

Town of Pendleton

Bicycle and Pedestrian Master Plan

June 2017

Acknowledgments

Bicycle and Pedestrian Master Plan Adoption Resolution

Section A - Overview

Introduction & Executive Summary.....	A-1
Vision & Goals	A-3
Plan Process.....	A-6

Section B - Public Engagement

Advisory Committee Meetings.....	B-1
Community Attitude Survey Results	B-2
Public Workshop & Open House	B-4
Mapping Exercise Results	B-5

Section C - Bicycle & Pedestrian Facilities

Existing Conditions Analysis	C-1
Facility Types	
Sidewalks	C-4
Multi-Use Path / Side Path	C-5
Shared Lanes / Sharrows.....	C-5
Buffered Bike Lane	C-6
Conventional Bike Lane	C-6
Cycle Track / Rail with Trail.....	C-7
Pedestrian Crossing Treatments	C-8
Trailheads.....	C-11
Branding & Wayfinding	C-12
Bicycle Parking & Bike Share Programs	C-13

Section D - Bicycle & Pedestrian Master Plan

Master Plan.....	D-1
Priority Routes.....	D-2
Routes.....	D-3

Section E - Implementation

Policy & Ordinance Considerations.....	E-1
Bicycle & Pedestrian Plan Strategy.....	E-13
Action Plan.....	E-15

Section F - Appendix

Bicycle & Pedestrian Master Plan Map	
Public Engagement Products	
Community Attitude Survey Results	
Sign-In Attendance Sheets	
Public Workshop Input Maps	
Cost Schedule	
Priority Route Cost Estimates	
Selected Resources	

The project officially began at the beginning of October 2016. The Town of Pendleton and the RAI Bike Ped Team developed a strategy to obtain public input on the Bicycle and Pedestrian Master Plan that included the following:

One Public Workshop
One Public Presentation
A Community Attitude Survey
Four Advisory Committee Meetings
Presentations to Plan Commission and City Council

Town of Pendleton

Tim McClintick Town Manager / Planning Director
Rachel Christenson, AICP Assistant Planning Director

Advisory Committee

Jeff Barger	Robert Jones	Paul Claxon
Melanie Burk	Jason Keller	Bryan Williams
Marc Farrer	Ken McCarty	
Will Johnson	Matt Roberts	

Town Council

Robert Jones	President
Chad Wolfe	Vice President
Chet Babb	Member
Jessica Smith	Member
Mike Romack	Member
Virgil Mabrey	Clerk / Treasurer

Plan Commission

Tim Pritchard, Chairman
Cheryl Ramey-Hunt, Vice Chairman
Carol Hanna, Secretary
Mike Romack
Kyle Eichhorn
Timothy Ryan
Matthew Roberts

RAI Bike / Ped Team Members

Remenschneider Associates, Inc.

Kenneth J. Remenschneider, PLA, CLARB
Brandon M. Schreeg, PLA

Christopher B. Burke Engineering, LLC

Brian W. McKenna, PE, CFM

The Planning Workshop, Inc.

Kimberly K. Gerhart-Fritz, FAICP

TOWN OF PENDLETON, INDIANA

RESOLUTION NO. R17-09

**A RESOLUTION OF THE TOWN COUNCIL OF THE
 TOWN OF PENDLETON, INDIANA, TO ADOPT THE
 2017 PENDLETON BICYCLE AND PEDESTRIAN MASTER PLAN**

WHEREAS, the Town Council of Pendleton, Indiana is aware that the Comprehensive Plan for the Town does not contain a bicycle and pedestrian planning element, and

WHEREAS, the Town Council of Pendleton, Indiana has employed a consultant, made use of a steering committee, and has offered several opportunities for input and considered that input in developing the new Bicycle and Pedestrian Master Plan for Pendleton, Indiana, and

WHEREAS, the Town Council of Pendleton, Indiana is hopeful that this new plan will supplement the Comprehensive Plan in assisting public and private entities in planning for future development and redevelopment of the incorporated Town of Pendleton, and

WHEREAS, the Plan Commission of Pendleton, Indiana, after notice to the public, held a public meeting on the draft Bicycle and Master Plan for the Town of Pendleton, Indiana. After hearing public input, the Plan Commission voted 6-0 (with 1 absent) to recommend that the Town Council of Pendleton, Indiana adopt this Bicycle and Pedestrian Plan as an element of the Town's Comprehensive Plan.

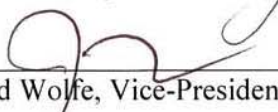
WHEREAS, this finished project of the Plan Commission of Pendleton, Indiana has been presented to the Town Council of Pendleton, Indiana in a document entitled "2017 Pendleton Bicycle and Pedestrian Master Plan."

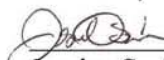
NOW, THEREFORE, BE IT HEREBY RESOLVED, by the Town Council of Pendleton, Indiana that the Council accepts and approves the "2017 Pendleton Bicycle and Pedestrian Master Plan" as a new element of the Town's Comprehensive Plan, and said plan element is now in full force and effect,

PASSED AND ADOPTED this 8th day of June, 2017.

ATTEST: 
 Virgil Mabrey
 Clerk Treasurer


 Robert Jones, President


 Chad Wolfe, Vice-President


 Jessica Smith, Council Member


 Chet Babb, Council Member


 Mike Romack, Council Member



\$5
ACCESSORIES



■ Section A

■ Overview

Introduction

The Town of Pendleton has prepared this Bicycle and Pedestrian Master Plan as part of an effort to expand quality of life offerings for town residents and businesses. The town must compete with other communities for new businesses, industries and residents to remain economically viable in today's economy. Quality of life is a top consideration for business relocations and new facility investments. For the purposes of this report, 'active living' is referring to alternative transportation facilities that support mobility within the town without one having to use an automobile. The term 'active living community' refers to a community that has established commitment to maintain, provide and expand alternative transportation facilities supporting non-vehicular mobility throughout the community. These types of facilities promote and improve workforce health and well-being. An effective active transportation system consistently ranks high in lists of desired amenities and is considered a basic quality of life offering.

Local planning and implementation has delivered an outstanding trails network within and near Falls Park. This Bicycle and Pedestrian Master Plan will extend that connectivity throughout the town providing residents and visitors safe and affordable transportation options to parks, local schools, employment centers, restaurants and downtown merchants.

At the outset of an urban planning project, it is wise to spend time discovering and understanding the roots of local history which has given form to the present day town. The Town of Pendleton has a rich and varied history, appealing topography, great historic building stock and one of our state's most pristine riparian corridors; Fall Creek. In addition, this town has attracted and produced citizens that have influenced local history and the community's land development patterns.

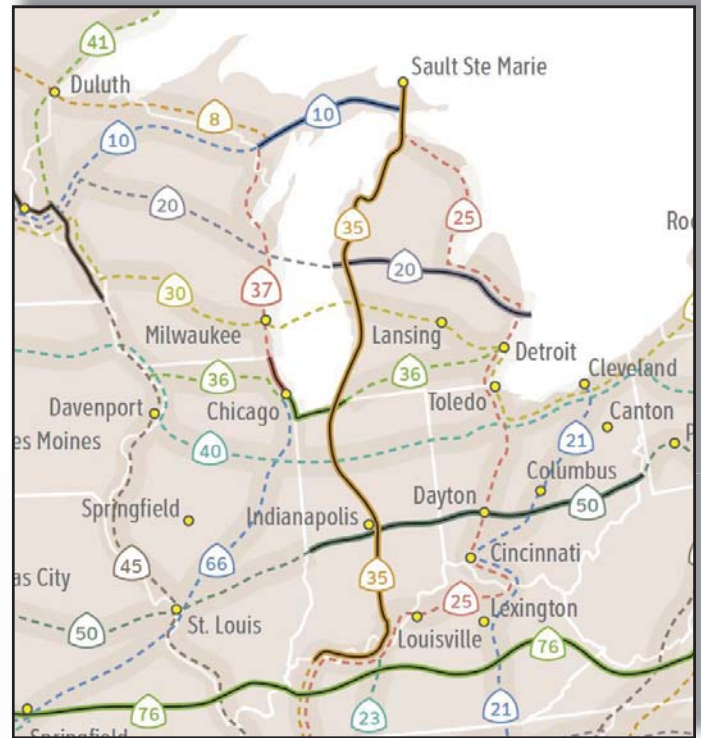
John Rodgers became the first non-native settler to build his home near the falls on Fall Creek in 1818. More settlers followed because the creek provided the community with a significant source of water and power to fuel the milling industry. In 1820, Thomas Pendleton moved to the area and laid out the town plan, giving the community his name. In 1843, noted abolitionist, Frederick Douglas, came to Pendleton to speak. Through the valiant efforts of local residents, Douglas averted would-be assassins and escaped. In 1920, the town set aside 5 acres along Fall Creek including the falls. Today, residents can enjoy nearly 300 acres of park land with a broad variety of landscapes, sports fields and other attractions. Efforts by the community to educate and inform their local citizens about the town's historical roots will serve the community well. This rich tapestry of history and events, when understood and appreciated, builds local interest and pride in one's own community while also adding to the local tourism experience.



Historic Residence on Main Street

Executive Summary

The Bicycle and Pedestrian Master Plan has identified corridors throughout the town where these alternative transportation facilities would provide connectivity throughout residential neighborhoods, commercial districts and employment centers with a targeted focus on building connectivity into Downtown Pendleton. Study after study has shown increased foot and pedal traffic is good for downtown businesses and local merchants. The Bicycle and Pedestrian Master Plan also indicates which corridors are easily extended into the county. It is hoped that this plan will add to previous studies of county-wide alternative transportation route planning to Ingalls, Fortville, Markleville, Lapel, Fishers, Greenfield and Anderson. The town and county collaborations via the Madison County Council of Governments (MCCOG) demonstrates local and regional interest in supporting alternative transportation and bicycle tourism. These public transportation corridors also provide ample opportunities to present the rich, historic tapestry of Pendleton's evolution, personalities, and events. These local stories placed along the corridors will add to the experience and interest of visiting tourists while also informing local residents.



U.S. Bike Routes Map - Midwest Region

The creation of design standards for various elements along the bicycle / pedestrian corridors are crucial for establishing corridor awareness. These standards will add yet another layer of appealing fabric to the community in addition to providing increased safety by making the corridors more visually apparent to motorists. These standards should address corridor markings, signage, lighting, paving, crosswalks, history markers, benches, bike racks and, where appropriate, landscape - specifically street trees. The creative development of the standards and the effective application of them throughout the town will make these corridors unique to Pendleton, ultimately becoming part of the "Pendleton Experience". Standards for bicycle and pedestrian development on private property should be incorporated into local ordinances to ensure new development supports Pendleton's bicycle and pedestrian goals.



Historical Trail Marker, Franklin, IN



Pedestal Mile Marker, Franklin, IN

The Vision

The vision behind this plan, combined with other local initiatives, is to promote active and healthy lifestyles to improve public health, provide the public with alternative transportation options, create a more dynamic town, enhance existing infrastructure, increase social connectivity, build community awareness, retain more local wealth in the town and develop a healthy and attractive workforce for business and industry.

The Goals

Active Living / Healthy Lifestyles

The old adage rings true: build it and they will come. In city after city, when bicycle and pedestrian facilities are added to the public realm, the public demonstrates their appreciation by the many ways in which they choose to use them. Their use becomes routine and their health improves along the way.

The sport and leisure activities associated with cycling have early roots in Pendleton, Indiana. By the late 1890's, only a few score automobiles had been built and horses and carriages were expensive to own and maintain. The bicycle met the need for inexpensive individual transportation – for going to and from business, for business deliveries, for running local errands, for recreational riding and for sport.



Community Bike Ride

Today, there is resurgence in local cycling and walkability interests for exercise, recreation as well as transportation to and from work and errands. Data from STRAVA, a mobile app used to track athletic activity via GPS, suggests bike traffic - especially along the Madison County Heartland Bikeways routes - brings traffic into and through Pendleton. Anecdotal stories regarding large groups of riders traveling through town confirms this data.

The public attitude survey - administered as part of this planning process - also indicates a strong local desire for more biking and pedestrian facilities. Therefore, Pendleton can anticipate an increase in active living / healthy lifestyles as this plan is implemented.

Alternative Transportation Options

Once a community begins to build and provide alternative transportation options for the local residents, the early adopters will initiate a local culture shift. As more facilities come online, more local residents will join the movement. When one understands that the most inefficient automobile fuel consumption happens during short local trips, the money to be saved personally using alternative transportation is noticeable. When one decides to become a bike commuter, the money to be saved can be substantial. The money not spent on fuel is much more likely to be spent in the local economy.

Competitive Workforce

Business and industry have many expenses to manage in the course of maintaining a profitable business. One of their most costly expenses is health insurance. A healthy active living community that supports healthy habits and a healthy workforce is a distinct advantage over many communities with whom cities compete for jobs. Unfortunately, Indiana's workforce health is routinely ranked among the lowest states in the nation. This Bicycle and Pedestrian Master Plan is a major step forward in the development of a healthy and productive workforce.



Park Shelter

Animate the Town

Humankind is naturally inclined to enjoy “people watching”. A town that invests in facilities to encourage the walker, the biker, the roller blader, the tri-cyclist, the jogger, the wheelchair user, the kick scooter, the tandem and sociable riders is going to exude an energy and vitality that cities populated predominantly by vehicles cannot achieve. This Bicycle and Pedestrian Master Plan effectively provides easy access to downtown Pendleton, which will serve to further promote an active and vibrant urban center.

Build Community Relationships

A socially connected community is a community that ultimately cares for its citizens on a very broad and meaningful level. When a community relies mostly upon motor vehicles for transportation, citizens become separated from each other-behind the closed windows and absorbed in the radio or iPod. Active living communities are populated with people out and about, where their eyes meet and their smiles connect. People who have developed a healthy habit routine come to know others in the town who have the same routine and schedule. Expanding friendships make the town more appealing to each resident, ultimately building meaningful and personal connections to one’s community.



Falls Park Fountain and Historical Marker

Nurture Community Awareness

As the Bicycle & Pedestrian Master Plan is implemented, opportunities for resting areas with benches and shade will be included in the improvements. These are great locations to tell the local history of the town where users pause to enjoy a beautiful day, meet a friend or catch their breath. In concert with the town’s Historic Walking Tour, the expanded awareness of local history and legend becomes another avenue of social connectivity for the people of Pendleton.

Retain Local Wealth

Nearly every dollar spent on gasoline is a dollar that leaves the town. Consider this economic fact: every dollar that rolls over repeatedly in the local economy before it leaves the town is an expanding benefit to the local economy. Every time a local resident chooses to use alternative transportation, they are also choosing to save gasoline and the money spent thereon. As this Bicycle and Pedestrian Master Plan is implemented and the local users increase, the money that had previously filled their tanks will be available to roll over in the local economy. Add to this fact that the millennial population is more inclined to walk and bike rather than drive, and the significance of this economic benefit expands even further.



Downtown storefront on State Street

Economic Development

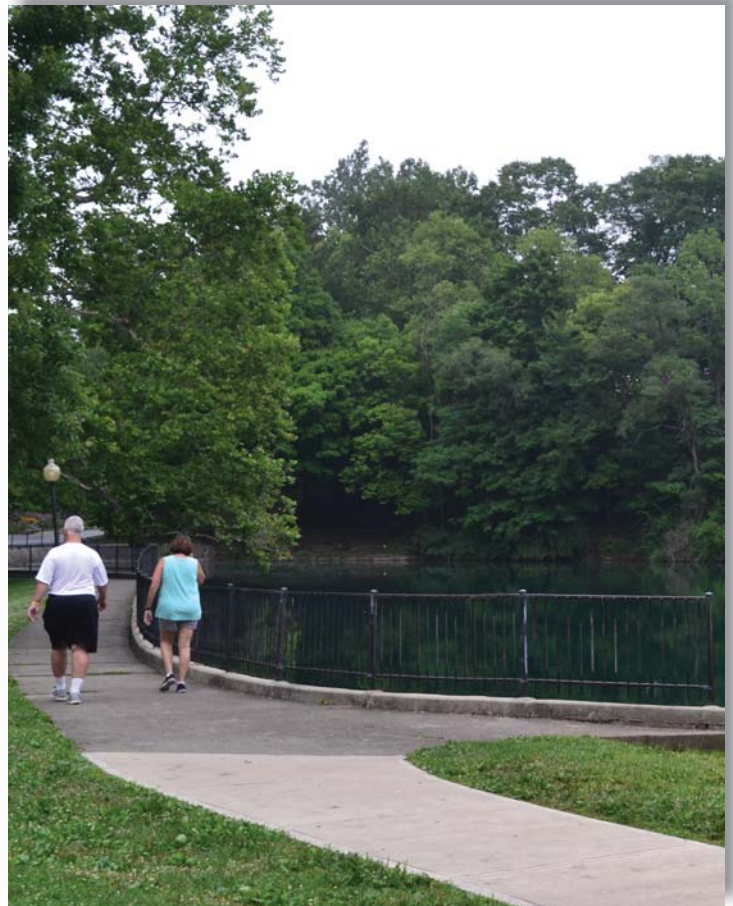
Businesses that are seeking locations to place new operations have much to consider. Underutilized land along the proposed Bicycle and Pedestrian Master Plan routes can become redevelopment opportunities that offer superior alternative transportation access for businesses and their workforce. Private development, that seemingly always accompanies trail development, should be promoted to capture a return on these public investments.

Furthermore, one of the most important business considerations is the health of Indiana's workforce and the associated costs of increased health insurance premiums, time off work and lower productivity. Indiana, as a whole, routinely ranks in the bottom of workforce health compared with other states. Pendleton's decision to create an active living community will definitely serve local economic development efforts as more facilities are put in place. Businesses are quick to understand the benefits of employees that commute on foot or bicycle: these employees are seldom sick, show up to work energized, maintain a more positive attitude and routinely deliver more work product than others of equal capacity.

Bottom line: Active living communities are good for the bottom line!

Personal budgets

The facilities associated with this Bicycle and Pedestrian Master Plan will provide local residents with a new tool to manage their budgets and reduce expenses. For those who choose to commute to work, the savings can be rather significant. For those businesses that understand the benefits of promoting alternative transportation to and from work, incentives can reduce their health insurance costs and provide an additional benefit to their employees. There are firms in Indiana that currently reimburse employees up to \$.75/mile for alternative transportation commuters.



Walkway by the pond at Falls Park

The RAI Bike Ped Team conducted an Advisory Committee meeting at the beginning of the analysis task to gather committee input and conduct a review of the existing conditions that influence walking and bicycling within the study area. This task included an inventory and analysis of policies, programs and infrastructure that currently support walking and bicycling. A public attitude survey of residents in the community quantified the extent, barriers and opportunities for walking and bicycling within the community.

- Advisory Committee meeting
- Summary inventory and analysis
- Summary of community survey results
- On-site review of existing conditions

Meeting: Advisory Committee and Public

This task included a public workshop to gather comments from the analysis and an Advisory Committee meeting towards the end of the analysis task to review the results of the public workshop and the final existing condition analysis.

- Advisory Committee meeting and summary
- Public meeting and summary

Preparation of Draft Plan

The draft plan was prepared based upon public input and discussions between the town, the Advisory Committee, and the RAI Bike Ped Team. The plan included the findings of the analysis task along with recommendations for policies, programs, and infrastructure improvements. The draft plan includes a map illustrating the proposed bicycle and pedestrian system.

Meeting: Advisory Committee and Public

This task included two (2) Advisory Committee meetings during the production of the draft plan and one (1) public open house to review the draft document. The public open house solicited input necessary to help prioritize the recommendations of the plan.

Develop Plan Priorities & Prepare Final Plan

The recommendations of the plan were prioritized based upon the input gained during the public open house. The Advisory Committee met to discuss the plan priorities prior to the production of the final plan.

- Prioritized List of Recommendations
- Final Plan Document

Implementation

This phase involved the formal adoption of the final plan by the town. A training session outline was provided to assist the town with next steps for implementation including education and promotion.

Adoption

The town formally adopted the final plan as an amendment to the official Comprehensive Plan, following the requirements necessary as per State code.



Section B

Public Engagement

With assistance from the RAI Bike Ped Team, town staff identified 11 key stakeholders to participate on the plan's Advisory Committee. The primary duty of this committee was to represent Pendleton's values and interests and provide guidance to the staff and RAI Bike Ped Team during the development of the plan. The Advisory Committee met in person four times with the RAI Bike Ped Team. A brief summary of each meeting is below:

Advisory Committee Meeting #1

The first Advisory Committee kick-off meeting was held on October 6th, 2016 at Pendleton Town Hall. In summary, the RAI Bike Ped Team was formally introduced, a schedule for the project and upcoming events was passed out and types of facilities that were being considered were discussed in detail.



Bike Lane Facility Section

Advisory Committee Meeting #2

The second Advisory Committee meeting was held at Pendleton Town Hall on December 1st, 2016 following the public workshop. In summary, community attitude survey results were discussed in detail, and the existing conditions of pedestrian facilities and engineering issues observed within the town were highlighted. This was followed with a review of proposed bicycle and pedestrian facilities. Maps created at the public workshop were reviewed and the different route information compared. Destinations and bike parking locations were also reviewed from viewpoints of importance, opportunity and convenience.



Preliminary Route Master Plan

Advisory Committee Meeting #3

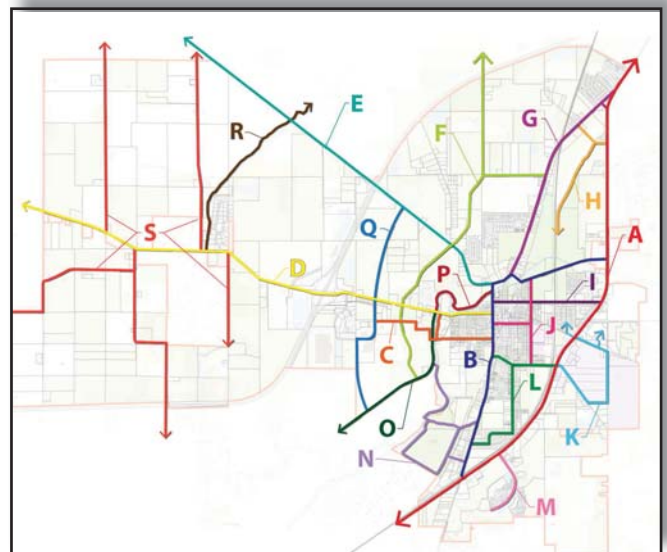
The third Advisory Committee meeting was held at Pendleton Town Hall on January 12th, 2017. In summary, the preliminary master plan was presented detailing locations of each type of facility. An enlargement plan detailed the facility routing around the downtown core. Solutions for areas of potential concern were discussed and revisions were made.

Advisory Committee Meeting #4

The fourth and final Advisory Committee meeting was held on March 8th, 2017 following the public presentation. In summary, pedestrian activated signal options for crosswalks at non-signalized intersections were reviewed.

The overall Bicycle and Pedestrian Master Plan strategy was presented and discussed with the committee. How the Bicycle and Pedestrian Master Plan interacts with the current Comprehensive Plan with regard to land use, alternative transportation planning and future annexation was discussed. A similar policy review was presented with regard to the Parks and Recreation Master Plan, Zoning, and Subdivision Control Ordinances.

In closing, the committee was asked to rank priority routes from the draft master plan. An estimated cost sheet was presented displaying relative construction costs for each type of facility. Finally, next steps were discussed regarding final Bicycle and Pedestrian Master Plan approval by the Plan Commission and Council.



Priority Route Options

The RAI Bike Ped Team developed the public attitude survey in cooperation with town staff. A copy of the survey is contained in the appendix. Most people completed the survey electronically, although paper copies were also made available to the community. Town staff pushed awareness of the survey primarily through social media, town web page links and e-mail blasts. To further increase awareness of the survey and the plan, the RAI Bike Ped Team and town staff organized a community bike ride. By all measures, this was a very successful public input effort, with 433 people taking the survey during the weeks the survey was available.

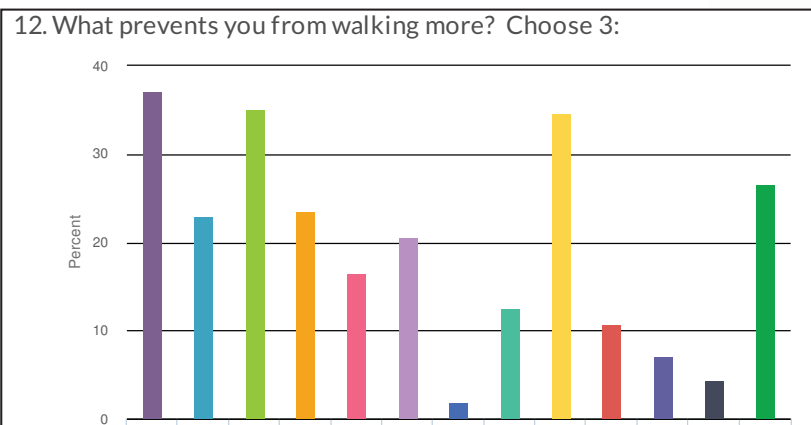
It should be noted that this was not a random survey. The intent with this community attitude survey was to hear from as many stakeholders as possible, instead of garnering a statistically valid representation of the community. Since it is unknown how many people were made aware of the survey opportunity, it is difficult to establish a response rate. Still, this approach should be considered successful, based simply on participation levels. Public input was received from many more interested local residents than would attend a public open house or meeting.

The survey results were very important to the RAI Bike Ped Team, Advisory Committee and town staff as the plan development proceeded. Most of the respondents were “locals”, living and/or working in Pendleton. Sixty-eight percent (68%) of the 433 respondents lived within the Pendleton town boundaries, with almost half of that percentage consisting of people who resided in Pendleton ten or more years. Less than half of all respondents worked in town; however, the survey was also administered to elementary classes as well. Their input, while invaluable in understanding youth viewpoints, may have tilted these employment figures. The survey participants were fairly evenly divided by age group, with the exception of these elementary school responders.

Under 18 years:	55.8%
18 – 29 years:	05.0%
30 - 39 years:	12.7%
40 – 49 years:	13.5%
50 – 59 years:	07.0%
60 – 69 years:	04.6%
70 yrs and over:	01.4%

One other interesting result of the survey was that the responses were more or less evenly divided between males and females. However, more females participated than males, with over fifty-six percent (56%) of the respondents being women. The sex and age survey statistics show that the demand for bicycling and walking infrastructure in Pendleton is from a wide cross-section of the community.

When asked what makes them want to bicycle or walk more, seventy-five percent (75%) chose “walking and bicycling are good for my health.” Almost half also said it is good for the environment, while nearly twenty-five percent (25%) recognized that it can save them money.



Public Attitude Survey Results

Value	Percent
High speed traffic (vehicles more too fast)	37.2%
High traffic volume (too many vehicles on the street)	23.0%
Difficult to cross busy streets	35.1%
Not enough shade	23.5%
Poor street lighting	16.5%
Destinations are too far away	20.7%
Lack of wayfinding signs	1.9%
No one else is out walking	12.6%
Lack of continuous sidewalk network	34.7%
Lack of public seating	10.7%
Hilly terrain / Steep slopes	7.2%
Health reasons	4.4%
Other	26.7%

Walking

The survey confirmed that there are already many people walking in the town on a daily to weekly basis. Not surprisingly, most walk for recreation, since walking for transportation requires a network of connecting sidewalks and trails that is not yet 100% completed. People clearly want to be able to walk more in Pendleton. Other walking-related survey highlights include:

- o Nearly forty percent (40%) of the respondents walk at least two times per week, with some walking daily.
- o The majority (72%) of people surveyed say they walk for recreation, instead of transportation. Only 40 people said they walk mainly for transportation, while 62 more said they walk for a combination of both.
- o Nearly eighty percent (80%) said they want to walk more often.
- o Sidewalks (both quality and connection) were considered the primary needs that make a streetscape a good place to walk. Informational signs were considered least important.
- o High speed traffic was named as the primary barrier to walking more. Difficulty crossing busy streets due to speed of traffic and crossing distance and lack of continuous sidewalk network were cited as second and third highest reasons for not walking more.

Bicycling

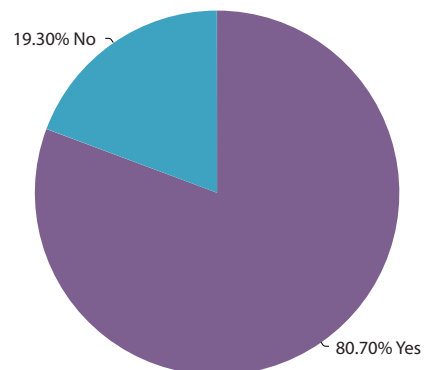
Survey results indicated that bicycling is not as popular as walking in Pendleton. Fewer people ride bicycles than walk, but the majority does want to ride more often. As with walking, lack of connecting bike facilities and unsafe street intersections keep people from biking more.

- o 33% of the respondents bicycle a few times per month, 36% biking multiple times per week.
- o 81% said they want to ride a bicycle more often.
- o Good pavement condition was considered a primary need for cycling in a street with low traffic volume and low traffic speed coming in second and third. Provision for shade was the next highest response.
- o High traffic speed was cited as the number one detriment to bicycling more often, with difficulty crossing intersections and lack of continuous bike facilities scoring a close second and third.

Regarding destinations, when asked what places they would like to walk or bicycle to, the top 5 answers were:

- o Falls Park
- o Downtown
- o Restaurants and Coffee Shops
- o Areas outside of Pendleton
- o Pendleton's Public Library

14. Do you want to ride a bicycle more often?



Public Attitude Survey Results

Survey General Conclusions

The survey illustrated that people want a better connecting and more complete network for bicycling and walking. Needed infrastructure is not just sidewalks, trails and bike lanes, but also includes accessible curb ramps, pedestrian street crossing signals and street appurtenances such as bicycle racks, landscaping and wayfinding signage. Traffic safety is also important to walkers and bikers who answered the survey, meaning that traffic calming measures should be considered in the town to slow vehicular traffic. Quality facilities, including sidewalks, paths and streets are also considered important. Therefore, a maintenance program to keep facilities in good repair is advisable.

Public Workshop

The public workshop for the town-wide Bicycle and Pedestrian Master Plan was held at Pendleton Town Hall the evening of October 26th, 2016. In summary, a brief introduction discussing the origins of the Bicycle and Pedestrian Master Plan was reviewed with the audience. A map of community assets and attractions was displayed and the importance of using this plan to logically connect these destinations was discussed.

The results of the public survey, the history of Pendleton, and future planning for the community were also reviewed. Types of bicycle and pedestrian facilities were presented with representative pictures of constructed projects. The audience then divided into 3 groups and performed a mapping exercise that resulted in 3 different maps displaying where each group preferred various types of bicycle and pedestrian facilities including bike parking. Each group gave a brief presentation of their work and the intent behind their design.



Public Workshop Team Mapping Exercise



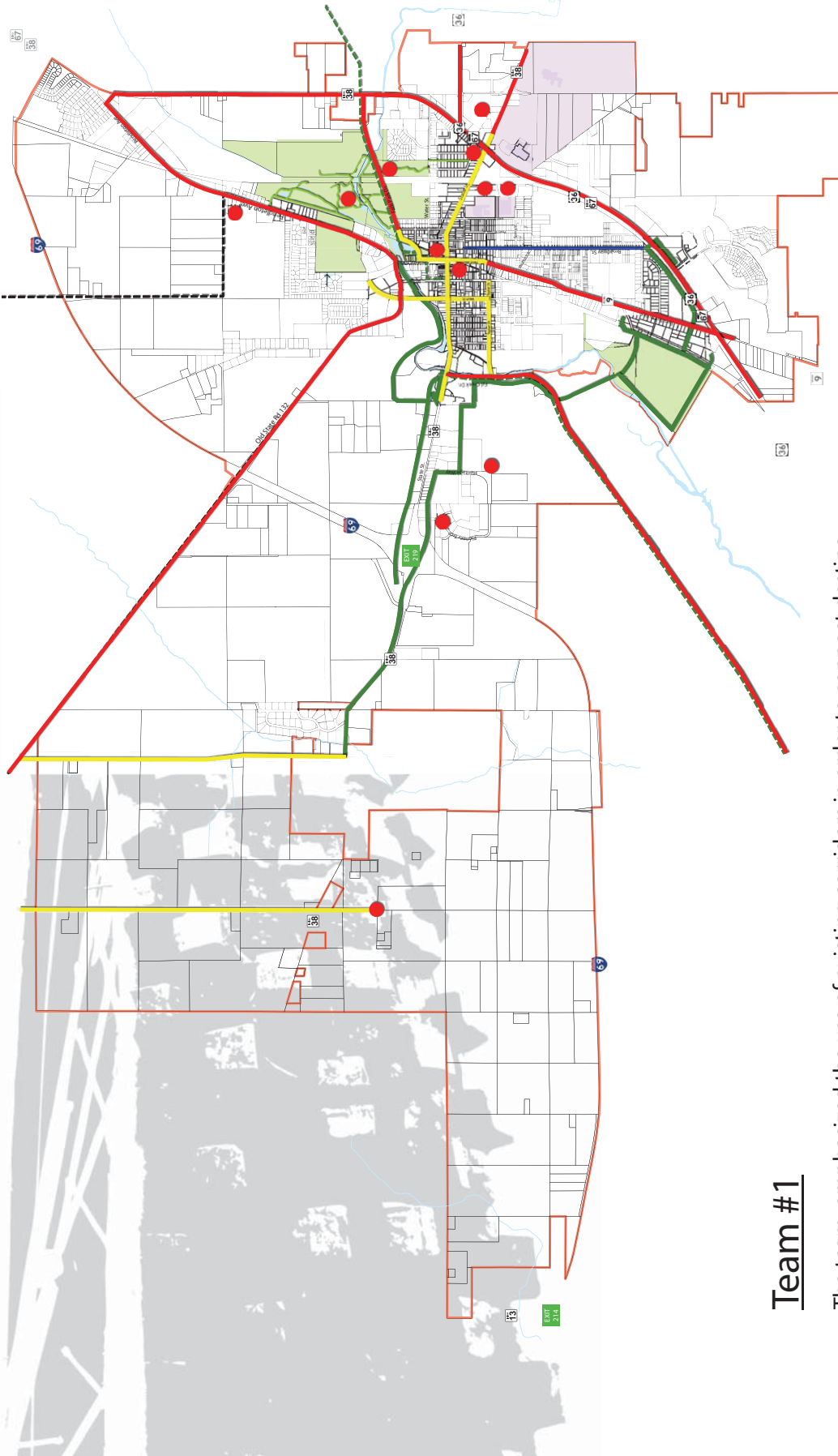
Public Workshop Team Mapping Exercise

Public Presentation

The public presentation to present the draft Bicycle and Pedestrian Master Plan was held at Pendleton Town Hall the evening of February 2nd, 2017. In summary, the draft master plan was presented, an update was given to the audience informing them of the upcoming steps including the public review and adoption processes. A brief discussion was held describing the existing conditions of pedestrian facilities and engineering issues observed within the town. Proposed types of bicycle and pedestrian facilities were also revisited. Time was taken to review and discuss the various levels and types of pedestrian crossings.

Maps the public created at the first public meeting were presented and the various routes were compared. Destinations and bike parking locations were also reviewed.

The proposed town-wide master plan was then presented to the public. Corridors of high priority were discussed for areas of key connectivity. A formal group question and answer period followed with individual questions and concerns addressed after the meeting.



Key

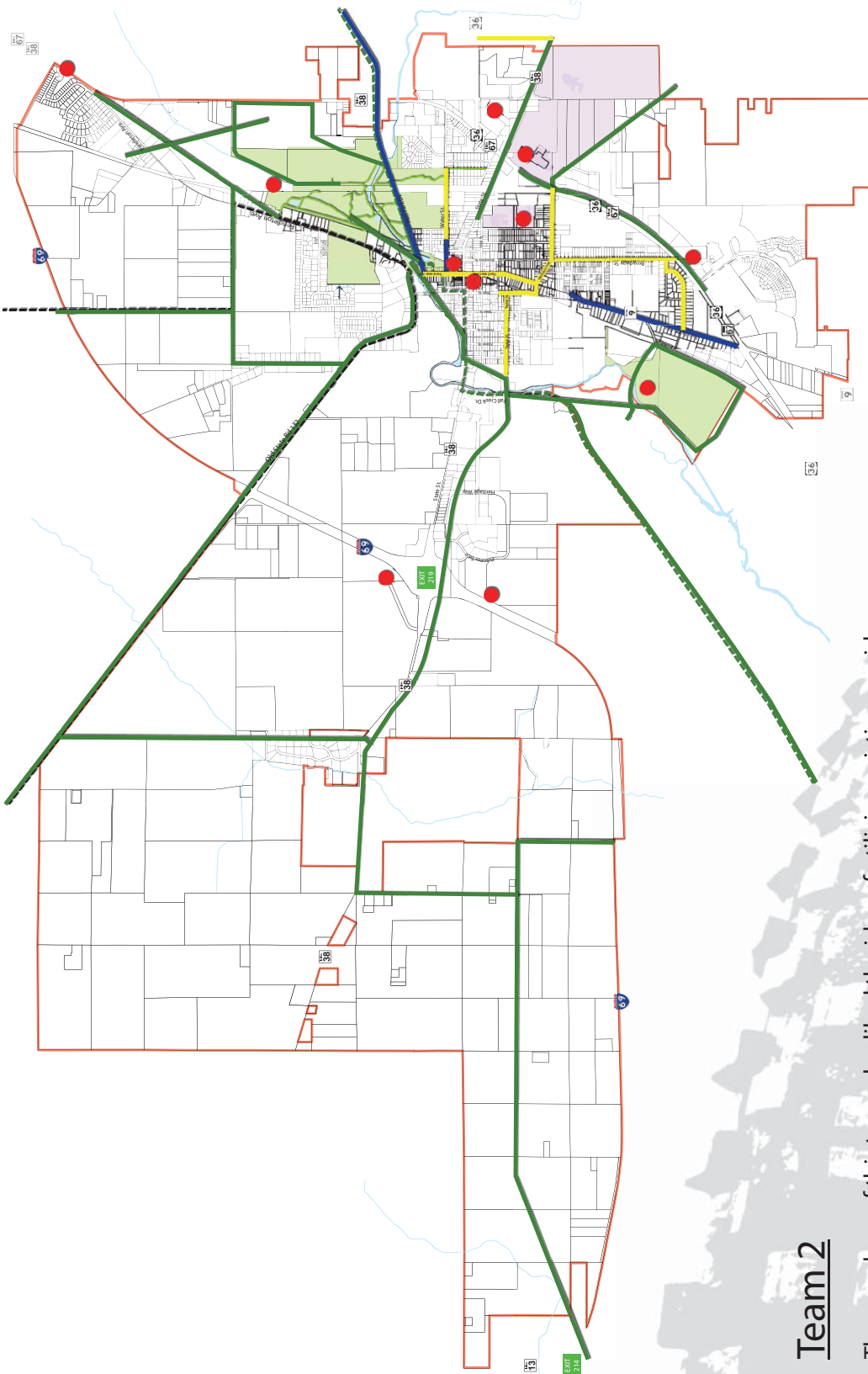
	Cycle Track
	Sidewalk
	Bike Lane
	Shared Lane
	Trail / Sidepath
	Bike Parking

Team #1







The team emphasized the use of existing corridors in order to connect destinations. The team believed a strong east / west connection utilizing State Street was key to connecting the parts of town divided by Interstate 69 and State Road 67. The use of side paths, shared lanes and dedicated bike lanes were of interest to the group.

Bicycle parking and appropriate trail head connections points were included within their plan. Safety - especially at busy intersections - was discussed as the team added routes throughout the town.

The group also expressed interest in creating a pedestrian friendly, walkable sidewalk network.



Key

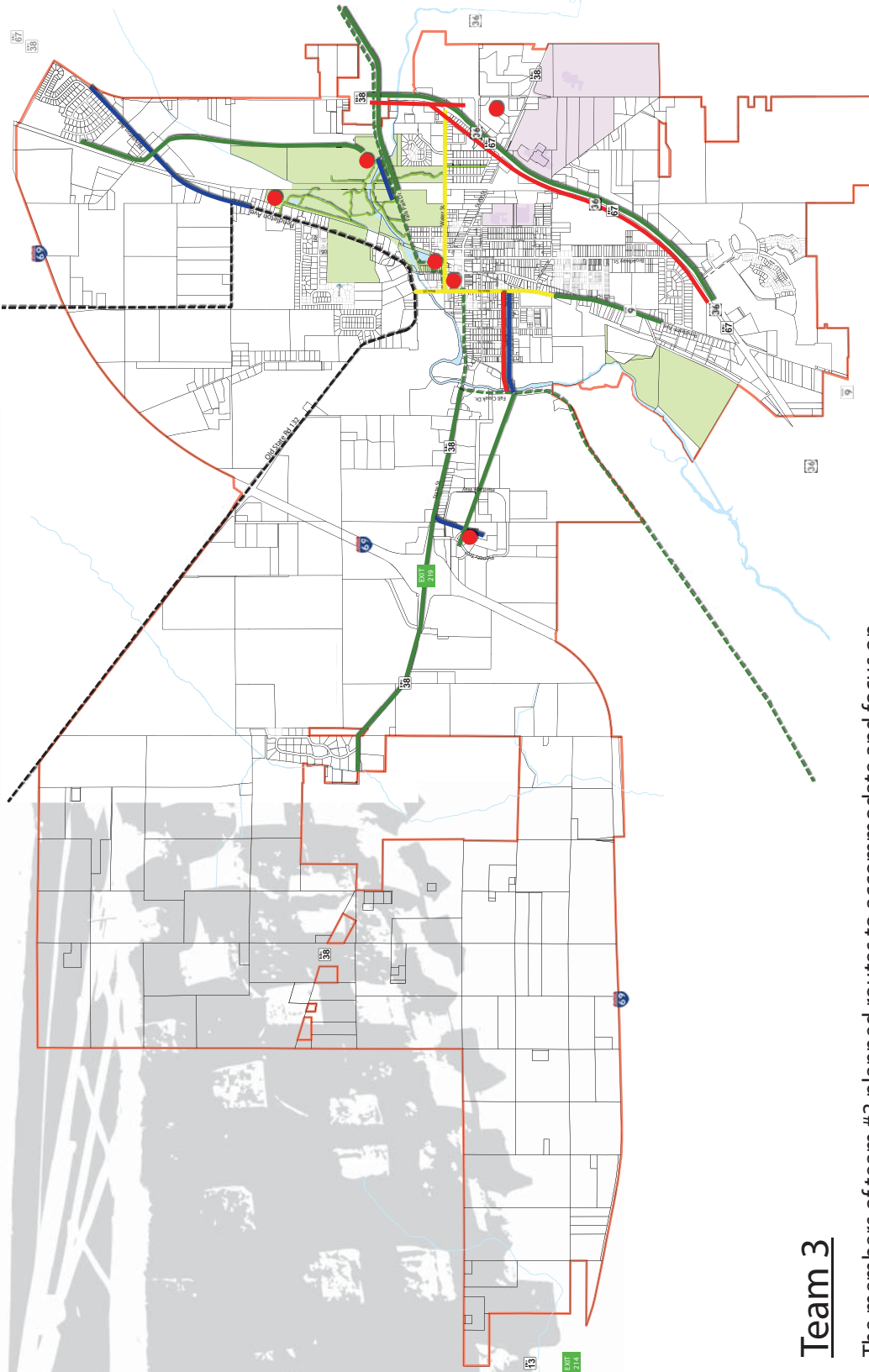
	Cycle Track
	Sidewalk
	Bike Lane
	Shared Lane
	Trail / Sidepath
	Bike Parking

Team 2

The members of this team also liked the idea of utilizing existing corridors in order to connect destinations. Furthermore, the group had interest in connecting to amenities and attractions outside of Pendleton as well.

Team #2 planned routes with the predominate use of side paths and trails in the far reaching areas of town and sharrows within the compact downtown area. They were an advocate of using the proposed facilities for transportation to employment centers as well.

Safety was discussed by the group and they expressed many concerns about crossing State Road 67.



Key

	Cycle Track
	Sidewalk
	Bike Lane
	Shared Lane
	Trail / Sidepath
	Bike Parking

Team 3

The members of team #3 planned routes to accommodate and focus on family friendly facilities for outings with all ages in mind. They were also concerned about large, busy intersections and discussed ideas to add safety at these locations.

The group also expressed an interest in repairing downtown sidewalks to promote walkability to these shops and attractions.

Team #3 also discussed planning for routes to both employment centers and connections outside of town boundaries in Madison County and beyond.



HISTORIC
PENDLETON
Est. 1828

HISTORIC
PENDLETON
Est. 1828

STOP

4-WAY

TOWN OF
PENDLETON
INDIANA

■ Section C

■ Bicycle & Pedestrian Facilities

On-Site Existing Conditions Analysis

As observed on October 21, 2016

Overview

To aid in developing a Bicycle and Pedestrian Master Plan for the Town of Pendleton, Christopher B. Burke Engineering, LLC with the RAI Bike Ped Team completed a site visit and desktop review of the existing bike and pedestrian infrastructure within the town.

The site visit was completed on October 21st, 2016 as part of the community bike ride in which the project team participated.

It is apparent from that assessment that the town has some existing infrastructure that already supports bike and pedestrian transport. For example,

- o many streets have sidewalks adjacent to them (albeit, some are too narrow);
- o there is an existing network of trails within Falls Park;
- o there is a new multi-use trail improving connectivity between the library and the high school; and
- o many of the roads in and around the town are utilized frequently by cycling clubs from Indianapolis and other surrounding areas.

There are numerous opportunities for improving this network of infrastructure. The following are our observations and recommendations related to this assessment:

Falls Park

- o The park is a great asset for bicycle and pedestrian use.
- o Flooding in some locations within the park makes the trails inaccessible at times.
- o Washouts of the gravel trails are common in the flood prone areas of the park and yet the gravel on some trails is too large to comfortably bike or walk on in some locations.
- o Traffic calming measures within the park could help to further enhance existing bike and ped facilities within the park.



ADA Compliant Crosswalk Example



Tree Root Damage to Sidewalk Example



Crosswalk Signal Counter Example



South Pendleton Avenue

On-Site Existing Conditions Analysis (Continued)

As observed on October 21, 2016

Town Streets

- o Some streets and rights-of-way are wide enough to accommodate bike lanes by:
 - eliminating parking on one side, or
 - narrowing traffic lanes, or
 - reducing the number of lanes, especially on one-way streets, or
 - converting one-way streets to two-way or
 - a combination of these modifications.

See chapter 4 of the American Association of State Highway and Transportation Officials Bicycle Facilities Guide for further guidance on this. It is recommended that tree lawns (the area between sidewalk and curb) should be preserved to the extent possible when making modifications to existing rights-of-way.

- o Some signalized intersections lack pedestrian signals. Most do have sidewalks and crosswalk pavement markings. Pedestrian detection should also be installed in compliance with Manual on Uniform Traffic Control Devices.
- o There are many locations that do not have ADA compliant curb ramps and/or driveway crossings have barriers such as curbs. All sidewalks and ramps need to meet ADA requirements.
- o Sidewalk maintenance is an issue, there are many locations where tree roots have pushed up sidewalks causing trip hazards.



Taylor Street



Bike Rack at Alvin D Brown Memorial Pool



Interstate 69 at State Street

State highways (INDOT)

- o State Road 67 creates a major obstacle for connectivity between the town and the high school/ middle school campus. A general lack of signalized intersections makes it extremely challenging to cross the road on foot or bike.
- o Interstate 69 is a barrier between the town and the neighborhoods to the west. In conjunction with the INDOT interchange upgrade, it is understood that Pendleton is planning to construct a new pedestrian bridge over Interstate 69, greatly improving connectivity to the west.

On-Site Existing Conditions Analysis (Continued)

As observed on October 21, 2016

Schools

- o The elementary school campus is located in a neighborhood that could be accessible. Sidewalk improvements may be needed to make walking/bicycling to school more safe.
- o Bicycle racks were observed at the elementary school although it is unclear how many students currently take advantage of them.
- o Traffic was regarded as too fast within the vicinity of the elementary school such that the area may benefit from traffic calming measures.
- o The high school and middle school campuses are less accessible due to the railroad and State Road 67.
- o No bicycle racks were observed at the high school or middle school.
- o Enhanced pedestrian access via a pedestrian bridge or better signalization is essential to improving safety of biking or walking to the high school and middle school.

Other Observations

- o Better pedestrian crossings are needed at many locations throughout the town.
- o Trash cans left on sidewalks can be an impedance for users of sidewalks.
- o Visual obstructions at some street intersections create unsafe conditions for pedestrians and bikers.
- o Historic downtown area would benefit from more bike racks to encourage biking to destinations such as shops and restaurants.
- o Signage may eventually be warranted to identify downtown area sidewalks as dismount zones to avoid potential conflicts between bikes and pedestrians.
- o There are opportunities to connect Pendleton to other regional destinations and/or routes such as the Cardinal Greenway, Fishers, and Noblesville.



Railroad crossing on Madison Avenue



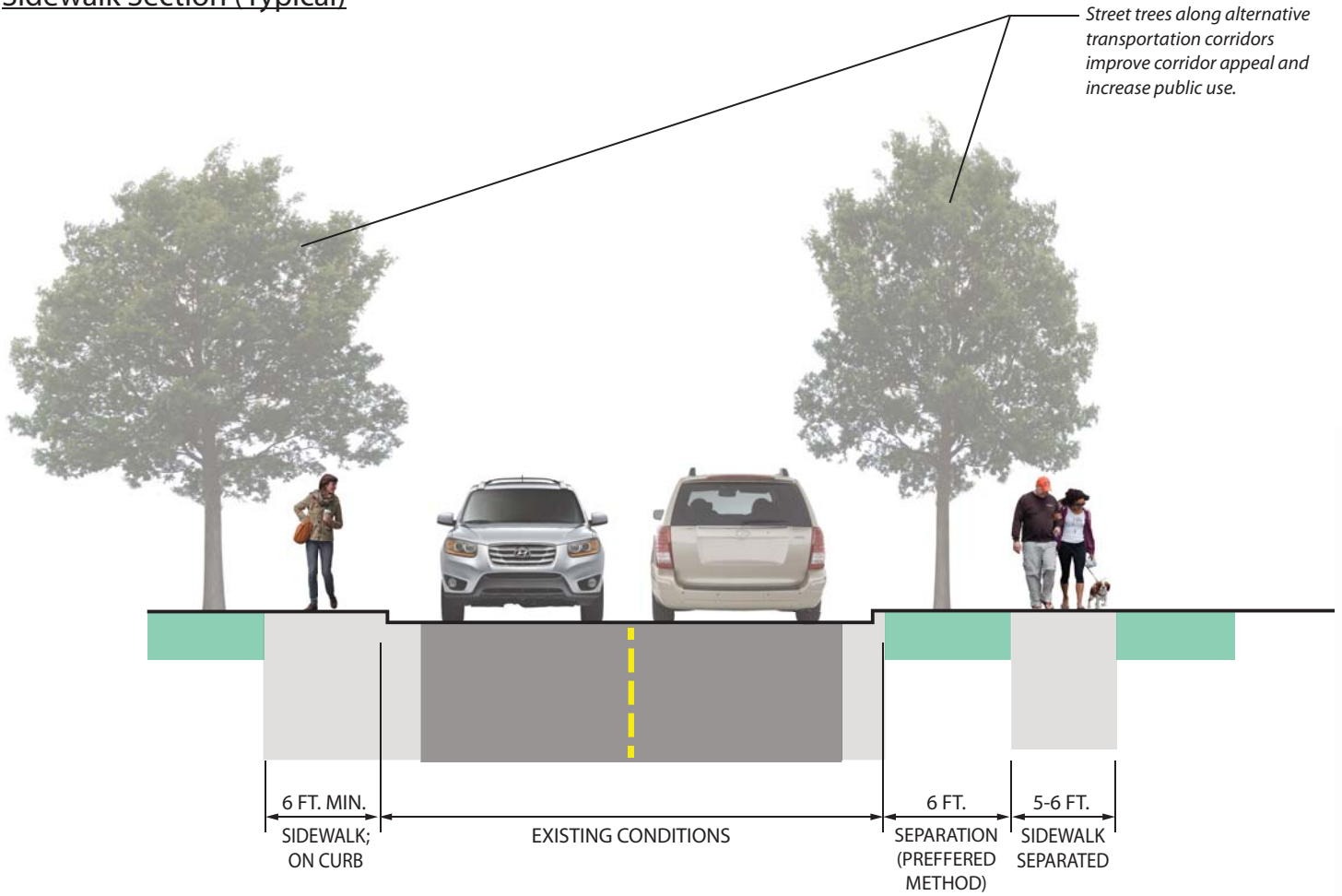
Uneven pavement concern at East Street and State Street crosswalk

Guidance Documents

It is recommended that all bicycle and pedestrian facilities comply with:

- o Guide for the Development of Bicycle Facilities, AASHTO, 2012
- o NACTO Urban Bikeway Design Guide, 2013
- o Indiana Manual on Uniform Traffic Control Devices, INDOT, 2011
- o Americans with Disabilities Act (ADA)

Sidewalk Section (Typical)



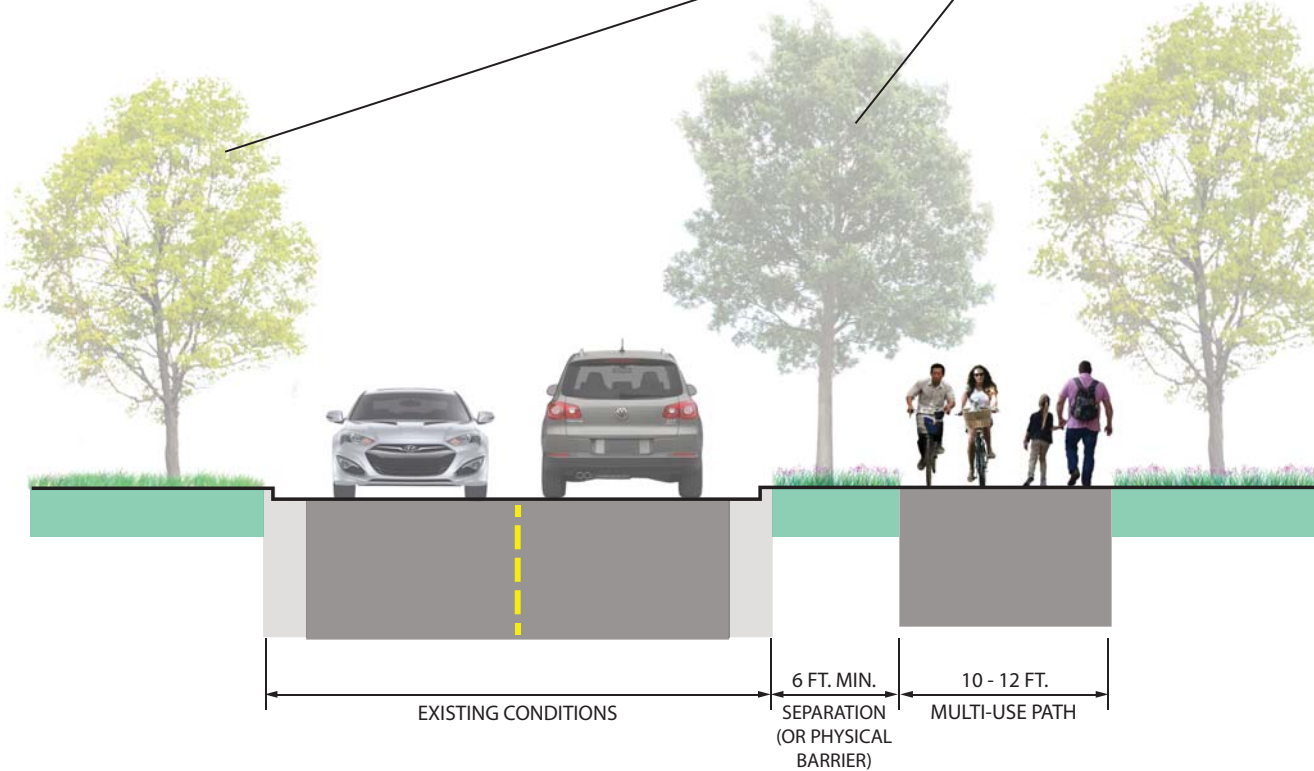
Sidewalk Example



Multi-use Path Example (See Page C-5)

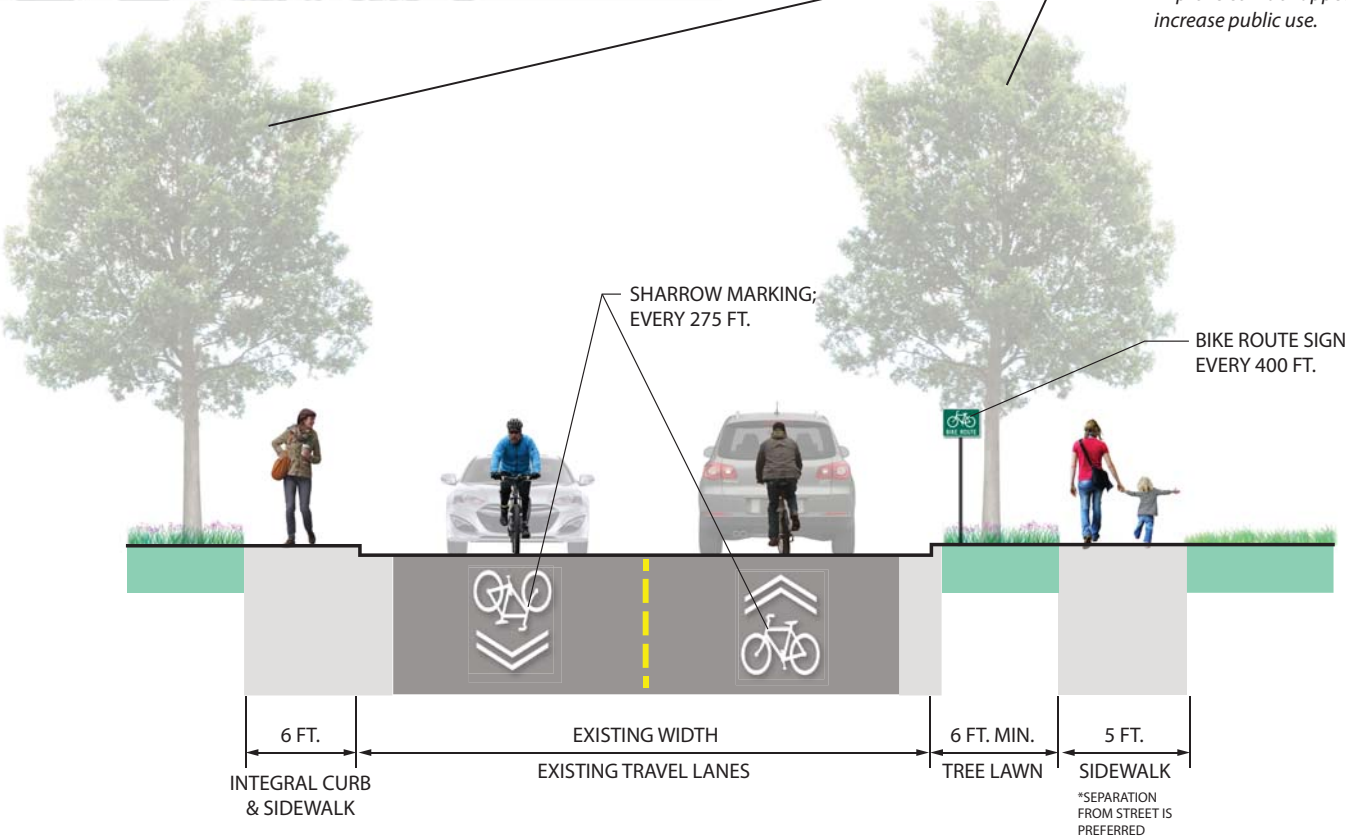
Multi-Use Path / Side Path Section (Typical)

Street trees along alternative transportation corridors improve corridor appeal and increase public use.

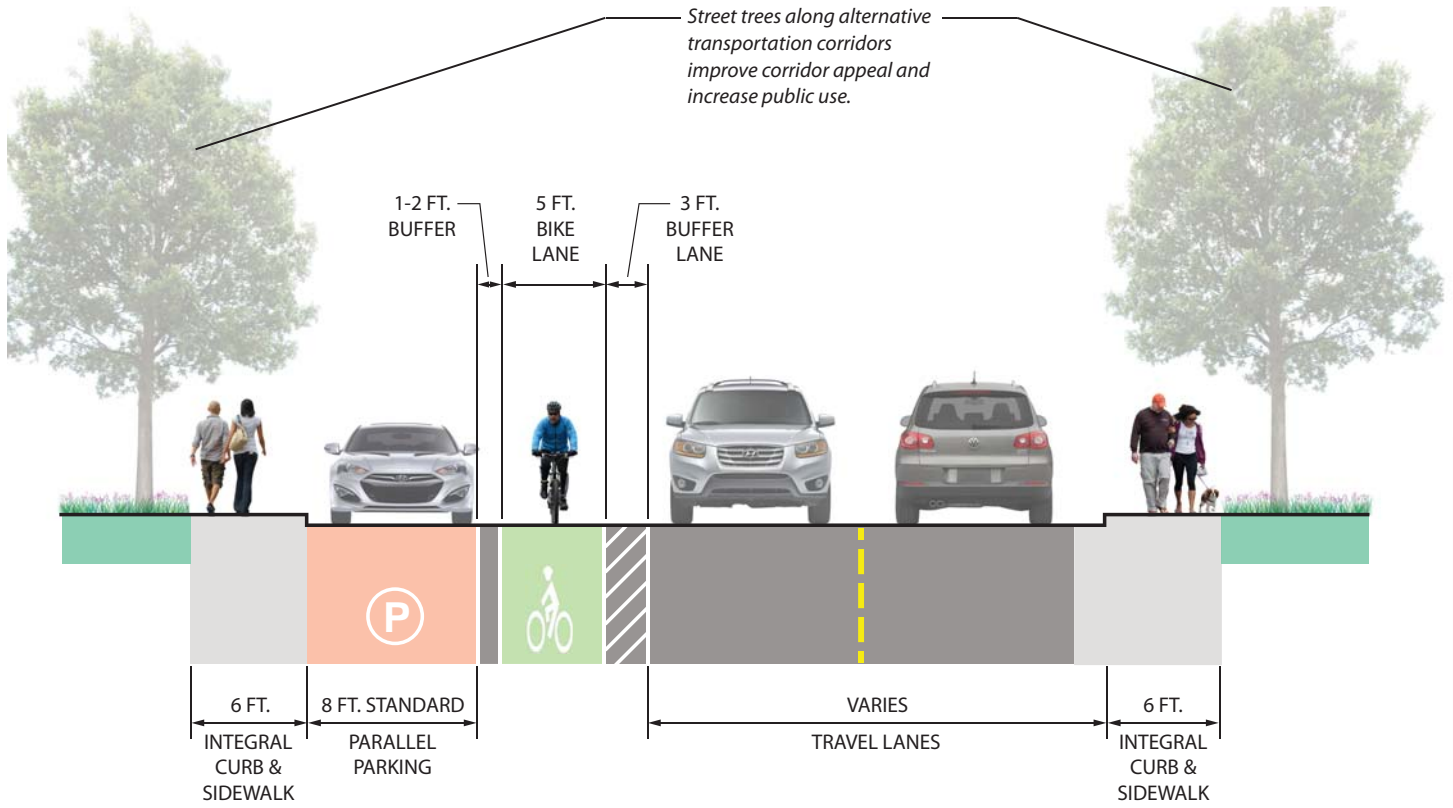


Shared Lanes / Sharrows Section (Typical)

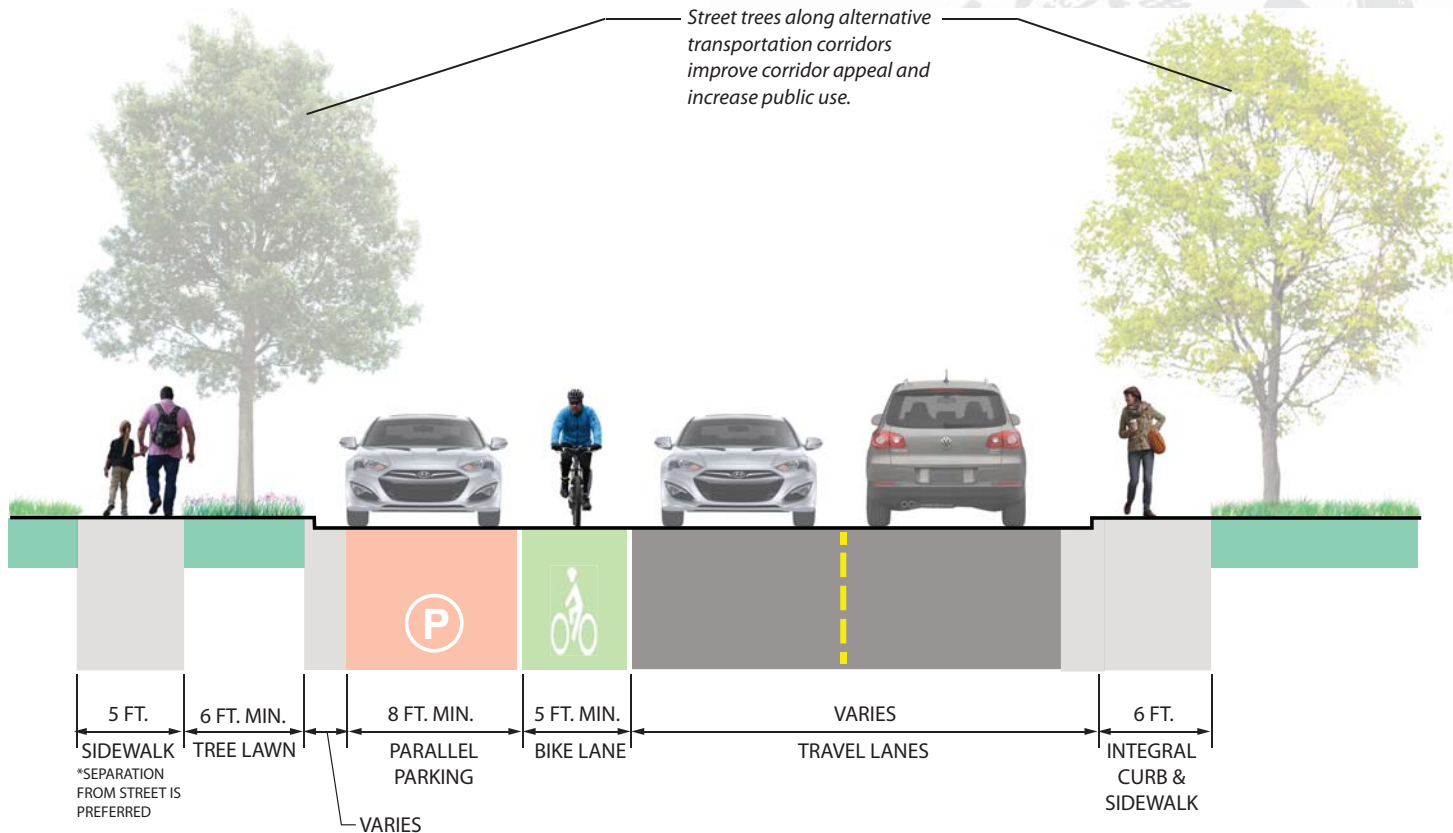
Street trees along alternative transportation corridors improve corridor appeal and increase public use.



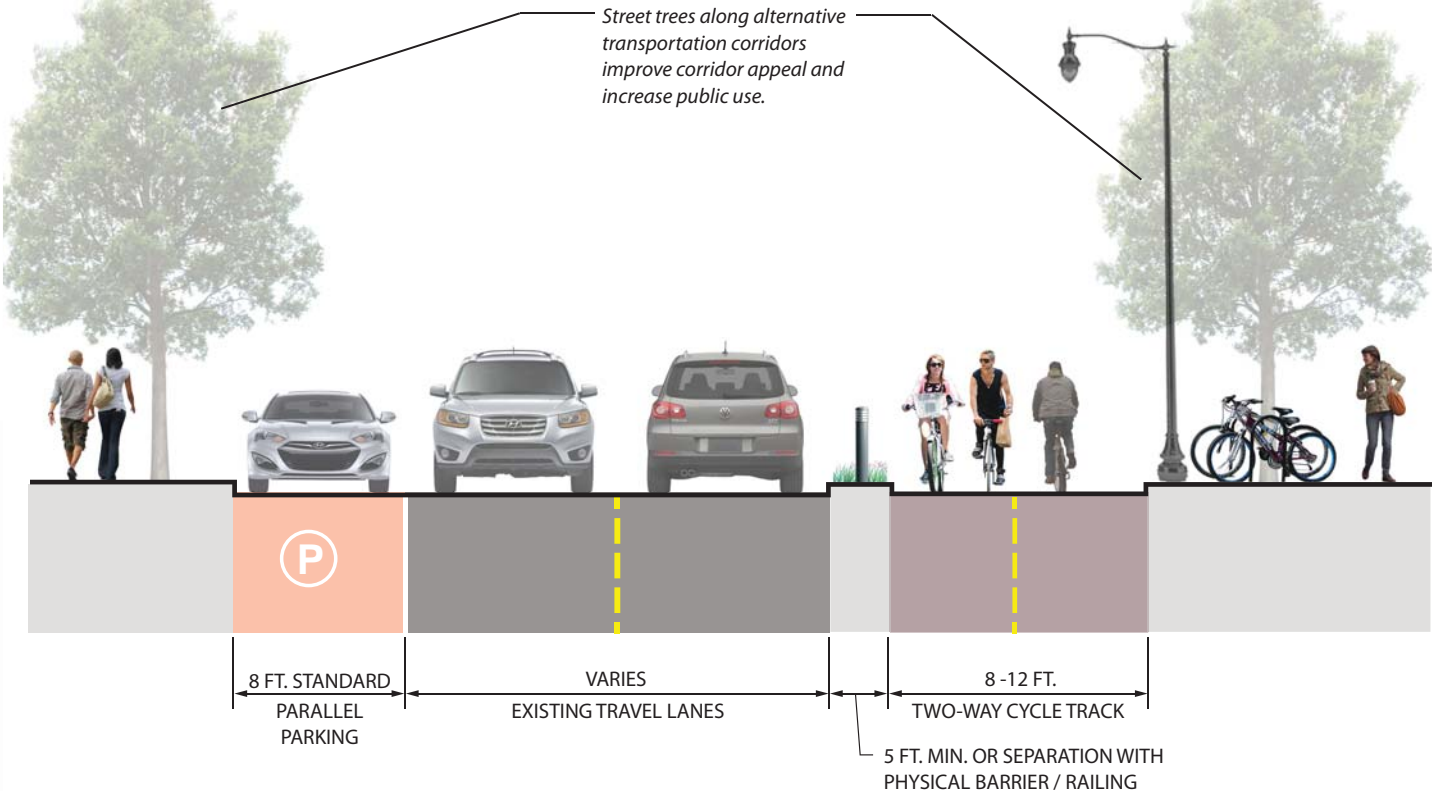
Buffered Bike Lane Section (Typical)



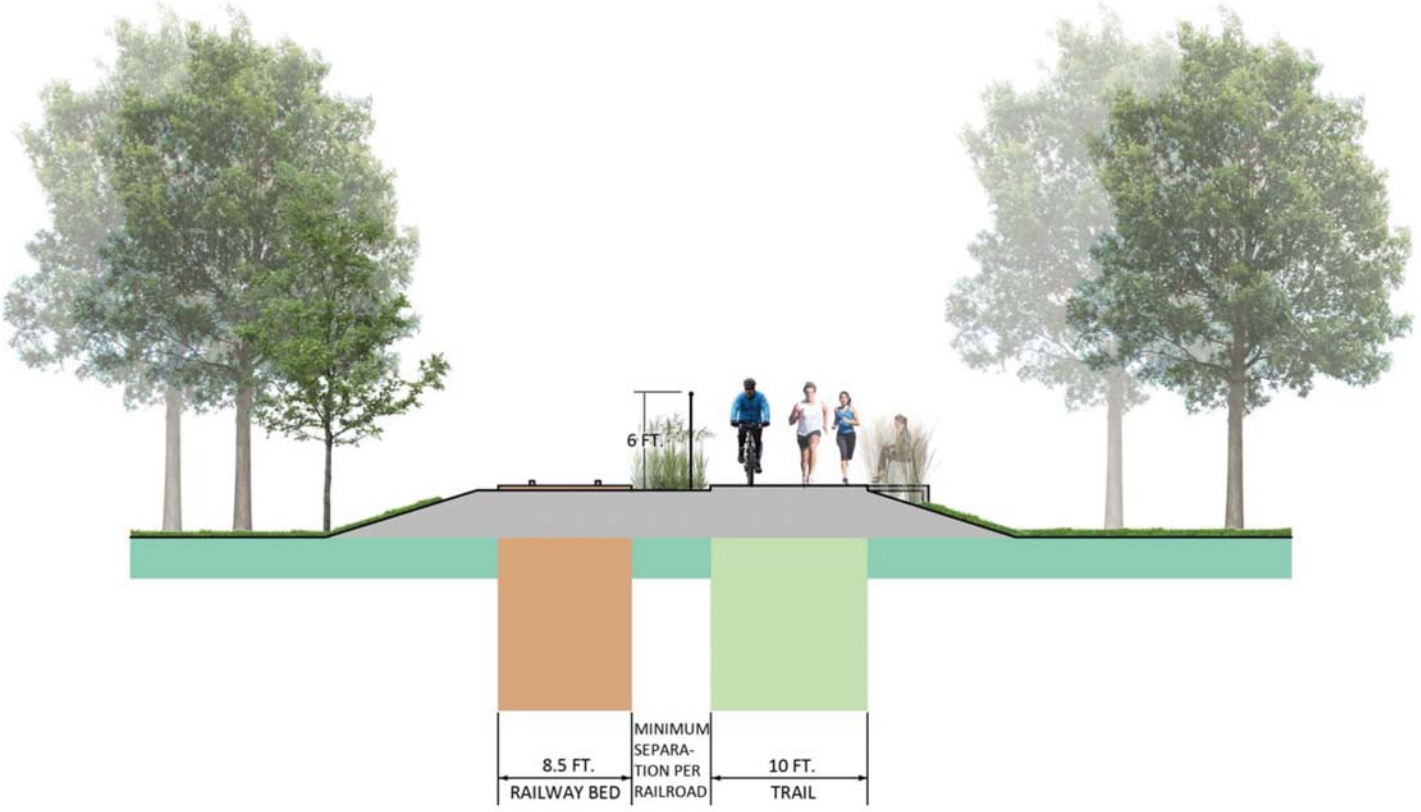
Conventional Bike Lane Section (Typical)



Cycle Track Section (Typical)



Rail with Trail Section (Typical)



Introduction

The Manual on Uniform Traffic Control Devices (MUTCD) gives limited guidance regarding when and where to mark pedestrian crossing locations.

The following guidelines are intended to serve engineers and planners who are responsible for planning and designing pedestrian facilities within the Town of Pendleton. These guidelines are not to be used as warrants, as circumstances may vary depending on location and no set of guidelines can cover every condition or guarantee improved safety. These guidelines are intended to improve the consistency of the application of pedestrian crossing treatments.

Designers, engineers, and planners all share a responsibility to find ways for vehicles, pedestrians, and bicyclists to coexist safely and conveniently. Accommodating pedestrians with disabilities is required in the planning, design, and construction of pedestrian facilities.

The purpose of this section is to provide guidance for determining consistent engineering solutions to pedestrian safety concerns, particularly with regard to crosswalks. This section should be used to provide guidance for new and future construction projects and for retrofitting existing crosswalk locations.



Background

Marking crosswalks serves two purposes: (1) it shows pedestrians the best place to cross; and (2) it warns drivers that pedestrians may be present.

The following are advantages of marking crosswalks:

- o Helping pedestrians find their way across complex intersections
- o Designating the shortest path
- o Directing pedestrians to the location of best visibility and sight distance

General Guidance

As with the installation of any traffic control devices, engineering judgment is essential. All crosswalk pavement markings and signs shall be selected, designed, and installed in conformance with the MUTCD.

Crosswalk markings should not be used at all intersections. If used extensively, motorists would become desensitized to their presence. Crosswalk markings should generally be used only at locations where pedestrian activity is significant. Significant pedestrian activity is defined as meeting one or more of the following:

- o At least 15 pedestrians crossing the street during each of the two highest one hour traffic periods in a day
- o On a school route
- o On a route to and within 1,000 feet of a park, community center, or transit facility

The design of intersections should be completed with pedestrian crossings in mind.

Guidelines for Marking Crosswalks

The table below provides guidance for the selection of the recommended traffic control devices for most circumstances as determined by the street characteristics, posted speed limits, and traffic volumes.

CRITERIA FOR PEDESTRIAN CROSSING TREATMENTS

Roadway Configuration	Roadway ADT and Posted Speed															
	Less than 5,000 vpd				5,000 to 9,999				10,000 to 19,999				Over 20,000			
	< 30mph	35 mph	40 mph	> 45 mph	< 30mph	35 mph	40 mph	> 45 mph	< 30mph	35 mph	40 mph	> 45 mph	< 30mph	35 mph	40 mph	> 45 mph
2 Lanes - Residential	1	2	2	N	1	2	4	N	2	2	4	N	2	2	4	N
2 Lanes - Commercial	1	2	2	N	1	2	4	N	2	2	4	N	2	2	4	N
2 Lanes - Industrial	1	2	2	N	1	2	4	N	2	2	4	N	2	2	4	N
2 Lanes with Median	1	3	3	N	1	3	4	N	2	3	4	N	2	3	4	N
2 Lanes with Signal	NA	NA	NA	NA	1	2	3	3	2	2	3	3	2	2	3	4
4 Lanes	2	2	2	N	2	2	4	N	2	2	4	N	2	2	4	N
4 Lanes with Median	2	3	3	N	2	3	4	N	2	3	4	N	2	3	4	N
4 Lanes with Signal	NA	NA	NA	NA	2	2	3	3	2	2	3	3	2	2	3	4
School Routes	1	2	2	4	1	2	4	5	2	4	5	N	2	4	N	N

NA = not applicable

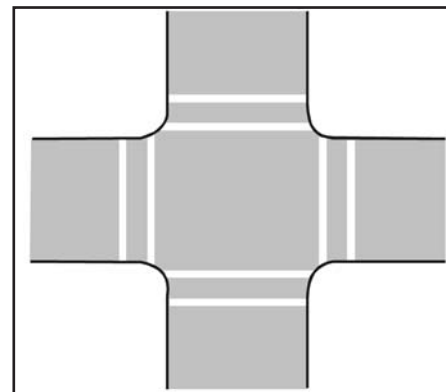
N = Pedestrian treatments not recommended without engineering study.

Source: Boulder, San Jose, Virginia DOT

Types of Pedestrian Crosswalks

Level 1

Level 1 crosswalks should be marked with parallel lines. The lines shall be white and shall be reflective. The lines may be painted at low vehicular traffic locations and should be thermoplastic or preformed plastic at high volume locations. At stop or signal controlled intersections, stop bars shall be installed in advance if the crosswalk lines in conformance with the MUTCD.



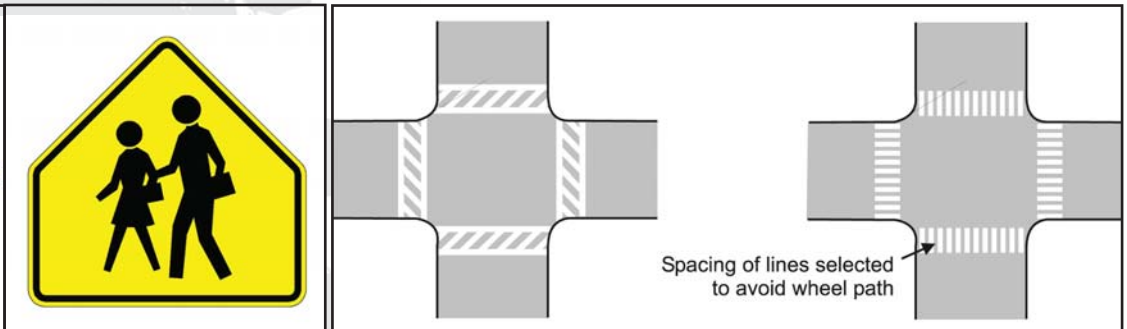
Level 1 Crosswalk Graphic

Level 2

Level 2 crosswalks should be marked with high visibility pavement markings and advance warning signs. High visibility markings should include hatching (ladder or zebra designs) and advance "Ped Xing" or "School Xing" markings.



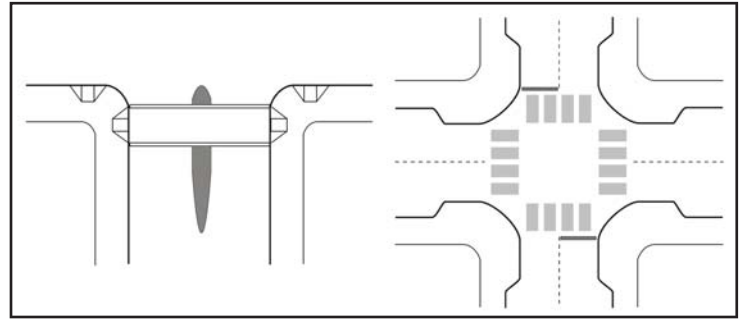
Level 2 Crosswalk Signage



Level 2 Crosswalk Graphic

Level 3

Level 3 crosswalks should have pedestrian refuge islands and/or curb extensions (bump-outs) in addition to the Level 2 markings and signs.



Level 3 Crosswalk Graphic



Overhead Pedestrian Crossing Signal Example

Level 4

Level 4 crosswalks should be marked with overhead warning signs, flashing beacons (including HAWK or RRFB), or in-pavement lighting in addition to the Level 2 and 3 traffic control pavement markings and signs.

Level 5

Level 5 crossings should be considered for pedestrian signals or grade separation. Pedestrian signals shall be installed only when determined to be warranted and designed and installed in conformance with the MUTCD. Pedestrian signal locations shall include Level 2 and 3 traffic control devices and may include Level 4 devices.



Pedestrian Bridge Example



Pedestrian Tunnel Example

Mid-Block Pedestrian Crossings

Mid-block pedestrian crossings should generally be avoided when designing new facilities. They can be acceptable in low speed, low traffic areas such as downtown, when no alternatives are available. When installed, they should have the appropriate level of protection as determined by accepted standards.

Trailheads are a necessary component of a bicycle and pedestrian system and should be evenly located throughout the Pendleton bicycle and pedestrian system. They offer access to individuals not directly connected to the system as well as amenities all users can enjoy.

Automobile parking at trailheads should be designed and constructed using existing ordinances and standards with a quantity of spaces that accommodates 3 or more cars or trucks. Quantity is dependent on several factors including popularity of facility or surrounding population density and should be carefully considered during the detailed design phase. Accessible parking spaces should be programmed as well.

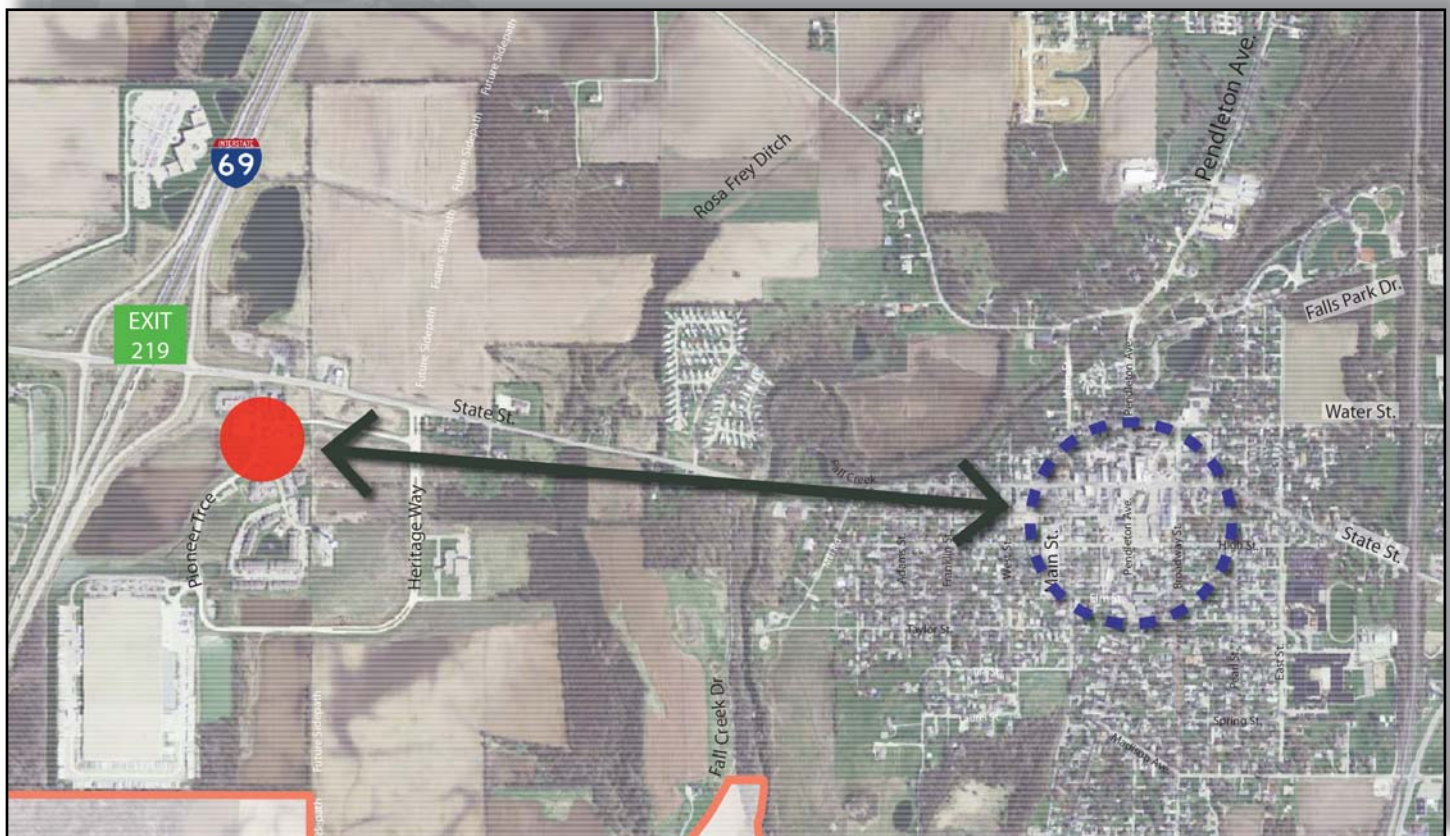
Bike parking should be located at all trailheads allowing users a secure location to lock their bicycle, but also increasing the opportunities for multi-modal transportation options for system users.

Amenities such as pet waste bag dispensers and trash receptacles help to keep the trailhead clean and sanitary while meeting system users needs. Ideally recycling receptacles would be offered as well and coordinated with a town-wide pick-up program.

Wayfinding and bicycle and pedestrian system mapping should be prominently displayed at the trailhead to orient users to their location in the town and where local corridor connections can be accessed.

Benches, water dispensers and shade – either tree canopy or a structure – should also be considered to offer system users a place of respite and refreshment.

Amenities and constructed elements at trailheads should be considered part of the Pendleton brand and should match the existing streetscape standards to provide a uniform aesthetic throughout the system.



Proposed Trailhead near Business Park to connect to Downtown Pendleton

Branding the System

One of the goals for proposed bicycle and pedestrian improvements is to create a system that, in the end, becomes identifiable and uniquely associated with Pendleton. Design standards for all the components of the system will play a significant role in accomplishing this goal. These established design standard components often include the following:

- o Designs for physical separation of cycle tracks
- o Bike racks
- o Light fixtures
- o Seating
- o Trailhead appurtenances
- o Trash / recycle receptacles
- o Gateways
- o Historic markers
- o Mile markers
- o Wayfinding
- o Shade trees
- o Landscape
- o Crosswalk designs and refuges
- o Pedestrian accommodations at key intersections



Branding: Stone City Lanterns - Trailside Markers

When these various components are predetermined for their function and aesthetics as corridor standards, construction and implementation are simplified. Even more important, these design standards combine to establish and "mark" the system corridors in a fashion that makes these corridors unique to Pendleton, thereby building the Pendleton brand. This branding also serves to promote public safety, as the various components of the system make the corridors more visually apparent to motorists traveling along and across those corridors.

Wayfinding

Clearly marked routes are crucial to promoting the highest use of these public facilities benefiting local residents plus visitors and tourists navigating their way around the town. By using properly designed and standardized wayfinding signage, corridor use will be more convenient and safe for all users. The design standards for signage will address text color, background color, sign size, post materials, directional graphics and user graphics. Guided by current MUTCD standards, uniform text and graphics are effective means to increase the efficacy of the wayfinding system.



Branding Example - Indianapolis Cultural Trail



Trailhead Wayfinding Example



Local History Trailside Marker Franklin, IN

Bicycle Parking

A general lack of bicycle parking was found within the Town of Pendleton. Bike parking at destinations and local attractions encourages use of the bicycle and pedestrian system. The location of these facilities should be carefully considered during implementation and easily identified in visible, logical locations for system users.

Providing bike parking near or adjacent to commercial, multi-family, and governmental land uses ensures a beneficial relationship between the system user and the service provided at each location.



Ridgefield Bike Rack - Kenneth Lynch & Sons

Space requirements should be thoughtfully considered prior to installing bike parking – especially on downtown sidewalks. Bike parking should be anchored to concrete and at least 3 feet from curbs, fences, walls, trees and fire hydrants. Sidewalks that receive bike parking should be at least 10 feet wide and the orientation of the bike rack shall be designed so a parked bike does not impede pedestrian nor ADA access.

Bike Share Programs

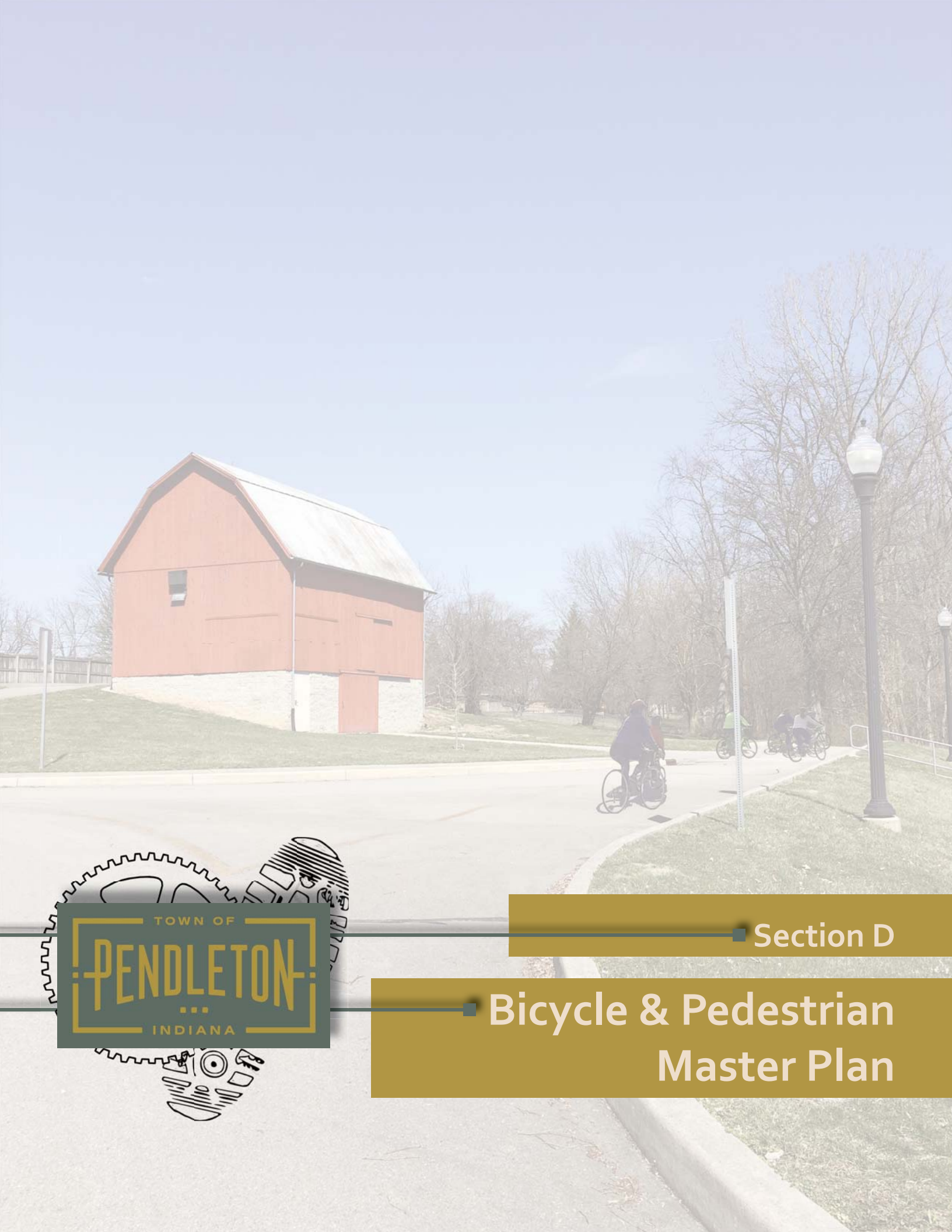
Bike share programs are a great way for town residents to use an alternative form of transportation and allow visitors the chance to experience the town from a different perspective than a car. Bike share programs allow people to borrow a bike from point “A” and return it at point “B”. Many bike share systems offer subscriptions that make the first 30–45 minutes of use either free or very inexpensive, while still allowing for hourly or daily rental, encouraging use as transportation. This allows each bike to serve several users per day.

Bike share programs are becoming a popular commodity in central Indiana with cities such as Carmel and Indianapolis providing successful enterprises. Bike share programs are either operated by the municipality or by a service provider such as Zagster.com or SocialBicycles.com (Sobi). Turn-Key is the most common type of bike-share program and should be equipped with the following elements:

- o Multi-speed bikes
- o Expandable docking stations
- o Fully automated – smartphone app
- o Routine maintenance
- o 24/7 rider support
- o Liability insurance

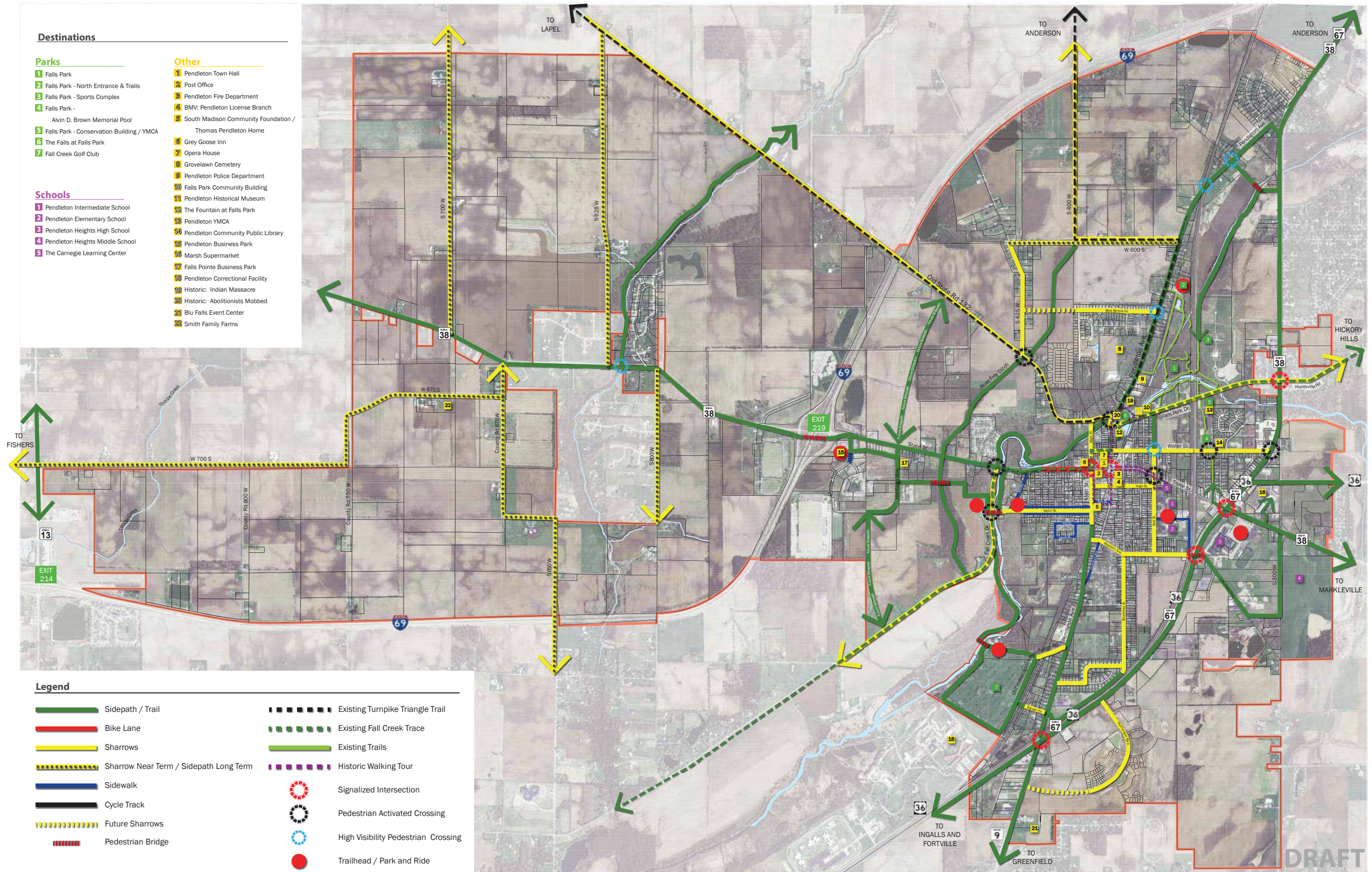


Pacers Bike-Share Docking Station



■ Section D

■ **Bicycle & Pedestrian
Master Plan**



Destinations

Parks

- 1 Falls Park
- 2 Falls Park - North Entrance & Trails
- 3 Falls Park - Sports Complex
- 4 Falls Park - Alvin D. Brown Memorial Pool
- 5 Falls Park - Conservation Building / YMCA
- 6 The Falls at Falls Park
- 7 Fall Creek Golf Club

Other

- 1 Pendleton Town Hall
- 2 Post Office
- 3 Pendleton Fire Department
- 4 BMV: Pendleton License Branch
- 5 South Madison Community Foundation / Thomas Pendleton Home
- 6 Grey Goose Inn
- 7 Opera House
- 8 Grovelawn Cemetery
- 9 Pendleton Police Department
- 10 Falls Park Community Building
- 11 Pendleton Historical Museum
- 12 The Fountain at Falls Park
- 13 Pendleton YMCA
- 14 Pendleton Community Public Library
- 15 Pendleton Business Park
- 16 Marsh Supermarket
- 17 Falls Pointe Business Park
- 18 Pendleton Correctional Facility
- 19 Historic: Indian Massacre
- 20 Historic: Abolitionists Mobbed
- 21 Blu Falls Event Center
- 22 Smith Family Farms

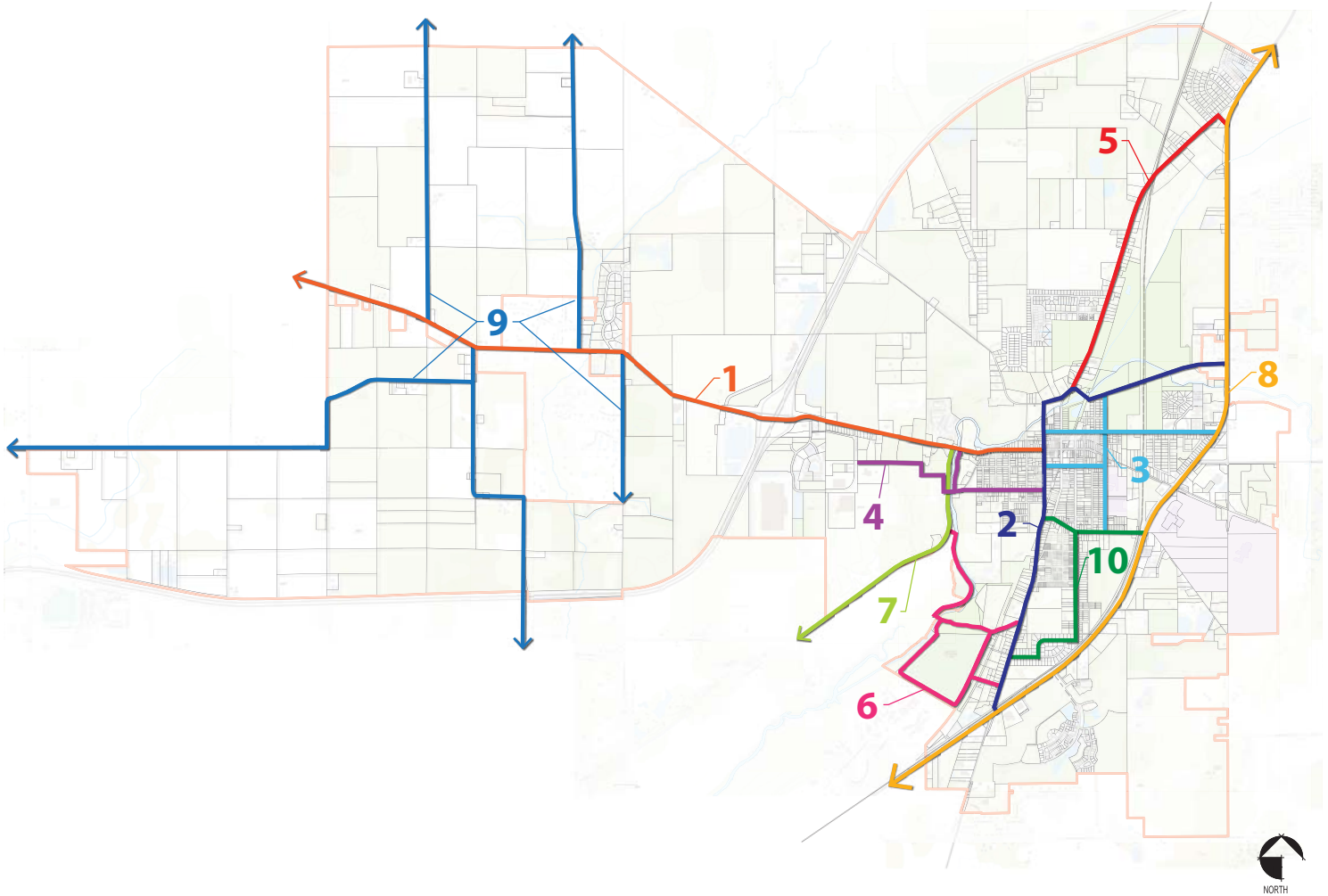
Schools

- 1 Pendleton Intermediate School
- 2 Pendleton Elementary School
- 3 Pendleton Heights High School
- 4 Pendleton Heights Middle School
- 5 The Carnegie Learning Center

Legend

- Sidepath / Trail
- Bike Lane
- Sharrow
- Sharrow Near Term / Sidepath Long Term
- Sidewalk
- Cycle Track
- Future Sharrow
- Pedestrian Bridge
- Existing Turnpike Triangle Trail
- Existing Fall Creek Trace
- Existing Trails
- Historic Walking Tour
- Signalized Intersection
- Pedestrian Activated Crossing
- High Visibility Pedestrian Crossing
- Trailhead / Park and Ride

The primary focus for this Bicycle and Pedestrian Master Plan was within the Town of Pendleton boundary.

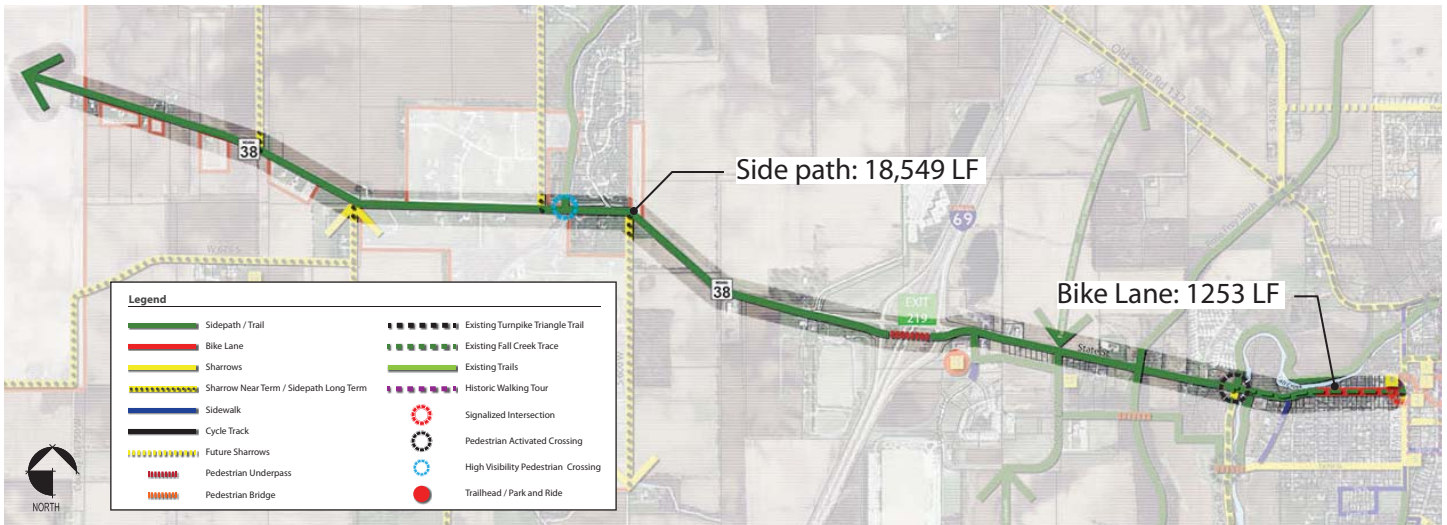


Priority Routes

- | | |
|---|---|
| 1 State Street / State Road 38 Side Path | 6 Fall Creek Golf Club Perimeter Trail and Connections |
| 2 Falls Park Drive / South Pendleton Avenue Connector | 7 Fall Creek Drive Sharrow / Existing Falls Park Trace |
| 3 Water Street Downtown Connector / East Street / High Street Sharrows | 8 State Road 67 Sidepath |
| 4 Business Park to Downtown via Taylor Street | 9 West Pendleton County Road Sharrows |
| 5 North Pendleton Avenue | 10 Madison Avenue / Broadway Street / Country Farms Subdivision Sharrows |

1 State Street / State Road 38 Sidepath

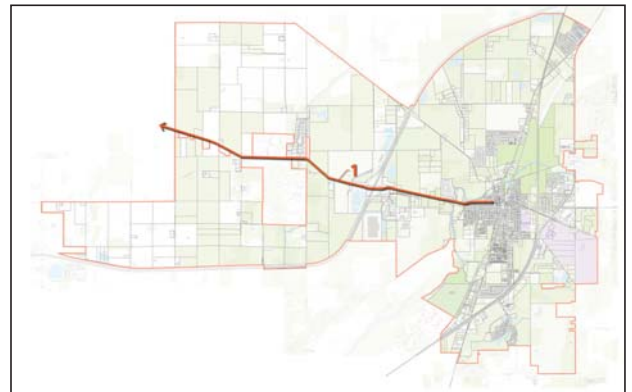
Conceptual Cost Estimate: \$1,569,483 - \$2,014,659
 Refer to Priority Route Costs Spreadsheet - Appendix



State Street / State Road 38 is a primary east / west connector running through Pendleton’s downtown, intersecting Interstate 69 and extending to surrounding communities. A bike lane is proposed beginning at Main Street and heading west to Adams Street. Since this type of bike facility shares the road with vehicular traffic, it increases cyclists’ visibility to motorists. Continuing west where the speed limit increases and fewer restrictions exist within the right-of-way, the route would transition to a side path along the remainder of State Road 38 to the western town boundary. A pedestrian bridge over Interstate 69 is currently funded and under design with implementation scheduled for 2019.

This route provides convenient access to the historic downtown for pedestrians and cyclists approaching from the west side of Pendleton. Additionally, it functions as a collector for the proposed West Pendleton County Road Sharrows, with connections to Fall Creek Trace and Pendleton Avenue.

Regional connectivity planning should be pursued to eventually connect this corridor west into Noblesville.



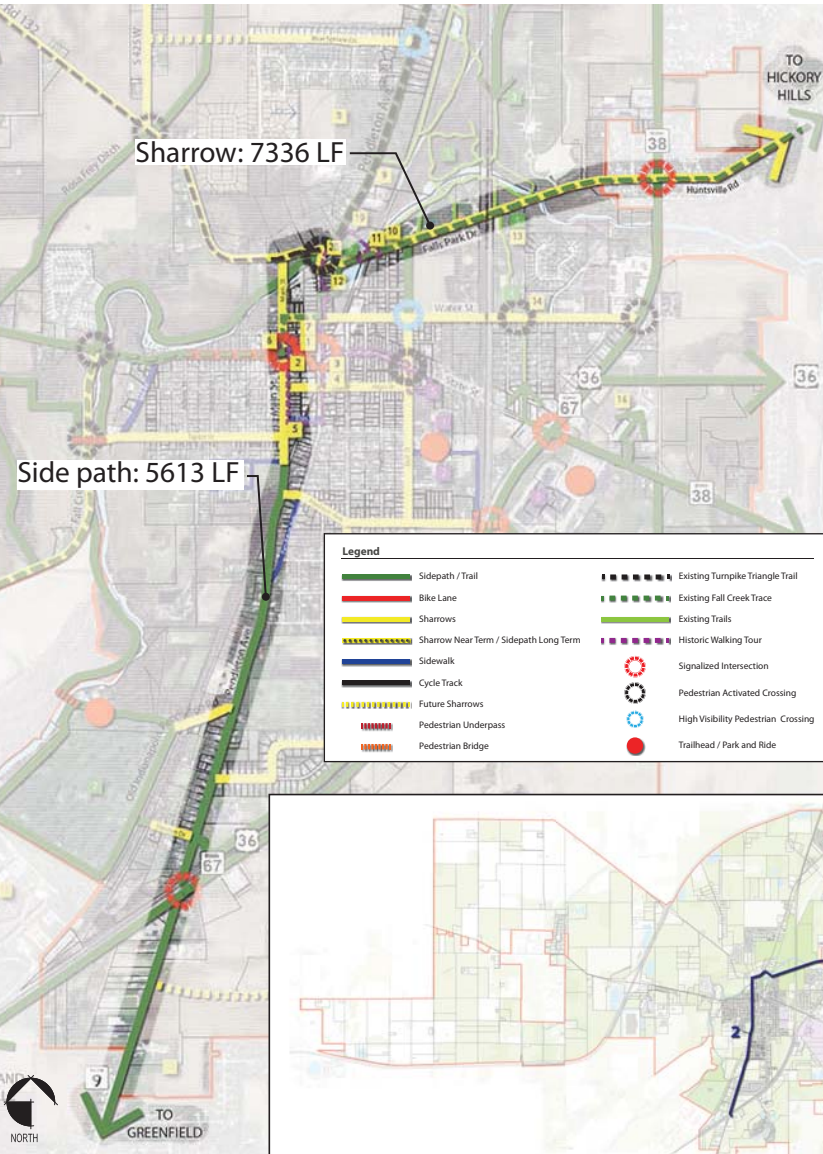
Opportunity for bike parking on State Street



State Street - Proposed Side Path

2 Falls Park Drive / South Pendleton Avenue Connector

Conceptual Cost Estimate: \$724,848 - \$1,079,640
Refer to Priority Route Costs Spreadsheet - Appendix



This route along Falls Park Drive and Pendleton Avenue seeks to connect major destinations such as Falls Park, downtown restaurants and businesses, and Fall Creek Golf Club.

Beginning at Pendleton Avenue and Falls Park Drive, sharrows head east along Fall Creek Trace. Heading west from Pendleton Avenue, sharrows continue south onto Main Street. At Taylor Street a side path extends to State Road 67, where the right-of-way can accommodate a side path.

When paired with the proposed side path on State Road 67, a loop is formed with interior connections to schools and the downtown.



South Pendleton Avenue - Proposed Side Path



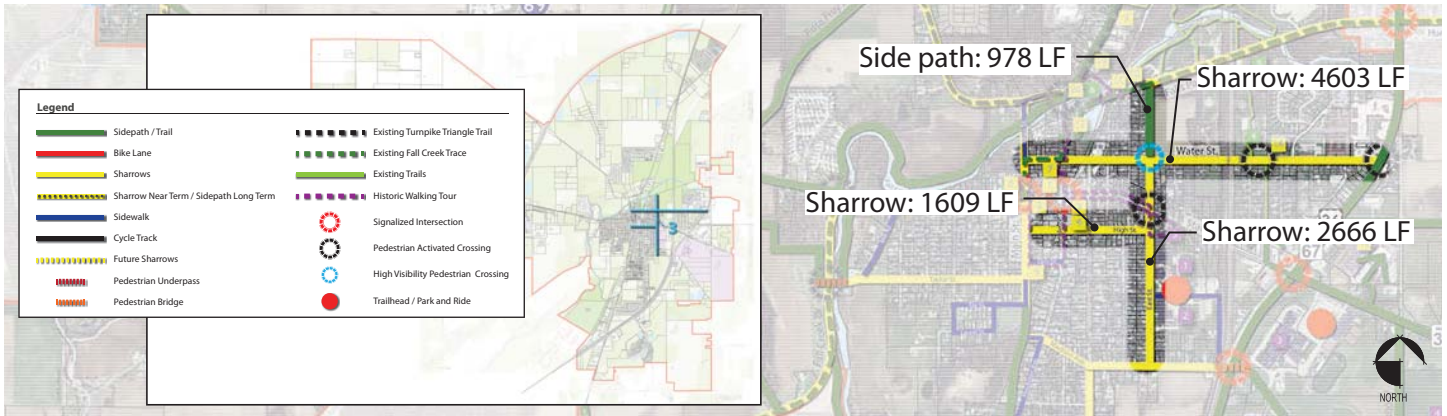
Falls Park Drive - Proposed Side Path



Falls Park Drive - Proposed Sharrow / Existing Fall Creek Trace

3 Water Street Downtown Connector / East Street / High Street Sharrows

Conceptual Cost Estimate: \$388,763 - \$678,575
 Refer to Priority Route Costs Spreadsheet - Appendix



East Street is a major north / south connector that directly connects Pendleton Elementary to Falls Park. Water Street and High Street provide straightforward paths to Main Street. Water Street also provides access to State Road 67. The right-of-way on East Street can support a side path between Water Street and Falls Park Drive. South of Water Street, sharrows provide connectivity along East Street to Madison Avenue.

This proposed route will allow residents to access the historic downtown and provide a safer route to Pendleton Elementary. It highlights Water Street as an important east / west connector between Falls Park and State Road 67.



Alley connecting Water Street and State Street



High Street - Proposed Sharrow



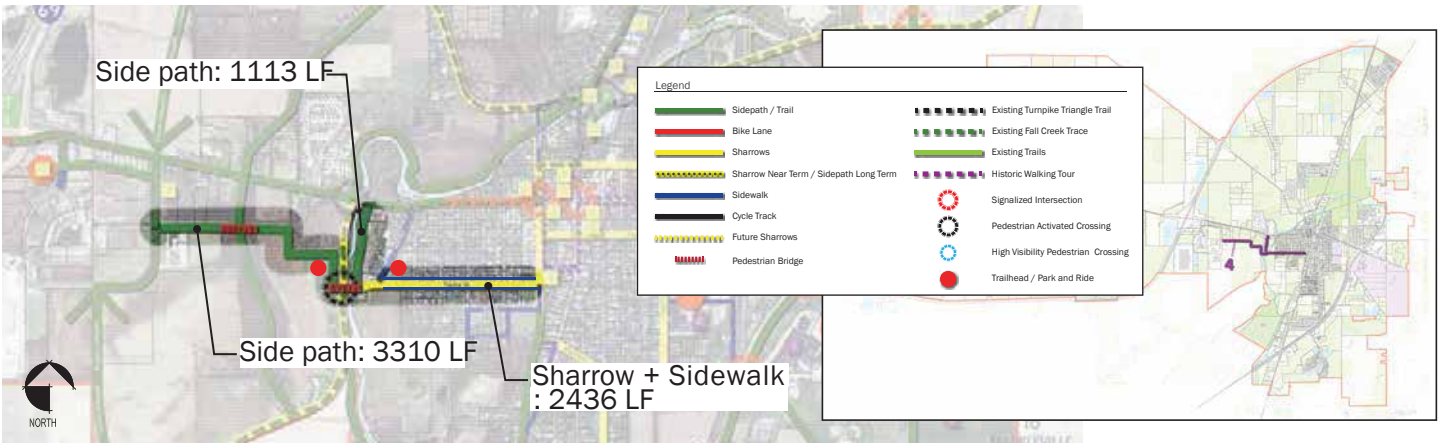
East Street - Proposed Side Path



Intersection of East Street and State Street

4 Business Park to Downtown via Taylor Street

Conceptual Cost Estimate: \$455,662 - \$634,894
 Refer to Priority Route Costs Spreadsheet - Appendix



Taylor Street provides live / work connectivity between residential neighborhoods and the business parks. Following Fall Creek north from Taylor Street, a side path extends to State Street, as well east/west along Town owned property to Heritage Way South, promoting interconnected routes within the Bike/Ped Plan.

Sharrows and sidewalks provide connectivity along Taylor Street. Future side paths will extend the route west into Falls Pointe



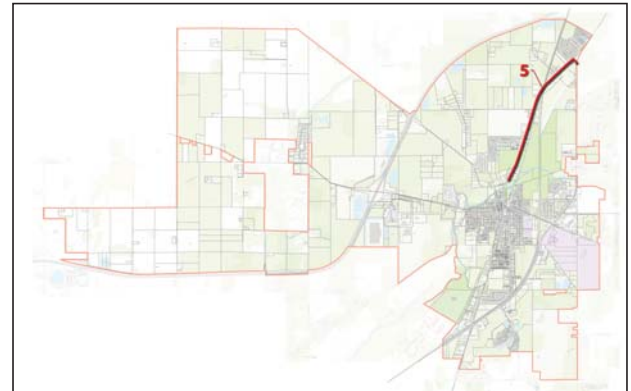
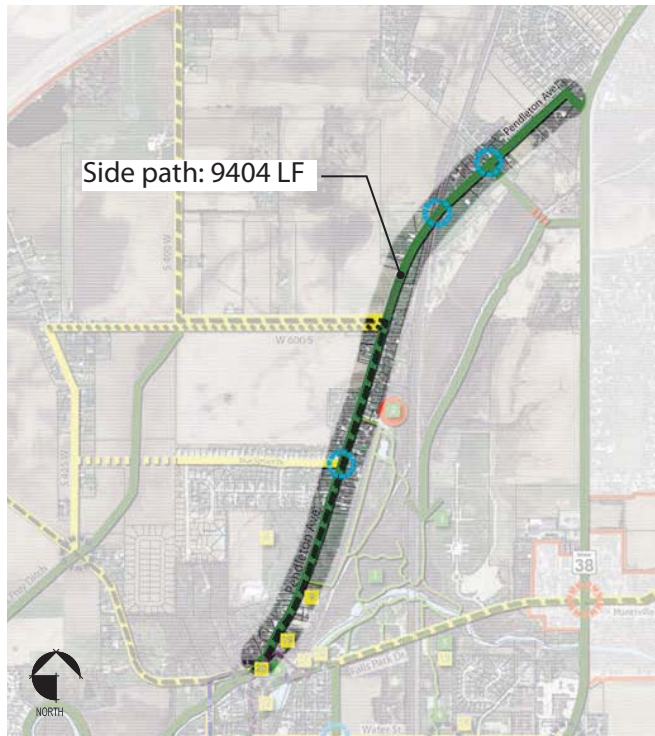
Taylor Street - Proposed Sharrows



Taylor Street - Proposed Pedestrian Crossing over Fall Creek

5 North Pendleton Avenue

Conceptual Cost Estimate: \$789,936 - \$1,015,632
 Refer to Priority Route Costs Spreadsheet - Appendix



Legend			
	Sidepath / Trail		Existing Turnpike Triangle Trail
	Bike Lane		Existing Fall Creek Trace
	Sharrows		Existing Trails
	Sharrow Near Term / Sidepath Long Term		Historic Walking Tour
	Sidewalk		Signalized Intersection
	Cycle Track		Pedestrian Activated Crossing
	Future Sharrows		High Visibility Pedestrian Crossing
	Pedestrian Underpass		Trailhead / Park and Ride
	Pedestrian Bridge		

This proposed route would provide connectivity from State Road 67 to Grovelawn Cemetery, Falls Park and the historic downtown. Primarily bordering Falls Park, North Pendleton Avenue right-of-way can support a side path, providing safe and convenient park access for the surrounding neighborhoods. Heading south to Old State Road 132, the route joins with the Turnpike Triangle Trail Bikeway.



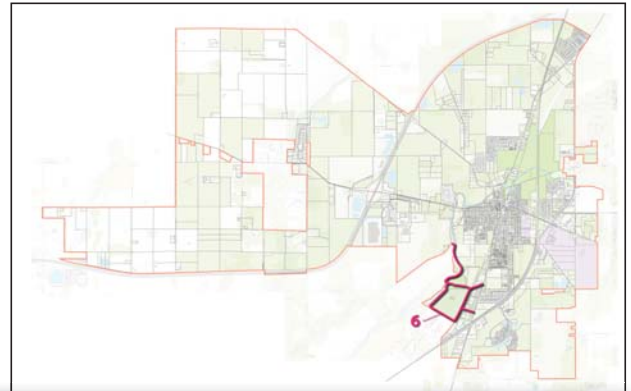
North Pendleton Avenue - Proposed Side Path



North Pendleton Avenue - Proposed Side Path / Existing Turnpike Triangle Bikeway

6 Fall Creek Golf Club Perimeter Trail and Connections

Conceptual Cost Estimate: \$958,775 - \$1,263,413
 Refer to Priority Route Costs Spreadsheet - Appendix



Legend			
	Sidepath / Trail		Existing Turnpike Triangle Trail
	Bike Lane		Existing Fall Creek Trace
	Sharrows		Existing Trails
	Sharrow Near Term / Sidepath Long Term		Historic Walking Tour
	Sidewalk		Signalized Intersection
	Cycle Track		Pedestrian Activated Crossing
	Future Sharrows		High Visibility Pedestrian Crossing
	Pedestrian Underpass		Trailhead / Park and Ride
	Pedestrian Bridge		

A sharrow on Reformatory Road connects Fall Creek Golf Club to Pendleton Avenue. The majority of the proposed side path follows the perimeter of the golf club. The Garden Drive sharrow will enhance connectivity to Pendleton Christian Church and the proposed side path on State Road 67.

Heading north, a side path following Fall Creek would connect to Fall Creek Trace and the proposed sharrow on Fall Creek Drive. Paired with the rest of the bicycle and pedestrian network, this route will promote Fall Creek Golf Club as an accessible recreational destination.



Entrance on Reformatory Road



Reformatory Road - Proposed Side Path



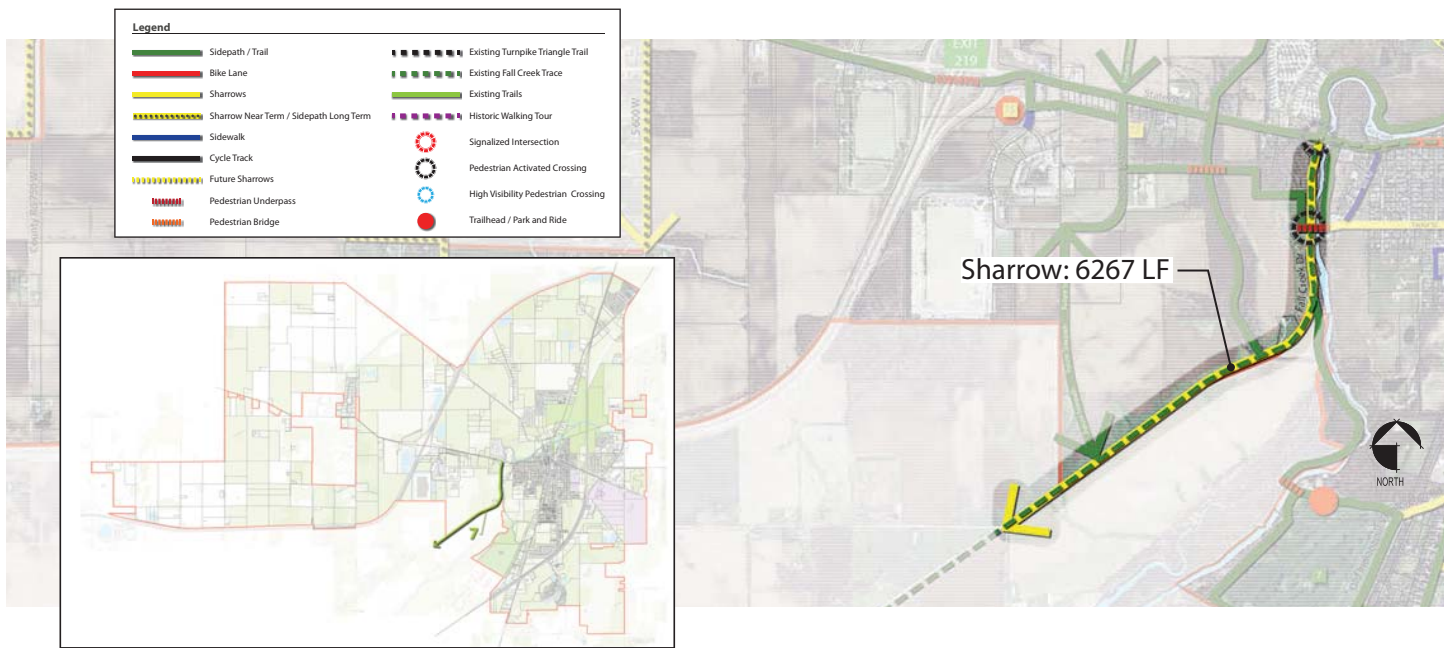
Garden Drive - Proposed Sharrow

7 Fall Creek Drive Sharrow / Existing Falls Park Trace

Conceptual Cost Estimate: \$216,437 - \$404,447
 Refer to Priority Route Costs Spreadsheet - Appendix

The proposed sharrow on Fall Creek Drive follows Falls Park Trace. Beginning at State Street, the corridor continues south to the town boundary. As part of the Madison County Heartland Bikeways system, this route offers great signed connectivity to regional destinations such as the City of Fishers.

The route is heavily utilized by groups of bicyclists, providing an opportunity to connect riders to the downtown and increase tourism revenue for local businesses.



Fall Creek Drive - Proposed Sharrow / Existing Fall Creek Trace



Intersection of State Street and Fall Creek Drive

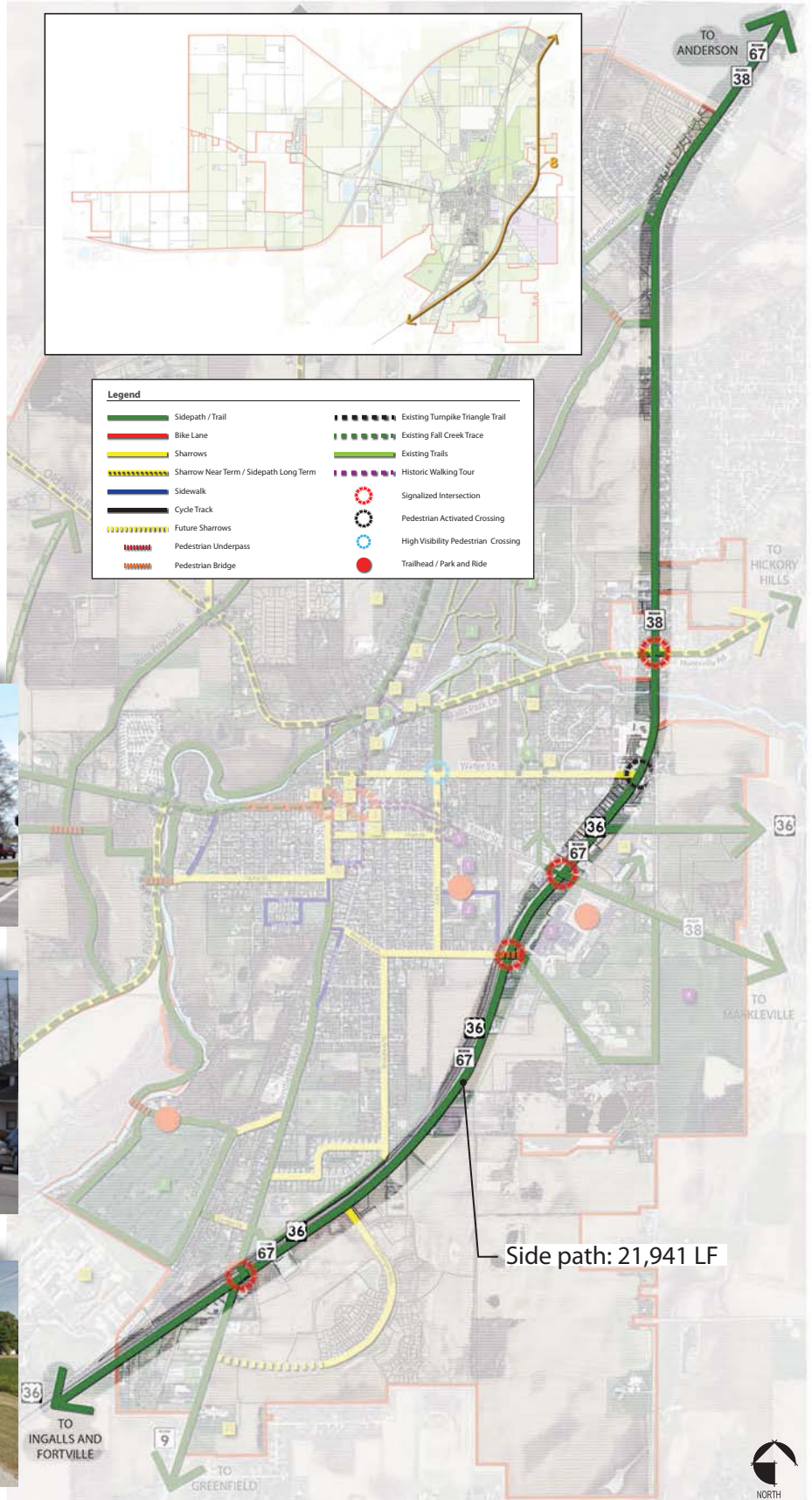
8 State Road 67 Side Path

Conceptual Cost Estimate: \$1,843,044 - \$2,369,628
Refer to Priority Route Costs Spreadsheet - Appendix

A primary north / south connector on the periphery of Pendleton, State Road 67 is a major spine of the Bicycle and Pedestrian Master Plan. Due to high traffic volume and speed, a side path is proposed along State Road 67 to the town boundaries.

State Road 67 contains several important and potentially dangerous intersections. These include Madison Avenue, Water Street and Falls Park Drive. Adding pedestrian-activated crossings to all these intersections would aid the functionality and safety of the bicycle and pedestrian network.

State Road 67 provides convenient access to schools, restaurants, shopping, the Sports Complex and the Pendleton Community Public Library.



State Road 67 - Proposed Side Path



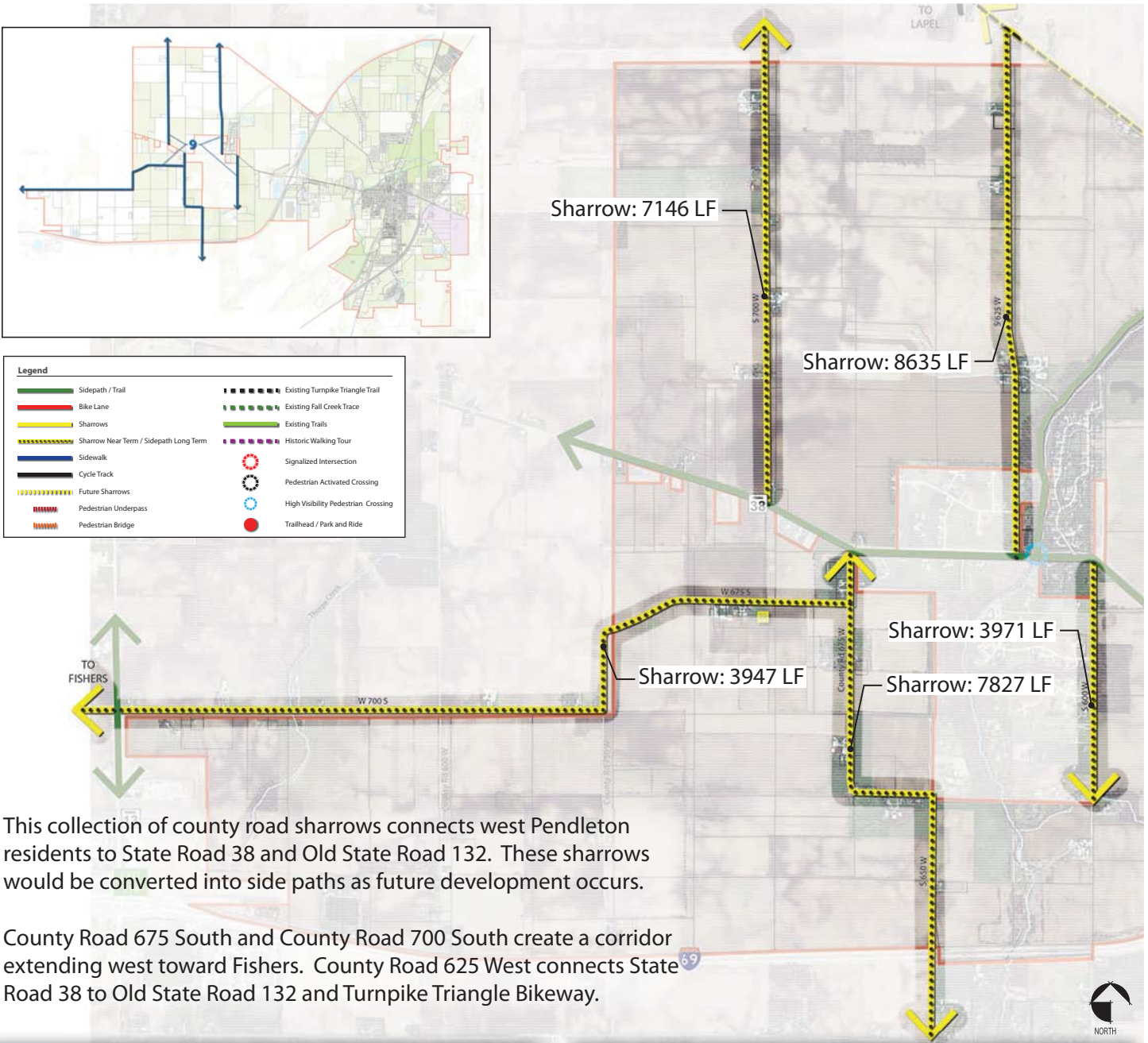
Intersection of State Street and State Road 67



State Road 67 - Proposed Side Path

9 West Pendleton County Road Sharrows

Conceptual Cost Estimate: \$687,393 - \$7,826,897
 Refer to Priority Route Costs Spreadsheet - Appendix



This collection of county road sharrows connects west Pendleton residents to State Road 38 and Old State Road 132. These sharrows would be converted into side paths as future development occurs.

County Road 675 South and County Road 700 South create a corridor extending west toward Fishers. County Road 625 West connects State Road 38 to Old State Road 132 and Turnpike Triangle Bikeway.



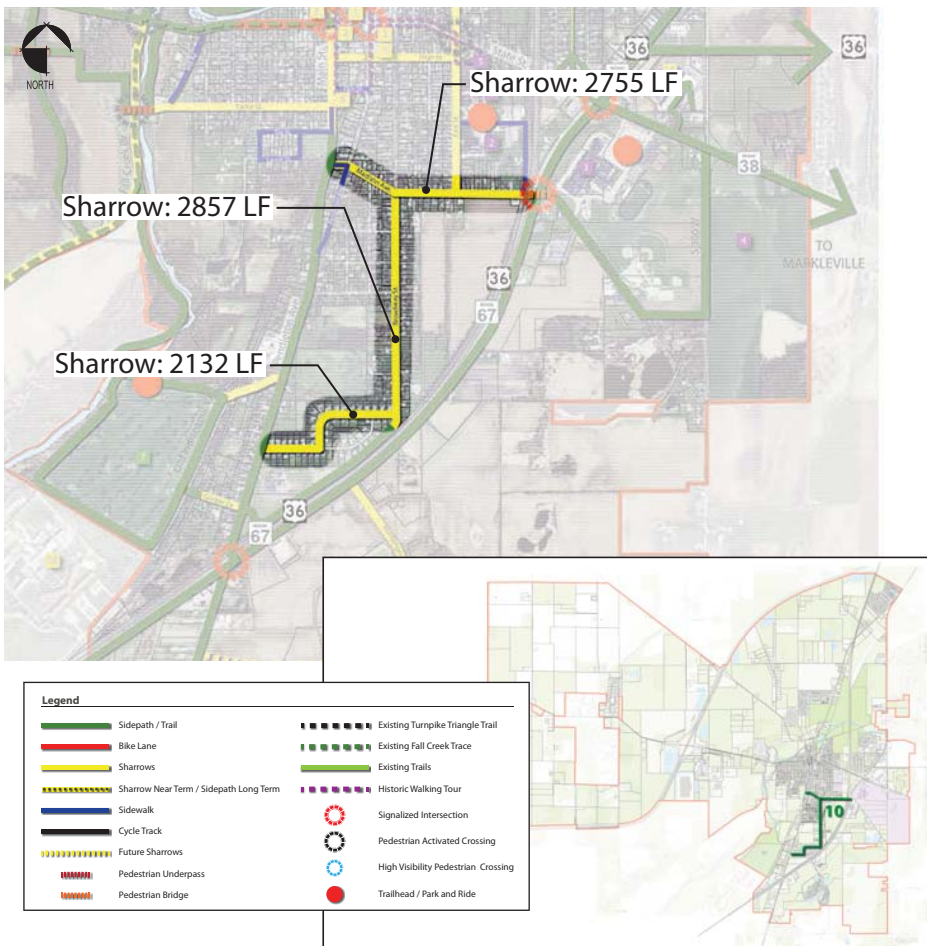
Intersection of County Road 675 West and County Road 675 South - Proposed Sharrow Near Term / Side Path Long Term



County Road 700 South - Proposed Sharrow Near Term / Side Path Long Term

10 Madison Avenue / Broadway Street / Country Farms Subdivision Sharrows

Conceptual Cost Estimate: \$133,723 - \$249,883
 Refer to Priority Route Costs Spreadsheet - Appendix



Broadway Street - Proposed Sharrow

These sharrows establish connectivity from Pendleton's southern neighborhoods to Pendleton Elementary, Pendleton Heights schools and Fall Creek Golf Club. Due to low traffic volume, this route would be an ideal option for cyclists.

Heading east from South Pendleton Avenue, Madison Avenue provides a corridor between the elementary, middle, and high schools. Broadway Street is a north / south connector between Oxford Avenue and Madison Avenue. Within the Country Farms subdivision, Oxford Avenue, Asbury Street and Canterbury Road sharrows connect Broadway Street to South Pendleton Avenue.



Canterbury Road - Proposed Sharrow



Madison Avenue - Proposed Sharrow



■ Section E

■ Implementation



Implementation Recommendations

Anytime a new plan is adopted, it is crucial that other community plans, policies and ordinances are examined to make sure that they synchronize with the new plan. If Pendleton's existing standards do not match the new Bicycle and Pedestrian Master Plan, there is a major risk that this plan will not be fully implemented.

Zoning Ordinances and Subdivision Control Ordinances are two of the major implementation tools for plans. As part of the Bicycle and Pedestrian Master Plan process, the consultants researched planning and zoning in Pendleton, and reviewed any available planning and zoning documents, as noted below.

While this proposed plan is for the Town of Pendleton, Indiana, the plans of other local governments were also considered. Working with other local governments helps further the goal of ensuring regional connections for bicycle and pedestrian facilities. If Pendleton's plans conflict with those of other jurisdictions, there is a major risk that a regional bicycle and pedestrian network will be delayed or will never connect. Other local governments researched include Anderson, Madison County and Fishers.

Plan and Ordinance Review

Pendleton document review included:

Pendleton Comprehensive Plan – Updated 2006

Pendleton Parks and Recreation Master Plan, 2015 - 2019

Pendleton State Street Corridor Plan, 2015

Pendleton Downtown Revitalization Plan, 2015

Pendleton Unified Development Code (Zoning and Subdivision Standards), adopted 1997, as amended

Pendleton Town Code, Chapter 70, Traffic Rules and Chapter 95, Streets & Sidewalks, codified 2012

Pendleton Active Living Workshop Summary Report, 2015

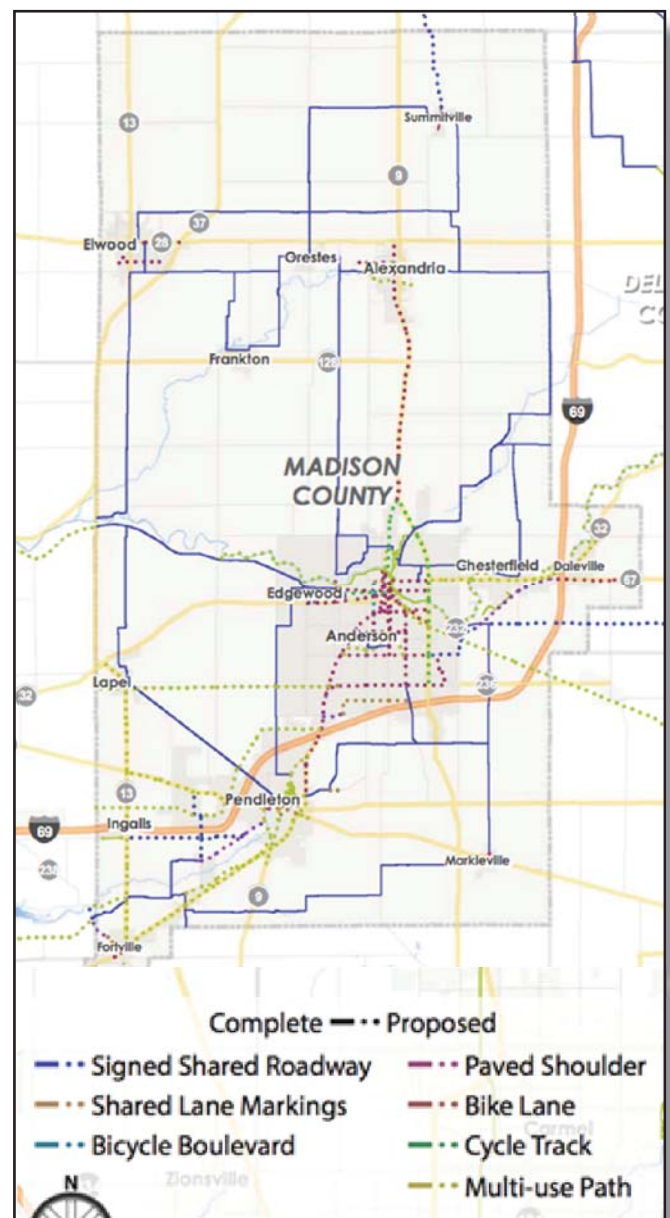
Documents reviewed from other communities:

Anderson Metropolitan Planning Area Bicycle Facilities Plan, 2016 – 2040, Adopted 8/4/16

Fishers Comprehensive Plan, Future Land Use Plan, Adopted 2008, Updated 2013

Fishers Bicycle & Pedestrian Master Plan, 2014

Note only relevant portions of documents were reviewed, and solely for purpose of coordination with proposed Bicycle and Pedestrian Master Plan



Proposed Facilities Map, 2016 Anderson Metropolitan Planning Area Bicycle Facilities Plan

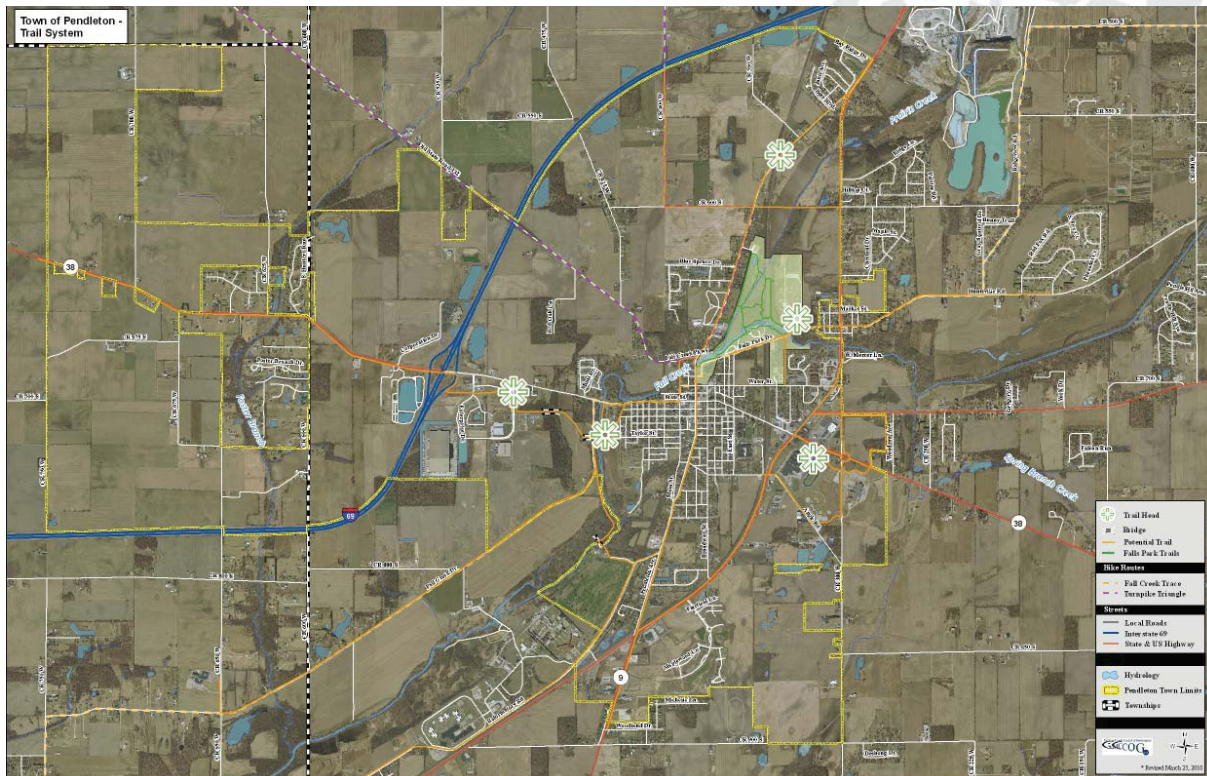
Comprehensive Plan Recommendations

A comprehensive plan serves as a local government’s primary policy document under Indiana State Law, setting the direction for future development and redevelopment. Comprehensive plans are adopted by resolution, and are intended to provide guidelines, not rigid standards. Pendleton’s Comprehensive Plan was last updated in 2006 and looks out to 2020. It is up to each local government to determine the content of a comprehensive plan (i.e., future land use plan map, thoroughfare plan map, goals, economic development element, parks and open space element, etc.).

Pendleton’s current Thoroughfare Plan, an element of the comprehensive plan, is a traditional functional classification map of roadways, and does not show pedestrian or bicycle facilities.

The existing comprehensive plan does support the expansion of bicycle and pedestrian infrastructure in the Town. While that plan does not have a bicycle and pedestrian element, it does contain transportation, environment, and community facility goals that support an integrated bicycle and pedestrian system, a map showing proposed pedestrian connections and a small written section about “pedestrian traffic,” where bicycles are also mentioned. The plan also reported the results of a visual preference survey done during the planning process that included bicycle and pedestrian facilities. The survey established that residents preferred either an adapted railway corridor or an integrated multi-modal roadway system for bicycles. The visual preference survey also revealed that scenic trail systems, ramps, crosswalks, and landscaped paths were the preferred pedestrian-centered local design. While interesting, these results are over a decade old and should be considered with caution because so much time has passed and the participation level is now unknown.

In addition to supporting more bicycle and pedestrian development, Pendleton’s 2006 Comprehensive Plan also references other local plans with significant public comment that support pedestrian and bicycle infrastructure development. This proposed Bicycle and Pedestrian Plan complements the existing comprehensive plan, and is intended to be adopted as a component of the town’s Comprehensive Plan.

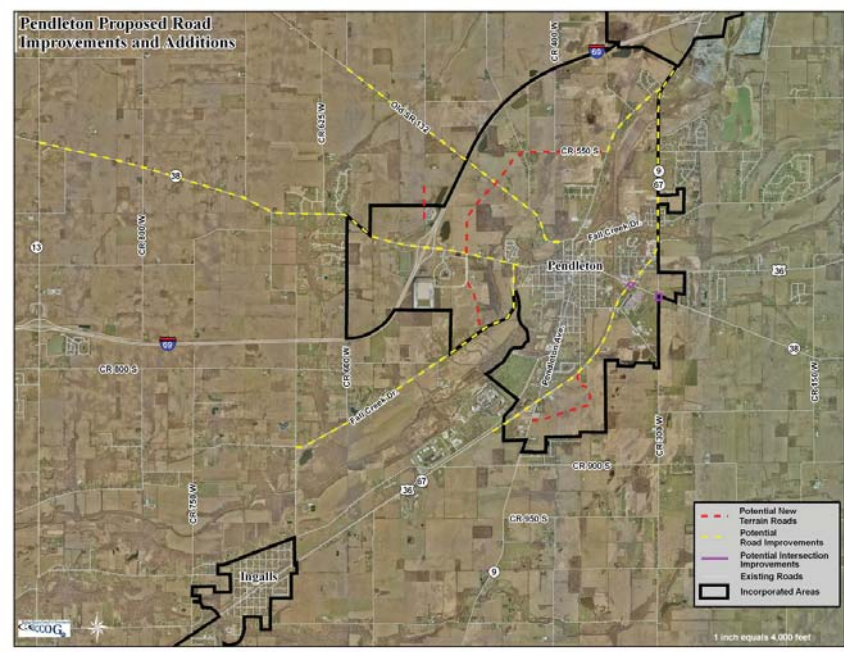


Trail System Map, 2006 Pendleton Comprehensive Plan

Comprehensive Plan Recommendations Continued

The Town's Plan Commission voted to move forward with an update to the 2006 Comprehensive Plan at their meeting on March 9th, 2016. Specific recommendations for the scheduled Comprehensive Plan update to make it more supportive of the Bicycle and Pedestrian Plan include:

- o Add a Complete Streets ordinance to the Plan.
- o Add a reference to this Bicycle and Pedestrian Master Plan, recognizing it as another element of the Comprehensive Plan.
- o Add new street standards that reflect the proposed bicycle and pedestrian facilities.
- o Target areas for higher density "missing middle" residential infill development to support increased pedestrian activity.
- o Consider locations for senior housing with good pedestrian access .
- o Coordinate with Parks and Recreation Master Plan update.
- o Consider adding new component to Comprehensive Plan: "Healthy Community" section.
 - Ties in with Bicycle and Pedestrian Master Plan, but also covers local food, etc.
 - Gives Pendleton additional credibility to get grants
 - Promotes a healthier community overall
- o Consider the role of all modes of transportation (pedestrian, bicycle, vehicular and transit). Explore whether there is a role for transit in Pendleton's transportation future. Ideally, transit should be supportive of bicycling and walking, with stops/routes that complement the town's bicycle and pedestrian network and vehicles that can carry bikes.
- o The updated comprehensive plan should be re-evaluated annually and amended as necessary.



Potential Road Improvements Map, 2006 Pendleton Comprehensive Plan

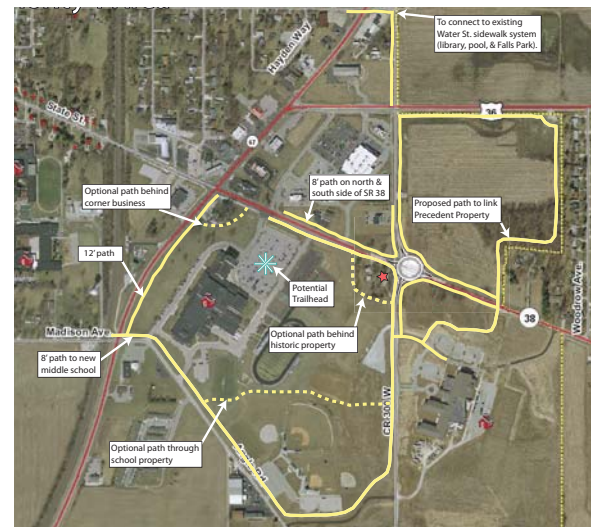
Unified Development Code (UDC) Recommendations

While there are many tools for implementation, local zoning and subdivision ordinances are the primary way implementation of a comprehensive plan and its components, including a Bicycle and Pedestrian Master Plan. For any plan to be successful then these ordinances must be synchronized or they will not result in the desired future. In Pendleton, the zoning and subdivision ordinances have been combined into a single Unified Development Code, first adopted in 1997 and most recently recodified in 2011.

- o Require new development and redevelopment to provide connections from sites to adjacent public bicycle and pedestrian facilities.
- o Require new development and redevelopment to participate in development of facilities shown on the Bicycle and Pedestrian Master Plan (just like for road improvements on the Thoroughfare Plan).
- o Add requirement for bicycle parking to 158.09. OFF-STREET PARKING AND LOADING REQUIREMENTS. Consider setting as a ratio to vehicle parking.
- o Consider increasing minimum size of shade trees from 1 ½ inch cal. (see 158.11.05 (A)(1)).
- o Consider requiring shade trees in all front yards, instead of as a choice (see 158.11.06 (B)).
- o Update subdivision standards to include more Best Practices (i.e., traffic calming provisions, including features such as curb extensions, landscape improvements and pavement markings that are indicative of a pedestrian and bicycle environment to motorists).
- o Increase sidewalk minimum width – 4-foot is not adequate. Should be 5-foot minimum, 6-foot desired. (see 157.03.10 Sidewalks).
- o Require developers requesting platting or replatting of land dedicate to the town land for public park and trail purposes if it is shown on the city's Bicycle and Pedestrian Master Plan, just like dedication of right-of-way for roads.
- o Require developers to include construction of sidewalks on both sides of streets in all new subdivision developments. (i.e., not just within residential subdivisions), on both sides of the street, with an alternative for a multi-use path (see 157.03.10 Sidewalks).
- o Prohibit the use of private streets.
- o Include a formal process with criteria for Plan Commission to use on requests to modify subdivision standards. 157.01.03 Variances to Subdivision Standards is not valid since Courts have upheld that only the Board of Zoning Appeals grants variances to zoning standards.
- o Consider adding requirements for mid-block pedestrian easements when no other viable option is available (see 157.02.03 Blocks).
- o Update Appendix C (Drawings), including adopting design standards from the AASHTO Guide to Bicycle Facilities or NACTO Urban Bikeway Design Guide.

Unified Development Code (UDC) Recommendations Continued

- o Update the UDC to synchronize with the Comprehensive Plan update after it is adopted.
- o Develop a mixed-use zoning district that permits residences in the upper floors of commercial buildings to promote more pedestrian activity.
- o Add sidewalk requirement for all new development, so not solely relying on need to plat.
- o Require pedestrian circulation plans as part of typical site plan reviews and approvals by the planning department.
- o Require interior pedestrian paths and connections from parking areas on private property for all commercial, industrial, multi-family and institutional development over certain size or in certain zoning districts.
- o Require pedestrian amenities (i.e., benches) for commercial, industrial, multi-family and institutional developments over certain size or in certain zoning districts.
- o Adopt a typical standard for bicycle racks. Consider allowing substitutions with approval or having different standards for different areas (i.e., the downtown).
- o Reduce the minimum amount of vehicular parking spaces required for most uses and set vehicular parking space maximum ratios.
- o Encourage the use of grid or modified grid pattern streets, and discourage the use of long cul-de-sac streets.
- o Give the Town Manager the ability to approve multi-use trails in lieu of required sidewalks and revise specs to include trails.
- o Adopt "road diet" design criteria to allow things like the conversion of four lane low volume roadways to three lane roadways with improved pedestrian and cycling facilities.
- o Require a cash escrow as construction guarantee for sidewalks.
- o Create standards for location, frequency and design of pedestrian street crossings, reflecting the most up to date standards and technology in intersection and roadway design.
- o The non-conforming use/site section of the UDC should be reviewed and possibly made stricter. Pendleton must decide at what threshold point (i.e., building footprint expansion and/or change of use) compliance with new UDC requirements is required, including compliance with any new Bicycle/Pedestrian regulations that are added. Improvements should be cumulative, so that phasing site improvements in several small projects will not thwart local intentions. At a minimum, compliance should trigger at a certain percentage of expansion or improvement, either based on area or value.



Trails Map, 2010 Pendleton Parks & Recreation Master Plan

Town Code Recommendations

In addition to infrastructure, bicycle friendly policies are a necessary component of creating a safe, integrated bicycle network. Pendleton's Town Code was last recodified in 2011. As with most municipal codes in Indiana, the laws are somewhat dated and incomplete, with regards to mentioning bicycling and walking. An update to align with commonly used and accepted current active transportation regulations would make local laws more bicycle and pedestrian friendly. Chapter 70, Traffic Rules and Chapter 95, Streets and Sidewalks should be the focus of this update. Although not all inclusive, the following policies represent the recommended starting point, according to the League of American Bicyclists.

- o Consider adding a "Where to Ride Law" to clarify and increase understanding of where bicyclists can and should ride. For example, determine if children, elderly or inexperienced riders should be allowed to ride on sidewalks and in what areas. Allow riders to choose whether to ride in the street or on a path or trail, if there is an alternative.
- o Add a "3-foot Passing Law" since the state does not have one. So far, Indiana's legislature has failed to pass a statewide passing law, but more than ten Indiana municipalities already have 3-foot passing laws. A 3-foot passing law makes it a Class C infraction for a person driving a vehicle overtaking a bicycle to not allow at least three feet of clearance between the vehicle and the bicycle, and the local laws specify that the vehicle is not to return to the original lane until the vehicle is safely clear of the bicycle. Otherwise generally rely on state law for bicycle traffic laws.
- o Consider adding a "Vulnerable Road User Law" to provide a mid-level penalty to protect pedestrians, bicyclists, motorcyclists, mopeds and scooters. The purpose of the law is to encourage safe behavior and motorist awareness of vulnerable users. It is often enacted with a 3-foot passing law to provide additional safety and present a comprehensive message to the public supporting safe roadways.
- o Adopt a Complete Street ordinance as a bicycle and pedestrian friendly measure.

Other more specific measures include:

- o Determine if individual approval by the Town is required for bike racks on sidewalks downtown, or if the Town can pre-set criteria.
- o Chapter 95, Table 9 – 4-foot sidewalk width too narrow for residential – should be 5-foot minimum, 6-foot desired.

Pendleton / Fall Creek Township Parks Master Plan, 2015-2019 Recommendations

Parks and Recreation Master Plans must be updated every 5 years to be considered for grant funding by the Indiana Department of Natural Resources. Since Pendleton’s plan was adopted in 2015, another update is not required until 2020. In the next update, the Park Board should consider the following, to better integrate parks with the Bicycle and Pedestrian Master Plan:

- o Expand park planning beyond Falls Park in next update, including more exploration of preserving future open space.
- o Reference this adopted Bicycle and Pedestrian Plan and acknowledge use of trails as transportation and infrastructure, not just as recreational facilities.
- o Adopt the Park Master Plan as an element of the Town’s Comprehensive Plan to give it more weight in other considerations.

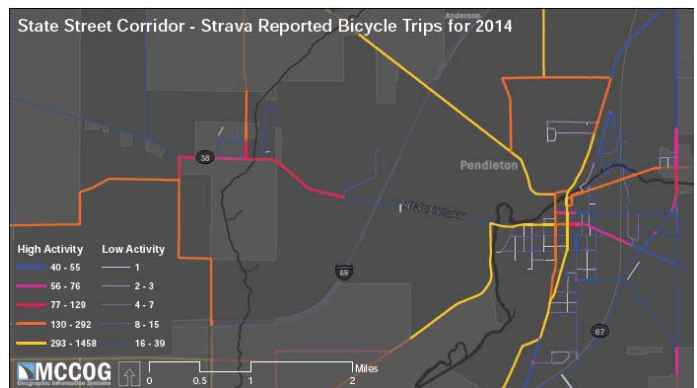


Falls Park and Recreations System Map, 2015 Pendleton / Fall Creek Township Parks Master Plan



State Street Corridor Study, 2015 Recommendation

State Street is the major east-west corridor through the Town. For purposes of the study, the corridor extends from County Road 800 West to County Road 250 West, and covers an approximately ¼ mile reach from State Street. It carries high traffic volumes and cuts through the downtown. The State Street Corridor Study was considered in developing the bicycle and pedestrian network, and contains recommendations that largely support the Bicycle and Pedestrian Master Plan, but the recommendations are different in some details. The State Street Corridor Study was prepared by another agency, where it is available on their website, but that plan was never formally adopted as part of the town’s Comprehensive Plan. As such, careful coordination is required to avoid confusion. The Town should ask the Madison County Council of Governments to add a note and a link to their website directing viewers to the Town’s new Bicycle and Pedestrian Plan.



Bicycle Trip Count Map, 2015 State Street Corridor Study

Downtown Revitalization Plan, 2015 Recommendation

This planning effort identified public infrastructure improvements that could be paired with private investments in downtown real estate (public/private partnerships), they would help will bring new life and economic activity to the Town of Pendleton. The public investments recommended includes streetscape improvements from lights to seating, landscape to wayfinding, bike racks to signage and safe pedestrian crossings to accent paving. The pedestrian experience was targeted in the downtown plan for place-making improvements such as:

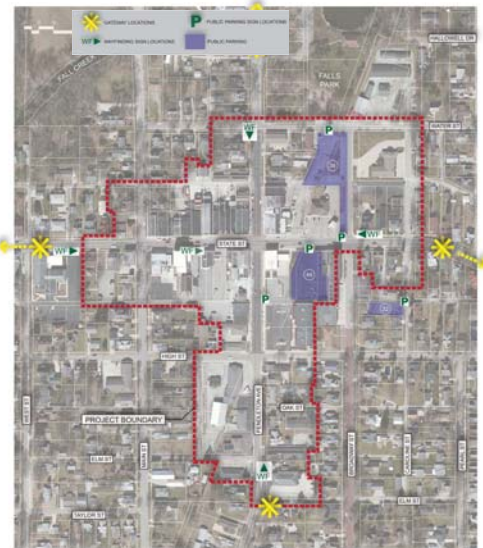
- o Building facade enhancements and adaptive reuse
- o Alleyway enhancements
- o Connection to Falls Park
- o Wayfinding
- o Public parking
- o Public art



Proposed Alley Enhancement, 2015 Downtown Revitalization Plan

These recommendations all enhance the pedestrian and bicycle experience.

The Downtown Revitalization Plan was considered in developing the bicycle and pedestrian plan, and contains recommendations that support the Bicycle and Pedestrian Master Plan. This plan was prepared by the same firm that authored the Bicycle and Pedestrian Plan, and the downtown plan was formally adopted as part of the Town's Comprehensive Plan. Continued coordination is required to avoid confusion. The Town should add a note and a link on their website directing viewers to the Town's new Bicycle and Pedestrian Plan.



Wayfinding Map, 2015 Downtown Revitalization Plan

Active Living Workshop Summary, 2015 Recommendation

The Indiana State Department of Health and Health by Design facilitated an Active Living Workshop at the request of the Town to raise awareness of the ways in which partners in Pendleton can support active living by implementing strategic plans, policies, programs and projects. Top Active Living Priorities are listed in the report, and included developing a Bicycle and Pedestrian Master Plan. The summary report includes many ideas that would be supportive of the Bicycle and Pedestrian Master Plan, including starting a Park and Ride program, using a list-serve to push out communications and partnering with schools for bicycle education. The participants in this workshop should be cultivated as community ambassadors and volunteers for the Bicycle and Pedestrian Plan.



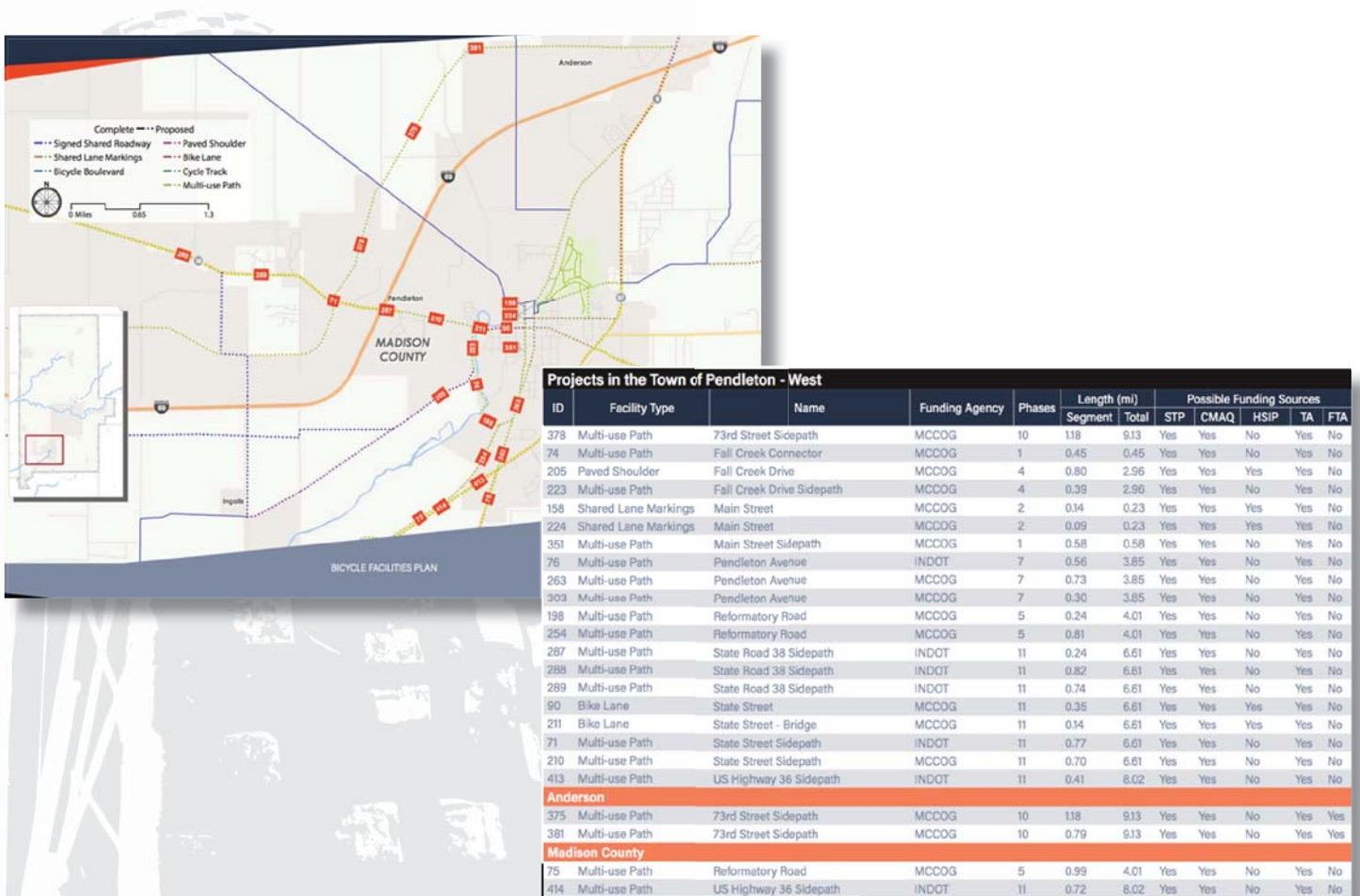
Traffic Calming Visualization, 2015 Active Living Workshop Summary

Anderson Metropolitan Planning Area Bicycle Facilities Plan, 2016-2040, Adopted 8/4/16 Recommendation

The Anderson Metropolitan Planning Area Bicycle Plan was considered in developing the bicycle and pedestrian plan, with the Advisory Committee reviewing the major differences between the plan and selecting their favored solution. Pendleton's Bicycle and Pedestrian Master Plan goes into more detail on bike and pedestrian connections within the town boundaries. Overall, the Anderson Plan's recommendations support Pendleton's Bicycle and Pedestrian Master Plan, although the facility and location recommendations may differ. Perhaps the most helpful part of the plan to the Town is the project funding recommendations (see chart below).

The multi-jurisdictional Anderson Plan was prepared by the Madison County Council of Governments. It is available on their website, but that plan was never formally adopted as part of Pendleton's Comprehensive Plan. As such, careful coordination is required to avoid confusion. The Town should ask the Madison County Council of Governments to add a note and a link to their website directing viewers to the Town's new Bicycle and Pedestrian Plan.

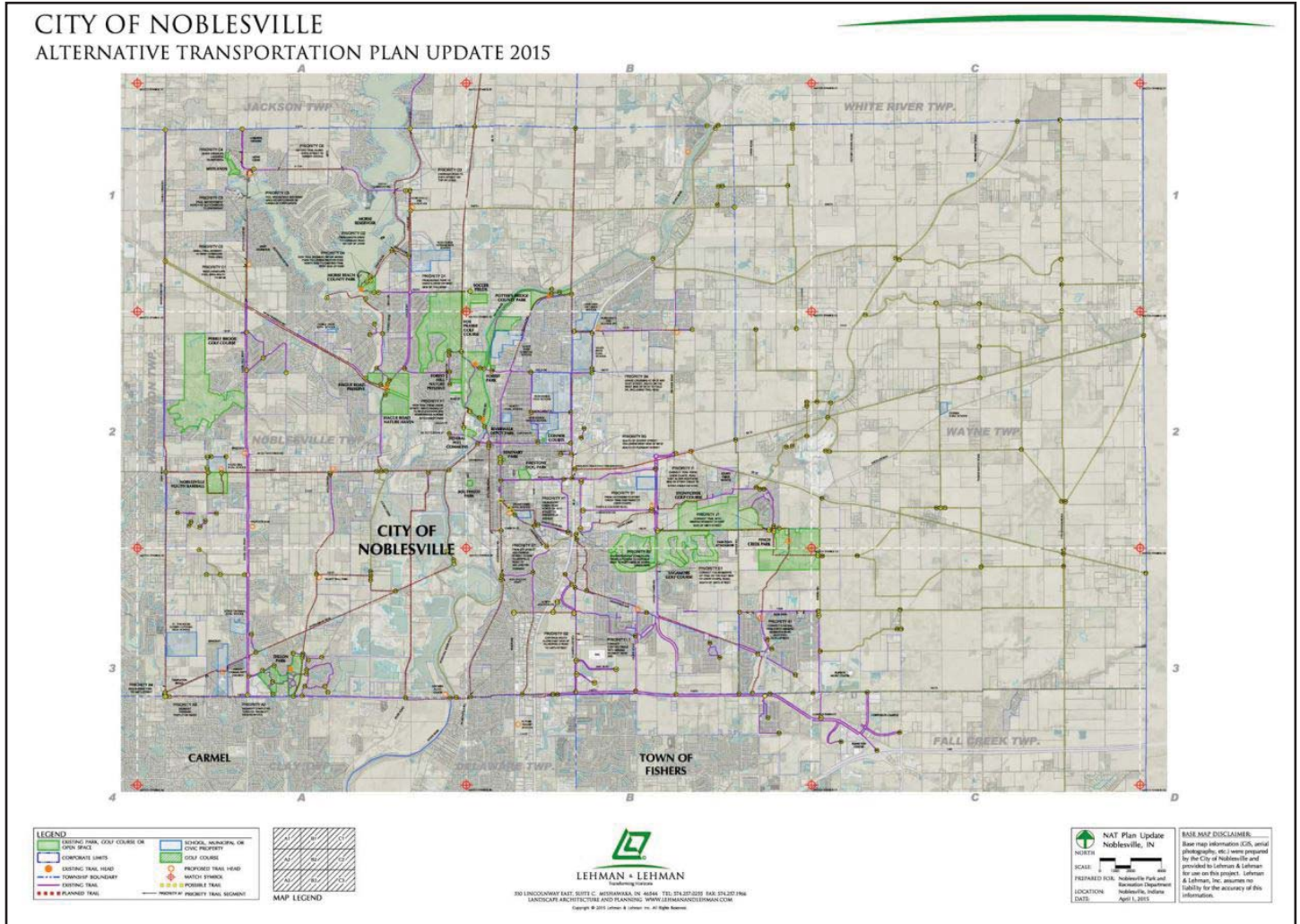
- o Ask Madison County Council of Governments to post Pendleton's new Bicycle and Pedestrian Plan on their website, along with note saying it supersedes Town recommendations found in the Anderson Plan.



Pendleton bicycle facilities projects, 2016 Anderson Metropolitan Planning Area Bicycle Facilities Plan

Noblesville Alternative Transportation Plan, Adopted 2010, Updated 2015 Recommendation

Noblesville is located in Hamilton County, to the west of Pendleton. As its population increases, Noblesville has established a commitment to developing an alternative transportation system. Due to this ongoing planning effort, it would be beneficial to explore bicycle connections between the city and Pendleton. Most of the plan addresses areas within the city's corporate limits. However, possible alternative transportation routes extending beyond Noblesville are noted, including a trail along State Road 38.



Proposed Route Plan, 2015 Noblesville Alternative Transportation Plan

General Implementation Recommendations

o **Create a Plan Implementation Task Force**

Create a Bicycle and Pedestrian Master Plan task force to assist with the implementation of the plan. This group should meet regularly to coordinate efforts and would be most effective if it includes local public officials and representatives from other agencies (i.e., MCCOG, City of Fishers, INDOT, South Madison Community School Corporation, etc.).

o **Use Plan to Help Guide Local Spending**

Amend the local budget to include a line item for bicycle and pedestrian improvements. Implement a Capital Improvement Plan, which is a multi-year plan. A Capital Improvement Plan (CIP) is an excellent tool to use for phased and long-term development of new infrastructure, including improvements suggested in this Bicycle and Pedestrian Master Plan. Adding a Cumulative Capital Improvement Fund as a line item in the Town's budget would help keep implementation on track. A Capital Improvement Plan and the associated Capital Improvements Budget would have priorities based on the Comprehensive Plan, infrastructure plans and input from citizens and officials. It is recommended that any CIP include sidewalk replacement and construction categories.

o **Use Plan to Enlist Other Local Agencies**

Share the plan with other entities, such as Madison County Council of Governments, Madison County Chamber of Commerce, Anderson / Madison County Visitors Bureau, major employers and institutions, including the school system. As a group, explore opportunities for support of the plan and offer implementation assistance.

o **Use the Plan to Guide Other Local Government Decisions**

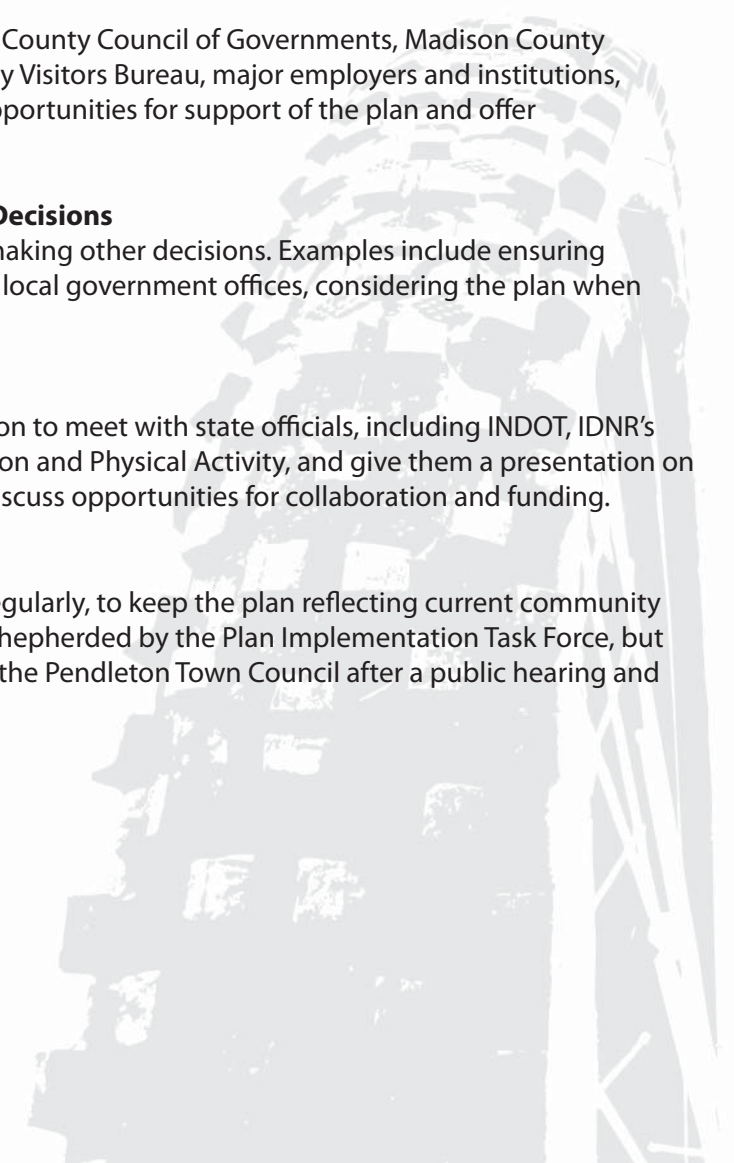
The Town Council should consider the plan when making other decisions. Examples include ensuring pedestrian and bicycle connections and support at local government offices, considering the plan when making parking and traffic control decisions, etc.

o **Use Plan to Influence State Decisions**

Form a group of local representatives from Pendleton to meet with state officials, including INDOT, IDNR's Division of Recreation and ISDH's Division of Nutrition and Physical Activity, and give them a presentation on the adopted Bicycle and Pedestrian Master Plan. Discuss opportunities for collaboration and funding.

o **Update the Bicycle and Pedestrian Master Plan**

Make sure that the plan is reviewed and updated regularly, to keep the plan reflecting current community desires, new best practices, etc. This task could be shepherded by the Plan Implementation Task Force, but adoption of any plan amendments would be up to the Pendleton Town Council after a public hearing and recommendation from the Plan Commission.



Recommendation - Using the Plan

o **Adopt Plan as Element of Comprehensive Plan**

Indiana law allows a lot of flexibility regarding which plan elements local governments include in their comprehensive plan (i.e., transportation, parks, economic development, downtown, corridor, etc.). A plan carries more weight with other entities (including funders and other agencies), and is easier to coordinate locally if it is adopted as part of the community's overall Comprehensive Plan.

Therefore, in compliance with IC 36-7-4-501, Pendleton should:

- adopt the Bicycle and Pedestrian Master Plan through the same process as a comprehensive plan
- update the new Comprehensive Plan to cite and coordinate with this Bicycle and Pedestrian Plan
- coordinate content with the next Parks and Recreation Master Plan, also adopting it as part of the Pendleton Comprehensive Plan.

o **Use Plan to Guide Land Use Decisions per State Law**

Adopting the Bicycle and Pedestrian Master Plan as part of the Comprehensive Plan gives it more weight in local decision-making. Indiana law sets criteria that Pendleton's Board of Zoning Appeals, Plan Commission and Town Council must follow for their local planning decisions, including how the request impacts the Comprehensive Plan. For the comprehensive plan-related criteria, the local planning decision makers may get guidance from the Bicycle and Pedestrian Master Plan's Vision and Goals, the Community Survey Results, the Master Plan and Route Maps, and Policy Recommendations.

Per IC 36-7-4-918.4, the Board of Zoning Appeals must consider five criteria related to decisions on use variances, with the Comprehensive Plan listed as the fifth criterion:

1. The approval will not be injurious to the public health, safety, morals, and general welfare of the community.
2. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner.
3. The need for the variance arises from some condition peculiar to the property involved.
4. The strict application of the terms of the zoning ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought.
5. The approval doesn't interfere substantially with the adopted Comprehensive Plan.

Note that the importance of upholding the Bicycle and Pedestrian Master Plan is also reinforced by the emphasis on public health and safety in criterion 1, above, which is also applicable to bicyclists and pedestrians.

Per IC 36-7-4-603, the Town Council and the Plan Commission must consider five criteria related to actions on rezonings, with the Comprehensive Plan listed as the first criterion.

The plan commission and the legislative body shall pay reasonable regard to:

1. The Comprehensive Plan;
2. Current conditions and the character of current structures and uses in each district;
3. The most desirable use for which the land in each district is adapted;
4. The conservation of property values throughout the jurisdiction; and
5. Responsible development and growth.

The importance of this Bicycle and Pedestrian Master Plan is also reinforced by the 3rd criterion reference to most desirable land use in each district, which includes bicycle and pedestrian accommodations per this plan. The 5th criterion requires responsible development, which, by this plan, includes a responsibility to provide for bicyclists and pedestrians.

o **Use Plan to Guide Local Standards**

The plan will not be fully realized unless the Unified Development Code (UDO) and the Pendleton Town Code are modified to support the recommendations in the plan. While the Bicycle and Pedestrian Master Plan serves as a guideline, it is not enforceable for purposes of staff and local official's development proposal review. The UDO and the Town Code are local ordinances, and are enforceable, so it is important to update them to reflect the new desired standards emerging from this plan. While the ordinance updates may be accomplished with one large rewrite or several smaller amendments, it is important that it happens as soon as possible. It is generally recommended that the UDC and Town Code Recommendations in Section E be grouped and prioritized into smaller amendments that may be adopted as completed.

o **Tie Local Budget to the Plan**

A comprehensive plan, including this Bicycle and Pedestrian Master Plan, is one of the best ways to determine community priorities, so it makes sense to reflect those priorities in the Town's spending. The Town Council can amend their local budget to include a line item for bicycle and pedestrian improvements. The Council may also adopt a Capital Improvement Plan and Budget, which is a multi-year tool useful for long-term development of new infrastructure, sidewalk replacement and construction, and other suggested improvements in this Bicycle and Pedestrian Master Plan. A Capital Improvements Budget with a Cumulative Capital Improvement Fund as a line item would help with the phasing of prioritized projects and ensure progress continues to be made with infrastructure improvements.

o **Update the Plan**

The planning process does not end when a plan is adopted. A typical planning process may look like this:

1. Evaluate existing conditions (strengths & weaknesses, demographics, natural & physical features, etc.).
2. Establish a vision, goals and objectives for the future.
3. Identify alternatives for achieving that future.
4. Select the most desirable alternative.
5. Devise and adopt tools to implement the future plan (zoning and subdivision regulations, capital improvement programming, etc.).
6. Evaluate the success of the plan.
7. Revise the plan.

Plans are policies and are intended to be flexible guidelines. After adoption of this Bicycle and Pedestrian Master Plan, the Town is advised to do an annual "check-up" to evaluate how the plan performed and whether any changes are necessary. The review should be done through the Plan Commission and include a discussion of any deviations from the plan and any need for amendments due to changing conditions or unexpected results. This same action is recommended for the entire Comprehensive Plan.



Schedule	Task	Action Needed	Cost Estimate	Potential Funding Source / Resources	Responsible Parties
Planning and Design Development Projects					
0 - 2 years	Scope/assess priority Bike/Ped Master Plan projects in regard to feasibility, ROW needs, community support, etc.		\$15,000 to \$40,000	Town of Pendleton; Redevelopment Commission; Park Board; South Madison Community Foundation	ToP-C; ToP-PC; ToP-S; TM; TP
0 - 2 years	Redesign Falls Park entrance focusing on safety/pedestrian/bicyclists	Engage design team to assist in technical review/detailed design; coordinate with Park Board to determine goals/vision	\$20,000 to \$35,000	Town of Pendleton; Park Board; South Madison Community Foundation	ToP-PC; ToP-P; TM; TP
0 - 2 years	State Road 67 corridor Bike/Ped Master Plan improvements	Begin INDOT dialogue regarding State Road 67 corridor/crossings	N/A	Town of Pendleton	ToP-C; ToP-PC; ToP-S
0 - 2 years	Safety measures for railroad crossings	Begin dialogue with the Railroad/INDOT (where necessary)	N/A	Town of Pendleton	ToP-C; ToP-PC; ToP-S

Schedule	Task	Action Needed	Estimate	Potential Funding Source / Resources	Responsible Parties
Construction and Infrastructure Projects					
0 - 1 years	Add shared lane markings (Sharrows) to applicable downtown streets connecting to attractions, employers, residential neighborhoods	Thermoplastic/painted sharrows applied to streets, signage added	\$250,000 to \$300,000	Town of Pendleton; MCCOG	ToP-PC; ToP-S; MCCOG
0 - 1 years	Add pedestrian count down heads/push buttons to all signalized crossings in Town	Engage engineer to provide detailed assistance/technical specifications	Scope and costs TBD	Town of Pendleton; Redevelopment Commission; MCCOG	ToP-PC; ToP-S; MCCOG
2 - 3 years	Add traffic calming measures in Falls Park	Construction of traffic calming measures	Scope and costs TBD	Town of Pendleton; Park Board; South Madison Community Foundation; Corporate funding; INDR Recreational Trails Program; INDR Land and Water Conservation Fund; Safe Routes to School; INDOT Transportation Improvement Programs; MCCOG	ToP-PC; ToP-S; MCCOG
2 - 3 years	Add traffic calming measures to elementary school vicinity	Construction of traffic calming measures	Scope and costs TBD	Town of Pendleton; Redevelopment Commission; South Madison Community Foundation; Corporate funding; INDR Recreational Trails Program; INDR Land and Water Conservation Fund; Safe Routes to School; INDOT Transportation Improvement Programs; MCCOG	ToP-PC; ToP-S; MCCOG
0 - 1 years	Add bike parking in historic downtown area	Installation of selected bike racks	Scope and costs TBD	Town of Pendleton; Historic Preservation Commission; South Madison Community Foundation; Corporate funding; INDR Recreational Trails Program; INDR Land and Water Conservation Fund; Safe Routes to School; INDOT Transportation Improvement Programs; MCCOG	ToP-PC; ToP-S; MCCOG
2 - 5 years	Improve accessibility of existing trails in Falls Park	Improve drainage in areas prone to washouts, re-evaluate gravel size used on trails	Scope and costs TBD	Town of Pendleton; Park Board; South Madison Community Foundation; Corporate funding; INDR Recreational Trails Program; INDR Land and Water Conservation Fund; Safe Routes to School; INDOT Transportation Improvement Programs; MCCOG	ToP-PC; ToP-S; MCCOG
2 - 5 years	Improve accessibility of existing sidewalks	Upgrade curb ramps per Town's ADA plan	Scope and costs TBD	Town of Pendleton; Redevelopment Commission; South Madison Community Foundation; Office of Community and Rural Affairs; Community Development Block Grants; MCCOG	ToP-PC; ToP-S; MCCOG

Council (ToP-C); Plan Commission (ToP-PC); Parks (ToP-P); Streets (ToP-S); Madison County Council of Governments (MCCOG)
Town Manager (TM); Town Planner (TP)

Schedule	Task	Action Needed	Estimate	Potential Funding Source / Resources	Responsible Parties
Policy, Ordinance and Education Related Projects					
0 - 1 years	Assemble Plan Implementation Task Force	Arrange for local public officials/representatives from other agencies to coordinate/meet regularly	N/A	---	TM; TP
1 - 5 years	Investigate bike share program	Research requirements, outsourcing potential, costs	N/A	---	ToP-P; MCCOG; TM
0 - 1 years	Update Sidewalk Ordinance	Coordinate with plan update	N/A	---	ToP-C; ToP-S; TP
0 - 1 years	Update Comprehensive Plan with Bike/Ped standards	Incorporate into plan update	N/A	---	ToP-PC; TP
0 - 1 years	Adopt a Complete Streets Policy	Create policy	N/A	---	ToP-C; ToP-S; TM; TP
0 - 1 years	Adopt a 3 foot passing law	Create ordinance	N/A	---	ToP-C; MCCOG; TP; TA
0 - 1 years	Adopt a Vulnerable User Law	Create ordinance	N/A	---	ToP-C; MCCOG; TP; TA
1 - 5 years	Expand park planning beyond Falls Park and acknowledge use of trails as transportation, infrastructure	Adopt Pendleton/Fall Creek Township Parks and Recreation Master Plan as part of Comprehensive Plan	N/A	---	ToP-PC; ToP-P; TP
1 - 5 years	Coordinate with surrounding jurisdictions concerning bike/ped planning	Invite regular communication with officials from Fishers regarding bike/ped planning	N/A	---	MCCOG; TP
3 - 5 years	Identify target areas for higher-density residential infill	Research potential locations supporting bike/ped infrastructure, costs	N/A	---	ToP-PC; TP

Council (ToP-C); Plan Commission (ToP-PC); Parks (ToP-P); Streets (ToP-S); Madison County Council of Governments (MCCOG)
Town Manager (TM); Town Planner (TP); Town Attorney (TA)



Greetings
from



INDIANA

Concept by
Amy Barnes, 1222 Society
Design by
George Harris, Pendleton, IN 46785
Dated 10/1/14



■ Section F

■ Appendix

INDIANA

Destinations

Parks

- 1 Falls Park
- 2 Falls Park - North Entrance & Trails
- 3 Falls Park - Sports Complex
- 4 Falls Park - Alvin D. Brown Memorial Pool
- 5 Falls Park - Conservation Building / YMCA
- 6 The Falls at Falls Park
- 7 Fall Creek Golf Club

Other

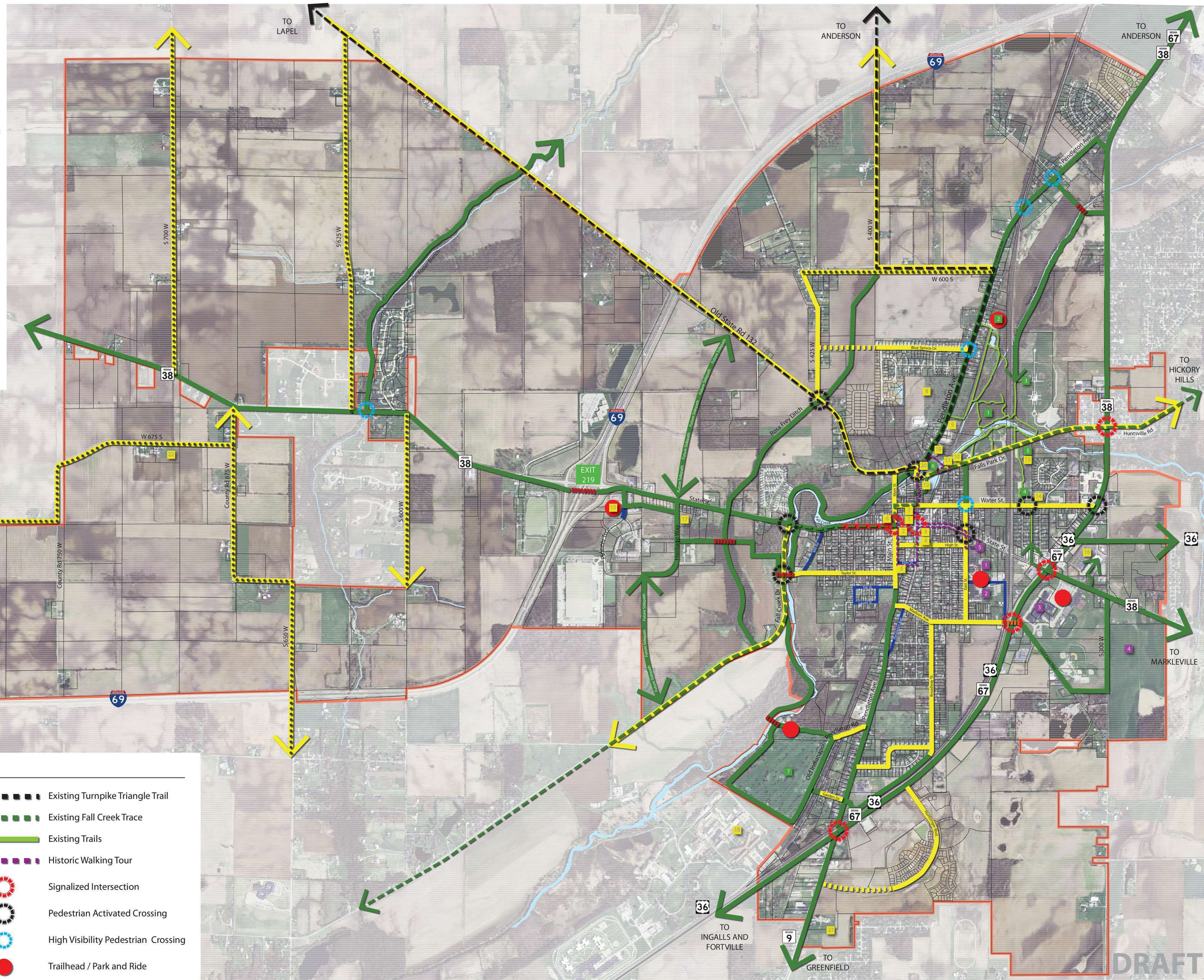
- 1 Pendleton Town Hall
- 2 Post Office
- 3 Pendleton Fire Department
- 4 BMV: Pendleton License Branch
- 5 South Madison Community Foundation / Thomas Pendleton Home
- 6 Grey Goose Inn
- 7 Opera House
- 8 Grovelawn Cemetery
- 9 Pendleton Police Department
- 10 Falls Park Community Building
- 11 Pendleton Historical Museum
- 12 The Fountain at Falls Park
- 13 Pendleton YMCA
- 14 Pendleton Community Public Library
- 15 Pendleton Business Park
- 16 Marsh Supermarket
- 17 Falls Pointe Business Park
- 18 Pendleton Correctional Facility
- 19 Historic: Indian Massacre
- 20 Historic: Abolitionists Mobbed
- 21 Blu Falls Event Center
- 22 Smith Family Farms

Schools

- 1 Pendleton Intermediate School
- 2 Pendleton Elementary School
- 3 Pendleton Heights High School
- 4 Pendleton Heights Middle School
- 5 The Carnegie Learning Center

Legend

- Sidepath / Trail
- Bike Lane
- Sharrows
- Sharrow Near Term / Sidepath Long Term
- Sidewalk
- Cycle Track
- Future Sharrows
- Pedestrian Underpass
- Pedestrian Bridge
- Existing Turnpike Triangle Trail
- Existing Fall Creek Trace
- Existing Trails
- Historic Walking Tour
- Signalized Intersection
- Pedestrian Activated Crossing
- High Visibility Pedestrian Crossing
- Trailhead / Park and Ride



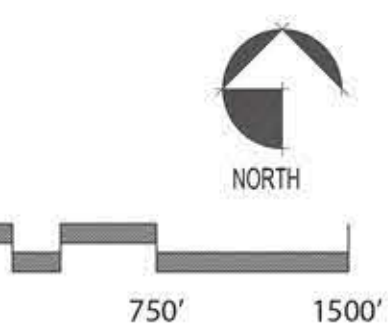
Town of Pendleton - Bicycle & Pedestrian Master Plan

02 February 2017 - Public Meeting #2

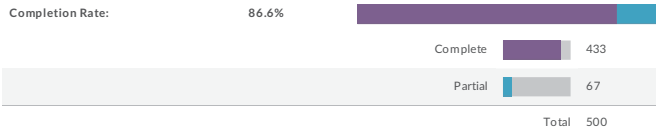
REMENSCHNEIDER ASSOCIATES, INC.
landscape architecture & planning

CB CHRISTOPHER B. BURKE ENGINEERING, LLC

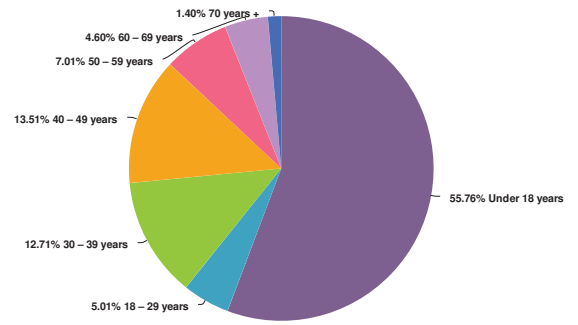
The Planning Workshop, Inc.



1. Response Counts



2. What age group do you belong to?

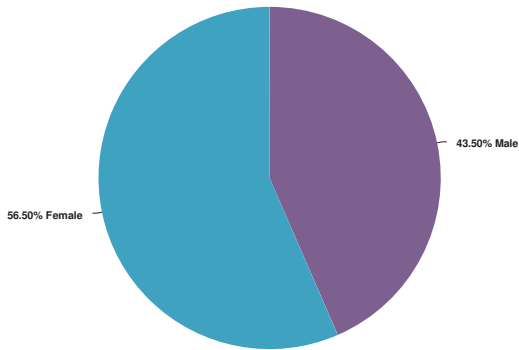


Value	Percent	Count
Under 18 years	55.7%	277
18 - 29 years	5.0%	25
30 - 39 years	12.7%	63
40 - 49 years	13.5%	67
50 - 59 years	7.0%	35
60 - 69 years	4.6%	23
70 years +	1.4%	7
Total		497

1

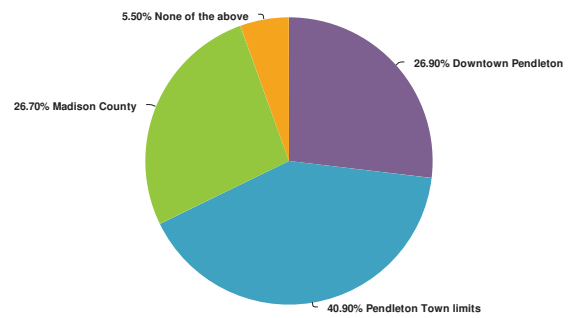
2

3. What is your gender?



Value	Percent	Count
Male	43.5%	215
Female	56.5%	279
Total		494

4. Do you live in?

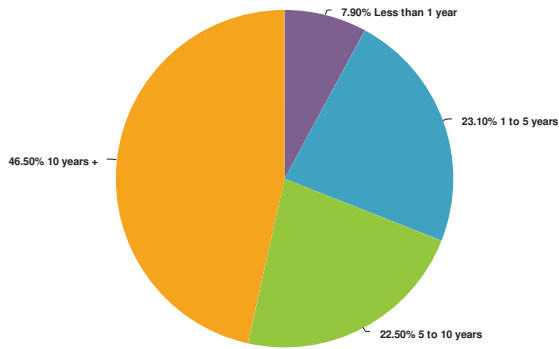


Value	Percent	Count
Downtown Pendleton	26.9%	133
Pendleton Town limits	40.9%	202
Madison County	26.7%	132
None of the above	5.5%	27
Total		494

3

4

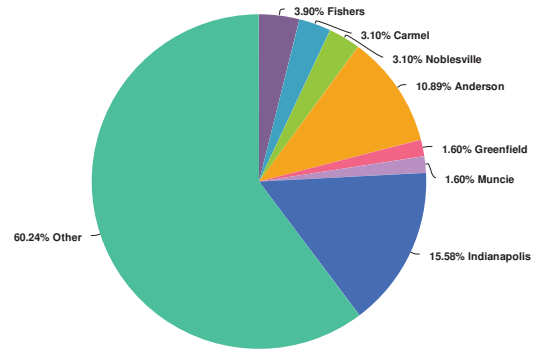
5. If you live in the Town of Pendleton, how many years have you been a resident?



Value	Percent	Count
Less than 1 year	7.9%	26
1 to 5 years	23.1%	76
5 to 10 years	22.5%	74
10 years +	46.5%	153
Total		329

5

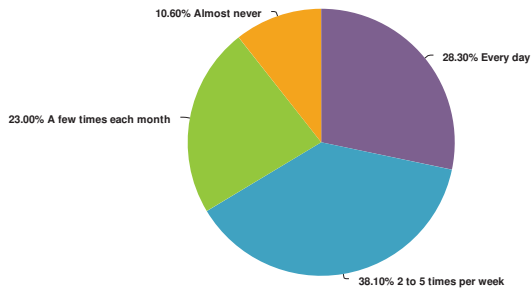
6. If you work outside of Pendleton, what nearby City are you employed in?



Value	Percent	Count
Fishers	3.9%	10
Carmel	3.1%	8
Noblesville	3.1%	8
Anderson	10.9%	28
Greenfield	1.6%	4
Muncie	1.6%	4
Indianapolis	15.6%	40
Other	60.3%	155
Total		257

6

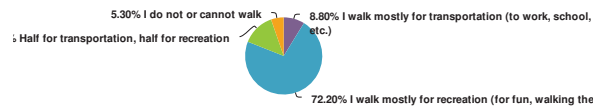
7. How often do you take a 5 minute walk (approximately 1/4 mile)?
 Note: count all trips around your neighborhood, dogwalking, etc. DO NOT include very short trips between a car and a building.



Value	Percent	Count
Every day	28.3%	128
2 to 5 times per week	38.1%	172
A few times each month	23.0%	104
Almost never	10.6%	48
Total		452

7

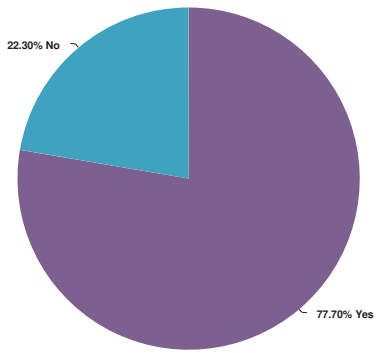
8. Why do you walk?



Value	Percent	Count
I walk mostly for transportation (to work, school, grocery, etc.)	8.8%	40
I walk mostly for recreation (for fun, walking the dog, etc.)	72.2%	327
Half for transportation, half for recreation	13.7%	62
I do not or cannot walk	5.3%	24
Total		453

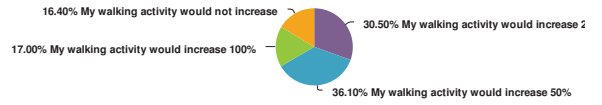
8

9. Do you want to walk more often than you do now?



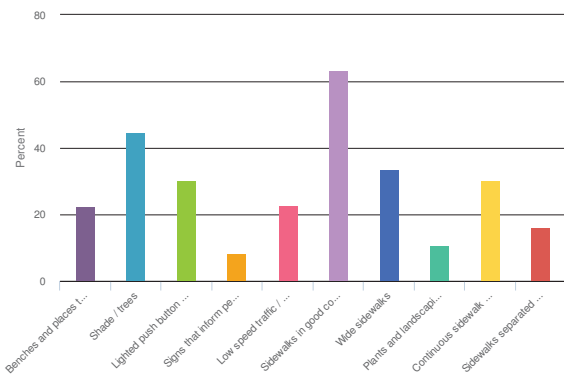
Value	Percent	Count
Yes	77.7%	351
No	22.3%	101
Total		452

10. Would your walking activity change with improved walkways, pedestrian corridors and safer street crossings?



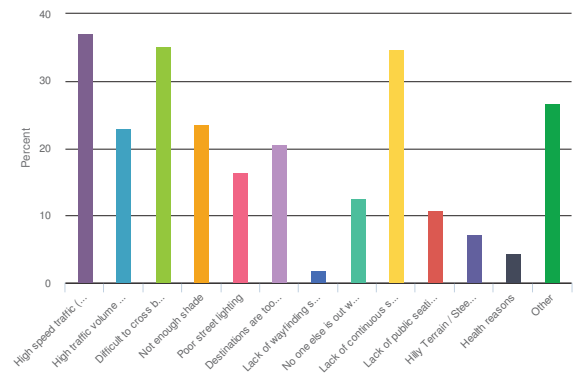
Value	Percent	Count
My walking activity would increase 25%	30.5%	136
My walking activity would increase 50%	36.1%	161
My walking activity would increase 100%	17.0%	76
My walking activity would not increase	16.4%	73
Total		446

11. Which of the following makes a street a good place to walk? Choose 3:



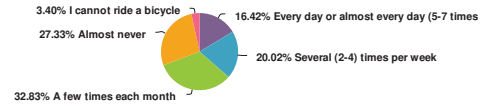
Value	Percent	Count
Benches and places to sit	22.2%	99
Shade / trees	44.5%	198
Lighted push button signals that help pedestrians cross busy streets	30.1%	134
Signs that inform pedestrians of local attractions	8.1%	36
Low speed traffic / slow moving vehicles	22.7%	101
Sidewalks in good condition without bumps and tripping hazards	63.1%	281
Wide sidewalks	33.7%	150
Plants and landscaping	10.8%	48
Continuous sidewalk network	30.1%	134
Sidewalks separated from street by trees, grassy strip, etc.	16.0%	71

12. What prevents you from walking more? Choose 3:



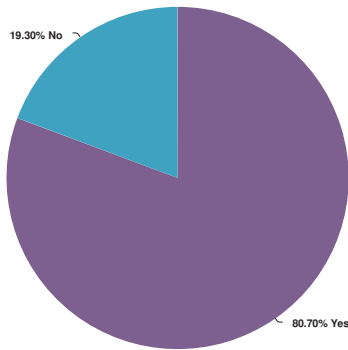
Value	Percent	Count
High speed traffic (vehicles move too fast)	37.2%	160
High traffic volume (too many vehicles on the street)	23.0%	99
Difficult to cross busy streets	35.1%	151
Not enough shade	23.5%	101
Poor street lighting	16.5%	71
Destinations are too far away	20.7%	89
Lack of wayfinding signs	1.9%	8
No one else is out walking	12.6%	54
Lack of continuous sidewalk network	34.7%	149
Lack of public seating	10.7%	46
Hilly Terrain / Steep Slopes	7.2%	31
Health reasons	4.4%	19
Other	26.7%	115

13. How often do you ride a bicycle when weather permits?



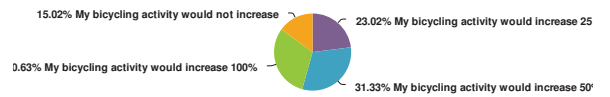
Value	Percent	Count
Every day or almost every day (5-7 times per week)	16.4%	72
Several (2-4) times per week	20.0%	88
A few times each month	32.8%	144
Almost never	27.3%	120
I cannot ride a bicycle	3.4%	15
Total		439

14. Do you want to ride a bicycle more often?



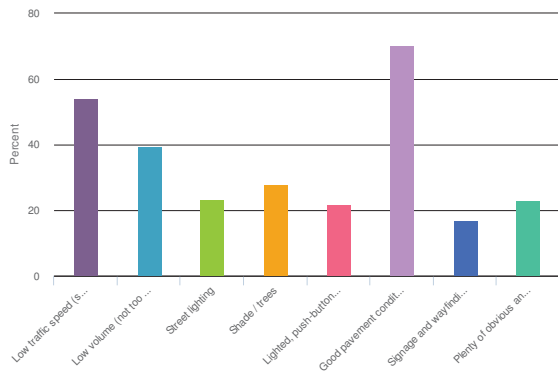
Value	Percent	Count
Yes	80.7%	352
No	19.3%	84
Total		436

15. Would your bicycling activity change with improved bike lanes, trails, side paths and safer street crossings?



Value	Percent	Count
My bicycling activity would increase 25%	23.0%	100
My bicycling activity would increase 50%	31.3%	136
My bicycling activity would increase 100%	30.6%	133
My bicycling activity would not increase	15.0%	65
Total		434

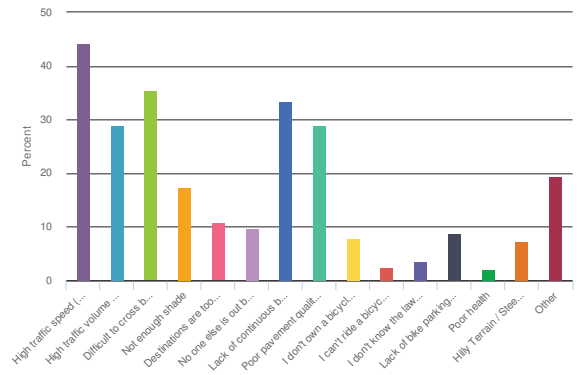
16. Which of the following makes a street a good place to bicycle? Choose 3:



Value	Percent	Count
Low traffic speed (slow moving vehicles)	54.1%	236
Low volume (not too many vehicles on the street)	39.4%	172
Street lighting	23.2%	101
Shade / trees	28.0%	122
Lighted, push-button signals to help bicyclists to cross the street	21.8%	95
Good pavement condition	70.2%	306
Signage and wayfinding for bicyclists	17.0%	74
Plenty of obvious and secure bicycle parking	22.9%	100

17

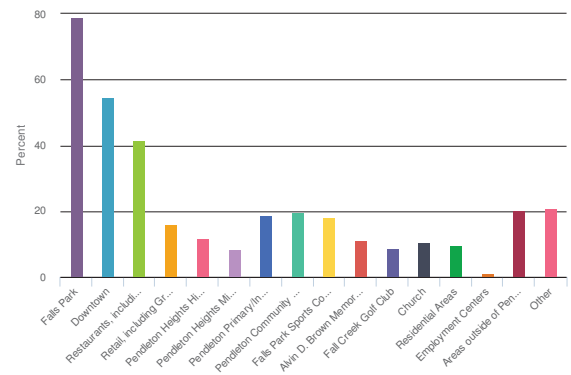
17. What prevents you from bicycling more often? Choose 3:



18

Value	Percent	Count
High traffic speed (vehicles moving too fast)	44.3%	185
High traffic volume (too many vehicles on the street)	28.9%	121
Difficult to cross busy streets	35.4%	148
Not enough shade	17.5%	73
Destinations are too far away	10.8%	45
No one else is out biking	9.8%	41
Lack of continuous bicycling facilities (bike lanes, trails, etc.)	33.5%	140
Poor pavement quality	28.9%	121
I don't own a bicycle	7.9%	33
I can't ride a bicycle	2.6%	11
I don't know the laws for bicycling	3.6%	15
Lack of bike parking / racks	8.9%	37
Poor health	2.2%	9
Hilly Terrain / Steep Slopes	7.4%	31
Other	19.4%	81

18. What places would you like to walk or bicycle to? Choose 4:

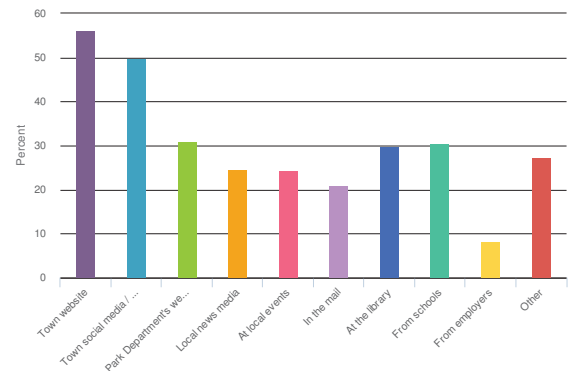


19

20

Value	Percent	Count
Falls Park	78.7%	337
Downtown	54.4%	233
Restaurants, including coffee shops	41.6%	178
Retail, including Grocery and Drugstores	15.9%	68
Pendleton Heights High School	11.7%	50
Pendleton Heights Middle School	8.6%	37
Pendleton Primary/Intermediate School	18.9%	81
Pendleton Community Public Library	19.6%	84
Falls Park Sports Complex	18.2%	78
Alvin D. Brown Memorial Pool	11.2%	48
Fall Creek Golf Club	8.9%	38
Church	10.5%	45
Residential Areas	9.6%	41
Employment Centers	1.2%	5
Areas outside of Pendleton	20.3%	87
Other	20.8%	89

19. Where would you look for more information about biking and walking in Pendleton? Choose all that apply:

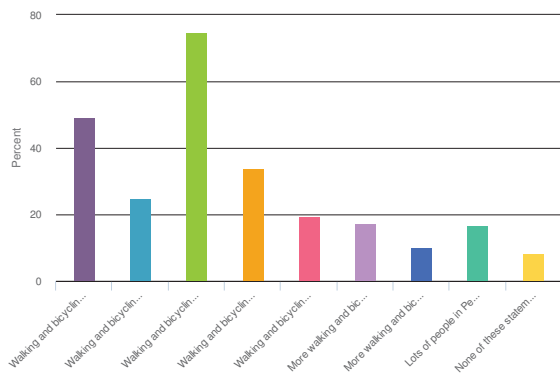


Value	Percent	Count
Town website	56.3%	238
Town social media / Facebook pages	49.9%	211
Park Department's website	31.0%	131
Local news media	24.8%	105
At local events	24.3%	103
In the mail	21.0%	89
At the library	29.8%	126
From schools	30.7%	130
From employers	8.3%	35
Other	27.4%	116

21

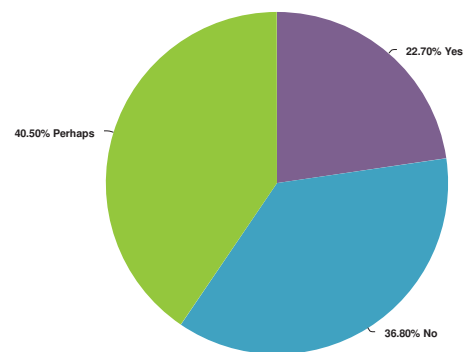
22

20. Which of the following statements make you want to walk or bicycle more? Choose 3:



Value	Percent	Count
Walking and bicycling are good for the environment	49.4%	209
Walking and bicycling can save my family and I money	24.8%	105
Walking and bicycling are good for my health	74.9%	317
Walking and bicycling are more fun than driving	34.0%	144
Walking and bicycling are good for the local economy	19.4%	82
More walking and bicycling routes will help me get to my destination easier	17.5%	74
More walking and bicycling routes will help me get to my destination faster	10.2%	43
Lots of people in Pendleton already walk and bicycle	16.8%	71
None of these statements make me want to walk or bicycle more	8.0%	34

21. Would you use a bike share system that provides bicycle rentals if available in Pendleton?

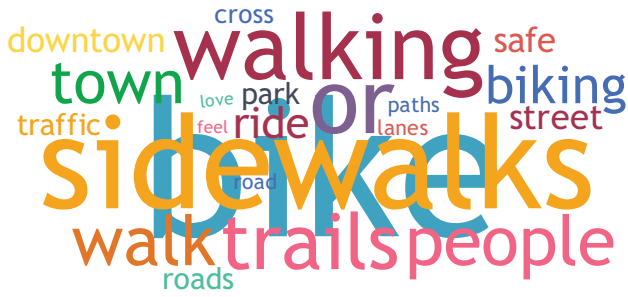


Value	Percent	Count
Yes	22.7%	97
No	36.8%	157
Perhaps	40.5%	173
Total		427

23

24

22. What else would you like for us to consider regarding walking and bicycling in Pendleton?



Count	Response
6	nothing
4	I don't know
3	Nothing
2	I don't know
2	None
1	
1	Dirt trails by the falls
1	I would like to have the sidewalks fixed and wider
1	The bike share system is a good idea for people who can't afford bikes, but it will take a lot of money. Were talking, like, \$4,000 a year for replacements, possibly insurance, and the bikes themselves.
1	??
1	A bike stunt thing at the pool
1	All I want is good sidewalks, low traffic, good landscaping and flowers, shade, better ways to cross the road, and good lighting
1	BMX race track for youth.

Count	Response
1	Free food samples pls!!!!!! we need food and drinks so we don't dehydrate
1	Great for everyone and Awesome family time.
1	Having designated bike lanes and ways to cross IN 67 easier from Huntsville and areas around there
1	Having signs about walking/biking tours, trails, etc... is huge. As well as having places to lockup your bike safely is a must.
1	Heavy traffic thru downtown every evening between 4-7 pm. Also the bike groups on Fall Creek drive. They do not ride single file. Makes it difficult to pass or follow. Most of them do not care about the traffic. Just rule the road!! Thank you
1	Huntzinger Farms is close enough to town for biking, but since it is right off the highway with no sidewalks or easily accessible crosswalks, we cannot bike as a family outside of our neighborhood.
1	I believe the town missed an opportunity to help walkers recently...by not incorporating widening shoulders from town to Heritage way.
1	I can't bike in town by myself but I would enjoy being able to bike with my mom in town and in Falls Park. I enjoy riding my bike and walking my dog around my neighborhood every once in a while.
1	I don't have any because I live in Anderson. :-)
1	I don't know
1	I don't know
1	I don't live in town, so I can't ride my bike anywhere. There needs to be a route for everyone to get in town.
1	I don't know????????????????????????????????
1	I don't really have any other considerations about walking and bicycling.
1	I feel the two MOST important are lighting & repairing tripping hazards!!
1	I live on Huntsville Rd which leads to the park. My kids always want to walk or ride their bikes there. But cars speed down this road!!! Really speed! And with the lack of a sidewalk I'm scared to let my kids go to the park. Its not safe for them to be on the road. Lots of people walk, run down this road. It's very dangerous. A sidewalk would be amazing.
1	I love the idea, especially around better and more visible cycling opportunities. I feel that often, car drivers dismiss bicyclists in town --- more bike friendly to wn means more people out riding, more people riding means more acknowledgement from cars.
1	I love to bike and walk i do every day, but live on I 69 so I cannot get to the places i would like to go to. if they could improve that that would be AMAZING
1	I love to bike places. However, HW38 is too busy, the county roads are in poor condition, so I'm left with going by car to a location where I can ride more freely. I would love to bike into town more! Thank you for pursuing this need!

Count	Response
1	Be sure to make the path wider, for moms with large strollers, and friends that want to walk next to each other.
1	Better Bike Trails Nicer Roads Nicer Sidewalks More Places to Bike/Walk to
1	Better side walks and streets.
1	Better sidewalk pavement!!!!!!
1	Better sidewalk pavement.
1	Bicycle path from neighborhoods west of 69 into town.
1	Bike lanes?
1	Bike paths clearly marked and paved through the park
1	Bike stands to lock up you bike & continuo s paths from the outskirts of Pendleton to the center of time.
1	Bike trails would fantastic. And not the mountain bike type.
1	Biking trails in falls park BIKES ONLY
1	Connect it to local long distance trails like the Cardinal or Mono n.
1	Connecting neighborhoods and residences near downtown Pendleton (East and West of downtown)
1	Consider including a biking path network that reaches several of the outlying suburb communities and residential areas both East and West of downtown Pendleton. Also consider linking up with the biking path/network of Anderson/Shady Side.
1	Continuous sidewalks
1	Create safe paths across 67/38 and more places to safely cross State Street, and you would likely see more people walking or biking for more than exercise.
1	Crosswalks, Stop signs, Safer people
1	Downtown traffic at stop light is somewhat scary when drivers turn without paying attention to pedestrian traffic and go to fast through town. I would like to see the parks used more for recreation like this. The park is beautiful and needs to have more to draw people down there! Excited to see what new things are coming with this!! Thank you!!!
1	Education needs to be a big component of any program to increase walking and biking in this area. Most don't seem to know or respect customs or laws that keep bikers and pedestrians safe.
1	Environmental Related Things
1	For walking: Need better lighting on Pendleton Avenue in front of the cemetery. Need sidewalks in all parts of subdivisions like Pines at Deerfield. Biking: Pendleton Avenue is scary to ride on between downtown and 67. Too narrow.

Count	Response
1	I really don't feel that this should be a priority at the moment. We have sidewalks in most places throughout downtown Pendleton. While they may not all be in perfect condition, I would not consider them a hazard. I have a hard time believing a bicycle lane would be justified in spending money on when there are so many roads that need fixed, in & around Pendleton.
1	I really wish the sidewalk along Pendleton avenue extended out towards 67 further. I like to take my dogs for walks, but I am forced to take about the same route from my house in the Country Farms addition everytime down Broadway to and from my house on Canterbury Rd. because I don't feel safe walking down Pendleton Ave. since there is no sidewalk. If there was a sidewalk at the other exit of the addition I would be able to take different routes and walk different areas of Pendleton.
1	I skateboard not bike nor walk otherwise I run. I wish this wasn't all with bikes and walking only. (O)-<
1	I think that sidewalks should be wider for people and bikers so that they don't get hurt or possibly pushed into the road.
1	I think that the sidewalks can be longer.
1	I think they should put bike lanes.
1	I want a SAFE trail in falls park that my parents will let me ride on.
1	I would like new sidewalks.
1	I would like sidewalks out in madison county.
1	I would like there to be more sidewalks.
1	I would like to consider certain lanes for bicycling and walking so that it's safer.
1	I would like to hear more about peoples' neighborhoods and things that would make riding in neighborhoods more enjoyable.
1	I would like you guys to make routes to go on the bikes with.
1	I would love if you guys got bike racks for downtown Pendleton because my mom and I just have to put our bike on the walk and then people cant get by or we are scared somebody is going to steal them or even a light to push so the traffic stop so bikes or even people walking can cross easier or faster
1	I would love walking in the neighborhoods more than on main streets primarily because of the lower traffic volume however it is important to keep the sidewalks clear from overhanging tree branches, shrubs and plants. Nobody wants to walk into plants that people have planted right next to the sidewalk and have overgrown onto the walkway. It might be pretty but it's not functional. Also keeping sidewalks maintained, level and free from cracks like uneven walkways where someone can trip and fall. I've seen it happen and it's not pretty.
1	I would make sure that it is safer for the people riding their bikes, like the push button. Just to make sure drivers are aware that there are bicyclists riding their bikes.
1	I'd like possible separate biking and/or walking paths in town Pendleton. The reason of this is because the cars and other machinery get too close to the curbs and sidewalks, which is bad for me and my dog. They are also very loud and fast paced, which both my dog and me don't like.

Count	Response
1	If the trail system path was safer...in both condition of the path & safety I would use it. It's too unsafe to walk or bike there alone. Have seen and heard of drug activity going in there. Let's fix the trails and patrol there to take back our trails for what they were meant for.
1	If using a bike share system, be sure to include trailers or attached seats for families with young children!
1	Improved sidewalk conditions, better roadway crossings, defined bike lanes---Thank you for this awesome initiative!!!
1	Less bumpy roads and more shade.
1	Longer paths 10-20 miles like indy trails
1	Low prices on rental bikes. Bike riding lesson. Two or more passenger bikes.
1	MAKE IT SAFER
1	MORE SHADE FOR THE CHILDREN
1	Make bikes cheaper
1	Make the sidewalks in Pendleton to be wide and less hilly.
1	Make the sidewalks less bumpy and I think we need more benches and shade.
1	Making drivers aware of other people in their surroundings and also signals to help cross the street downtown.
1	Making more biking trails
1	More Lighting is needed by the cemetery! More lighting is needed on trail area.
1	More cross walks and no hazardous animal like snakes (ect)
1	More paths and more lighting for low light hours
1	More sidewalks and bike lanes and trails
1	More trail development would be beneficial.
1	More walking and bike trails all around. Improved sidewalks and better lighting.
1	More wooded trails if possible, and less mosquitoes
1	Mountain bike network
1	NOTHING!!!! It is already awesome nothing can change!!
1	No shade, no WiFi.
1	None.

29

Count	Response
1	Step up to the semi trucks going through town you ignore now. Not referring to local deliveries or local farmers hauling their grain. Why did you make the laws? You let them go through town EVERY day. I see them. You wasted lots of dollars on ordinances, lawyer fees and signage. Do something!!!
1	Surry bicycles
1	Thanks for asking. Good luck!
1	That it is more safer to cross the street without getting hit.
1	The main problem is the lack of continuous sidewalks and continuous bike paths.
1	The sidewalks are too narrow when you run into walkers while bicycling down the sidewalk. And, when this happens, one of you gets pushed towards the busy street. WE NEED MORE CROSSWALKS!! I would also like it better if more people were outside walking, so that it wouldn't feel strange to be the only one outside walking.
1	The town would have more money to spend on sidewalks and trails if they would stop hiring people in the office and stop paying them a high salary. It would also be nice if they people in the office did their jobs that they are paid for. Also the people of Pendleton need to look at the town council and how reckless they are being with the money.
1	There is too much traffic.
1	They have to have a bike that has 5 sets
1	This is a fabulous idea.... I'm currently working on opening a bike shop in the downtown business district.
1	To make a trail to a big hill that I saw over my fall break.
1	To make bike lanes and have less driving in Pendleton.
1	Traffic from 69 and 67 are causing such a safety hazard to walk and bike with my 4 year old son. Wider sidewalks on state street would be safer.
1	Trails
1	US 36 needs a painted bike path
1	Walkers have to walk in the street on many main roads here including south Main Street, south Pendleton Ave on the east side of the street, etc.
1	Walking and bicycling are not going away. Here to stay. I feel a more friendly pedestrian and bicycling atmosphere would make Pendleton more attractive for potential future residents. The obvious nearby benefits as well speak for themselves.
1	Walking through the woods
1	We need more Pokestops!!!!!!!

31

Count	Response
1	Nothing additional...this was a great comprehensive survey!
1	Nothing, I know it will be great!
1	Nothing.
1	Our sidewalks are in poor condition in most areas in town...efforts need to be devoted to maintaining safe walks and curbs in town.
1	Paved shoulders on the highways
1	Paving the back/ country roads so tires don't pop or brake often
1	Paving the trails
1	Pendleton needs more variety downtown for restaurants and retail to walk or bike to! Our family enjoys biking to the park but we usually have to lean our bikes against trees to get off bikes and walk around! We lean because there are no where to park bikes on pavement and the grass is so uneven you cannot use kickstand! More bike paths through park would be great!
1	Please consider some method for a safe bike path from the Hickory Hills East and Pendle Hill neighborhoods, which would go into town. Huntsville Road is dangerous for bicyclists.
1	Please continue the sidewalk on north Pendleton Ave to head north. My family and neighbors would love to be able to walk or ride our bikes to the park, but Pendleton Ave is way too busy for that.
1	Really like the walking/bike trail in Greenfield. Lots of people use this and it is overall a good trail
1	Repair current sidewalks before spending \$\$\$\$ on bike paths. The city sidewalks are dangerous.
1	Repair of sidewalks thru town. On Broadway I know of multiple people who have fallen or wrecked their bikes due to hazardous sidewalks.
1	Ride your scooter
1	Running, hiking, weightlifting, and practicing sports.
1	Safe places to walk and ride bikes. Lighted push button signals that help pedestrians cross busy streets.
1	Safety of kids
1	Sidewalks on all streets. They end at Main and Taylor and are always people walking/biking on the narrow road. No sidewalk on Taylor Street at all.
1	Sidewalks outside of town in the Fox Run, Jefferson Place, Foster Branch area. Many people are out walking or jogging on the country roads or highways which is dangerous but there's not many options.
1	Smooth sidewalks
1	Some sidewalks need replaced

30

Count	Response
1	When adding any new lights, please add a cover at the top of the lights to help with our town's light pollution problem in the night sky. If a cover was added to the tops of all the town's street lights, the sidewalks would still get light and we might be able to see some stars at night.)
1	Why would you ride a bicycle
1	Working water fountains to refill water bottles.
1	You got everything I need to now, maybe not to other people, but you helped me a lot. Thanks! :D
1	You need a store for walking and getting a bike.
1	You should have a walking or biking marathon.
1	Yummerful's
1	Zagsters in Carmel/Westfield is a great Biking rental company to maybe bring to the area. The monon trail is clean and so far from Pendleton, but something I would love to see in our area
1	a law that all parents need to let their kids go on busy roads at least once a week
1	all around pendlton
1	basketball court
1	better conceck
1	bicycle riding is very dangerous but fun so I do recommend it.
1	bike equipment
1	bike lanes for with bikes can ride safely.
1	cant walk all sidewalks in town due to tripping hazards, lion sidewalks and muddy sidewalks. Trees and shrubs in sidewalk path. i would like to be able to get to the grocery and high school on foot safely also. Crossing the high way just doesn't ever feel safe. Sometimes it's difficult to get across State street also because of speeding vehicles.
1	car pool buses or vans
1	cats i guess there is nothing else except cats
1	cheaper bikes and more bike routs and MORE TRAFIC LIGHTS!!!!
1	doing it more often
1	driving
1	fix the potholes in the street
1	getting some bike routs on state road 9

32

Town of Pendleton
ADVISORY COMMITTEE MEETING
 Bicycle & Pedestrian Master Plan

Please Sign In...

name	email address	mailing address
Kayla Hassett	khassett@town.pendleton.in.us	100 W. State St. Pendleton, IN 46064
Ken McCarty	Kmccarty@smesc.com	203 S. Hentley Way Pendleton, IN 46064
Paul Claxen	pclaxen@smesc.com	18 Lick Creek Dr. Mustleville, IN 46056
Jeff Barger	JBarger@town.pendleton.in.us	100 W State Pendleton, IN 46064
Rachel Christenson	rchristenson@town.pendleton.in.us	100 W State Pendleton, IN 46064
Tim McClintick	tmcclintick@town.pendleton.in.us	100 W State Pendleton, IN 46064
Will Johnson		320 S. Broadway Pendleton, IN 46064
Matt Roberts	matthewb_roberts@hotmail.com	201 N. Pendleton Ave Pendleton, IN 46064
Bryan Williams	bwilliams1aw@comcast.net	415 N. Pendleton Ave. 46064
Bob Jones	rcjones1946@yahoo.com	117 W. Water St Pendleton, IN 46064
JASON KELLER	JASON@KELLER1.COM	6038 S. HUNTERS RUN PENDLETON, IN 46064

October 6th, 2016



PUBLIC WORKSHOP

Bicycle & Pedestrian Master Plan

26 October 2016

Please Sign In...

Name	Email Address / Mailing Address
Beth Cox	207 Lading Ln Pendleton 46064 COXBETH2002@aol.com
REBECCA MCCLINTICK	312 S. BROADWAY PENDLETON rmcclintick24@gmail.com
SCOTT KEMPER	6037 RED FOX ROAD SCOTTKEMPER@ME.COM
Ken McCarty	2237 EWS 36 Mantleville, IN 46056
Paul Claxen	18 Lick Creek Dr. Mantleville, IN 46056 pclaxen@smesc.com
Ryle Ransom	324 S. Broadway Pendleton
Will Johnson	320 S. Broadway Pendleton, IN
Clint & Kelli Bergman	222 Adams St Pendleton IN 46064
Bob Jones	117 W. Water St. Pendleton
Steve Willis	2412 W. SR 38 P-Town
Matt Roberts	201 N Pendleton Ave.
Ann Johnson	1236 Fox Chase
Douglas JOHNSON	6236 Fx CHASE



PUBLIC WORKSHOP

Bicycle & Pedestrian Master Plan

26 October 2016

Please Sign In...

Name	Email Address / Mailing Address
Jack Wilson	
Connie Rector	
Christophers Stephens	
NICK THEONARDI	
ANNE THEONARDI	
Jason Keller	



ADVISORY COMMITTEE MEETING

Bicycle & Pedestrian Master Plan

12 January 2017

Please Sign In...

Name	Email Address / Mailing Address
JASON KELLER	Jason@KELLER1.COM
Mark C. Frazee	PPD
Bob Jones	Town
Ken McCarty	SMESC
Mike Rousch	Pendleton Town Council
Matt Roberts	matthewb_roberts@hotmail.com
Will Johnson	
Jeff Barger	Town
Rachel Christenson	rchristenson@town.pendleton.in.us PO Box 220, Pendleton, IN
Tim McClintick	tmcclintick@town.pendleton.in.us
PAUL CLAXEN	South Madison School

Destinations

Parks

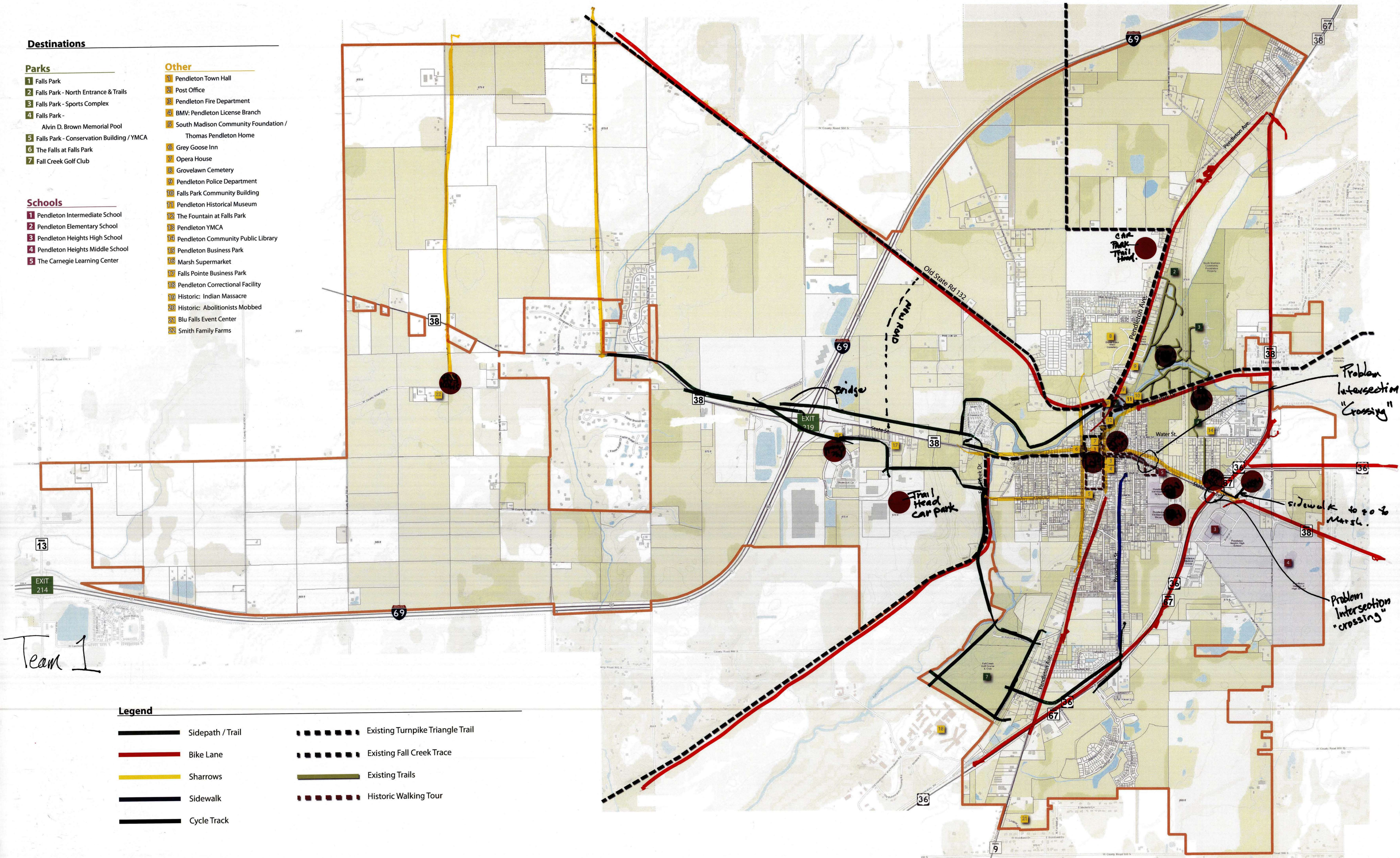
- 1 Falls Park
- 2 Falls Park - North Entrance & Trails
- 3 Falls Park - Sports Complex
- 4 Falls Park - Alvin D. Brown Memorial Pool
- 5 Falls Park - Conservation Building / YMCA
- 6 The Falls at Falls Park
- 7 Fall Creek Golf Club

Other

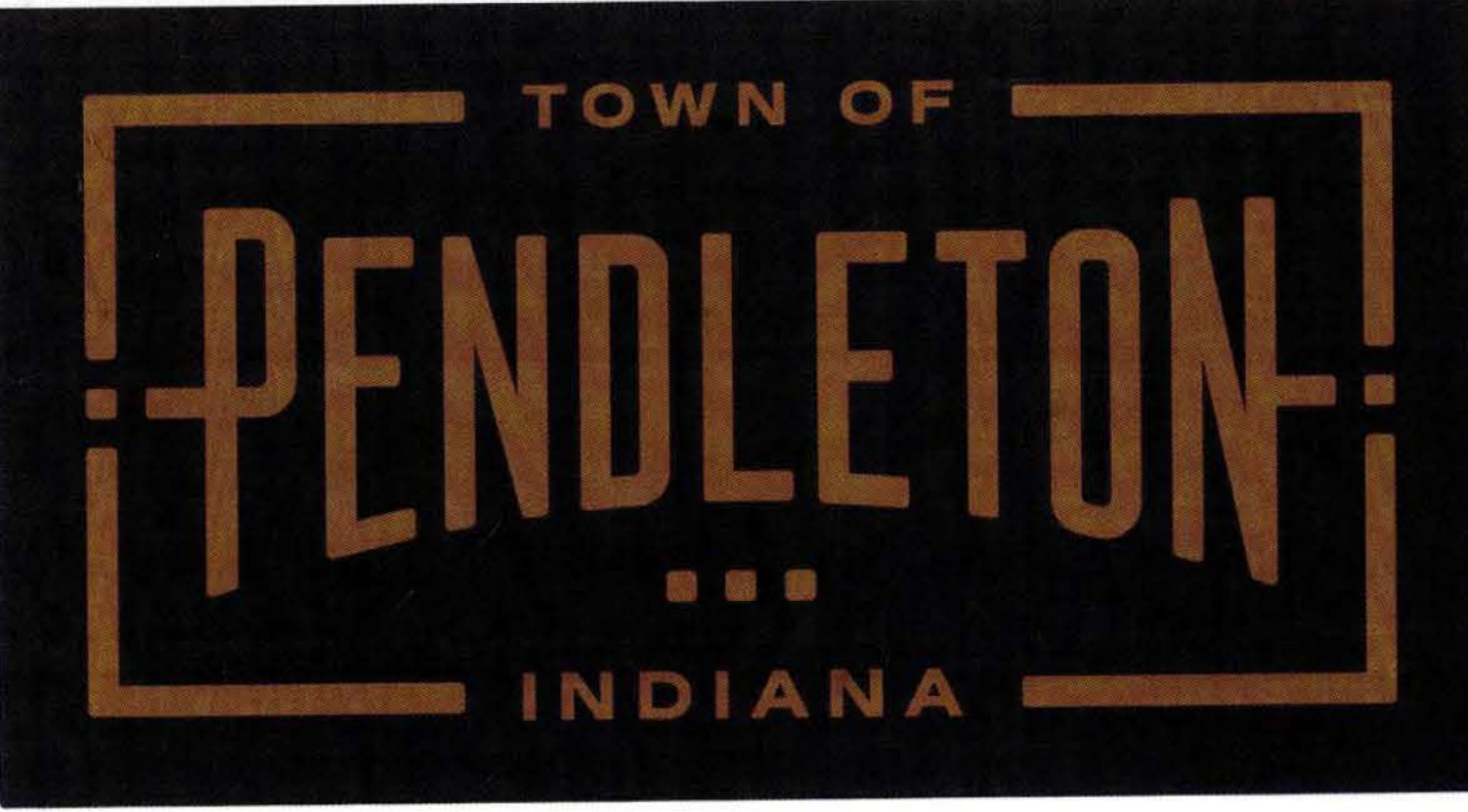
- 1 Pendleton Town Hall
- 2 Post Office
- 3 Pendleton Fire Department
- 4 BMV: Pendleton License Branch
- 5 South Madison Community Foundation / Thomas Pendleton Home
- 6 Grey Goose Inn
- 7 Opera House
- 8 Grovelawn Cemetery
- 9 Pendleton Police Department
- 10 Falls Park Community Building
- 11 Pendleton Historical Museum
- 12 The Fountain at Falls Park
- 13 Pendleton YMCA
- 14 Pendleton Community Public Library
- 15 Pendleton Business Park
- 16 Marsh Supermarket
- 17 Falls Pointe Business Park
- 18 Pendleton Correctional Facility
- 19 Historic: Indian Massacre
- 20 Historic: Abolitionists Mobbed
- 21 Blu Falls Event Center
- 22 Smith Family Farms

Schools

- 1 Pendleton Intermediate School
- 2 Pendleton Elementary School
- 3 Pendleton Heights High School
- 4 Pendleton Heights Middle School
- 5 The Carnegie Learning Center



Team 1



Town of Pendleton - Bicycle & Pedestrian Master Plan

26 October 2016 - Public Workshop

REMENSCHNEIDER ASSOCIATES, INC.
landscape architecture & planning

CB B CHRISTOPHER B. BURKE ENGINEERING, LLC

The Planning Workshop, Inc.

Destinations

Parks

- 1 Falls Park
- 2 Falls Park - North Entrance & Trails
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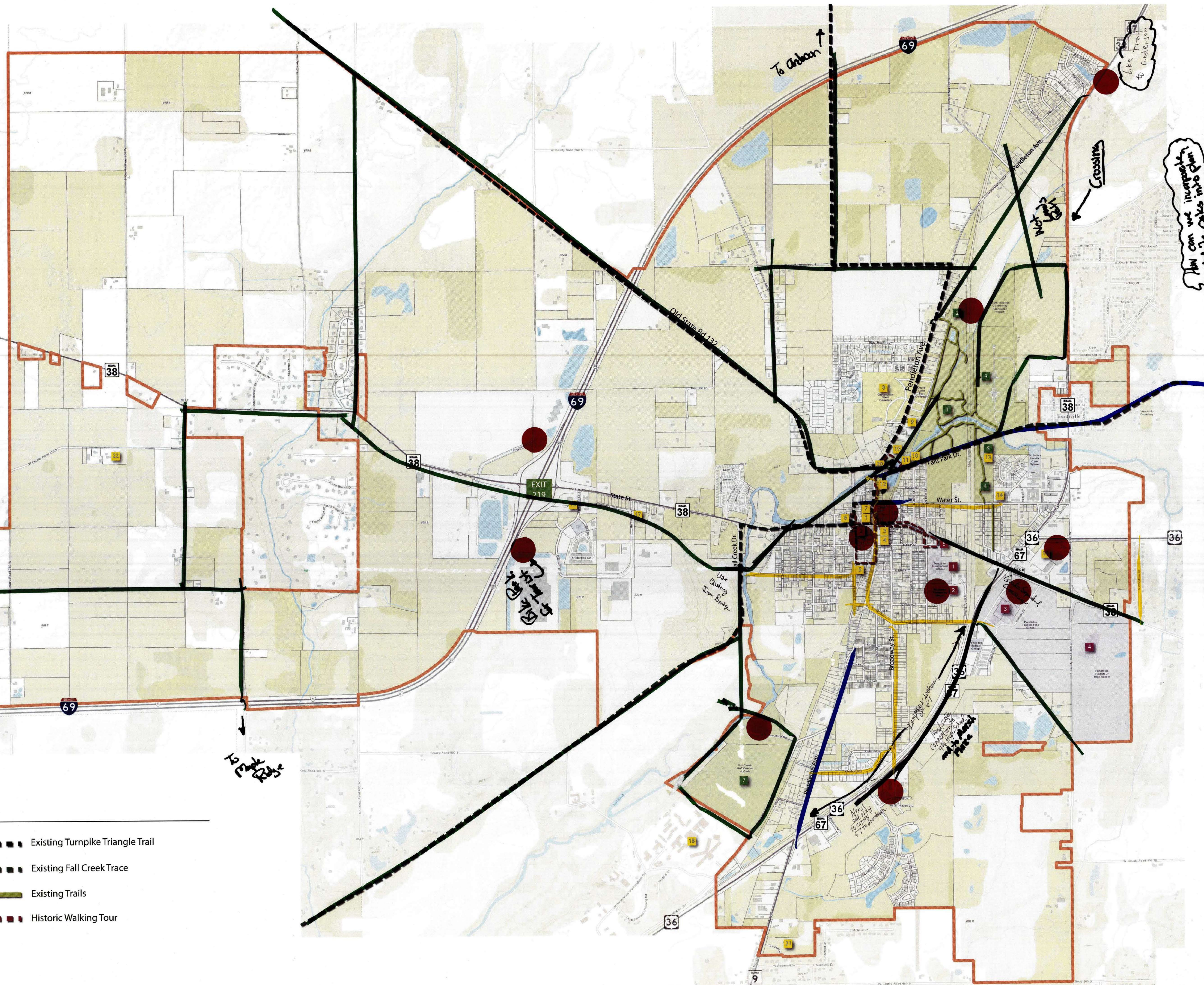
Schools

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TEAM 2

Legend

-  Sidepath / Trail
-  Bike Lane
-  Sharrows
-  Sidewalk
-  Cycle Track
-  Existing Turnpike Triangle Trail
-  Existing Fall Creek Trace
-  Existing Trails
-  Historic Walking Tour



Town of Pendleton - Bicycle & Pedestrian Master Plan

26 October 2016 - Public Workshop

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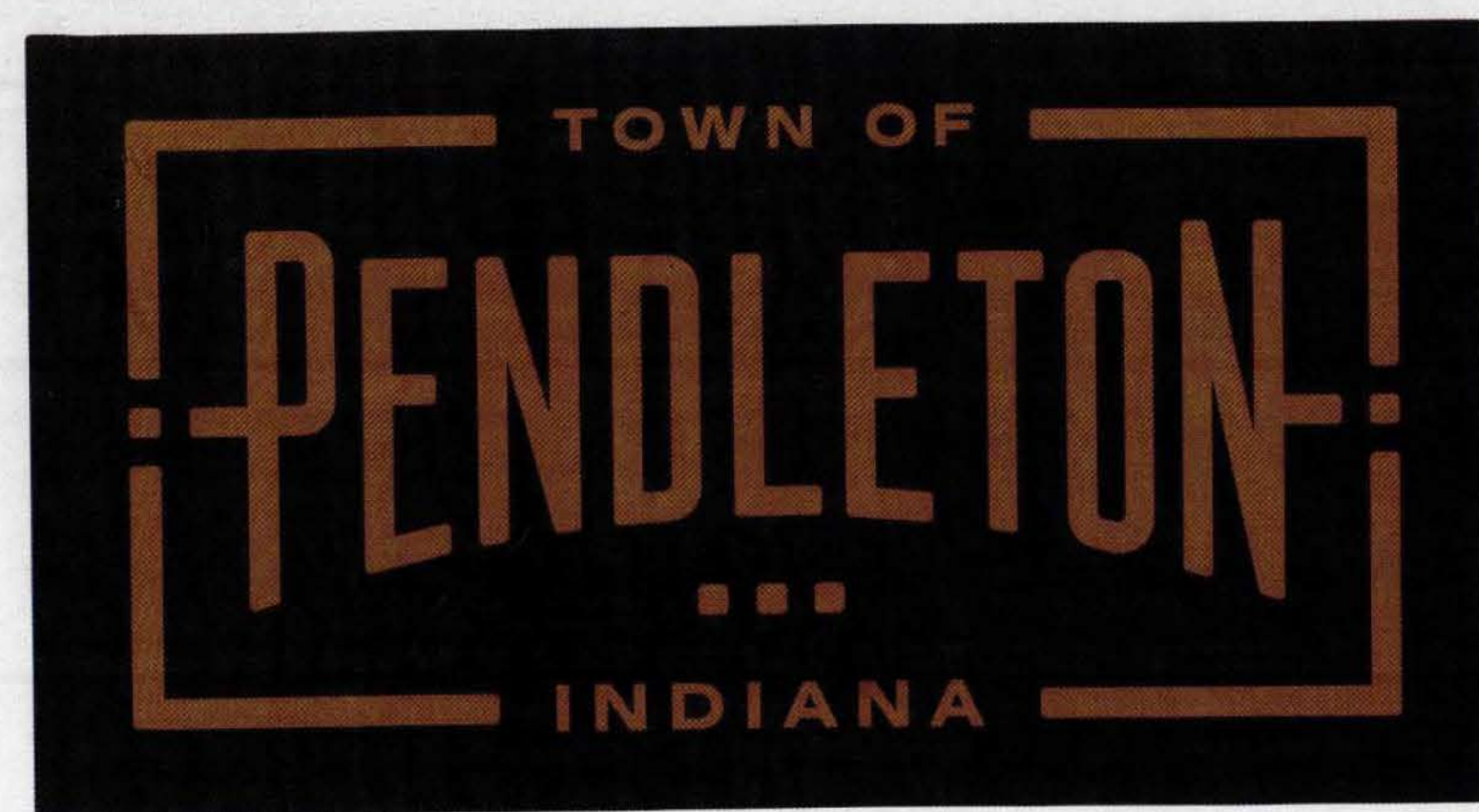
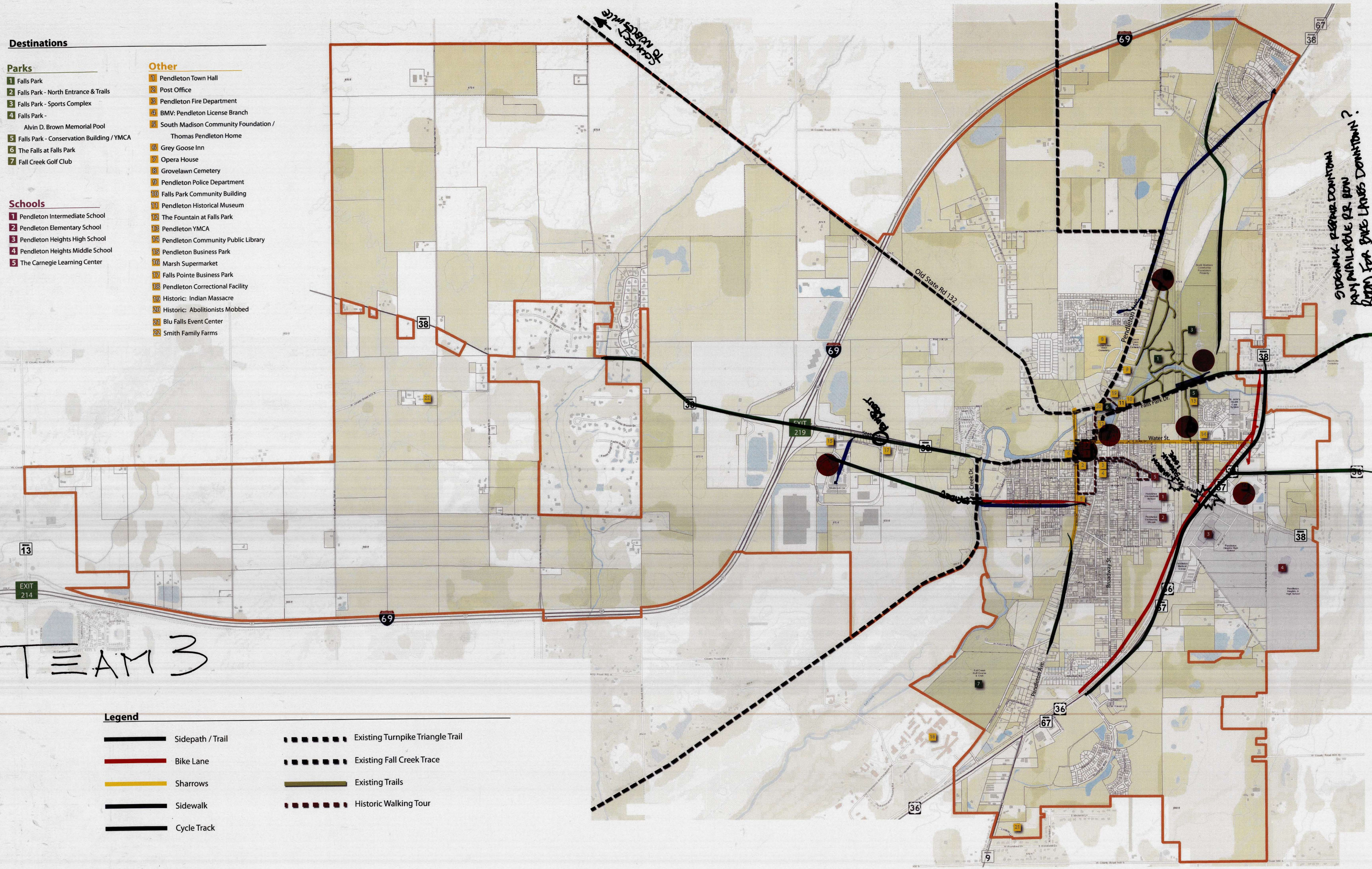
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TEAM 3

Legend

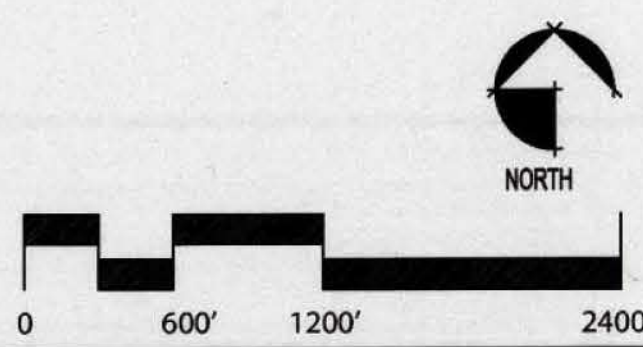
- Sidepath / Trail
 - Bike Lane
 - Sharrows
 - Sidewalk
 - Cycle Track
- Existing Turnpike Triangle Trail
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 - Existing Trails
 - Historic Walking Tour

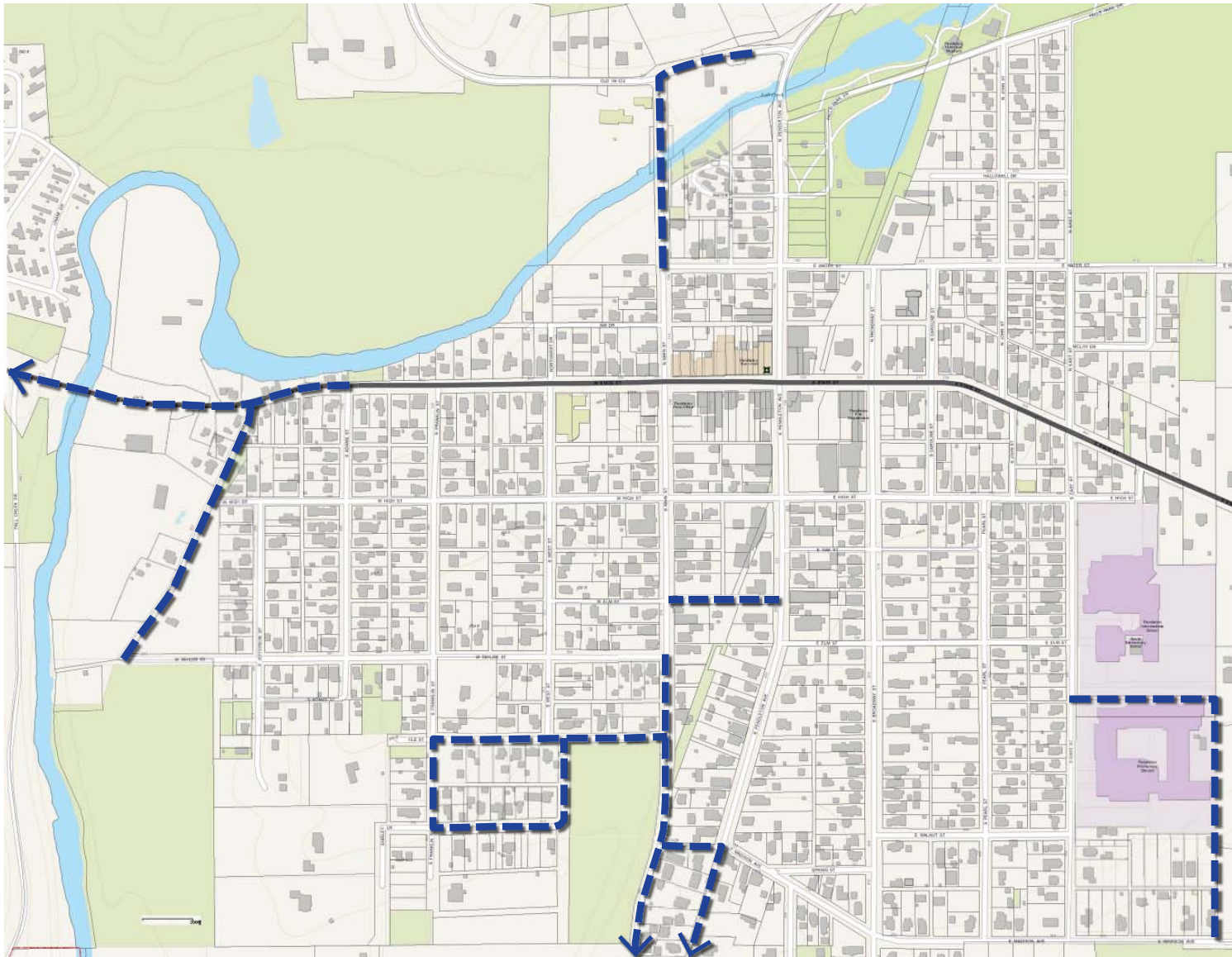


Town of Pendleton - Bicycle & Pedestrian Master Plan

26 October 2016 - Public Workshop

REMENSCHNEIDER ASSOCIATES, INC.
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Bicycle & Pedestrian Master Plan

Downtown Study Area

27 October 2016



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CHRISTOPHER B. BURKE
ENGINEERING, LLC



The Planning Workshop, Inc.



Downtown Focus Area

Type	Cost / Ft.	Cost / Mile	Cost (Low)	Cost (High)	Includes
Cycle Track	\$200-\$500				
Greenway / Multi-use Trail	\$80-\$100				
Sidepath	\$70-\$90				
Sidewalk (New)	\$25				
Sidewalk (Replace)	\$30				
Bike Lanes		\$20,000			Signs, lane lines, and symbols
Shared Lanes		\$10,000			Signs, and sharrow pavement markings
HAWK Signal			\$55,000	\$75,000	Includes signs and pavement markings
RRFB Signal			\$15,000	\$25,000	Includes signs and pavement markings
Pedestrian Signals at Existing Traffic Signals			\$10,000	\$20,000	Full intersection pedestrian signals and pushbuttons
Crosswalk (Ladder)			\$5,000	\$10,000	Pavement markings and signs
Crosswalk (Simple)			\$2,000	\$5,000	Pavement markings and signs
ADA Curb Ramp			\$800	\$4,000	Curb ramp and detectable warnings

NOTE:

The above listed costs are conceptual and do not include project specific facility development costs such as land acquisition, utility relocation, etc.



March 31st, 2017

Route #	Side Path LF	Side Path Minimum (\$70)	Side Path Maximum (\$90)	Bike Lane LF (Both Sides)	Bike Lane Average (\$3.78)	Shared Lane LF (Both Sides)	Shared Lane Average (\$1.89)	Sidewalk LF (Single Side)	Sidewalk Single Side (\$25)	Sidewalk Both Sides (\$50)	Roadway Construction	Shared Lane Near Term / Side Path Long Term LF	Shared Lane Near Term Minimum (\$1.89)	Side Path Long Term Maximum (\$90)	Total Minimum with 20% Contingency	Total Maximum with 20% Contingency
1	18549	\$ 1,298,430.00	\$ 1,669,410.00	2506	\$ 9,472.68		\$ -	0	\$ -	\$ -			\$ -	\$ -	\$ 1,569,483.22	\$ 2,014,659.22
2	5613	\$ 392,910.00	\$ 505,170.00		\$ -	14672	\$ 27,730.08	7336	\$ 183,400.00	\$ 366,800.00			\$ -	\$ -	\$ 724,848.10	\$ 1,079,640.10
3	978	\$ 68,460.00	\$ 88,020.00		\$ -	17756	\$ 33,558.84	8878	\$ 221,950.00	\$ 443,900.00			\$ -	\$ -	\$ 388,762.61	\$ 678,574.61
4	4423	\$ 309,610.00	\$ 398,070.00		\$ -	4872	\$ 9,208.08	2436	\$ 60,900.00	\$ 121,800.00			\$ -	\$ -	\$ 455,661.70	\$ 634,893.70
5	9404	\$ 658,280.00	\$ 846,360.00		\$ -		\$ -	0	\$ -	\$ -			\$ -	\$ -	\$ 789,936.00	\$ 1,015,632.00
6	10787	\$ 755,090.00	\$ 970,830.00		\$ -	3050	\$ 5,764.50	1525	\$ 38,125.00	\$ 76,250.00			\$ -	\$ -	\$ 958,775.40	\$ 1,263,413.40
7		\$ -	\$ -		\$ -	12534	\$ 23,689.26	6267	\$ 156,675.00	\$ 313,350.00			\$ -	\$ -	\$ 216,437.11	\$ 404,447.11
8	21941	\$ 1,535,870.00	\$ 1,974,690.00		\$ -		\$ -	0	\$ -	\$ -			\$ -	\$ -	\$ 1,843,044.00	\$ 2,369,628.00
9		\$ -	\$ -		\$ -	31526	\$ 59,584.14	15763	\$ 394,075.00	\$ 788,150.00		63052	\$ 119,168.28	\$ 5,674,680.00	\$ 687,392.90	\$ 7,826,896.97
10		\$ -	\$ -		\$ -	7744	\$ 14,636.16	3872	\$ 96,800.00	\$ 193,600.00					\$ 133,723.39	\$ 249,883.39
Total	71695	\$ 5,018,650.00	\$ 6,452,550.00	2506	\$ 9,472.68	92154	\$ 174,171.06	46077	\$ 1,151,925.00	\$ 2,303,850.00	\$ -	63052	\$ 119,168.28	\$ 5,674,680.00	\$ 7,768,064.42	\$ 17,537,668.49

*A detailed design effort has not been completed for the routes and corridors listed above. These estimates are conceptual and based upon unit prices from recently constructed projects of like kind. Furthermore, project related costs such as surveying, detailed design, engineering, construction documents, land acquisition, utility relocation, bidding, permitting, maintenance of traffic, contractor overhead/profit and construction inspection are not included.

Guide for the Development of Bicycle Facilities, AASHTO, 2012
Available for Purchase Only

NACTO Urban Bikeways Design Guide, 2013
<http://nacto.org/cities-for-cycling/design-guide/>

MUTCD 2011
<http://www.in.gov/dot/div/contracts/design/mutcd/2011MUTCD.htm>

Active Transportation Alliance
<http://www.activetrans.org/>

National Complete Streets Coalition
<http://www.completestreets.org>
<http://www.smartgrowthamerica.org/complete-streets>

League of American Bicyclists
<http://bikeleague.org/>

Bicycle Indiana
<http://www.bicycleindiana.org/>

IndyCOG
<https://indycog.org/>

National Safe Routes to School / Walk Bike to School
<http://www.saferoutesinfo.org>
<http://saferoutespartnership.org/>
<http://walkbiketoschool.org/ready/why-walk-or-bike>

Health by Design
<http://www.healthbydesignonline.org>

Central Indiana Bicycling Association
<http://www.cibaride.org/>

ISDH, Division of Nutrition and Physical Activity, 317-234-6808

The American Planning Association
<http://www.planning.org>

Ewing, R. Pedestrian and Transit-Friendly Design: A Primer for Smart Growth. International City/County Management Association and Smart Growth Network. 1999
http://www.epa.gov/smartgrowth/pdf/ptfd_primer.pdf

Federal Highway Administration. Designing Sidewalks and Trails for Access: Part I of II: Review of Existing Guidelines and Practices. 1999
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalks/index.cfm

Federal Highway Administration. Designing Sidewalks and Trails for Access: Part II of II: Best Practices Design Guide. 2001

<http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>.

City of Redmond, Washington

<http://www.redmond.gov/Transportation/GettingAroundRedmond/Walking/>

Cleveland Neighborhood Development Coalition. Pedes-trian Retail Overlay (PRO) District

<http://www.cndc2.org/prod.html>.

Leaf, W.A. and Preusser, D.F. "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries." U.S. Department of Transportation. DOT HS 809 021. October 1999

<http://www.nhtsa.dot.gov/people/injury/research/pub/hs809012.html>.

US Environmental Protection Agency

<http://www.epa.gov>

