH - <http://www.columbusunderground.com/forums/topic/safe-streets-ordinance>
- Baltimore, MD - <http://www.bikemore.net/biking-in-baltimore/maryland-and-baltimore-bicycle-law/>
- El Paso, TX - http://legacy.elpasotexas.gov/muni_clerk/_documents/Ordinance%20017466.pdf
- Laguna Vista, TX - <http://www.lvtexas.com/pdfs/Ord2014-13-VulnerableUsers.pdf>
- Fort Collins, CO - <http://www.fcgov.com/bicycling/rules.php>
- Boston, MA - <http://www.cityofboston.gov/isd/weightsandmeasures/sideguards/documents/ordinance.pdf>
- Montgomery County, MD - http://www.montgomerycountymd.gov/COUNCIL/Resources/Files/bill/2013/Packets/20141125_5B.pdf
- Los Angeles, CA - http://clkrep.lacity.org/online/docs/2009/09-2895_ord_181817.pdf
- Chicago, IL (detailed bike laws separated) - <http://chicagocompletestreets.org/your-safety/enforcement-laws/>

SAMPLE BIKE PARKING ORDINANCE

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NATIONAL POLICY & LEGAL ANALYSIS NETWORK
TO PREVENT CHILDHOOD OBESITY

Model National Bicycle Parking Ordinance

WITHOUT ANNOTATIONS

Developed by the National Policy & Legal Analysis Network
to Prevent Childhood Obesity (NPLAN), a ChangeLab Solution

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ChangeLab Solutions is a nonprofit organization that provides legal information on matters relating to public health. The legal information provided in this document does not constitute legal advice or legal representation. For legal advice, readers should consult a lawyer in their state.

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July 2012

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An Ordinance of [Jurisdiction (e.g. *the City of _____*)] Providing for Bicycle Parking and Adding to the [Jurisdiction] [Zoning/Planning/Municipal/County] Code.

The [Adopting Body] does ordain as follows:

SECTION I. FINDINGS. The [Adopting Body] hereby finds and declares as follows:

- 1. WHEREAS**, the [Adopting Body] has a goal of improving the health of its residents and the air quality of the community;
- 2. WHEREAS**, both obesity and insufficient physical activity are creating significant health problems for Americans, leading to increased risk of heart disease, diabetes, endometrial, breast, and colon cancers, high blood pressure, high cholesterol, stroke, liver and gallbladder disease, sleep apnea, respiratory problems, and osteoarthritis;¹
- 3. WHEREAS**, a primary contributor to obesity is lack of sufficient physical activity;²
- 4. WHEREAS**, bicycling is a safe, low-impact aerobic activity, enjoyed by millions of Americans, and provides a convenient opportunity to obtain physical exercise while traveling to work, shops, restaurants, and many other common destinations;³
- 5. WHEREAS**, bicycling frequently provides a practical alternative to driving, since 28 percent of all car trips are to destinations within 1 mile of home,⁴ 40 percent of all trips are

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SAMPLE BIKE PARKING ORDINANCE

two miles or less from home,⁵ and around 30 percent of commuters travel 5 miles or less to work;⁶

6. WHEREAS, bicycling can greatly increase access to important services and provide more range of travel for people who do not own or cannot operate a car, including our increasing aging population, children and youth, people who are low-income, and those with disabilities or medical restrictions on driving due to issues like seizure disorders or vision impairments;⁷

7. WHEREAS, replacing car trips with bicycle trips improves air quality by reducing the amount of carbon dioxide emissions, in light of the fact that transportation sources account for nearly one third of all such emissions in the United States, an average motor vehicle emits 8.8 kilograms of carbon dioxide per gallon of gasoline that it burns, and biking emits essentially none;⁸

8. WHEREAS, asthma rates are at their highest levels ever, with nearly one in 10 children and almost one in 12 Americans of all ages suffering from asthma, and replacing motor vehicle trips with bicycle trips reduces the pollutants that directly contribute to asthma in both children and adults;⁹

9. WHEREAS, replacing car trips with bicycle trips reduces congestion and wear and tear on roads, improving quality of life for residents and providing a financial benefit for [Jurisdiction];

10. WHEREAS, providing safe, convenient, and adequate bicycle parking is necessary to encourage increased use of bicycles as a form of transportation;¹⁰

11. WHEREAS, cities that have improved bicycle infrastructure, including parking, have seen a measurable increase in bicycle trips;¹¹

12. WHEREAS, in light of the foregoing, [Adopting Body] desires to add new bicycle parking requirements to increase the availability of safe and convenient bicycle parking; and

13. WHEREAS, it is the intent of the [Adopting Body] in enacting this Ordinance to (1) encourage healthy, active living, (2) reduce traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, and (3) improve safety and quality of life for residents of [Jurisdiction] by providing safe and convenient parking for bicycles;

SECTION II. [ARTICLE/CHAPTER] OF THE [JURISDICTION] [ZONING/PLANNING/MUNICIPAL/COUNTY CODE] IS HEREBY ADDED TO READ AS FOLLOWS: “BICYCLE PARKING REQUIREMENTS FOR NEW DEVELOPMENT AND MAJOR RENOVATIONS.”

§ 1. PURPOSE: The purpose of this section is to provide sufficient safe and convenient bicycle parking in New Developments and Major Renovations to encourage bicycling as a form of transportation, reducing traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

§ 2. DEFINITIONS: Unless the context clearly requires otherwise, the following terms shall have the following meanings:

- (A) **“Bicycle Parking Space”:** A physical space that is a minimum of [2.5] feet in width by [6] feet in length with a vertical clearance of at least [7] feet that allows for the parking of one bicycle, and if located outside, is hard surfaced and well drained.
- (B) **“Bike Locker”:** A lockable enclosure consistent with industry standards that (i) can hold one bicycle, (ii) is made of durable material, (iii) is designed to fully protect the bicycle against [insert specific local weather concerns, e.g.: rain, snow, ice, high winds], (iv) provides secure protection from theft, (v) opens sufficiently to allow bicyclists easy access, and (vi) is of a character and color that adds aesthetically to the immediate environment.
- (C) **“Bike Rack”:** A device consistent with industry standards that (i) is capable of supporting a bicycle in a stable position, (ii) is made of durable materials, (iii) is no less than [36] inches tall (from base to top of rack) and no less than [1.5] feet in length, (iv) permits the securing of the bicycle frame and one wheel with a U-shaped lock, and (v) is of a character and color that adds aesthetically to the immediate environment.
- (D) **“In-Street Bicycle Parking”:** A portion of a vehicle parking lane or other area on a roadway that is set aside for the parking of bicycles.
- (E) **“Long-Term Bicycle Parking”:** Bicycle parking that is primarily intended for bicyclists who need bicycle parking for more than 3 hours and is fully protected from the weather.

SAMPLE BIKE PARKING ORDINANCE

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- (F) **“Long-Term Bicycle Parking Space”**: A Bicycle Parking Space that provides Long-Term Bicycle Parking.
- (G) **“Major Renovation”**: Any physical improvement of an existing building or structure, excluding single-family dwellings and multi-family dwellings with 4 or fewer units, that requires a building permit and has an estimated construction cost equal to or exceeding [\$250,000], excluding cost of (1) compliance with accessibility requirements for individuals with disabilities under governing federal, state, or local law, and (2) seismic or other structural safety retrofit.
- (H) **“New Development”**: Any construction of a new building or facility that requires a building permit, excluding single-family dwellings and multi-family dwellings with 4 or less units.
- (I) **“Short-Term Bicycle Parking”**: Bicycle parking primarily intended for bicyclists who need bicycle parking for 3 hours or less.
- (J) **“Short-Term Bicycle Parking Space”**: A Bicycle Parking Space that provides Short-Term Bicycle Parking.

§ 3. BICYCLE PARKING SPACES REQUIRED: Short-Term and Long-Term Bicycle Parking Spaces shall be required for all New Development and Major Renovations.

- (A) **Required Number of Bicycle Parking Spaces:** All New Development and Major Renovations shall provide at least the number of Short-Term and Long-Term Bicycle Parking Spaces identified in the table in this subsection [Section II, § 3(A)]; however, the number shall not fall below a minimum of [2] Short-Term and [2] Long-Term Bicycle Parking Spaces, regardless of other provisions herein, except that multi-family dwellings that have private garages (or equivalent separate storage space for each unit) are not required to provide any Long-Term Bicycle Parking Spaces. Where the calculation of total required spaces results in a fractional number, the next highest whole number shall be used. Up to half of the required Short-Term Bicycle Parking Spaces may be replaced with Long-Term Bicycle Parking Spaces.

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General Use Category	Specific Use	Number of Short-Term Bicycle Parking Spaces Required	Number of Long-Term Bicycle Parking Spaces Required
Residential	Multi-Family Dwelling with more than 4 units:		
	(a) <i>without</i> private garage or equivalent separate storage space for each unit	[.05] per bedroom or [1] per [20] units	[.5] per bedroom or [1-4] per [4] units
	(b) <i>with</i> private garage or equivalent separate storage space for each unit	[.05] per bedroom or [1] per [20] units	None
Commercial	Office Building	[1] per each [20,000] sq.ft. of floor area	[1-1.5] per [10,000] sq.ft. of floor area
	General Retail	[1] per each [5,000] sq.ft. of floor area	[1] per [10,000-12,000] sq.ft. of floor area
	Grocery	[1] per each [2,000] sq.ft. of floor area	[1] per [10,000-12,000] sq.ft. of floor area
	Restaurant	[1] per each [2,000] sq.ft. of floor area	[1] per [10,000-12,000] sq.ft. of floor area
	Parking Garage	[2] spaces	[1] per [20] motor vehicle spaces
	Outdoor Parking Lot	[1] per [20] motor vehicle spaces	[2] spaces
Civic	Non-assembly cultural (e.g., library, government buildings)	[1] per each [8,000 -10,000] sq. ft. of floor area	[1 -1.5] per each [10-20] employees
	Assembly (e.g., church, theater, stadiums, parks)	Spaces for [2-5] per cent of maximum expected daily attendance	[1- 1.5] per each [20] employees
	Schools (K-12)	[1] per each [20] students of planned capacity	[1] per each [10-20] employees and [1] per each [20] students of planned capacity for grades 6-12
	Colleges and Universities	[1] per each [10] students of planned capacity	[1] per each [10-20] employees and [1] per each [10] students of planned capacity or [1] per each [20,000] sq. feet of floor area, whichever is greater
Industrial	Manufacturing and Production, Agriculture	[2] spaces (Can be increased at discretion of Planning/Zoning Administrator)	[1] per 20 employees

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SAMPLE BIKE PARKING ORDINANCE

- (B) If the New Development or Major Renovation is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the [Planning Director/Zoning Administrator].
- (C) If the Major Renovation has an estimated construction cost of between [\$250,000] and [\$1,000,000], excluding the cost of (1) compliance with accessibility requirements for individuals with disabilities under governing federal, state, or local law, and (2) seismic or other structural safety retrofit, the number of Bicycle Parking Spaces required by subsections [Section II, § (3)(A)-(B)], shall be reduced by 50 percent; however, the minimum requirement of [2] short-term and [2] long-term bicycle parking spaces shall still apply.

§ 4. BUILDING PERMITS AND CERTIFICATES OF OCCUPANCY: Prior to issuance of a building permit for New Development or a Major Renovation, the submitted plans must include specific provisions for bicycle parking that are consistent with the requirements of this Ordinance. No certificate of occupancy for said building permit shall issue at the conclusion of the project until [Jurisdiction] finds that the applicable provisions of this Ordinance have been complied with.

§ 5. EXISTING BICYCLE PARKING AFFECTED BY CONSTRUCTION: In the event that the [Jurisdiction] has authorized a permit holder to remove existing bicycle parking in the public right-of-way due to construction, the permit holder shall replace such bicycle parking no later than the date of completion of the construction. At least [7] days prior to removal of such bicycle parking, the permit holder shall post, in the immediate vicinity of the bicycle parking area, a weather-proof notice, with a minimum type size of [1] inch, specifying the date of removal. In the event that any bicycles remain parked on the date of the removal, such bicycles shall be stored for a reasonable period, not less than [45] days, and a conspicuous, weather-proof notice shall be placed as close as feasible to the site of the removed bicycle parking containing information as to how to retrieve a removed bicycle.

If bicycle parking is likely to be removed, pursuant to this section, for more than [120] days, it shall, to the extent possible, be temporarily re-sited, in coordination with [*insert appropriate department, such as Department of Public Works*], to a location as close to the original site as feasible, pending completion of the construction. If the temporary site is not clearly visible from the original site, the permit holder shall post a conspicuous, weather-proof notice in the immediate vicinity of the original site informing bicyclists of the location of the temporary site.

§ 6. BICYCLE PARKING STANDARDS - GENERAL:

- (A) All Bicycle Parking Spaces shall be:
 - (1) well lit if accessible to the public or bicyclists after dark;
 - (2) located to ensure significant visibility by the public and building users, except in the case of Long-Term Bicycle Parking that is located in secured areas;
 - (3) accessible without climbing more than one step or going up or down a slope in excess of [12] percent, and via a route on the property that is designed to minimize conflicts with motor vehicles and pedestrians.
- (B) All In-Street Bicycle Parking and Bicycle Parking Spaces located in a parking facility shall be:
 - (1) clearly marked; and
 - (2) separated from motor vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles.
- (C) All Bike Racks shall be located at least [36] inches in all directions from any obstruction, including but not limited to other Bike Racks, walls, doors, posts, columns, or exterior or interior landscaping.
- (D) Unless Bicycle Parking Spaces are clearly visible from an entrance, a sign indicating their location shall be prominently displayed outside the main entrance to the building or facility, and additional signs shall be provided as necessary to ensure easy way finding. A “Bicycle Parking” sign shall also be displayed on or adjacent to any indoor room or area designated for bicycle parking. All outdoor signs required by this subsection [Section II, § 6(D)] shall be no smaller than [12] x [18] inches and utilize a type size of at least [2] inches. All indoor signs required by this subsection [Section II, § 6(D)] shall be no smaller than [8] x [10] inches and utilize a type size of at least [5/8] inch.

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§ 7. ADDITIONAL REQUIREMENTS APPLICABLE TO SHORT-TERM BICYCLE

PARKING ONLY: All Short-Term Bicycle Parking Spaces shall contain Bike Racks and shall meet the following requirements, in addition to the requirements in [Section II, § 3] above:

(A) Location:

(1) Short-Term Bicycle Parking must be located either (a) within [50] feet of the main public entrance of the building or facility, or (b) no further than the nearest motor vehicle parking space to the main public entrance (excluding parking for individuals with disabilities), whichever is closer. If the New Development or Major Renovation contains multiple buildings or facilities, the required Short-Term Bicycle Parking shall be distributed to maximize convenience and use.

(2) Short-Term Bicycle Parking Spaces may be located either (a) on-site or (b) in the public right-of-way (e.g., sidewalk or In-Street Bicycle Parking), provided that an encroachment permit is obtained for the installation and the installation meets all other requirements of [indicate the law governing encroachments on public rights-of-way]. If Bike Racks are located on public sidewalks, they must provide at least [5] feet of pedestrian clearance, and up to [6] feet where available, and be at least [2] feet from the curb.

(B) Bike Rack Requirements: Bike Racks used for Short-Term Bicycle Parking must be securely attached to concrete footings, a concrete sidewalk, or another comparably secure concrete surface, and made to withstand severe weather and permanent exposure to the elements.

§ 8. ADDITIONAL REQUIREMENTS APPLICABLE TO LONG-TERM BICYCLE

PARKING ONLY: Long-Term Bicycle Parking shall be provided in either (1) Bike Lockers or (2) indoor rooms or areas specifically designated for bicycle parking (including designated areas of an indoor parking facility), and shall satisfy the following requirements, in addition to those set forth in [Section II, § 3] above:

(A) Location: Long-Term Bicycle Parking may be located either on- or off-site. If located off-site, it shall be no more than [300 feet] from the main public entrance.

(B) Requirements for Indoor Long-Term Bicycle Parking: Long-Term Bicycle Parking located in designated indoor rooms or areas shall contain Bike Racks or comparable devices. Such rooms shall be designed to maximize visibility of all portions of the room or designated area from the entrance. Supplemental security

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measures (such as limiting access to a designated indoor bike parking room to persons with a key, smart card, or code) are optional.

§ 9. MOTOR VEHICLE PARKING SPACE CREDITS:

(A) For every [6] Bicycle Parking Spaces provided, the number of required off-street motor vehicle parking spaces (excluding parking spaces for individuals with disabilities) on a site shall be reduced by [1] space.

(B) To encourage the installation of showers at non-residential sites, the number of required off-street motor vehicle parking spaces for such sites shall be reduced as follows: A credit of [1] space shall be provided for the first shower installed, with additional off-street motor vehicle parking credits available at a rate of [1] space for each additional shower provided per [25] required Bicycle Parking Spaces. In order to claim these credits, which shall be in addition to the bicycle parking credits provided for in [Section II, § 9(A)], shower facilities must be readily available for use by all employees of the New Development or Major Renovation.

§ 10. (optional) MODIFICATION OF REQUIREMENTS: In the event that satisfying all of the requirements of [Section II] would be (a) infeasible due to the unique nature of the site, or (b) cause an unintended consequence that undermines the purpose of this Ordinance, a property owner (or designee) may submit a written request to the [Planning Director/Zoning Administrator/other Local Administrator or designee] for a modification of the requirements of [Section II]. The request shall state the specific reason(s) for the request, provide supporting documentation, and propose an alternative action that will allow the purposes of this Ordinance to be fulfilled as much as possible.

SECTION III. [ARTICLE/CHAPTER] OF THE [JURISDICTION] [ZONING/PLANNING/MUNICIPAL/COUNTY CODE] IS HEREBY ADDED TO READ “BICYCLE PARKING REQUIREMENTS FOR PARKING FACILITIES.”

§ 1. PURPOSE: The purpose of [Section III] is to provide sufficient safe and convenient bicycle parking in parking facilities so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

§ 2. DEFINITIONS: The definitions set forth in [Section II, § 2] shall apply to [Section III], unless the context clearly requires otherwise.

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§ 3. LICENSING CONDITIONS: As a condition of the issuance or renewal of a license required by the [Jurisdiction] for a parking facility, parking facilities shall provide [1] Bicycle Parking Space per each [20] vehicle parking spaces provided, with a minimum of [6] Bicycle Parking Spaces. Where the calculation of total required spaces results in a fractional number, the next highest whole number shall be used.

§ 4. LOCATION: All Bicycle Parking Spaces required by [Section III] shall be located in an area, preferably on the ground floor, that (i) can be conveniently and safely accessed by bicycle and by foot in a way that minimizes conflicts with motor vehicles, (ii) is not isolated, and (iii) maximizes visibility by parking facility patrons and attendants. If the licensed parking facility has multiple entrances, the required Bicycle Parking Spaces may be spread out among the multiple entrances. Bicycle Parking Spaces shall be accessible without climbing more than one step or going up or down a slope in excess of [12] percent.

§ 5. BIKE RACKS: All Bicycle Parking Spaces required by [Section III] shall contain Bike Racks and shall be well lit if accessible to the public or bicyclists after dark or if in an interior or darkened location. All Bike Racks shall also provide a clearance of at least [36] inches in all directions from any obstruction (including but not limited to other bike racks, walls, doors, posts, columns or landscaping), and shall be separated from vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles. All Bike Racks located outdoors shall also be securely attached to concrete footings and made to withstand severe weather and permanent exposure to the elements.

§ 6. SIGNAGE: Parking facilities shall also install prominent signs, no smaller than [12] x [18] inches and utilizing a type size of at least [2] inches, in or near each entrance that advertise the availability of bicycle parking, and the location, if it is not visible from the entrance.

§ 7. CONTRACTUAL LIMITS ON LIABILITY: [Section III] shall not interfere with the rights of a parking facility owner (or designee) to enter into agreements with facility users or take other lawful measures to limit the parking facility's liability to users, including bicycle users, with respect to parking in the parking facility, provided that such agreements or measures are otherwise in accordance with the requirements of [this Ordinance] and the law.

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SECTION IV. [ARTICLE/CHAPTER] OF THE [JURISDICTION] [ZONING/PLANNING/MUNICIPAL/COUNTY CODE] IS HEREBY ADDED TO READ "BICYCLE PARKING REQUIREMENTS FOR SPECIAL EVENTS INVOLVING STREET CLOSURES."

§ 1. PURPOSE: The purpose of [Section IV] is to provide sufficient safe and convenient bicycle parking at special events involving street closures to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

§ 2. CONDITIONS ON STREET CLOSURE PERMITS: As a condition of a permit for the closure of a street for a special event in which the daily number of participants is projected to be [1,000] or more, monitored bicycle parking shall be provided by the event sponsor (or a designee) for at least [1] % of expected daily participants beginning [½ hour] before and ending [½ hour] after the time of the event each day of the event.

§ 3. REQUIREMENTS FOR MONITORED PARKING: Monitored bicycle parking shall include the presence, at all times, of one attendant, or more as needed, to receive bicycles, dispense claim checks, return bicycles, and provide security for all bicycles.

§ 4. LOCATION: All monitored bicycle parking shall be located within [500] feet of at least one regular entrance or access point to the event.

§ 5. PUBLICITY AND SIGNAGE: All publicity, including signs, for the event shall state the availability of monitored bicycle parking, its location, and cost, if any. All event maps shall include the location of monitored bicycle parking. If monitored bicycle parking is not within eyeshot of each entrance, signs shall be provided to ensure easy way finding.

§ 6. INSURANCE COVERAGE AND FEES: The event sponsor or designee must provide insurance coverage for the monitored bicycle parking in case of damaged or stolen bicycles, and may charge users a fee to cover the cost of providing the monitored parking.

SECTION V. [ARTICLE/CHAPTER] OF THE [ZONING/PLANNING/MUNICIPAL/COUNTY CODE] IS HEREBY ADDED TO READ "REMOVAL OF ABANDONED BICYCLES."

§ 1. PURPOSE: The purpose of [Section V] is to ensure the reasonably prompt removal of bicycles abandoned in Bicycle Parking Spaces so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

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SAMPLE BIKE PARKING ORDINANCE

§ 2. **DEFINITIONS:** The definitions set forth in [Section II, § 2] of this Ordinance shall apply to [Section V], unless the context clearly requires otherwise.

§ 3. **REMOVAL REQUIREMENTS:** On [a quarterly basis], owners of property (or a designee) subject to [Sections II or III of this Ordinance] shall remove, from all Bicycle Parking Spaces associated with their property, including those located on the public right-of-way, bicycles that have been abandoned. A bicycle shall be deemed to be abandoned if it has not been removed after having been tagged with a notice of removal for [2] weeks for Short-Term Bicycle Parking Spaces or [4] weeks for Long-Term Bicycle Parking Spaces. However, a bicycle shall not be deemed to be abandoned if the bicyclist and property owner (or designee) have a written agreement regarding provision of long term storage covering the time period in question. Abandoned bicycles may be donated to non-profits that reuse bicycles or may be disposed of in any lawful manner.

SECTION VI. [ARTICLE/CHAPTER] OF THE [JURISDICTION] [ZONING/PLANNING/MUNICIPAL/COUNTY CODE] IS HEREBY ADDED TO READ “IMPLEMENTATION OF ORDINANCE.”

§ 1. **REGULATIONS AND PROCEDURES:** The [Planning Director/Zoning Administrator and/or other relevant local administrator(s)] [is/are] authorized to promulgate new and amend existing rules, regulations, procedures or forms as necessary or appropriate to implement the provisions of [this Ordinance].

§ 2. **TRAINING:** [Jurisdiction] shall periodically make trainings or training materials available to planners and other employees involved in the implementation and enforcement of [this Ordinance].

§ 3. **REPORTING:** The [Planning Director/Zoning Administrator] shall provide an annual report to the [Adopting Body] regarding the implementation of this Ordinance that shall, at a minimum, include the following information relevant to the preceding year: (1) the number of Short and Long-Term Bicycle Parking Spaces created pursuant to [Sections II and III], and the number of events for which special event bicycle parking was provided under [Section IV] ; (2) *(if applicable)* a brief summary of each request for modification received and action taken in response thereto; and (3) any other information learned that would improve future implementation of [this Ordinance] and its goals.

SECTION VII. STATUTORY CONSTRUCTION:

- (A) All ordinances or parts thereof that conflict or are inconsistent with this Ordinance are repealed to the extent necessary to give this Ordinance full force and effect.
- (B) If any section or portion of this Ordinance is judicially invalidated for any reason, that portion shall be deemed a separate and independent provision, and such ruling shall not affect the validity of the remaining portions of this Ordinance.

SECTION VIII. EFFECTIVE DATE: This Ordinance shall be effective upon passage *(insert other date if desired)* (“Effective Date”), except that:

- (A) [Section II, § 3] (“Bicycle Parking Spaces Required”), and [Section II, § 4] (“Building Permits and Certificates of Occupancy”) shall only apply to New Development and Major Renovations for which a building permit is issued on or after [120] days from the Effective Date.
- (B) [Section III] (“Bicycle Parking Requirements for Parking Facilities”) shall apply to Parking Facilities that were licensed prior to the Effective Date, and have less than [180] days remaining on their license, as follows: [1/2] of the required number of Bicycle Parking Spaces shall be provided no later than [120] days from the expiration of the parking facility’s license, with full implementation required no later than [180] days from the expiration of the parking facility’s license.
- (C) [Section IV] (“Bicycle Parking Requirements for Special Events Involving Street Closures”) shall not apply to events for which the temporary street closure was authorized pursuant to an application submitted prior to the Effective Date.

SAMPLE BIKE PARKING ORDINANCE

- ¹ Centers for Disease Control and Prevention. *Overweight and Obesity: Health Consequences*. Atlanta: CDC, 2012. Available at: www.cdc.gov/obesity/causes/health.html.
- ² Centers for Disease Control and Prevention. *Overweight and Obesity: Causes and Consequences*. Atlanta: CDC, 2012. Available at: www.cdc.gov/obesity/causes/index.html.
- ³ See Active Living Research. *Active Transportation: Making the Link from Transportation to Physical Activity and Obesity, Research Brief*. 2009. Available at: www.activelivingresearch.org/files/ALR_Brief_ActiveTransportation.pdf.
- ⁴ See America Bikes, League of American Bicyclists. *Factsheet: National Household Travel Survey*. Available at: www.bikeleague.org/resources/reports/pdfs/nhts09.pdf; see also T. Litman. "Short and Sweet Analysis of Shorter Trips Using National Personal Travel Survey Data." Victoria Transport Policy Institute (February 22, 2012) at 3. (41% of all trips are 3 miles or less (and 67% of those are by car), and 19% of all trips are 1 mile or less (and 42% of those are by car)). Available at: www.vtpi.org/short_sweet.pdf.
- ⁵ See America Bikes, League of American Bicyclists. *Factsheet: National Household Travel Survey*. Available at: www.bikeleague.org/resources/reports/pdfs/nhts09.pdf; see also Rails-to-Trails Conservancy. *Turning Potential into Practice: Walking and Biking as Mainstream Transportation Choices*. 2007. Available at: www.railstotrails.org/resources/documents/whatwedo/TrailLink%2007%20Program_Mobility.pdf (citing FHWA 2006).
- ⁶ Research and Innovative Technology Administration, Bureau of Transportation Statistics. "Figure 2 On a typical day, how many miles one-way do you travel from home to work?" *Omnistats*, 3(4): 2003. Available at: www.bts.gov/publications/omnistats/volume_03_issue_04/html/figure_02.html.
- ⁷ US Department of Transportation, Federal Highway Administration. *Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, Lesson 8: Pedestrian Characteristics*. July 2006, p. 1-10. Available at: www.fhwa.dot.gov/publications/research/safety/pedbike/05085/pdf/lesson8lo.pdf; Office of the Prime Minister, Social Exclusion Unit. *Making the Connections: Final Report on Transport and Social Exclusion*. Feb. 2003, p. 1-7. Available at: http://webarchive.nationalarchives.gov.uk/+http://www.cabinetoffice.gov.uk/media/cabinetoffice/social_exclusion_task_force/assets/publications_1997_to_2006/making_transport_2003.pdf.
- ⁸ U.S. Department of Transportation, Federal Highway Administration. *The 'Carbon Footprint' of Daily Travel: NHTS Brief*. 2009. Available at: <http://nhts.ornl.gov/briefs/Carbon%20Footprint%20of%20Travel.pdf>.
- ⁹ See, e.g., C. Paige. "Pediatric Asthma Linked to Car Emissions." *Boston Globe*, March 2, 2008. Available at: www.boston.com/news/local/articles/2008/03/02/pediatric_asthma_linked_to_car_emissions/; Environmental Working Group's Auto Asthma Index (and sources cited therein). Available at: www.ewg.org/sites/asthmaindex/about/; R. Rabin. "Asthma Rate Rises Sharply in U.S., Government Says." *New York Times*, May 3, 2011. Available at: www.nytimes.com/2011/05/04/health/research/04asthma.html?_r=1.
- ¹⁰ See, e.g., Vanderbilt T. "What Would Get Americans Biking to Work? Decent Parking." *Slate*, Aug. 17, 2009. Available at: www.slate.com/id/2225511/; see also, e.g., City of New York Department of City Planning, Transportation Division. *The New York City Bicycle Survey: A Report Based on the Online Public Opinion Questionnaire Conducted for Bike Month 2006*. 2007. Available at: www.nyc.gov/html/dcp/pdf/transportation/bike_survey.pdf at p.15 (NYC commuters report a lack of safe storage for bicycles as a leading reason for not commuting by bike).
- ¹¹ See, e.g., Marin County Bicycle Coalition. *Economic Benefits of Bicycling in Urban Environments*. Available at: www.marinbike.org/Resources/EconomicBenefitsOfBicycling.pdf (citing a 118%-125% increase in bicycle use in Marin County over the last ten years due to improvements in infrastructure, including pathways, shared use lanes, intersection improvements and bicycle parking; and pointing to increased revenue due to retail purchases by bicyclists with adequate access to infrastructure and parking; see also J. Dill and T. Carr. "If You Build Them, Commuters Will Use Them - Another Look." Transportation Research Board 2003 Annual Meeting (cities with higher levels of bicycle infrastructure (bike lanes and paths) witnessed higher levels of bicycle commuting). Available at: www.palgrave-journals.com/jphp/journal/v30/nS1/full/jphp200856a.html).

BFC - REPORT CARD



ANDERSON, IN

TOTAL POPULATION
56,129

TOTAL AREA (sq. miles)
41.4

POPULATION DENSITY
1356.8

OF LOCAL BICYCLE
FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE
FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Anderson
Arterial Streets with Bike Lanes	33%	8%
Total Bicycle Network Mileage to Total Road Network Mileage	26%	4%
Public Education Outreach	SOME	GOOD
% of Schools Offering Bicycling Education	33%	0%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	MAYBE	SOMEWHAT
Active Bicycle Advisory Committee	MAYBE	NO
Bicycle-Friendly Laws & Ordinances	SOME	NO
Bike Plan is Current and is Being Implemented	MAYBE	SOMEWHAT
Bike Program Staff to Population	PER 77K	NO STAFF

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	1 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1 /10

KEY OUTCOMES

	Average Bronze	Anderson
RIDERSHIP <i>Percentage of daily bicyclists</i>	1.2%	0.50%
SAFETY MEASURES CRASHES <i>Crashes per 100 daily bicyclists</i>	370	556
SAFETY MEASURES FATALITIES <i>Fatalities per 100 daily bicyclists</i>	4	14.3
PUBLIC RATING	BRONZE	NONE



- » Appoint an official Bicycle Advisory Committee.
- » Pass an ordinance that would require larger employers to provide shower and locker facilities.
- » Increase the amount of high quality bicycle parking at popular destinations throughout the community. Regulations that require bike parking for new developments can secure private funding. Adopt standards for bike parking that conform to APBP guidelines.
- » It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle groups for content development and staffing.

- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- » Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network.
- » Encourage Madison County to adopt the bicycle master plan update that is currently being prepared and to set aside dedicated funding for implementation.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

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BFC - FEEDBACK



BICYCLE FRIENDLY COMMUNITY FEEDBACK



ANDERSON, IN

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Anderson a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Anderson. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Adopt a local Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users,

regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Require a mix of uses throughout the community or adopt a form or design-based code to allow for flexible land uses that provide a convenient and more comfortable built environment for pedestrians and cyclists.

Develop a design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project or endorse the NACTO Urban Street Design Guide.

Ensure good connectivity of your street network by adopting connectivity policies or standards. A well connected street network is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options.

Regulations that require bike parking for new developments can secure private funding. See this bicycle parking model ordinance for guidance.

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BICYCLE FRIENDLY COMMUNITY FEEDBACK



Pass an ordinance that would require larger employers to provide shower and locker facilities.

Adopt standards for bike parking that conform to APBP guidelines.

Increase the amount of high quality bicycle parking at popular destinations throughout the community.

Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Promote active transportation by reducing traffic speeds. Lower the speed limit to a maximum of 25 mph especially downtown, around schools and shopping centers, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance,

pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above.

Studies also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.

Ensure that all bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide (preferred), 2012 AASHTO Guide for the Development of Bicycle Facilities and your DOT's own guidelines.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. See Bicycle Boulevards in action.

Implement road diets in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities. See more on Road Diets.

Arterial roads are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths. Shared lane

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BFC - FEEDBACK



BICYCLE FRIENDLY COMMUNITY FEEDBACK



markings (Sharrows) should not be used on high speed roads.

Adequately maintain your on and off road bicycle infrastructure to ensure usability and safety. Increase the frequency of sweepings and address potholes and other hazards faster.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO design guidelines](#) (preferred) and the [2012 AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to develop and implement a Safe Routes to School or equivalent program that emphasizes bicycling for all schools. For more information, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle groups for content development and staffing.

Offer bicycling skills training opportunities for adults more frequently and encourage your local bicycle advocacy group or bike shop to help. You can set up a class by [contacting an instructor](#) in your area. There are options from [short videos](#) and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

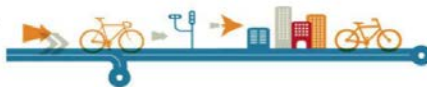
Encouragement

Consider offering a 'Ciclovía' or [Open Streets](#) type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See [Open Streets in action](#).

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BICYCLE FRIENDLY COMMUNITY FEEDBACK



Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing [bicycle discount programs](#).

Promote cycling throughout the year by offering or supporting more family-friendly community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare/>

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the [Bicycle Friendly Business program](#). Businesses will profit from a [healthier, happier and more productive workforce](#) while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. [The League offers many tools to help promote the Bicycle Friendly Business program in your community.](#)

Encourage local institutions of higher education to promote cycling to students, staff, and faculty and to seek recognition through the [Bicycle Friendly University program](#). Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events, programs, and classes. [The League offers many tools to help promote the Bicycle Friendly University program in your community.](#)

Design and publish a more comprehensive local bike map in paper and online. The map should outline the existing on and off-road bicycle network by infrastructure type and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking. Take a look at Pittsburgh's award-winning [bike map](#).

Enforcement

Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement

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Products: Bicycle Safety [seminar](#); Law Enforcement's Roll Call Video: ["Enforcing Law for Bicyclists"](#); and [Enhancing Bicycle Safety: Law Enforcement's Role](#) (CD-ROM Training).

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

Provide safety amenities such as adequate street and path lighting to allow for safe commuting before dawn and after dusk.

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that 'door' cyclists, ban cell phone use while driving, pass laws/ordinances protect all vulnerable road users, formalize a legal passing distance of at least 3 feet, and make it illegal to harass a cyclist.

Adopt fair and equitable traffic laws. Local laws that discriminate against cyclists, restrict their right to travel, or

reduce their relative safety should be repealed.

Evaluation & Planning

Dedicate more staff time to bicycle planning and programming. [Comparing](#) staffing levels to bicycle commuter data showed that larger bicycle and pedestrian staffs (per capita) are correlated with higher bike commuter levels. This shows that communities that make a serious commitment to bicycle planning see a greater return on investment than communities with fewer staff.

Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position. A Bicycle & Pedestrian Coordinator works with advocates, state and local elected officials, business leaders, media, law enforcement, public health officials, transit providers and the general public to build partnerships providing leadership and vision so these groups may embrace and implement facilities and programs that increase the number of residents that are safely bicycling and walking. This staff person should also review development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.

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BICYCLE FRIENDLY COMMUNITY FEEDBACK



An official Bicycle Advisory Committee (BAC) creates a systematic method for ongoing citizen input into the development of important policies, plans, and projects. BACs should be involved in developing relevant policy and planning documents, setting priorities, reviewing annual bicycle program work plans, and reviewing major public and private projects. **Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community. See [this guide](#) to forming a Bicycle Advisory Committee.**

Encourage Madison County to adopt the bicycle master plan update that is currently being prepared and to set aside dedicated funding for implementation.

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations. Consider participating in the [National Bicycle and Pedestrian Documentation Project](#).

Ensure that your bicycle counts capture the gender of cyclists.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the

community. Available tools include [Intersection Magic](#) and the [Pedestrian and Bicyclist Crash Analysis Tool](#).

Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it. Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also

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have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.

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