CITY OF BLOOMINGTON

PLAN COMMISSION

November 8, 2018 @ 5:30 p.m.
Utilities Board Room
City of Bloomington Utilities
600 E. Miller Dr.

CITY OF BLOOMINGTON
PLAN COMMISSION SPECIAL HEARING
November 8, 2018 at 5:30 p.m. **❖City of Bloomington Utilities – Utilities Board Room**

ROLL CALL

REPORTS, RESOLUTIONS AND COMMUNICATIONS

PETITIONS:

MP-28-18 **City of Bloomington Transportation Plan**
Amendment to the Comprehensive Plan
Staff: Beth Rosenbarger, Planning Services Manager

Consent Agenda Items:

1) Typographical Error Amendments

2) Friendly Amendments

   2a) Minor corrections: table of corrections
   2b) Amendment to increase bicycle parking
   2c) Amendment to increase seating at transit stops

Amendments:

A) Amendment to add Appendices

B) Amendments to delete or change the Two-Way Restoration recommendations; four amendments to consider from the Greater Bloomington Chamber of Commerce (B1); CFC Properties (B2); George Keller (B3); and Joseph Hoffman of the Plan Commission (B4)

C) Amendment to change Typology Recommendations for portions of E. 3rd Street and portions of S. College Mall Road

D) Amendment to make changes to the Pedestrian Priority Areas map

E) Amendment to add a recommendation for Pedestrian and Bicycle tunnels under I-69 Ramps

F) Amendment to add a bicycle facility on W. 3rd Street from Jackson St. to Patterson Dr.

Last Updated: 11/2/2018

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CITY OF BLOOMINGTON

BLOOMINGTON TRANSPORTATION PLAN

Final Draft

September 28, 2018

Prepared by:

Toole Design Group

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Executive Summary

The City of Bloomington's Bicentennial in 2018 celebrates the community's continued focus on its values of fairness, charity, kindness, ingenuity, innovation, education, and hard work. These values, along with the City's vision of passing along a healthy, humane, and thriving community for future generations, are the foundation of Bloomington's growing economy and population. With a history as a center for business, education, and culture in southern Indiana, Bloomington draws businesses, families, scholars, and visitors from around the world.

Bloomington's B-Line Trail

> *Change is coming...The Bicentennial reminds us of our obligation to the next generations—to pass along a city that will thrive, a community that will welcome and work for people from all walks of life, and from all corners of the globe, a place where justice is evident and where opportunity abounds. Bloomington needs to be a city of choice for the next generations of caring, creative people who will chart the course and steer the ship for the coming decades. – Mayor John Hamilton, 2018 State of the City Address*

Bloomington's growing economy and population present immense opportunities and challenges to the city's transportation network. Even though residents are walking, bicycling, and taking transit at high rates, the existing transportation infrastructure was primarily designed to serve automobile transportation. Meanwhile, growing public health concerns generate new questions about transportation's role in providing access to healthy food options, recreational activities, and walkable neighborhoods.

The Bloomington Transportation Plan (Plan) supports Bloomington's vision of a safe, efficient, accessible, and well-connected multimodal transportation system with enhanced transportation options and reduced dependence on the individual automobile; and, will guide the city as it continues to grow and face new transportation challenges.

This Plan fulfills the 2018 Comprehensive Plan requirement that calls for the development of an updated Master Thoroughfare Plan that includes elements of an active transportation plan. As an update to the 2002 Master Thoroughfare Plan, this Plan identifies new projects and programs as well as opportunities to coordinate their delivery for maximum benefit to community members. This Plan will be incorporated into the City's Comprehensive Plan, and it will guide the City's transportation investments, policies, and operations to achieve its 2040 vision.

This Plan recognizes the growing rates of walking, bicycling, and transit riding in Bloomington and the importance of planning for these active and healthy modes while continuing to maintain and improve the City's existing transportation infrastructure. The Plan achieves this shift by rethinking street classifications and providing updated multimodal facility recommendations. As Bloomington has limited right-of-way (ROW) for new or expanded transportation infrastructure, the City must consider the needs of all travelers in various types of environments as it retrofits existing facilities. The City of Bloomington must balance its space, funding, and time between infrastructure for people who drive, take the bus, bicycle, or walk for transportation and recreation. This multimodal

and context-driven approach positions Bloomington to meet its current and future transportation needs and goals.

The project and program recommendations in this Plan were developed through a community engagement process, a review of the City's and region's adopted plans, and technical analysis. The community engagement process included public charrettes, an online survey, an online mapping tool, and one-on-one meetings with stakeholders and public officials. These in-depth engagements provided key insights into what community members value most in their transportation network, what is missing, what works, and what can be improved.

The Plan recommends 67 new street connections, 31 multimodal projects, and 5 policy initiatives, some of which are described below.

Plan for Future Street Connections

This Plan recommends new street connections that are designed to preserve public right-of-way for future roadway. Additionally, the future connections establish a transportation network that will help meet the City's overall goals of increasing connectivity and providing multimodal options. These include new street connections in the southwest area, College Mall area, and more.

Integrate Transportation and Land Use

The proposed street typologies and bicycle facility types consider the local land use context of both existing and desired development patterns. The Plan seeks to support local economic development and foster livable communities by aligning street design with surrounding land uses.

Redesign Kirkwood Avenue as a Shared Street with Focus on Pedestrians

Kirkwood Avenue is the center of downtown Bloomington as well as one of the main entrances to the Indiana University (IU) campus. This Plan recommends redesigning it as a shared street, from Indiana Avenue to Walnut Street, prioritizing non-motorized transportation, slowing speeds, and using a curbless design to support local businesses and festivals.

Restore Two-Way Circulation

College Avenue and Walnut Street, and 3rd Street and Atwater Avenue are two one-way couplets that are currently designed to carry high volumes of traffic at higher speed. To support the Comprehensive Plan goal of "nurturing a vibrant City Center," this Plan recommends restoring these streets to two-way circulation and reallocating existing ROW to safely accommodate all users. Future study and detailed design will be required to evaluate the feasibility of two-way restoration on these streets and study the impact on Bloomington's transportation network.

Extend B-Line and Invest in High-Priority Multimodal Routes

The B-Line Trail is the backbone of Bloomington's active transportation network. It is widely popular for both transportation and recreation, and it has spurred economic development along its corridor. To extend these benefits throughout the city, this Plan recommends prioritizing connected, high-comfort routes and extending the B-Line to the northwest. For example, 7th Street – which connects residential areas to the B-Line, downtown, and Indiana University – is one route that would provide substantial community benefits if it had the same level of safety and comfort as the B-Line.

Expand the Neighborhood Greenway Network

Due to limited public right-of-way in established neighborhoods, neighborhood greenways, also known as neighborhood bikeways or bicycle boulevards, can be a practical and cost-effective way to establish an expansive multimodal network in the city. Neighborhood greenways are shared facilities that include traffic-calming features, signs, and pavement markings to optimize bicycle travel by managing motor vehicle speeds and volumes. Neighborhood greenways also improve overall transportation safety and can improve conditions for pedestrians by enhancing crosswalks, reducing conflicts, and managing speeds. This Plan recommends several new and enhanced neighborhood greenways on existing high-comfort routes, such as East Allen Street, as well as new routes through areas of town that currently lack significant bicycle infrastructure.

Community members participating in the first planning charrette (January 2018)

Adopt a Complete Streets Policy

This Plan provides several key elements of street design that are based on the Complete Streets philosophy, including specifying dimensions of various elements of street cross-sections based on street typologies. Along with that, the City should formally adopt a Complete Streets policy to provide support for the street typologies presented in this plan.

The Bloomington Transportation Plan responds to existing and future transportation needs and reflects the community's shared vision, values, and goals. The Plan is a roadmap for a more connected and multimodal Bloomington.

1. Introduction

The City of Bloomington's population growth since the 1990s has put pressure on its transportation system, making it increasingly difficult to provide mobility within existing and often constrained streets. Fortunately, the City's recently updated 2018 Comprehensive Plan provides Bloomington with a clear vision for a safe, efficient, accessible, and connected transportation system.

The Bloomington Transportation Plan (Plan), takes into consideration the City's existing transportation studies, the existing state of the system, and policy analyses and builds upon the Comprehensive Plan's multimodal transportation vision and goals. This Plan will help the City realize the Comprehensive Plan's vision by defining the necessary steps to build a transportation system that works for all roadway users, regardless of age, income, mobility, or transportation mode. This Plan will also help the City improve and maintain its existing transportation system, implement new projects, and establish transportation priorities for the next 20 years.

Benefits of multimodal transportation planning

1.1 Vision and Planning Approach

The City's focus on multimodal transportation planning is outlined in the City's Comprehensive Plan and the Vision Statement included within that Plan. The Vision Statement comprises 16 principles that were drafted through a public engagement process and adopted by City Council on January 17, 2018. This Plan will help the City of Bloomington work towards its vision of achieving excellence through *collaboration, creativity, cultural vitality, inclusion and sustainability*.[1] The Plan supports the City's vision by implementing one of the 16 identified Vision Principles:

> Provide a safe, efficient, accessible and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile.

In addition to this transportation-focused Vision Principle, this Plan also supports the following five guiding principles from the Comprehensive Plan:

- Nurture our vibrant and historic downtown as the flourishing center of the community
- Ensure all land development activity makes a positive and lasting community contribution
- Embrace all of our neighborhoods as active and vital community assets that need essential services, infrastructure, assistance, historic protection and access to small-scaled mixed-use centers
- Enhance the community's role as a regional economic hub

[1] City of Bloomington. 2018 Comprehensive Plan.

- Encourage healthy lifestyles by providing high quality public places, greenspaces, and parks and an array of recreational activities and events

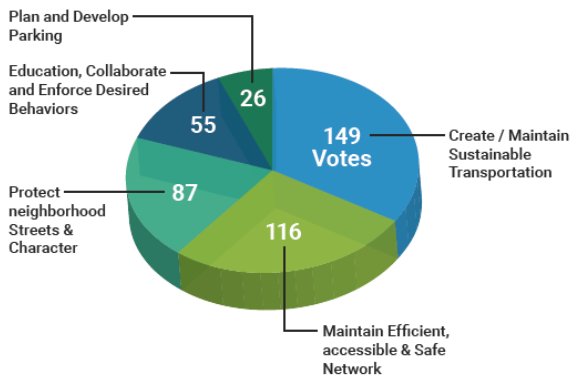
In responding to the Comprehensive Plan's call for the development of a truly multimodal transportation system, this Plan takes a place-based approach to developing the transportation network. This approach is shaped by the City's recognition of the community-wide costs of unequal planning and programming among different modes of travel. It also highlights the congestion management and long-term transportation planning benefits of a multimodal approach. Increases in inequality, emissions, transportation maintenance costs, obesity rates, physical inactivity levels, and roadway crashes are some of the costs of not taking a multimodal planning approach.

1.2 Purpose

The City's transportation plans must reflect its evolving vision and policies, land use profile, and future needs. Bloomington's transportation and land use policies must be aligned and updated on a regular basis because the public right-of-way (ROW) connects all land uses to people, goods, services, and utilities. Not considering transportation and land use policies in tandem, or not updating these policies on a regular basis, can lead to imbalanced growth, service delivery disruption, and expanding and inequitable public-sector costs. Through coordinated, context-sensitive planning, the City can leverage its growth and work towards its vision of achieving excellence through collaboration, creativity, cultural vitality, inclusion, and sustainability.

The City is required by Indiana Code 36-7-4-502 to develop and maintain a master thoroughfare plan, as part of a comprehensive plan, to provide guidance on the public ROW development. This Plan fulfills that requirement by providing general guidance to the City on the design, operations, and maintenance of the public right-of-way. Furthermore, in accordance with Indiana Code 36-7-4-506, this Plan provides guidance on, 1) the public ROW's preservation, 2) the implementation of the Comprehensive Plan's transportation-focused Vision Principle, and 3) the interdepartmental coordination within the City administration.

Figure 1. Public Input on Transportation Planning Goals



In addition to the state requirements, this Plan reflects the City's focus on multimodal transportation planning and context-based design approaches. This Plan combines elements that have traditionally been presented separately in a thoroughfare plan and an active transportation plan. This combined approach provides significant benefits to the City as it establishes a comprehensive planning approach for developing, prioritizing, and implementing the City's various transportation needs. This approach also assists the City in identifying opportunities to improve project coordination, to maximize benefits to residents, and to improve project delivery efficiencies.

1.3 Planning Process

This Plan's development was guided by a review of past transportation studies and adopted plans, dialogue and input from two charrettes with community stakeholders, review of national best practice design guidelines, analysis of crash data and traffic volume data, and a geographic analysis of the existing network. Studies and plans reviewed include the 2018 Bloomington Comprehensive Plan, the 2012 Monroe County Comprehensive Plan, the 2010 Indiana University Bloomington Campus Master Plan, 2015 Indiana University Bicycle Master Plan, the 2011 Breaking Away: Journey to Platinum report, the 2008 Bicycle and Pedestrian Transportation and Greenways System Plan, and the 2002 Growth Policies Plan- Part 5: Master Thoroughfare Plan. The review's findings are discussed in Section 2.4 and provided in Appendix A.

Planning Charrettes

The first of the two planning charrettes was 4-days long in January 2018 and included two public meetings and numerous one-on-one meetings with elected officials, chamber of commerce representatives, Monroe County planning and public works officials, Bloomington Transit representatives, Stone Belt representatives, and many more residents. Approximately 80 and 40 residents attended the first and the second public meetings, respectively. The planning charrettes included presentations, small group discussions, and dot matrix voting to encourage participants to engage with the Plan's development. The charrette participants shared their perspectives on what they like and dislike most about the city's transportation network, what values should be included in Bloomington's street design, and what the transportation network is missing.

Additionally, the participants voted on what transportation planning goals they agreed with most. From the five options that were presented, "Create/Maintain Sustainable Transportation" received the most votes during the charrette, and the option "Plan and Develop Parking" received the least number of votes. Figure 1 shows the results of the public input on goals and values.

The second planning charrette was 3-days long in July 2018 and was designed to obtain valuable input from community stakeholders on the draft of the Plan. Over 100 people attended the public meeting held at the end of the charrette. Stakeholders and the public provided feedback on the Plan's recommendations including two-way restoration, the Kirkwood shared street, public transportation improvements, and new roadway connections.

2. The State of Transportation in Bloomington

2.1 City Transportation History

Transportation has played an important role in Bloomington's history. As the city's economic engine grew, so did its needs and desire to connect to regional markets. Connections to the railroad in 1853-1854 significantly improved the transport of people and limestone, and led to the establishment of new communities along the lines and growth in the region.

While Bloomington and Monroe County enjoyed significant success immediately following World War II, the region went through an economic downturn in the late 1950s and through the 1970s. During this period multiple long-time businesses, including limestone companies, closed and travel behavior shifted as the opening of College Mall in 1965 reflected changing tastes in retail shopping. Bloomington's transportation network continued to grow during the early 1990s as additional roads, railroads, city sewers, paved streets, and sidewalks emerged along the City's public right-of-way.

Today, Bloomington continues to experience economic growth as the high tech, business, education, non-profit, public, and artisan industries further mature and develop in the region.[2] For example, from 2014 to 2015 the employment rate grew by 3.46 percent in Bloomington, while the state of Indiana only saw 0.65 percent growth.[3] This trajectory began in the 1980s and has led to significant land use developments and population growth since the 1990s. However, it should be noted that the employment growth has not led to wage growth which has negatively impacted housing and transportation affordability.

Table 1. Commute Mode Share in Bloomington, 2010 and 2016

	Drive Alone	Walk	Carpool	Public Transit	Bike
2010	66.30%	11.10%	9.00%	5.70%	2.30%
2016	62.80%	13.60%	8.70%	6.50%	3.90%
Percent Change	-5.30%	22.50%	-3.30%	14.00%	69.60%

As Bloomington's population, economy, and land use has grown and developed over the past 20 years so too have individual transportation habits across the community. From 2010 to 2016, it is estimated that the percentage of Bloomingtonians who drove alone to work decreased 5.3 percent, from 66.3 percent to 62.8 percent. During this period the number of car-free employees in Bloomington increased 1.4 percent from 4.7 percent in 2010 to 6.1 percent in 2016.[4]

From 2010 to 2016, walking, public transit, and bicycling commute mode shares significantly increased, with bicycling experiencing the greatest change of almost 70 percent. Walking, public transit, and bicycling mode shares also grew in Monroe County from 2010 to 2016, while staying relatively stagnant across Indiana and the U.S. However, transit ridership in Bloomington decreased between 2016 and 2017. This may be attributed, in part, to the popularity of transportation network companies (TNCs) such as Uber and Lyft.

2.2 Bloomington Today

At just over 23 square miles and with an estimated population of over 83,000, Bloomington's 2016 population density is significantly higher—nearly 10 times—than Monroe County's, as well as Fort

[2] City of Bloomington. "History of Bloomington and Monroe County." Accessed 4/10/2018. https://bloomington.in.gov/about/history.

[3] U.S. Census Bureau. American Community Survey 2015 1-Year Estimates.

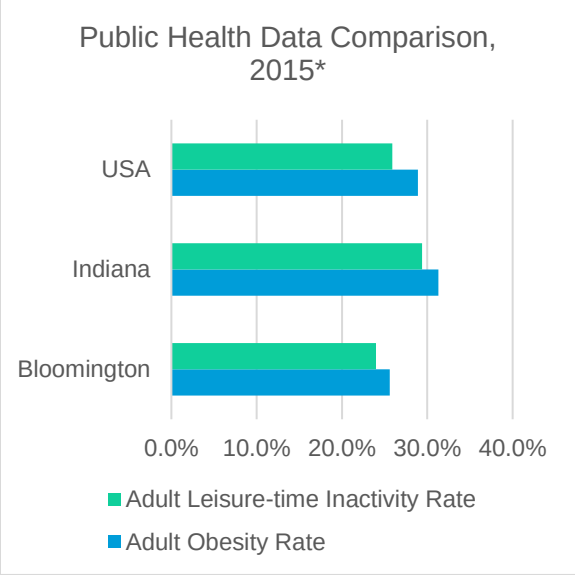
[4] U.S. Census Bureau. American Community Survey 2016 and 2010 5-Year Estimates.

Wayne's and Indianapolis's. Higher population density helps support multimodal transportation and accessibility. In comparison to all of Monroe County in 2016, Bloomington had a lower median household income ($31,254 compared to $43,389); and median age (23.7 years old compared to 28.6 years old). Additionally, Bloomington had a higher poverty rate than Monroe County at 38 percent, compared to 25 percent.[5] A further discussion on Bloomington's demographic profile is provided in Appendix B.

Public Health

In addition to Bloomington's general demographics and transportation profile, local public health data was analyzed during the Plan's development to understand current conditions. Common health metrics, such as average amount of leisure-time physical activity and obesity rates, for Bloomington were reviewed to gauge the impact of the transportation network's quality on public health. Leisure-time physical activity is just one measure of health, and this Plan recognizes that the amount of leisure time available depends on each person's circumstances. Bloomington residents with little or no leisure time can integrate physical activity into their commute by walking or bicycling.

Figure 2: Public Health Data Comparison



*National level data is from 2016

In comparison to national averages, Bloomington has a more active and less obese population. As of 2016, about 24 percent of adults in Bloomington are not physically active (i.e., 24 percent of Bloomington respondents answered "no" to the following question from the Behavioral Risk Factor Surveillance System survey: "During the past month, other than your regular job, did you participate in any physical activities or exercise, such as running, calisthenics, golf, gardening, or walking for exercise?") and about 26 percent of adults are obese.[6] While these numbers fall far below the national average, there is still opportunity for improvement and for ensuring that all residents, regardless of socioeconomic status, have access to safe and reliable opportunities for physical activity.[7, 8]

The level of physical inactivity among adults varies across the City of Bloomington. In reviewing data at the census tract level, adults that live north of 3rd Street, west of Rogers Street, and south of the SR 45/46 Bypass are less likely to participate in leisure-time physical activities than adults in other parts of the city. This data aligns with the findings from the Bicycle Network Analysis (BNA) that was conducted as part of this Plan's development. The BNA and its findings are discussed in Section 2.7.

[5] U.S. Census Bureau. American Community Survey 2016 5-Year Estimates.
[6] 500 Cities Project. Center for Disease Control and Prevention.
[7] 500 Cities Project. Center for Disease Control and Prevention.
[8] The Centers for Disease Control and Prevention, Behavioral Risk Factor Surveillance System, "Nutrition, Physical Activity, and Obesity: Data, Trends and Map." https://www.cdc.gov/nccdphp/dnpao/data-trends-maps/index.html.

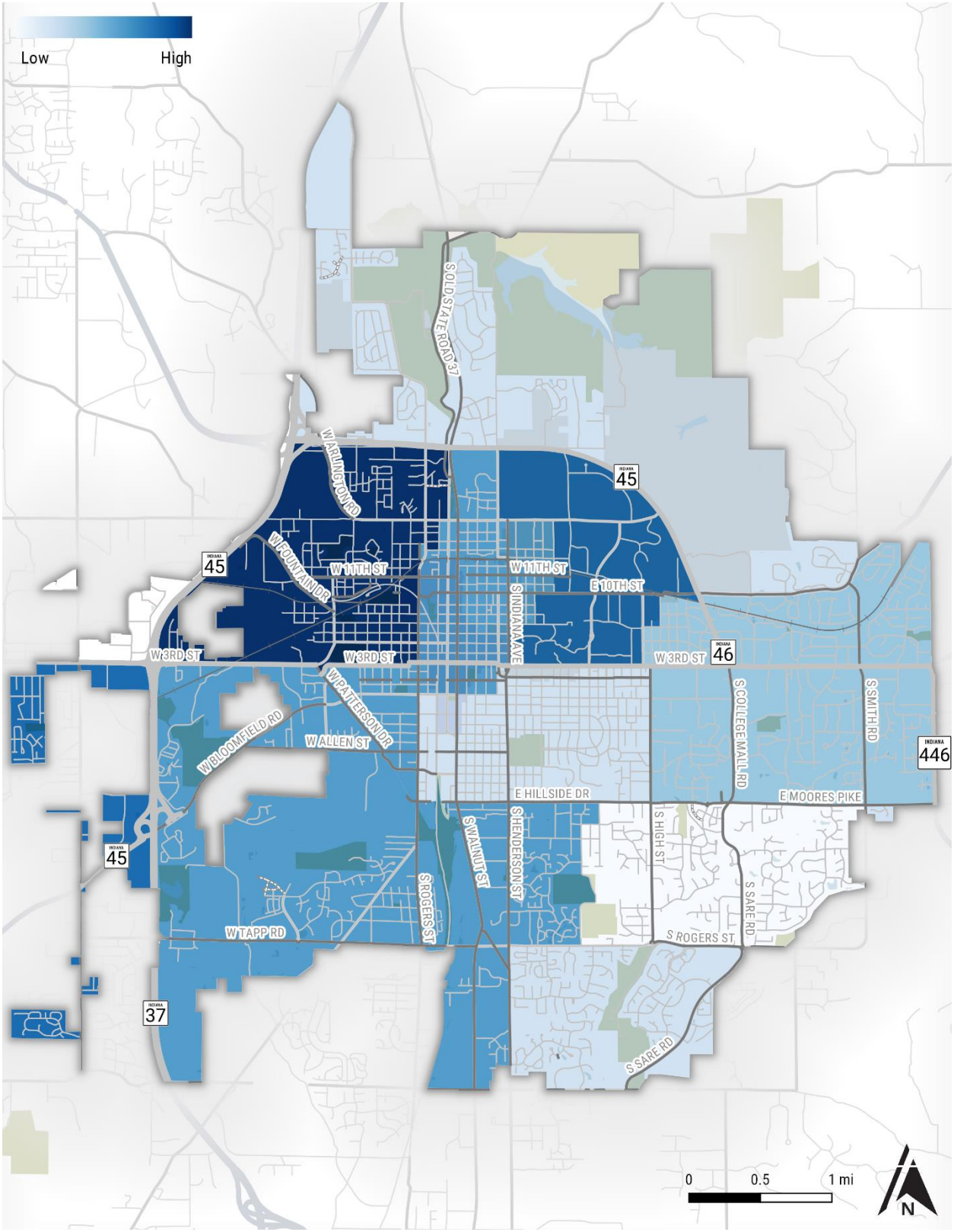
Access to Active Transportation Facilities

Providing multimodal infrastructure and promoting active transportation is a combined public health and planning approach to improve community health. In addition to providing open spaces, building pedestrian and bicycle infrastructure that is accessible to all users is an effective way to promote physical activity. Proximity to walking facilities impacts the physical activity levels of communities. A study of five community clinics that provide health services to underserved populations found that clinical patients who lived near a trail were more likely to walk at least 30 minutes five times per week, compared to those patients who did not have a trail near their home.[9]

Bloomington's current pedestrian and bicycle network connects to many popular destinations in the Downtown area, including schools, grocery stores, retail shops, and the farmer's market. However, there are also several gaps in the city's active transportation network due to barriers from highways, railroads, and lack of adequate public right-of-way that continue to impact community members' access, ability, and comfort in walking and bicycling to destinations. Appendix C provides a map of the current pedestrian and bicycle network and destinations.

[9] Pierce, J.R., Denison, A.V., Arif, A.A. et al. J Community Health (2006) 31: 289. https://doi.org/10.1007/s10900-006-9014-8.

Figure 3. Adult Physical Inactivity Rates by Census Tract



Areas in dark blue are characterized by higher rates of adult physical inactivity.

Access to Transit

Reliable, connected, and high-quality transit service is important to supporting Bloomington's continued growth. As identified in the 2018 Comprehensive Plan,

Efficient and frequent public transit allows residents of all ages and abilities to function independently, avoid isolation, and access destinations around town.[10]

Several studies found that public transit use is associated with less obesity, lower stress levels, and improved air quality. Additionally, public transit use (even as little as once per week) is associated with fewer car trips and more active trips, including walking and biking.[11]

Bloomington Transit is the main local transit service in the City and operates 14 routes with a fleet of 49 buses. It generally operates from around 6:00 am to around midnight during the weekday. Weekend services are limited and infrequent. In 2016, there were approximately, 3.48 million passenger boardings, compared to 3.53 million boardings in 2015.

Decreases in ridership may be attributed, in part, to the increasing popularity of ride-hailing services, provided by transportation network companies (TNCs) such as Uber and Lyft. Based on survey results in large cities across the country, one study suggests that 24 percent of respondents would have opted to ride transit if ride-hailing services weren't available.[12] In addition to increasing the frequency, reliability, and connectivity of transit service, the City of Bloomington can enact ordinances to more efficiently manage curb space allocation and prioritize transit vehicles. Keeping access to bus stops clear of other vehicles through policy, infrastructure, and enforcement can help bus operators maintain their schedules and increase efficiency.

Several streets in Bloomington serve high-demand and high-use bus routes including 3rd Street, 7th Street, and 10th Street. Transit should be given priority along these corridors, including above TNCs and private buses. Along these corridors and others, TNCs can diminish the efficiency of transit and the safety of bicycle facilities for the convenience of a few. For some areas, such as 10th Street, a corridor study that considers, among other options, restricting private vehicle access at all times or during certain hours would greatly improve the efficiency, convenience, and reliability of transit. Dedicating specific locations for TNC pick-ups and drop-offs, especially near major destinations, may reduce the likelihood of ride-hailing drivers blocking bus stops; enforcement would also play a role in reducing and preventing instances of TNCs blocking bus stops and bicycle lanes. An increasing number of communities are finding ways to successfully integrate transit service with ride-hailing service, taking advantage of ride-hailing to complement or replace underperforming transit routes.[13]

Indiana University also operates a free fixed-route bus service called Campus Bus in Bloomington. It operates five routes from 7:30 am to midnight on weekdays and limited service on weekends. The ridership for the Campus Bus has also decreased in recent years.

[10] City of Bloomington. 2018 Comprehensive Plan. Pg.71.
[11] M. Bopp, V. Gayah, M. Campbell. *Examining the Link. 2015. Between Public Transit Use and Active Commuting*. Int. J. Environ. Res. Public Health. 12 (4256-4274).
[12] Schaller Consulting. The New Automobility: Lyft, Uber and the Future of American Cities. July 25, 2018.
[13] Joseph P. Schwieterman, Mallory Livingston, and Stijn Van Der Slot. Partners in Transit. August 1, 2018.

Continued improvement and growth in the local public transit network is vital to supporting a multimodal transportation approach to transportation planning. Cross-jurisdictional coordination can improve local and regional transit, enhancing the experience for riders crossing city boundaries. For community members who are unable to drive or choose not to, public transit serves an important role in providing access to destinations across the city.

2.3 Review of Previous Plans

The City of Bloomington, Monroe County, and Indiana University have adopted guiding comprehensive and transportation plans that outline policies, strategies, and projects that impact the city's transportation network. This section describes these plans and their relationship to the Bloomington Transportation Plan.

2018 Bloomington Comprehensive Plan

The Bloomington 2018 Comprehensive Plan situates Bloomington to achieve excellence through collaboration, creativity, cultural vitality, inclusion, and sustainability. The Comprehensive Plan sets forth an aggressive agenda and includes considerations for mass transit, bicycle and pedestrian transportation, motor vehicles, and parking. The 2018 Comprehensive Plan proposes three outcomes with identified metrics. These three outcomes are:

- The transportation network supports all travel modes for people of all ages and abilities;
- Public streets and rights of way have positive health impacts; and
- Public parking demands are managed efficiently and effectively, to an optimum level of 85% of supply.

These three outcomes and their related metrics provide a measuring tool for the City in developing and implementing this Plan. Additional information on the 2018 Comprehensive Plan's principles and recommended policies for the Master Thoroughfare Plan is provided in Appendix C, along with relevant details from all the plans summarized in this section.

2017 Bloomington/Monroe County MPO Metropolitan Transportation Plan: Transform2040

The Bloomington/Monroe County (BMC) MPO Metropolitan Transportation Plan Transform2040 provides performance measures and future scenarios for the region. Transform2040 recommends a growth scenario which uses projects from the BMCMPO's FY 2016-2019 Transportation Improvement Program (TIP), and projections for urban infill. This scenario provided the "best multi-modal system performance in the Year 2040."[14] The projects recommended in the Transform2040 plan which are within one-mile buffer of Bloomington's city limit were considered when identifying projects for this Plan.

2012 Monroe County Comprehensive Plan

The 2012 Monroe County Comprehensive Plan provides land use guidance for areas surrounding Bloomington. The County Comprehensive Plan describes rapidly developing areas in the County and defines Bloomington Urbanizing Areas. The Bloomington Urbanizing Areas immediately adjoin the city and are expected to contain employment, estate residential,[15] and urban residential land

[14] Bloomington/Monroe County Metropolitan Planning Organization. Transform2040. Pg. 9.

[15] Estate residential land uses are defined by Monroe County as residential property within designated communities that do not have the full range of typical urban infrastructure services and are not located within conservation residential areas.

uses in addition to residential uses. The expected level of development from many of the areas identified by the County Comprehensive Plan will significantly impact transportation needs in Bloomington, such as the platted county lands just west of Bloomington (across Hwy 37). While these areas are not currently developed to the extent predicted by the County, ensuring they are considered in this Plan will help alleviate additional vehicular congestion when they are developed.

2010 Indiana University Bloomington Master Plan

Indiana University Bloomington developed its 2010 Master Plan to guide their campus' development. The Master Plan identified the campus' significant opportunity to decrease its motor vehicle footprint as most campus users live within three miles of campus: 90% of undergraduate students; 75% of graduate students; and 57% of faculty.[16] The Master Plan also provides a list of recommended multimodal transportation projects to increase the safety and comfort of travel to and around campus. From the Master Plan's project list, the following two recommended projects provide opportunities to leverage the City's and the University's partnership and coordination efforts:

- The University's development of a bus transit route on East 7th Street from downtown Bloomington to the Indiana Memorial Union.
- The development of a multiuse recreational path along SR 45/46 Bypass with crossing improvements at East 10th Street.

2008 Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan

The 2008 Plan is based off a conceptual plan that identified three distinct character areas (Central City, Urbanizing Ring, and Fringe), and seven primary bicycle and pedestrian facility types (signed bike route, bike lanes, sidewalks, etc.). Since the Plan's adoption in 2008, the City has taken great strides in active transportation planning and implementation. From 2010 to 2017, Bloomington saw a 94 percent increase in the mileage of bicycle facilities, trails, and paths around the city.[17] The popular B-Line Trail was completed during this period in 2011.

> *Bloomington's progress was recognized by the League of American Bicyclists as the City's Bicycle Friendly Community designation improved from a bronze designation in 2004, to a silver designation in 2010, to a gold designation in 2014.*[18]

2002 Growth Policies Plan – Part 5, Master Thoroughfare Plan

The 2002 Master Thoroughfare Plan, as part of the Growth Policies Plan, focuses on integrating "all modes" to create a transportation network that links together all parts of the community, including activity centers and recreation opportunities. In response to the growing rate of congestion, the 2002 Plan encouraged actions to reduce single-occupancy vehicle dependency, and use of "alternative transportation modes." This Plan is an update to the 2002 Master Thoroughfare Plan.

2.4 Existing Transportation Conditions

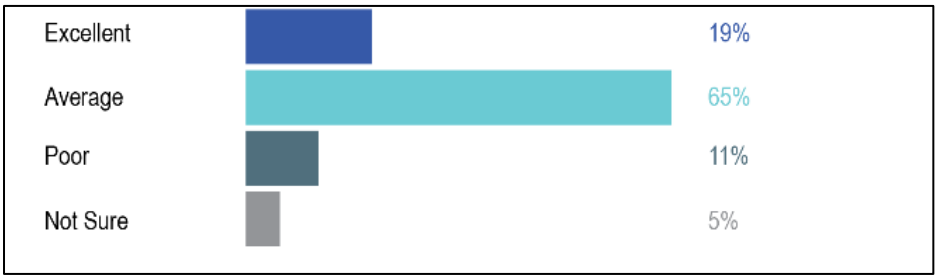
While travel modes other than private automobile continue to grow in the City of Bloomington, significant network gaps and safety concerns remain in the transportation system.

[16] Indiana University Bloomington, 2010 Master Plan.
[17] City of Bloomington. 2018 Bloomington Comprehensive Plan. Pg. 70.
[18] City of Bloomington. 2018 Bloomington Comprehensive Plan. Pg. 70.

The Need for Multimodal Transportation Planning

The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington. The 2018 Plan calls for a "Mobility Management" focused approach that highlights the affordability and inclusionary benefits of multimodal planning. As identified in the 2018 Plan, these benefits can make a significant impact in Bloomington as households nationwide spend, on average, 19 percent of household income on transportation;[19] and, approximately 7 percent of Bloomington's population under 65 years old has a disability.[20] Multimodal transportation planning benefits not only low- and moderate-income households, and people with disabilities, but also the broader community. As mobility options and connections improve in Bloomington, more destinations become accessible to more community members.

Figure 4. Responses to survey question: How would you rate Bloomington's performance in providing appropriate bicycle and pedestrian facilities?



Voices of the Public: WikiMap Survey Summary

As part of this project, an online interactive map-based survey (called a WikiMap) was used to better understand existing walking and bicycling issues and routes. Based on feedback from over 250 WikiMap responses, 65 percent of respondents feel that the City provides bicycling and pedestrian facilities on an "average" level of service. Nineteen percent of respondents feel that the City provides facilities on an "excellent" level of service, and only eleven percent said that the City provides facilities on a "poor" level of service. In the face of upcoming pressure on the City's transportation network due to behavior changes and growth, the City has an opportunity to take bold steps now to assure continued improvement on its delivery of pedestrian and bicycle facilities.

Community members also provided feedback on popular walking and biking routes and destinations, difficult and high traffic routes, and desired improvement locations. Key findings from the over 250 WikiMap responses are outlined in Appendix A.

Status of Autonomous Vehicles

Numerous organizations and companies are actively researching and developing autonomous vehicle technologies. The United States Department of Transportation published their Comprehensive Management Plan for Automated Vehicle Initiatives in July 2018 which describes

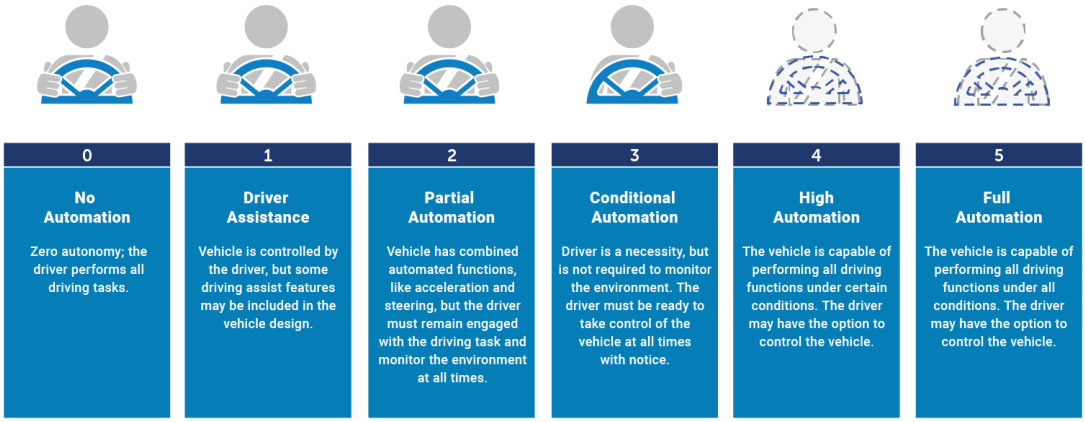
[19] Federal Highway Administration. "Transportation and Housing Costs." https://www.fhwa.dot.gov/livability/fact_sheets/transandhousing.cfm

[20] United States Census Bureau. QuickFacts: Bloomington city, Indiana. https://www.census.gov/quickfacts/fact/table/bloomingtoncityindiana/PST045217

the federal approach to developing policies and plans, funding and implementation, and administrative management for vehicle automation. Also, the Federal Highway Administration has endorsed the Society of Automotive Engineer's automation levels, shown in Figure .[21]

While proponents suggest that autonomous vehicles could improve traffic safety, minimize the need for private ownership, and reduce traffic congestion, concerns about safety and liability persist. There also exists great opportunity to improve public transit using autonomous vehicle technology. Bloomington hosted Indiana's first test of an autonomous bus in 2017, though the State of Indiana was unable to pass legislation regulating autonomous vehicles (HB 1341).

Figure 5. Society of Automotive Engineer's Automation Levels



Signal and Communications Equipment

The City of Bloomington's signal and communications system uses relatively old and inconsistent equipment that hinders effective communication. This inconsistency limits the maximum potential use of the signal system. For example, traffic signals along a particular corridor can be retimed based on the mode priority of the corridor. Thus, it can be upgraded and improved to match national industry standards. Recent and forthcoming improvements in technology will improve traffic signal system operations, safety, and maintenance.

[21] Society of Automotive Engineers. "Full Automation."

2.5 Existing Street Network and Traffic Volumes

The Bloomington/Monroe County Metropolitan Planning Organization categorizes roadways according to Federal Highway Administration definitions, which determine federal funding eligibility.[22] Bloomington's roadway functional classifications are illustrated in Figure 6.

FHWA guidelines indicate that a two-lane roadway with center-turn lane can carry approximately 20,000 vehicles per day.[23] These guidelines, as well as field observation of traffic flow in Bloomington, show that generally the existing traffic volumes are adequately accommodated by the available travel lanes on the roadways. Table 2 presents roadways with high average daily traffic volumes (ADT) in Bloomington.

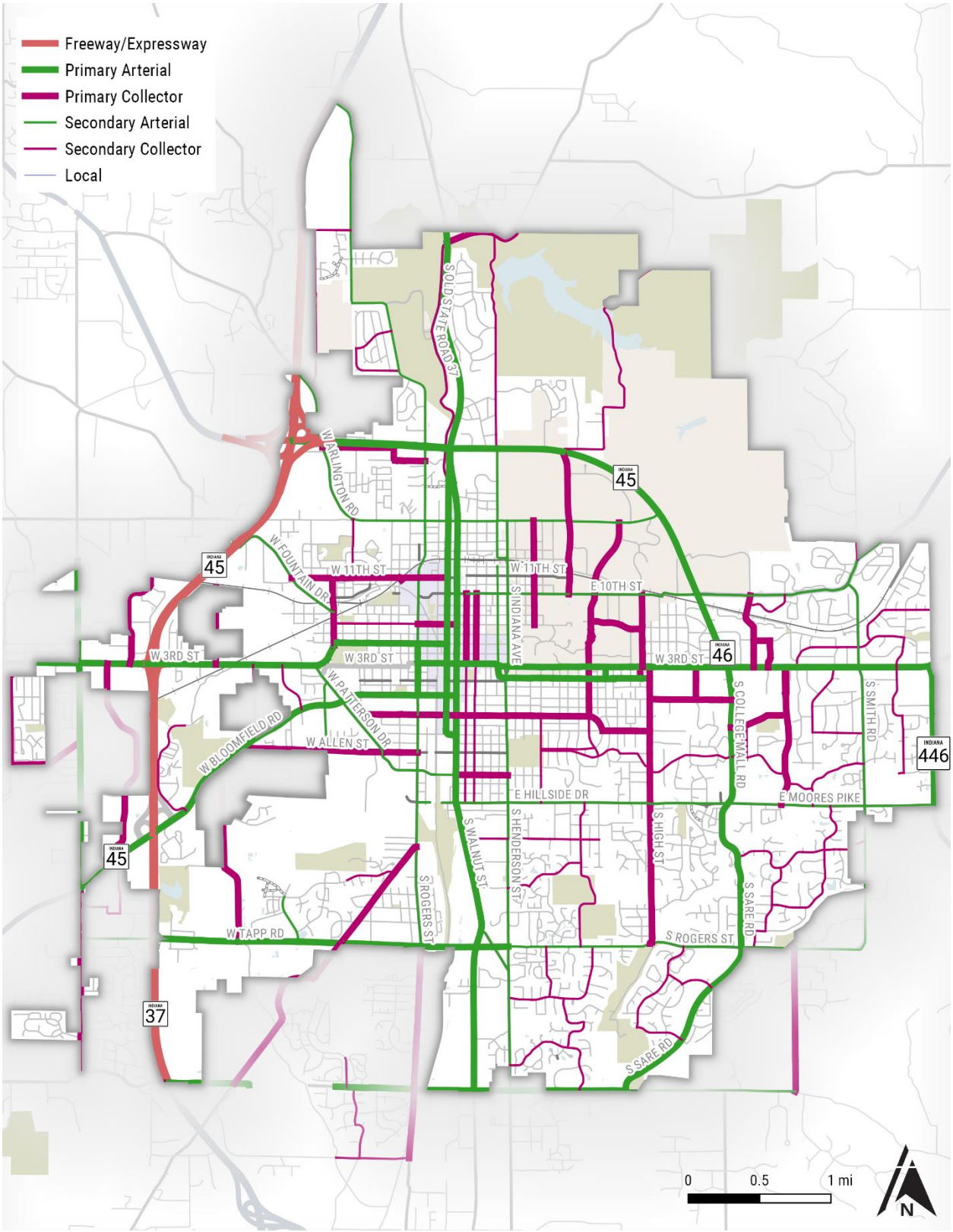
Table 2. Traffic Volumes

Street	Location	Year	Average Daily Traffic Volume (vehicles per day)
W 3rd St	East of S Gates Dr	2017	34,786
SR 45/46 Bypass	N. Kinser Pike to N. Walnut St	2017	30,226
SR 46 Bypass	E Eastgate Ln to SR 45	2017	27,900
S Walnut St	E Wilson St to S Monon Dr	2008	27,052
W 3rd St	East of SR 37	2017	24,964
W Bloomfield Rd	S Rolling Ridge Way to S Lakecrest Dr	2014	22,372
S. College Mall Rd	E 2nd St to E 3rd St	2017	21,265
S. Walnut St	North of E Winslow Rd	2008	20,414
W 3rd St	S Johnson Ave to S Muller Pkwy	2012	20,145
S Walnut St	W Allen St to E Dixie St	2016	17,403
SR 46 Bypass	S Meadowbrook Dr to S. Smith Rd	2017	16,520
S Walnut St	South of E Winslow Rd	2010	16,192
E 3rd St	S Overhill Dr to SR 46 Bypass	2017	16,116
E 3rd St	S Washington St to S Lincoln St	2017	16,077
N Walnut St	W Kirkwood Ave to E 6th St	2008	15,744
S College Ave	W 4th St. to W Kirkwood Ave	2009	15,609
N Walnut St	E Fritz Dr to E Blue Ridge Dr	2017	15,319
W Tapp Rd	S Weimer Rd. to S. Kegg Rd	2017	14,254
S Leonard Springs Rd	South of SR 45	2016	11,163

[22] Federal Highway Administration. Highway Functional Classification Concepts, Criteria and Procedures. https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm

[23] Federal Highway Administration. Road Diet Informational Guide – 3.3.5 Average Daily Traffic. https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm#s335

Figure 6. Existing Roadway Functional Classifications



2.6 Reported Crash Data

From 2010 to 2015, the City's reported pedestrian-motor vehicle and bicycle-motor vehicle collisions centered around the downtown arterials, primarily north of East Third Street. The concentration of collisions along these streets is due to a variety of factors including the number of nearby destinations, traffic volumes, vehicular speed, and roadway design. In preparing for increasing population growth and mode shift, the City of Bloomington should examine these collision hot spots for vulnerable roadway users and implement targeted safety design improvements with the guidance and recommendations included in this Plan.

During the same period, 8 fatal crashes and 252 incapacitating injury crashes occurred within City limits. Three of the 8 fatal crashes involved a moped or motorcycle. The most common primary factor for crashes resulting in incapacitating injury were:

- Failure to yield right of way (70 crashes)
- Following too closely (33 crashes)
- Pedestrian action (23 crashes)
- Ran off road to the right (22 crashes)
- Disregarded signal or regulatory sign (20 crashes)

For incapacitating injury crashes, 46 of the crashes involved pedestrians and 19 crashes involved bicyclists.

Street design should be the primary strategy to reduce or eliminate fatal and incapacitating injury crashes, paired with enforcement and educational efforts. Improving sight lines, managing motor vehicle speeds, enhancing pedestrian crossings, and providing separated infrastructure are valuable strategies for improving transportation safety.

Figure 7. Motor Vehicle-Pedestrian Crash Density (2010-2015)

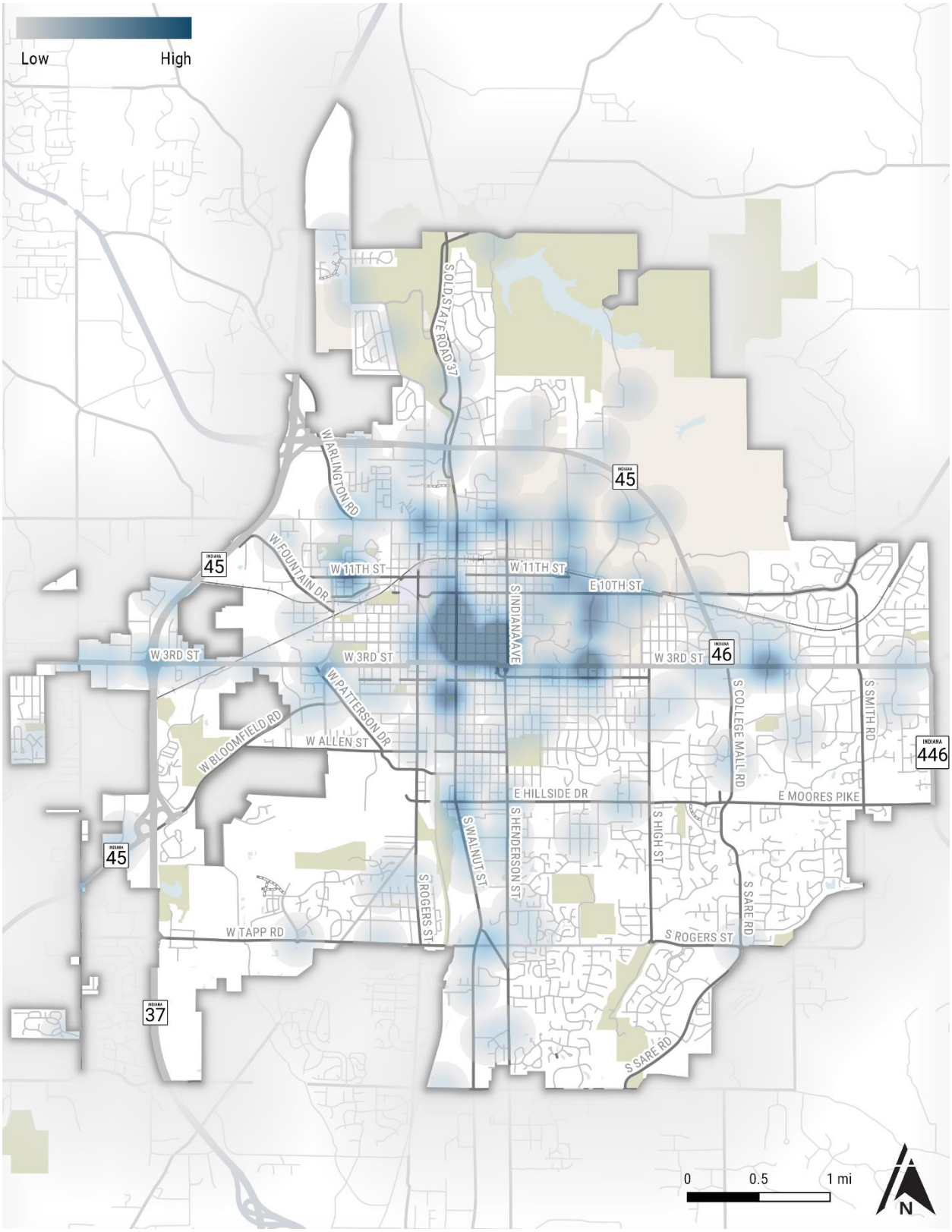


Figure 8. Motor Vehicle-Bicycle Crash Density (2010-2015)

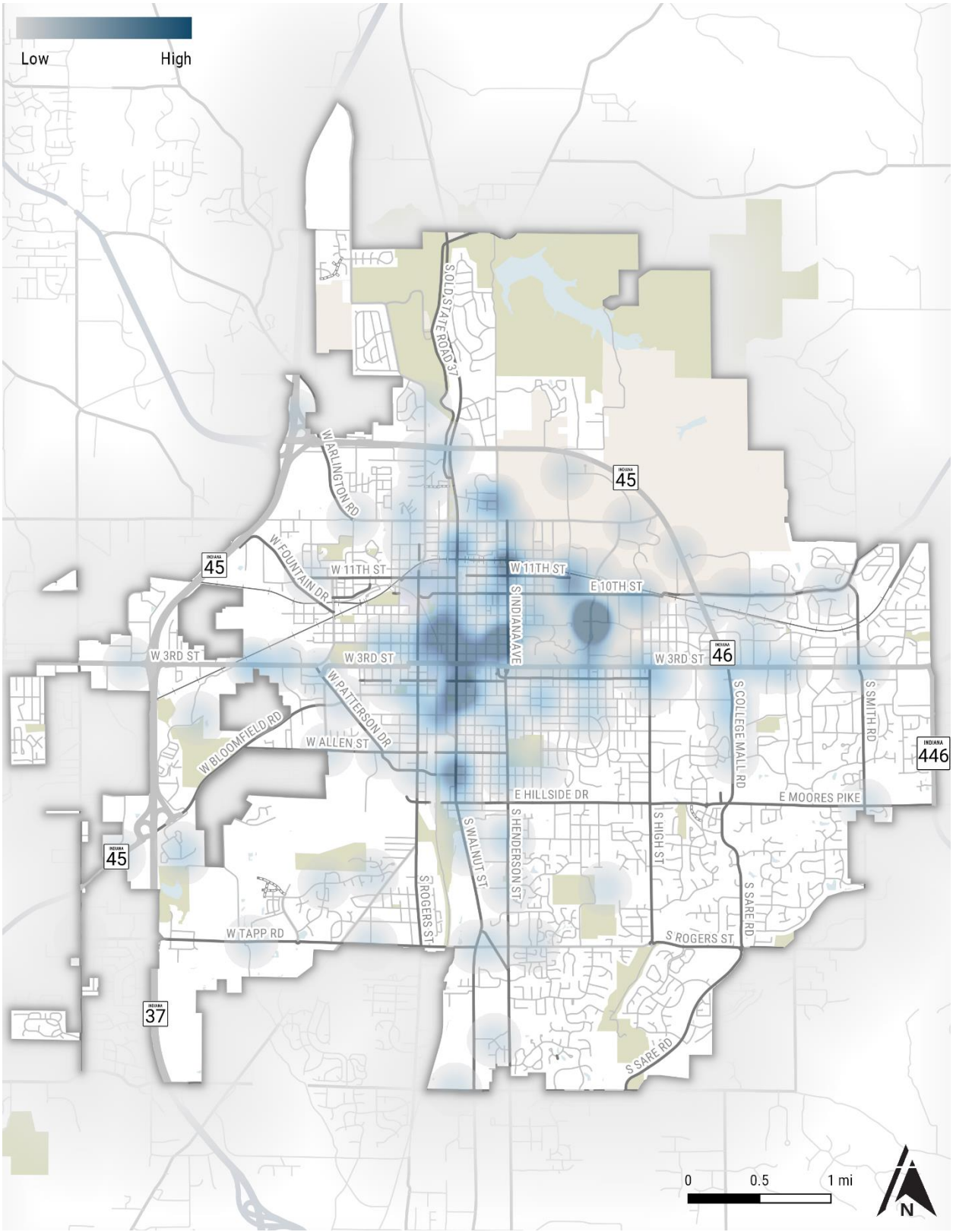
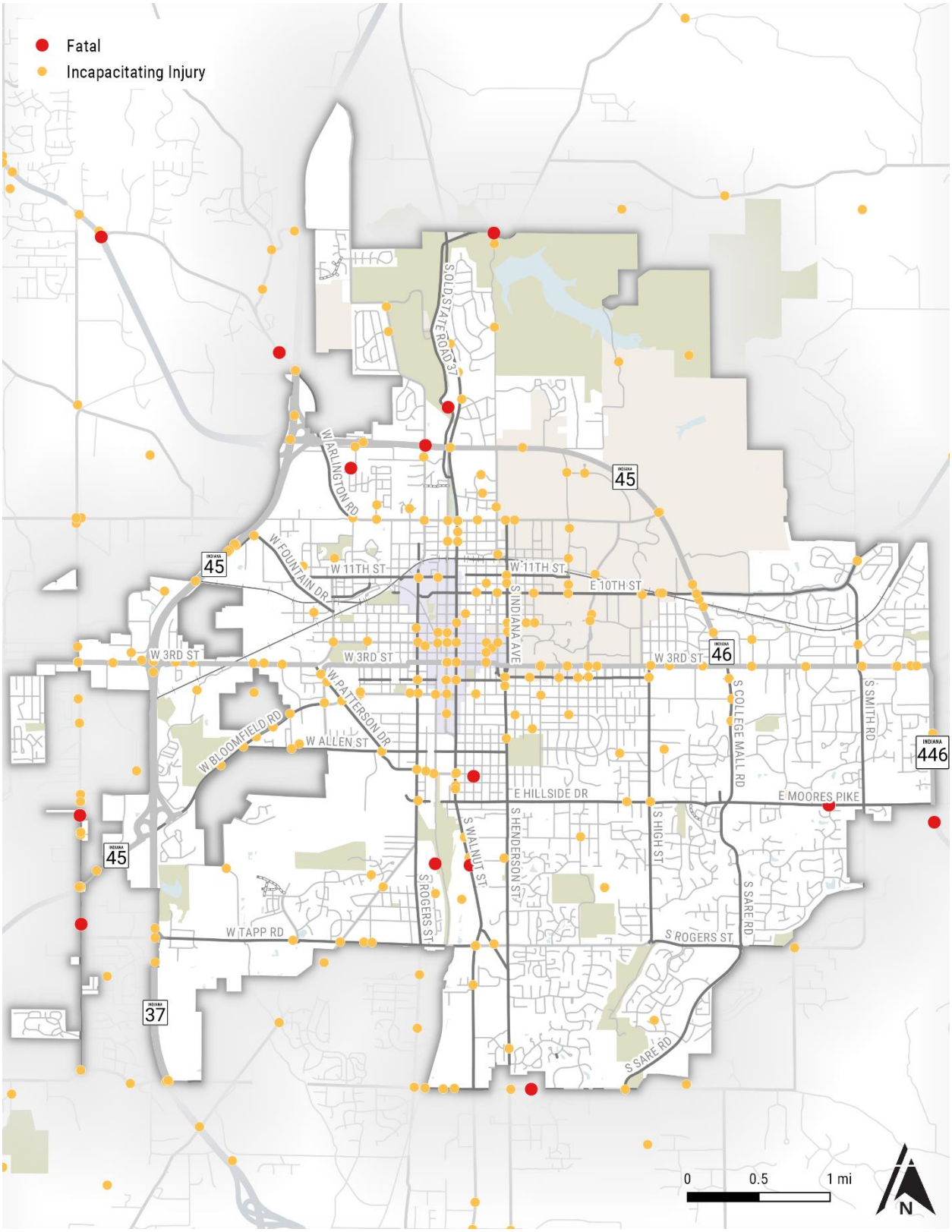


Figure 9. Fatal and Incapacitating Injury Crashes (2010-2015)



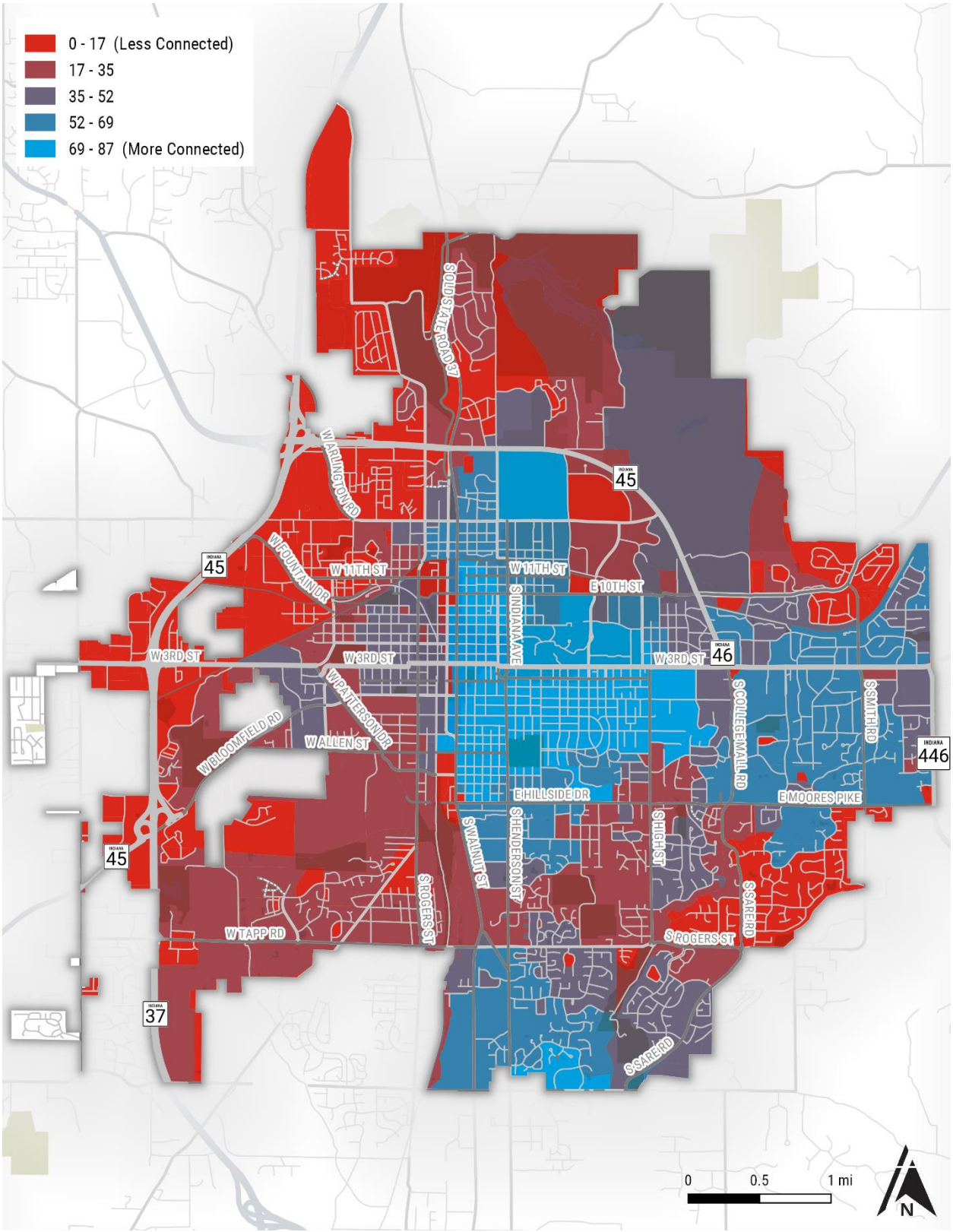
2.7 Existing Bicycle Network Analysis

In addition to evaluating existing motor vehicle traffic volumes and reviewing historical crash data, the development of this Plan's recommendations included analyzing the existing bicycle network. This was accomplished using the Bicycle Network Analysis (BNA) tool. The tool specifically measures connectivity of the low-stress bicycle network, as a connected and comfortable network is vital for encouraging and supporting bicycling for people of all ages and abilities. The BNA tool uses local roadway data to identify areas of low connectivity, find gaps in the existing network, and estimate connectivity improvements from specific projects. The BNA tool's connectivity score represents the number of destinations, per census block, that are accessible through a low-stress (or high-comfort) bicycle network. The types of destinations that are part of the BNA tool include parks, medical services, transit, retail, and employment.

The BNA showed that there is substantial lack of bicycle connectivity west of College Avenue and Walnut Street as well as within the southeastern side of the City. The BNA's findings align with the observed pattern of higher levels of physical inactivity near the Crescent Bend neighborhood as discussed in Section 2.2.

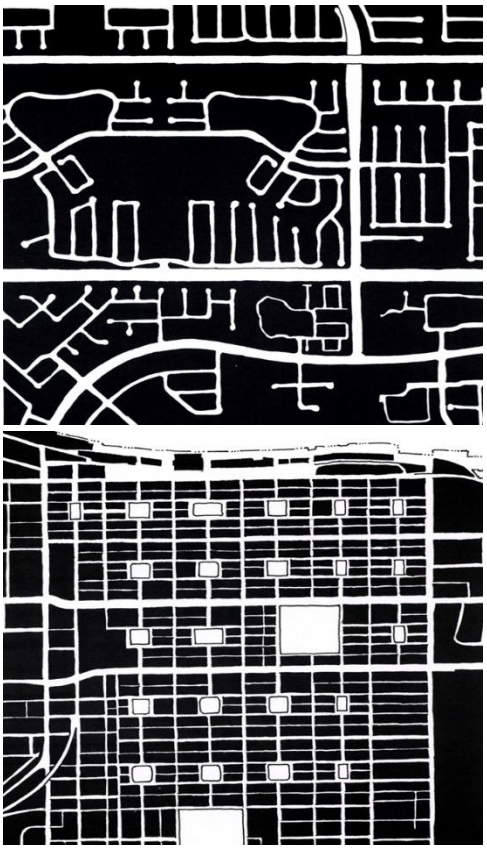
The BNA tool results were considered in combination with the reported adult physical inactivity rates, WikiMap results, existing motor vehicle traffic volumes, and crash data. Together the data and representative maps indicate travel patterns, barriers to active transportation, and opportunity sites for improving safety and mobility for all street users in Bloomington.

Figure 10. Bicycle Network Analysis Results



3. Street Network and Classifications

A street network is the backbone of any city's transportation system. Hence, proper planning, design, operation, and maintenance of Bloomington's street network is critical to sustain the city's economic vitality as well as establish a sense of place. The Plan's recommendations are intended to preserve the public right-of-way and classify streets so that they are aligned with the vision and goals in the 2018 Comprehensive Plan.



A disconnected street network (top) and a connected street grid network (bottom)

3.1 Transportation Planning Approach

The following section describes key elements of this Plan's approach. These elements form the basis for identifying new street networks, recommending improvements and categorizing Bloomington's streets based on context. The fundamental elements of this Plan are based on national best practices for multimodal transportation planning and design including connected street grids, leveraging and managing the relationship between transportation and land use, and prioritizing the safety and mobility for all street users. The Federal Highway Administration, National Association of City Transportation Officials, and other organizations have made available numerous guidance documents for planning and designing transportation infrastructure.

Urban Grid Network

Having an urban, orthogonal grid provides a structure for creating blocks and land parcels in a regular, organized pattern. An urban street and land grid:

- Provides the most efficient distribution of motorized and non-motorized traffic volume and reduces the pressure from any single roadway;
- Improved emergency response times and access;
- Increases predictability for all roadway users;[24]
- Can encourage people to walk to their destinations;[25] and
- Provides economic benefits via easy building siting and localized travel.[26]

Coordinated Land Use and Transportation

Creating a healthy and vibrant community requires strong correlation between the transportation facility and the surrounding land uses. The design of transportation facilities must match the

[24] Ellickson, R. The Law and Economics of Street Layouts: how a grid pattern benefits a downtown. Alabama Law Review. 2013.

[25] Congress for New Urbanism. Street Networks 101. Accessed 05/04/18. https://www.cnu.org/our-projects/street-networks/street-networks-101.

[26] Ellickson, R. The Law and Economics of Street Layouts: how a grid pattern benefits a downtown. Alabama Law Review. 2013.

surrounding land use context and vision. Conversely, land uses can align with transportation through strategic zoning and site design requirements, realizing efficiencies like mixed use and transit-oriented development. This Plan recommends new street typologies that are aligned with the surrounding land use and character.

Complete Streets

The Complete Streets approach encourages communities to plan and design streets not only for multiple modes of travel, but also for people of different ages and abilities. Complete Streets considers how people connect between modes, and the importance of designing roadways with respect for their local context. The Bloomington/Monroe Metropolitan Planning Organization (MPO) 2009 Complete Streets policy calls on the incorporation of "community values and qualities including environment, scenic, aesthetic historic and natural resources, as well as safety and mobility" into transportation planning and design.[27] Some of the most common benefits of Complete Streets projects include:

- Improved safety and comfort for all roadway users
- Easier crossings for pedestrians and bicyclists
- Improved access to transit
- Increased transportation choices
- More opportunities for community members to be physically active in their everyday lives
- Improved access to schools, community centers, businesses, trails, and parks

[27] Bloomington/Monroe County Metropolitan Planning Organization. Adoption Resolution FY 2009-2008: Resolution Adopting a Complete Streets Policy. January 9, 2009.

3.2 Street Typologies

This section describes new street typologies developed for the Plan. These typologies align with the multimodal transportation policies outlined in the Comprehensive Plan and are intended to complement the traditional functional classifications. Traditionally, surface streets are generally classified as an arterial, collector, or local street based on the anticipated function of the street. These functional classifications are primarily based on vehicular capacity, level of vehicular access, and posted speed of the roadway.

Shared street example

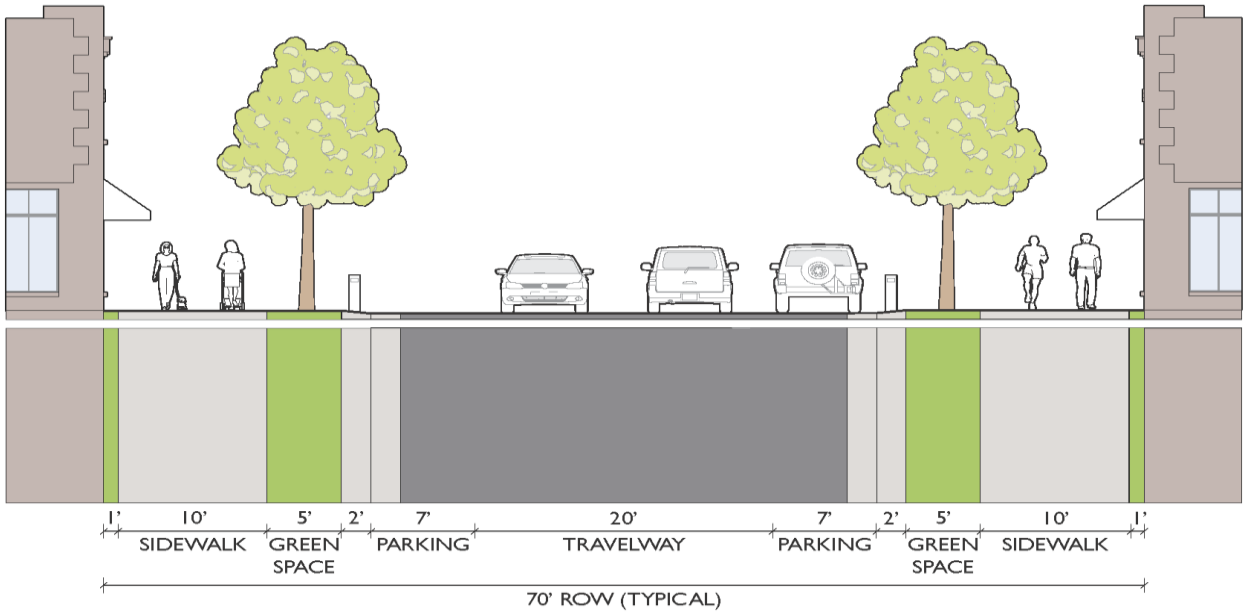
The typologies presented in this section consider local context, follow a Complete Streets approach, and recognize the City's constrained ability to expand most roadways. Protected bike lanes can be configured with separation elements appropriate for the context, as detailed in section 3.3. The inclusion and configuration (parallel, angle pull-in, angle back-in) of on-street parking should be based on surrounding land uses, traffic operations, and right-of-way constraints.

Shared Streets

Designed for pedestrians, bicyclists, transit riders, and motorists to operate in a "shared" space, shared streets utilize design elements such as pavement treatments, planters, roadway widths, parking spaces, and other elements to direct traffic flow and to encourage cooperation among travel modes in typically flush or curbless environments.[28] They are ideal for locations with high pedestrian activity and dense commercial or mixed-use land uses.

Indiana law currently limits minimum posted speed limits to 20 mph.[29] However, street design treatments can encourage slower speeds (10 to 15 mph) to make shared streets comfortable for people walking, bicycling, and driving. Slower speeds encourage a wide variety of uses along the street including commercial, recreational, and park spaces while continuing to allow motor vehicle access.[30]

Figure 11. Shared street typical cross-section



[28] PedBikeSafe. Pedestrian Safety Guide and Countermeasure Selection System. Shared Streets. Accessed 05/03/2018. http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=67.

[29] Indiana Code 9-21-5-6.

[30] PedBikeSafe. Pedestrian Safety Guide and Countermeasure Selection System. Shared Streets. Accessed 05/03/2018.

Neighborhood Residential Streets

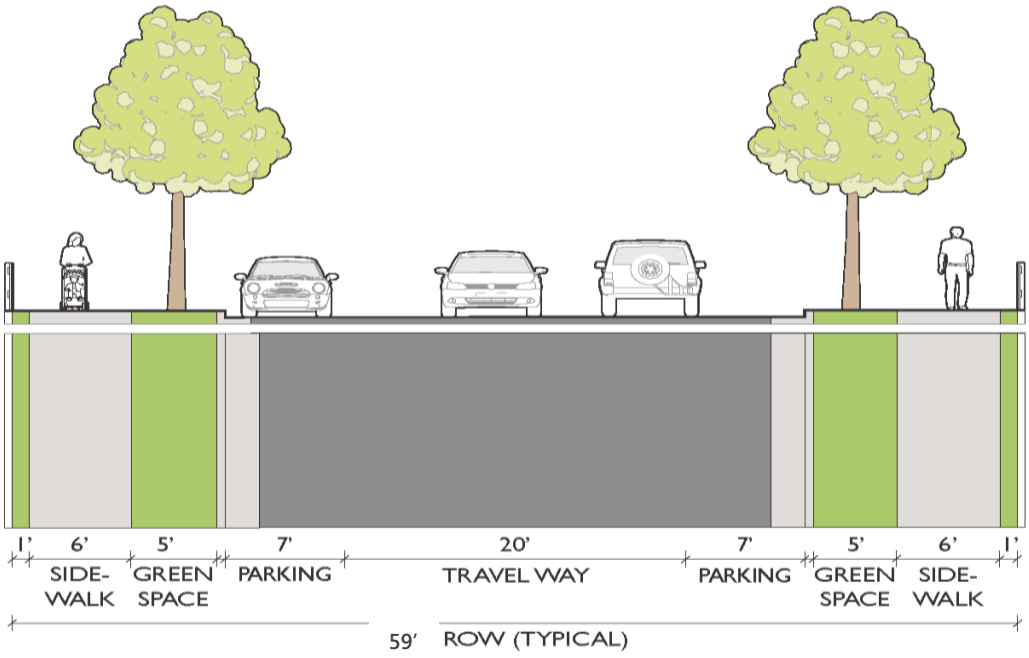
The Federal Highway Administration's (FHWA) Accessible Shared Streets guidebook encourages transportation professionals to work closely with representatives from local disability communities when designing shared streets.[31]

Neighborhood residential street example

The typical cross-section of a shared street is shown in Figure 11. Shared street typical cross-section. It should be noted that the design elements shown in the cross-section, and in all subsequent cross-sections, may vary based on public input and City of Bloomington priorities.

Bloomington has several local residential streets that provide access to single and multifamily homes and are not intended to be used for regional or cross-town commuting. Neighborhood residential streets have slow speeds and low vehicular volumes with general priority given to pedestrians. Other characteristics of the street are provided in Table 3. Figure shows the typical cross-section of neighborhood residential street with on-street parking on both sides of the street. Because of the low-speed and low-volume nature of neighborhood residential streets, the City may decide to reduce the width of parking lanes or travel lanes. On-street parking could be consolidated to one side or removed altogether.

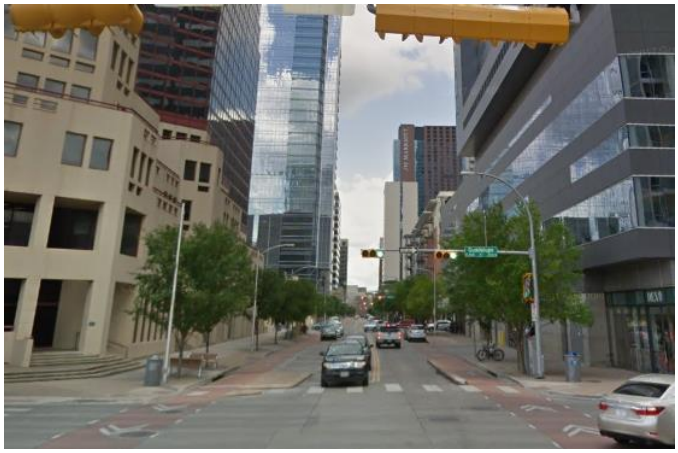
Figure 12. Neighborhood residential street typical cross-section



[31] FHWA. Accessible Shared Streets. 2017. Accessed 05/03/2018. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/accessible_shared_streets/fhwahep17096.pdf.

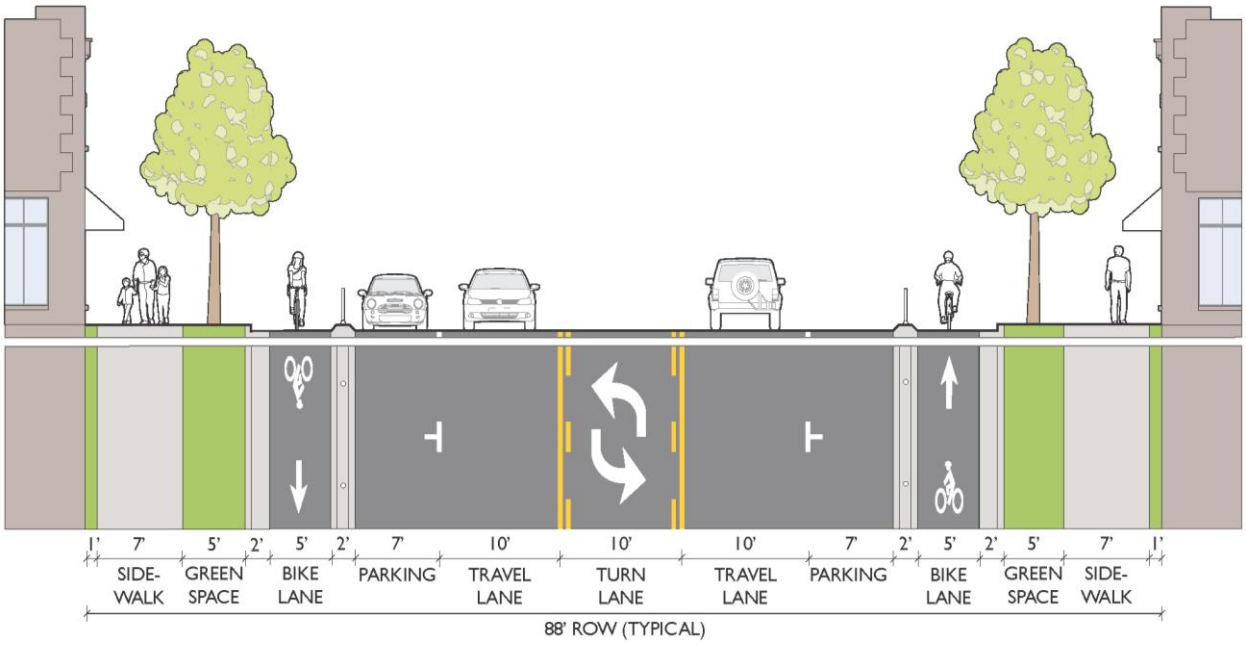
Main Street

A main street is the economic and communal heart of a city. It exemplifies the character of the community while also being the center of commerce and cultural activity. It is usually surrounded by businesses, restaurants, and government services. Pedestrian activity is generally high on main streets. Figure 13 shows the typical cross-section of a Main Street with a center turn-lane and on-street parking and protected bike lanes on both sides of the street. At this time, College Avenue and Walnut Street are the only streets within the Main Street typology. In order to determine future cross sections for each of these streets, a corridor study would need to be conducted. The corridor study would further develop the cross sections for each of the streets, and most likely each street would focus on different elements. The cross-section in Figure 13 is only conceptual.



Main Street Example

Figure 13. Main street conceptual cross-section

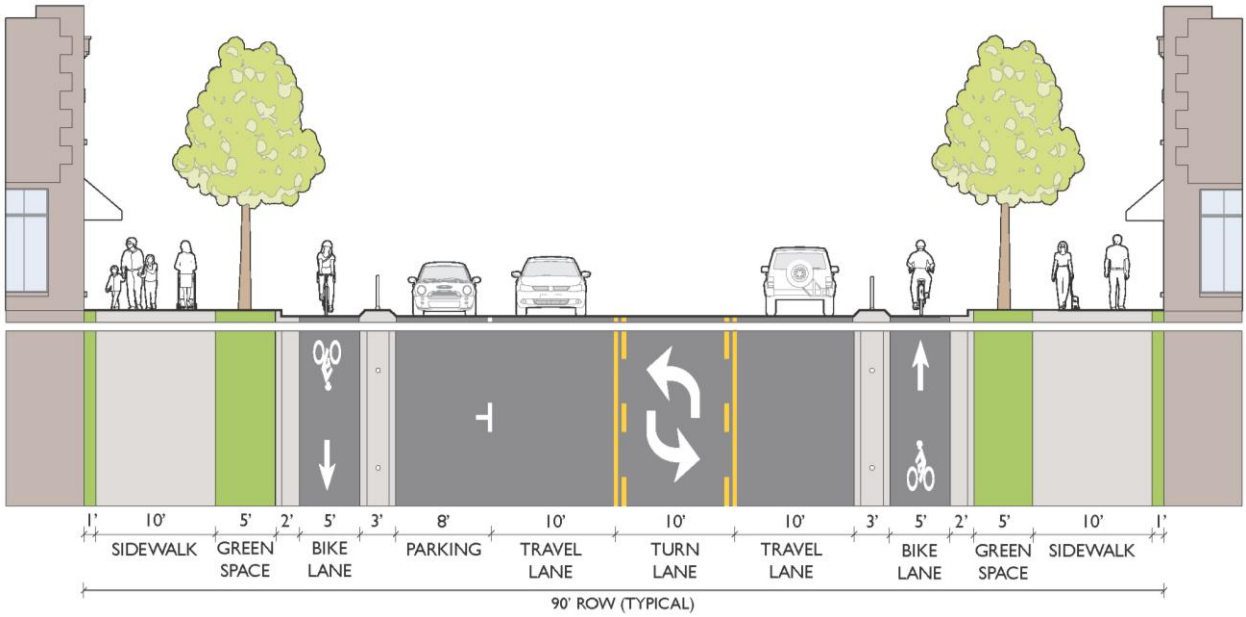


General Urban Street

General urban streets provide vital connections between the suburban street network and the downtown core. They carry higher traffic volumes and operate at higher speeds than main street, while providing access to surrounding commercial and medium/high-density mixed-use facilities. General urban streets can coincide with truck routes for freight delivery to downtown Bloomington. Figure 14 shows the typical cross-section of the street type. Due to high traffic volumes and speeds, bicycle facilities on general urban streets should include physical separation to improve safety and comfort for bicyclists of all ages and abilities.

General urban street example

Figure 14. General urban street typical cross-section

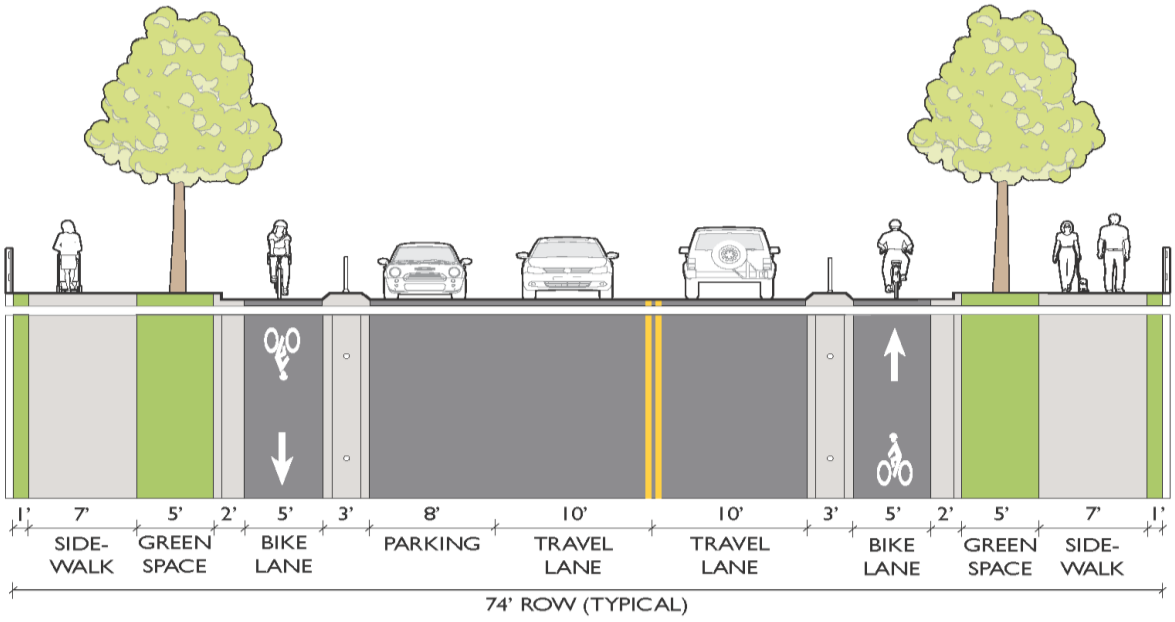


Neighborhood Connector Street

Neighborhood connector streets provide connections between the neighborhood residential and general urban or suburban connector streets. They collect traffic from residential neighborhoods and distribute it to the broader street network. Most of the land uses surrounding neighborhood connectors are generally low/medium-density residential with commercial nodes as it connects to the larger street network. Figure 15 shows the typical cross-section of the street type.

Neighborhood connector street example

Figure 15. Neighborhood connector street typical cross-section

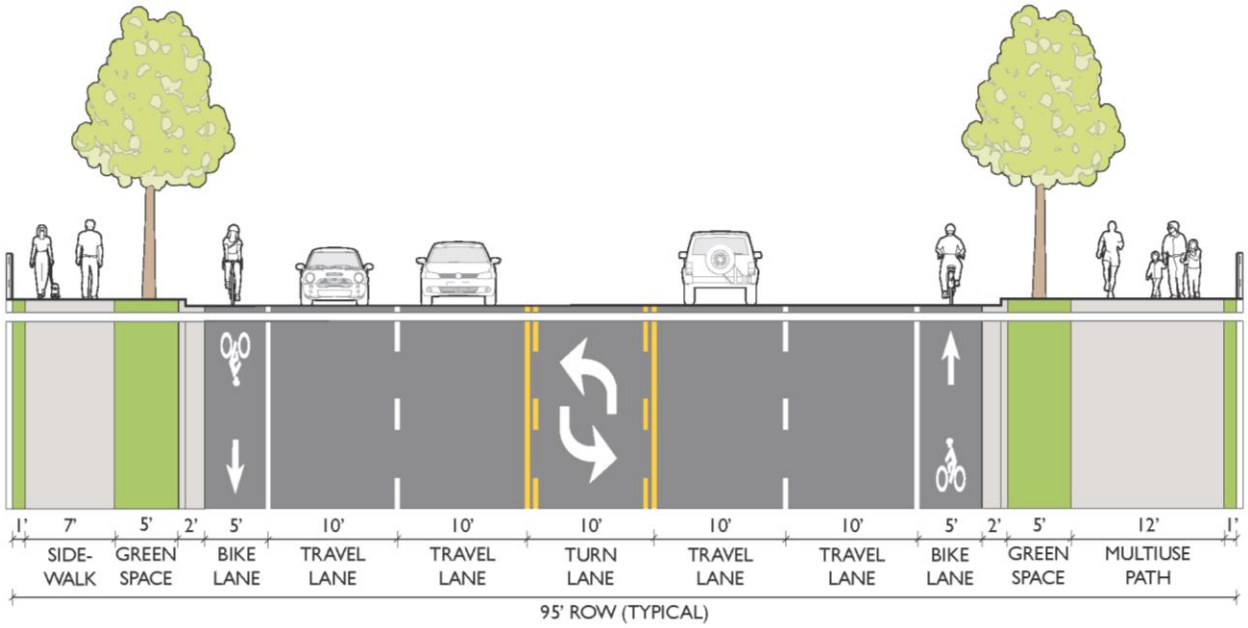


Suburban Connector Street

Suburban connector street example

Suburban connector streets carry the highest volume of motor vehicle traffic and are intended to provide higher vehicular mobility between different areas in Bloomington. Access to the roadway is limited on these streets. They carry traffic for longer trip lengths and provide lower comfort for people who walk and bike. Suburban connector streets can be utilized as traffic routes to provide access to downtown Bloomington for heavy vehicles. Figure shows the typical cross-section of the street type. Suburban connectors vary in terms of the number of lanes and the context throughout the community. Some streets within this typology are one lane each direction and will remain in their current configuration. The typical cross-section is conceptual.

Figure 16. Suburban connector street typical cross-section



Street Typology Summary

Table 3 provides a summary of the key features of each street type. When faced with constraints and considering ways to preserve private property, mitigate environmental impacts, or reduce inordinate construction costs, the City of Bloomington will have to consider which modes to prioritize and their associated tradeoffs. As illustrated in Figure 17, pedestrians should receive the greatest priority, because they are the most vulnerable and the most space-efficient road user. Conversely, single-occupancy vehicle drivers should be the least prioritized, though safe motor vehicle access should still be provided.

Figure shows the map of new street types for Bloomington based on the above typologies. Table 3 provides additional guidance for each street typology. Appendix D provides a detailed design framework as well as step-by-step guidance on the typologies that were selected for specific streets.

Figure 17. Modal Priorities

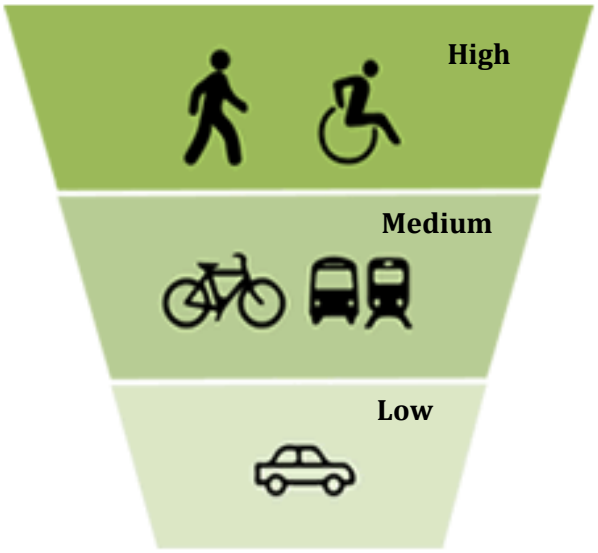
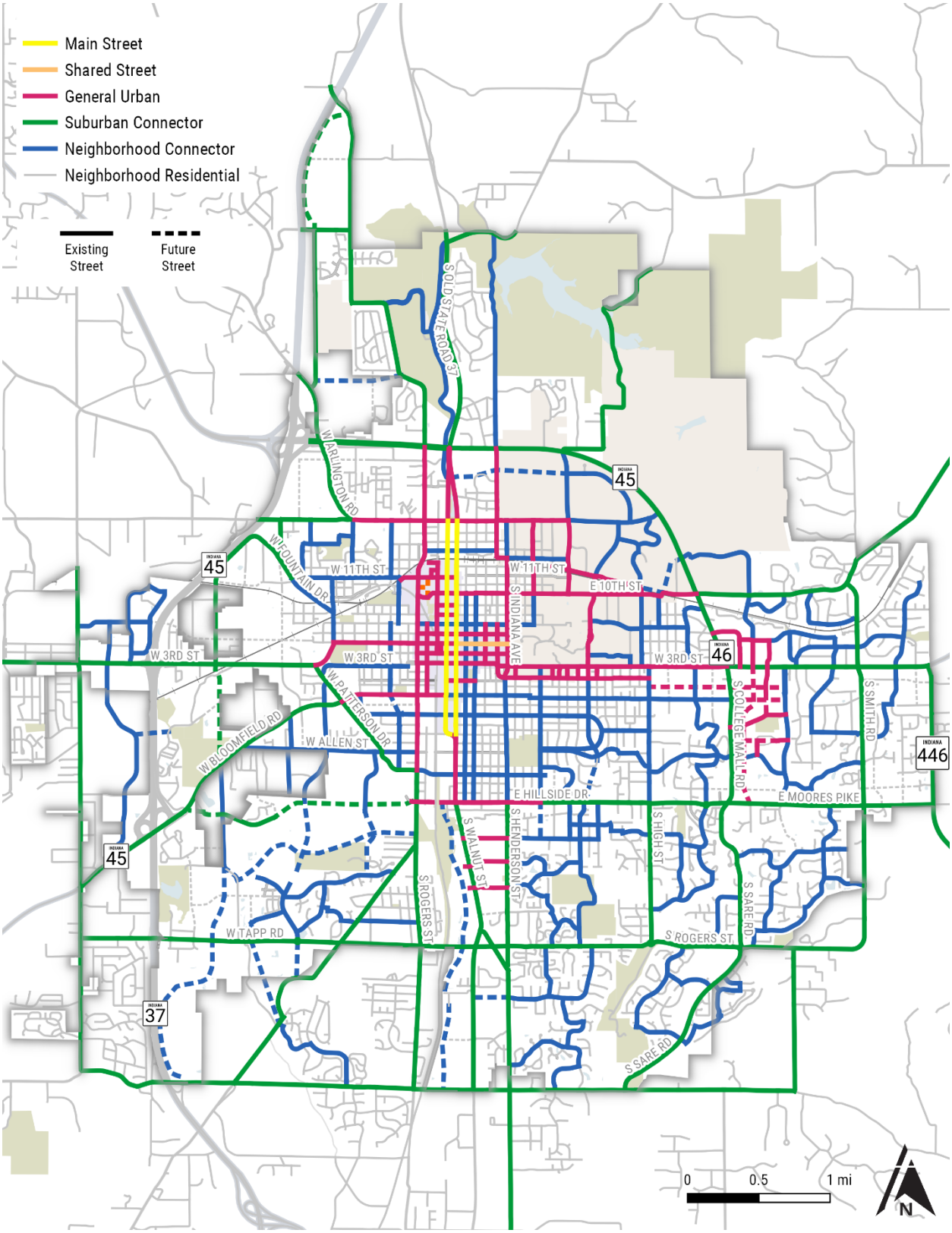


Table 3. Street Typology Summary

Street Typology	Land Use Context and Function	Transportation Context and Function	Typical Features
Shared Street Candidate Streets: Selective local streets in the downtown and other denser urban commercial areas; Kirkwood Width: 70 feet	• Medium to high density • Mixed-use, retail, downtown office, dense residential • Buildings close to street	• High volumes of pedestrian activity and bike traffic • Low volumes of autos • Little to no transit • Extremely low speeds • ADA-compliant slopes • Blends transportation and public space	• Narrow, undelineated space shared by all modes in addition to pedestrian-only space. • Designated parking stalls, street furniture, sidewalk cafes, small-scale lighting • Street trees and landscaping • Unique pavement
Neighborhood Residential Street Candidate Streets: Any local street in residential neighborhoods Width: 59 feet	• Low to medium density • Single-family and multi-family residential • Buildings with moderate setbacks from the street	• Slow speeds • Focus on pedestrian safety • Traffic calming • Typically allows on-street parking	• No centerline • Sidewalks • Neighborhood greenways • Unmarked on-street parking • Street trees and landscaping
Main Street Candidate Streets: College, Walnut, (from 17th St to 1st St) Typical ROW Width: 88 feet	• Medium to high density • Primarily commercial with small to medium businesses and mixed use • Buildings close to street • Outdoor events & dining • Often has historic character	• High volumes of pedestrian activity and bike traffic • Medium volumes of autos and transit • Low speeds • Facilitates access • Often includes metered on-street parking	• 2 travel lanes and optional center turn lane • Wide sidewalks • Bike lanes or other bicycle facility • On-street parking • Street furniture, sidewalk cafes, small-scale lighting • Street trees and landscaping
General Urban Street Candidate Streets: Rogers St 10th St Width: 90 feet	• Medium to high density • Mixed-use, downtown office, dense residential • Buildings close to street	• Medium to high pedestrian activity and bike traffic • Medium to high volumes of autos and transit • Low speeds • Facilitates access • Often includes on-street parking	• 2 or 3 travel lanes • Wide sidewalks • Bike lanes • Marked on-street parking • Street trees and landscaping
Neighborhood Connector Street Candidate Streets: Henderson St 2nd St Width:74 feet	• Low to medium density • Residential with occasional businesses • Buildings with moderate setbacks from the street • Connect multiple neighborhoods	• Medium to high pedestrian activity and bike traffic • Medium volumes of autos and transit • Low to moderate speeds • Facilitates access while providing continuous walking and bicycling routes	• 2 travel lanes • Sidewalks • Bike lanes • Some on-street parking • Street trees and landscaping

Street Typology	Land Use Context and Function	Transportation Context and Function	Typical Features
Suburban Connector Street Candidate Streets: Hillside Dr College Mall Rd Width: 95 feet	• Low to medium density • Suburban commercial, residential, and institutional areas • Buildings with moderate to deep setbacks	• High volumes of autos and transit • Low to mid pedestrian activity (higher on transit routes) • Low bike traffic Moderate to high speeds	• 2 or 4 travel lanes • Median or center turn lane • Sidewalks or multiuse path • Protected bike lanes or multiuse path • Street trees and landscaping

Figure 18. New Connections and Street Typologies



Design Parameters

The tables below identify typical parameters for street design and show preferred dimensions for different street typologies in Bloomington. New streets should be constructed with design speeds equal to or less than the target speeds, which may require proactive traffic calming on neighborhood residential streets. Based on specific site conditions, City staff may approve different dimensions with approval from the Director of Planning and Transportation. For example, two-lane streets with frequent transit service may warrant slightly wider travel lanes to accommodate buses. Deviation from these parameters should be carefully considered and documented appropriately. Appendix D also provides detailed guidance on allowable deviation from these parameters.

Table 4. Roadway Zone Design Parameters

Typology	Travel Lanes	Travel Lane Width	Center Turn Lane / Median	On-Street Parking	Target Speed (mph)	Typical Auto Traffic Volume (ADT)	Preferred Bicycle Facility[1]
Shared Street	No centerline	20-22′ total	None	Optional	10	Less than 1,000	None
Neighborhood Residential Street	No centerline	20′ total	None	Optional	15-20	Less than 3,000	Neighborhood greenway
Main Street	2	10′	Optional	Recommended; Delineated	20-25	5,000-20,000	Bike lanes[2]
General Urban Street	2	10′	Optional	Recommended; Delineated	25	10,000-20,000	Bike lanes[2]
Neighborhood Connector Street	2	10′	None	Optional	25	5,000-15,000	Bike lanes[2]
Suburban Connector Street	2-4	10′	10′	None	25-35	15,000-30,000	Protected bike lanes or Multiuse path

[1] Refer to Bicycle Facility Plan for recommended facilities. This category is a general recommendation by Street Typology.
[2] Refers to conventional, buffered, or protected bike lanes

Table 5. Pedestrian Zone Design Parameters

Typology	Frontage Zone[1] Door swings, awnings, café seating, retail signage displays, building projections, landscape areas	Pedestrian Zone Clear space for pedestrian travel, should be clear of any and all fixed obstacles	Greenscape / Furnishing Zone Street lights, utility poles, street trees, landscaping, bike racks, parking meters, transit stops, street furniture, signage	Total Width *(Lower value excludes Frontage Zone)*[2]
Shared Street	8′	10′	5′	15′-23′
Neighborhood Residential Street	N/A	6′	5′	11′
Main Street	8′	7′	5′	12′-19′
General Urban Street	8′	10′	8′	18′-26′
Neighborhood Connector Street	8′	7′	8′	15′-23′
Suburban Connector Street	N/A	12′ (Multiuse path)	8′	20′

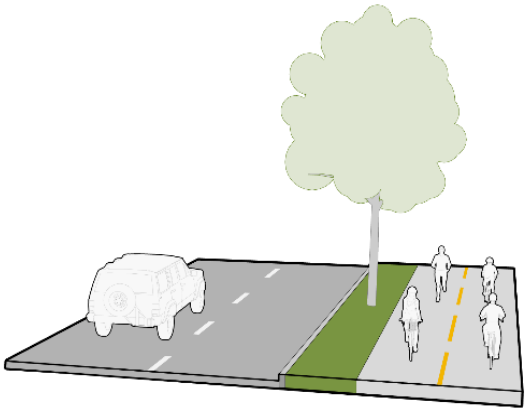
[1] Frontage zone may be accommodated within building setback requirement
[2] The Total Width is the Total Pedestrian Zone width for one side of the street.

3.3 Bicycle Facility Types

The following sections provide high-level guidance for the selection, design, and implementation of bicycle facilities included in the street typologies in section 3.2, the bicycle network in section 3.4, and the project recommendations in section 4. Bicycle facilities should be designed using national design guidance including the American Association of State Highway and Transportation Officials' Guide for the Development of Bicycle Facilities, Manual on Uniform Traffic Control Devices, the Federal Highway Administration's Separated Bike Lane Planning and Design Guide, and the National Association of City Transportation Officials' Urban Bikeway Design Guide.

Multiuse Paths and Trails

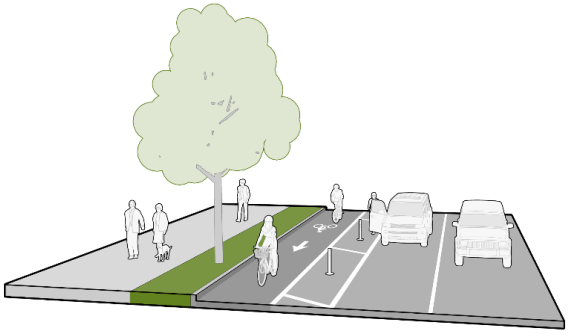
Multiuse paths are dedicated facilities for bicyclists and pedestrians that are typically located within the ROW of higher-speed roads with very few roadway or driveway crossings. Multiuse Paths and Trails are facilities that can accommodate all ages and abilities because of their separation from traffic. Snow removal and sweeping of these paths may require specialized equipment. Additionally, tree roots growing under the pavement may require periodic maintenance to preserve a comfortably smooth pathway surface. Alternatively, multiuse trails are shared-use facilities that are separate from roadways and in their own right-of-way.



Multiuse Path

Protected Bike Lanes

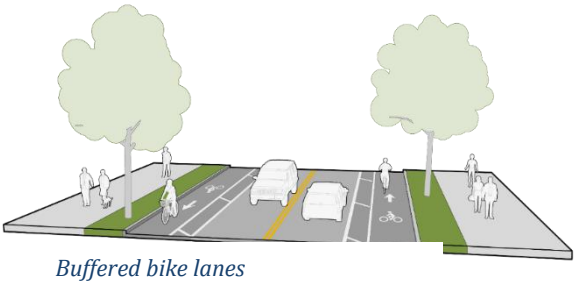
Protected bicycle lanes (PBLs) are street-adjacent bicycle lanes that are physically separated from motor vehicles and pedestrians. PBLs can be designed for one-way or two-way bicycle traffic. This bicycle facility type combines the user experience of a multiuse path with the on-street connectivity of bike lanes. Separation from traffic can be achieved with physical elements including parallel parking, planters, curbing, or flexible posts. Where there are high levels of curbside activity, PBLs may be the most appropriate facility to properly restrict motorists from traveling, stopping, or parking in them. PBLs require added design considerations at driveways, transit stops, and intersections (especially for two-way PBLs) to manage conflicts with turning vehicles and crossing pedestrians. Stormwater maintenance issues may be mitigated by installing pre-cast concrete blocks with drainage sleeves to allow stormwater drainage. Specialized street sweepers may be required to maintain narrow facilities.



Protected bicycle lane

Buffered Bike Lanes

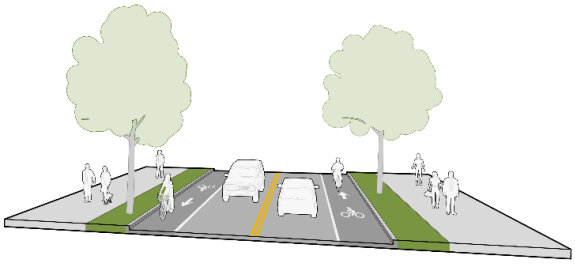
Buffered bike lanes provide a greater level of comfort for bicyclists than conventional bike lanes by providing a painted buffer between the bike lane and the travel lane, parking lane, or both. Maintenance considerations are similar to bike lanes except that buffered lanes have more striping that needs to be refreshed.



Buffered bike lanes

Conventional Bike Lanes

This bicycle facility type uses signage and striping to allocate dedicated roadway space to bicyclists. It encourages predictable movements by bicyclists and motorists. Care must be taken to properly design bike lanes to meet or exceed minimum standards. It is also important that bike lane treatments be carried through intersections to provide continuity and guidance for bicyclists where the potential for conflicts is highest. Bike lanes generally need to be swept periodically to keep debris from accumulating, especially when located adjacent to a curb. Where there are high levels of curbside activity, Conventional Bike Lanes will not be sufficient to prevent motorists from traveling, stopping, or parking in them.



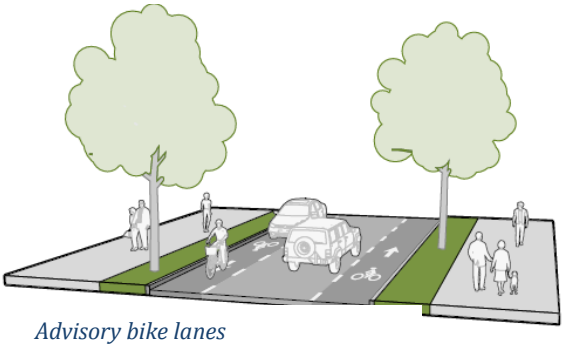
Conventional bike lanes

Neighborhood Greenways

Neighborhood greenways (also referred to as bicycle boulevards or neighborhood bikeways) are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often used to promote speed and volume reduction (less than 25 mph and 3,000 vehicles per day). Maintenance should be commensurate with the level of traffic, debris accumulation, and wear and tear on traffic-calming features.

Neighborhood Greenway

Advisory Bike Lane / Shoulder



Advisory bike lanes

On narrow streets where the pavement width is not adequate for two vehicular travel lanes and bike lanes of standard width, advisory bike lanes / shoulder may be considered, if the traffic volume is relatively low (generally less than 3,000 vehicles per day) and posted speeds are less than 25 mph. On these streets, a preferred 6 feet wide (4 foot minimum) bike lanes may be marked with dashed white line. The middle, two-way travel lane width varies from a maximum of 18 feet to minimum of 10 feet. This configuration requires passing vehicles to give way to one another, resulting in low operating speeds. Since advisory lanes are a new treatment, jurisdictions looking to install advisory lanes must submit a Request to Experiment to the FHWA, further detailed in Section 1A.10 of the Manual on Uniform Traffic Control Devices.

3.4 Bicycle Network

Figure 19 shows the Full-Build Bicycle Network for Bloomington. The network was developed based on the bicycle facility selection guide provided in Appendix E, local land-use context, and the future multimodal needs of Bloomington. When implementing the Full-Build network, availability of funds, right-of-way availability, or other factors will dictate the type of facilities that can be installed. This may necessitate installing different facilities than shown in Figure 19. For example, as part of a City repaving project or maintenance project where the curbs remain in place, a conventional bike lane may be added on a street which shows a higher level facility. In the future, the facility shown in the figure could be added. Conversely, if the City is acquiring right-of-way with a project or redesigning a street, intersection, or facility, the planned facilities from Figure 19 should be included. Similarly, development and redevelopment projects must construct the facilities as outlined in Figure 19, when applicable per UDO standards and when possible per ROW constraints. Appendix E provides the bicycle facility selection guidance used to identify the Full-Build Bike Network.

Figure 20 shows the High-Priority Bike Network for Bloomington. Given the limited resources, the projects highlighted in the map and listed in Table 7, are anticipated to achieve the biggest impact within a short timeframe to advance multimodal transportation in the City. These projects form the basic east-west and north-south bicycle network that will be the backbone of the multimodal transportation system in the City. The projects are categorized in two phases. Phase 1 projects are anticipated to be implemented in the near-term, i.e. years 1 to 3 after the adoption of this Plan. Phase 2 projects are mid-term projects which are anticipated to be implemented in years 3-6.

During detailed study and design of the high-priority bicycle facilities, routing alignments should be updated as necessary to improve the feasibility of construction and usefulness of each facility. Also, the focus on the high-priority bicycle network should not prevent pursuing other bike facility projects, especially when coordination opportunities exist. Finally, trail connections should be added into existing neighborhoods whenever feasible, and trail connections should always be

included in new developments and redevelopments. These small connections are not shown in the facilities map.

Rails with Trails

The Full-Build Bicycle Network includes multiuse trail projects along existing, active rail corridors. These trail projects may be built within the existing railroad right-of-way, where feasible as a Rail with Trail facility; the facilities can also be built if the railroad is abandoned as Rail Trails. Additionally, the City could pursue the development of trails along the rail corridors which might require additional property, beyond the rail right-of-way. Rail Trails, Rails with Trails, and trails adjacent to railroad property can provide high-quality and low-stress bicycle and pedestrian facilities similar to the B-Line. The projects will require consultation with railroad owners and further study to ensure that adequate right-of-way is available to accommodate required setbacks and other design parameters.

Figure 19. Proposed Bicycle Network

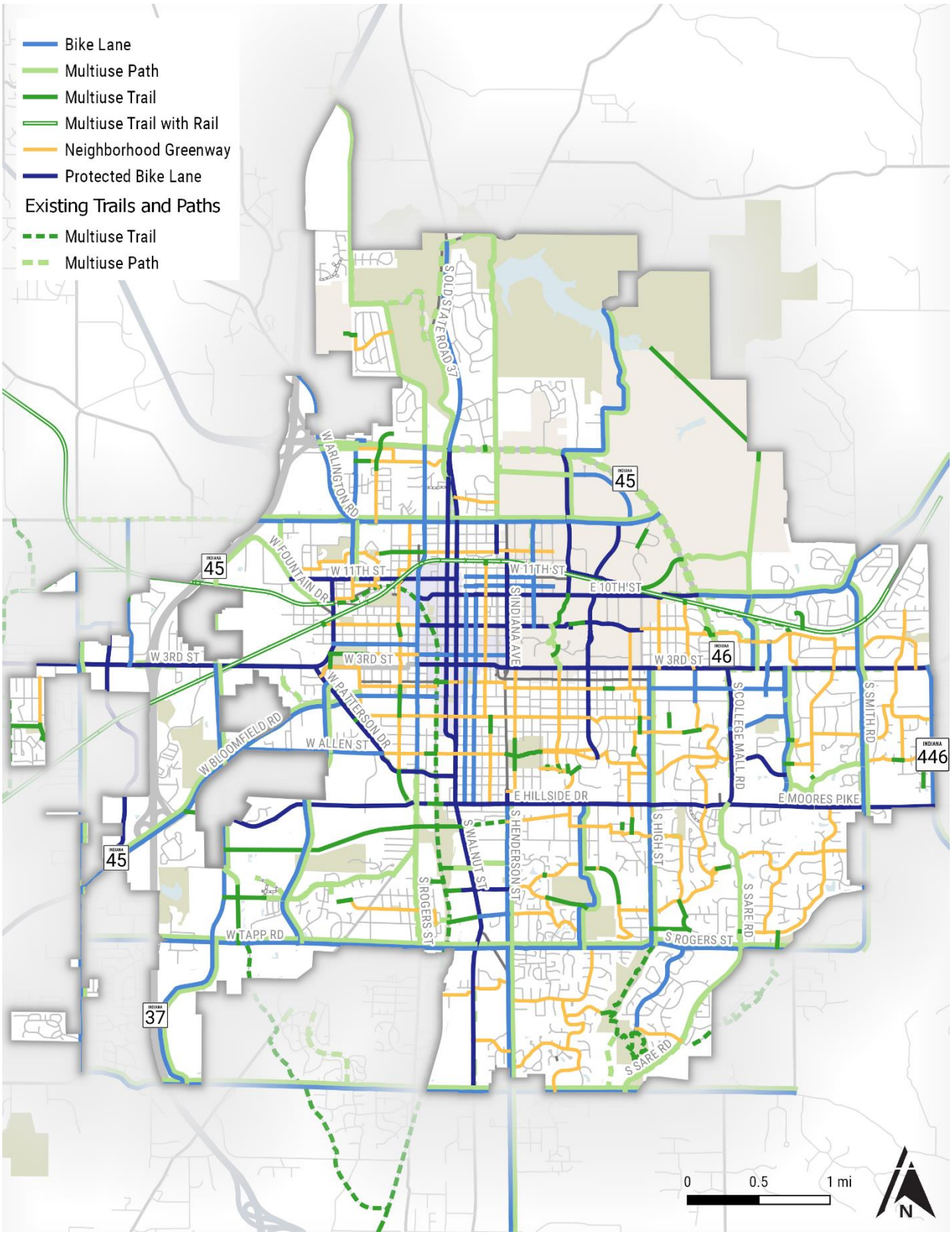
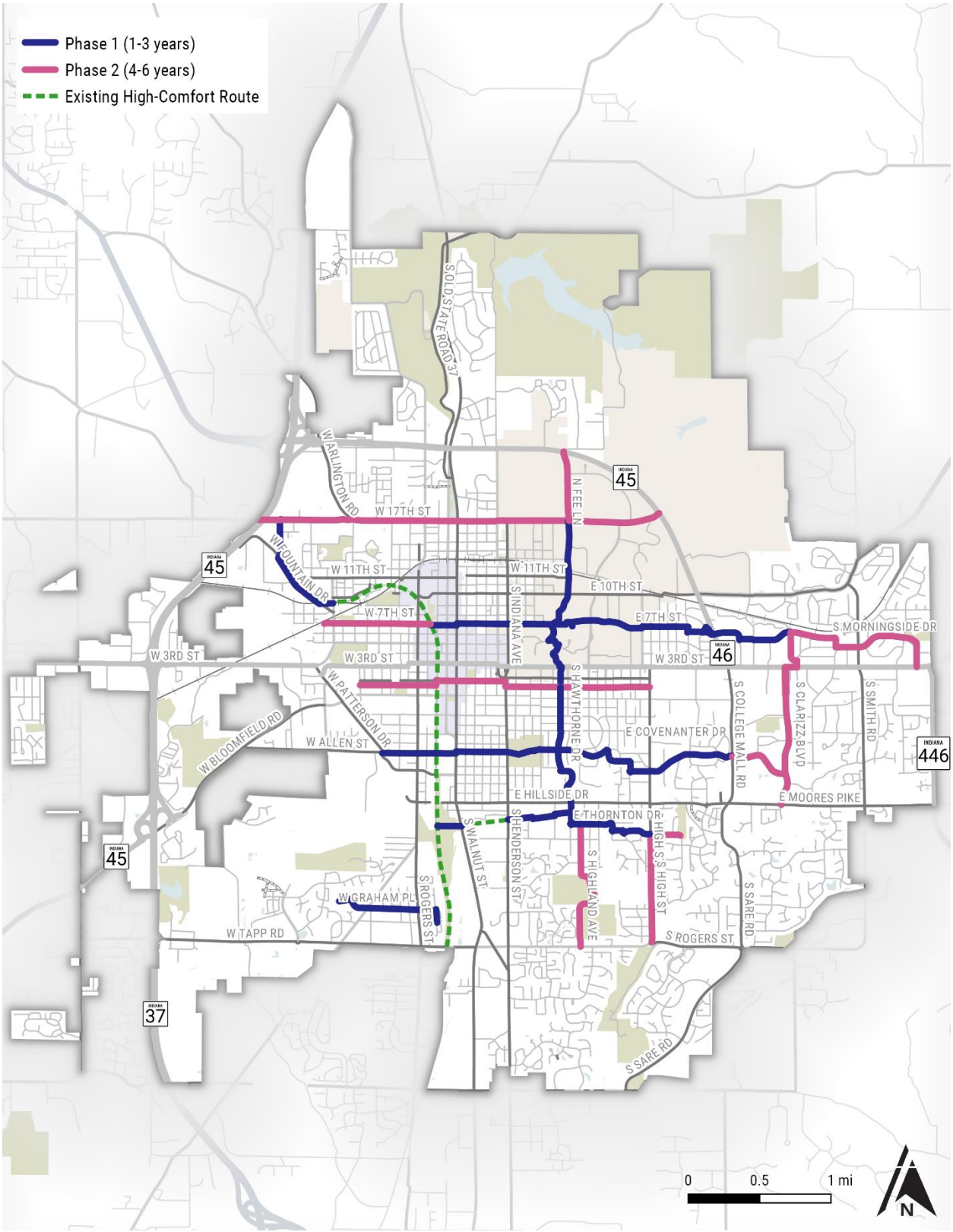


Figure 20. Proposed Priority Bicycle Network



3.5 Pedestrian Network Assessment

Sidewalks and the pedestrian network are the foundation of a transportation network. Pedestrian facilities provide direct access to homes, businesses and institutions. The availability and quality of safe and comfortable facilities for walking is important to maintain and improve the quality of life for all residents.

Pedestrian Facility Types

The Pedestrian Network includes sidewalks, shared streets, multiuse paths, multiuse trails, rails with trails, and neighborhood greenways. All facilities for pedestrians must be designed for safety, accessibility, and comfort. For sidewalks and multiuse paths, this includes designing facilities to have added separation from moving motor vehicle traffic using street trees and treeplots. When street trees cannot be planted due to utility conflicts, separation must still be provided and should include landscaping when possible. Neighborhood Greenways and Shared Streets are designed for pedestrians, bicyclists, vehicles, and other users to share space.

Improving the Pedestrian Network

Not all streets in Bloomington have sidewalks on both sides, and some streets have no sidewalks. In Bloomington, many neighborhoods and developments were constructed when sidewalks were not required. Filling in the gaps needs to be prioritized in order to improve the pedestrian network. Funding is limited, which makes constructing sidewalks on every existing street fiscally challenging and unlikely. To make the most of infrastructure investments, the community should prioritize locations that can serve the most people or the greatest needed.

New Streets

All new streets must include sidewalks on both sides of the street and be designed according to the Street Typology, as outlined in Section 3.2.

Retrofitting and Filling in the Network Gaps on Existing Streets

Installing sidewalks on all existing public streets would be a huge burden on public finances and is largely cost prohibitive. However, to fill in existing sidewalk gaps, Bloomington should follow these decision-making guidelines for City initiated projects and for infill houses on existing lots of record:

- Suburban Connector, Neighborhood Connector, General Urban, Main Streets and Shared Streets: Sidewalks on both sides of the street.
- Neighborhood Residential Streets: Depending on the following criteria, these streets could have sidewalk on both sides, one side, or neither side.
    - **Sidewalks on both sides:** All Neighborhood Residential Streets unless the streets meets the criteria described in one of the categories below.
    - **Sidewalk on one side:** Any Neighborhood Residential Street with an existing or expected average daily traffic volume (ADT) of less than 1,500 vehicles per day and an expected operating speed of 25 mph or less, unless described in more detail below. Streets with community amenities such as schools, libraries, grocery stores, health facilities, parks, etc. should have a sidewalk on at least one side of the street, regardless of ADT or speed.
    - **No sidewalk:** Any Neighborhood Residential Street with an existing or expected ADT of less than 500 vehicles per day and an expected operating speed of 20 mph or less,

except when community amenities like schools, libraries, grocery stores, health facilities, parks, etc., are present.

- **Determinations:** These criteria are meant to be used as guidelines. The Transportation and Traffic Engineer will use professional judgement to determine if a sidewalk is the appropriate facility when in conflict with the ADT and speed criteria.

Pedestrian Priority Areas:

The Map in Figure 21 shows areas in the City that could be prioritized for sidewalk installation. The map was created using available data from the existing sidewalk inventory and by assigning various weights (on a 100 point scale) to population and employment density, demographic data, proportion of population with disability, physical inactivity, intersection density, and presence of schools, parks, and transit. Areas with existing sidewalk show as lower priority and areas lacking sidewalk with higher densities and access to schools, etc., show as higher priority. The City should update the sidewalk inventory to verify sidewalk gaps, assess sidewalk quality, and ADA compliance. The updated inventory and assessment, combined with the sidewalk policy mentioned above, could help identify specific streets that need sidewalk or other pedestrian facility improvements.

Pedestrian Access to Transit

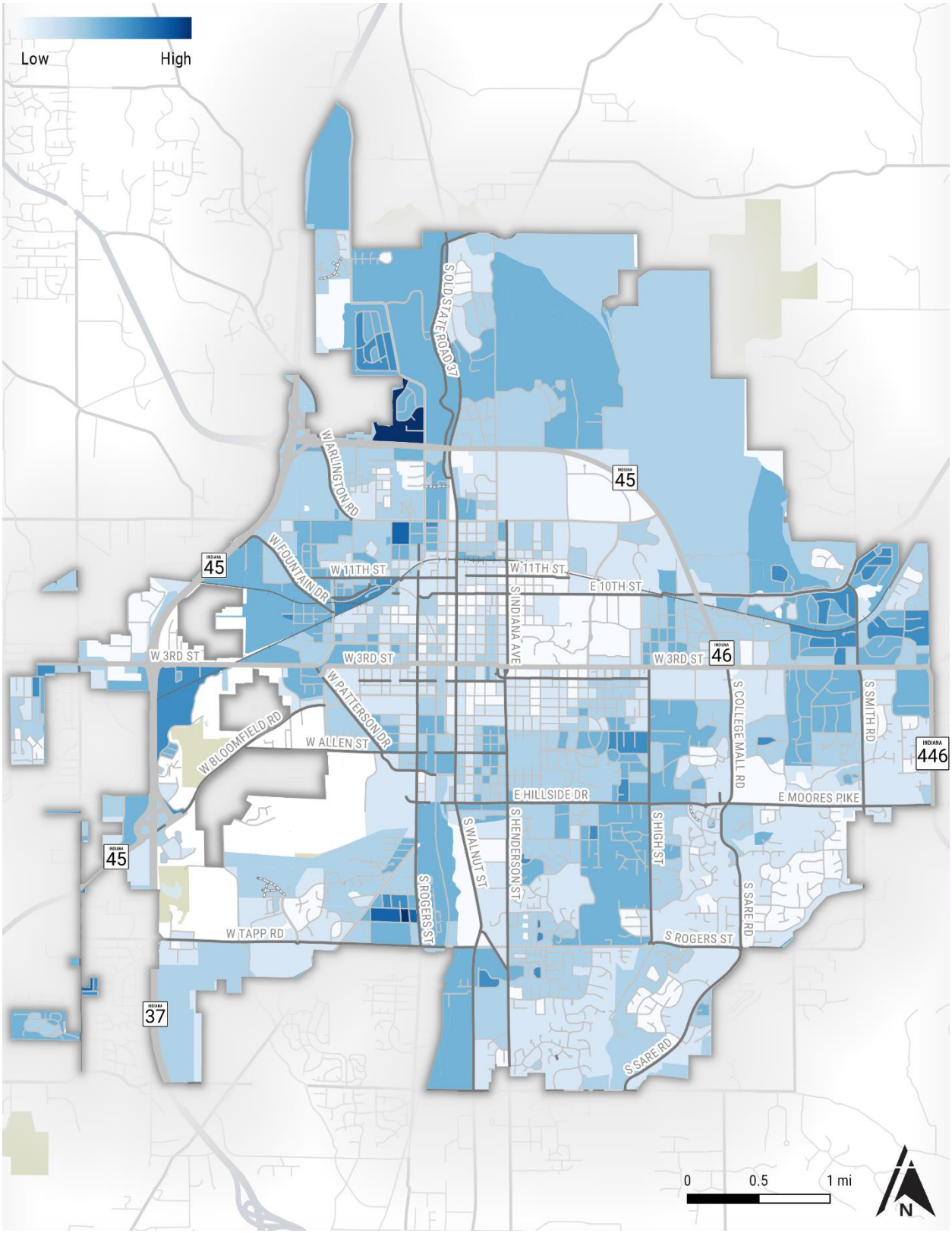
Transit and the pedestrian network are linked because most people access transit by walking. Several pedestrian priority areas represent the confluence of streets with higher traffic volumes and speeds, significant commercial activity, transit service routes, and high frequencies of crashes involving pedestrians. The pedestrian priority areas along transit corridors highlight the importance of land use in designing active transportation networks. When improving pedestrian infrastructure, especially along transit corridors, the following factors should be considered:

- Large, expansive parking lots and frequent driveways reduce comfort and safety for pedestrians walking along the street. Efforts should be made to consolidate driveways and/or provide public access through parking lots to improve the pedestrian environment in the City.
- Prioritize sidewalk connections to bus stops and provide safe midblock crossings where needed. In situations where midblock crosswalks aren't warranted, nearby intersections should be upgraded to include high-visibility crosswalks and ADA compliant pedestrian signals.
- Permissive turn phases at signalized intersections with high pedestrian volumes create conflict points that increase crash risk at the intersection. While pedestrians in the crosswalk legally have the right of way, motorists often aren't looking for pedestrians and sometimes complete the turns at high speeds to avoid collisions with oncoming vehicles. Higher numbers of motorists and pedestrians can be expected along transit corridors. Reducing curb radii to manage turning speeds, installing signage to restrict right turns on red or require yielding to pedestrians, and adjusting traffic signal timings can improve safety for motorists, transit users, and pedestrians at intersections.

Uncontrolled Crossings

National resources on best practices can guide the City of Bloomington in selecting appropriate pedestrian crossings. The FHWA published its *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* in 2017 which includes guidance for pedestrian crash countermeasures based on

Figure 21. Pedestrian Priority Areas



roadway configurations, speed limits, and average daily traffic volumes. The City of Bloomington should utilize the guide to determine appropriate treatments at uncontrolled crossings.

Tree Coverage and Vegetation

Tree coverage and vegetation are important functional and aesthetic characteristics for pedestrian-friendly streets. They provide a variety of environmental, health benefits, and safety benefits. When placed strategically, street trees can help encourage walking by providing comfort and shade.

The environmental benefits of integrating trees and vegetation in the City's streetscape include better management of stormwater runoff, an increase in air quality, and a reduction of the urban heat island effect. Tree canopies also have the potential to capture up to 30 percent of stormwater before it reaches the ground, which can reduce the need for and demand on stormwater infrastructure. Stormwater runoff collects pollutants from hard surfaces which can be directed to bioswales created in the landscape buffer between the roadway and sidewalk. These bioswales act as natural filters before the stormwater is directed to downstream watersheds.

Tree coverage and vegetation also provide health and comfort benefits by reducing air pollution which can lead to negative health impacts, such as worsening asthma symptoms.[32] Adding trees along pedestrian routes can help decrease the exposure to the sun, which prevents skin cancer and increases comfort. In addition to protecting pedestrians directly, added shade from trees can help reduce the urban heat island effect.

Street trees and vegetation benefit all roadway users. The presence of street trees along the edge of a street can reduce motor vehicle speeds and has been shown to reduce the frequency of crashes. Trees and vegetation should be placed such that they maintain a 5-foot minimum clear path on the sidewalk. Some considerations for tree placement include:

- Avoiding trees and vegetation from acting as obstructions: When trees are placed between on-street parking stalls and sidewalk, adequate distance should be provided from the curb to ensure that the trees and vegetation are not damaged by car doors while opening. When trees and vegetation are located at intersections, they should be outside the intersection sight triangle to maintain the visibility of vehicular, pedestrian, and bicycle traffic.

- Increasing shade coverage: To invest strategically in trees and vegetation, the City can place plants in areas with high pedestrian foot traffic and locations where pedestrians tend to wait to either cross the street or to board a bus. These locations include major pedestrian intersections and bus stops that do not currently have a bus shelter. Walking routes that connect pedestrians to bus stops, or community amenities such as schools, parks, libraries and grocery stores, are also important areas for trees and vegetation.

- Planning for utilities and vegetation: Many of our utilities are located within the ROW. Plan the location of utilities, whenever possible, such that street trees and vegetation may be planted between the street and sidewalk or between the street and multiuse path.

[32] Centers for Disease Control and Prevention. *Particle Pollution.* Available at: https://www.cdc.gov/air/particulate_matter.html

3.6 Key Treatments and Supporting Guidance

In addition to the new street typologies and bicycle facilities, there are several key treatments and supporting operational and/or policy guidance that support the goals of the Plan and enhance the experience of the public. These treatments and guidance are discussed below.

Circulation Changes: Two-Way Street Restoration

Streets were originally designed for two-way circulation. However, with increases in automobile traffic and under the misconception that reducing travel time and delay equates to increased economic activity, many streets in downtown settings were converted to one-way couplets in the mid-20th century. This led to higher speed roadways in high density commercial and surrounding residential areas, which do not typically support community goals and aspirations.

Converting one-way streets to two-way operation would support Bloomington's Comprehensive Plan goals, such as "establishing downtown as the center of the community," because two-way streets improve storefront access and shorten trip lengths. Two-way travel can also encourage speed limit compliance, provide more direct routes for drivers, reduce sidewalk bicycling or bicycling against traffic flow, and simplify routing for transit services. Simplifying routes and providing more direct routes for transit supports the Comprehensive Plan Goal of "Improve Public Transit." Additionally, by creating more direct routes to destinations, overall driving distances are reduced, which supports the Comprehensive Plan Goal and Policy, respectively of, "Reducing Greenhouse Gas Emissions," and "Reduce vehicle miles travelled per capita." Finally, two-way streets are considered more intuitive and easier to navigate, which can help Bloomington's 2 million annual visitors.

When developing a design for a one-way to two-way conversion, additional care should be given to intersection treatments and traffic signal coordination.[33] Two-way street restoration projects should include robust engagement with residents, business owners, and other stakeholders. Impacts to traffic circulation and overall connectivity should be evaluated to determine the benefits and tradeoffs of converting existing one-way streets to two-way streets.

One-Way to Two-Way Restoration of Dr. Martin Luther King Boulevard (South Bend, Indiana)

[33] PedBikeSafe. Pedestrian Safety Guide and Countermeasure Selection System. One-way/Two-way Street Conversions. Accessed 05/03/2018. http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=23.

Modern Roundabouts

Designed to improve safety, encourage slow speeds, and to facilitate motor vehicles yielding to pedestrians and bicyclists, the modern roundabout reduces crash severity, improves traffic flow, and provides gateway treatment opportunities.[34]

Modern roundabouts present both significant safety improvements and design challenges. When considering the installation of a modern roundabout, pedestrian and bicycling volumes, traffic volume and speed, and available ROW should be carefully reviewed. Engineers and planners should consider how all users will interact with and use a modern roundabout. This Plan recognizes the benefits of the roundabout and recommends it at a few specific intersections. In general, new intersections and intersections planned for reconstruction should be evaluated for roundabouts. Roundabouts are an intersection design treatment available for implementation given appropriate traffic volumes and available space.

Protected Intersections

Protected intersections are most beneficial at locations with existing bicycle infrastructure, high bicycle and pedestrian volumes, and a history of right-turning motorists not yielding to or striking bicyclists or pedestrians. The protected intersection design increases motorist yielding by managing right-turn speeds, increasing bicyclist and pedestrian conspicuity, and improving motorist sight lines. While a full protected intersection will be most beneficial with two intersecting protected bike lanes, key features of the protected intersection (advanced stop bars, corner deflection islands, etc.) can also be incorporated at other intersections with available space to improve intersection safety.

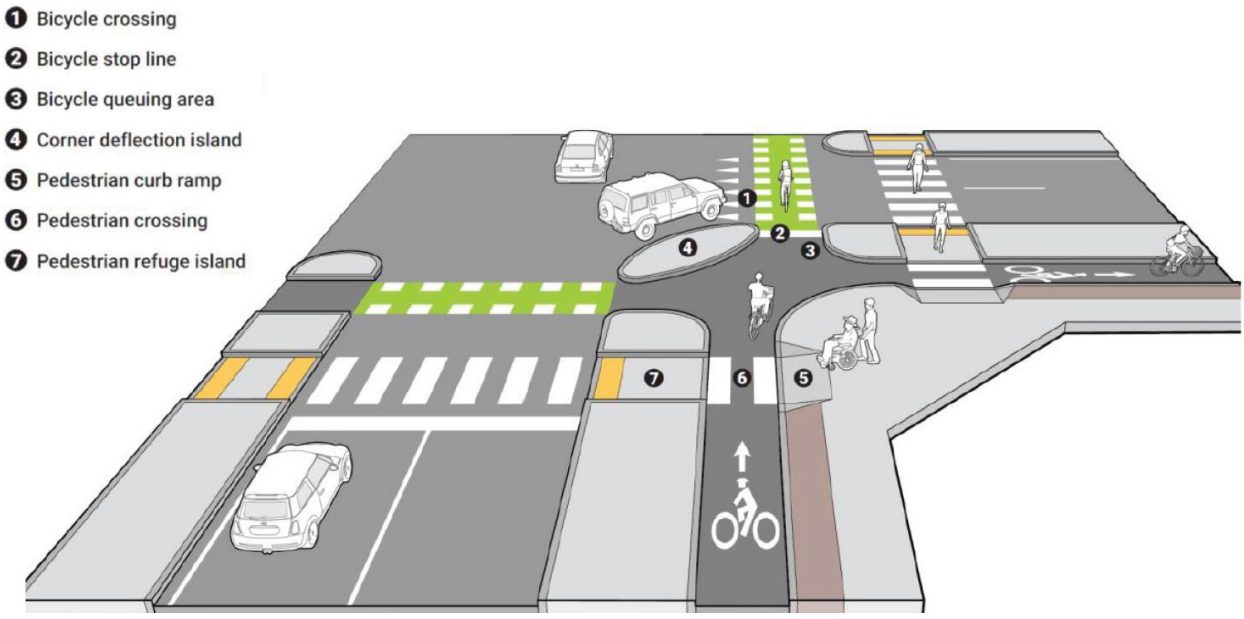


Illustration of a Protected Intersection; protected intersections can also be applied on streets with fewer lanes.

[34] PedBikeSafe. Pedestrian Safety Guide and Countermeasure Selection System. Roundabouts. Accessed 05/03/2018. http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=25.

Loading Zones

Loading zones, particularly in the downtown area, are necessary to support freight for local businesses and a thriving economy. While loading zones can potentially pose obstacles for motorists and bicyclists when they are not designed properly, simple guidance can help roadway users navigate these areas.

When possible, loading zones should be relocated to alleyways to avoid conflicts between delivery trucks, motorists, bicyclists, and pedestrians. If that is not feasible, the City should consider restricting the loading times to off-peak hours in order to reduce conflicts during the peak hours of the day. Loading zones can also be established within center left-turn lanes to reduce occurrences of delivery vehicles blocking motor vehicle travel, bike lanes, access to businesses, or access to on-street parking. Furthermore, the City should assess the opportunity to consolidate the number of loading zones to help reduce points of conflict between the different roadway users. If on-street parking is present, on-street parking could be used during certain hours as a loading zone.

If on-street parking is not available and more space is required for the loading zone, then additional space can be acquired through reducing the number of travel lanes, reducing the sidewalk width, or permitting roadway users to travel in a center turn lane when deliveries are being unloaded.[35] There are several options to address the need for loading in the downtown, and the City should work with downtown businesses to create a new loading zone policy.

Alleyways

Alleyways are an asset that can be used to support connectivity, retail, urban design, and sustainability. Alleyways create a clear front and back to a building and provide access for services such as deliveries, trash, recycling, and more. As noted, alleys are important for removing loading zones and deliveries from streets, but they can also serve more functions with proper management.

Alleyways can reduce out-of-direction travel and provide a low-traffic route often for pedestrians and bicyclists. Alleys also accommodate vehicular traffic and reduce curb cuts resulting in greater comfort and safety for pedestrians and bicyclists along streets. Bloomington should require developments in the downtown, in neighborhoods, and in Urban Villages especially and throughout the community to use alleys for vehicular access in order to reduce curb cuts and improve pedestrian safety.

Alleyway preservation and improvement can also benefit local retail by providing affordable commercial space for local businesses. They can be improved to create a sense of place by activating the area with the help of public art such as murals, pedestrian-scale lighting, increased economic activity geared towards the alleyways, and wayfinding signage. Additionally, implementing green alley design elements can help manage stormwater runoff and reduce heat. Green alley design elements include elements such as permeable pavers and pavement, pavement with high albedo (ability to reflect sunlight), and dark-sky compliant light fixtures. The City of Bloomington can preserve and invest in alleyways to support bicycle and pedestrian connectivity and increase retail access where loading zones are not feasible.

Bloomington has many unimproved alleyways throughout the city. Bloomington should consider investing in improving targeted alleyways as a tool for redevelopment and improved urban design;

[35] Federal Highway Administration. 2015. Separated Bike Lane Planning and Design Guide. Available at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/

additionally, Bloomington should require that alleyways are improved by developers where feasible. Based on the many benefits of alleyways, Bloomington should work to preserve and not vacate its alleyways.

Traffic Calming

Traffic calming aims to manage vehicular speeds and volumes. The greatest benefit of traffic calming is increased safety and comfort for all users. Compared with conventionally designed streets, traffic calmed streets typically have fewer collisions and fewer traffic-related injuries and fatalities.[36] These safety benefits are the result of slower speeds for motorists that result in greater driver awareness, shorter stopping distances, and less kinetic energy during a collision.

Traffic calming for speed reduction can be achieved by installing horizontal or vertical elements. The section below discusses a few of the elements that are effective at reducing vehicular speed. The list is not exhaustive and is intended for information only.

Horizontal Elements

Horizontal traffic calming elements reduce vehicular speeds by narrowing lanes or adding horizontal curves on the street. Some treatments may slow traffic by creating a yield situation where one driver must wait to pass, also known as yield streets or queuing streets. Example of horizontal elements include chicanes and traffic circles.

Traffic circle on West 7th Street (Bloomington, Indiana)

Chicanes are curb bulbouts that are placed mid-block to narrow the roadway and add horizontal curves on the vehicular travel path, forcing motorists to reduce speed. These can also be placed mid-block directly opposite each other to physically and visually reduce the width of the roadway. Chicanes may require the removal of on-street parking in spot locations. Chicanes can be designed to minimize impacts to stormwater drainage. The size of chicanes will vary based on the targeted design speed and roadway width.

Traffic circles are used at uncontrolled or yield-control intersections to reduce speeds of motorists, which reduces collisions and improves bicycle and pedestrian safety. They can also encourage regional traffic to stay on larger streets, reducing the traffic volumes in neighborhoods. Traffic circles are appropriate for consideration on local streets not designated as emergency response routes. Neighborhood traffic circles should be considered at local street intersections to prioritize the through movement of bicyclists without enabling an increase in motorist speeds.

[36] Federal Highway Administration. Speed Management Toolkit.

Vertical Elements

Vertical traffic calming treatments compel motorists to slow their speed to traverse the treatment and are found to be the most effective speed reduction treatments. They are typically used where other types of traffic controls are less frequent, such as along neighborhood greenways where stop signs may have been removed to ease bicyclist travel. Examples of vertical traffic calming elements include speed humps and raised marked crosswalks.

Raised crosswalk example

A speed hump is a roadway design feature that consists of raised pavement extending across the full width of the street. They are engineered for speeds less than 30 mph and are not typically used on the general urban or higher street typology. Designs can be compatible with snow plowing equipment and speed humps are typically designed with a rise of 3 to 6 inches above the roadway. Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. Speed cushions are generally more compatible with Neighborhood Greenways because they allow space for bicyclists and pedestrians to go between the cushions instead of over them.

Raised marked crosswalks (also known as speed tables) employ vertical deflection that reduces motorist speeds when approaching the crosswalk. Similarly, raised intersections are created by raising the roadway to the same level as the sidewalk, essentially creating a speed table across an entire intersection. This treatment enhances the pedestrian experience, reduces speeds of motorists, and increases visibility between motorists and pedestrians. Raised intersections are most appropriate in areas of high pedestrian demand. The impact on stormwater design should be carefully considered when designing raised crosswalks or intersections.

4. Recommended Projects

Working towards the vision set forward by the 2018 Comprehensive Plan will require safety and accessibility focused projects that build upon and improve the existing multimodal transportation network. This Plan includes a number of recommended projects to do just that. This chapter details recommended projects, which are divided into new roadway connections and multimodal projects.

The projects were developed based on input received from the public, elected officials, and City staff during the planning process; responses from the WikiMap survey; analysis of the existing network including average daily traffic volumes and crashes; and relevant recommendations from past studies. New roadway connection projects are based on increasing street connectivity and planning for streets to be constructed by future developments. Multimodal project recommendations are intended to enhance all modes of transportation; reduce crash frequency and severity, especially for vulnerable road users; and improve multimodal transportation infrastructure.

4.1 New Roadway Connections

Table 67 lists 67 new roadway connections, ordered by geography, based on the planning approach and design elements highlighted in Chapter 3. Figure shows the location of proposed new connections, along with multimodal projects. The City of Bloomington should require developments to construct new connections where feasible, seek opportunities to partner with private development to construct new connections, and pursue new connections that would significantly improve transportation connectivity.

Note that the connections represent a long-term vision for the City to maintain access to new undeveloped areas, as well as provide guidance to establish a street grid when large areas redevelop. The connections are conceptual alignments only and require detailed discussion with stakeholders to determine final alignment that meets the intent of the connection. The new connections also support multimodal transportation by reducing out-of-direction travel and helping to distribute vehicular traffic so that it is not concentrated on few existing roadways. While many of the identified new street connections may take years to build, they are critical to consider as Bloomington reinvents, redevelops, and reinvests in the community.

Table 6. New Roadway Connections

Project ID	Project Name	Description
NC-1	N Prow Road extension	Extend N Prow Rd from W Acuff Road to Old Kinser Pike to improve access in the area
NC-2	W Bayles Road extension	Extend W Bayles Rd from N Kinser Pike to new N Prow Rd extension to improve access in the area
NC-3	Briarcliff Dr neighborhood connector extension	Provide new connection from N Prow Rd to N Kinser Drive, south of W Briarcliff Dr, to improve connectivity
NC-4	Stonelake Dr neighborhood residential extension	Provide connection from N Stonelake Dr to W Briarcliff Dr
NC-5	Arlington Valley neighborhood connector	Extend N Monroe Street from W 17th Street to Arlington Valley Dr to improve future connectivity
NC-6	Fountain Dr neighborhood residential extension	Extend W Fountain Dr (Vernal Pike) to connect neighborhood to N Johnson Ave. Requires new railroad crossing.
NC-7	Gray St neighborhood residential extension	Extend W Gray St to intersect with the extended W Fountain Dr and N Johnson Ave
NC-8	Nuckles Rd neighborhood residential extension	N Nuckles Rd to W Gray St extension to improve local connection
NC-9	11th St neighborhood residential extension	Improve W 11th St connection to W Gray St
NC-10	Law Ln urban connector extension	Connect E Law Ln to N Walnut Grove Ave to improve EW connection north of the railroad
NC-11	Range Rd, 10th St and Law Ln connector	Provide new connection from E Law Ln to E 10th St and SR 46 at N. Range Rd.
NC-12	Weimer Road North Extension	Extend S Weimer Road from W Bloomfield Rd to W 3rd St. Requires new railroad crossing.
NC-13	Northern College Mall east-west connector	Provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft.
NC-14	Pete Ellis Dr Extension thru College Mall	Provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft.
NC-15	2nd Street Extension thru College Mall	Provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft.
NC-16	Kingston Dr S Extension thru College Mall	Provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft.
NC-17	Sudbury Dr extension to Bloomfield Rd	Extend W Sudbury Dr from S Weimer Road to W Bloomfield Road
NC-18	Beech Tree Lane extension	Extend S. Beech Tree Lane to Sudbury Farm to improve NS connection
NC-19	Hillside Drive Extension	Extend Hillside Drive from S Walnut Street to W Sudbury Dr as a new major EW connection
NC-20	Adams St Extension	Provide new road from S Adams St to W Countryside Ln to improve NS connectivity

Project ID	Project Name	Description
NC-21	Strong Dr neighborhood connector extension	Provide new road from S Strong Road to W Countryside Lane to improve local connectivity
NC-22	Oakdale Dr east-west local extension	Provide connection from S Oakdale Dr to S Weimer Rd to improve local circulation
NC-23	Oakdale Dr north-south extension	Provide connection from S Oakdale Dr to Tapp Road
NC-24	New Road north of RCA Community Park	Provide new connection from Rogers St to Weimer Road to improve EW local connectivity
NC-25	Realign S Weimer Road	Realign Weimer Road from Wapehani Road to Tapp Road
NC-26	New Frontage Road Connection	Provide connection from W Fullerton Pike to Tapp Road
NC-27	Countryside Lane Extension	Extend Countryside Lane from S Adams St to Oakdale Dr NS extension
NC-28	Highland Ave Multiuse Path Connection	Provide bike/ped connection from S Tarzian Ln to S Highland Ave
NC-29	Adams St South Extension	Extend S Adams Street from W Tapp Rd to S Rockport Rd
NC-30	Wickens St neighborhood residential extension	Provide new connection from S Rockport Rd to S Wickens St
NC-31	Clear Creek northern neighborhood connector	Activate Switchyard Park and create additional public access by providing connection from E Hillside Dr to W Country Club Dr
NC-32	Clear Creek southern neighborhood connector	Preserve the public use of Clear Creek by providing connection from W Country Club Dr to S Pinewood Ln
NC-33	Pinewood Ln extension	Preserve the public use of Clear Creek by providing connection from W Gordon Pike to S Pinewood Ln
NC-34	Burks Dr neighborhood residential extension	Improve access to Clear Creek by connecting to E Burks Dr
NC-35	W Cascade Ave extension	Extend W Cascade Ave from current terminus to W Arlington Rd and new extension of N Arlington Park Dr
NC-36	N Arlington Park Dr	Extend N Arlington Park Dr from current terminus to W Cascade Rd extension to improve access in the area
NC-37	EW Connector Miller Showers	Provide new connection from N College Ave and N Old State Road 37 to N Dunn Street to improve access and connectivity in the area
NC-38	S Landmark Ave extension	Extend S Landmark Ave from W 3rd St to N Crescent Rd to improve NS connection and alternate to N Adams St railroad crossing
NC-39	W Kirkwood Ave extension	Extend W Kirkwood Ave over railroad and I-69 to Alexander Dr to provide alternate multimodal crossing of I-69
NC-40	Liberty Dr extension	Extend Liberty Drive from W 3rd St to Jonathan Dr to improve access in the area
NC-41	S Basswood Dr crossing	Provide new I-69 crossing from S Basswood Dr to Liberty Dr
NC-42	S Basswood Dr extension	Extend from current terminus to Weimer Road North extension

Project ID	Project Name	Description
NC-43	S Landmark Ave extension	Extend S Landmark Ave from current southern terminus to W Allen St
NC-44	S Maple St extension	Connect S Maple St from current southern terminus to S Fairview St or consider a pedestrian and bicycle connection between the two ends of Fairview as an alternative through the Building and Trades Park, with a more complete street connection through the hospital redevelopment site
NC-45	Bloomington Hospital connector	Create a new east-west connection from S Walker St to S Rogers St between E 1st St and E 2nd St. Additionally, provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft.
NC-46	S Kegg Rd extension (north)	Extend S Kegg Rd from W Sunstone Dr to Countryside Lane extension
NC-47	S Kegg Rd extension (south)	Extend S Kegg Rd from current southern terminus to S Rockport Rd
NC-48	E Allendale Dr extension	Extend E Allendale Dr from S Walnut St Pike to S Walnut St
NC-49	E Graham Pl extension	Extend E Graham Pl from S Henderson St to S Walnut St
NC-50	E South Ct extension	Extend E South Ct from S Walnut St to Clear Creek northern neighborhood connector
NC-51	N North St extension	Extend N North St from S Walnut St to Clear Creek northern neighborhood connector
NC-52	S Woodlawn Ave	Extend S Woodlawn Ave from E Hillside Dr to E Miller Dr
NC-53	E Thornton Dr connection	Connect E Thornton Dr between S Troy Ct and S Huntington Dr
NC-54	S Huntington Dr extension	Extend S Huntington Dr from E Hillside Dr to S Weatherstone Ln Additionally, provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft. or to match the grid to the west and include alleyways.
NC-55	E Grimes Ln extension	Extend E Grimes Ln from S Woodlawn Ave to S Huntington Dr extension Additionally, provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft. or to match the grid to the west and include alleyways.
NC-56	E Hunter Ave extension	Extend E Hunter Ave from S High St to S College Mall Rd
NC-57	S Roosevelt St connection	Connect S Roosevelt St from E 2nd St to E 3rd St Additionally, provide new street grid as part of any future redevelopment of the area. The grid should be established with block length of 350- 550 ft.
NC-58	S Wynnwood Ln extension	Extend S Wynwood Ln from current northern terminus
NC-59	E Goodnight Way extension	Extend E Goodnight Way from roundabout at E Stratum Way to S Auto Mall Rd
NC-60	S Auto Mall Rd extension	Extend S Auto Mall Rd from E Covenanter Dr to E Moores Pike and S Woodruff Ln
NC-61	S Pickwick Pl extension	Extend S Pickwick Pl from S Winfield Rd to S Clarizz Blvd
NC-62	S Arbors Ln extension	Extend S Arbors Ln from current southern terminus to E Winston St
NC-63	E Bridgestone Dr extension	Extend E Bridgestone Dr from current western terminus to S Smith Rd

Project ID	Project Name	Description
NC-64	S Romans Ct extension	Extend S Romans Ct from current southern terminus to E Moores Pike and S Wingfield Dr
NC-65	S Graywell Dr extension	Extend S Graywell Dr from E Cricket Knl to E Moores Pike
NC-66	S Morningside Dr extension	Extend S Morningside Dr from E 3rd St to E Janet Dr
NC-67	E Hagan St extension	Extend E Hagan St from S Park Ridge Rd to Knightdale Rd

4.2 Multimodal Projects

The Plan recommends several multimodal projects that support the transportation goals of the 2018 Comprehensive Plan. The projects include the facilities identified in the High-Priority Bicycle Network. The projects are categorized as follows:

- Circulation Changes
- Corridor Study
- Multiuse Path
- Maintenance Operations
- Sidewalk
- Neighborhood Greenway
- Protected Bike Lane
- Shared Street
- Roundabout
- Transit Assessment
- Trail

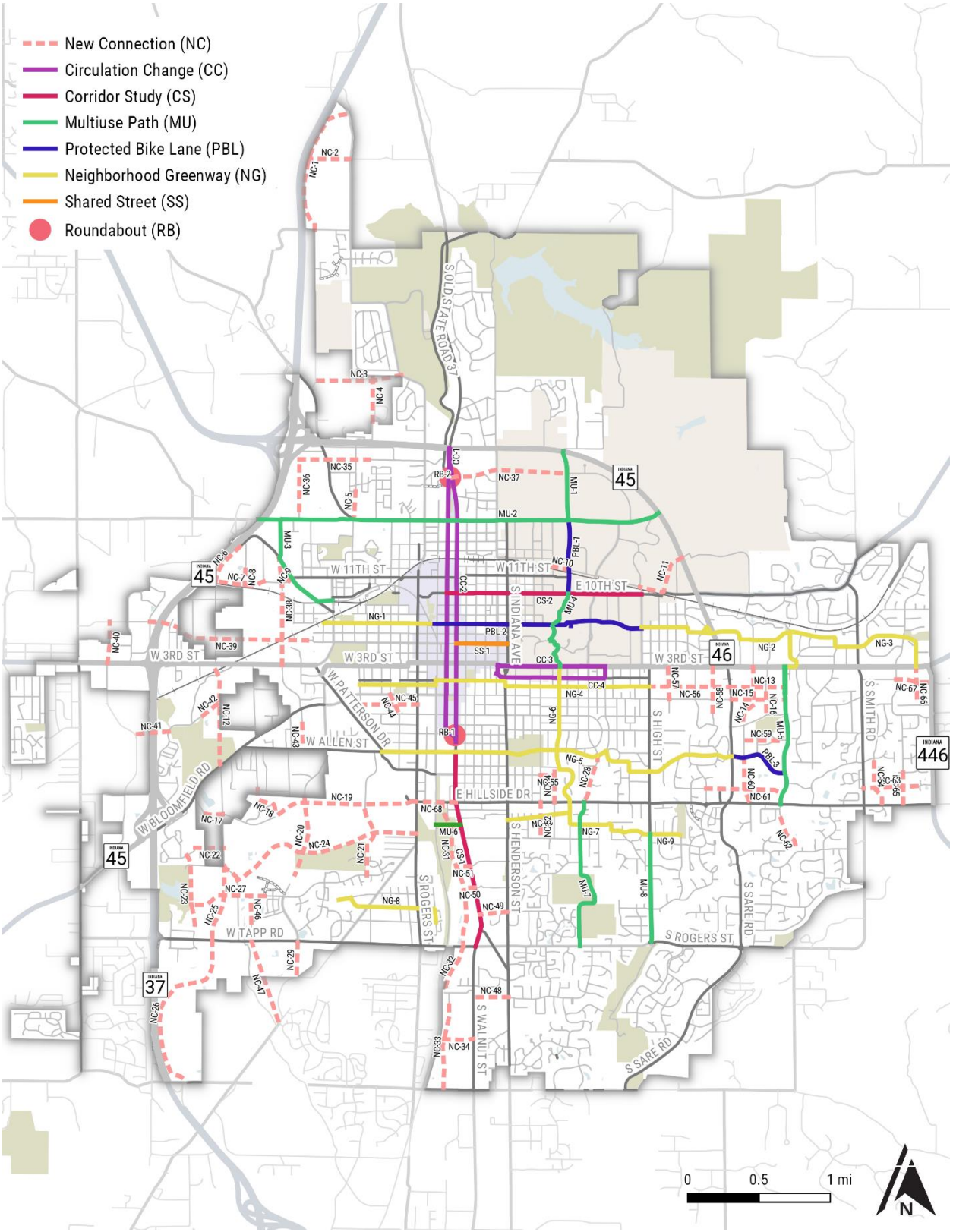
Table 7 shows proposed multimodal projects based on the planning approach and key treatments previously discussed in the Plan. It does not include location specific sidewalk projects due to lack of available data. Projects CC-5, SD-1, TN-1, and TR-1 are recommendations for future study. Figure 2 shows the location of proposed multimodal projects.

Table 7. Multimodal Projects

Project ID	Category	Project Name	Description
CC-1	Circulation Change	College Ave two-way restoration	Restore College Ave to two-way circulation from S Walnut St to State Rd 45/46 as a Complete Street
CC-2	Circulation Change	Walnut St two-way restoration	Restore Walnut St to two-way circulation from S College Ave / E Dodds St to State Rd 45/46 as a Complete Street
CC-3	Circulation Change	W 3rd St two-way restoration	Restore W 3rd St to a two-way road from Dunn St to S Mitchell St as a Complete Street.
CC-4	Circulation Change	Atwater St two-way restoration	Restore Atwater St to a two-way road from Dunn St to S Mitchell St to by-pass IU traffic on 3rd St and improve pedestrian safety
CC-5	Circulation Change	Citywide circulation change study	Conduct traffic circulation study to assess other existing one-way street network and identify opportunities to restoring it to two-way circulation
CS-1	Corridor Study	S Walnut St Corridor Study	Conduct a corridor study from Allen St to Country Club Dr to improve safety for all users
CS-2	Corridor Study	10th St corridor study	Study 10th St from N College Ave to N Union St to guide future multimodal transportation improvements
MO-1	Maintenance Operations	Street maintenance evaluation study	Evaluate existing street maintenance operations plan and procedures to improve prioritization and to coordinate with other transportation projects
MU-1	Multiuse Path	N Fee Lane Multiuse Path and Protected Bike Lanes	Provide a multiuse path and protected bike lanes on N Fee Ln from E 17th St to Hwy 45/46
MU-2	Multiuse Path	17th St Multiuse Path and Bike Lanes	Provide a multiuse path and bike lanes on 17th St from Hwy 37/45 to Hwy 45/46
MU-3	Multiuse Path	N Crescent Rd/W Fountain Dr Multiuse Path	Provide a multiuse path on N Crescent Rd and W Fountain Dr from W 17th St to the B-Line Trail
MU-4	Multiuse Path	Indiana University Multiuse Path	Provide a multiuse path from E 10th St to E 3rd St between S Woodlawn Ave and S Jordan Ave
MU-5	Multiuse Path	S Clarizz Blvd Multiuse Path and Bike Lanes	Provide a multiuse path and bike lane on S Clarizz Blvd from E Moores Pike to E 3rd St
MU-6	Multiuse Trail	E Thornton Dr Multiuse Trail Extension	Extend the E Thornton Dr multiuse trail from S Walnut St to the B-Line Trail
MU-7	Multiuse Path	S Highland Ave Multiuse Path and Bike Lanes	Provide a multiuse path and bike lanes on S Highland Ave from S Winslow Ct to E Hillside Dr
MU-8	Multiuse Path	S High St Multiuse Path and Bike Lanes	Provide a multiuse path and bike lanes on S High St from S Winslow Ct to E Arden Dr
NG-1	Neighborhood Greenway	W 7th St Neighborhood Greenway	Provide a neighborhood greenway on W 7th St from N Ritter St to S Rogers St and a protected bike lane on W 7th St from S Rogers St to the B-Line Trail
NG-2	Neighborhood Greenway	E 7th St Neighborhood Greenway	Provide a neighborhood greenway on E 7th St and E Longview Ave from S Union St to N Glenwood Ave
NG-3	Neighborhood Greenway	E Morningside Dr Neighborhood Greenway	Provide a neighborhood greenway on Glenwood Ave, E Longview Ave and E Morningside Dr from S Clarizz Blvd to E 3rd St and S Morningside Dr extension
NG-4	Neighborhood Greenway	E Hunter Ave Neighborhood Greenway	Provide a neighborhood greenway on W Howe St, Smith Ave, and E Hunter Ave from S Walker St to S High St
NG-5	Neighborhood Greenway	Allen St/E Covenanter Dr Neighborhood Greenway	Provide a neighborhood greenway on Allen St, E Southdowns Dr, E Ruby Ln, E Marilyn Dr, and E Covenanter Dr from W Patterson Dr to S College Mall Rd

Project ID	Category	Project Name	Description
NG-6	Neighborhood Greenway	S Hawthorne Dr Neighborhood Greenway	Provide a neighborhood greenway on S Hawthorn Dr and S Weatherstone Ln from E 3rd St to E Thornton Dr
NG-7	Neighborhood Greenway	E Thornton Dr Neighborhood Greenway	Provide a neighborhood greenway on E Thornton Dr and Arden Dr from S Henderson St to S High St
NG-8	Neighborhood Greenway	W Graham Dr Neighborhood Greenway	Provide a neighborhood greenway on W Graham Dr and S Bryan St from W Kissell Dr to the B-Line Trail
NG-9	Neighborhood Greenway	E Arden Dr Neighborhood Greenway	Provide a neighborhood greenway on E Arden Dr from S High St to S Montclair Ave
PBL-1	Protected Bike Lane	N Fee Lane Protected Bike Lanes	Provide protected bike lanes on N Fee Ln from E 10th St to E 17th St
PBL-2	Protected Bike Lane	7th St Protected Bike Lanes	Provide protected bike lanes on 7th St from the B-Line Trail to S Union St
PBL-3	Protected Bike Lane	E Covenanter Dr Protected Bike Lanes	Provide protected bike lanes on E Covenanter Dr from S College Mall Rd to S Clarizz Blvd
RB-1	Roundabout	South College and Walnut Roundabout	Roundabout at S College Ave, S Walnut St at E Dodd St intersection
RB-2	Roundabout	North College and Walnut Roundabout	Roundabout at N College Ave, N Walnut St and N Old State Rd 37 intersection
SD-1	Sidewalk	Pedestrian Priority Area Study	Conduct detailed sidewalk and ADA inventory of key pedestrian priority areas to identify projects and prioritize implementation.
SS-1	Shared Street	Kirkwood Avenue Shared Street	Convert Kirkwood Avenue to shared street from Indiana Ave to Grant St
TN-1	Transit Assessment	Comprehensive Transit Service Study	Conduct detail assessment of existing transit service and identify additional funding and service improvements.
TR-1	Trail	Rails with Trails Assessment	Coordinate with railroads and conduct survey of proposed rails with trails alignment

Figure 22. Recommended Projects



5. Next Steps for Key Recommendations

The recommended projects identified in Chapter 4 will require additional steps and supporting policies to implement. This chapter includes anticipated next steps for key recommendations, proposed City policy changes, and priority projects for the City to build. Implementation of the Plan's recommendations will require coordination and collaboration among City departments and with external organizations including Indiana University, the Bloomington/Monroe County Metropolitan Planning Organization, Monroe County, and the Indiana Department of Transportation. The City of Bloomington may choose to pursue consultant services for public engagement, planning, and design.

5.1 Overall Approaches

Some of the highlights from this Plan, along with associated next steps that the City and its partners should take, are listed below.

Plan for Future Street Connections

This Plan recommends numerous new street connections that are designed to preserve public right-of-way and establish a transportation network to help meet City goals. Many of the new connections are anticipated to occur as part of future development projects. First, the City should update the Unified Development Ordinance to clarify if and when developers are required to build new connections and facilities. As developers submit site development applications to the City, the City should ensure that the new connections, with adequate ROW, are included. Additionally, the City may pursue some of the new connections itself based on priorities for redevelopment, public access, and connectivity.

Restore Two-Way Circulation

Detailed traffic studies and in-depth engagement with the community are critical to the successful implementation of two-way restoration projects. Two-way restoration will require coordination with agency partners, before and after evaluation, and a robust education and enforcement program to coincide with implementation. The role and function of each candidate street should be evaluated based on local planning efforts, desired travel patterns, economic development opportunities, public health outcomes, and community goals for the public realm.

Redesign Kirkwood Avenue as Shared Street with Focus on Pedestrians

In order to implement the shared street recommendation on Kirkwood Avenue, from Indiana Avenue to Walnut Street, the City should first pursue a design charrette to gather input and ideas of business owners, residents, Indiana University, and other stakeholders. The design charrette would help to establish the vision for the street based on input, identify design elements that are important to stakeholders, and chart a clear path forward.

Extend B-Line and Invest in High-Priority Bicycle Network

In order to extend the B-Line Trail and complete the high-priority bicycle network, the City will need to study, design, and construct numerous projects. The City should allocate funds in the annual budget cycle or create a bond package in order to implement the projects identified in the High-Priority Bicycle Network to build the network within the targeted timeframe.

5.2 Policy Recommendations

The Plan identifies the following policies that should be adopted by the City to advance the transportation goals of the 2018 Comprehensive Plan.

Develop a New Complete Streets Policy and Endorse National Guidance

Since the current Complete Streets policy was adopted by the MPO in 2009, several key initiatives have been completed by the City and MPO, like the 2018 Comprehensive Plan, Transform 2040, and others. Bloomington's own Complete Streets policy would complement the MPO's but specifically address the City's needs and City-funded projects. This Plan lays the groundwork for developing a new City of Bloomington Complete Streets policy. Based on this Plan's recommended street typologies and preferred dimensions of various street design elements, the City should continue to collaborate closely with various departments within the City, Monroe County, and the MPO to leverage existing national guidance for designing and constructing complete streets, such as the Federal Highway Administration's "Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts" and the National Association of City Transportation Officials' Urban Street Design Guide.

Develop a Street Grid Network Policy

As highlighted in this Plan, establishing a street grid network has several benefits. The Plan recommends several new connections that would lay the groundwork for future grid network. However, other opportunities may arise in the future, beyond the new connections shown in this Plan. As such, Bloomington should establish a policy to develop a street grid network of 350'-550' street spacing, where possible. If desired, the policy could be part of the Complete Streets policy and it could be incorporated into the Unified Development Ordinance's Subdivision Regulations and other relevant areas.

Improve Curbside Management

The demand for curbside space will continue to increase with the advent of new and emerging transportation technologies and services. These demands must be managed properly to reduce conflicts and maintain adequate space for transit vehicles over private motor vehicles. Curbside management should be considered part of a Transportation Demand Management strategy that should be addressed through both street design and policy. This Plan recommends improving existing curbside management processes to address loading zones, transportation network companies (TNCs) like Uber and Lyft, bike share and other shared vehicles, on-street parking, protected bike lanes, and other uses. This could take the form of a curbside management policy, which might include:[37]

- Setting priorities for the use of curb space based on street typology, e.g., transit space over metered parking on urban streets;
- Dedicating space to transit vehicles at critical locations and times of day;
- Locating and time-restricting freight loading zones to balance proximity and loading times;
- Redesigning facilities to physically restrict access to the curb using protected bicycle lanes or other design features;

[37] National Association of City Transportation Officials. Curb Appeal: Curbside Management Strategies for Improving Transit Reliability. November 2017.

- Redesigning streets to limit access during certain times of day and directing private deliveries or drop-offs to dedicated areas on adjacent streets; and
- Establishing and enforcing time limits and demand-based pricing for on-street parking.

Establish Transit as a Priority

In addition to ensuring that curbside space is allocated to transit vehicles, the City of Bloomington can further establish transit as a citywide priority by considering slightly wider lane widths along high-frequency routes, implementing intersection improvements such as signal priority and queue jumps, requiring motorist yielding through ordinances, and improving transit access with two-way restoration projects.

Update the Existing Traffic Calming Policy

As Bloomington grows, traffic congestion and speeding in residential neighborhoods will likely be a recurring issue for many residents. The City should update its traffic calming policy to ensure it includes an appropriate process to receive traffic calming requests from residents and/or City Council. As not all residents or neighborhoods have the opportunity to voice concerns equally, the policy should include steps for proactive traffic calming as well as a reactive process for responding to concerns. This could include determining the procedure to address the request, identifying the technical thresholds when traffic calming treatments may be appropriate, and providing installation guidelines. Having an up-to-date policy will help streamline the requests, set expectations, and provide adequate transparency to all residents.

Update Unified Development Code

The Plan includes new street typologies and bicycle facility types. As the City updates the Unified Development Code, various elements of the code should be coordinated with the intent and parameters of the new street typologies, bicycle facility types, and other recommendations of this plan.

Adapt to New and Emerging Trends

Transportation options and technologies have evolved rapidly over the past decade and continue to undergo significant change. The emergence of technology-enabled shared mobility services is changing how people live and travel.

Dockless Mobility

Dockless mobility systems include devices, such as bicycles and scooters, which are publicly available for rent and usually don't require stationary locations for pick-up or drop-off. The recently launched Pace Bike Share system mitigates the concern of improperly parked bicycles while still maintaining the flexibility of dockless bike share by requiring users to park bicycles at new and existing bike parking locations. In addition, the Pace Bike Share operator, Zagster, is piloting dedicated parking locations for dockless mobility devices in Bloomington. The City of Bloomington should continue to be proactive in preparing for and managing dockless mobility systems by providing parking solutions and taking advantage of the National Association of City Transportation Officials' guidance on regulations for dockless mobility.[38] As a next step, the City should add more bicycle parking and dockless mobility corrals both in the downtown, in neighborhoods, and at other

[38] NACTO, "Guidelines for the Regulation and Management of Shared Active Transportation," accessed August 14, 2018. https://nacto.org/home/shared-active-transportation-guidelines/

popular destinations. These corrals should often be located within on-street parking areas or on extra sidewalk space, but not at the cost of pedestrian clear space, comfort, or outdoor seating.

Ride-Hailing Services

Other innovations such as ride-hailing services provided by transportation network companies ("TNCs") also promise to change how transportation systems operate. Ride-hailing services may reduce the need for motor vehicle ownership, but they may contribute to increases in vehicle-miles traveled. Based on survey results in large cities across the country, one study suggests that 24 percent of respondents would have opted to ride transit if ride-hailing services weren't available.[39] This implies that almost one out of every four ride-hailing users are using TNCs because they find it more attractive than public transportation. In addition to increasing vehicle-miles traveled, ride-hailing vehicles often occupy curb space while idling, picking up passengers, or dropping off passengers, which presents an issue when they encroach into bus stop areas or park in bike lanes. Improved curbside management and greater prioritization of transit will be valuable strategies for the City of Bloomington in managing ride-hailing services.

Autonomous Vehicles

Numerous organizations and companies are actively researching and developing autonomous vehicle technologies. While proponents suggest that autonomous vehicles could improve traffic safety and minimize the need for private ownership, concerns about safety, equity, and liability persist. Bloomington hosted Indiana's first test of an autonomous bus in 2017, though the State of Indiana was unable to pass legislation regulating autonomous vehicles (HB 1341). The City of Bloomington should continue to explore autonomous vehicles, especially as it relates to improving public transportation.

[39] Schaller Consulting. The New Automobility: Lyft, Uber and the Future of American Cities. July 25, 2018.

6. Conclusion

The Bloomington Transportation Plan represents the culmination of a year-long process to develop a vision for streets to be more than simply a way to get through the City, but an opportunity to enrich the daily lives of Bloomington's residents, businesses, and visitors. Through extensive public input, research, data collection, and analysis, the Plan identified transportation challenges facing the City including changes in population and commute mode choices; gaps in the pedestrian and bicycle network; and concerns about traffic safety.

The Plan supports the City's vision by directly addressing one of its Comprehensive Plan Vision Principles:

> Provide a safe, efficient, accessible and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile.

Furthermore, the Plan also supports the following guiding principles from the Comprehensive Plan:

- Nurture our vibrant and historic downtown as the flourishing center of the community
- Ensure all land development activity makes a positive and lasting community contribution
- Embrace all of our neighborhoods as active and vital community assets that need essential services, infrastructure, assistance, historic protection and access to small-scaled mixed-use centers
- Enhance the community's role as a regional economic hub
- Encourage healthy lifestyles by providing high quality public places, greenspaces, and parks and an array of recreational activities and events

These principles form the basis for a set of policies that will guide the City as it further invests in its transportation system. These policies will help the City determine what projects to fund and construct, which transportation modes to prioritize in each location or setting, and articulate its transportation needs to the State of Indiana, which is responsible for some of the larger roads within City limits. These policies were used to create a list of new connections and multimodal transportation projects that the City can execute in the coming years.

This Plan will serve as a guide to shaping and investing in Bloomington's transportation infrastructure in the coming years. It will help the City build a transportation system that works for everyone, regardless of age, mobility, or transportation mode. It will help the City support anticipated growth and investment; improve and maintain existing transportation infrastructure; carry out new projects; and establish priorities. Additionally, it will affirm the City's goals to become a more socially, economically, and environmentally sustainable place.

This Plan reflects a broader, nationwide shift in rethinking the way people move which considers all modes of transportation, not just moving automobiles, and establishing our public streets as places where people can play a more active role in their community. With these recommendations in hand, the City can work with Indiana University, Monroe County, the State of Indiana, private developers, and other partners to make the right investments in its transportation system.

Appendix A: Plan Review

The project team reviewed the following plans to inform the development of the Transportation Plan: the 2018 Bloomington Comprehensive Plan, the 2017 Bloomington/Monroe County MPO Metropolitan Plan, and the Indiana University Bloomington 2010 Campus Master Plan. The team reviewed these plans to understand concurrent and previous planning efforts and to understand how Bloomington plans to develop in the future. Additionally, the City of Bloomington's Bicycle and Pedestrian Transportation and Greenways System Plan; and Indiana University's Bicycle Master Plan were also reviewed, but they are not summarized below.

2018 Bloomington Comprehensive Plan

The recently adopted 2018 Bloomington Comprehensive Plan positions Bloomington to achieve excellence through collaboration, creativity, cultural vitality, inclusion, and sustainability[1]. The Comprehensive Plan sets forth an aggressive agenda whose core principles commit Bloominton to:

- Committing to equality, acceptance, openess, public engagement, and celebrating culture.
- Establishing downtown as the center of the community while simultaneously ensuring each neighborhood has access to services and mixed-use centers.
- Ensuring that land development positively impacts the community, and promoting infill development.
- Prioritizing historic preservation and environmental responsibility.
- Ensuring residents have access to basic needs, equitable economic opportunities, education, and quality housing, and encouraging a resilient and environmentally responsible public.
- Providing safe, efficient, and accessible transportation that focuses on public transit, walking, and biking.
- Encouraging healthy lifestyles.
- Improving public safety and civility, and offering forward-thinking local government services.
- Investing in equitable and high-quality economic development, which establishes the community's role as a regional economic hub.

Incorporating these core principles in the Transportation Plan is essential because they embody the community's core values.

[1] City of Bloomington. 2018 Comprehensive Plan. 2018 Accessed on 8/6/2018. Available at: https://bloomington.in.gov/sites/default/files/2018-03/Final%20Council%20Amended%20CMP%20web_0.pdf

The Comprehensive Plan also outlines general policies, goals, and projects for the Transportation Plan. This includes five general policies that the Transportation Plan should include[2]:

- "Provide and maintain a safe, efficient, accessible, and connected system of transportation that emphasizes walking, public transit, biking, and shared travel methods to enhance options that reduce our overall dependence on the individual automobile."
- "…Minimize injury and the loss of life from transportation-related crashes by using vehicle speed suitability linked to the context of adjacent land uses, modal safety priorities, and congestion and air quality outcomes."
- "Ensure that the safety and convenience of all users of the transportation system are accommodated in the daily operations and maintenance of the existing transportation network, and that future transportation system investments likewise accommodate all users."
- "Recognize the City's constrained ability to expand or widen most roadways within an urban and built context, such that retrofitting existing roadways and designing innovative solutions for pedestrians, transit users, shared riders, and bicyclists are considered before roadway widening."
- "Identify locations where new or improved transportation facilities are needed while establishing a land use and transportation context to guide the scope, scale, context, and priority for any (public/private) transportation capital improvement project."

In addition to these five general policies, the 2018 Comprehensive Plan also identified seven transportation goals that are supported by a variety of policies and programs. The seven goals are:

- Goal 6.1: Increase Sustainability: Improve the sustainability of the transportation system.
- Goal 6.2: Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system.
- Goal 6.3: Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient nework for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.
- Goal 6.4: Prioritize Non-Automotive Modes: Continue to integrate all modes into the transporation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.
- Goal 6.5: Protect Neighborhood Streets: Protect neighborhood streets that support residential character and provide a range of local transportation options.
- Goal 6.6: Optimize Public Space for Parking: Plan and develop parking for cars and bicycles with a focus on efficiency and equity.
- Goal 6.7: Educate the Public: Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.

[2] City of Bloomington. 2018 Comprehensive Plan. Pg. 73.

The goals underscore the importance of providing a safe, equitable, and sustainable transportation system, and act as the backbone to the Transportation Plan.

Finally, the Comprehensive Plan identifies focus areas in Bloomington that are expected to see significant change in land use activities over the next decade. These focus areas are integrated throughout the Transportation Plan to ensure that changes in land use are paired with supportive transportation infrastructure and, where necessary, new roadway connections. These areas include:

- Certified Technology Park and the Trades District
- I-69 and Interchanges
- Switchyard North
- Gateway North
- Gateway South
- Regional Academic Health Center
- West 2nd Street Former Bloomington Hospital Site
- West Fork Clear Creek

2017 Bloomington/Monroe County MPO Metropolitan Plan: Transform 2040

The Transform2040 Plan maintains a 20-year planning horizon for Bloomington and Monroe County and identifies future transportation needs[3]. Transform2040 proposes solutions to transportation needs, along with supportive policies. The project team identified projects from Transform2040 that represent preferred travel routes for motorists, bicyclists, and pedestrians, and are within Bloomington or within one mile of Bloomington's jurisdictional boundary. The projects are categorized by responsible agency and listed below.

Monroe County Projects

- **Fullerton Pike/Gordon Pike/Rhoder Road – Phase II**
    - Start: West Terminus of Phase I
    - End: S Rogers St
    - Description: Capacity Preservation – road reconstruction and safety improvements with curb, gutter, bridges, sidewalk, and pathway.
    - Complete Streets: Compliant

- **Fullerton Pike/Gordon Pike/Rhoder Road – Phase II Bridge**
    - Start: West Terminus of Phase I
    - End: S Rogers St
    - Description: Capacity Preservation – roadway bridge structure with sidewalk and pathway.
    - Complete Streets: Compliant

- **Fullerton Pike – Phase III**
    - Start: S Rockport Rd
    - End: S Rogers Rd
    - Description: Capacity Expansion – New road construction from Rockport Rd to Wickens St and road construction from Wickens St to Rogers Rd; construction of new three-lane road connection with new bridge over tributary to Clear Creek and Clear Creek Trail. Multiuse path on one side of the road with sidewalk on the other side of the road, and on-street bicycle lanes.
    - Complete Streets: Compliant

- **Curry/Woodyard/Smith Roundabout**
    - Start: Curry/Smith/Woodyard
    - End: Curry/Smith/Woodyard
    - Description: Safety - replacement of Curry Pike/Woodyard Rd/Smith Pike intersections with a "dog-bone"roundabout configuration.

[3] City of Bloomington. Transform2040. 2017. Accessed on 8/6/2018. Available at: https://bloomington.in.gov/sites/default/files/2018-01/BMCMPO%202040%20Metropolitan%20Transportation%20Plan%20-%20FINAL%20Adoption%20-%2012-15-17.pdf

    - Complete Streets: Compliant (FY 2018-2021 TIP)

- **North Hartstrait Road and North Daniels Way**
    - Start: N Hartstrait Rd
    - End: N Wellness Way & N Knapp Rd
    - Description: Capacity Expansion – new road extension connecting N Hartstrait, N Wellness Way, and N Daniel Way. Pathway on one side of road with sidewalk on opposite side.
    - Complete Streets: Pending

- **North Sunrise Greetings Court**
    - Start: W Vernal Pike
    - End: W Profile Parkway
    - Description: Capacity Expansion – new road extension and railroad grade separation connecting to W Vernal Pike. Pathway on one side of road with sidewalk on opposite side.
    - Complete Streets: Pending

- **West Profile Parkway**
    - Start: N Curry Pike
    - End: N Gates Drive
    - Description: Capacity Expansion – new road extension for connectivity. Pathway on one side of road with sidewalk on opposite side.
    - Complete Streets: Pending

- **North Unnamed Way**
    - Start: W Profile Parkway
    - End: W Jonathan Dr
    - Description: Capacity Expansion – new road extension for connectivity. Sidewalks on both sides.
    - Complete Streets: Compliant

- **South Kirby Road**
    - Start: W Airport Rd
    - End: W State Rd 45
    - Description: Capacity Expansion – new road extension for connectivity. Pathway on one side of road with sidewalk on opposite side.
    - Complete Streets: Pending

- **West Airport Road**
    - Start: W State Rd 45
    - End: S Leonard Springs Rd

    - Description: Capacity Expansion – new road extension for connectivity. Pathway on one side of road with sidewalk on opposite side.
    - Complete Streets: Pending

- **West Church Lane & South Rogers Street**
    - Start: W Church Ln
    - End: S Rogers St
    - Description: Capacity Preservation – intersection realignment. Pathway on one side of road with sidewalk on opposite side.
    - Complete Streets: Pending

- **West Church Lane**
    - Start: Jackson Creek Park Connector & S Rogers St
    - End: S Old State Rd 37
    - Description: Trail/Non-Motorized – multiuse path on north side of S Old State Road 37.
    - Complete Streets: Compliant

- **South Old State Road 37**
    - Start: S Orchard Ln
    - End: S Fairfax Rd
    - Description: Trail/Non-Motorized – multiuse bicycle and pedestrian trail, and multimodal and pedestrian improvement of the intersection at S Old State Rd 37 and S Fairfax Rd with W Church Ln.
    - Complete Streets: Pending

- **South Fairfax Rd**
    - Start: S Old State Rd 37
    - End: S Walnut St Pike
    - Description: Trail/Non-Motorized – multiuse path on north side of S Fairfax Rd.
    - Complete Streets: Pending

- **South Curry Pike**
    - Start: W Constitution Ave
    - End: W Belle Ave
    - Description: Trail/Non-Motorized – pathway/multiuse trail and multimodal and pedestrian improvement of the intersection at S Curry Pike and W Constitution Ave.
    - Complete Streets: Pending

- **Karst Farm Greenway 2nd St Connector Trail**
    - Start: W State Rd 45
    - End: Karst Farm Greenway

    - Description: Trail/Non-Motorized – multiuse path with a combination of on-street and off-street improvements on W Sierra Dr, S Curry Pike, W Constitution Ave, and S Liberty Dr.
    - Complete Streets: Pending

- **Karst Farm Greenway Phase II-B Connector Trail**
    - Start: Karst Farm Greenway II-B (north end) / N Loesch Rd
    - End: Karst Farm Greenway II-B (south end) / W Woodyard Rd
    - Description: Trail/Non-Motorized – multiuse path with a combination of on-street and off-street improvements.
    - Complete Streets: Pending

- **Jackson Creek Park – Clear Creek Connector Trail**
    - Start: Clear Creek Trail / W Church Ln
    - End: Jackson Creek County Park
    - Description: Trail/Non-Motorized – multiuse path with a combination of on-street and off-street improvements.
    - Complete Streets: Pending

- **State Road 446**
    - Start: S State Rd 446 & E Moores Pike
    - End: Paynetown SRA
    - Description: Trail/Non-Motorized – multiuse path with a combination of on-street and off-street improvements along S State Rd 446 and S Knightridge Rd.
    - Complete Streets: Pending

City of Bloomington Projects

- **West 17th Street**
    - Start: N.A.
    - End: N.A.
    - Description: Capacity Preservation – reconstruction of a new two-lane road connection between Crescent Rd and Monroe St pathway on one side of road with sidewalk on other side of road.
    - Complete Streets: Pending

- **Adams Street**
    - Start: Countryside Ln
    - End: Allen St
    - Description: Capacity Expansion – construction of new two-lane road connection (to be implemented by future development). Pathway on one side of road with sidewalk on other side of road.
    - Complete Streets: Pending

- **Tapp Road & Rockport Road Intersection**
    - Start: Tapp Rd
    - End: Rockport Rd
    - Description: Capacity Preservation – intersection improvement to correct a skew, improve sight distance and geometry, and add pedestrian and bicycle facilities.
    - Complete Streets: Compliant
- **Henderson Street Multiuse Path**
    - Start: Hillside Dr
    - End: Winslow Rd
    - Description: Trail / Non-Motorized – multiuse path construction.
    - Complete Streets: Compliant
- **Jackson Creek Trail**
    - Start: Southeast Park / Arden Dr
    - End: High St and then to Sherwood Oaks Park / Goat Farm, then south on Rhorer Rd, then east to Sare Rd
    - Description: Trail / Non-Motorized – multiuse path construction.
    - Complete Streets: Compliant
- **Rogers Road Multiuse Path**
    - Start: North side of Rogers Rd at the Jackson Creek Bridge
    - End: The Strands Dr
    - Description: Trail / Non-Motorized – multiuse path construction.
    - Complete Streets: Compliant
- **Pedestrian Safety & Accessibility Signalized Intersections**
    - Start: Various locations
    - End: Various locations
    - Description: Safety – installation of pedestrian signal heads with continuous timers and accessible pedestrian push buttons at City-maintained signals and pedestrian hybrid beacons.
    - Complete Streets: Compliant
- **Winslow Road Multiuse Path**
    - Start: Henderson St
    - End: Highland Ave
    - Description: Trail / Non-Motorized – multiuse path on north side of Winslow St.
    - Complete Streets: Compliant
- **2nd Street / Bloomfield Road Pedestrian Safety Improvements**
    - Start: Landmark Ave

    - End: Patterson Dr
    - Description: Safety – improvements to the signalized intersections of 2nd St / Bloomfield Rd with Landmark Ave and Patterson Dr to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric improvements. Multiuse path construction along the north side of 2nd St between Adams St and Patterson Dr.
    - Complete Streets: Compliant

- **Sudbury Drive**
    - Start: Weimer Rd
    - End: Rogers St
    - Description: Capacity Expansion – construction of new two-lane road connection (to be implemented by future development). Pathway on one side of road with sidewalk on other side of road.
    - Complete Streets: Pending

- **B-Line Trail Extension**
    - Start: Adams St Trailhead
    - End: Crescent Rd / 17th St multiuse path
    - Description: Trail / Non-Motorized – multiuse path construction.
    - Complete Streets: Compliant

- **School Zone Enhancements**
    - Start: Various
    - End: Various
    - Description: Safety – installation or improvement of school zones and school-related pedestrian crossings throughout the City.
    - Complete Streets: Compliant

- **Sare Road Multiuse Path**
    - Start: Moores Pike
    - End: Buttonwood Ln
    - Description: Trail / Non-Motorized – multiuse path construction on the west side of Sare Rd & Moores Pike and other intersection improvements at Sare Rd & Moores Pike and other intersections along the route as needed to facilitate pedestrian street crossings.
    - Complete Streets: Compliant

- **Weimer Road**
    - Start: Tapp / Wapehani Rd
    - End: Bloomfield Rd

- Description: Capacity Preservation – reconstruction for two Lns, intersection safety improvements, and the addition of pedestrian and bicycle facilities
- Complete Streets: Pending

- **Crosswalk Improvement**
  - Start: Various
  - End: Various
  - Description: Safety – improvement at pedestrian crosswalks located on streets owned and operated by the City (specific locations to be identified during the design phase).
  - Complete Streets: Exempt

Bloomington Transit (BT) Projects

- **Operational Assistance**
  - Start: N.A.
  - End: N.A.
  - Description: Operating Assistance – Federal, State and Local assistance for operation of BT's fixed route and BT's Access service including late weeknight service.
  - Complete Streets: Exempt

- **Purchase Passenger Shelters**
  - Start: N.A.
  - End: N.A.
  - Description: Capital Assistance – purchase passenger shelters.
  - Complete Streets: Exempt

- **Purchase Major Vehicle Components**
  - Start: N.A.
  - End: N.A.
  - Description: Capital Assistance – purchase engine and transmission rebuilds, tires, hybrid batteries, and other major vehicle components.
  - Complete Streets: Exempt

- **Purchase BT Access Vehicles**
  - Start: N.A.
  - End: N.A.
  - Description: Capital Assistance – purchase BT access vehicles.
  - Complete Streets: Exempt

- **Purchase Support Vehicles Replacement**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – replacement of support vehicles including vans, SUVs, and a fork lift.
    - Complete Streets: Exempt
- **Two-Way Radio Communication Equipment**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – replace two-way radio communications equipment at Grimes Ln facility and entire fleet of fixed route, BT Access, and support vehicles.
    - Complete Streets: Exempt
- **Diesel Bus Replacement**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – replacement of diesel buses.
    - Complete Streets: Exempt
- **Hybrid Bus Replacement**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – replacement of hybrid buses.
    - Complete Streets: Exempt
- **Replace Fare Collection Equipment**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – replacement of fare collection equipment on buses and at garage facility.
    - Complete Streets: Exempt
- **Mobility Management Program**
    - Start: N.A.
    - End: N.A.
    - Description: Operating Assistance – continuation and administration of mobility management and voucher program.
    - Complete Streets: Exempt
- **Repair / Maintenance of Operations Facility**
    - Start: N.A.

    - End: N.A.
    - Description: Capital Assistance – repair and maintenance of Grimes Ln operations facility.
    - Complete Streets: Exempt

- **Paratransit Fleet Security Cameras**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – retrofit paratransit vehicle fleet with security camera technology.
    - Complete Streets: Exempt

- **Bus Tracking / Passenger Counting / Annunciator Technology**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – replacement of bus tracking technology including automatic passenger counting technology and voice annunciator technology.
    - Complete Streets: Exempt

Indiana University Campus Bus Projects

- **Bus Replacement**
    - Start: N.A.
    - End: N.A.
    - Description: Capital Assistance – replacement of low-floor diesel buses [with] new low-floor buses.
    - Complete Streets: Exempt

Indiana Department of Transportation Projects

- **I-69 Section 5 Roadway Reconstruction**
    - Start: Kinser Pike
    - End: Victor Pike
    - Description: Capacity Expansion – conversion of State Road 37 to fully access controlled I-69.
    - Complete Streets: Exempt

- **I-69 Section 5 Environmental Mitigation**
    - Start: Kinser Pike
    - End: Victor Pike

- Description: Capacity Expansion – environmental mitigation activities with the conversion of SR 37 to fully access-controlled Interstate 69 from Kinser Pike to Victor Pike
- Complete Streets: Exempt

- **I-69 Section 6 Roadway Reconstruction**
  - Start: I-69 Section 5 Terminus
  - End: Indianapolis
  - Description: Capacity Expansion – conversion of State Road 37 to fully access controlled Interstate 69 from terminus of I-69 to Indianapolis
  - Complete Streets: Exempt

- **SR 37 Pavement Project**
  - Start: Dillman Road
  - End: I-69
  - Description: Capacity Preservation & Maintenance – roadway repaving.
  - Complete Streets: Exempt

- **SR 45 at Tamarron Drive**
  - Start: SR 45 at Tamarron Drive
  - End: N.A.
  - Description: Safety – installation of HAWK signal for intersection pedestrian crossing.
  - Complete Streets: Compliant

- **SR 45 / 46 Bridge over Cascade Road Bridge Deck Overlay**
  - Start: SR 45 / 46
  - End: Over Cascade Road
  - Description: Capacity Preservation & Maintenance – pavement overlay of existing bridge deck.
  - Complete Streets: Exempt

- **SR 45 / Pete Ellis Drive & SR 45 / 46 Kinser Pike Signal Upgrades**
  - Start: SR 45 at Pete Ellis Drive and SR 45 / 46 at Kinser Pike
  - End: N.A.
  - Description: Safety – traffic signal upgrades.
  - Complete Streets: Exempt

- **Old SR 46 Bridge Painting**
  - Start: Old SR 46 (Arlington Road)
  - End: Over RD 45 / 46
  - Description: Capacity Preservation & Maintenance – bridge painting.

    - Complete Streets: Exempt

- **SR 45 Pavement Overlay**
    - Start: SR 45 from SR 445
    - End: Maintenance Limits of I-69.
    - Description: Capacity Preservation & Maintenance – pavement overlay.
    - Complete Streets: Exempt

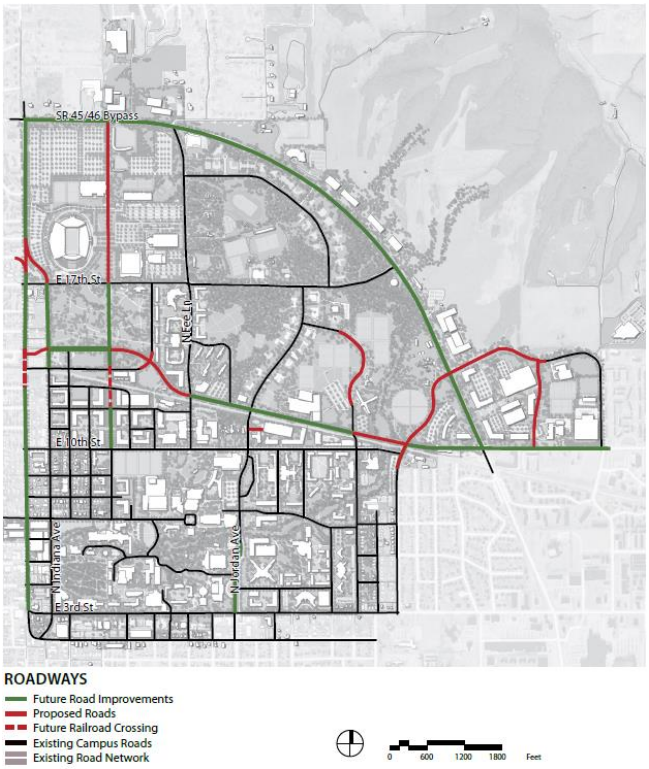
Indiana University Bloomington 2010 Campus Master Plan

Indiana University Bloomington has a Campus Master Plan, developed in 2010, to guide its campus development.[4] According to Indiana University's Master Plan, the majority of campus users (90% of undergraduate students; 75% of graduate students, and 57% of faculty) live within three miles of campus, providing a signficant opportunity for decreasing the impact motor vehicles have on campus, the community, and the environment. In the following sections, projects from the IU Master Plan are listed that might impact the City's Transportation Plan.

Roads and Vehicular Traffic

Indiana University Bloomington is planning to complete several proposed roads, road improvements, and railroad crossings. These are shown in the map below and are also listed.

Figure 1. Indiana University Bloomington 2010 Master Plan Roadways Map



- **East Law Lane Completion**
  - Start: N Dunn St
  - End: E 10th St
  - Description: Complete E Law Ln between N Dunn St and E 10th St for a new east-west corridor.

[4] Smithgroup JJR. Indiana University Bloomington Campus Master Plan. 2010. Accessed 8/6/2018. Available at: https://masterplan.indiana.edu/iub/IUB_Master_Plan.pdf

- **East Law Lane Alignment**
    - Start: N Fee Ln
    - End: E 14th St
    - Description: Align E Law Ln with E 14th Street past N Fee Ln for connection to N College Ave and N Walnut St.
- **East 10th St**
    - Start: N.A.
    - End: N.A.
    - Description: Reduce automobile traffic and congestion and enhance transit on E 10th St.
- **North Woodlawn Avenue Railroad Crossing**
    - Start: E 11th St
    - End: E 13th St
    - Description: Supply a new, controlled at-grade railroad crossing on N Woodlawn Ave for direct vehicular and transit access between the academic core and the athletics campus.
- **North Walnut Grove Railroad Crossing**
    - Start: E 11th St
    - End: E 13th St
    - Description: Replace the at-grade crossing at N Walnut Grove with the crossing at N Woodlawn Ave.
- **North Walnut Grove Alignment**
    - Start: E 13th St
    - End: E 14th St
    - Description: Realign sections of N Walnut Grove, E 13th St, and E 14th St north of the railroad to improve intersection design.
- **North Dunn Street and North Indiana St Alignment**
    - Start: E 17th St
    - End: E 19th St
    - Description: Realign N Dunn St and N Indiana St at E 17th St for better connection to the North Indiana Ave underpass at the railroad.
- **North Dunn Street Railroad Crossing**
    - Start: E 12th St
    - End: E 11th St
    - Description: Explore the feasibility of a new railroad crossing at N Dunn St.

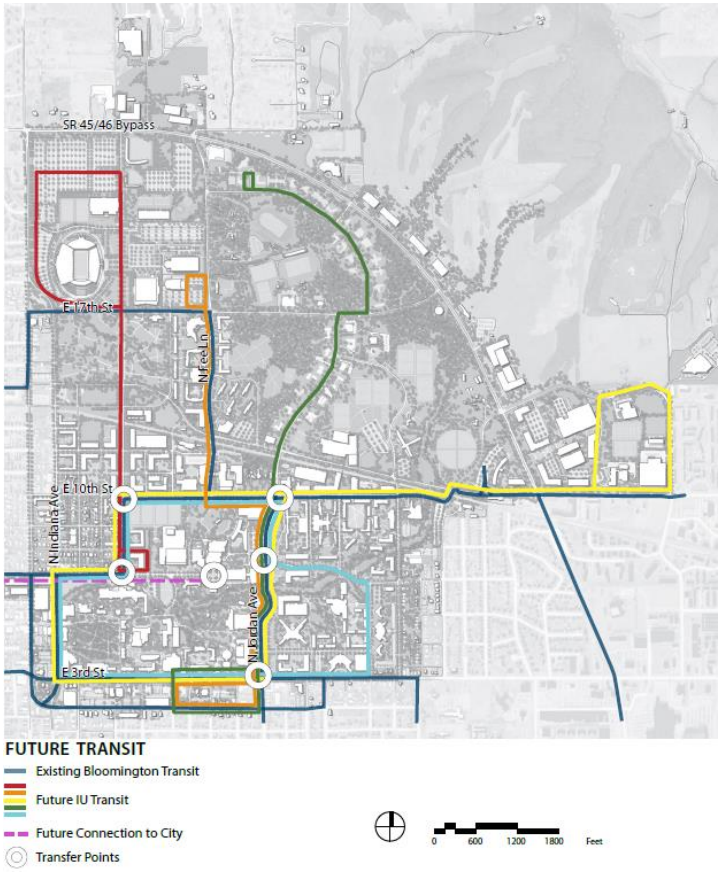
- **North Range Road Extension**
    - Start: E 10th St
    - End: SR 45 / 46 Bypass
    - Description: Extend North Range Rd north to a signaled intersection at the SR 45 / 46 Bypass, and connect with E 10th St.
- **Research Park Reconfiguration**
    - Start: E 10th St
    - End: N Range Rd
    - Description: Reconfigure and / or remove internal streets within the Research Park and add a new north-south street from E 10th St to N Range Rd.
- **East 10th Street Intersection Reconfiguration**
    - Start: N Jefferson St
    - End: E Law Ln
    - Description: Reconfigure the E 10th Street intersections with E Law Ln and N Jefferson St to improve the underpass at the railroad.
- **East 10th Street Underpass**
    - Start: E 10th St
    - End: N.A.
    - Description: Explore the feasibility of a new underpass for E 10th Street and re-use of the existing underpass for pedestrian and bike only use.
- **North Union Street Realignment**
    - Start: E Law Ln
    - End: E Lingelbach Ln
    - Description: Realign N Union St north of the railroad to allow for future recreational sports fields and expansion.
- **East Lingelbach Lane Reconfiguration**
    - Start: N Union St
    - End: E 17th St
    - Description: Eliminate E Lingelbach Ln's direct connection to E 17th St to preserve the woodland area.
- **East 12th Street Reconfiguration**
    - Start: N Walnut Grove St
    - End: N Woodlawn Ave
    - Description: Reconfigure and / or remove parts of E 12th St at N Woodlawn Ave and N Walnut Grove St to create larger development parcels.

- **North Jordan Avenue Boulevard**
    - Start: E 3rd St
    - End: The Jordan River
    - Description: Create a boulevard on N Jordan Ave south of the Jordan River to E 3rd St.

Transit

The University will develop future transit routes on campus to better improve circulation in addition to implementing one future connection to the City. These are important considerations for the Master Transportation Plan since the Plan is multimodal and should consider the impacts of increased transit connections. The future transit connections are shown in the map below and are also listed.

Figure 2: Indiana University Bloomington 2010 Master Plan Transit Service Map



- **North Woodlawn Avenue Transit Service Expansion**
    - Start: E 17th St
    - End: N Jordan Ave

- Description: Create a simple north-south transit run on N Woodlawn Ave from E 17th St to the SR 45 / 46 Bypass within the athletics campus, utilizing the proposed rail crossing.

- **Athletics Campus Transit Service Expansion**
  - Start: N.A.
  - End: N.A.
  - Description: Create an internal bus transit route within the Athletics campus to serve commuter lots and off-campus apartments, utilizing the proposed N Woodlawn Ave pedestrian mall north of E 17th St.

- **Stadium Transit Stop Development**
  - Start: N.A.
  - End: N.A.
  - Description: Develop a combined transit stop, varsity team shop, possible bookstore, and coffee shop at the south end of the stadium.

- **Research Park to Central Campus Transit Service Expansion**
  - Start: N Indiana Ave
  - End: N Range Rd
  - Description: Create a new east-west bus route that connects the Research Park to the central campus.

- **Bus Route Realignment**
  - Start: N.A.
  - End: N.A.
  - Description: Simplify bus routes to have more direct runs and reduce redundant loops around campus.

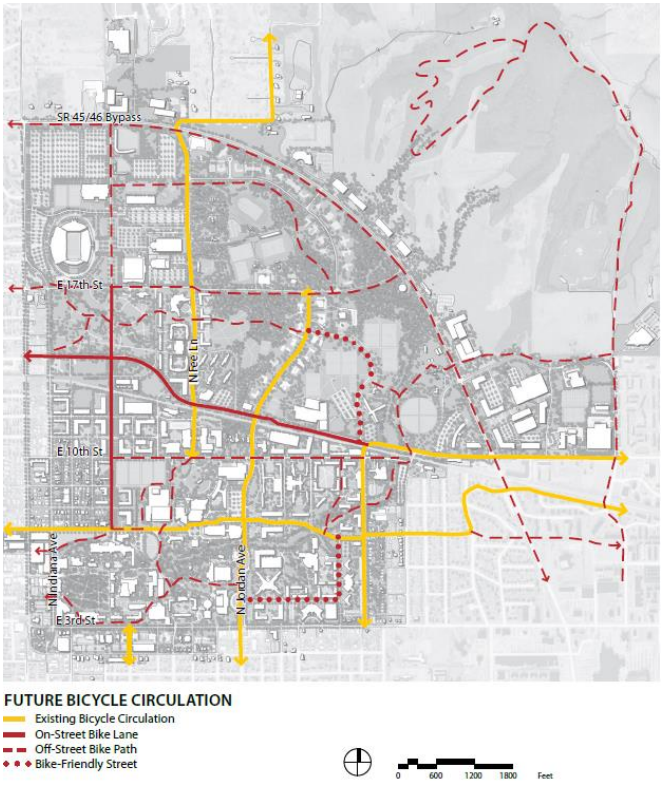
- **Bus Transfer Point Development**
  - Start: N.A.
  - End: N.A.
  - Description: Create a series of bus transfer points on campus to facilitate transit links.

- **East 7th Street Transit Service Expansion**
  - Start: N.A.
  - End: N.A.
  - Description: Work with the City to develop a bus transit route on E 7th St from downtown to the Indiana Memorial Union building.

Bicycle Circulation

While Indiana University Bloomington is currently a silver-level Bicycle Friendly University as designated by the League of American Bicyclists, the University will expand its bicycle infrastructure in the future. The map and text below displays and describes future bicycle facilities proposed by the University.

Figure 3: Indiana University Bloomington 2010 Master Plan Bicycle Circulation Map



- **East Law Lane and North Woodlawn Avenue Bike Lane Expansion**
  - Start: S Union St; E 17th St
  - End: E 13th St; E 17th St
  - Description: Develop designated on-street bike lanes for E Law Ln and N Woodlawn Ave, a minimum 5-foot width, on both sides of the street.
- **Off-Street Multiuse Bike Path Expansion**
  - Start: N.A.
  - End: N.A.
  - Description: Develop connected off-street multiuse bike paths across campus.
- **SR 45 / 46 Bypass Multiuse Recreational Trail Expansion**
  - Start: E 10th St
  - End: N.A.

    - Description: Develop a multiuse recreational trail along the SR 45 / 46 Bypass, and create bike- and pedestrian-safe crossings at signalized intersections at E 10th St and the proposed N Range Road extension.

- **Bike-Friendly Streets Expansion**
    - Start: N.A.
    - End: N.A.
    - Description: Develop bike-friendly streets on campus secondary roads with wide vehicle lanes and traffic calming to accommodate occasional bike use.

- **Bike Parking and Storage Expansion**
    - Start: N.A.
    - End: N.A.
    - Description: Add more bike parking and storage near major campus classrooms and destinations including the IMU, dining, and housing.

- **Covered Bike Parking Expansion**
    - Start: N.A.
    - End: N.A.
    - Description: Where feasible, include covered bike parking within parking decks and major destinations.

- **Bike Commuter End-of-Trip Amenities Expansion**
    - Start: N.A.
    - End: N.A.
    - Description: Where feasible, incorporate showers and lockers.

- **Campus Bike Repair Shop Feasibility Exploration**
    - Start: N.A.
    - End: N.A.
    - Description: Explore the development of a bike repair shop on campus.

- **Bike-sharing Program Development**
    - Start: N.A.
    - End: N.A.
    - Description: Develop a bike-sharing program.

Appendix B: Public Outreach

Public and stakeholder engagement was a key element in creating the 2018 Transportation Plan. Throughout the project, the project team talked with hundreds of Bloomington residents from all walks of life. The project team completed three key engagement activities:

- Charrette #1: During the first charrette, the project team held a four-day intensive public engagement session. They met with stakeholders and held a public workshop to shape the goals and core principles of the project.
- WikiMap: After the first charrette, the project team released an online, and interactive map called a WikiMap. The WikiMap provided an opportunity for the public to share their transportation needs and concerns by drawing on an online map.
- Charrette #2: After creating a draft plan, the project team held a second round of intensive public engagement sessions over three days. The project team met with City staff, stakeholder organizations, and the public to solicit feedback, suggestions, and concerns about the draft plan.

Charrette #1

The first of the two planning charrettes was four days long in January 2018 and included two public meetings and numerous one-on-one meetings with elected officials, chamber of commerce representatives, Monroe County planning and public works officials, Bloomington Transit representatives, Stone Belt representatives, and Bloomington residents. Approximately 80 and 40 residents attended the first and the second public meetings, respectively. The planning charrettes included presentations, small group discussions, and voting exercises to encourage participants to engage with the Plan's development. The charrette participants shared their perspectives on what they liked and disliked most about the City's transportation network, what values should be included in Bloomington's street design, and what the transportation network is missing; each is shown in the word clouds below.

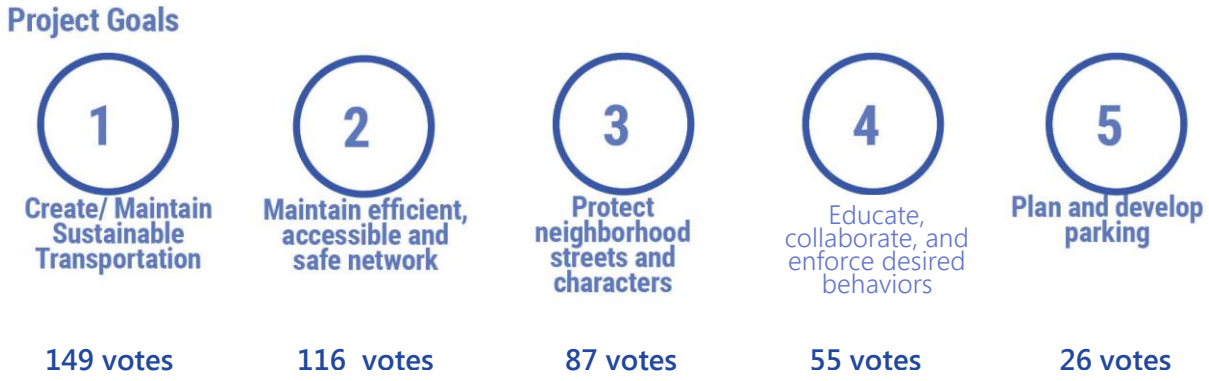
Figure 4. Attendees at the Workshop during the Charrette #1

Figure 5. Word Clouds from the first public meeting during Charrette #1

During the public workshop portion of the first charrette, the public had an opportunity to vote on their preferred goals for the Plan. The goal with the highest number of votes (149) was "Create/Maintain Sustainable Transportation," while the goal with the lowest number of votes (26) was "Plan and develop parking."

[Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]

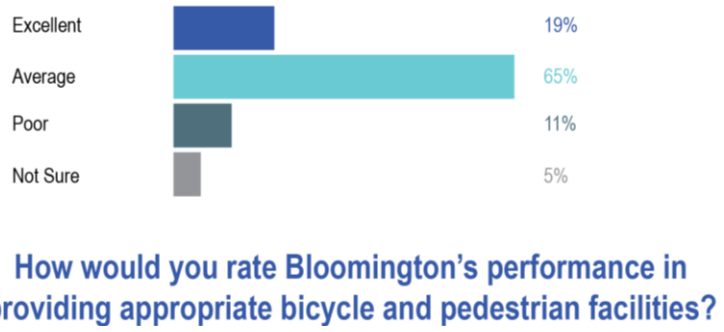
Figure 6. Ranked Goals from the first public meeting during Charrette #1



WikiMap

Online WikiMap Comments

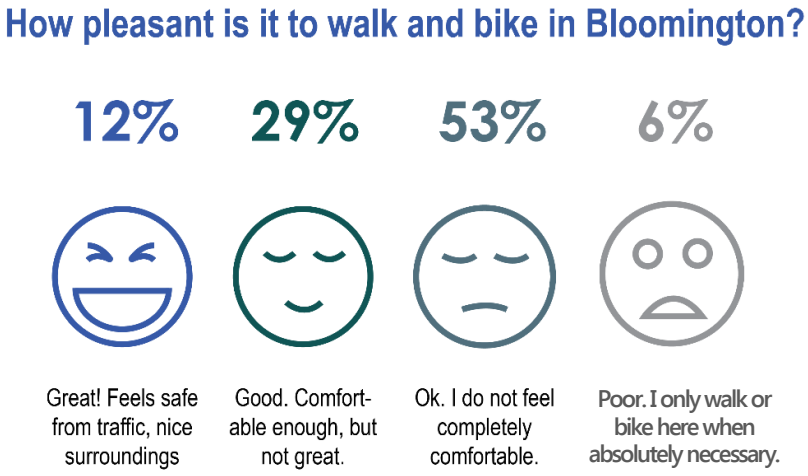
Figure 7. WIkiMap Responses on City's Performance



As part of this project, an online interactive map-based survey (called a WikiMap) was used to better understand existing walking and bicycling issues and routes. Based on feedback from over 250 WikiMap responses, 65 percent of respondents felt that the City provides bicycling and pedestrian facilities on an "average" level of service. Nineteen percent of respondents felt that the City provides facilities on an "excellent" level of service. Sixteen percent of respondents reported feeling unsure or that the City provides bicycle and pedestrian facilities at a "poor" level of service. In the face of pressure that upcoming changes and growth will place on the City's transportation network, the City has an opportunity to take bold steps now to assure continued improvement and expansion of its pedestrian and bicycle facilities.

Perceptions of the City's delivery of pedestrian and bicycle infrastructure is mirrored in the WikiMap respondent's self-reported level of comfort walking and biking in Bloomington. Over 50 percent of respondents shared that they feel "okay" but not "completely comfortable" walking and biking in Bloomington. The second largest group of respondents, almost 30 percent said that they feel "good; comfortable enough, but not great." The City's increasing focus on multimodal transportation can help improve the level of comfort for community members walking and bicycling in the city.

Figure 8. WikiMap Responses on Comfort



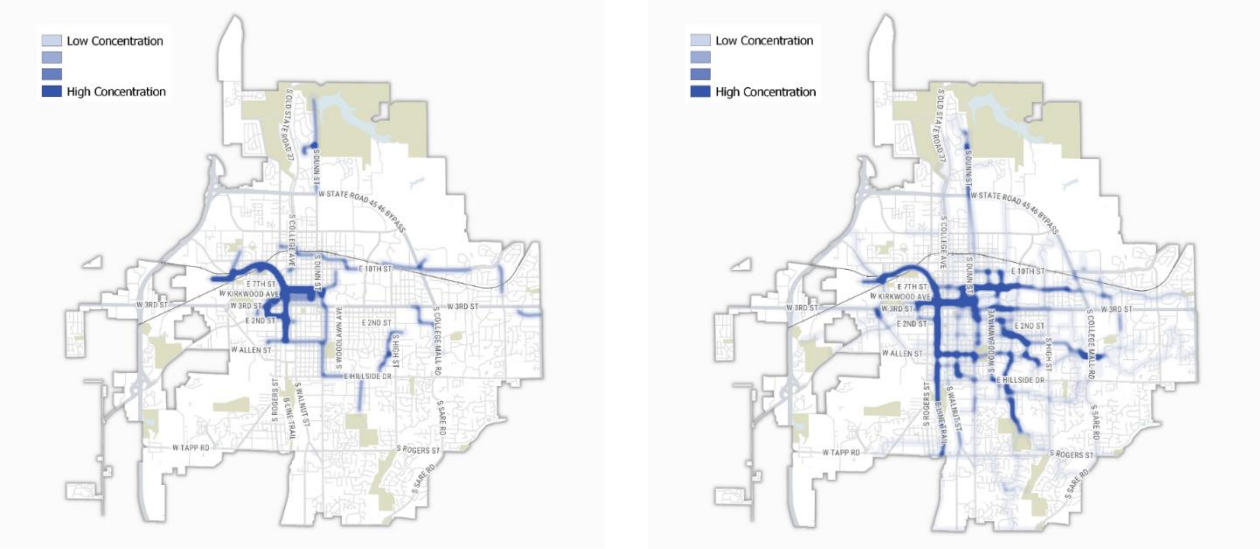
Popular Walking and Biking Routes, and Destinations

Figure 7 shows the preferred walking and biking routes in Bloomington. Based on the WikiMap responses, the most popular walking and biking routes are located in the center of the city. The B-Line emerges as the most popular north-south walking and biking route, while East 7th Street and East 4th Street are the most popular east-west walking and biking routes. For pedestrians, North Dunn Street and East 10th Street emerge as important routes, and limited popular routes appear on

the city's south side. Popular bicycling routes are more dispersed and include routes on the south side, including West and East Allen Street. Finally, the WikiMap responses also show the importance of establishing a well-connected active transportation network, as the most popular routes link together, primarily via the B-Line.

Walking and biking trips are most common near popular Downtown Bloomington destinations as well as near IU's central campus. Additional pockets of destinations appear outside of the central downtown area on the city's south, east, and north sides. While the retail center along West 3rd Street on the west side of town does appear to be a destination center on the heatmap, respondents did not identify any popular walking or biking routes for reaching it. In addition to the shopping amenities, Ivy Tech Community College Bloomington is located immediately to the west of the city's boundaries, along West 3rd Street. During the charrettes, multiple participants shared their desire to be able to comfortably access these commercial activities, job sites, and educational facilities using healthy, active modes such as walking, biking, or taking transit.

Figure 7. WikiMap Walking (left) and Biking (right) Routes



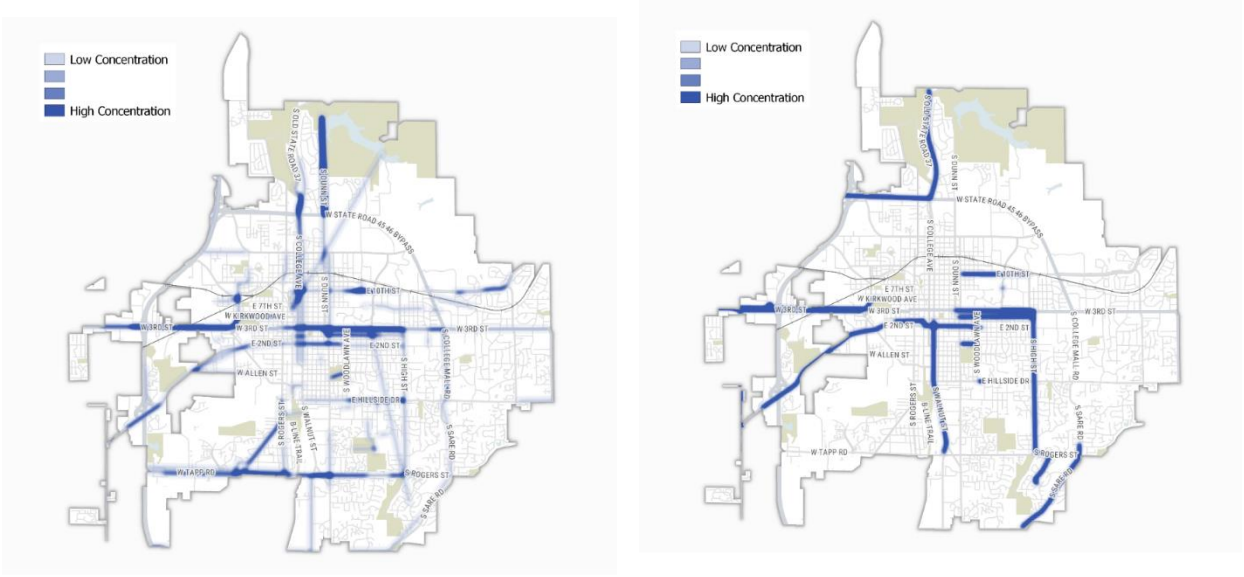
Difficult and High Traffic Routes

Figure 8 shows difficult and high traffic routes in Bloomington. The WikiMap survey respondents identified West 3rd Street and East 3rd Street west of South High Street as one of the primary difficult routes in the city. The survey respondents also identified North College Avenue, North Dunn Street, portions of East Tenth Street, East Second Street, West Tapp Road, and East Winslow Road as difficult routes. The identified difficult routes are concentrated along east-west roads in the center and south sides of the city. The most prominent north-south difficult routes are located

on the north sides of the city, north of the SR 45/46 Bypass. As discussed above, West 3rd Street appears as the most prominent difficult route on the west side of the city.

There is some overlap between the difficult routes maps and the high levels of traffic maps. This suggests that while high traffic levels could significantly contribute to the difficulty of using routes such as West 3rd Street, West 2nd Street, and East 10th Street, other factors are at play for different routes. Additional analysis should be conducted along these routes to better understand what contributes to their level of stress for pedestrians and bicyclists.

Figure 8. WikiMap Difficult (left) and High Traffic (Right) Routes

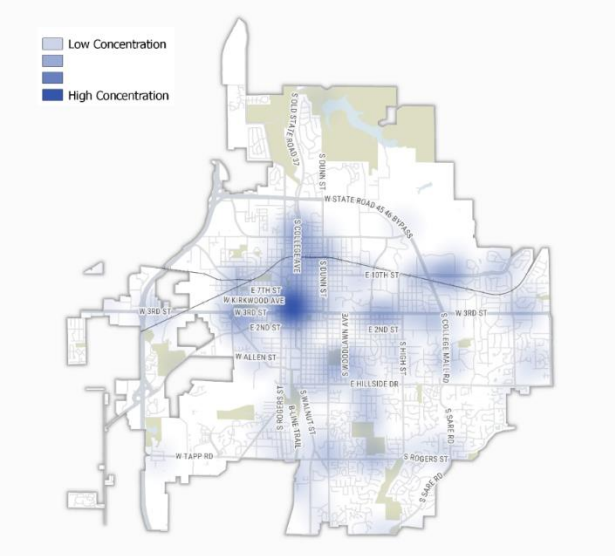


The limited amount of overlap between the popular active transportation routes and the high traffic routes suggests that routes with high traffic levels are deterring active transportation modes, which is consistent with research in other communities. Corridors with high traffic levels also have many destinations and usually correspond with transit routes as well. As the City continues to grow, it is imperative that growth, along with economic, health, educational, community, and recreational activity centers, be located throughout the community and within Village Centers as identified by the Comprehensive Plan. It is also imperative that development and redevelopment along high traffic corridors continues to focus on a pedestrian scale and include facilities recommended by this plan. Additionally, the City can review its use of traffic calming, improved separation, and improved crossings to improve the level of comfort for pedestrians and bicyclists both along and across these high traffic routes. Corridors with high traffic levels also have many destinations, and usually correspond with transit routes as well.

Desired Improvements

Respondents identified locations (Figure 9) where transportation improvements are needed. For this question, transportation improvements included elements such as improved sidewalks and bicycle facilities, street, and trail connections; congestion reduction; improved parking; and better transit service. The desired improvements' locations align with the respondents' reported popular destinations, with centralized activity in Downtown, and with pockets of identified improvements throughout the City.

Figure 9. WikiMap Desired Improvement Locations



Additional WikiMap Comments

In addition to the online WikiMap, the City of Bloomington distributed paper versions of the online survey to residents and local social service organizations. The following table shows feedback received from the paper version of the WikiMaps from the public and social service organizations (Figure 10). Please note that all identifying information for residents has been removed.

Figure 10. Public Paper WikiMap Comments

Type of Comment	Location	Comment
Requesting a stop light Concerns about high speeds and volumes	14th and Walnut Street	We have been property owners since the late 1940's. As the city expanded, with changes, so did our family to changes on this site, and also adjacent property owners have made drastic changes effecting the flow of traffic between 14th and 15th Streets(CVS, Locked Up, Elkins Apartments, and several additional high rise apartment buildings on this route). This flow of traffic has changed, and is now an area with high speed and high volume, which is the reason for the following proposal: We would like to propose a needed stop light at the corner of 14th and North Walnut. There are no stop lights from 10th Street to 17th Street going north, which is a downhill section that encourages speed beyond the current speed limit, thus creating an increased number of accidents and major property damage between 14th and 15th Streets. Also the city has allowed street parking between 11th Street and 15th Street on North Walnut. This reduces the sight line beginning at 14th Street for cross traffic to oncoming traffic from Walnut. It creates a hazard to east west or vice versa traffic crossing Walnut to the high speed cars coming down Walnut. The city also has allowed high rise apartment buildings along the corridor of 12th to 15th thus increasing the traffic volume. This combination of new apartments, parking on the street, high speed traffic, and numerous reported and unreported accidents and speeding violations encourages a drastic need for a traffic light at the corner of 14th and Walnut. This action of a proposed stop light at 14th and Walnut by the Transportation Department would enhance the safety of pedestrians, bicyclists, and motorists; and reduce property damage.
Parking		I have not had a chance to go to the meetings about transportation but the only reason I regret this is that the subject of back in parking simply will not die in spit of wide spread disapproval of this idea. I know the arguments and I know that most citizens still do not want to see this happen. Just because the few who attend the transportation meetings like it, does not mean that the general public who will be subjected to it do. If someone must try this out, let it be in a little used area or better still, require all parking in the city lot to be back in. Let's try it and see how much everyone likes it. That would be something I might support. Otherwise we should not try to impose this on our mixed age community who truly is not ready for it. I just talked with some random people today and their opinion was that this decision was being pushed by the few who go to these meetings and they were discouraged to see this idea in the paper today. So was I. Sorry but I feel strongly about this.
Transit		a big goal for us is to provide Employment services support. Transportation is a barrier to employment. Transit access
Bike/Ped Path	N. Dunn Street	My husband and I are property owners in Matlock Heights. We strongly urge the city to install a multi-use path on N Dunn Street to allow access for walkers to go to the Griffey nature preserve or to cross the bypass and be able to go downtown. We frequently walk from our house downtown to get dinner or exercise and by far the most dangerous part of the walk is along North Dunn Street. From there everything is safe and easy.
		I couldn't make the meeting on Monday but have the following comments for the record: Overall we have a good network and the network is well maintained (potholes, etc) and serviced (snow removal, street cleaning, etc). I have the following concerns: 1) pedestrian refuge islands and "by right" pedestrian crossings need to be re-thought in two ways. First, the 10th street crossings by the business school and psychology have resulted in vehicle traffic failure that is not acceptable. Those crossings need to be removed or rethought. Pedestrian traffic lights? Having an IUPD cadet at busiest times directing traffic? Second, as a cyclist who rode about 3,500 miles in Monroe county last year, the pedestrian islands create dangerous pinch points. I've had several close calls on Rogers where cars try to pass me before or in the refuge island zone. I've also been honked at angrily when I take the whole lane to avoid those conflicts. In short, I think the refuge islands on 10th and Rogers are more harm than good. Going forward, We need to resist putting them any more else. They are particularly not acceptable on 3rd/Atwater or 17th. 2). Weimer needs to be rebuilt and widened. 3). Lights on west 3rd need to be timed.

Type of Comment	Location	Comment
Bike ped traffic safety		I wasn't able to stay past the initial presentation last night, so I didn't have a chance to have some input. Below are some suggestions for issues that might be covered in Transportation Plan. I like the company chosen to develop the Plan based on what's happened in South Bend in the past few years. I go there often because my daughter lives there. In the past five years, downtown has changed from no one on the streets at night to a livelier place. And, it's comfortable to be downtown. When they had the wide one-way streets, it appeared that the goal was to get people through South Bend without stopping. And, it was somewhat difficult to drive there. With the two way streets, it's much easier to navigate. I also like that they too pics in places where the current transportation is bad, challenging, or silly. Some issues that might be included: 1. A careful analysis of the appropriate places and uses for bike routes, sharrows, bike lanes, and multi-use paths. My overall impression is that they are scattered through the City to increase numbers for a platinum designation but they don't seem to have a focus. Many seem not to be needed. 2. A plan for more education for drivers and bicyclists about the appropriate use of roads, streets, multi-use paths, and sidewalks. How vehicles and bike negotiate multi-use paths (and maybe sidewalks) should be a core part of the education. 3. Plans for transportation challenges that will arise from the development of Fullerton Pike and the new hospital. 4. The Plan should include all areas of the City including the southeast part to Rhorer Rd. 5. I hope something can be done about College Mall Rd, especially the north and south ends. Requiring pedestrians to cross 6 – 7 lanes at one time is too challenging. I also find the need for bicyclists travelling north to cross two lanes to make left turns and at the south end where bicyclists have to merge into the high speed lane to be very challenging. I know you probably thought of most of these but I wanted to include my support for them. Thanks for listening. I will be there on Thursday to hear what is developing with the Plan.
Bike ped traffic safety		Thanks for considering these requests. I marked College Mall and Sare Rd on the Wiki over the weekend. Spicewood residents generally complain to each other about the traffic on Sare Rd and there's an awareness that Fullerton Pike and the new hospital may make it worse. I don't know what Hyde Park residents think about it. Sare Rd is designed to move traffic quickly for people who don't experience the problems with Sare Rd traffic. The new pedestrian islands may help but it may be the first step only. Bicyclists from the southeast have two troublesome routes into town – High Street and Sare/College Mall. I hope the new transportation plan thinks about ways to make bicycle travel easier. Thanks for listening.
Bike ped traffic safety		For Sare Rd, the neighborhood association hears complaints that sometimes the wait to get onto Sare Rd from Spicewood is too long. During the fall, I once counted 32 cars going south while I was waiting to get on to Sare. We expect the waits to increase as more traffic uses Sare to get into and out of town after more of Fullerton is completed. Nobody really complains about the traffic after they get on Sare. It travels pretty well and fast and should for some time. The Spicewood and especially Spicewood II residents also complain that it's very dangerous for pedestrians to cross Sare Rd. Walking along Sare requires a crossing because there aren't sidewalks on the west side. In the short run, the proposed islands should reduce some concerns. The multiuse path that was approved by the MPO last year should solve more of the problem. The multiuse path on High is much needed but it will end at Moore's. High St between Moore's and Third is relatively narrow and has a fair amount of traffic. It will still have some challenges for bicyclists. It would have been nice if the Jackson Creek multiuse path extended east to Sare instead of stopping at the entrance to The Stands. Maybe the travel planners could look at that. The two new multiuse paths makes it more important to develop some education on how bicycles and pedestrians interact with cars at intersections. I don't know who has the right of way at intersections when cars have to cross the multiuse paths when turning.
Transit		I am a student at Indiana University. I am a senior in the social work program, and because of that, I split my year doing an internship and classes. My internship this year is at Crawford Homes and Rapid Re-Housing Project which provides permanent supportive housing for individuals who experience chronic homelessness and suffer from other related issues such as mental illness, addiction, substance abuse, and disabilities. I am writing you today because I have been informed of the transportation plans that have been recently in the works. While I was unable to go to the meetings

Type of Comment	Location	Comment
		due to scheduling, I wanted to ensure that I speak on behalf of our residents here at Crawford. Transportation is something we struggle with here. While we are extremely grateful for the services that are already provided, there are gaps which need to be addressed with this population. To begin with, we are granted a certain number of bus tickets for each case manager. This means that our residents are extremely limited to the number of bus tickets they are given, and we are not always around to provide them. Because of the high demand, we run out fairly quickly, and need to wait until we are given the next batch. If given the opportunity, I know many individuals who do not have the means to gain access to transportation easily would benefit from more affordable bus fares, or more frequent pass availability. This would not only encourage our residents to go out and do things independently, but it would also be a tremendous help for when case managers are unavailable to take them to doctor appointments, or other various places they may need to go. There are several other issues which need to be addressed as well. Transfer times between buses are limited. Thus, if this were to be changed, individuals would be able to spend more time at where they need to be in order to get back on with the same ticket and not have to worry. Lastly, without there being a bus service on Sunday, people struggle to get to their designated workplace (if there place of hire is open), or their place of worship. Thank you for taking the time to read this email. I plan on having some of our residents fill out the survey that was provided, as our agency feels very strongly about these changes. It is important to recognize individuals who are struggling to make ends meet, and ensure that their voices are heard. Thanks again for you time, and I look forward to hearing from you!
Transit		I've been keeping up with the Bloomington transportation planning meetings and survey that have occurred over the past week and wanted to reach out to you with some community needs I believe are crucial for the city to consider while discussing plans for the upcoming years. As a Bloomington resident and social work intern at Amethyst House, a substance use recovery center here in town, I find myself compelled to speak on behalf of our lower-income neighbors who rely on our public transportation system. Like many other social service agencies in town, Amethyst House serves primarily lower income individuals who rely on Bloomington Transit for access to our services. In many cases, lack of transportation or funds for public transportation become one of the greatest barriers to our clients gaining employment and attending our services. In order to help ameliorate this barrier, Amethyst, like countless other agencies, obtains bus passes to give our clients. However, this is an expensive and unsustainable way to address the transportation needs of our clients when we have passes available. As a community, we can better serve low-income residents by providing a more sustainable, affordable alternative to bus access as well as increased hours for those work night and early morning shifts. In addition, the lack of Sunday public transportation denies many individuals the ability to work this day, as well as the opportunity to attend community or religious gatherings. While you move forward with plans for the city, I encourage you to take these needs into account and consider the many voices who may not have been represented in the planning meetings and online survey. Affordable, reliable, and accessible public transportation is critical to many in our community as they work to sustain employment, fulfill basic needs, gain access to social services, and engage in our community. Thank you for your time and for all of the work that you do for our lovely little town.
Bike ped traffic safety	E. 10th / SR 45	E 10th Street, the curve just west of Smith Road is so dangerous. I almost hit a bicyclist, and I try to watch for bicyclist. The road is so narrow, has a curve and then goes into a hill. We need space for bicyclists and/or pedestrians here. It is too tight and people use this area frequently
None specified	Green Acres	live in Green Acres; want to voice a concern. On 10th street there is a railroad bridge near Eigenman and campus view. It has presented a large problem. Big trucks and buses can't get through. So instead, the buses and heavy trucks come through our neighborhood, and it wears and tears on the streets more. I see this as a big priority, especially if ambulances will be coming down 10th Street in the future to go to the hospital.
None specified	N. Dunn Street	Blue Ridge, calling in support of a sidepath at South Dunn Street. My husband and I both walk or run down that run. There's no shoulder or sidewalks. Cars travel at high speeds, and it's dangerous. The sides are really uneven. My husband almost sprained his ankle one time

Type of Comment	Location	Comment
Traffic	Southeast side of town	There is no southeast by-pass of Bloomington. If you look at Indy, 465 goes all the way around. So if you need to get to any part of the City, it might not be the shortest, but it can be the fastest. If you want to get to Columbus or somewhere to the east, there's no direct route to do this. I think a circular bypass makes sense. But, I don't know everything! I'd like to talk with you about it. No way to get to the football stadium, Assembly Hall, etc. if you're coming from the southeast. You get here and you have to worm your way around. You can go over to 37. But if you had a bypass that connected to 45/46, it would help make those connections. The southside is going to grow more (is my feeling) because it is close to the resevoir. A ring could help facilitate transportation to the Mall, to Whitehall Plaza, etc. Business invitee -- term in business law. Even though I'm not in the City Limits, I'm really in the City Limits [he lives at the Pointe]. Maybe a giftcard could let people park for free? I don't want Bloomington to be the loser. I want it to be the winner. It is already the most expensive place to live in Indiana. It needs to do something to make something better. This is based on Von Thunen's Model / Ring.
Pedestrian Accessibility	Neighborhoods	All neighborhoods should have a priority pedestrian path to the downtown. This is like the right of residents to be able to get to their seat of government. I understand we don't have the funds to build sidewalks everyone in this town. But, the plan should identify a pedestrian corridor for each neighborhood in order to allow residents of that neighborhood to get to the downtown / City Hall / County Courthouse, etc. Please include these pedestrian corridors in the plan.
		I like the double map bus tracking system I don't like that Ivy Tech Student IDs don't give free transport when IU stdent IDs do. Its classist. I'd like more bus shelters along bus lines that run less frequently (like the 4) so theres somewhere to sit if you have to wait for an hour none except construction sites
		On time routines and app to help watch router. B-Line and bultiple bus stops through town. Dropp off on way to location. There are no night time buses directly to Ivy Tech. Inside shelter that is open 24/7 in downtown Bloomington. Barriers for sidewalk is construction. Barriers for bus stops is traffice, not everyone stops at stop sign for pedestrian.
		No buses on Sunday. [We would like] buses on Sunday and Saturday that run the weekday times and [we would like] free bus rides for Ivy Tech Students
		We like the efficiency it's crowded. [We need] more [bus] shelters and do not like how small the shelters are
		We like the bus system but do not like the reckless student driving. We need more bus shelters, more sidewalks and less reckless driving near sidewalks
		Good overal system Color-coded routes are easy to follow w/time intervals for stops Price is affordable, free transfers Buses are faily clean Drivers can be friendly (but not always) Love the app! Route 2 worked well for transportation to work Routes end too early No buses on Sundays Not as many routes on Saturdays BT does not go to Ivy Tech No late night buses for 2nd and 3rd shift workers Legal parking on Kirkwood is extremely difficult to find -- dourlbe parking by restaurant delivery drivers blocks traffic Overpasses on 37/69 are currently not very pedestrian/bike friendly Buses often do not use turn signals when driving downtown Bus route times are not consistent across weekdays, weekends, and evenings -- have to learn different schedules based on the day Not enough seasts on buses Concerns when riding the bus with children: overall, using the bus is extremely difficult with multiple children; no seatbelts/restraints for younger children, which keeps them from getting up and moving around the bus and also prevents them from falling off seats in the case of a sudden stop; limit of 2 strollers per bus, some bus drivers will ask other passengers to move to make way for strollers, but others will not -- bus drivers do not always extend the ramp or use the kneeling bus feature for stollers; on several occasions participants observed drivers requiring reduced fare passes from children riding the bus alone who clearly met the age requirement for reduced race, and would not accept reduced fare without a pass; Bus drivers should drive more slowly when people are standing

Type of Comment	Location	Comment
		and/or there are strollers and children on board Kneeling buses are helpful for getting on the bus, but participants report difficulty getting off the bus -- one participant reported she had her arm trapped in a closing bus door when trying to disembark Route specific: Route 3W is often late to or skips entirely the Whitehall Crossing shopping center 4S bus skips the YMCA stop or drives very quickly past the stops More buseson Route 3 and 4 Route 3E does not get close enough to apartment complex until after 8PM, particpant has multiple children and walking to the mall to catch the bus there was dangerous Bus 1 is blocked by construction, causing peole to be late to work Route 2 only runs once an hour after 6PM which is not often enough Lines 1, 2, 3, and 4 need extended hours on Saturdays, especially since many participants rely on the buses on Saturdays for transportation to work New Bus Shelters -- outside WalMart, Williams Brothers Pharmacy, and at the intersection of Leonard Springs and Bloomfield Road near the Circle K Add stop at Alrington Valley Park Overall more connection points between routes -- participants wanted the ability to transfer without having to go downtown to the bus station More consistent announcements, "next stop" to orient passengers to upcoming stops so stops are not missed Longer hours on Saturdays Bus routes on Sundays Consistent schedules across weekdays and weekends More shelters at stops City bus service to local schools More buses generally to reduce crowding Partnerships with local employers (especially Cook) to provide bus/shuttle services to employees -- currently Cook is inaccessible by bus; parternships for late night bus services for 2nd and 3rd shift workers Routes that go out further (specifically Tapp Road to Southern Indiana Medical Park) Add more bicycle lanes Children under high school age should be able to ride free, high school students should automatically be eligible for reduced fare without a pass Construction zones need to be well-marked For low-income peole who are unable to afford cars, transportaiton is a significant, on-going issue that can drastically affect quality of life. Lack of bus service often negatively impacts employment opportunities -- participants are limited in the positions and shifts they are able tto take because of lack of transportation to and from work. Lack of transportation also affects participants' ability to travel for necessary personal errands such as grocery shopping, medical and other appointments for themselves and their children, community resources and events (such as the library or farmer's market) and school and extracurricular events and activities for their children. Many of our participants have multiple young children and/or physical disabilities and challenges that make walking to their destinations difficult or impossible. The main request that participants ahd was for expanded bus service, aprticularly on the weekends. Lack of bus service on Sundays means that participants are not able to pick up work shifts or attend church services without arranging for alternate transportation. Participants requested additional bus shelters at bus stops to protect them and their children from the elements while waiting for the bus, which can sometimes be for up to an hour. Participants also expressed a need for expanded bus service on the far west side of town to make getting to Cook and Ivy Tech for work and school more feasible without a car. In addition, participants expressed significant concern about how they would obtain both emergency and non-emergency healthcare after the relocation of Bloomington Hospital away from a centralized location to somewhere that may require a car to access.
		Clients like that we have a transportation system for them to use in Blooming Double Map App Only 2 buses in one hour -- should be more frequent

Type of Comment	Location	Comment
		limited bus route is confusing Bus lines are limited to a certain area Buses are dirty and sketchy Creepy men hit on me (a minor) and the driver does nothing Staff is rude Transfers are tricky Long routes takes an hour to get anywhere not downtown Driver drives away when someone is trying to catch the bus (not all the way at the stop yet) New connections More frequent bus schedules More safety precautions for teens Stop at middle and high schools Benches at stops where there are no shelters More shelters for stops that are in unsafe locations Heaters in the shelters -- sometimes I have to stand outside a long time waiting for the bus Many streets do not have sidewalks lack of safety on the bus Construction on roads Tickets are too expensive Lack of assistance in purchasing bus tickets when clients can't afford them Getting a bus pass from the bus station is difficult because I am a minor and needed a paper to prove I am in adult ed but I still had to pay
		I like that you guys cover almost all areas of Btown. I don't like that it is difficult to figure at which buses will take you to where. Also, they don't come enough. One time an hour is tricky. Yes! New connections to/from campus. Bus shelters when entering campus. Sidewalks for all stops. A route that goes to College or Walnut. We need to keep in mind people who have dementia, canes/walkers
		New statios are much better than the old one Bus routes take too long Always late Bus tickets are expensive All the drivers have bad attitudes They never wait for us to transfer Seats on bus are too low More accessibility to bus tickets "We need a bus to get to Monroe Hospital" More access to Rural Transit tickets "The bus should go down Curry Pike for those who need a bus the need to walk up to 3rd with is a lot" "Please give us accessibility on Sundays" Larger bus signs "Sometimes the sidewalk just ends, and we feel unsafe" "We need more shelters to stand under at bus stops, especially with the bad weather/ at night we would feel safer" "I am basically stranded on Sundays, and need to walk everywhere" "I don't liking home in the dark, we need more streetlights by us" "the bus has blown right by me many times."

Charrette #2

The second planning charrette was three days long in July 2018 and was designed to obtain maximum input from community stakeholders on the draft plan. The project team held two informal open studios where community members could meet with the project team and discuss any questions or concerns they had. The project team also met with stakeholder groups including City staff, business associations, and University staff. These stakeholder groups included:

- Downtown Bloomington Inc.
- Monroe County Planning and Public Works
- IU Transportation Planning
- Bloomington Public Works and Streets
- BEDC: Bloomington Economic Development Corporation
- Bloomington Parks Department
- Kirkwood Businesses
- IU Transportation and Capital Projects
- Bloomington Economic and Sustainable Development

At the end of the charrette, the project team presented the draft plan recommendations to the residents at a City public meeting. This event had over 100 attendees. Attendees had the chance to ask questions on-record and to talk with the project team about specific aspects of the plan. Stakeholders and the public voiced the following summarized suggestions and concerns:

2-Way Restoration

- Deliveries on 2-way restored streets would be challenging
- Cross-sections on 2-way restored streets would need to be tailored to specific blocks
- 2-way restoration might cause traffic to slow during peak travel periods
- 2-way restoration could lead to more equitable opportunity for businesses on College Avenue and Walnut Street
- The interaction between buses, students, and vehicles on 3rd Street and Atwater Avenue would need to be considered during 2-way restoration, especially for neighborhoods located in that area

Shared Street on Kirkwood

- Shared street might help businesses and act as a gateway into Downtown Bloomington
- Shared street would provide an easily accessible location for festivities, such as a Fourth of July festival
- It would be important to ensure transit could still access Kirkwood
- Mitigating negative impacts on businesses during construction should be a priority if a shared street is implemented
- Kirkwood has already been re-designed several times
- It would be beneficial to talk with other cities that have implemented shared use streets, such as Columbus, Indiana

Public Transportation

- Public transportation service should be improved since it is currently inefficient to travel across the City via public transportation
- Transportation Plan should discuss the public transportation needs of Bloomington

New and Improved Connections

- Need for increased number of east/west connections
- New hospital location will impact accessibility across town
- Roadways need to accommodate growing population

Appendix C: Demographic Data

General Demographics

At just over 23 square miles and with an estimated population of over 83,000, Bloomington's 2016 population density is significantly higher—nearly 10 times—than Monroe County's. Bloomington's 2016 population density was also greater than the population densities of Fort Wayne and Indianapolis. In comparison to Monroe County in 2016, Bloomington had a lower median household income ($31,254 compared to $43,389) and a lower median age (23.7 years old compared to 28.6 years old). Additionally, Bloomington had a higher poverty rate than Monroe County at 38 percent, compared to 25 percent.[5] In 2016, Bloomington had a higher median property value than the county at $172,100, compared to $161,300; Bloomington's median household income also grew at a faster rate than Monroe County.[6] These differences between Bloomington and Monroe County are strongly connected to IU's location within the City. Bloomington's affordability, population age, and housing cost burden should be considered when planning for the community's transportation future.

Bloomington has a higher level of race and ethnic diversity among its residents compared with Monroe County. As shown in Table 3, the Bloomington community has a higher percentage of Asian persons, African-Americans, and Hispanics than Monroe County.

Table 1. *Race and Ethnic Diversity in Bloomington and Monroe County*

	White	Asian	African-American	Hispanic	Multiracial[7]	American Indian and Alaska Native
Bloomington	81.5%	9.6%	4.3%	4.1%	3.4%	0.6%
Monroe County	86.7%	6.3%	4.1%	3.3%	2.9%	0.4%

Bloomington's role as an economic and educational hub in Monroe County is evidenced in the centralization of employees and college graduates within the City. In 2016, 56 percent of all employees in Monroe County were in Bloomington, while the City only consists of 6 percent of Monroe County's land area. In addition to IU's student population of over 43,700 students, Ivy Tech Community College's Bloomington campus, located both within and immediately adjacent to the City, serves approximately 10,000 students.

Bloomington residents enjoy slightly shorter commutes on average than across the county, with an average commute time of 15.3 minutes, compared to 17.8 minutes. While both Bloomington and Monroe County households had an average of two cars in 2016, the percentage of Bloomington

[5] U.S. Census Bureau. American Communities Survey 2016 5-Year Estimate.
[6] U.S. Census Bureau. American Communities Survey 2016 1-Year Estimate.
[7] Multiracial is defined by the U.S. Census Bureau as a person who identified with two or more races.

households with less than two cars was approximately 1/3 greater than the percentage of households in all of Monroe County.[8]

[8] U.S. Census Bureau. American Communities Survey 2016 5-Year Estimate.

Commuter Mode Shift

Transportation has played an important role in Bloomington's history. As the City's economic engine grew, so did its needs and its desire to connect to regional markets. Connections to the railroad in 1853-1854 significantly improved the transport of people and limestone, and led to the establishment of new communities along the lines and growth in the region.

While Bloomington and Monroe County enjoyed significant success immediately following World War II, the region went through an economic downturn in the late 1950s and through the 1970s. During this period multiple long-time businesses—including limestone companies—closed and travel behavior shifted; the opening of College Mall in 1965 reflected changing tastes in retail shopping. Bloomington's transportation network continued to grow during the early 1990s as additional roads, railroads, city sewers, paved streets, and sidewalks emerged along the City's public right-of-way.

Today, Bloomington continues to experience economic growth as the high tech, business, education, non-profit, public, and artisan industries further mature and develop in the region.[9] For example, from 2014 to 2015, the employment rate grew by 3.46 percent in Bloomington, while the state of Indiana only saw 0.65 percent growth.[10] This trajectory began in the 1980s and has led to significant land use developments and population growth since the 1990s. However, it should be noted that the employment growth has not led to wage growth, which has negatively impacted housing and transportation affordability.

As Bloomington's population and economy has grown over the past 20 years so too have individual transportation habits across the community. It is estimated that the percentage of Bloomingtonians who drove alone to work decreased 5.3 percent, from 66.3 percent to 62.8 percent, between 2010 and 2016. During this period the number of car-free employees in Bloomington increased 1.4 percent, from 4.7 percent in 2010 to 6.1 percent in 2016.[11]

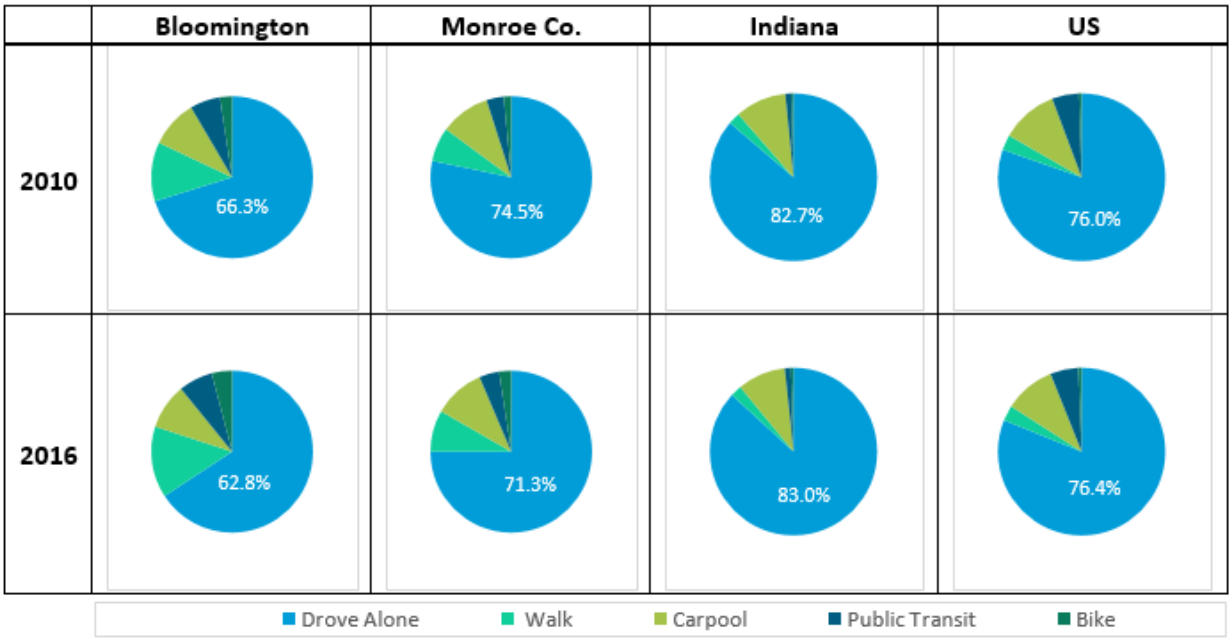
Figure 11. Bloomington Commuter Mode Shift 2010-2016

	Drove Alone	Walk	Carpool	Public Transit	Bicycle
2010	66.3%	11.1%	9.0%	5.7%	2.3%
2016	62.8%	13.6%	8.7%	6.5%	3.9%
Percent Change	-5.3 %	22.5%	-3.3%	14.0%	69.6%

From 2010 to 2016, walking, public transit, and bicycling commute mode shares significantly increased, with bicycling experiencing the greatest change of almost 70 percent. Walking, public

[9] City of Bloomington. "History of Bloomington and Monroe County." Accessed 4/10/2018. https://bloomington.in.gov/about/history.
[10] U.S. Census Bureau. American Community Survey 2015 1-Year Estimates.
[11] U.S. Census Bureau. American Community Survey 2016 and 2010 5-Year Estimates.

transit, and bicycling mode shares also grew in Monroe County from 2010 to 2016, while staying relatively stagnant across Indiana and the U.S.



Year	Jurisdiction	Drove Alone	Walk	Carpool	Public Transit	Bicycle
2010	**Bloomington**	66.3%	11.1%	9.0%	5.7%	2.3%
2016	**Bloomington**	62.8%	13.6%	8.7%	6.5%	3.9%
2010	**Monroe CO.**	74.5%	6.5%	9.5%	3.3%	1.4%
2016	**Monroe CO.**	71.3%	7.9%	9.8%	3.8%	2.3%
2010	**Indiana**	82.7%	2.2%	9.5%	1.1%	0.4%
2016	**Indiana**	83.0%	2.1%	8.9%	1.1%	0.5%
2010	**USA**	76.0%	2.8%	10.4%	4.9%	0.5%
2016	**USA**	76.4%	2.8%	9.3%	5.1%	0.6%[12]

Healthy Bloomington

Nationally, Americans are in poor physical health. Over 1.5 million heart attacks and strokes each year contribute to $320 billion in annual healthcare costs and lost productivity caused by cardiovascular disease.[13] One risk factor to heart disease is physical inactivity. While the Centers for Disease Control and Prevention (CDC) recommends a minimum of 30 minutes of moderate physical activity per day, five days a week, Americans fall short. Eighty percent of American adults

[12] U.S. Census Bureau. American Communities Survey 2016 and 2010 5-Year Estimates.

[13] DC Foundation, *Heart Disease and Stroke Cost America Nearly $1 Billion a Day in Medical Costs, Lost Productivity,* 2015, https://www.cdcfoundation.org/pr/2015/heart-disease-and-stroke-cost-america-nearly-1-billion-day-medical-costs-lost-productivity.

do not meet this recommendation and about 36.5 percent of adults are obese.[14] In comparison to national averages, Bloomington has a more active and less obese population. About 24 percent of adults in Bloomington are not physically active (no leisure-time physical activity) and about 26 percent of adults are obese.[15]

Providing infrastructure and encouraging active transportation is one public health and planning approach to improving community health. This approach is supported by the City's Vision, as adopted in 2013 for the City's Growth Policies Plan. The Vision encourages the City to focus on improving public health by investing in green, open spaces and recreational programming.[16] This strategy is also endorsed by the U.S. Surgeon General, who recommends encouraging community design and development that supports physical activity.[17]

In addition to providing green, open spaces, building walking and bicycling infrastructure that is accessible to all users is a way to promote physical activity. A study conducted in the U.S. found that in 43 large cities, a one-mile increase in the length of bicycle lanes resulted in a one percent increase in bicycle commuters.[18] Additionally, research conducted in New Orleans showed increases in the number of people bicycling after the introduction of bicycle lanes.[19] Similar to bicycle facilities, proximity to walking facilities impacts communities' physical activity levels. A study of five community clinics that provide health services to underserved populations found that clinical patients who lived near a trail were more likely to walk at least 30 minutes five times per week, compared to those patients who did not have a trail near their home.[20]

Finally, access to and use of transit is another community design element that is proven to encourage more physically active lifestyles. A review of transit and physical activity studies showed:[21]

- Public transport use leads to an increase of 8 to 33 additional minutes of physical activity per day;
- If public transport use by inactive adults was to increase, there would be a significant increase in the number of sufficiently active adults;
- For adults of all ages, including older adults, public transport users take more steps per day;
- Motor vehicle use is associated with higher obesity rates at the county and individual levels; and

[14] The State of Obesity, "Physical Inactivity in the United States," n.d., https://stateofobesity.org/physical-inactivity/.
[15] 500 Cities Project. Center for Disease Control and Prevention.
[16] City of Bloomington. Resolution 13-01, Attachment, Vision Statement.
[17] U.S. Department of Health and Human Services, "Active Living | SurgeonGeneral.Gov," n.d., https://www.surgeongeneral.gov/priorities/prevention/strategy/active-living.html.
[18] Dill J, Carr T. Bicycle Commuting and facilities in major U.S. cities: If you bild them, commuters will use them. Transp Res Rec. 2003; 1828: 116-123.
[19] Parker K, Gustat J, Rice J. Health Impact of bike Lanes in New Orleans, La. J Phys Act Health. 2011; 8(Suppl, January).
[20] Pierce, J.R., Denison, A.V., Arif, A.A. et al. J Community Health (2006) 31: 289. https://doi.org/10.1007/s10900-006-9014-8.
[21] C. Rissel, N. Curac, M. Greenaway & A. Bauman. 2012. *Physical Activity Associated with Public Transport Use- A Review and Modelling of Potential Benefits*. Int. J. Environ. Res. Public Health. 9 (2454-2478).

- With an increase in physical activity, public transit users experience significant health benefits.

These studies found that public transit use is associated with less obesity, lower stress levels, and improved air quality. Additionally, public transit use (even as little as once per week) is associated with fewer car trips and more active trips, including walking and bicyling.[22]

[22] M. Bopp, V. Gayah, M. Campbell. *Examining the Link. 2015. Between Public Transit Use and Active Commuting*. Int. J. Environ. Res. Public Health. 12 (4256-4274).

Appendix D: Bicycle Facility Selection Criteria

The Transportation Plan includes a full-build bicycle network and a high-prioirty bicycle network. The Plan used the process outlined below in order to identify which bicycle facilities should be installed. If the City of Bloomington or another entity wants to develop a bicycle facilitiy for a street or area that was not included in the Transportation Plan, this appendix provides the process to follow in order to select the appropriate bicycle facility.

Bicycle Facility Types

Bicycle facility types are discussed and defined within the Transportation Plan. Refer to the Plan. All bicycle facility types should follow NACTO design guidance for all design elements of the facility and especially for standard, preferred, and minimum widths.

Bicycle Facility Selection

This section presents a method for selecting particular bicycle facility types and intersection treatments for given contexts. There are no absolute rules for determining the most appropriate type of bicycle facility for a particular location. Roadway speeds, volumes, right-of-way width, presence of parking, adjacent land uses, and targetted bicycle user types are all critical elements of this decision. Studies find that the most significant factors influencing bicycle use are motor vehicle traffic volumes and speeds. Additionally, most people prefer "high comfort" facilities separated from motor vehicle traffic (e.g., multiuse paths, protected bike lanes) or facilities located on local roads with low motor vehicle traffic speeds and volumes (e.g., neighborhood greenways).

Conformance with standard bicycle facility design allows users to anticipate whether they would feel comfortable riding on a particular bicycle facility and plan their trips accordingly. A process consisting of the following four steps can help determine the appropriate bicycle facility type and intersection/crossing treatment to provide:

Step 1: Identify Design User
Step 2: Consider Traffic Speed and Volume
Step 3: Select a Bicycle Facility Type
Step 4: Select Intersection/Crossing Treatment

Step 1: Identify Design User

One of the most important factors to consider during bicycle facility design is the type of person the facility is meant to attract. User preferences vary by bicyclist skill level, trip purpose, and individual characteristics. As the level of separation increases, a facility becomes more attractive to a wider range of bicycle users and potential bicyclists, thereby making bicycling a more viable and preferred transportation mode. The most commonly used framework is the four types of bicyclists

framework (estimated percent of population): strong and fearless (less than 1%); enthused and confident (7%); interested but concered (60%); and "No Way" not interested (33%).

During the planning phase of a particular bicycle facility, the expected user group should be determined based on factors such as land use (e.g., proximity to schools, parks, and commercial areas), connections to transit, and community goals.

Step 2: Consider Traffic Speed and Volume

Bicyclists' comfort levels decrease proportionally with increases in motor vehicle volumes and a widening differential between the speed of bicycles and the speed of adjacent motor vehicle traffic. As a result, both traffic volume and speed are important considerations when choosing an appropriate bicycle facility type for a given location. In general, as both volume and speed increase, so does the need for greater separation of the bicycle facility from traffic in order to appeal to a wider cross-section of people. Wider bicycle facilities (i.e., more than the standard five feet) can mitigate the effects of volume and speed, albeit to a lesser extent than increasing facility separation with painted buffers; however, the best tool to appeal to the widest range of users is to use physical barriers to separate the bicycle facility from motor vehicle traffic.

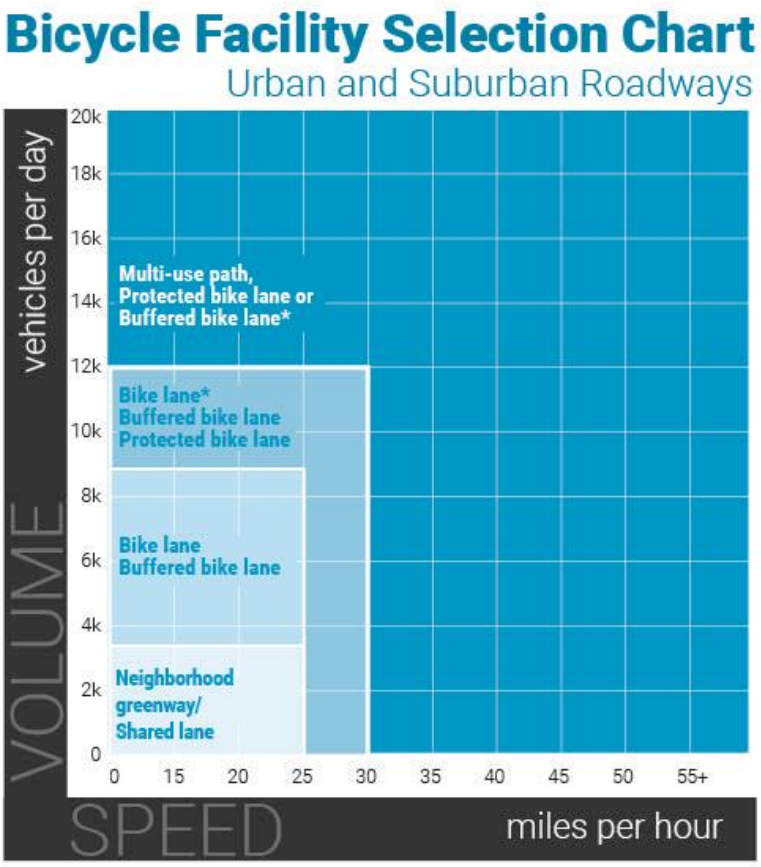


Figure 14 Volume, Speed and Recommended Facility Type
*Facility not likely to attract a broad spectrum of users given vehicle speed and volumes.
Chart is based on Level of Traffic Stress (Mekuria, Furth, Nixon, 2012) and empirical behavioral research on cyclist route choice (Lowry, Furth, Hadden-Loh, 2016).

The above figure combines both speed and volume into a single chart to help identify an appropriate treatment for a given roadway assuming the "interested but concerned" design user. Multiple facility types are recommended for each threshold of speed and volume. The community context and feasibility can help determine which is the most appropriate facility type.

The following facility type recommendations are based on Figure 14 and adjusted slightly for local context. This provides a default recommendation that can be evaluated for the specific context of the street and network goals of the bicycle facility:

- Multiuse Path/Protected Bike Lane/Buffered Bike Lane- Recommended when ADT is greater than/equal to 12,000 or speed is greater than/equal to 30 mph.
- Protected Bike Lane/Buffered Bike Lane/Bike Lane- Recommended when speed is greater than/equal to 25 and less than 30 mph or ADT is greater than/equal to 8,500 but less than 12,000.
- Bike Lane/Buffered Bike Lane- Recommended when speed is less than 25 mph and ADT is greater than/equal to 3,000 but less than 8,500

- Neighborhood Greenway/Shared Lane- Recommended when speed is less than 20 mph and ADT is less than 3,000

Step 3: Select a Bicycle Facility Type

This step begins with a determination of whether the preferred bicycle facility type resulting from Step 2 can be accommodated within the right-of-way, which may entail reallocating existing street space. If it can be accomodated, the bicycle facility selection process is over. If a determination is made that it cannot be accommodated within the right-of-way and budgetary constraints prevent right-of-way acquisition at the time, then other options should be explored to serve the design user. Options may include:

- selecting a parallel – yet proximate – route,
- managing motor vehicle speeds so that a bicycle facility with less separation can be installed while still maintaining a relatively high level of comfort, or
- diverting motor vehicle traffic to other prioritized motor vehicle routes.

A critical consideration in selecting a bicycle facility type is return on investment. A conventional bike lane may be easy to implement, but may not attract much use. A protected bike lane may be more difficult to implement (e.g., requiring parking removal, lane reduction, etc.), but if designed properly, will attract higher ridership and contribute to a viable multimodal transportation system that serves the wider population.

Step 4: Select Appropriate Intersection/Crossing Treatment

Maintaining bicycle facility level of comfort at street crossings and intersections is critical to providing a consistent and continuous facility and attracting a wider range of bicyclists. While most available research is focused on operational safety, the guidance provided in the following table also considers comfort (i.e., perceived safety).

This guidance provides guidelines that are to be considered during the planning phase. More detailed analysis may be required to determine the most appropriate crossing treatment. While it is ideal to provide high comfort crossing treatments like hybrid beacons and traffic signals at all bicycle facility crossings that meet the guidance provided in the table, it may be cost prohibitive to do so given the number of roadways that will likely meet the criteria. Hence, for practical purposes, the high comfort crossing treatments may be prioritized on bicycle facility networks that provide regional connection or have a high potential for increasing bicycle mode share by connecting destinations such as shopping districts, major institutions, major employers, schools, and transit stations. Furthermore, existing traffic signals may also be modified to provide a Leading Bicycle Internal (LBI) that allows bicyclists to establish themselves at the intersection before the concurrent vehicle phase turns green. This treatment greatly increases the visibility of the bicyclists and improves safety at the intersection.

It should also be noted that, depending on the location, available right-of-way, and project budget, additional geometric improvements should also be considered. These include:

- Grade separation
- Traffic circles
- Protected intersections
- Curb extensions
- No-Parking restriction at intersections, especially on side-street approaches to improve intersection sight distance

The Intersection/Crossing Treatment Criteria Chart below provides guidance, but context-specific factors should also be considered and may result in a different crossing treatment.

Intersection/Crossing Treatment Criteria

ADT	< 3,000		>3,000-9,000			>9,000-12,000			>12,000-15,000			>15,000		
# of Lanes	2	3	2	3	4 to 5	2	3	4 to 5	2	3	4 to 5	3	4 to 5	6+
≤ 25 mph	1	1	1	2	2	3	3	3	3	3	3	4	4	4
30 mph	1	2	2	2	2	3	3	3	3	3	3	4	4	4
35 mph	1	2	2	3	3	3	3	3	4	4	4	4	4	4
40 mph	2	2	3	3	3	4	4	4	4	4	4	4	4	4
45+ mph	2	2	4	4	4	4	4	4	4	4	4	4	4	4

1 No crossing treatment needed* **2** Median Crossing Island (install on any roadway with 3 lanes or more) **3** RRFB (include crossing island if roadway is 3 lanes or more) **4** Pedestrian Hybrid Beacon OR TOUCAN OR Ped Signal is recommended, roadway with 3 or more lanes should include crossing island. The decision of whether to install a hybrid beacon or traffic signal is location specific and volume warrants should be considered.

Notes: **Bicycle crossing markings should be installed in combination with all treatments. High visibility crossing warning signs assumed at all unsignalized crossings. RRFB may not be appropriate in locations where there is a combination of high traffic volumes and high ped/bike volumes, or on some multi-lane roads. On roadways where speeds exceed 40 MPH, efforts should be made to lower speeds before installing an unsignalized at-grade crossing. Grade separation may be appropriate in locations where vehicle speeds and volumes are high, there are multiple lanes in each direction, and the installation of a traffic signal or high comfort intersection treatments are infeasible. However, the bridge or underpass must be conveniently accessed and designed for people of all ages and abilities in order to maximize compliance and safety.*

Appendix E. Detailed Design Framework and Step by Step Guideance

This document describes the draft typologies for the Bloomington Transportation Plan (Plan). These typologies were generated in alignment with the multimodal transportation policies outlined in the most recent Comprehensive Plan. The draft typologies consider local context, follow complete streets guidance, and recognize the City's constrained ability to expand or widen most roadways.

Summary of Typologies

Street Typology	Land Use Context and Function	Transportation Context and Function	Typical Features
Shared Street Candidate Streets: Selective local streets in the downtown and other denser urban commercial areas; Kirkwood Width: 70 feet	• Medium to high density • Mixed-use, retail, downtown office, dense residential • Buildings close to street	• High volumes of pedestrian activity and bike traffic • Low volumes of autos • Little to no transit • Extremely low speeds • ADA-compliant slopes • Blends transportation and public space	• Narrow, undelineated space shared by all modes in addition to pedestrian-only space. • Designated parking stalls, street furniture, sidewalk cafes, small-scale lighting • Street trees and landscaping • Unique pavement
Neighborhood Residential Street Candidate Streets: Any local street in residential neighborhoods Width: 59 feet	• Low to medium density • Single-family and multi-family residential • Buildings with moderate setbacks from the street	• Slow speeds • Focus on pedestrian safety • Traffic calming • Typically allows on-street parking	• No centerline • Sidewalks • Neighborhood greenways • Unmarked on-street parking • Street trees and landscaping
Main Street Candidate Streets: College, Walnut, (from 17th St to 1st St) Typical ROW Width: 88 feet	• Medium to high density • Primarily commercial with small to medium businesses and mixed use • Buildings close to street • Outdoor events & dining • Often has historic character	• High volumes of pedestrian activity and bike traffic • Medium volumes of autos and transit • Low speeds • Facilitates access • Often includes metered on-street parking	• 2 travel lanes and optional center turn lane • Wide sidewalks • Bike lanes or other bicycle facility • On-street parking • Street furniture, sidewalk cafes, small-scale lighting • Street trees and landscaping
General Urban Street Candidate Streets: Rogers St 10th St Width: 90 feet	• Medium to high density • Mixed-use, downtown office, dense residential • Buildings close to street	• Medium to high pedestrian activity and bike traffic • Medium to high volumes of autos and transit • Low speeds • Facilitates access • Often includes on-street parking	• 2 or 3 travel lanes • Wide sidewalks • Bike lanes • Marked on-street parking • Street trees and landscaping

Street Typology	Land Use Context and Function	Transportation Context and Function	Typical Features
Neighborhood Connector Street Candidate Streets: Henderson St 2nd St Width:74 feet	• Low to medium density • Residential with occasional businesses • Buildings with moderate setbacks from the street • Connect multiple neighborhoods	• Medium to high pedestrian activity and bike traffic • Medium volumes of autos and transit • Low to moderate speeds • Facilitates access while providing continuous walking and bicycling routes	• 2 travel lanes • Sidewalks • Bike lanes • Some on-street parking • Street trees and landscaping
Suburban Connector Street Candidate Streets: Hillside Dr College Mall Rd Width: 95 feet	• Low to medium density • Suburban commercial, residential, and institutional areas • Buildings with moderate to deep setbacks	• High volumes of autos and transit • Low to mid pedestrian activity (higher on transit routes) • Low bike traffic Moderate to high speeds	• 2 or 4 travel lanes • Median or center turn lane • Sidewalks or multiuse path • Protected bike lanes or multiuse path • Street trees and landscaping

Pedestrians should receive the greatest priority, because they are the most vulnerable and the most space-efficient road user. However, the priority may vary by project based on unique issues within a corridor. For example, major transit routes may also necessitate shifting modal priorities. Deviations from the modal priorities included in the text of the Plan (Figure 17) should be documented during the project scoping and design processes.

Design Framework

The Transportation Plan will assist City staff and consultants in making design decisions by providing minimum and preferred parameters—as well as prioritization for tradeoffs—for each typology. The decision-making framework includes three steps:

Step 1: Typology Selection
Step 2: Determine Design Parameters
Step 3: Make Tradeoffs Based on Typology Priorities

Step 1: Typology Selection

Typologies are selected based on 1) large-scale context, 2) functional classification, and 3) small-scale context. This step has already been completed by the Plan for all current and proposed streets. This first step, the process for determining a street typology, is included for consideration of future streets that were not included in the Plan.

Large-scale context zones are classified as follows:

Large-Scale Context Zones

- Commercial Downtown – the central business district
- Commercial Limited – older, small-scale mixed use areas, including traditional "main streets" and may include some higher-density residential and occasional institutional uses (in pre-redevelopment areas)
- Commercial General/Arterial– includes both modern mixed use centers and major office and retail developments that are envisioned to redevelop into modern mixed use at some point in the future
- Residential Core– smaller footprint buildings, mix of single-family and traditional multi-family, short setbacks and narrow lots
- Residential Other, PUD – post-war neighborhoods, predominately single-family with deeper setbacks and wider lots
- Parks/Quarry– includes linear parks/greenbelts, cemeteries, golf courses, and other open spaces
- Industrial/Institutional/Medical– variety of forms, from zero-lot-line buildings to buildings set considerably back from the street

Functional Classification

Designing streets based solely on functional classification is problematic because it often ignores context and prescribes a one-size-fits-all design solution. However, sources of federal funding are allocated to specific classifications of streets; therefore each street in Bloomington will continue to have an assigned functional classification. Functional classifications include (from highest traffic volume to lowest): Major Arterial, Minor Arterial, Collector, and Local. The typologies outlined herein serve to enhance the functional classification system and increase the context-sensitivity of street design.

Typology Selection Matrix

Typology selection should consider the existing and future transportation and land use contexts for the corridor.

Land Use / Zoning	Functional Classification		
	Local	**Collector**	**Arterial**
Commercial Downtown	General Urban	General Urban	General Urban
	Shared Street	Main Street	Main Street
Commercial Limited	Main Street	Main Street	Main Street
	General Urban	General Urban	General Urban
	Shared Street		
Commercial General, Commercial Arterial, Medical	Main Street	Main Street	General Urban
	General Urban	General Urban	
	Neighborhood Connector	Neighborhood Connector	Suburban Connector
	Shared Street		
Residential Core	Neighborhood Residential	Neighborhood Connector	General Urban
	Shared Street		
Residential Other, PUD	Neighborhood Residential	Neighborhood Connector	Suburban Connector
	Shared Street		
Parks, Institutional	Neighborhood Residential	Neighborhood Connector	General Urban
	Shared Street		Suburban Connector
Industrial, Quarry	General Urban	General Urban	General Urban
	Neighborhood Connector	Suburban Connector	Suburban Connector

Typology Small-Scale Context

More challenging is defining the small-scale context, which is based on building orientation and scale, right-of-way width, and modal priority. Selecting a typology when more than one is potentially appropriate based on large-scale context and functional classification will require careful consideration of the unique characteristics of current and future buildings and right-of-way for each project.

Step 2: Determine Design Parameters

The following tables illustrate the typical parameters for street design. Deviation from these parameters should be carefully considered and documented appropriately.

Figure 15 Roadway Zone Parameters

Typology	No. of Travel Lanes[1]	Lane Width[2]	Center Turn Lane/ Median[3]	Primary Bicycle Facility Type[4]	On-Street Parking[5]	Target Speed[6] (mph)
Shared Street	No centerline	20-22' Total	None	No dedicated bike facility	Optional	10
Neighborhood Residential Street	No centerline	20' Total	None	Neighborhood Greenways or no dedicated bike facility	Non-delineated	15-20
Main Street	2	10'	Optional	Protected, Buffered or Conventional Bike Lanes	Recommended; Delineated	20-25
General Urban Street	2	10'	Optional	Protected, Buffered, or Conventional Bike Lanes	Recommended; Delineated	25
Neighborhood Connector Street	2	10'	None	Protected, Buffered, or Conventional Bike Lanes	Optional	25
Suburban Connector Street	2-4	10'	10'	Protected Bike Lanes or Multiuse path	None	25-35

[1] *Number of Travel Lanes:*

- Specified number of travel lanes represents the default or typical configuration. Street designs can deviate (e.g., a two-lane Suburban Connector) if warranted by unique context or constraints. Thorough documentation should be provided for any deviations.

[2] *Lane Width:*

- All lane width measurements are taken from the center of stripe or face of curb. Lanes located adjacent to a vertical curb typically require one foot of additional width above the minimum.
- Lane width can be reviewed and altered in order to better accommodate transit, especially along high-volume transit routes.
- Lane width can be reviewed and altered along truck routes. The minimum practicable width shall be used for truck routes. The following typologies are not compatible with truck routes: Shared Street, Neighborhood Residential, and Neighborhood Connector. The General Urban and Main Street typology may be applied to truck routes with careful consideration of impacts on pedestrian and bicycle modes.
- For new streets only, the lane width for Neighborhood Residential Streets will use the following guidelines. The street must still include other elements required by the typology.

The chart only impacts the street width based on expected ADT and on-street parking and does not change the overall total required right of way width.

Expected ADT	On-Street Parking (sides of the street)	Face-of-Curb to Face-of-Curb Width
<500	0	20′
500 – 1500	0	20′
>1500	0	22′
<500	1	22′
500 – 1500	1	27′
>1500	1	28′
<500	2	28′
500 – 1500	2	30′
>1500	2	34′

[3] *Center Turn Lane/Median:*

- Center turn lanes and medians are considered optional for Main Streets. While these treatments increase crossing distances for pedestrians and consume right-of-way that could otherwise be used for bike lanes, sidewalk cafés, etc., they also have the possible benefit of providing space for pedestrian refuge islands. To facilitate intersection operations on streets without center turn lanes or medians, on-street parking can be removed to allow left turn lanes as needed to maintain LOS E or better during peak periods. The most appropriate use of center turn lanes on Main Streets is where block lengths are less than 300 feet; in these locations, continuous center turn lanes may allow the street to maintain LOS E or better during peak periods.
- For typologies in which a median is not preferred or optional, it may still be beneficial to provide crossing islands or non-continuous centerline traffic-calming islands in certain locations.

[4] *Bicycle Facility Type:*

- This column indicates the type of bicycle facility that is typically most appropriate for the street typology. This does not indicate a minimum or maximum standard. A detailed discussion of bicycle facility type is provided in the Plan.
- Shared Streets do not separate modes; therefore, no dedicated bicycle facility is needed.
- Neighborhood Residential Streets are typically narrow and with very low traffic volumes. These streets are generally great candidates for Neighborhood Greenways. Separated bicycle facilities are typically unnecessary, although wayfinding and traffic calming can be beneficial for people biking.
- Suburban Connector Streets default to 10' multiuse paths with 5' separation from the street. The AASHTO Guide for the Development of Bicycle Facilities (2012) states that a multiuse path is not a substitute for the provision of on-road accommodation such as paved shoulders or bike lanes, but may be considered in some locations in addition to on-road bicycle facilities. Separated bike lanes and buffered bike lanes are alternatives that may be appropriate in some situations.
- If this Plan or other related plans specify a bicycle facility that differs from the default facility shown in the table, then the facility which provides the highest level of comfort to the broadest range of potential bicyclists should be provided.

[5] *On-Street Parking:*

- The preferred configuration of on-street parking, where provided, is parallel. Other options for on-street parking can be explored for each typology so long as alternative configurations are compatible with the modal priority and goals for the project. Where angled on-street parking is provided on streets especially on streets with bike lanes, back-in angle configurations are preferred.
- The preferred width for parallel parking lanes is 8 feet. Narrower (7-foot) lanes may be provided in constrained environments or to allow wider bike lanes. Decisions regarding parking lane width when adjacent to bike lanes should consider the amount of parking, parking turnover rates, and vehicle types. When parallel parking and bike lanes are provided adjacent to each other, the minimum combined width of the two is 14 feet. When in constrained environments, where there is low parking utilization or turnover adjacent to an uphill (low speed) bicycle lane, combined widths as low as 12 feet may be allowable.
- Shared Streets may include on-street parking in randomly-spaced stalls. Street designs should avoid continuous rows of cars.
- Neighborhood Connector Streets may include on-street parking if sufficient space is available after the inclusion of bike lanes.
- General Urban Streets may include on-street parking in urban contexts (Downtown, Neighborhood Commercial, Mixed-Use and Major Commercial).

[6] *Target Speed:*

- Target speed is the speed at which people are expected to drive. The target speed is intended to become the posted speed limit. Per the Institute of Traffic Engineers, the target speed should be set at "the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multimodal activity

generated by adjacent land uses to provide both mobility for motor vehicles and a safe environment for pedestrians and bicyclists." In other words, target speeds—and, by extension, posted speed limits and design speeds—should balance the needs of all anticipated street users based on context.[23]

- Design speed is a tool used to determine the various geometric features of the roadway. When designing a roadway, the design speed should equal the target speed. As is feasible, measures should be considered to reduce the operating speed to match the target speed, examples of which are listed below.
- ITE outlines 12 measures that can be used to lower design speeds and thereby achieve appropriate target speeds. These measures represent options for lowering design speed and are not an exhaustive list of all approaches:
    - Setting signal timing for moderate progressive speeds from intersection to intersection;
    - Using narrower travel lanes that cause motorists to naturally slow their speeds;
    - Using physical measures such as curb extensions and medians to narrow the traveled way;
    - Using design elements such as on-street parking to create side friction;
    - Minimal or no horizontal offset between the inside travel lane and median curbs;
    - Eliminating superelevation;
    - Eliminating shoulders in urban applications, except for bicycle lanes;
    - Smaller curb-return radii at intersections and elimination or reconfiguration of high-speed channelized right turns;
    - Paving materials with texture (e.g., crosswalks, intersection operating areas) detectable by drivers as a notification of the possible presence of pedestrians;
    - Proper use of speed limit, warning, advisory signs and other appropriate devices to gradually transition speeds when approaching and traveling through a walkable area;
    - Vertical elements (raised crosswalk, speed hump, speed cushion); and,
    - Horizontal elements (small radii curves, chicanes, etc).[24]
- For street typologies with a proposed range of target speeds, designers should consider the inclusion of measures to keep the target speed at the low end of the allowable range.

[23] Institute of Traffic Engineers, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach." 2010.
[24] Ibid.

Figure 16 Pedestrian Zone Parameters

Typology	Frontage Zone[1] Door swings, awnings, café seating, retail signage displays, building projections, landscape areas	Pedestrian Zone[2] Clear space for pedestrian travel, should be clear of any and all fixed obstacles	Greenscape/Furnishing Zone[3] Street lights, utility poles, street trees, landscaping, bike racks, parking meters, transit stops, street furniture, signage	Total Width[4] (Lower value excludes Frontage Zone)
Shared Street	8′	10′	5′	15′-23′
Neighborhood Residential Street	N/A	6′	5′	11′
Main Street	8′	7′	4′	11′-19′
General Urban Street	8′	10′	8′	18′-26′
Neighborhood Connector Street	8′	7′	8′	15′-23′
Suburban Connector Street	N/A	12′ (Multiuse Path)	8′	20′

[1] *Frontage Zone:*

- Where buildings are located against the back of the sidewalk and constrained situations do not provide width for the Frontage Zone, the effective width of the Pedestrian Zone is reduced by 1 foot as pedestrians will shy away from the building edge.
- Wider frontage zones are acceptable where conditions allow. The preferred width of the Frontage Zone to accommodate sidewalk cafes is 6 to 8 feet.

[2] *Pedestrian Zone:*

- In locations with severely constrained rights-of-way, it is possible to provide a narrower Pedestrian Zone. The Americans with Disabilities Act (ADA) minimum 4-foot wide pedestrian Zone can be applied using engineering judgement and should account for a minimum 1-foot shy distance from any barriers.
- Any pedestrian zone intended to also convey bicycle traffic (e.g., a multiuse path) should be a minimum of 10 feet wide. For short segments through constrained environments, 8-foot wide multiuse paths are acceptable.

[3] *Greenscape/Furnishing Zone:*

- The minimum width necessary to support standard street tree installation is 5 feet. While 5 feet is the minimum preferred width, greenscape/furnishing zones with widths less than 5 feet are preferable to no greenscape/furnishing zone being provided.
- Utilities, street trees and landscaping, and other sidewalk furnishings should be set back from curb face a minimum of 18 inches.

- Green Stormwater Infrastructure (GSI) features typically require a minimum of 7 feet of width. The final dimensions—if GSIs are to be included—will be established based on the context of each landscape area.
- Where on-street parking is not present, a wider Greenscape/Furnishing Zone should be prioritized over the width of the Frontage Zone.
- The preferred width of the Greenscape/Furnishing Zone to accommodate sidewalk cafes is 6 to 10 feet.
- Shared Streets include lighting, landscaping, bike racks, furnishings, and other elements; generally, these elements will still be within the greenscape/furnishing zone, but that will be determined with future, detailed Shared Street design based on context and goals.

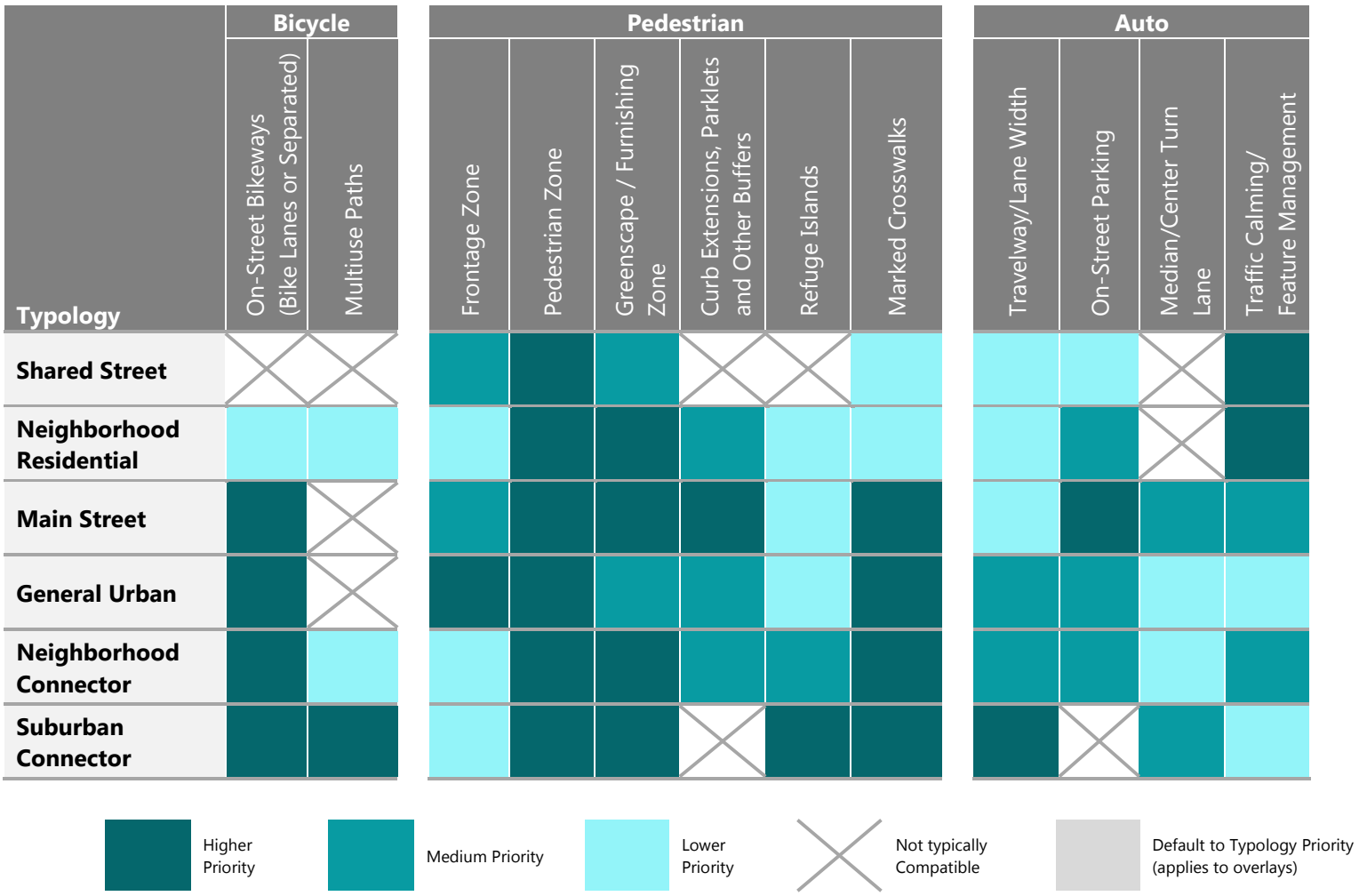
[4] Total Width:

- The minimum total width for any street with transit service is 8 feet (preferably 10 feet) in order to provide space for a minimum 5-foot by 8-foot deep landing zone.

Step 3: Make Tradeoffs Based on Typology Priorities

The following matrix provides guidance for designers when weighing tradeoffs when faced with budgetary constraints, limited right-of-way, and operational challenges. Judgements regarding the inclusion of certain design elements (e.g., bike lanes) or where to allocate additional width when right-of-way allows should be based on the priorities outlined in this matrix, depending on typology. Features that are indicated to be medium or lower priorities should not be dismissed from inclusion unless constraints make it infeasible to include all the default elements for the typology.

Figure 17 Typology Prioritization Matrix



Appendix F. Pedestrian Focus Area Methodology

The project team conducted a weighted sum to identify pedestrian focus areas in Bloomington. The methodology incorporates street network, land-use, sociodemographic, and transit factors that are correlated with walking, as shown through research and from feedback received during the project. Census blocks were scored according to these factors, as described in the paragraphs that follow. Census blocks are used because they provide a fine level of detail in urban areas and can be linked with Census population, employment, and poverty data. The total score for each Census block is an aggregate of the individual factor scores. The factors used in the analysis are displayed in the following table. A more detailed explanation of the factors, as well as how they were measured and calculated, follows.

Table 1. Pedestrian Focus Area Factors

Factor	Geography	Calculation	Scale	Weight
Percent Minority	Block Group	Non-white population/total population	85th percentile max points	5
Percent in Poverty	Block Group	Below poverty line/total population for which poverty is measured	85th percentile max points	10
Percent without Vehicles	Block Group	Occupied households without vehicles/total occupied households	85th percentile max points	10
Percent Inactive Adults	Census Tract	Inactive adults (as defined by the CDC)/all adults	85th percentile max points	5
Percent with Mobility Disabilities	Census Tract	Population with hearing, vision, cognitive, ambulatory difficulty/ total population	85th percentile max points	10
Population Density	Block Group	Population/land area (square-miles)	85th percentile max points	10
Employment Density	Block Group	Employed population/land area (square-miles)	85th percentile max points	5
Intersection Density	Block	Intersections within quarter-mile/ land area (square-miles)	85th percentile max points	10
School Presence	Block	Any school within census block	Binary	15
Park Presence	Block	Any park within census block	Binary	5
Transit Presence	Block	Any bus stop within census block	Binary	15
Sidewalk Modification Factor	Block	Percent of road network that does not have a sidewalk	0 – 100%	N/A

Percent Minority

The percent of non-white populations is an indicator of traditionally underserved and underrepresented populations. Including this factor will ensure that future analyses continue to

include traditionally underrepresented populations. The blocks at or above the 85th percentile of percent of non-white population were given the maximum of 5 points; the remaining blocks were pro-rated based on their ranking compared to the 85th percentile value.

Percent of Households Below the Poverty Line

Research indicates that people living in households below the poverty line are more likely to depend on transit, walking, or biking to get around.[25] The households-in-poverty data is only available for Census block groups, which are larger geographic areas composed of multiple Census blocks. For consistency with other factors, the household poverty score of each block group was assigned to all the Census blocks within it. The block groups at or above the 85th percentile of percent in poverty were given the maximum of 10 points; the remaining block groups were pro-rated based on their ranking compared to the 85th percentile value.

Percent Without Vehicles

This factor identifies the percent of population with no access to a motor vehicle in a Census block group. Areas with fewer cars are more likely to have a need for safe, connected sidewalks because walking is often either the sole mode of transportation or a way to get to a transit stop. The block groups at or above the 85th percentile of percent of households with no vehicle access were given the maximum of 10 points; the remaining block groups were pro-rated based on their ranking compared to the 85th percentile value.

Percent Inactive

About 24 percent of adults in Bloomington are not physically active (no leisure-time physical activity) and about 26 percent of adults are obese.[26] Providing infrastructure and encouraging active transportation is one public health and planning approach to improving community health. This strategy is also endorsed by the U.S. Surgeon General who recommends encouraging community design and development that supports physical activity.[27] The tracts at or above the 85th percentile for physical inactivity rates were given the maximum of 5 points; the remaining tracts were pro-rated based on their ranking compared to the 85th percentile value.

Percent with a Mobility Disability

This factor identifies the percent of population with a mobility disability in a Census tract. These individuals are more likely to rely on pedestrian infrastructure to access transit, amenities, and services. The tracts at or above the 85th percentile of percent of individuals with a mobility disability were given the maximum of 10 points; the remaining tracts were pro-rated based on their ranking compared to the 85th percentile value.

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[25] Dill, Jennifer, et al. "Predicting Transit Ridership at the Stop Level: The Role of Service and Urban Form." 92nd Annual Meeting of the Transportation Research Board, 2013

[26] Center for Disease Control and Prevention. 500 Cities Project.

[27] U.S. Department of Health and Human Services, "Active Living | SurgeonGeneral.Gov," n.d., https://www.surgeongeneral.gov/priorities/prevention/strategy/active-living.html.

Population Density

Population density is another major determinant for pedestrian trips. In short, areas with more people have higher levels of walking. Census blocks with population density at or above the 85th percentile were given the maximum of 10 points; scores for blocks with lower density were pro-rated up to the 85th percentile value.

Employment Density

Employment density is another major determinant for pedestrian trips. People walk to areas with high employment for a variety of reasons, including jobs, shopping or errands. Moreover, some areas with high employment see a lot of midday walking activity as people go to lunch or nearby errands. The employment score of each Census block was assigned based on the number of jobs provided by the Census. Census blocks at or above the 85th percentile for employment density received the maximum score of 10 points; blocks below that were pro-rated up to the 85th percentile value.

Intersection Density

Research into travel mode choice has shown that intersection density is highly correlated with pedestrian trips and transit ridership, significantly more so than any other factor.[28] Areas with high intersection density tend to have a higher concentration and diversity of utilitarian destinations, resulting in a greater number of short-distance utilitarian trips. The intersection density score for each Census block was found by counting the number of intersections within a ¼-mile buffer of each block and normalizing by the area of the block. Census blocks meeting the 85th percentile or higher for the number of intersections per mile were given a score of 10; the remaining scores were pro-rated based on their density of intersections compared to that value.

Access to Parks and Schools

Safe access to parks and schools is important for healthy communities. Parks provide safe places for physical activity, and walking to school instills healthy active transportation habits at a young age. Walking to school also provides a form of daily physical activity for children and has benefits for improving attention in the classroom. Additionally, children walking to school also results in fewer motor vehicle trips. Census blocks with at least one park were weighted 5 points while Census blocks with at least one school received 15 points. Schools are weighted higher than parks to acknowledge that the population walking or bicycling to and from these facilities are children, who are more vulnerable than adults and generally cannot legally drive a car.

Transit Routes

People walking to and from the bus are another important user group to consider. People near a bus stop are more likely to use transit. Census blocks that have at least one bus stop within their boundary received 15 points.

[28] Ewing, Reid, and Cervero Robert. "Travel and the built environment: a meta-analysis." *Journal of the American Planning Association*, 76 (2010): 265-294.

Sidewalk Modification Factor

A sidewalk modification factor was calculated to acknowledge that certain areas in Bloomington currently have sidewalks. This factor was created by calculating the percent of road network in each Census block that is missing sidewalks. The sidewalk modification factor was then multiplied by the total sum of all other factors to generate a total score. Therefore, areas with fewer sidewalks in comparison to the road network are given a higher priority.

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Line	id	stdir	stname	stsuffix	addblock	From	To	BikeRec1	Typology	WidthNew	Default
1	1645	E	10th	ST	1600	Campbell ST	Sunrise DR	Protected Bike Lane	GU	90	yes
2	1632	E	10th	ST	1500	Jordan AVE	Campbell ST	Protected Bike Lane	GU	90	yes
3	1634	E	10th	ST	1200	Walnut Grove AVE	Fee LN	Protected Bike Lane	GU	90	yes
4	1636	E	10th	ST	900	Woodlawn AVE	Forrest AVE	Protected Bike Lane	GU	90	yes
5	1635	E	10th	ST	1000	Forrest AVE	Walnut Grove AVE	Protected Bike Lane	GU	90	yes
6	1633	E	10th	ST	1300	Fee LN	Jordan AVE	Protected Bike Lane	GU	90	yes
7	1620	E	10th	ST	2300	Jefferson ST	Access Drive to Tulip Tree	Protected Bike Lane	GU	90	yes
8	1621	E	10th	ST	2050	Union ST	Jefferson ST	Protected Bike Lane	GU	90	yes
9	1644	E	10th	ST	1800	Sunrise DR	Union ST	Protected Bike Lane	GU	90	yes
10	1648	E	10th	ST	500	Dunn ST	Indiana AVE	Protected Bike Lane	GU	90	yes
11	1653	E	10th	ST	400	Grant ST	Prow AVE	Protected Bike Lane	GU	90	yes
12	1652	E	10th	ST	412	Prow AVE	Dunn ST	Protected Bike Lane	GU	90	yes
13	1654	E	10th	ST	300	Lincoln ST	Grant ST	Protected Bike Lane	GU	90	yes
14	2279	E	10th	ST	200	Washington ST	Lincoln ST	Protected Bike Lane	GU	90	yes
15	1651	E	10th	ST	600	Indiana AVE	Fess AVE	Protected Bike Lane	GU	90	yes
16	1638	E	10th	ST	700	Fess AVE	Park AVE	Protected Bike Lane	GU	90	yes
17	1637	E	10th	ST	800	Park AVE	Woodlawn AVE	Protected Bike Lane	GU	90	yes
18	2890	W	10th	ST	200	College AVE	Morton ST	Protected Bike Lane	GU	90	yes
19	2892	W	10th	ST	100	Walnut ST	College AVE	Protected Bike Lane	GU	90	yes
20	1649	E	10th	ST	100	Walnut ST	Washington ST	Protected Bike Lane	GU	90	yes
21	2889	W	10th	ST	400	Morton ST	Rogers ST	Protected Bike Lane	GU	90	yes
22	1643	E	10th	ST	2500	Access Drive to Tulip Tree	State Road 45 46 Bypass State Road 46	Protected Bike Lane	GU	90	yes
23	1823	E	10th	ST	4310	Russell RD	Etter DR	Bike Lane and Multi-use Path	NR	60	yes
24	1622	W	10th	ST	1000	Cottage Grove AVE Orris DR	Monroe ST		NR	60	yes
25	1618	W	10th	ST	1100	Monroe ST	Summit ST	Neighborhood Greenway	NR	60	yes
26	2353	W	10th	ST	1230	Alexander ST	Adams ST	Neighborhood Greenway	NR	60	yes
27	2354	W	10th	ST	1200	Summit ST	Alexander ST	Neighborhood Greenway	NR	60	yes
28	1660	W	10th	ST	700	Fairview ST	Amy Robinson DR		NR	60	yes
29	1659	W	10th	ST	710	Amy Robinson DR			NR	60	yes
30	1879	E	10th	ST	4400	Etter DR	Ooley AVE State Road 45	Bike Lane and Multi-use Path	NR	60	yes
31	1626	E	10th	ST	3350	Pete Ellis DR Range RD	John Hinkle PL Woodbridge DR	Bike Lane and Multi-use Path	SC	75	no
32	2426	E	10th	ST	3810	Barrington DR	Grandview DR	Bike Lane and Multi-use Path	SC	75	no
33	2592	E	10th	ST	3990	Grandview DR	Smith RD	Bike Lane and Multi-use Path	SC	75	no
34	2427	E	10th	ST	3600	John Hinkle PL Woodbridge DR	Barrington DR	Bike Lane and Multi-use Path	SC	75	no
35	1647	E	10th	ST	2850	State Road 45 46 Bypass State Road 46	Pete Ellis DR Range RD	Bike Lane and Multi-use Path	SC	75	no
36	2591	E	10th	ST	4076	Smith RD	Deckard DR Tamarron DR	Bike Lane and Multi-use Path	SC	75	no
37	1762	E	10th	ST	4100	Deckard DR Tamarron DR	Russell RD	Bike Lane and Multi-use Path	SC	75	no
38	6917	W	11th	ST	300	Morton ST	Ashlynn Park DR	Protected Bike Lane	GU	90	yes
39	1721	W	11th	ST	420	Ashlynn Park DR	Rogers ST	Protected Bike Lane	GU	90	yes
40	1712	W	11th	ST	100	Walnut ST	College AVE	Protected Bike Lane	GU	90	yes
41	1704	W	11th	ST	600	Rogers ST	Fairview ST	Protected Bike Lane	GU	90	yes
42	1713	W	11th	ST	200	Morton ST	College AVE	Protected Bike Lane	GU	90	yes
43	2238	W	11th	ST	1200	Summit ST	Alexander ST	Protected Bike Lane	NC	74	yes
44	1727	W	11th	ST	1100	Monroe ST	Summit ST	Protected Bike Lane	NC	74	yes
45	1732	W	11th	ST	1305	Illinois ST	Lindbergh DR	Protected Bike Lane	NC	74	yes
46	1734	W	11th	ST	1610	Oolitic DR	Fountain DR	Protected Bike Lane	NC	74	yes
47	1719	W	11th	ST	911	Orris DR	Orris DR	Protected Bike Lane	NC	74	yes
48	1731	W	11th	ST	1318	Adams ST	Illinois ST	Protected Bike Lane	NC	74	yes

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49	1725	W	11th	ST	906	Diamond ST	Orris DR	Protected Bike Lane	NC	74	yes
50	1716	W	11th	ST	1010	Orris DR	Monroe ST	Protected Bike Lane	NC	74	yes
51	1731	W	11th	ST	1318	Adams ST	Illinois ST	Protected Bike Lane	NC	74	yes
52	1724	W	11th	ST	900	Blair AVE	Diamond ST	Protected Bike Lane	NC	74	yes
53	1723	W	11th	ST	800	Maple ST	Blair AVE	Protected Bike Lane	NC	74	yes
54	2237	W	11th	ST	1221	Alexander ST	Adams ST	Protected Bike Lane	NC	74	yes
55	1722	W	11th	ST	700	Fairview ST	Maple ST	Protected Bike Lane	NC	74	yes
56	1705	W	11th	ST	676	Fairview ST	Fairview ST	Protected Bike Lane	NC	74	yes
57	1733	W	11th	ST	1420	Lindbergh DR	Oolitic DR	Protected Bike Lane	NC	74	yes
58	1732	W	11th	ST	1305	Illinois ST	Lindbergh DR	Protected Bike Lane	NC	74	yes
59	1734	W	11th	ST	1610	Oolitic DR	Fountain DR	Protected Bike Lane	NC	74	yes
60	2859	E	11th	ST	1100	Walnut Grove AVE	Fee LN		NR	60	yes
61	1742	E	11th	ST	1000	Forrest AVE	Walnut Grove AVE		NR	60	yes
62	1743	E	11th	ST	900	Woodlawn AVE	Forrest AVE		NR	60	yes
63	1745	E	11th	ST	700	Fess AVE	Park AVE	Bike Lane	NR	60	yes
64	1748	E	11th	ST	300	Lincoln ST	Grant ST	Bike Lane	NR	60	yes
65	1749	E	11th	ST	400	Grant ST	Dunn ST	Bike Lane	NR	60	yes
66	1747	E	11th	ST	200	Washington ST	Lincoln ST	Bike Lane	NR	60	yes
67	1750	E	11th	ST	500	Dunn ST	Indiana AVE	Bike Lane	NR	60	yes
68	1746	E	11th	ST	600	Indiana AVE	Fess AVE	Bike Lane	NR	60	yes
69	1744	E	11th	ST	800	Park AVE	Woodlawn AVE	Bike Lane	NR	60	yes
70	6914	W	12th	ST	300	Morton ST	Ashlynn Park DR		GU	72	no
71	1764	E	12th	ST	900		Forrest AVE		NR	60	yes
72	1793	W	12th	ST	1500	Illinois ST	Lindbergh DR	Neighborhood Greenway	NR	60	yes
73	1794	W	12th	ST	1406	Illinois ST	Illinois ST		NR	60	yes
74	1792	W	12th	ST	1600	Lindbergh DR	Oolitic DR	Neighborhood Greenway	NR	60	yes
75	1788	W	12th	ST	600	12th ST	Fairview ST	Neighborhood Greenway	NR	60	yes
76	1768	W	12th	CT	820		Blair AVE		NR	60	yes
77	1784	W	12th	ST	800	Maple ST			NR	60	yes
78	1789	W	12th	ST	700	Fairview ST	Maple ST		NR	60	yes
79	1769	W	12th	ST	1100	Monroe ST	Summit ST		NR	60	yes
80	1767	W	12th	ST	1000		Monroe ST		NR	60	yes
81	1771	E	12th	ST	800	Park AVE	Woodlawn AVE		NR	60	yes
82	1778	E	12th	ST	400	Grant ST	Dunn ST		NR	60	yes
83	1777	E	12th	ST	500	Dunn ST	Indiana AVE		NR	60	yes
84	1780	E	12th	ST	200	Washington ST	Lincoln ST		NR	60	yes
85	1779	E	12th	ST	300	Lincoln ST	Grant ST		NR	60	yes
86	1795	W	12th	ST	1310	Summit ST	Illinois ST		NR	60	yes
87	1781	E	12th	ST	100	Walnut ST	Washington ST		NR	60	yes
88	1772	E	12th	ST	700	Fess AVE	Park AVE		NR	60	yes
89	1776	E	12th	ST	600	Indiana AVE	Fess AVE		NR	60	yes
90	1832	E	13th	ST	500	Dunn ST	Indiana AVE		GU	72	no
91	1809	E	13th	ST	1100	Walnut Grove AVE	Fee LN		NC	60	no
92	1828	E	13th	ST	800	Park AVE	Woodlawn AVE		NC	60	no
93	1827	E	13th	ST	900	Woodlawn AVE	Forrest AVE		NC	60	no
94	1810	E	13th	ST	1000	Forrest AVE	Walnut Grove AVE		NC	60	no
95	1831	E	13th	ST	600	Indiana AVE	Fess AVE		NC	60	no
96	1829	E	13th	ST	700	Fess AVE	Park AVE		NC	60	no
97	1804	W	13th	ST	1350	Summit ST	Illinois ST	Neighborhood Greenway	NR	60	yes
98	3286	W	13th	ST	300	Woodburn AVE			NR	60	yes
99	1819	W	13th	ST	600	Jackson ST	Fairview ST		NR	60	yes

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100	1818	W	13th	ST	700	Fairview ST	Maple ST		NR	60	yes
101	1817	W	13th	CT	800		Blair AVE		NR	60	yes
102	1811	W	13th	ST	400		Rogers ST		NR	60	yes
103	1820	W	13th	ST	500	Rogers ST	Jackson ST		NR	60	yes
104	1863	E	14th	ST	450	Brownstone DR	Dunn ST	Neighborhood Greenway	NC	60	no
105	1875	W	14th	ST	300	Woodburn AVE	Madison ST	Neighborhood Greenway	NC	60	no
106	1860	E	14th	ST	202	Brownstone DR Washington ST	Lincoln ST	Neighborhood Greenway	NC	60	no
107	1864	E	14th	ST	300	Lincoln ST	Brownstone DR	Neighborhood Greenway	NC	60	no
108	1859	W	14th	ST	100	College AVE	Walnut ST	Neighborhood Greenway	NC	60	no
109	1861	W	14th	ST	200	Woodburn AVE	College AVE	Neighborhood Greenway	NC	60	no
110	1862	E	14th	ST	100	Walnut ST	Brownstone DR Washington ST	Neighborhood Greenway	NC	60	no
111	1855	E	14th	ST	1000	Forrest AVE	Walnut Grove AVE	Neighborhood Greenway	NR	60	yes
112	1854	E	14th	ST	900	Woodlawn AVE	Forrest AVE	Neighborhood Greenway	NR	60	yes
113	1847	W	14th	ST	1500	Lindbergh DR	Oolitic DR		NR	60	yes
114	1865	E	14th	ST	500	Dunn ST	Indiana AVE	Neighborhood Greenway	NR	60	yes
115	1857	E	14th	ST	600	Indiana AVE	Fess AVE	Neighborhood Greenway	NR	60	yes
116	1852	E	14th	ST	700	Fess AVE	Park AVE	Neighborhood Greenway	NR	60	yes
117	1866	E	14th	ST		Fess AVE	Fess AVE	Neighborhood Greenway	NR	60	yes
118	1872	W	14th	ST		Madison ST		Neighborhood Greenway	NR	60	yes
119	3177	W	14th	CT	800		Dyer DR	Neighborhood Greenway	NR	60	yes
120	1842	W	14th	ST	1100		Blair AVE		NR	60	yes
121	1843	W	14th	ST	1000	Blair AVE	Monroe ST Summit ST	Neighborhood Greenway	NR	60	yes
122	1853	E	14th	ST	800	Park AVE	Woodlawn AVE	Neighborhood Greenway	NR	60	yes
123	1889	W	15th	ST	1300	15th ST	Illinois ST		NC	60	no
124	1890	W	15th	ST	1500	Lindbergh DR	15th ST		NC	60	no
125	1887	W	15th	ST	1400	Illinois ST	Lindbergh DR		NC	60	no
126	2787	W	15th	ST	1000	Dyer DR	15th ST		NR	60	yes
127	1884	W	15th	ST	500	Rogers ST	Jackson ST		NR	60	yes
128	1885	W	15th	ST	600	Jackson ST	Fairview ST		NR	60	yes
129	1886	W	15th	ST	700	Fairview ST	Maple ST		NR	60	yes
130	1910	W	15th	ST	300	Woodburn AVE	Madison ST		NR	60	yes
131	1883	W	15th	ST	400	Madison ST	Rogers ST		NR	60	yes
132	1899	E	15th	ST	200	Washington ST	Lincoln ST		NR	60	yes
133	1896	E	15th	ST	500	Dunn ST	Indiana AVE		NR	60	yes
134	1897	E	15th	ST	400	Grant ST	Dunn ST		NR	60	yes
135	1898	E	15th	ST	300	Lincoln ST	Grant ST		NR	60	yes
136	1901	W	15th	ST	100	College AVE	Walnut ST		NR	60	yes
137	1902	W	15th	ST	200	Woodburn AVE	College AVE		NR	60	yes
138	1900	E	15th	ST	100	Walnut ST	Washington ST		NR	60	yes
139	2531	E	15th	ST	900	Woodlawn AVE	Forrest AVE		NR	60	yes
140	1913	W	16th	ST	1100	Monroe ST	16th ST		NC	60	no
141	1926	E	16th	ST	300	Lincoln ST	Grant ST		NR	60	yes
142	1925	E	16th	ST	200	Washington ST	Lincoln ST		NR	60	yes
143	1927	E	16th	ST	400	Grant ST	Dunn ST		NR	60	yes
144	1918	W	16th	ST	300	Woodburn AVE	Madison ST		NR	60	yes
145	1922	E	16th	ST	100	Walnut ST	Washington ST		NR	60	yes
146	1917	W	16th	ST	500	Madison ST	Jackson ST		NR	60	yes
147	1931	E	17th	ST	900	Woodlawn AVE	Forrest AVE	Bike Lane and Multi-use Path	GU	86	no
148	1932	E	17th	ST	800	Fess AVE	Woodlawn AVE	Bike Lane and Multi-use Path	GU	86	no
149	1947	E	17th	ST	600	Indiana AVE	Fess AVE	Bike Lane and Multi-use Path	GU	86	no

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150	1933	E	17th	ST	1000	Forrest AVE	Walnut Grove AVE	Bike Lane and Multi-use Path	GU	86	no
151	1946	E	17th	ST	500	Dunn ST	Indiana AVE	Bike Lane and Multi-use Path	GU	86	no
152	1943	E	17th	ST	200	Washington ST	Lincoln ST	Bike Lane and Multi-use Path	GU	86	no
153	1945	E	17th	ST	400	Grant ST	Dunn ST	Bike Lane and Multi-use Path	GU	86	no
154	1944	E	17th	ST	300	Lincoln ST	Grant ST	Bike Lane and Multi-use Path	GU	86	no
155	2777	E	17th	ST	1200	Walnut Grove AVE	Fee LN	Bike Lane and Multi-use Path	GU	86	no
156	1942	E	17th	ST	100	Walnut ST	Washington ST	Bike Lane and Multi-use Path	GU	86	no
157	1941	W	17th	ST	100	College AVE	Walnut ST	Bike Lane and Multi-use Path	GU	86	no
158	1940	W	17th	ST	200	Woodburn AVE	College AVE	Bike Lane and Multi-use Path	GU	86	no
159	1953	W	17th	ST	500	Kinser PIKE Madison ST	Jackson ST	Bike Lane and Multi-use Path	GU	86	no
160	1948	W	17th	ST	300	Woodburn AVE	Kinser PIKE Madison ST	Bike Lane and Multi-use Path	GU	86	no
161	1952	W	17th	ST	700	Jackson ST	Maple ST	Bike Lane and Multi-use Path	GU	86	no
162	1950	W	17th	ST	1020	Willis DR	Monroe ST	Bike Lane and Multi-use Path	GU	86	no
163	1951	W	17th	ST	800	Maple ST	Willis DR	Bike Lane and Multi-use Path	GU	86	no
164	1935	E	17th	ST	1700	Jordan AVE	Lingelbach LN	Bike Lane and Multi-use Path	NC	74	yes
165	3254	E	17th	ST	1400	Fee LN	Jordan AVE	Bike Lane and Multi-use Path	NC	74	yes
166	1956	E	17th	ST	1800	Lingelbach LN	State Road 45 46 Bypass	Bike Lane and Multi-use Path	NC	74	yes
167	1936	E	17th	ST	1500	Jordan AVE	Jordan AVE	Bike Lane and Multi-use Path	NC	74	yes
168	7065	W	17th	ST		Monroe ST	Arlington RD		NR	60	yes
169	7063	W	17th	ST		Monroe ST	Arlington RD		NR	60	yes
170	3244	W	17th	ST	1800	Lismore DR	Crescent RD	Bike Lane and Multi-use Path	SC	75	no
171	3243	W	17th	ST	1750	Arlington Park DR	Lismore DR	Bike Lane and Multi-use Path	SC	75	no
172	2359	W	17th	ST	1700	Lindbergh DR	Arlington Park DR	Bike Lane and Multi-use Path	SC	75	no
173	1955	W	17th	ST	1400	Arlington RD	Lindbergh DR	Bike Lane and Multi-use Path	SC	75	no
174	7091	W	17th	ST	2100	Crescent RD		Bike Lane and Multi-use Path	SC	75	no
175	1966	E	18th	ST	400	Grant ST	Dunn ST		NR	60	yes
176	2929	E	18th	ST	300	Lincoln ST	Grant ST		NR	60	yes
177	1979	E	19th	ST	202	Washington ST	Lincoln ST	Neighborhood Greenway	NR	60	yes
178	1977	E	19th	ST	400	Grant ST	Dunn ST	Neighborhood Greenway	NR	60	yes
179	1980	E	19th	ST	116	Washington ST	Washington ST	Neighborhood Greenway	NR	60	yes
180	1978	E	19th	ST	300	Lincoln ST	Grant ST	Neighborhood Greenway	NR	60	yes
181	1982	E	19th	ST	100	Walnut ST	Washington ST	Neighborhood Greenway	NR	60	yes
182	1982	E	19th	ST	100	Walnut ST	Washington ST	Neighborhood Greenway	NR	60	yes
183	1003	W	1st	ST	620	Access Drive to Hospital EMT	Fairview ST	Neighborhood Greenway	NC	60	no
184	1001	W	1st	ST	800	Fairview ST	Wylie ST	Neighborhood Greenway	NC	60	no
185	1000	W	1st	ST	900	Wylie ST	Walker ST	Neighborhood Greenway	NC	60	no
186	983	E	1st	ST	900	Park AVE	Woodlawn AVE	Neighborhood Greenway	NC	60	no
187	986	E	1st	ST	1200	Ballantine RD	Highland AVE	Neighborhood Greenway	NC	60	no
188	983	E	1st	ST	900	Park AVE	Woodlawn AVE	Neighborhood Greenway	NC	60	no
189	1002	W	1st	ST	500	Rogers ST	Access Drive to Hospital EMT	Neighborhood Greenway	NC	60	no
190	998	E	1st	ST	300	Lincoln ST	Grant ST	Neighborhood Greenway	NC	60	no
191	997	E	1st	ST	200	Washington ST	Lincoln ST	Neighborhood Greenway	NC	60	no
192	997	E	1st	ST	200	Washington ST	Lincoln ST	Neighborhood Greenway	NC	60	no
193	984	E	1st	ST	1000	Woodlawn AVE	Hawthorne DR	Neighborhood Greenway	NC	60	no
194	985	E	1st	ST	1122	Hawthorne DR	Ballantine RD	Neighborhood Greenway	NC	60	no
195	987	E	1st	ST	1300	Highland AVE	Jordan AVE Sheridan DR	Neighborhood Greenway	NC	60	no
196	987	E	1st	ST	1300	Highland AVE	Jordan AVE Sheridan DR	Neighborhood Greenway	NC	60	no
197	986	E	1st	ST	1200	Ballantine RD	Highland AVE	Neighborhood Greenway	NC	60	no
198	2801	E	1st	ST	600	Henderson ST	Fess AVE	Neighborhood Greenway	NC	60	no
199	981	E	1st	ST	800	Stull AVE	Park AVE	Neighborhood Greenway	NC	60	no
200	980	E	1st	ST	700	Fess AVE	Stull AVE	Neighborhood Greenway	NC	60	no

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201	2800	E	1st	ST	500	Grant ST	Henderson ST	Neighborhood Greenway	NC	60	no
202	2800	E	1st	ST	500	Grant ST	Henderson ST	Neighborhood Greenway	NC	60	no
203	981	E	1st	ST	800	Stull AVE	Park AVE	Neighborhood Greenway	NC	60	no
204	998	E	1st	ST	300	Lincoln ST	Grant ST	Neighborhood Greenway	NC	60	no
205	980	E	1st	ST	700	Fess AVE	Stull AVE	Neighborhood Greenway	NC	60	no
206	982	E	1st	ST	820	Park AVE	Park AVE	Neighborhood Greenway	NC	60	no
207	985	E	1st	ST	1122	Hawthorne DR	Ballantine RD	Neighborhood Greenway	NC	60	no
208	999	W	1st	ST	400	Morton ST	Rogers ST	Neighborhood Greenway	NC	60	no
209	995	W	1st	ST	100	Walnut ST	College AVE	Neighborhood Greenway	NC	60	no
210	996	E	1st	ST	100	Walnut ST	Washington ST	Neighborhood Greenway	NC	60	no
211	994	W	1st	ST	200	College AVE	B-Line Trail	Neighborhood Greenway	NC	60	no
212	971	E	1st	ST	1800	Rose AVE	Anita ST	Neighborhood Greenway	NR	60	yes
213	969	E	1st	ST	2000	Clifton AVE	High ST	Neighborhood Greenway	NR	60	yes
214	966	E	1st	ST	2100	High ST		Neighborhood Greenway	NR	60	yes
215	970	E	1st	ST	1920	Anita ST	Clifton AVE	Neighborhood Greenway	NR	60	yes
216	951	E	1st	ST	1500	Sheridan DR	Mitchell ST	Neighborhood Greenway	NR	60	yes
217	957	E	1st	ST	1700	Eastside DR	Rose AVE	Neighborhood Greenway	NR	60	yes
218	956	E	1st	ST	1600	Mitchell ST	Eastside DR	Neighborhood Greenway	NR	60	yes
219	7008	W	1st	ST	276	B-Line Trail	Morton ST	Neighborhood Greenway	NR	60	yes
220	1986	E	20th	ST	200	Washington ST	Lincoln ST		NR	60	yes
221	2019	W	20th	ST	1210	Sassafras DR	Arlington RD		NR	60	yes
222	2020	W	20th	ST	1100	Monroe ST	Sassafras DR		NR	60	yes
223	1987	E	20th	ST	300	Lincoln ST	Dunn ST		NR	60	yes
224	1097	W	2nd	ST	650	Rogers ST	Maple ST	Bike Lane	GU	84	no
225	1100	W	2nd	ST	800	Maple ST	Euclid AVE	Bike Lane	GU	84	no
226	1099	W	2nd	ST	400	Madison ST	Rogers ST	Bike Lane	GU	84	no
227	1098	W	2nd	ST	300	Morton ST	Madison ST	Bike Lane	GU	84	no
228	7007	W	2nd	ST	276	B-Line Trail	Morton ST	Bike Lane	GU	84	no
229	1084	W	2nd	ST	200	College AVE	B-Line Trail		GU	72	no
230	2600	W	2nd	ST	1100	Walker ST	Patterson DR	Bike Lane and Multi-use Path	GU	86	no
231	1101	W	2nd	ST	1000	Euclid AVE	Walker ST	Bike Lane	GU	84	no
232	1049	E	2nd	ST	2400	Roosevelt ST	Woodscrest DR		NC	60	no
233	1073	E	2nd	ST	1300	Highland AVE	Jordan AVE		NC	60	no
234	1088	E	2nd	ST	298	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
235	1090	E	2nd	ST	300	Lincoln ST	Grant ST		NC	60	no
236	1087	E	2nd	ST	520	Dunn ST	Henderson ST		NC	60	no
237	1096	E	2nd	ST	400	Grant ST	Dunn ST		NC	60	no
238	1086	E	2nd	ST	600	Henderson ST	Fess AVE		NC	60	no
239	1082	E	2nd	ST	800	Park AVE	Woodlawn AVE		NC	60	no
240	1074	E	2nd	ST	1200	Ballantine RD	Highland AVE		NC	60	no
241	1063	E	2nd	ST	1500	Swain AVE	Mitchell ST		NC	60	no
242	1072	E	2nd	ST	1400	Jordan AVE	Swain AVE		NC	60	no
243	1055	E	2nd	ST	2200	High ST	Roosevelt ST		NC	60	no
244	1058	E	2nd	ST	1900	Rose AVE	Anita ST		NC	60	no
245	1056	E	2nd	ST	1600	Mitchell ST	Eastside DR		NC	60	no
246	1057	E	2nd	ST	1924	Anita ST	Clifton AVE	Neighborhood Greenway	NC	60	no
247	1060	E	2nd	ST	1800	Arbutus DR	Rose AVE		NC	60	no
248	1061	E	2nd	ST	1706	Eastside DR	Arbutus DR		NC	60	no
249	1062	E	2nd	ST	1700	Eastside DR	Eastside DR		NC	60	no
250	1059	E	2nd	ST	1810	Rose AVE	Rose AVE		NC	60	no
251	1047	E	2nd	ST	2000	Clifton AVE	High ST		NC	60	no

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252	1081	E	2nd	ST	1000	Woodlawn AVE	Hawthorne DR		NC	60	no
253	1067	E	2nd	ST	1100	Hawthorne DR	Ballantine RD		NC	60	no
254	1083	E	2nd	ST	700	Fess AVE	Park AVE		NC	60	no
255	1089	E	2nd	ST	200	Washington ST	Lincoln ST		NC	60	no
256	2802	W	2nd	ST	100	Walnut ST	College AVE		NC	60	no
257	1093	E	2nd	ST	100	Walnut ST	Washington ST		NC	60	no
258	1066	E	2nd	ST	2600	Woodscrest DR	College Mall RD		NC	60	no
259	2598	W	2nd	ST	1200	Patterson DR	Adams ST Bloomfield RD	Bike Lane and Multi-use Path	SC	75	no
260	1241	E	3rd	ST	2300	Roosevelt ST	Clark ST	Protected Bike Lane	GU	90	yes
261	1211	E	3rd	ST	800	Fess AVE	Woodlawn AVE	Protected Bike Lane	GU	90	yes
262	1210	E	3rd	ST	900	Woodlawn AVE	Faculty AVE	Protected Bike Lane	GU	90	yes
263	1208	E	3rd	ST	1110	Hawthorne DR	Ballantine RD	Protected Bike Lane	GU	90	yes
264	1209	E	3rd	ST	1000	Faculty AVE	Hawthorne DR	Protected Bike Lane	GU	90	yes
265	1205	E	3rd	ST	1400	Jordan AVE	Swain AVE	Protected Bike Lane	GU	90	yes
266	1196	E	3rd	ST	2022	Union ST	High ST	Protected Bike Lane	GU	90	yes
267	1192	E	3rd	ST	1900	Rose AVE	Clifton AVE	Protected Bike Lane	GU	90	yes
268	1197	E	3rd	ST	2001	Union ST	Union ST	Protected Bike Lane	GU	90	yes
269	1242	E	3rd	ST	2200	Jefferson ST	Roosevelt ST	Protected Bike Lane	GU	90	yes
270	1193	E	3rd	ST	2031	High ST	Bryan AVE	Protected Bike Lane	GU	90	yes
271	1195	E	3rd	ST	2100	Bryan AVE	Jefferson ST	Protected Bike Lane	GU	90	yes
272	1194	E	3rd	ST	1800	Arbutus DR	Rose AVE	Protected Bike Lane	GU	90	yes
273	1199	E	3rd	ST	1700	Eastside DR	Arbutus DR	Protected Bike Lane	GU	90	yes
274	1198	E	3rd	ST	1991	Clifton AVE	Union ST	Protected Bike Lane	GU	90	yes
275	1200	E	3rd	ST	1600	Mitchell ST	Eastside DR	Protected Bike Lane	GU	90	yes
276	1201	E	3rd	ST	1500	Swain AVE	Mitchell ST	Protected Bike Lane	GU	90	yes
277	1252	W	3rd	ST	300	College AVE	Madison ST	Protected Bike Lane	GU	90	yes
278	1264	W	3rd	ST	400	Madison ST	Rogers ST	Protected Bike Lane	GU	90	yes
279	1206	E	3rd	ST	1300	Highland AVE	Jordan AVE	Protected Bike Lane	GU	90	yes
280	1207	E	3rd	ST	1200	Ballantine RD	Highland AVE	Protected Bike Lane	GU	90	yes
281	2184	E	3rd	ST	400	Grant ST	Kirby ALY	Protected Bike Lane	GU	90	yes
282	2184	E	3rd	ST	400	Grant ST	Kirby ALY	Protected Bike Lane	GU	90	yes
283	1260	E	3rd	ST	200	Washington ST	Lincoln ST	Protected Bike Lane	GU	90	yes
284	3317	E	3rd	ST	600	Indiana AVE	Fess AVE	Protected Bike Lane	GU	90	yes
285	3320	E	3rd	ST	420	Kirby ALY	Atwater AVE Dunn ST	Protected Bike Lane	GU	90	yes
286	3320	E	3rd	ST	420	Kirby ALY	Atwater AVE Dunn ST	Protected Bike Lane	GU	90	yes
287	3318	E	3rd	ST	500	Atwater AVE Dunn ST	Indiana AVE	Protected Bike Lane	GU	90	yes
288	1261	E	3rd	ST	300	Lincoln ST	Grant ST	Protected Bike Lane	GU	90	yes
289	1258	W	3rd	ST	100	Walnut ST	College AVE	Protected Bike Lane	GU	90	yes
290	1261	E	3rd	ST	300	Lincoln ST	Grant ST	Protected Bike Lane	GU	90	yes
291	1259	E	3rd	ST	100	Walnut ST	Washington ST	Protected Bike Lane	GU	90	yes
292	1259	E	3rd	ST	100	Walnut ST	Washington ST	Protected Bike Lane	GU	90	yes
293	1260	E	3rd	ST	200	Washington ST	Lincoln ST	Protected Bike Lane	GU	90	yes
294	1249	E	3rd	ST	2600	Overhill DR	College Mall RD State Road 46	Protected Bike Lane	GU	90	yes
295	1246	E	3rd	ST	2500	Woodscrest DR	Overhill DR	Protected Bike Lane	GU	90	yes
296	1245	E	3rd	ST	2498	Hillsdale DR	Woodscrest DR	Protected Bike Lane	GU	90	yes
297	1240	E	3rd	ST	2400	Clark ST	Hillsdale DR	Protected Bike Lane	GU	90	yes
298	1214	W	3rd	ST	800	Maple ST	Euclid AVE		NC	60	no
299	1220	W	3rd	ST	1000	Buckner ST	Davisson ST		NC	60	no
300	1213	W	3rd	ST	700	Fairview ST	Maple ST		NC	60	no
301	1215	W	3rd	ST	900	Euclid AVE	Buckner ST		NC	60	no
302	1219	W	3rd	ST	698	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no

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303	1218	W	3rd	ST	600	Jackson ST	Fairview ST		NC	60	no
304	2603	W	3rd	ST	1250	Ronson ST	Isaac DR Patterson DR	Neighborhood Greenway	NC	60	no
305	7060	W	3rd	ST	1230	Walker ST	Ronson ST	Neighborhood Greenway	NC	60	no
306	1221	W	3rd	ST	1026	Davisson ST	Walker ST		NC	60	no
307	1265	W	3rd	ST	500	Rogers ST	Jackson ST		NR	60	yes
308	3110	W	3rd	ST	2400	Johnson AVE	Opportunity LN	Protected Bike Lane	SC	98	no
309	2871	W	3rd	ST	2300	Benham LN	Johnson AVE	Protected Bike Lane	SC	98	no
310	1234	E	3rd	ST	3800	Heritage RD	Smith RD	Protected Bike Lane	SC	98	no
311	2605	W	3rd	ST	1610	Westplex AVE	Landmark AVE	Protected Bike Lane	SC	98	no
312	1224	E	3rd	ST	3700	Meadowbrook DR	Heritage RD	Protected Bike Lane	SC	98	no
313	1230	E	3rd	ST	3620	Reisner RD	Meadowbrook DR	Protected Bike Lane	SC	98	no
314	1231	E	3rd	ST		Meadowbrook DR	Meadowbrook DR	Protected Bike Lane	SC	98	no
315	1236	E	3rd	ST	4400	Park Ridge RD	Morningside DR	Protected Bike Lane	SC	98	no
316	1229	E	3rd	ST	3500	Morningside DR Pleasant Ridge RD	Reisner RD	Protected Bike Lane	SC	98	no
317	2550	W	3rd	ST	3200	State Road 37	Gates DR	Protected Bike Lane	SC	98	no
318	2623	W	3rd	ST	3450	Gates DR	Liberty DR	Protected Bike Lane	SC	98	no
319	2548	W	3rd	ST	3100	State Road 37	State Road 37	Protected Bike Lane	SC	98	no
320	1228	E	3rd	ST	3400	Clarizz BLVD	Morningside DR Pleasant Ridge RD	Protected Bike Lane	SC	98	no
321	2604	W	3rd	ST	1510	Adams ST Patterson DR	Westplex AVE	Protected Bike Lane	SC	98	no
322	1223	E	3rd	ST	3050	Pete Ellis DR	Kingston DR	Protected Bike Lane	SC	98	no
323	1226	E	3rd	ST	3300	Kingston DR	Clarizz BLVD	Protected Bike Lane	SC	98	no
324	1247	E	3rd	ST	2800	Williamsburg DR	Pete Ellis DR	Protected Bike Lane	SC	98	no
325	1248	E	3rd	ST	2700	College Mall RD State Road 46	Williamsburg DR	Protected Bike Lane	SC	98	no
326	1227	E	3rd	ST		Clarizz BLVD	Clarizz BLVD	Protected Bike Lane	SC	98	no
327	3111	W	3rd	ST	2426	Opportunity LN	Kimble DR	Protected Bike Lane	SC	98	no
328	2553	W	3rd	ST	2500	Kimble DR	Yancy LN	Protected Bike Lane	SC	98	no
329	2559	W	3rd	ST	2950	State Road 37	State Road 37	Protected Bike Lane	SC	98	no
330	2705	W	3rd	ST		State Road 37	State Road 37	Protected Bike Lane	SC	98	no
331	2552	W	3rd	ST	2800	Franklin RD Wynnedale DR	State Road 37	Protected Bike Lane	SC	98	no
332	2554	W	3rd	ST	2670	Yancy LN	Franklin RD Wynnedale DR	Protected Bike Lane	SC	98	no
333	2370	W	3rd	ST	1870	Landmark AVE	Cory LN	Protected Bike Lane	SC	98	no
334	3191	W	3rd	ST	2120	Cory LN	Muller PKWY	Protected Bike Lane	SC	98	no
335	2562	W	3rd	ST	3800	Liberty DR	Curry PIKE	Protected Bike Lane	SC	98	no
336	2561	W	3rd	ST	4000	Curry PIKE	Hickory DR	Protected Bike Lane	SC	98	no
337	3013	W	3rd	ST	4100	Western DR		Protected Bike Lane	SC	98	no
338	1222	W	3rd	ST	4080	Hickory DR	Western DR	Protected Bike Lane	SC	98	no
339	1237	E	3rd	ST	4150	Smith RD	Park Ridge RD	Protected Bike Lane	SC	98	no
340	1235	E	3rd	ST	4505	Morningside DR	State Road 446 State Road 46	Protected Bike Lane	SC	98	no
341	1293	W	4th	ST	100	Walnut ST	College AVE	Bike Lane	GU	84	no
342	7000	W	4th	ST	216	Gentry ST	B-Line Trail	Bike Lane	GU	84	no
343	1307	W	4th	ST	300	B-Line Trail	Madison ST	Bike Lane	GU	84	no
344	1291	E	4th	ST	200	Washington ST	Lincoln ST	Bike Lane	GU	84	no
345	1290	E	4th	ST	300	Lincoln ST	Grant ST	Bike Lane	GU	84	no
346	2081	W	4th	ST	200	College AVE	Gentry ST	Bike Lane	GU	84	no
347	1292	E	4th	ST	100	Walnut ST	Washington ST	Bike Lane	GU	84	no
348	1288	E	4th	ST	500	Dunn ST	Indiana AVE	Bike Lane	GU	84	no
349	1289	E	4th	ST	400	Grant ST	Dunn ST	Bike Lane	GU	84	no
350	1304	W	4th	ST	400	Madison ST	Rogers ST	Bike Lane	GU	84	no
351	1301	W	4th	ST	700	Fairview ST	Maple ST	Neighborhood Greenway	NR	60	yes

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352	1281	E	4th	ST	2300	Roosevelt ST	Clark ST		NR	60	yes
353	1309	W	4th	ST	900	Waldron ST	Elm ST	Neighborhood Greenway	NR	60	yes
354	1301	W	4th	ST	700	Fairview ST	Maple ST	Neighborhood Greenway	NR	60	yes
355	1279	E	4th	ST	2400		Hillsdale DR		NR	60	yes
356	1282	E	4th	ST	2100	Bryan AVE	Jefferson ST		NR	60	yes
357	1284	E	4th	ST	2000	Union ST	Bryan AVE		NR	60	yes
358	1308	W	4th	ST	600	Jackson ST	Fairview ST	Neighborhood Greenway	NR	60	yes
359	1308	W	4th	ST	600	Jackson ST	Fairview ST	Neighborhood Greenway	NR	60	yes
360	1309	W	4th	ST	900	Waldron ST	Elm ST	Neighborhood Greenway	NR	60	yes
361	1310	W	4th	ST	800	Maple ST	Waldron ST	Neighborhood Greenway	NR	60	yes
362	1303	W	4th	ST	500	Rogers ST	Jackson ST	Neighborhood Greenway	NR	60	yes
363	1303	W	4th	ST	500	Rogers ST	Jackson ST	Neighborhood Greenway	NR	60	yes
364	1339	E	5th	ST	2400	Clark ST	Hillsdale DR		NR	60	yes
365	1319	E	5th	ST	2500	Hillsdale DR	Overhill DR		NR	60	yes
366	1380	E	5th	ST	2100	Bryan AVE	Jefferson ST		NR	60	yes
367	1381	E	5th	ST	2200	Jefferson ST	Roosevelt ST		NR	60	yes
368	1374	E	5th	ST	2300	Roosevelt ST	Clark ST		NR	60	yes
369	1377	E	5th	ST	2000	Union ST	Bryan AVE		NR	60	yes
370	1318	E	5th	ST	2600	Overhill DR			NR	60	yes
371	1406	W	6th	ST	400	Madison ST	Rogers ST		GU	72	no
372	1411	W	6th	ST	300	Morton ST	B-Line Trail		GU	72	no
373	6996	W	6th	ST	306	B-Line Trail	Madison ST		GU	72	no
374	1397	E	6th	ST	400	Grant ST	Dunn ST		GU	72	no
375	1401	W	6th	ST	100	Walnut ST	College AVE		GU	72	no
376	1396	E	6th	ST	500	Dunn ST	Indiana AVE		GU	72	no
377	1400	E	6th	ST	100	Walnut ST	Washington ST		GU	72	no
378	1388	W	6th	ST	200	College AVE	Morton ST		GU	72	no
379	1399	E	6th	ST	200	Washington ST	Lincoln ST		GU	72	no
380	1398	E	6th	ST	300	Lincoln ST	Grant ST		GU	72	no
381	1405	W	6th	ST	800	Maple ST	Waldron ST		NR	60	yes
382	1409	W	6th	ST	900	Waldron ST	Elm ST		NR	60	yes
383	2609	W	6th	ST	1000	Elm ST	Oak ST		NR	60	yes
384	1403	W	6th	ST	700	Fairview ST	Maple ST		NR	60	yes
385	2612	W	6th	ST	1300	Adams ST	Ritter ST		NR	60	yes
386	1408	W	6th	ST	600	Jackson ST	Fairview ST		NR	60	yes
387	1407	W	6th	ST	500	Rogers ST	Jackson ST		NR	60	yes
388	2722	W	6th	ST	1100	Oak ST	Pine ST		NR	60	yes
389	2723	W	6th	ST	1200	Pine ST	Adams ST		NR	60	yes
390	2472	W	6th	ST	1400	Ritter ST			NR	60	yes
391	2917	E	7th	ST	2650	State Road 46	Longview AVE Williamsburg DR	Neighborhood Greenway	GU	72	no
392	1426	E	7th	ST	1800	Sunrise DR	Rose AVE	Protected Bike Lane	NC	74	yes
393	1500	E	7th	ST	1500	Jordan AVE	Campbell ST	Protected Bike Lane	NC	74	yes
394	1443	E	7th	ST	1600	Campbell ST	Sunrise DR	Protected Bike Lane	NC	74	yes
395	1446	E	7th	ST	700	Fess AVE	Park AVE	Protected Bike Lane	NC	74	yes
396	1460	E	7th	ST	400	Grant ST	Dunn ST	Protected Bike Lane	NC	74	yes
397	1462	E	7th	ST	600	Indiana AVE	Fess AVE	Protected Bike Lane	NC	74	yes
398	1461	E	7th	ST	500	Dunn ST	Indiana AVE	Protected Bike Lane	NC	74	yes
399	1449	E	7th	ST	2400	Clark ST	Hillsdale DR	Neighborhood Greenway	NC	60	no
400	1433	E	7th	ST	2200	Jefferson ST	Roosevelt ST	Neighborhood Greenway	NC	60	no
401	1432	E	7th	ST	2300	Roosevelt ST	Clark ST	Neighborhood Greenway	NC	60	no
402	1434	E	7th	ST	2100	Bryan AVE	Jefferson ST	Neighborhood Greenway	NC	60	no

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403	1435	E	7th	ST	2000	Union ST	Bryan AVE	Neighborhood Greenway	NC	60	no
404	1427	E	7th	ST	1900	Rose AVE	Union ST	Protected Bike Lane	NC	74	yes
405	1479	W	7th	ST	400	Madison ST	Rogers ST	Protected Bike Lane	NC	74	yes
406	6995	W	7th	ST	376	B-Line Trail	Madison ST	Protected Bike Lane	NC	74	yes
407	1473	W	7th	ST	300	Morton ST	B-Line Trail	Protected Bike Lane	NC	74	yes
408	1459	E	7th	ST	300	Lincoln ST	Grant ST	Protected Bike Lane	NC	74	yes
409	1455	W	7th	ST	200	College AVE	Morton ST	Protected Bike Lane	NC	74	yes
410	1456	W	7th	ST	100	Walnut ST	College AVE	Protected Bike Lane	NC	74	yes
411	1445	E	7th	ST	800	Park AVE	Woodlawn AVE	Protected Bike Lane	NC	74	yes
412	1458	E	7th	ST	200	Washington ST	Lincoln ST	Protected Bike Lane	NC	74	yes
413	1457	E	7th	ST	100	Walnut ST	Washington ST	Protected Bike Lane	NC	74	yes
414	1440	E	7th	ST	1000	Forrest AVE	Forrest AVE	Protected Bike Lane	NR	60	yes
415	1492	W	7th	ST	1600	Hay ST	Spring ST		NR	60	yes
416	2719	E	7th	ST	1300		Jordan AVE	Protected Bike Lane	NR	60	yes
417	1441	E	7th	ST	900	Woodlawn AVE	Forrest AVE	Protected Bike Lane	NR	60	yes
418	3183	E	7th	ST	1140	Forrest AVE		Protected Bike Lane	NR	60	yes
419	1423	E	7th	ST	2500	Hillsdale DR	Overhill DR	Neighborhood Greenway	NR	60	yes
420	1420	E	7th	ST	2600	Overhill DR		Neighborhood Greenway	NR	60	yes
421	1476	W	7th	ST	800	Maple ST	Waldron ST	Neighborhood Greenway	NR	60	yes
422	1478	W	7th	ST	600	Jackson ST	Fairview ST	Neighborhood Greenway	NR	60	yes
423	1471	W	7th	ST	1000	Elm ST	Oak ST	Neighborhood Greenway	NR	60	yes
424	1472	W	7th	ST	900	Waldron ST	Elm ST	Neighborhood Greenway	NR	60	yes
425	1477	W	7th	ST	700	Fairview ST	Maple ST	Neighborhood Greenway	NR	60	yes
426	1485	W	7th	ST	1100	Oak ST	Pine ST	Neighborhood Greenway	NR	60	yes
427	1475	W	7th	ST	500	Rogers ST	Jackson ST	Neighborhood Greenway	NR	60	yes
428	1488	W	7th	ST	1300	Adams ST	7th ST	Neighborhood Greenway	NR	60	yes
429	1489	W	7th	ST	1200	Adams ST	Pine ST	Neighborhood Greenway	NR	60	yes
430	1490	W	7th	ST	1500	Hopewell ST	Hay ST		NR	60	yes
431	1540	W	8th	ST	200	College AVE	Morton ST		GU	72	no
432	1539	W	8th	ST	100	Walnut ST	College AVE		GU	72	no
433	1566	W	8th	ST	1600	Hay ST	Spring ST		NR	60	yes
434	1519	E	8th	ST	900	Woodlawn AVE	8th ST		NR	60	yes
435	1522	E	8th	ST	700	Fess AVE	Park AVE		NR	60	yes
436	1535	E	8th	ST	600	Indiana AVE	Fess AVE		NR	60	yes
437	1521	E	8th	ST	800	Park AVE	Woodlawn AVE		NR	60	yes
438	1549	W	8th	ST	700	Fairview ST	Maple ST		NR	60	yes
439	1562	W	8th	ST	1700	Spring ST			NR	60	yes
440	2780	E	8th	ST	500	Dunn ST	Indiana AVE		NR	60	yes
441	1534	E	8th	ST	400	Grant ST	Harold ST		NR	60	yes
442	1536	E	8th	ST	300	Lincoln ST	Grant ST		NR	60	yes
443	2310	W	8th	ST	1400	Fountain DR	Hopewell ST		NR	60	yes
444	1567	W	8th	ST	1500	Hopewell ST	Hay ST		NR	60	yes
445	1525	E	8th	ST	2400	Clark ST	Hillsdale DR		NR	60	yes
446	1551	W	8th	ST	900	William ST	Waldron ST		NR	60	yes
447	1565	W	8th	ST	1200	Oak ST			NR	60	yes
448	1453	E	8th	ST	2500	Hillsdale DR	8th ST		NR	60	yes
449	1530	E	8th	ST	2300	Roosevelt ST	Clark ST		NR	60	yes
450	1529	E	8th	ST	2200	Jefferson ST	Roosevelt ST		NR	60	yes
451	1555	W	8th	ST	1100	Elm ST	Oak ST		NR	60	yes
452	1554	W	8th	ST	1098	Elm ST	Elm ST		NR	60	yes
453	1552	W	8th	ST	910	Waldron ST	John ST		NR	60	yes

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454	1550	W	8th	ST	800	Maple ST	William ST		NR	60	yes
455	1553	W	8th	ST	1000	John ST	Elm ST		NR	60	yes
456	7041	W	8th	ST	300	B-Line Trail	B-Line Trail		NR	60	yes
457	1547	W	8th	ST	500	Rogers ST	Jackson ST		NR	60	yes
458	1548	W	8th	ST	600	Jackson ST	Fairview ST		NR	60	yes
459	1562	W	8th	ST	1700	Spring ST			NR	60	yes
460	2301	W	8th	ST	400	B-Line Trail	Rogers ST		NR	60	yes
461	1537	E	8th	ST	200	Washington ST	Lincoln ST		NR	60	yes
462	1538	E	8th	ST	100	Walnut ST	Washington ST		NR	60	yes
463	2779	E	8th	ST	410	Harold ST	Dunn ST		NR	60	yes
464	1567	W	8th	ST	1500	Hopewell ST	Hay ST		NR	60	yes
465	2888	W	9th	ST	200	College AVE	Morton ST		GU	72	no
466	2887	W	9th	ST	100	Walnut ST	College AVE		GU	72	no
467	1607	W	9th	ST	1000	John ST	Elm ST		NR	60	yes
468	1600	E	9th	ST	400	Grant ST	Harold ST		NR	60	yes
469	1596	E	9th	ST	500	Dunn ST	Indiana AVE		NR	60	yes
470	1601	E	9th	ST	600	Indiana AVE	Fess AVE		NR	60	yes
471	1594	E	9th	ST	416	Prow AVE	Dunn ST		NR	60	yes
472	1599	E	9th	ST	300	Lincoln ST	Grant ST		NR	60	yes
473	1587	E	9th	ST	700	Fess AVE	Park AVE		NR	60	yes
474	1586	E	9th	ST	800	Park AVE	Woodlawn AVE		NR	60	yes
475	1606	W	9th	ST	1100	Elm ST			NR	60	yes
476	1609	W	9th	ST	800	Maple ST	William ST		NR	60	yes
477	1608	W	9th	ST	900	William ST	John ST		NR	60	yes
478	1610	W	9th	ST	700	Fairview ST	Maple ST		NR	60	yes
479	1611	W	9th	ST	600	9th ST	Fairview ST		NR	60	yes
480	1597	E	9th	ST	100	Walnut ST	Washington ST		NR	60	yes
481	1598	E	9th	ST	200	Washington ST	Lincoln ST		NR	60	yes
482	1593	E	9th	ST	414	Harold ST	Prow AVE		NR	60	yes
483	208	S	Abby	LN	3100	Winslow RD	Camby CT Camby LN		NR	60	yes
484	173	S	Abby	LN	3200	Durham CT Durham DR			NR	60	yes
485	188	S	Abby	LN	3150	Camby CT Camby LN	Durham CT Durham DR		NR	60	yes
486	2440	W	Acacia	CT	1200	Rosewood DR			NR	60	yes
487	154	S	Acadia	CT	3260				NR	60	yes
488	146	S	Acadia	CT	3250				NR	60	yes
489	193	S	Acadia	CT	3000	Winslow RD			NR	60	yes
490	2945		Access Drive N to College Mall			Access Drive to Eastland Plaza			NR	60	yes
491	2944		Access Drive to Eastland Plaza				Access Drive to Eastland Plaza		NR	60	yes
492	2731		Access Drive to Hospital EMT				Access Drive to Hospital EMT		NC	60	no
493	2976		Access Drive to IU Simon Music			Ballantine RD	Jordan AVE		NR	60	yes
494	2978		Access Drive to IU Simon Music			Forrest AVE Kir	Ballantine RD	Multi-use Path	NR	60	yes
495	3018		Access Drive to Showplace West			Wynnedale DR			NR	60	yes
496	1629		Access Drive to Tulip Tree			Access Drive to Tulip Tree			NR	60	yes
497	3093	W	Acuff	RD	1000	Kinser PIKE	Rosewood DR		SC	75	no
498	3094	W	Acuff	RD	1160	Rosewood DR	Prow RD		SC	75	no
499	946	E	Adair	LN	3400		Pleasant Ridge RD		NR	60	yes
500	2618	S	Adams	ST	200	Kirkwood AVE	Adams ST Patterson DR	Protected Bike Lane	GU	90	yes
501	3134	S	Adams	ST	2400	Countryside LN	Sunstone DR	Bike Lane and Multi-use Path	NC	74	yes
502	3135	S	Adams	ST	2610	Sunstone DR	Adams ST	Bike Lane and Multi-use Path	NC	74	yes
503	3129	S	Adams	ST	2770	Adams ST	Tapp RD	Bike Lane and Multi-use Path	NC	74	yes
504	3057	S	Adams	ST	2300		Countryside LN	Bike Lane and Multi-use Path	NC	74	yes

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505	1568	N	Adams	ST	500	B-Line Trail	Adams ST	Protected Bike Lane	NC	74	yes
506	6990	N	Adams	ST	401	Fountain DR	B-Line Trail	Protected Bike Lane	NC	74	yes
507	1667	N	Adams	ST	625	Cottage Grove AVE	Adams ST	Protected Bike Lane	NC	74	yes
508	1617	N	Adams	ST	600	Adams ST	Cottage Grove AVE	Protected Bike Lane	NC	74	yes
509	2596	S	Adams	ST	600	Adams ST Bloomfield RD	Woodhill DR	Bike Lane and Multi-use Path	NC	74	yes
510	2614	N	Adams	ST	100	Kirkwood AVE	Adams ST	Protected Bike Lane	NC	74	yes
511	2611	N	Adams	ST	200	Adams ST	Adams ST	Protected Bike Lane	NC	74	yes
512	1487	N	Adams	ST	300	Adams ST	Fountain DR	Protected Bike Lane	NC	74	yes
513	2969	S	Adams	ST	810	Woodhill DR	Allen ST	Bike Lane and Multi-use Path	NC	74	yes
514	3185	S	Adams	ST	500	Patterson DR Prospect ST	Milieu DR	Bike Lane and Multi-use Path	NR	60	yes
515	7067	S	Adams	ST	510	Milieu DR	Arch Haven AVE	Bike Lane and Multi-use Path	NR	60	yes
516	3045	S	Adams	ST	576	Arch Haven AVE	Adams ST Bloomfield RD	Bike Lane and Multi-use Path	NR	60	yes
517	3128	S	Adams	ST		Tapp RD	Tapp RD		SC	75	no
518	2838	W	Adams Hill	CIR	1470	Isabel CT	Jalen CT		NC	60	no
519	2938	W	Adams Hill	CIR	1385	Maston CT Woolery Mill DR	Twin Oaks RDG		NC	60	no
520	3241	W	Adams Hill	CIR	1300	Countryside LN	Woolery Mill DR		NC	60	no
521	2950	W	Adams Hill	CIR	1400	Twin Oaks RDG	Isabel CT		NC	60	no
522	2837	W	Adams Hill	CIR	1490	Jalen CT	Adams ST		NC	60	no
523	3235	W	Adams Hill	CIR	1346	Woolery Mill DR	Maston CT Woolery Mill DR		NC	60	no
524	3242	W	Adams Hill	CIR	1200	Romans WAY	Countryside LN		NR	60	yes
525	3051	W	Addisyn	LN	1750	Delila Star DR	Flat Rock RD		NR	60	yes
526	3052	S	Addisyn	LN	2550	Countryside LN	Eventide DR		NR	60	yes
527	3060	W	Addisyn	LN	1700	S Addisyn LN	Delila Star DR		NR	60	yes
528	3061	S	Addisyn	LN	2566	Eventide DR	S Addisyn LN		NR	60	yes
529	3049	W	Addisyn	LN	1800	Flat Rock RD			NR	60	yes
530	2983	W	Alder	CT	2900	Copper Beech WAY			NR	60	yes
531	2579	W	Alexander	DR		Jacob DR	Gates DR Jonathan DR		NC	60	no
532	2355	N	Alexander	ST	600	Alexander ST	Cottage Grove AVE		NR	60	yes
533	2241	N	Alexander	ST	608	Cottage Grove AVE	Central ST		NR	60	yes
534	2240	N	Alexander	ST	650	Central ST	Alexander ST		NR	60	yes
535	1574	E	Alice	ST	400	Grant ST	Harold ST		NR	60	yes
536	3082	W	Allen	ST	1180	Strong DR	Larkspur LN	Bike Lane	NC	68	no
537	2827	W	Allen	ST	1350	Larkspur LN	Allen ST	Bike Lane	NC	68	no
538	2654	W	Allen	ST	600	Rogers ST	Fairview ST	Neighborhood Greenway	NC	60	no
539	782	W	Allen	ST	2020	Cory LN	Tall Oaks DR	Bike Lane	NC	68	no
540	784	W	Allen	ST	2030	Tall Oaks DR	Bloomfield RD	Bike Lane	NC	68	no
541	814	W	Allen	ST	1900	Peachtree LN	Timothy CT	Bike Lane	NC	68	no
542	2250	W	Allen	ST	2000	Timothy CT	Beechtree LN	Bike Lane	NC	68	no
543	783	W	Allen	ST	2016	Beechtree LN	Cory LN	Bike Lane	NC	68	no
544	2660	W	Allen	ST	800	Fairview ST	Patterson DR	Neighborhood Greenway	NC	60	no
545	3081	W	Allen	ST	900	Patterson DR	Strong DR	Bike Lane	NC	68	no
546	812	W	Allen	ST	1800	Ransom LN	Christopher LN	Bike Lane	NC	68	no
547	813	W	Allen	ST	1876	Christopher LN	Peachtree LN	Bike Lane	NC	68	no
548	6958	W	Allen	ST	1650	Allen ST	Ransom LN	Bike Lane	NC	68	no
549	7010	W	Allen	ST	276		Morton ST	Neighborhood Greenway	NR	60	yes
550	2214	S	Allen	CT	3900	Sherbrooke DR			NR	60	yes
551	773	E	Allen	ST	416	Palmer AVE	Dunn ST	Neighborhood Greenway	NR	60	yes
552	772	E	Allen	ST	500	Dunn ST	Henderson ST	Neighborhood Greenway	NR	60	yes
553	775	E	Allen	ST	300	Lincoln ST	Grant ST	Neighborhood Greenway	NR	60	yes
554	774	E	Allen	ST	400	Grant ST	Palmer AVE	Neighborhood Greenway	NR	60	yes
555	776	E	Allen	ST	200	Washington ST	Lincoln ST	Neighborhood Greenway	NR	60	yes

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556	2651	W	Allen	ST	400	Madison ST	Rogers ST	Neighborhood Greenway	NR	60	yes
557	2655	W	Allen	ST	190	Walnut ST		Neighborhood Greenway	NR	60	yes
558	777	E	Allen	ST	100	Walnut ST	Washington ST	Neighborhood Greenway	NR	60	yes
559	84	E	Allendale	DR	700	Eddington DR	Wellington DR	Neighborhood Greenway	NC	60	no
560	182	S	Allendale	DR	3200	Bradshire ST	Mercedes DR	Neighborhood Greenway	NC	60	no
561	3189	S	Allendale	DR	3300	Browning CT Browning LN	Allendale DR	Neighborhood Greenway	NC	60	no
562	3188	S	Allendale	DR	3216	Mercedes DR	Browning CT Browning LN	Neighborhood Greenway	NC	60	no
563	200	S	Allendale	DR	3100	Winslow RD	Bradshire ST	Neighborhood Greenway	NC	60	no
564	90	E	Allendale	DR	1200	Bainbridge DR	Bainbridge DR	Neighborhood Greenway	NC	60	no
565	86	E	Allendale	DR	1002	Roxbury CIR	Sowder SQ	Neighborhood Greenway	NC	60	no
566	88	E	Allendale	DR	1216	Bainbridge DR	Essex CT	Neighborhood Greenway	NC	60	no
567	89	E	Allendale	DR	1286	Essex CT	Essex CT	Neighborhood Greenway	NC	60	no
568	91	E	Allendale	DR	950	Sowder SQ	Roxbury CIR	Neighborhood Greenway	NC	60	no
569	93	E	Allendale	DR	800	Wellington DR	Tudor LN	Neighborhood Greenway	NC	60	no
570	92	E	Allendale	DR	900	Tudor LN	Sowder SQ	Neighborhood Greenway	NC	60	no
571	97	E	Allendale	DR	600	Walnut Street PIKE	Eddington DR	Neighborhood Greenway	NC	60	no
572	100	E	Allendale	DR	1150	Kingsbury AVE	Bainbridge DR	Neighborhood Greenway	NC	60	no
573	129	S	Allendale	DR	3400	Allendale DR	Clairmont PL	Neighborhood Greenway	NC	60	no
574	85	E	Allendale	DR	1300	Essex CT	Dunstan DR	Neighborhood Greenway	NC	60	no
575	101	E	Allendale	DR	1100	Westminster WAY	Kingsbury AVE	Neighborhood Greenway	NC	60	no
576	102	E	Allendale	DR	1050	Sowder SQ	Westminster WAY	Neighborhood Greenway	NC	60	no
577	109	S	Allendale	DR	3500	Clairmont PL	Dunstan DR	Neighborhood Greenway	NC	60	no
578	148	E	Allendale	CT	1300		Allendale DR		NR	60	yes
579	426	E	Alpine	TRL	700	Summit View PL	Zenith TER		NR	60	yes
580	425	E	Alpine	TRL	800	Zenith TER	Summit View PL		NR	60	yes
581	2961	W	Amaryllis	DR	500	Kinser PIKE			NR	60	yes
582	1511	E	Amy	LN	3020		Pete Ellis DR		NR	60	yes
583	1630	W	Amy Robinson	DR	600	Amy Robinson DR	Fairview ST		NR	60	yes
584	2975	S	Andrew	CIR	1500	Moores PIKE			NR	60	yes
585	2972	S	Andrew	CIR	1608				NR	60	yes
586	3027	S	Andrew	CIR	1558	Coleman CT			NR	60	yes
587	2971	S	Andrew	CIR	1600	Arbors LN			NR	60	yes
588	3026	S	Andrew	CIR	1503		Coleman CT		NR	60	yes
589	967	S	Anita	ST	700		Anita ST		NR	60	yes
590	2319	S	Anita	ST	800	Anita ST	Anita ST		NR	60	yes
591	1051	S	Anita	ST	500	Hunter AVE	Anita ST	Neighborhood Greenway	NR	60	yes
592	5784	S	Anna Lee	LN	500		Piper LN		NR	60	yes
593	947	S	Anthony	CT	800	Bill Mallory BLVD			NR	60	yes
594	701	W	Apple Tree	CT	4124	Apple Tree PL	Woodside DR		NR	60	yes
595	716	W	Apple Tree	CT	4100		Apple Tree PL		NR	60	yes
596	715	S	Apple Tree	PL	1200		Apple Tree PL		NR	60	yes
597	3157	S	Arbor Ridge	CT	1500	Arbor Ridge WAY			NR	60	yes
598	3158	W	Arbor Ridge	WAY	1960	Arbor Ridge WAY	Sudbury DR		NR	60	yes
599	3156	W	Arbor Ridge	WAY	1900		Arbor Ridge WAY		NR	60	yes
600	3028	S	Arbors	LN	1500	Clarizz BLVD Moores PIKE	Arbors LN		NR	60	yes
601	3029	S	Arbors	LN	1505	Arbors LN			NR	60	yes
602	1174	S	Arbutus	DR	300	Arbutus DR	Atwater AVE		NR	60	yes
603	1048	S	Arbutus	DR	500		Arbutus DR		NR	60	yes
604	3184	W	Arch Haven	AVE	1300	Arch Haven AVE	Landmark AVE		NR	60	yes
605	517	E	Arden	DR	2100	High ST	Williams CT	Neighborhood Greenway	NC	60	no
606	2292	E	Arden	DR	2002	Windsor DR	High ST	Neighborhood Greenway	NC	60	no

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607	527	E	Arden	DR	1700	Oxford DR	Wilton DR	Neighborhood Greenway	NC	60	no
608	523	E	Arden	DR	1900	Wilton DR	Windsor DR	Neighborhood Greenway	NC	60	no
609	514	E	Arden	DR	2306	Sycamore CT	Arden DR	Neighborhood Greenway	NC	60	no
610	519	E	Arden	DR	2210	Greenfield CT	Sycamore CT	Neighborhood Greenway	NC	60	no
611	520	E	Arden	DR	2110	Williams CT	Greenfield CT	Neighborhood Greenway	NC	60	no
612	2040	W	Arlington	RD	2024	Gourley PIKE	Gourley PIKE		NR	60	yes
613	7064	W	Arlington	RD		Arlington RD	Arlington RD		NR	60	yes
614	3003	W	Arlington	RD	2900	Prow RD		Bike Lane and Multi-use Path	SC	75	no
615	7236	W	Arlington	RD	2120			Bike Lane and Multi-use Path	SC	75	no
616	1954	W	Arlington	RD	1450	Arlington RD	Arlington RD	Bike Lane and Multi-use Path	SC	75	no
617	3001	W	Arlington	RD	2026	Gourley PIKE		Bike Lane and Multi-use Path	SC	75	no
618	2018	W	Arlington	RD	1910	Arlington RD	Hickory LN	Bike Lane and Multi-use Path	SC	75	no
619	2026	W	Arlington	RD	2020	Hickory LN	Gourley PIKE	Bike Lane and Multi-use Path	SC	75	no
620	3002	W	Arlington	RD	2610		Prow RD	Bike Lane and Multi-use Path	SC	75	no
621	2475	N	Arlington Park	DR	1350	Arlington Park DR			NR	60	yes
622	1995	W	Arlington Valley	DR		Thorntree DR	Monroe ST		NR	60	yes
623	2006	W	Arlington Valley	DR		Meridian DR	Willis DR		NR	60	yes
624	2001	W	Arlington Valley	DR		Bittersweet DR	Thorntree DR		NR	60	yes
625	2000	W	Arlington Valley	DR		Willis DR	Bittersweet DR		NR	60	yes
626	2007	W	Arlington Valley	DR		Longfellow DR	Meridian DR		NR	60	yes
627	1996	W	Arlington Valley	DR		Sassafras DR	Monroe ST		NR	60	yes
628	6916	N	Ashlynn Park	DR	700	Ashlynn Park DR	Ashlynn Park DR		GU	72	no
629	75	S	Ashwood	DR	3500	Ashwood DR	Ashwood LN		NR	60	yes
630	104	E	Ashwood	CT	2300	Ashwood DR			NR	60	yes
631	74	E	Ashwood	LN	2100	Ashwood LN	Cedarwood DR The Stands DR		NR	60	yes
632	76	E	Ashwood	LN	2000		Ashwood LN		NR	60	yes
633	110	S	Ashwood	DR	3400	The Stands DR	Ashwood DR		NR	60	yes
634	83	E	Ashwood	CIR	2200	Ashwood DR			NR	60	yes
635	96	S	Ashwood	DR	3434	Ashwood DR	Ashwood DR		NR	60	yes
636	2595	W	Aspen	CT	1200	Rosewood DR			NR	60	yes
637	2940	S	Atlee	ST	2600		Wyndam CT		NR	60	yes
638	2942	S	Atlee	ST	2700	Wyndam CT	Bricklin CT		NR	60	yes
639	2941	S	Atlee	ST	2800	Atlee ST Winston ST	Bricklin CT		NR	60	yes
640	443	S	Atlee	CT	2900	Atlee ST Winston ST			NR	60	yes
641	3311	E	Atwater	AVE	600	Henderson ST Indiana AVE	Fess AVE		GU	72	no
642	3310	E	Atwater	AVE	410	ATWATER TURN	Henderson ST Indiana AVE		GU	72	no
643	1184	E	Atwater	AVE	800	Park AVE	Woodlawn AVE		GU	72	no
644	2821	E	Atwater	AVE	900	Woodlawn AVE	Faculty AVE		GU	72	no
645	2822	E	Atwater	AVE	1000	Faculty AVE	Hawthorne DR		GU	72	no
646	1183	E	Atwater	AVE	1100	Hawthorne DR	Ballantine RD		GU	72	no
647	1187	E	Atwater	AVE	1300	Highland AVE	Jordan AVE		GU	72	no
648	1168	E	Atwater	AVE	2000	Clifton AVE	High ST		GU	72	no
649	2817	E	Atwater	AVE	1700	Eastside DR	Atwater AVE		GU	72	no
650	2815	E	Atwater	AVE	1600	Mitchell ST	Eastside DR		GU	72	no
651	1172	E	Atwater	AVE	1900	Rose AVE	Clifton AVE		GU	72	no
652	1170	E	Atwater	AVE	1800	Atwater AVE	Rose AVE		GU	72	no
653	1188	E	Atwater	AVE	1400	Jordan AVE	Swain AVE		GU	72	no
654	1171	E	Atwater	AVE	1500	Swain AVE	Mitchell ST		GU	72	no
655	3316	E	Atwater	AVE	300	Atwater AVE Dunn ST	ATWATER TURN		GU	72	no
656	1182	E	Atwater	AVE	1200	Ballantine RD	Highland AVE		GU	72	no
657	1178	E	Atwater	AVE	700	Fess AVE	Park AVE		GU	72	no

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658	3314	E	Atwater	TURN		Dunn ST	ATWATER TURN		NR	60	yes
659	745	S	Auto Mall	RD	900	Buick Cadillac BLVD	Covenanter DR		GU	72	no
660	203	S	Autumn	CT	3100	Autumn DR Autumn LN			NR	60	yes
661	184	S	Autumn	LN	3200		Autumn DR Autumn LN		NR	60	yes
662	185	E	Autumn	DR	2300	Autumn DR Autumn LN	The Stands DR		NR	60	yes
663	202	E	Autumn	DR	2200		Autumn DR Autumn LN		NR	60	yes
664	2517	E	Azalea	LN	1100	Chris LN	Highland AVE	Neighborhood Greenway	NC	60	no
665	2510	S	Azalea	LN	2100	Summerwood CT	Wylie Farm RD	Neighborhood Greenway	NC	60	no
666	2508	E	Azalea	LN	900	Summerwood CT	Erin CT	Neighborhood Greenway	NC	60	no
667	2511	E	Azalea	LN	1010	Erin CT	Keri Marie LN	Neighborhood Greenway	NC	60	no
668	2515	E	Azalea	LN	1026	Keri Marie LN	Chris LN	Neighborhood Greenway	NC	60	no
669	60	S	Bainbridge	DR	3710	Elliston DR	Laura WAY	Neighborhood Greenway	NC	60	no
670	68	S	Bainbridge	DR	3600	Bainbridge DR	Elliston DR	Neighborhood Greenway	NC	60	no
671	59	S	Bainbridge	DR	3800	Laura WAY	Lindas WAY		NR	60	yes
672	49	S	Bainbridge	DR	3826	Lindas WAY			NR	60	yes
673	116	S	Bainbridge	DR	3500		Tremont WAY		NR	60	yes
674	99	S	Bainbridge	DR	3512	Tremont WAY	Bainbridge DR		NR	60	yes
675	2882	S	Baldwin	DR	850	Brighton CRST Smith RD	Brighton AVE	Neighborhood Greenway	NC	60	no
676	3143	S	Baldwin	DR	908	Villa Glen CT	Fenbrook LN		NR	60	yes
677	3144	S	Baldwin	DR	880	Brighton AVE	Villa Glen CT		NR	60	yes
678	2002	E	Balfour	ST		Jordan AVE			NR	60	yes
679	1179	S	Ballantine	RD	300	Ballantine RD	Ballantine RD		GU	72	no
680	2977	S	Ballantine	RD	100		Ballantine RD		NR	60	yes
681	710	S	Ballantine	RD	1000	Southdowns DR			NR	60	yes
682	797	S	Ballantine	RD	998	Sheridan DR	Southdowns DR		NR	60	yes
683	1125	S	Ballantine	RD	400	Ballantine RD	Hunter AVE		NR	60	yes
684	806	S	Ballantine	RD	900	Maxwell LN	Sheridan DR		NR	60	yes
685	976	S	Ballantine	RD	700	University ST	Ballantine RD		NR	60	yes
686	1071	S	Ballantine	RD	500	Hunter AVE	Ballantine RD		NR	60	yes
687	1014	S	Ballantine	RD	600	Ballantine RD	University ST		NR	60	yes
688	2102	N	Bankers	DR	2900	Blue Ridge DR	Rusgan DR		NR	60	yes
689	284	S	Banta	AVE	2500	Graham DR	Ralston DR		NR	60	yes
690	229	S	Banta	AVE	2700	Ralston DR	Country Club DR		NR	60	yes
691	2064	N	Barbara	DR	2400	Saville AVE	Glendora DR		NR	60	yes
692	2429	E	Barrington	DR	3701				NR	60	yes
693	2428	E	Barrington	DR			Barrington DR		NR	60	yes
694	3196	E	Barrington	DR	3800				NR	60	yes
695	3171	S	Basswood	DR	450		Muller PKWY		NR	60	yes
696	2229	S	Basswood	DR	1076	Greenleaf CT	Ridge RD		NR	60	yes
697	624	S	Basswood	CIR	1100				NR	60	yes
698	625	S	Basswood	DR	1200	Ridge RD	Basswood DR		NR	60	yes
699	575	S	Basswood	CIR	1370		Basswood DR		NR	60	yes
700	574	S	Basswood	DR	1550	Basswood DR	Basswood DR		NR	60	yes
701	623	S	Basswood	CIR	1000	Basswood DR			NR	60	yes
702	3085	S	Basswood	DR	900	Copper Beech WAY	Copper Beech WAY		NR	60	yes
703	3084	S	Basswood	DR	700	Muller PKWY	Copper Beech WAY		NR	60	yes
704	566	S	Basswood	DR	1900	Basswood DR	Bloomfield RD Oakdale DR		NR	60	yes
705	2230	S	Basswood	DR	1050	Greenleaf CT	Greenleaf CT		NR	60	yes
706	3083	S	Basswood	DR	950	Copper Beech WAY	Greenleaf CT		NR	60	yes
707	2357	E	Bayberry	CT	700	Bayberry CT W Bayberry DR			NR	60	yes
708	2356	S	Bayberry	DR	2100	Bayberry CT W Bayberry DR	Sweetbriar DR Wylie Farm RD		NR	60	yes

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709	2358	E	Bayberry	CT	600		Bayberry CT W Bayberry DR		NR	60	yes
710	8	S	Baytree	LN	3900	Pepperridge DR	Pepperridge DR		NR	60	yes
711	1670	E	Beacon	CT	4300	Plymouth RD			NR	60	yes
712	368	S	Belhaven	CT	2200		Rock Creek DR		NR	60	yes
713	2620	N	Bell Trace	DR	500	John Hinkle PL	Bell Trace DR		NR	60	yes
714	2621	N	Bell Trace	CT	600		Bell Trace CT Bell Trace DR		NR	60	yes
715	2619	N	Bell Trace	DR	514	Bell Trace DR	Bell Trace CT Bell Trace DR		NR	60	yes
716	3142	N	Bell Trace	CIR	700	Bell Trace CT Bell Trace DR	Bell Trace DR		NR	60	yes
717	5189	W	Belle	AVE	4200	Hickory DR	Western DR		NR	60	yes
718	5710	W	Belle	AVE	4300	Western DR			NR	60	yes
719	1165	W	Belle	AVE	4600	Westwood DR	Village CT		NR	60	yes
720	1166	W	Belle	AVE	4650	Village CT	Park Square DR		NR	60	yes
721	1164	W	Belle	AVE	4500	Parkway DR	Westwood DR		NR	60	yes
722	7215	W	Belle	AVE	4400	Harvey DR			NR	60	yes
723	1163	W	Belle	AVE	4450		Parkway DR		NR	60	yes
724	3012	W	Belle	AVE	4350		Harvey DR		NR	60	yes
725	2275	E	Bennington	BLVD	4040	Brighton CRST	Park Ridge RD	Neighborhood Greenway	NC	60	no
726	2853	E	Bennington	BLVD	3900	Smith RD	Romans CT Romans WAY		NR	60	yes
727	2277	E	Bennington	BLVD	4000	Romans CT Romans WAY	Brighton CRST		NR	60	yes
728	1	E	Benson	CT	1100	Derby DR Rhorer RD	Jamie LN	Neighborhood Greenway	NC	60	no
729	7	E	Benson	CT	1200	Jamie LN			NR	60	yes
730	2504	S	Bent Tree	DR	2200	Wylie Farm RD	Graham DR Hickory Stick DR	Neighborhood Greenway	NC	60	no
731	2506	S	Bent Tree	DR	2100		Wylie Farm RD		NR	60	yes
732	450	S	Berkley North	CT	1900		Berkley South CT Greenbriar L		NR	60	yes
733	440	S	Berkley South	CT	2000	Berkley South CT Greenbriar L			NR	60	yes
734	18	E	Berkshire	CT	1100	Sherbrooke DR			NR	60	yes
735	2458	S	Bernard	DR	2000		RCA Park DR		NR	60	yes
736	963	E	Bill Mallory	BLVD	4420	Bill Mallory BLVD	State Road 446	Neighborhood Greenway	NR	60	yes
737	962	E	Bill Mallory	BLVD	4300	Graywell DR	Whitley DR	Neighborhood Greenway	NR	60	yes
738	961	E	Bill Mallory	BLVD	4400	Whitley DR	Bill Mallory BLVD	Neighborhood Greenway	NR	60	yes
739	2278	E	Bill Mallory	BLVD	4200	Park Ridge RD	Graywell DR	Neighborhood Greenway	NR	60	yes
740	465	S	Birch	LN	1700	Pecan LN	Pecan LN		NR	60	yes
741	2664	N	Bittersweet	DR		Bittersweet DR	Bittersweet DR		NR	60	yes
742	1998	N	Bittersweet	DR		Bittersweet DR			NR	60	yes
743	1506	E	Blackstone	CT	4500	Park Ridge RD			NR	60	yes
744	1766	N	Blair	AVE	900	Blair AVE	Blair AVE	Neighborhood Greenway	NR	60	yes
745	1720	N	Blair	AVE	800	Blair AVE	Blair AVE	Neighborhood Greenway	NR	60	yes
746	2786	N	Blair	AVE	1100	Blair AVE	15th ST		NR	60	yes
747	1835	N	Blair	AVE	970	Dyer DR	Blair AVE	Neighborhood Greenway	NR	60	yes
748	1816	N	Blair	AVE	924	Blair AVE	Dyer DR	Neighborhood Greenway	NR	60	yes
749	1720	N	Blair	AVE	800	Blair AVE	Blair AVE	Neighborhood Greenway	NR	60	yes
750	7001		B-Line Trail			Kirkwood AVE	B-Line Trail		GU	72	no
751	7005		B-Line Trail				Dodds ST		NR	60	yes
752	7006		B-Line Trail				Bloomington Rail Trail Country Cl		NR	60	yes
753	7004		B-Line Trail			Dodds ST	B-Line Trail		NR	60	yes
754	6991		B-Line Trail			Moravec WAY	B-Line Trail		NR	60	yes
755	6997		B-Line Trail			B-Line Trail	B-Line Trail		NR	60	yes
756	6994		B-Line Trail			Rogers ST	B-Line Trail		NR	60	yes
757	6998		B-Line Trail			B-Line Trail	B-Line Trail		NR	60	yes
758	7003		B-Line Trail			B-Line Trail	B-Line Trail		NR	60	yes

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759	7079		B-Line Trail			Fairview ST	Moravec WAY		NR	60	yes
760	6993		B-Line Trail			Fairview ST	Rogers ST		NR	60	yes
761	6999		B-Line Trail			B-Line Trail	Kirkwood AVE		NR	60	yes
762	7002		B-Line Trail			B-Line Trail	B-Line Trail			0	yes
763	543	W	Bloomfield	RD		State Road 37	State Road 37	Bike Lane and Multi-use Path	SC	75	no
764	2302	W	Bloomfield	RD	1950	Lakecrest DR	Rolling Ridge WAY	Bike Lane and Multi-use Path	SC	75	no
765	485	W	Bloomfield	RD	2950	State Road 37	State Road 37	Bike Lane and Multi-use Path	SC	75	no
766	474	W	Bloomfield	RD		State Road 37	State Road 37	Bike Lane and Multi-use Path	SC	75	no
767	472	W	Bloomfield	RD		State Road 37	State Road 37 State Road 45	Bike Lane and Multi-use Path	SC	75	no
768	545	W	Bloomfield	RD		State Road 37	State Road 37	Bike Lane and Multi-use Path	SC	75	no
769	552	W	Bloomfield	RD	2900	Bloomfield RD Oakdale DR	State Road 37	Bike Lane and Multi-use Path	SC	75	no
770	565	W	Bloomfield	RD	2700	Stone DR	Bloomfield RD Oakdale DR	Bike Lane and Multi-use Path	SC	75	no
771	605	W	Bloomfield	RD	2400	Weimer RD	Stone DR	Bike Lane and Multi-use Path	SC	75	no
772	2303	W	Bloomfield	RD	2200	Rolling Ridge WAY	Weimer RD	Bike Lane and Multi-use Path	SC	75	no
773	735	W	Bloomfield	RD	1670	Shadeland DR	Lakecrest DR	Bike Lane and Multi-use Path	SC	75	no
774	5772	W	Bloomfield	RD	1480	Bloomfield RD	Cory LN	Bike Lane and Multi-use Path	SC	75	no
775	2369	W	Bloomfield	RD	1366	Landmark AVE	Ransom LN	Bike Lane and Multi-use Path	SC	75	no
776	2597	W	Bloomfield	RD	1300	Adams ST Bloomfield RD	Landmark AVE	Bike Lane and Multi-use Path	SC	75	no
777	533	W	Bloomfield	RD		State Road 37	State Road 37	Bike Lane and Multi-use Path	SC	75	no
778	752	W	Bloomfield	RD	1660	Bloomfield RD	Shadeland DR	Bike Lane and Multi-use Path	SC	75	no
779	785	W	Bloomfield	RD	1600	Cory LN	Bloomfield RD	Bike Lane and Multi-use Path	SC	75	no
780	912	W	Bloomfield	RD	1400	Ransom LN	Bloomfield RD	Bike Lane and Multi-use Path	SC	75	no
781	2109	N	Blue Ridge	CT	2700		Clover LN		NR	60	yes
782	2113	E	Blue Ridge	DR	109	Blue Slopes DR	Ramble RD W		NR	60	yes
783	2117	E	Blue Ridge	DR	300	Clover LN	Blue Ridge DR		NR	60	yes
784	2118	N	Blue Ridge	DR	2800	Clover LN	Ramble RD W		NR	60	yes
785	2115	E	Blue Ridge	DR	430	Blue Ridge DR	Kenwood PL Ramble RD E		NR	60	yes
786	2112	E	Blue Ridge	DR	100	Walnut ST	Blue Slopes DR		NR	60	yes
787	2110	N	Blue Slopes	DR	2800		Blue Slopes DR		NR	60	yes
788	548	E	Bluff	CT	2700		Pine LN		NR	60	yes
789	606	E	Boston	RD	2400	Valley Forge RD			NR	60	yes
790	3261	S	Boulder	CT	2300	Countryside LN RCA Park DR			NR	60	yes
791	836	E	Bradley	ST	3500	Meadowbrook DR	Pleasant Ridge RD	Neighborhood Greenway	NR	60	yes
792	174	S	Bradshire	CT	3200	Bradshire ST			NR	60	yes
793	197	E	Bradshire	ST	1400	Bradshire ST	Uppington CT		NR	60	yes
794	204	E	Bradshire	ST	1500	Uppington CT	Bradshire ST		NR	60	yes
795	199	E	Bradshire	ST	1324		Bradshire ST		NR	60	yes
796	3220	W	Brady	CT	1200		Wintersweet DR		NR	60	yes
797	1436	E	Braeside	DR	3200	Pete Ellis DR			NR	60	yes
798	268	S	Brandon	CT	2300	Graham DR	Henderson ST		NR	60	yes
799	3073	E	Breckenmore	DR	3900		Wingfield DR		NR	60	yes
800	2768	E	Brenda	LN	700	Fess AVE	Brenda LN		NR	60	yes
801	2771	E	Brenda	LN	600	Henderson ST	Fess AVE	Neighborhood Greenway	NR	60	yes
802	2761	S	Brenda	LN	1400	Brenda LN	Stull AVE		NR	60	yes
803	2163	W	Briarcliff	DR	1020	Kingsley DR	Valleyview DR		NR	60	yes
804	2162	W	Briarcliff	DR	800	Kinser PIKE	Kingsley DR		NR	60	yes
805	2179	W	Briarcliff	DR	1140	Valleyview DR			NR	60	yes
806	2943	E	Bricklin	CT	3000		Bricklin CT		NR	60	yes
807	2433	E	Bridgestone	DR	4400	Hearthstone CT	State Road 446		NR	60	yes
808	2435	E	Bridgestone	DR	4380	Hearthstone CT	Hearthstone CT		NR	60	yes
809	2434	E	Bridgestone	DR	4300		Hearthstone CT		NR	60	yes

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810	2367	E	Bridgewater	CT	3700		Silver Creek DR		NR	60	yes
811	2849	S	Brighton	CRST	900	Pembrook CT	Cadbury CT	Neighborhood Greenway	NC	60	no
812	2720	E	Brighton	AVE	3650	Ravencrest AVE	Fieldcrest AVE Fieldcrest CT	Neighborhood Greenway	NC	60	no
813	2848	S	Brighton	CRST	912	Cadbury CT	Brumley CT	Neighborhood Greenway	NC	60	no
814	2845	E	Brighton	CRST	3900	Brighton CRST Smith RD	Coriander CT	Neighborhood Greenway	NC	60	no
815	2697	E	Brighton	AVE	3600	Meadowbrook DR	Ravencrest AVE	Neighborhood Greenway	NC	60	no
816	2881	E	Brighton	AVE	3800	Christopher DR	Brighton AVE	Neighborhood Greenway	NC	60	no
817	2833	E	Brighton	AVE	3700	Fieldcrest AVE Fieldcrest CT	Christopher DR	Neighborhood Greenway	NC	60	no
818	2842	S	Brighton	CRST	922	Brumley CT	Romans WAY	Neighborhood Greenway	NC	60	no
819	2841	E	Brighton	CRST	3914	Coriander CT	Romans WAY	Neighborhood Greenway	NC	60	no
820	2851	S	Brighton	CRST	800	Brighton CRST	Pembrook CT	Neighborhood Greenway	NC	60	no
821	390	E	Brigs	BND	2700	Olcott BLVD	Olcott BLVD		NR	60	yes
822	238	S	Brittany	LN	2400	Burberry LN	Burberry LN		NR	60	yes
823	322	S	Broadview	DR	2400	Coolidge DR	Graham DR		NR	60	yes
824	2963	W	Brookdale	DR	302	Woodburn AVE			NR	60	yes
825	2960	W	Brookdale	DR	300	Kinser PIKE	Woodburn AVE		NR	60	yes
826	683	S	Brooks	DR	1100		Covenanter DR		NR	60	yes
827	628	S	Brooks	DR	1200	Covenanter DR			NR	60	yes
828	157	S	Brookside	DR	2800		Sunny Slopes DR		NR	60	yes
829	119	S	Brookside	DR	2810	Sunny Slopes DR	Ridgeview DR		NR	60	yes
830	2411	E	Brookstone	CT	3400		Daniel ST		NR	60	yes
831	313	S	Brown	AVE	2400	Coolidge DR	Graham DR		NR	60	yes
832	352	S	Brown	AVE	2300		Coolidge DR		NR	60	yes
833	2029	N	Browncliff	LN	2760	Matlock RD			NR	60	yes
834	142	E	Browning	LN	1500	Browning PL			NR	60	yes
835	3186	E	Browning	LN	1400	Browning CT Browning LN	Browning PL		NR	60	yes
836	3187	E	Browning	CT	1300		Browning CT Browning LN		NR	60	yes
837	149	S	Browning	PL	3300	Browning PL			NR	60	yes
838	1026	E	Brownridge	RD	3716	Fieldcrest AVE	Christopher DR		NR	60	yes
839	1027	E	Brownridge	RD	3700	Ravencrest AVE	Fieldcrest AVE		NR	60	yes
840	959	E	Brownridge	RD	3500	Pleasant Ridge RD	Meadowbrook DR		NR	60	yes
841	1028	E	Brownridge	RD	3600	Ravencrest AVE	Meadowbrook DR		NR	60	yes
842	1044	E	Brownridge	RD	3800	Christopher DR	Smith RD Stonegate DR		NR	60	yes
843	2788	E	Brownstone	DR	150	Brownstone DR Washington ST	Lincoln ST		NR	60	yes
844	1830	E	Brownstone	DR	300	Lincoln ST	Brownstone DR		NR	60	yes
845	2844	S	Brumley	CT	920	Brumley CT			NR	60	yes
846	255	S	Bryan	ST	2620	Kendall DR	Watson ST		NR	60	yes
847	308	S	Bryan	ST	2400	Coolidge DR	Graham DR		NR	60	yes
848	342	S	Bryan	ST	2300		Coolidge DR		NR	60	yes
849	309	S	Bryan	ST	2430	Graham DR	Camden DR	Neighborhood Greenway	NR	60	yes
850	2701	S	Bryan	ST	2500	Camden DR	Carpenter DR	Neighborhood Greenway	NR	60	yes
851	2700	S	Bryan	ST	2600	Carpenter DR	Kendall DR		NR	60	yes
852	1286	S	Bryan	AVE	100	Bryan AVE	Bryan AVE		NR	60	yes
853	1378	N	Bryan	AVE	200	Bryan AVE	Bryan AVE		NR	60	yes
854	1450	N	Bryan	AVE	300	Bryan AVE			NR	60	yes
855	1286	S	Bryan	AVE	100	Bryan AVE	Bryan AVE		NR	60	yes
856	1202	S	Bryan	AVE	200	Bryan AVE	Bryan AVE		NR	60	yes
857	1378	N	Bryan	AVE	200	Bryan AVE	Bryan AVE		NR	60	yes
858	171	E	Buckingham	DR	980	Eden DR	Westminster WAY		NR	60	yes
859	164	E	Buckingham	DR	900	Piccadilly ST	Piccadilly ST		NR	60	yes

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860	163	E	Buckingham	DR	916	Piccadilly ST	Eden DR		NR	60	yes
861	165	E	Buckingham	DR	800		Piccadilly ST		NR	60	yes
862	162	E	Buckingham East	ST	1100	Westminster WAY			NR	60	yes
863	1162	S	Buckner	ST	300	Buckner ST	Smith AVE		NR	60	yes
864	2739	S	Buffstone	CT	1700	Thornton DR			NR	60	yes
865	2742	S	Buffstone	CT	1600		Thornton DR		NR	60	yes
866	925	E	Buick Cadillac	BLVD	2800	College Mall RD	Buick Cadillac BLVD	Bike Lane	GU	84	no
867	924	E	Buick Cadillac	BLVD	3000	Buick Cadillac BLVD	Clarizz BLVD	Bike Lane	GU	84	no
868	260	S	Burberry	LN	2400	Worthington LN	Burberry LN		NR	60	yes
869	210	S	Burberry	LN	2500	Burberry LN	Winslow RD		NR	60	yes
870	286	S	Burberry	LN	2300	Graham DR	Worthington LN		NR	60	yes
871	239	S	Burberry	LN	2410	Burberry LN	Burberry LN		NR	60	yes
872	264	S	Burberry	LN	2340	Worthington LN	Worthington LN		NR	60	yes
873	2393	E	Burks	DR	236	Burks DR	Walnut Street PIKE	Neighborhood Greenway	NR	60	yes
874	2394	E	Burks	DR	220	Kennedy DR	Burks DR	Neighborhood Greenway	NR	60	yes
875	2384	E	Burks	DR	200	Odell DR Walnut Springs DR	Kennedy DR	Neighborhood Greenway	NR	60	yes
876	2395	S	Burks	CT	3370		Burks DR		NR	60	yes
877	2392	S	Burks	CT	3400	Burks DR			NR	60	yes
878	2387	E	Burks	DR	150	Walnut ST	Odell DR Walnut Springs DR	Neighborhood Greenway	NR	60	yes
879	265	S	Buttonwood	LN	2530	Elderberry CT			NR	60	yes
880	269	S	Buttonwood	LN	2500	Cottonwood CIR	Elderberry CT		NR	60	yes
881	293	E	Buttonwood	LN	2725	Cottonwood CIR	Sare RD		NR	60	yes
882	1583	N	Cabot	CT	500	Sheffield DR			NR	60	yes
883	2850	E	Cadbury	CT	4100	Cadbury CT			NR	60	yes
884	2341	N	Callery	DR	800	Tamarron DR	Callery DR		NR	60	yes
885	2342	N	Callery	DR	810	Callery DR	Tamarron DR		NR	60	yes
886	2340	E	Callery	CT	3800		Callery DR		NR	60	yes
887	1437	E	Cambridge	DR	4200	Penn CT	Park Ridge RD		NR	60	yes
888	1509	E	Cambridge	DR	4100	Sheffield DR	Penn CT		NR	60	yes
889	1424	E	Cambridge	CT	4400	Park Ridge RD			NR	60	yes
890	206	E	Camby	LN	1700	Camby CT Camby LN			NR	60	yes
891	207	E	Camby	CT	1600		Camby CT Camby LN		NR	60	yes
892	288	S	Camden	DR	2500	Camden DR			NR	60	yes
893	1113	E	Cameron	AVE	3800	Christopher DR			NR	60	yes
894	1112	E	Cameron	AVE	3700	Meadowbrook DR	Christopher DR		NR	60	yes
895	1501	N	Campbell	ST	450	Campbell ST	Campbell ST		NR	60	yes
896	2398	E	Canada	DR	2700	Sare RD	Canada DR		NC	60	no
897	2666	E	Canada	DR	2610	Sare RD	Claybridge DR	Neighborhood Greenway	NC	60	no
898	2667	E	Canada	DR	2500	Goldin DR	Claybridge DR	Neighborhood Greenway	NC	60	no
899	2669	E	Canada	DR	2400	The Stands DR	Goldin DR	Neighborhood Greenway	NC	60	no
900	2692	E	Cape Cod	DR		Moores PIKE			NR	60	yes
901	2691	E	Cape Cod	DR	2240				NR	60	yes
902	2690	E	Cape Cod	DR	2200				NR	60	yes
903	251	E	Caradon	HL	1700		Wexley RD	Neighborhood Greenway	NR	60	yes
904	2671	E	Caray	CT	2500	Claybridge DR			NR	60	yes
905	852	E	Cardigan	CT	4200		Graywell DR		NR	60	yes
906	3268	W	Cardinal	CT	900	Harmony PL RCA Park DR			NR	60	yes
907	3288	E	Cargill	DR	2550	Piazza DR			NR	60	yes
908	3296	E	Cargill	DR	2500	Cargill DR	Piazza DR		NR	60	yes
909	855	S	Carleton	CT	900		Rainier CT		NR	60	yes
910	789	S	Carleton	CT	1000	Rainier CT	Gentry BLVD		NR	60	yes

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911	194	E	Carnaby	ST	1100	Westminster WAY			NR	60	yes
912	177	S	Carnaby	ST	3100		Westminster WAY		NR	60	yes
913	2699	W	Carpenter	DR	200		Carpenter DR		NR	60	yes
914	671	E	Carrington	CT	4300	Cricket KNL			NR	60	yes
915	2022	W	Cascade	AVE	920	Gourley PIKE		Neighborhood Greenway	NR	60	yes
916	2170	N	Cascade	DR	2600	Clover TER	Skyline DR		NR	60	yes
917	2171	N	Cascade	DR	2500	Skyline DR	Clover TER		NR	60	yes
918	7015		Cascades Park Trail			Club House DR Old State Ro	Old State Road 37 State Ro		NC	60	no
919	7016		Cascades Park Trail				Club House DR		NC	60	no
920	7014		Cascades Park Trail			Old State Road 37 State Ro	Old State Road 37 Stone Mi		NR	60	yes
921	7017		Cascades Park Trail			Club House DR	Club House DR Old State Ro		NR	60	yes
922	3132	E	Cathcart	ST	2400	Hathaway CT			NR	60	yes
923	3291	E	Cathcart	ST	2600	Piazza DR Wilcox ST	Sare RD		NR	60	yes
924	3287	E	Cathcart	ST	2450	Renwick BLVD	Ira ST		NR	60	yes
925	3290	E	Cathcart	ST	2475	Ira ST	Piazza DR Wilcox ST		NR	60	yes
926	2676	E	Cedarwood	CIR	2500	Cedarwood DR	Claybridge DR		NR	60	yes
927	2675	S	Cedarwood	CIR	3300	Oakmont DR Southern Oaks DR	Claybridge DR		NR	60	yes
928	2678	E	Cedarwood	CIR	2400	The Stands DR	Cedarwood DR		NR	60	yes
929	2211	E	Cedarwood	DR	2400	Cedarwood DR The Stands DR	Cedarwood DR		NR	60	yes
930	2212	E	Cedarwood	CT	2400		Cedarwood DR		NR	60	yes
931	2674	E	Cedarwood	DR	2500	Cedarwood DR	Cedarwood DR		NR	60	yes
932	2242	W	Central	ST	1200	Summit ST	Central ST		NR	60	yes
933	864	E	Chadwick	CT	4300	Graywell DR			NR	60	yes
934	470	W	Chambers	DR	670	Rogers ST			NR	60	yes
935	446	E	Charles	CT	3100	Diana CT			NR	60	yes
936	722	S	Chaseway	CT	1100	Duncaster CT Gentry BLVD			NR	60	yes
937	546	E	Chaudion	CT	3700	Olcott BLVD			NR	60	yes
938	463	S	Chelsey	CT	1900	Queens WAY			NR	60	yes
939	507	W	Cherokee	DR	710	Rogers ST			NR	60	yes
940	122	S	Cherry	ST	2800		Hoosier ST		NR	60	yes
941	700	W	Cherry Orchard	CT	4200	Woodside DR			NR	60	yes
942	569	E	Chestnut	CT	1200	Highland AVE			NR	60	yes
943	2903	E	Cheyanne	LN	1900		Stratford DR		NR	60	yes
944	2902	E	Cheyanne	LN	2000	Stratford DR			NR	60	yes
945	298	S	Childs	CT	2400	Rock Creek DR			NR	60	yes
946	2516	E	Chris	LN	1036	Emery CT	Chris LN		NR	60	yes
947	2297	E	Chris	LN	1000		Emery CT		NR	60	yes
948	29	S	Christa	CT	3800		Heather DR		NR	60	yes
949	1045	S	Christopher	DR	500	Christopher DR	Christopher DR		NR	60	yes
950	2832	S	Christopher	DR	700	Christopher DR	Christopher DR		NR	60	yes
951	452	S	Churchill	CT	2800	Winston ST			NR	60	yes
952	755	E	Circle	DR	1706	Eastside DR	Southdowns DR		NC	60	no
953	792	E	Circle	DR	1600	Circle DR	Eastside DR		NC	60	no
954	726	E	Circle	DR	1714	Southdowns DR	Ruby LN		NR	60	yes
955	117	E	Clairmont	PL	1400	Clairmont PL			NR	60	yes
956	2683	S	Clarizz	BLVD	420	Wilmington CT		Bike Lane and Multi-use Path	NC	74	yes
957	3237	S	Clarizz	BLVD	870	Goodnight WAY	Covenanter DR	Bike Lane and Multi-use Path	NC	74	yes
958	2420	S	Clarizz	BLVD	1000	Covenanter DR	Covenanter DR	Bike Lane and Multi-use Path	NC	74	yes
959	2973	S	Clarizz	BLVD	1100	Covenanter DR	Clarizz BLVD Moores PIKE	Bike Lane and Multi-use Path	NC	74	yes

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960	2593	S	Clarizz	BLVD	600		Clarizz BLVD	Bike Lane and Multi-use Path	NC	74	yes
961	3236	S	Clarizz	BLVD	790	Clarizz BLVD	Goodnight WAY	Bike Lane and Multi-use Path	NC	74	yes
962	2684	S	Clarizz	BLVD	300	Clarizz BLVD	Wilmington CT	Bike Lane and Multi-use Path	NC	74	yes
963	1109	S	Clarizz	BLVD	400	Clarizz BLVD		Bike Lane and Multi-use Path	NC	74	yes
964	1451	N	Clark	ST	300	Clark ST	Clark ST		NR	60	yes
965	1280	S	Clark	ST	100	Clark ST	Clark ST		NR	60	yes
966	1527	N	Clark	ST	400	Clark ST			NR	60	yes
967	1373	N	Clark	ST	200	Clark ST	Clark ST		NR	60	yes
968	1243	S	Clark	ST	200	Clark ST	Clark ST		NR	60	yes
969	2633	E	Clay	CT	2500	Clay CT			NR	60	yes
970	2632	S	Claybridge	DR	3870	Clay CT	Sare RD		NR	60	yes
971	2672	S	Claybridge	DR	3630	Claybridge DR	Sandberg CT		NR	60	yes
972	2665	S	Claybridge	DR	3800	Claybridge DR	Clay CT		NR	60	yes
973	2704	S	Claybridge	DR	3784	Claybridge DR	Claybridge DR		NR	60	yes
974	2670	S	Claybridge	DR	3760	Sandberg CT	Claybridge DR		NR	60	yes
975	2677	S	Claybridge	DR	3400		Claybridge DR		NR	60	yes
976	724	E	Clayton	CT	4400	Cricket KNL			NR	60	yes
977	7228		Clear Creek Trail						NR	60	yes
978	555	S	Clifton	AVE	1650	Hillside DR			NR	60	yes
979	1121	S	Clifton	AVE	400	Clifton AVE	Hunter AVE		NR	60	yes
980	972	S	Clifton	AVE	600	Clifton AVE	Clifton AVE	Neighborhood Greenway	NR	60	yes
981	1169	S	Clifton	AVE	300	Clifton AVE	Clifton AVE		NR	60	yes
982	2114	E	Clover	LN	300	Clover LN	Dunn ST		NR	60	yes
983	2119	E	Clover	LN	200	Clover LN	Clover LN		NR	60	yes
984	2169	W	Clover	TER	590	Clover TER	Skyline DR		NR	60	yes
985	7018	W	Club House	DR	500	Club House DR	Kinser PIKE		NC	60	no
986	2138	W	Club House	DR	300	Club House DR Old State Ro	Club House DR		NC	60	no
987	3147	S	Cobble Creek	CIR	1200	Cobble Creek DR	Lydia LN		NR	60	yes
988	3150	E	Cobble Creek	DR	3764	Cobble Creek CT Cobble Creek	Cobble Creek DR		NR	60	yes
989	2932	E	Cobble Creek	DR	3851	Stella DR	Smith RD		NR	60	yes
990	3152	E	Cobble Creek	DR	3834	Cobble Creek DR	Stella DR		NR	60	yes
991	3148	S	Cobble Creek	CIR	1286	Lydia LN	Cobble Creek CT Cobble Creek		NR	60	yes
992	3149	E	Cobble Creek	CT	3700		Cobble Creek CT Cobble Creek		NR	60	yes
993	2525	E	Cobblefield	CT	1100		Weatherstone LN		NR	60	yes
994	2524	E	Cobblefield	CT	1200	Weatherstone LN			NR	60	yes
995	2970	S	Coleman	CT	1520		Coleman CT		NR	60	yes
996	2487	S	College	AVE	800	Dodds ST	Walnut ST	Protected Bike Lane	GU	90	yes
997	3258	N	College	AVE	1600	College AVE	Vaughn Clipp WAY	Protected Bike Lane	GU	90	yes
998	2010	N	College	AVE	2080	Old State Road 37	State Road 45 46 Bypass Walnut ST	Protected Bike Lane	GU	90	yes
999	3040	N	College	AVE	1926	Riley DR	Old State Road 37	Protected Bike Lane	GU	90	yes
1000	3259	N	College	AVE	1800	Vaughn Clipp WAY	Riley DR	Protected Bike Lane	GU	90	yes
1001	2886	N	College	AVE	500	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1002	2884	N	College	AVE	400	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1003	2483	S	College	AVE	700		Dodds ST	Protected Bike Lane	MS	88	yes
1004	2893	N	College	AVE	600	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1005	2298	S	College	AVE	300	College AVE	Smith AVE	Protected Bike Lane	MS	88	yes
1006	1470	N	College	AVE	300	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1007	2803	S	College	AVE	400	Smith AVE	College AVE	Protected Bike Lane	MS	88	yes
1008	2485	S	College	AVE	150	Dodds ST	Dodds ST	Protected Bike Lane	MS	88	yes
1009	1895	N	College	AVE	1250	College AVE	College AVE	Protected Bike Lane	MS	88	yes

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1010	1871	N	College	AVE	1000	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1011	1714	N	College	AVE	850	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1012	1343	N	College	AVE	100	Kirkwood AVE	College AVE	Protected Bike Lane	MS	88	yes
1013	1389	N	College	AVE	200	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1014	1294	S	College	AVE	100	Kirkwood AVE	College AVE	Protected Bike Lane	MS	88	yes
1015	1253	S	College	AVE	200	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1016	2481	S	College	AVE	600	College AVE		Protected Bike Lane	MS	88	yes
1017	2804	S	College	AVE	500	College AVE	College AVE	Protected Bike Lane	MS	88	yes
1018	557	S	College	AVE	1600	Southern DR			NR	60	yes
1019	2482	S	College	AVE			Dodds ST		NR	60	yes
1020	573	S	College	AVE	1500	Hillside DR	Southern DR		NR	60	yes
1021	922	S	College Mall	RD	700	College Mall RD	College Mall RD	Protected Bike Lane	SC	98	no
1022	619	S	College Mall	RD	1250	Covenanter DR	Moores PIKE Sare RD	Protected Bike Lane	SC	98	no
1023	746	S	College Mall	RD	900	College Mall RD	Covenanter DR	Protected Bike Lane	SC	98	no
1024	1065	S	College Mall	RD	500	Access Drive to Eastland Plaza	College Mall RD	Protected Bike Lane	SC	98	no
1025	1177	S	College Mall	RD	300	College Mall RD State Road 46	Access Drive to Eastland Plaza	Protected Bike Lane	SC	98	no
1026	650	S	Collinswood	DR	1200		Valley Forge RD		NR	60	yes
1027	1578	N	Colony	CT	500	Sheffield DR			NR	60	yes
1028	138	S	Commons	DR	3280	Eden DR	E Commons DR		NR	60	yes
1029	137	E	Commons	DR	900	E Commons DR	Eden DR		NR	60	yes
1030	139	E	Commons	DR	1100	Westminster WAY			NR	60	yes
1031	136	E	Commons	DR	1000	Eden DR	Westminster WAY		NR	60	yes
1032	1327	N	Concord	RD	100	Morningside DR	Longview AVE		NR	60	yes
1033	2992	W	Constitution	AVE	3700	Liberty DR			NR	60	yes
1034	346	W	Coolidge	DR	900	Coolidge DR	Rockport RD		NR	60	yes
1035	350	W	Coolidge	DR	300	Madison ST	Coolidge DR		NR	60	yes
1036	344	W	Coolidge	DR	400	Madison ST	Rogers ST		NR	60	yes
1037	349	W	Coolidge	DR	500	Rogers ST	Milton DR		NR	60	yes
1038	347	W	Coolidge	DR	700	Ford AVE	Coolidge DR		NR	60	yes
1039	348	W	Coolidge	DR	600	Milton DR	Ford AVE		NR	60	yes
1040	345	W	Coolidge	DR	800	Coolidge DR	Coolidge DR		NR	60	yes
1041	3233	S	Cooperative	WAY	2750	Schmaltz BLVD	Rex Grossman BLVD Tapp RD		NR	60	yes
1042	3282	S	Cooperative	WAY	2630		Schmaltz BLVD		NR	60	yes
1043	2982	S	Copper Beech	WAY	934	Heartwood CT	Copper Beech WAY		NR	60	yes
1044	2984	S	Copper Beech	WAY	900	Copper Beech WAY	Heartwood CT		NR	60	yes
1045	2981	S	Copper Beech	WAY	956	Copper Beech WAY	Copper Beech WAY		NR	60	yes
1046	169	S	Coppertree	DR	3145				NR	60	yes
1047	176	S	Coppertree	DR	3154				NR	60	yes
1048	160	S	Coppertree	DR			The Stands DR		NR	60	yes
1049	190	S	Coppertree	DR		The Stands DR			NR	60	yes
1050	159	S	Coppertree	DR	3156				NR	60	yes
1051	170	S	Coppertree	DR	3100				NR	60	yes
1052	152	S	Coppertree	DR	3200				NR	60	yes
1053	2847	S	Coriander	CT	850		Coriander CT		NR	60	yes
1054	2840	S	Coriander	CT	900	Coriander CT			NR	60	yes
1055	5750	S	Cory	LN	834		Cory LN		NR	60	yes
1056	5773	S	Cory	LN	300	Cory LN			NR	60	yes
1057	7196	S	Cory	LN	306				NR	60	yes
1058	2868	W	Cota	DR	2500	Deborah DR	Mcintire DR		NR	60	yes
1059	2228	W	Cota	DR	2750	Mcintire DR	Rex Grossman BLVD		NR	60	yes

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1060	2451	W	Cota	DR	2900	Rex Grossman BLVD			NR	60	yes
1061	1674	E	Cottage Grove	AVE	1000	Forrest AVE	Cottage Grove AVE	Bike Lane	NR	60	yes
1062	1689	E	Cottage Grove	AVE	600	Indiana AVE	Fess AVE	Bike Lane	NR	60	yes
1063	1688	E	Cottage Grove	AVE	500	Dunn ST	Indiana AVE	Bike Lane	NR	60	yes
1064	2239	W	Cottage Grove	AVE	1200	Summit ST	Cottage Grove AVE		NR	60	yes
1065	1693	W	Cottage Grove	AVE	1000	Cottage Grove AVE Orris DR	Monroe ST	Neighborhood Greenway	NR	60	yes
1066	2352	W	Cottage Grove	AVE	1219	Cottage Grove AVE	Cottage Grove AVE		NR	60	yes
1067	1676	E	Cottage Grove	AVE	800	Park AVE	Woodlawn AVE	Bike Lane	NR	60	yes
1068	1677	E	Cottage Grove	AVE	700	Fess AVE	Park AVE	Bike Lane	NR	60	yes
1069	1675	E	Cottage Grove	AVE	900	Woodlawn AVE	Forrest AVE	Bike Lane	NR	60	yes
1070	1687	E	Cottage Grove	AVE	400	Grant ST	Dunn ST	Bike Lane	NR	60	yes
1071	1684	E	Cottage Grove	AVE	300	Lincoln ST	Grant ST	Bike Lane	NR	60	yes
1072	1686	E	Cottage Grove	AVE	200	Washington ST	Lincoln ST	Bike Lane	NR	60	yes
1073	1685	E	Cottage Grove	AVE	100	Walnut ST	Washington ST		NR	60	yes
1074	1668	W	Cottage Grove	AVE	1100	Monroe ST	Summit ST		NR	60	yes
1075	1694	W	Cottage Grove	AVE	900	Diamond ST Moravec WAY	Cottage Grove AVE Orris DR	Neighborhood Greenway	NR	60	yes
1076	292	S	Cottonwood	CIR	2400		Cottonwood CIR		NR	60	yes
1077	6959	W	Country Club	DR	290	Bloomington Rail Trail Country Cl	Madison ST	Bike Lane and Multi-use Path	SC	75	no
1078	230	W	Country Club	DR	1000	Country Club DR	Rockport RD Tapp RD	Bike Lane and Multi-use Path	SC	75	no
1079	232	W	Country Club	DR	500	Rogers ST	Milton DR	Bike Lane and Multi-use Path	SC	75	no
1080	233	W	Country Club	DR	400	Madison ST	Rogers ST	Bike Lane and Multi-use Path	SC	75	no
1081	3000	W	Country Club	DR	200	Walnut ST Winslow RD	Bloomington Rail Trail Country Cl	Bike Lane and Multi-use Path	SC	75	no
1082	231	W	Country Club	DR	800	Milton DR	Country Club DR	Bike Lane and Multi-use Path	SC	75	no
1083	3281	W	Countryside	LN	1500	Sunflower DR	Countryside LN	Multi-use Path	NC	62	no
1084	3247	W	Countryside	LN	1248		Countryside LN	Multi-use Path	NC	62	no
1085	3240	W	Countryside	LN	1400	Countryside LN	Sunflower DR	Multi-use Path	NC	62	no
1086	3264	W	Countryside	LN	800	Rockport RD	Countryside LN RCA Park DR	Multi-use Path	NC	62	no
1087	3248	W	Countryside	LN	1231	Quarry CT		Multi-use Path	NC	62	no
1088	3033	W	Countryside	LN	1100	Zona CT	Peoples CT	Multi-use Path	NC	62	no
1089	3262	W	Countryside	LN	900	Countryside LN RCA Park DR	Cutter CT	Multi-use Path	NC	62	no
1090	3034	W	Countryside	LN	1200	Peoples CT	Quarry CT	Multi-use Path	NC	62	no
1091	2461	W	Countryside	LN	1000	Cutter CT	Zona CT	Multi-use Path	NC	62	no
1092	3056	W	Countryside	LN	1750	Delila Star DR	Samuel LN	Multi-use Path	NR	60	yes
1093	3133	W	Countryside	LN	1650	Countryside LN	Countryside LN	Multi-use Path	NR	60	yes
1094	3055	W	Countryside	LN	1700	Countryside LN	Delila Star DR	Multi-use Path	NR	60	yes
1095	742	E	Covenanter	DR	2650	Covenanter DR	Windermere Woods DR	Neighborhood Greenway	NC	60	no
1096	728	S	Covenanter	DR	1000	Southdowns DR	Ruby LN	Neighborhood Greenway	NC	60	no
1097	704	S	Covenanter	DR	1100	Ruby LN	High ST	Neighborhood Greenway	NC	60	no
1098	682	E	Covenanter	DR	2200	Covenanter DR	Pickwick PL	Neighborhood Greenway	NC	60	no
1099	672	E	Covenanter	DR	2100	High ST	Covenanter DR	Neighborhood Greenway	NC	60	no
1100	759	E	Covenanter	DR	2450	Nota DR Rechter RD	Rechter RD Woodbine AVE	Neighborhood Greenway	NC	60	no
1101	741	E	Covenanter	DR	2212	Pickwick PL	Nota DR Rechter RD	Neighborhood Greenway	NC	60	no
1102	744	E	Covenanter	DR	2600	Rechter RD Woodbine AVE	Covenanter DR	Neighborhood Greenway	NC	60	no
1103	3238	E	Covenanter	DR	3200	Stratum WAY	Covenanter DR	Protected Bike Lane	NC	74	yes
1104	2421	E	Covenanter	DR	3540	Covenanter DR	Fenbrook LN	Multi-use Path	NC	62	no
1105	743	E	Covenanter	DR	2671	Windermere Woods DR	Covenanter DR	Neighborhood Greenway	NC	60	no
1106	747	E	Covenanter	DR	2700	Covenanter DR	Covenanter DR	Protected Bike Lane	NC	74	yes
1107	3239	E	Covenanter	DR	2900	Covenanter DR	Stratum WAY	Protected Bike Lane	NC	74	yes
1108	725	E	Covenanter	CT	2600	Rechter RD	Covenanter DR		NR	60	yes
1109	3169	S	Covey	LN	1700	Thornton DR	Miller DR		NR	60	yes

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1110	433	S	Covey	LN	1800	Miller DR			NR	60	yes
1111	522	S	Crandall	CT	2000		Edward CT		NR	60	yes
1112	3155	E	Creeks Edge	DR	2500	Heirloom DR			NC	60	no
1113	7130	E	Creeks Edge	DR	2500	Sare RD	Heirloom DR		NR	60	yes
1114	2333	S	Creekside	CT	2700	Winston ST			NR	60	yes
1115	3246	N	Crescent	RD	1320	Marquis DR	Crescent RD	Multi-use Path	NR	60	yes
1116	3245	N	Crescent	RD	1060	Fountain DR	Marquis DR	Multi-use Path	NR	60	yes
1117	723	S	Cricket	KNL	1100	Gentry BLVD	Cricket KNL		NR	60	yes
1118	681	S	Cricket	KNL	1116	Cricket KNL	Cricket KNL		NR	60	yes
1119	670	E	Cricket	KNL	4300	Graywell DR	Cricket KNL		NR	60	yes
1120	669	E	Cricket	KNL	4280		Graywell DR		NR	60	yes
1121	392	S	Curry	PIKE	2300	Glen Oaks DR	Industrial BLVD	Bike Lane and Multi-use Path	NR	60	yes
1122	358	S	Curry	PIKE	2430	Industrial BLVD	Leonard Springs RD State Road 45	Bike Lane and Multi-use Path	NR	60	yes
1123	7233	S	Curry	PIKE	1822			Bike Lane and Multi-use Path	NR	60	yes
1124	404	S	Curry	PIKE	2200	Woodlyn DR	Glen Oaks DR	Bike Lane and Multi-use Path	NR	60	yes
1125	447	S	Curry	PIKE	2140	Roll AVE		Bike Lane and Multi-use Path	NR	60	yes
1126	7232	S	Curry	PIKE	2166		Woodlyn DR	Bike Lane and Multi-use Path	NR	60	yes
1127	2991	S	Curry	PIKE	2030		Roll AVE	Bike Lane and Multi-use Path	NR	60	yes
1128	5712	S	Curry	PIKE	200	Curry PIKE	Curry PIKE	Bike Lane and Multi-use Path	NR	60	yes
1129	2993	S	Curry	PIKE	300	Curry PIKE		Bike Lane and Multi-use Path	NR	60	yes
1130	2460	S	Cutter	CT	2300	Cutter CT			NR	60	yes
1131	2414	S	Dale	CT	2800		Olcott BLVD		NR	60	yes
1132	2410	E	Daniel	ST	2900	Forrester ST	Forrester ST	Neighborhood Greenway	NC	60	no
1133	2413	E	Daniel	ST	3000	Forrester ST	Daniel ST	Neighborhood Greenway	NC	60	no
1134	2412	S	Daniel	ST	3100	Olcott BLVD	Daniel ST	Neighborhood Greenway	NC	60	no
1135	2307	S	Daniel	CT	3300	Daniel ST			NR	60	yes
1136	2408	E	Daniel	ST	2800	Daniel ST	Forrester ST	Neighborhood Greenway	NR	60	yes
1137	2519	E	David	DR	2800	Sare RD	Tapps TURN		NR	60	yes
1138	280	E	David	DR	3010	Tapps TURN	Forrester ST		NR	60	yes
1139	695	E	Davis	ST	410	Palmer AVE	Dunn ST		NR	60	yes
1140	686	E	Davis	ST	1300	Highland AVE Tarzian LN	Jordan AVE		NR	60	yes
1141	2647	W	Davis	ST	500	Rogers ST			NR	60	yes
1142	697	E	Davis	ST	300	Lincoln ST	Grant ST		NR	60	yes
1143	695	E	Davis	ST	410	Palmer AVE	Dunn ST		NR	60	yes
1144	696	E	Davis	ST	400	Grant ST	Palmer AVE		NR	60	yes
1145	696	E	Davis	ST	400	Grant ST	Palmer AVE		NR	60	yes
1146	694	E	Davis	ST	500	Dunn ST	Henderson ST		NR	60	yes
1147	694	E	Davis	ST	500	Dunn ST	Henderson ST		NR	60	yes
1148	698	E	Davis	ST	200	Washington ST	Lincoln ST		NR	60	yes
1149	698	E	Davis	ST	200	Washington ST	Lincoln ST		NR	60	yes
1150	699	E	Davis	ST	100	Walnut ST	Washington ST		NR	60	yes
1151	699	E	Davis	ST	100	Walnut ST	Washington ST		NR	60	yes
1152	2379	S	Davisson	ST	400	Smith AVE	Howe ST		NR	60	yes
1153	2380	S	Davisson	ST	300	Davisson ST	Smith AVE		NR	60	yes
1154	2867	S	Deborah	DR	2800	Tapp RD	Deborah DR		NR	60	yes
1155	235	S	Deborah	DR	2700	Schmaltz BLVD	Tapp RD		NR	60	yes
1156	2869	S	Deborah	DR	2300	Deborah DR			NR	60	yes
1157	1761	E	Deckard	DR	4100	Deckard DR Tamarron DR	Hector DR		NR	60	yes
1158	1836	E	Deckard	DR	4500	Etter DR	Stephens DR		NR	60	yes
1159	1801	E	Deckard	DR	4300	Kinser DR	Etter DR		NR	60	yes
1160	1760	E	Deckard	DR	4200	Hector DR	Kinser DR		NR	60	yes

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1161	1838	E	Deckard	DR	4396	Etter DR	Etter DR		NR	60	yes
1162	287	S	Deep Well	CT	2500	Roundhill LN			NR	60	yes
1163	1383	E	Dekist	ST	2600	Overhill DR			NR	60	yes
1164	3047	S	Delila Star	DR	2650	Delila Star DR	Sunstone DR		NR	60	yes
1165	3054	S	Delila Star	DR	2550	Delila Star DR	Eventide DR		NR	60	yes
1166	3050	S	Delila Star	DR	2567	Eventide DR	Delila Star DR		NR	60	yes
1167	7139	S	Delila Star	DR	2430	Victoria LN	Delila Star DR		NR	60	yes
1168	675	E	Devon	LN	1700		Longwood DR		NR	60	yes
1169	2318	E	Dexter	ST	1900	Rose AVE	Anita ST		NR	60	yes
1170	949	E	Dexter	ST	1800	Rose AVE	Rose AVE		NR	60	yes
1171	1692	N	Diamond	ST	700	Diamond ST Moravec WAY	Diamond ST	Neighborhood Greenway	NR	60	yes
1172	444	E	Diana	CT	3100	Winston ST	Diana CT		NR	60	yes
1173	456	E	Diana	CT	3112	Diana CT			NR	60	yes
1174	2658	W	Dixie	ST	700	Fairview ST			NR	60	yes
1175	846	E	Dixie	ST	200	Washington ST	Lincoln ST		NR	60	yes
1176	850	E	Dixie	ST	520	Dunn ST	Henderson ST		NR	60	yes
1177	849	E	Dixie	ST	500	Palmer AVE	Dunn ST		NR	60	yes
1178	848	E	Dixie	ST	400	Grant ST	Palmer AVE		NR	60	yes
1179	847	E	Dixie	ST	300	Lincoln ST	Grant ST		NR	60	yes
1180	2659	W	Dixie	ST	600	Rogers ST	Fairview ST		NR	60	yes
1181	2488	E	Dixie	ST	100	Walnut ST	Washington ST		NR	60	yes
1182	874	E	Dodds	ST	300	Lincoln ST	Grant ST		NR	60	yes
1183	875	E	Dodds	ST		Grant ST	Grant ST		NR	60	yes
1184	877	E	Dodds	ST	420	Palmer AVE	Dunn ST		NR	60	yes
1185	878	E	Dodds	ST	500	Dunn ST	Henderson ST		NR	60	yes
1186	873	E	Dodds	ST	200	Washington ST	Lincoln ST		NR	60	yes
1187	879	W	Dodds	ST	400	Madison ST	Rogers ST		NR	60	yes
1188	881	W	Dodds	ST	600	Rogers ST	Fairview ST		NR	60	yes
1189	885	W	Dodds	ST	800	Fairview ST			NR	60	yes
1190	7009	W	Dodds	ST	290	Dodds ST	Morton ST		NR	60	yes
1191	882	W	Dodds	ST	300	Morton ST	Madison ST		NR	60	yes
1192	876	E	Dodds	ST	317	Grant ST	Palmer AVE		NR	60	yes
1193	2484	W	Dodds	ST	176	Dodds ST	Dodds ST		NR	60	yes
1194	883	W	Dodds	ST	200	Dodds ST	Dodds ST		NR	60	yes
1195	2489	E	Dodds	ST	100	Walnut ST	Washington ST		NR	60	yes
1196	2486	W	Dodds	ST	100	Walnut ST	Dodds ST		NR	60	yes
1197	2060	W	Dogwood	LN	525		Skyline DR		NR	60	yes
1198	6945	S	Dolimah	AVE	540	Milieu DR			NR	60	yes
1199	2808	S	Dorchester	DR	1500	Hillside DR Longwood DR			NR	60	yes
1200	2638	W	Driscoll	DR	400	Madison ST	Rogers ST		NR	60	yes
1201	2773	E	Driscoll	DR	500	Dunn ST	Henderson ST		NR	60	yes
1202	639	E	Driscoll	DR	200	Washington ST	Lincoln ST		NR	60	yes
1203	638	E	Driscoll	DR	300	Lincoln ST	Grant ST		NR	60	yes
1204	637	E	Driscoll	DR	400	Grant ST	Palmer AVE		NR	60	yes
1205	3038	E	Driscoll	DR	400	Palmer AVE	Dunn ST		NR	60	yes
1206	631	E	Driscoll	DR	100	Walnut ST	Washington ST		NR	60	yes
1207	2629	W	Duncan	DR	500	Rockport RD			NR	60	yes
1208	737	S	Duncaster	CT	1028		Duncaster CT Gentry BLVD		NR	60	yes
1209	1868	N	Dunn	ST	1100	Dunn ST	Dunn ST	Protected Bike Lane	GU	90	yes
1210	1965	N	Dunn	ST	1500	Dunn ST	Dunn ST	Multi-use Path	GU	74	no
1211	1988	N	Dunn	ST	1700	Dunn ST	Varsity LN	Multi-use Path	GU	74	no

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1212	1869	N	Dunn	ST	1102	Dunn ST	Dunn ST	Protected Bike Lane	GU	90	yes
1213	1904	N	Dunn	ST	1200	Dunn ST	Dunn ST	Protected Bike Lane	GU	90	yes
1214	1903	N	Dunn	ST	1198	Dunn ST	Dunn ST	Protected Bike Lane	GU	90	yes
1215	1919	N	Dunn	ST	1302	Dunn ST	Dunn ST	Protected Bike Lane	GU	90	yes
1216	1394	N	Dunn	ST	200	Dunn ST	Dunn ST		GU	72	no
1217	1394	N	Dunn	ST	200	Dunn ST	Dunn ST		GU	72	no
1218	1299	S	Dunn	ST	100	Kirkwood AVE	Dunn ST		GU	72	no
1219	1299	S	Dunn	ST	100	Kirkwood AVE	Dunn ST		GU	72	no
1220	1354	N	Dunn	ST	100	Kirkwood AVE	Dunn ST		GU	72	no
1221	1354	N	Dunn	ST	100	Kirkwood AVE	Dunn ST		GU	72	no
1222	3321	S	Dunn	ST	200	Dunn ST	Atwater AVE Dunn ST		GU	72	no
1223	3321	S	Dunn	ST	200	Dunn ST	Atwater AVE Dunn ST		GU	72	no
1224	1834	N	Dunn	ST	1000	Dunn ST	Dunn ST		GU	72	no
1225	1939	N	Dunn	ST	1400	Dunn ST	Dunn ST	Multi-use Path	GU	74	no
1226	1976	N	Dunn	ST	1600	Dunn ST	Dunn ST	Multi-use Path	GU	74	no
1227	2728	N	Dunn	ST	2000	Varsity LN	State Road 45 46 Bypass	Multi-use Path	GU	74	no
1228	2121	N	Dunn	ST	2800	Dunn ST	Kenwood PL	Multi-use Path	NC	62	no
1229	2120	N	Dunn	ST	2660	Tamarack TRL	Dunn ST	Multi-use Path	NC	62	no
1230	2122	N	Dunn	ST	2500	Glendora DR	Tamarack TRL	Multi-use Path	NC	62	no
1231	2108	N	Dunn	ST	2900	Kenwood PL	Lakewood DR	Multi-use Path	NC	62	no
1232	2049	N	Dunn	ST	2300	Vernon AVE	Saville AVE	Multi-use Path	NC	62	no
1233	2123	N	Dunn	ST	2400	Saville AVE	Glendora DR	Multi-use Path	NC	62	no
1234	2727	N	Dunn	ST	2200	State Road 45 46 Bypass	Vernon AVE	Multi-use Path	NC	62	no
1235	2082	N	Dunn	ST	3500	Lakewood DR	Old State Road 37	Multi-use Path	NC	62	no
1236	766	S	Dunn	ST	916	Dunn ST	Dunn ST		NR	60	yes
1237	3303	S	Dunn	ST	400	Smith AVE	Dunn ST		NR	60	yes
1238	3305	S	Dunn	ST	329	Dunn ST	Smith AVE		NR	60	yes
1239	1656	N	Dunn	ST	600	Dunn ST	Dunn ST		NR	60	yes
1240	1465	N	Dunn	ST	300	Dunn ST	Dunn ST		NR	60	yes
1241	1532	N	Dunn	ST	400	Dunn ST	Dunn ST		NR	60	yes
1242	1603	N	Dunn	ST	500	Dunn ST	Dunn ST		NR	60	yes
1243	1603	N	Dunn	ST	500	Dunn ST	Dunn ST		NR	60	yes
1244	3039	S	Dunn	ST	1300	Dunn ST	Wilson ST		NR	60	yes
1245	3086	S	Dunn	ST	1400	Wilson ST	Hillside DR		NR	60	yes
1246	3086	S	Dunn	ST	1400	Wilson ST	Hillside DR		NR	60	yes
1247	688	S	Dunn	ST	1000	Dunn ST	Dunn ST		NR	60	yes
1248	688	S	Dunn	ST	1000	Dunn ST	Dunn ST		NR	60	yes
1249	658	S	Dunn	ST	1100	Dunn ST	Grimes LN		NR	60	yes
1250	658	S	Dunn	ST	1100	Dunn ST	Grimes LN		NR	60	yes
1251	632	S	Dunn	ST	1200	Grimes LN	Dunn ST		NR	60	yes
1252	3039	S	Dunn	ST	1300	Dunn ST	Wilson ST		NR	60	yes
1253	868	S	Dunn	ST	800	Wylie ST	Dunn ST		NR	60	yes
1254	841	S	Dunn	ST	900	Dunn ST	Dunn ST		NR	60	yes
1255	841	S	Dunn	ST	900	Dunn ST	Dunn ST		NR	60	yes
1256	868	S	Dunn	ST	800	Wylie ST	Dunn ST		NR	60	yes
1257	1773	N	Dunn	ST	900	Dunn ST			NR	60	yes
1258	1753	N	Dunn	ST	800	Dunn ST	Dunn ST		NR	60	yes
1259	3315	S	Dunn	ST	300		Dunn ST		NR	60	yes
1260	766	S	Dunn	ST	916	Dunn ST	Dunn ST		NR	60	yes
1261	1465	N	Dunn	ST	300	Dunn ST	Dunn ST		NR	60	yes
1262	1683	N	Dunn	ST	700	Dunn ST	Dunn ST		NR	60	yes

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1263	108	S	Dunstan	DR	3500		Dunstan DR		NR	60	yes
1264	98	E	Dunstan	DR	1500	Dunstan DR			NR	60	yes
1265	187	E	Durham	DR	1700	Durham CT Durham DR			NR	60	yes
1266	186	E	Durham	CT	1600		Durham CT Durham DR		NR	60	yes
1267	3178	N	Dyer	DR	1000	Dyer DR	Dyer DR		NR	60	yes
1268	3032	N	Dyer	DR	1100	Dyer DR	Dyer DR		NR	60	yes
1269	2268	W	East Branch	RD	1200		Larkspur LN		NR	60	yes
1270	2011	W	East Vine	ST		West Vine ST Willis DR	West Vine ST Willis DR		NR	60	yes
1271	1571	E	Eastgate	LN	2500	Hillsdale DR			NC	60	no
1272	1590	E	Eastgate	LN	2534		Polly Grimshaw Trail State Road 46		NR	60	yes
1273	1514	E	Eastgate	LN	2537	State Road 46			NR	60	yes
1274	1512	E	Eastgate	LN	2536				NR	60	yes
1275	896	S	Eastside	DR	800	Eastside DR	Maxwell LN		NR	60	yes
1276	955	S	Eastside	DR	700	University ST	Eastside DR		NR	60	yes
1277	1175	S	Eastside	DR	300	Eastside DR	Eastside DR		NR	60	yes
1278	1054	S	Eastside	DR	500	Hunter AVE	Eastside DR		NR	60	yes
1279	2816	S	Eastside	DR	400	Eastside DR	Hunter AVE		NR	60	yes
1280	794	S	Eastside	DR	900	Maxwell LN	Eastside DR		NR	60	yes
1281	1010	S	Eastside	DR	600	Eastside DR	University ST		NR	60	yes
1282	81	S	Eddington	DR	3600	Eddington DR	Eddington DR		NR	60	yes
1283	79	E	Eddington	CT	700	Eddington DR			NR	60	yes
1284	158	S	Eden	DR	3200	Eden DR	Eden DR		NR	60	yes
1285	140	S	Eden	DR	3300	Eden DR	Eden DR		NR	60	yes
1286	191	S	Eden	DR	3100		Waterloo DR		NR	60	yes
1287	363	E	Edgehill	CT	2300		Montclair AVE		NR	60	yes
1288	521	E	Edward	CT	3500		Edward CT		NR	60	yes
1289	511	E	Edward	CT	3600	Edward CT	Olcott BLVD		NR	60	yes
1290	1269	E	Edwards	ROW	2600	Overhill DR			NR	60	yes
1291	270	E	Elderberry	CT	2700	Elderberry CT			NR	60	yes
1292	366	S	Elizabeth	CT	2800	Robins BOW			NR	60	yes
1293	78	E	Elliston	DR	1526	Fenway PL		Neighborhood Greenway	NR	60	yes
1294	67	E	Elliston	DR	1300	Elliston DR	Hampshire LN	Neighborhood Greenway	NR	60	yes
1295	77	E	Elliston	DR	1400	Hampshire LN	Fenway PL	Neighborhood Greenway	NR	60	yes
1296	1313	S	Elm	ST	100	Kirkwood AVE	Elm ST		NR	60	yes
1297	1561	N	Elm	ST	400	Elm ST	Elm ST		NR	60	yes
1298	1484	N	Elm	ST	300	Elm ST	Elm ST		NR	60	yes
1299	1416	N	Elm	ST	200	Elm ST	Elm ST		NR	60	yes
1300	1358	N	Elm	ST	100	Kirkwood AVE	Elm ST		NR	60	yes
1301	2360	E	Elouise	AVE	4400		Morningside DR		NR	60	yes
1302	2296	E	Emery	CT	1025		Emery CT		NR	60	yes
1303	2213	S	Emilie	CT	3910	Sherbrooke DR			NR	60	yes
1304	423	E	Eminence	WAY	920	Summit View PL			NR	60	yes
1305	2295	E	Erin	CT	1000		Erin CT		NR	60	yes
1306	82	S	Essex	CT	3600	Essex CT	Essex CT		NR	60	yes
1307	1840	E	Etter	DR	4300	Etter DR	Etter DR		NR	60	yes
1308	1839	E	Etter	DR	4400	Etter DR	Stephens DR		NR	60	yes
1309	2382	S	Euclid	AVE	400	Smith AVE	Howe ST		NR	60	yes
1310	1107	S	Euclid	AVE	500	Howe ST	Euclid AVE		NR	60	yes
1311	2381	S	Euclid	AVE	300	Euclid AVE	Smith AVE		NR	60	yes
1312	3176	S	Eva Hill	DR	1900	Eva Hill DR	Eva Hill DR		NR	60	yes
1313	3053	W	Eventide	DR	1700	Eventide DR	Eventide DR		NR	60	yes

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1314	3059	W	Eventide	DR	1750	Eventide DR	Flat Rock RD		NR	60	yes
1315	7142	W	Ezekiel	DR	1800	Samuel LN			NC	60	no
1316	7154	W	Ezekiel	DR	1812				NC	60	no
1317	7140	W	Ezekiel	DR	1700		Victoria LN		NC	60	no
1318	7141	W	Ezekiel	DR	1726	Victoria LN	Samuel LN		NC	60	no
1319	1180	S	Faculty	AVE	300	Faculty AVE	Faculty AVE		GU	72	no
1320	1127	S	Faculty	AVE	400	Faculty AVE	Hunter AVE		NR	60	yes
1321	2557	S	Fairfield	DR	200	Holiday DR	Franklin RD		NR	60	yes
1322	3066	S	Fairfield	DR	100		Holiday DR		NR	60	yes
1323	360	S	Fairmount	CT	2200		Rock Creek DR		NR	60	yes
1324	651	E	Fairoaks	LN	2600	Winfield RD			NR	60	yes
1325	2644	S	Fairview	ST	1100	Fairview ST	Patterson DR	Neighborhood Greenway	NC	60	no
1326	2644	S	Fairview	ST	1100	Fairview ST	Patterson DR	Neighborhood Greenway	NC	60	no
1327	2644	S	Fairview	ST	1100	Fairview ST	Patterson DR	Neighborhood Greenway	NC	60	no
1328	2656	S	Fairview	ST	900	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no
1329	2652	S	Fairview	ST	1000	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no
1330	2796	S	Fairview	ST	700	Fairview ST	Wylie ST	Neighborhood Greenway	NC	60	no
1331	2795	S	Fairview	ST	800	Wylie ST	Fairview ST	Neighborhood Greenway	NC	60	no
1332	2795	S	Fairview	ST	800	Wylie ST	Fairview ST	Neighborhood Greenway	NC	60	no
1333	2796	S	Fairview	ST	700	Fairview ST	Wylie ST	Neighborhood Greenway	NC	60	no
1334	2796	S	Fairview	ST	700	Fairview ST	Wylie ST	Neighborhood Greenway	NC	60	no
1335	2795	S	Fairview	ST	800	Wylie ST	Fairview ST	Neighborhood Greenway	NC	60	no
1336	1481	N	Fairview	ST	300	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no
1337	1557	N	Fairview	ST	400	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no
1338	1665	N	Fairview	ST	626	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no
1339	1661	N	Fairview	ST	600	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no
1340	1612	N	Fairview	ST	500	Fairview ST	Fairview ST	Neighborhood Greenway	NC	60	no
1341	1312	S	Fairview	ST	100	Kirkwood AVE	Fairview ST	Neighborhood Greenway	NR	60	yes
1342	1364	N	Fairview	ST	100	Kirkwood AVE	Fairview ST	Neighborhood Greenway	NR	60	yes
1343	1217	S	Fairview	ST	200	Fairview ST	Fairview ST	Neighborhood Greenway	NR	60	yes
1344	1814	N	Fairview	ST	900	Fairview ST	Fairview ST		NR	60	yes
1345	1786	N	Fairview	ST	800	Fairview ST	Fairview ST		NR	60	yes
1346	1161	S	Fairview	ST	300	Fairview ST	Smith AVE	Neighborhood Greenway	NR	60	yes
1347	1148	S	Fairview	ST	400	Smith AVE	Howe ST	Neighborhood Greenway	NR	60	yes
1348	1717	N	Fairview	ST	700	Fairview ST	Fairview ST	Neighborhood Greenway	NR	60	yes
1349	7038	N	Fairview	ST	620	Fairview ST	Fairview ST		NR	60	yes
1350	2861	N	Fee	LN	800	Fee LN	Law LN	Protected Bike Lane	GU	90	yes
1351	2968	N	Fee	LN	1200	Foster DR	Fee LN	Protected Bike Lane	GU	90	yes
1352	2860	N	Fee	LN	700	Fee LN	Fee LN	Protected Bike Lane	GU	90	yes
1353	1763	N	Fee	LN	900	Law LN	Fee LN	Protected Bike Lane	GU	90	yes
1354	2967	N	Fee	LN	1000	Fee LN	Foster DR	Protected Bike Lane	GU	90	yes
1355	3253	N	Fee	LN	1580	Fee LN	Jordan AVE	Protected Bike Lane and Multi-use Path	NC	79	no
1356	2014	N	Fee	LN	2030	Jordan AVE	Matlock RD State Road 45 46 Bypass	Protected Bike Lane and Multi-use Path	NC	79	no
1357	2441	N	Feerwood	CT	3960		Rosewood DR		NR	60	yes
1358	2133	N	Feerwood	CT	3950		Rosewood DR		NR	60	yes
1359	2424	S	Fenbrook	LN	1420	Fenbrook LN	Moores PIKE	Multi-use Path	NC	62	no
1360	3141	S	Fenbrook	LN	1220	Fenbrook LN	Fenbrook LN	Multi-use Path	NC	62	no
1361	3138	S	Fenbrook	LN	1000	Smith RD	Fenbrook LN	Multi-use Path	NC	62	no
1362	3139	S	Fenbrook	LN	1050	Fenbrook LN	Fenbrook LN	Multi-use Path	NC	62	no

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1363	3140	S	Fenbrook	CT	900		Fenbrook LN		NR	60	yes
1364	3216	E	Fenbrook	LN	3900	Smith RD	Romans WAY	Neighborhood Greenway	NR	60	yes
1365	3116	E	Fenbrook	LN	3949	Sara CT	Mary Beth DR	Neighborhood Greenway	NR	60	yes
1366	3118	E	Fenbrook	LN	3920	Romans WAY	Sara CT	Neighborhood Greenway	NR	60	yes
1367	70	S	Fenway	PL	3700	Fenway PL			NR	60	yes
1368	1189	S	Fess	AVE	300	Fess AVE	Fess AVE	Neighborhood Greenway	GU	72	no
1369	1463	N	Fess	AVE	300	Fess AVE	Fess AVE		NR	60	yes
1370	1139	S	Fess	AVE	400	Fess AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1371	1541	N	Fess	AVE	400	Fess AVE	Fess AVE		NR	60	yes
1372	1032	S	Fess	AVE	600	Fess AVE	University ST	Neighborhood Greenway	NR	60	yes
1373	1139	S	Fess	AVE	400	Fess AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1374	1094	S	Fess	AVE	500	Hunter AVE	Fess AVE	Neighborhood Greenway	NR	60	yes
1375	1094	S	Fess	AVE	500	Hunter AVE	Fess AVE	Neighborhood Greenway	NR	60	yes
1376	1602	N	Fess	AVE	500	Fess AVE	Fess AVE		NR	60	yes
1377	2790	N	Fess	AVE	1000	Fess AVE	Fess AVE		NR	60	yes
1378	1856	N	Fess	AVE	1200	Fess AVE	Fess AVE		NR	60	yes
1379	2875	S	Fess	AVE	1100		Grimes LN	Neighborhood Greenway	NR	60	yes
1380	2770	S	Fess	AVE	1200	Grimes LN	Fess AVE	Neighborhood Greenway	NR	60	yes
1381	908	S	Fess	AVE	800	Fess AVE	Maxwell LN	Neighborhood Greenway	NR	60	yes
1382	988	S	Fess	AVE	700	University ST	Fess AVE	Neighborhood Greenway	NR	60	yes
1383	988	S	Fess	AVE	700	University ST	Fess AVE	Neighborhood Greenway	NR	60	yes
1384	1032	S	Fess	AVE	600	Fess AVE	University ST	Neighborhood Greenway	NR	60	yes
1385	1681	N	Fess	AVE	700	Fess AVE	Fess AVE		NR	60	yes
1386	1655	N	Fess	AVE	600	Fess AVE	Fess AVE		NR	60	yes
1387	857	S	Fess	AVE	900	Maxwell LN		Neighborhood Greenway	NR	60	yes
1388	1751	N	Fess	AVE	800	Fess AVE	Fess AVE		NR	60	yes
1389	2791	N	Fess	AVE	900	Fess AVE	Fess AVE		NR	60	yes
1390	3137	S	Fieldcrest	CT	1000				NR	60	yes
1391	3136	S	Fieldcrest	CT	900	Fieldcrest AVE Fieldcrest CT			NR	60	yes
1392	2725	S	Fieldcrest	AVE	600	Fieldcrest AVE	Fieldcrest AVE Fieldcrest CT		NR	60	yes
1393	2013	N	Fisher	CT	2000	Jordan AVE			NR	60	yes
1394	3058	S	Flat Rock	RD	2550	Flat Rock RD	Flat Rock RD		NR	60	yes
1395	274	S	Ford	AVE	2500	Graham DR	Ralston DR		NR	60	yes
1396	353	S	Ford	AVE	2300		Ford AVE		NR	60	yes
1397	312	S	Ford	AVE	2400		Graham DR		NR	60	yes
1398	2527	N	Forrest	AVE	1100	Forrest AVE	Forrest AVE		NR	60	yes
1399	1640	N	Forrest	AVE	600	Forrest AVE	Forrest AVE		NR	60	yes
1400	1739	N	Forrest	AVE	800	Forrest AVE	Forrest AVE		NR	60	yes
1401	2528	N	Forrest	AVE	1200	Forrest AVE	Forrest AVE		NR	60	yes
1402	1673	N	Forrest	AVE	700	Forrest AVE	Forrest AVE		NR	60	yes
1403	1808	N	Forrest	AVE	900		Forrest AVE		NR	60	yes
1404	1335	N	Forrest	AVE	200	Forrest AVE Kir	Forrest AVE		NR	60	yes
1405	1444	N	Forrest	AVE	300	Forrest AVE	8th ST		NR	60	yes
1406	1825	N	Forrest	AVE	1000	Forrest AVE	Forrest AVE		NR	60	yes
1407	326	S	Forrester	ST	3004	Kristen CT	Olcott BLVD Tapps TURN	Neighborhood Greenway	NC	60	no
1408	370	S	Forrester	ST	2800	Roy Schmalz CT	Robins BOW	Neighborhood Greenway	NC	60	no
1409	356	S	Forrester	ST	2900	Robins BOW	Gosport CT	Neighborhood Greenway	NC	60	no
1410	378	S	Forrester	ST	2700	Winston ST	Roy Schmalz CT	Neighborhood Greenway	NC	60	no
1411	338	S	Forrester	ST	2910	Gosport CT	Kristen CT	Neighborhood Greenway	NC	60	no
1412	2409	S	Forrester	ST	3200	Forrester ST	Forrester ST	Neighborhood Greenway	NC	60	no
1413	2407	S	Forrester	ST	3300	Forrester ST	Kensington Park DR		NC	60	no

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1414	289	S	Forrester	ST	3100	Olcott BLVD Tapps TURN	St James CT	Neighborhood Greenway	NC	60	no
1415	2300	S	Forrester	ST	3324	Kensington Park DR	Rogers RD		NC	60	no
1416	279	S	Forrester	ST	3114	St James CT	Forrester ST	Neighborhood Greenway	NC	60	no
1417	2964	N	Foster	DR	1000	Law LN	Foster DR		NR	60	yes
1418	1707	W	Fountain	DR	1950	Gray ST	Fountain DR	Multi-use Path	NC	62	no
1419	2311	W	Fountain	DR	1300	Fountain DR	Fountain DR		NC	60	no
1420	2312	W	Fountain	DR	1630	Fountain DR	Gray ST	Multi-use Path	NC	62	no
1421	1849	W	Fountain	DR	2531	Nuckles RD			NR	60	yes
1422	1730	W	Fountain	DR	2000	Fountain DR	Fountain DR	Multi-use Path	NR	60	yes
1423	1876	W	Fountain	DR	2400	Lemon LN	Nuckles RD		NR	60	yes
1424	1803	W	Fountain	DR	2260	Lemon LN	Fountain DR		NR	60	yes
1425	2551	S	Franklin	RD	276	Franklin RD	Franklin RD Wynnedale DR		NR	60	yes
1426	3062	S	Franklin	RD	100		Holiday DR		NR	60	yes
1427	3063	S	Franklin	RD	111	Holiday DR	Franklin RD		NR	60	yes
1428	2051	N	Fritz	DR	2300	Vernon AVE	Saville AVE		NR	60	yes
1429	2037	N	Fritz	DR	2200	State Road 45 46 Bypass	Vernon AVE		NR	60	yes
1430	2057	N	Fritz	DR	2376	Saville AVE	Gilbert DR		NR	60	yes
1431	2129	N	Fritz	DR	2500	Walnut ST	Glendora DR		NR	60	yes
1432	2065	N	Fritz	DR	2400	Gilbert DR	Glendora DR		NR	60	yes
1433	2998	W	Fullerton	PIKE	2200			Bike Lane and Multi-use Path	SC	75	no
1434	2624	S	Gates	DR	100	Jacob DR	Gates DR	Bike Lane	NC	68	no
1435	2566	N	Gates	DR	451	Susan DR	Whitehall Crossing BLVD		NC	60	no
1436	2625	N	Gates	DR	100	Jacob DR	Runkle WAY	Bike Lane	NC	68	no
1437	2626	N	Gates	DR	220	Runkle WAY	Gates DR Jonathan DR	Bike Lane	NC	68	no
1438	2580	N	Gates	DR	300	Gates DR Jonathan DR	Susan DR	Bike Lane	NC	68	no
1439	2569	N	Gates	DR	500	Whitehall Crossing BLVD			NR	60	yes
1440	860	S	Gatewood	DR	800		Westhill CT Woodhill DR		NR	60	yes
1441	2080	S	Gentry	ST	100	Kirkwood AVE	Gentry ST		GU	72	no
1442	790	E	Gentry	BLVD	4476	Gentry BLVD	State Road 446	Neighborhood Greenway	NR	60	yes
1443	786	S	Gentry	CT	1000		Gentry CT		NR	60	yes
1444	753	E	Gentry	BLVD	4400	Gentry BLVD	Gentry CT	Neighborhood Greenway	NR	60	yes
1445	787	E	Gentry	BLVD	4410	Gentry CT	Gentry BLVD	Neighborhood Greenway	NR	60	yes
1446	739	E	Gentry	BLVD	4324	Duncaster CT Gentry BLVD	Gentry BLVD	Neighborhood Greenway	NR	60	yes
1447	738	E	Gentry	BLVD	4300	Graywell DR	Duncaster CT Gentry BLVD	Neighborhood Greenway	NR	60	yes
1448	388	S	Georgetown	RD	2110	Greenbriar LN			NR	60	yes
1449	6915	W	Georgia	AVE	300	Georgia AVE			GU	72	no
1450	5191	W	Gifford	RD	4300	Woodside DR	Hickory Grove LN		NR	60	yes
1451	5183	W	Gifford	RD	4190		Woodside DR		NR	60	yes
1452	5190	W	Gifford	RD	4380	Hickory Grove LN	Park Square DR		NR	60	yes
1453	2055	E	Gilbert	DR	200	Walnut ST	Laverne DR		NR	60	yes
1454	2068	E	Gilbert	DR	300	Laverne DR	Gilbert DR		NR	60	yes
1455	3204	N	Glandore	DR	1200		Marquis DR		NR	60	yes
1456	2125	E	Glendora	DR	400	Glendora DR	Glendora DR		NR	60	yes
1457	2127	E	Glendora	DR	200	Walnut ST	Laverne DR		NR	60	yes
1458	2126	E	Glendora	DR	210	Laverne DR	Glendora DR		NR	60	yes
1459	2124	E	Glendora	DR	300	Glendora DR	Glendora DR		NR	60	yes
1460	1324	N	Glenwood	AVE	100	Morningside DR	Longview AVE	Neighborhood Greenway	NC	60	no
1461	2316	S	Glenwood	AVE	100	N Glenwood AVE W	Morningside DR	Neighborhood Greenway	NC	60	no
1462	2317	N	Glenwood	AVE	100	N Glenwood AVE W	Longview AVE	Neighborhood Greenway	NC	60	no
1463	7187	N	Glenwood	AVE		Longview AVE	Glenwood AVE W		NR	60	yes
1464	2396	E	Goldin	DR	2400		Goldin DR		NR	60	yes

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1465	2668	E	Goldin	DR	2426	Goldin DR	Goldin DR		NR	60	yes
1466	2397	E	Goldin	CT	2400		Goldin DR		NR	60	yes
1467	3197	E	Goodnight	WAY	3200	Stratum WAY	Goodnight WAY		GU	72	no
1468	3200	E	Goodnight	WAY	3100	Stratum WAY	Stratum WAY		GU	72	no
1469	5816	W	Gordon	PIKE	320			Bike Lane and Multi-use Path	SC	75	no
1470	3068	W	Gordon	PIKE	100	Old State Road 37 Rhorer RD Waln		Bike Lane and Multi-use Path	SC	75	no
1471	355	E	Gosport	CT	3300	Gosport CT			NR	60	yes
1472	2703	W	Gourley	PIKE	1300	Gourley PIKE			FW	0	yes
1473	2703	W	Gourley	PIKE	1300	Gourley PIKE			FW	0	yes
1474	2021	W	Gourley	PIKE	350	Old State Road 37	Kinser PIKE	Neighborhood Greenway	NR	60	yes
1475	2042	W	Gourley	PIKE	1200	Monroe ST	Gourley PIKE	Multi-use Path	NR	60	yes
1476	2042	W	Gourley	PIKE	1200	Monroe ST	Gourley PIKE	Multi-use Path	NR	60	yes
1477	2024	W	Gourley	PIKE	930	Gourley PIKE	Monroe ST	Neighborhood Greenway	NR	60	yes
1478	2025	W	Gourley	PIKE	630	Kinser PIKE	Gourley PIKE	Neighborhood Greenway	NR	60	yes
1479	325	W	Graham	DR	950	Graham DR	Rockport RD	Neighborhood Greenway	NR	60	yes
1480	267	E	Graham	PL	500		Graham PL Henderson ST		NR	60	yes
1481	291	E	Graham	DR	350	Graham DR	Winslow CT	Neighborhood Greenway	NR	60	yes
1482	2505	E	Graham	DR	400	Graham DR	Graham DR Hickory Stick DR	Neighborhood Greenway	NR	60	yes
1483	295	E	Graham	DR	300	Graham PL Henderson ST	Graham DR	Neighborhood Greenway	NR	60	yes
1484	315	W	Graham	DR	400	Madison ST	Rogers ST	Neighborhood Greenway	NR	60	yes
1485	314	W	Graham	DR	300	Graham DR	Madison ST	Neighborhood Greenway	NR	60	yes
1486	320	W	Graham	DR		Rockport RD	Kissell DR	Neighborhood Greenway	NR	60	yes
1487	324	W	Graham	DR	816	Graham DR	Graham DR	Neighborhood Greenway	NR	60	yes
1488	317	W	Graham	DR	700	Graham DR	Graham DR	Neighborhood Greenway	NR	60	yes
1489	318	W	Graham	DR	800	Graham DR	Graham DR	Neighborhood Greenway	NR	60	yes
1490	316	W	Graham	DR	600	Milton DR	Graham DR	Neighborhood Greenway	NR	60	yes
1491	307	W	Graham	DR	500	Rogers ST	Milton DR	Neighborhood Greenway	NR	60	yes
1492	297	E	Graham	DR	361	Winslow CT	Graham DR	Neighborhood Greenway	NR	60	yes
1493	1505	E	Grandview	DR	3750	Post RD	Smith RD		NC	60	no
1494	1498	E	Grandview	DR	3500	Kerry DR	Staats DR		NC	60	no
1495	1495	N	Grandview	DR	610	E Grandview DR	Kerry DR		NC	60	no
1496	1494	E	Grandview	DR	3600	Staats DR	Post RD		NC	60	no
1497	1624	N	Grandview	DR	711	Kerry DR	Grandview DR		NC	60	no
1498	1496	E	Grandview	DR	3400	E Grandview DR	Kerry DR		NC	60	no
1499	1961	W	Granite	DR	500		Jackson ST		NR	60	yes
1500	1393	N	Grant	ST	200	Grant ST	Grant ST	Neighborhood Greenway	GU	72	no
1501	1257	S	Grant	ST	200	Grant ST	Grant ST	Neighborhood Greenway	GU	72	no
1502	1298	S	Grant	ST	100	Kirkwood AVE	Grant ST	Neighborhood Greenway	GU	72	no
1503	1353	N	Grant	ST	100	Kirkwood AVE	Grant ST	Neighborhood Greenway	GU	72	no
1504	1393	N	Grant	ST	200	Grant ST	Grant ST	Neighborhood Greenway	GU	72	no
1505	1298	S	Grant	ST	100	Kirkwood AVE	Grant ST	Neighborhood Greenway	GU	72	no
1506	1257	S	Grant	ST	200	Grant ST	Grant ST	Neighborhood Greenway	GU	72	no
1507	1353	N	Grant	ST	100	Kirkwood AVE	Grant ST	Neighborhood Greenway	GU	72	no
1508	1575	N	Grant	ST	410	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1509	2805	S	Grant	ST	400	Smith AVE	Grant ST	Neighborhood Greenway	NR	60	yes
1510	1466	N	Grant	ST	300	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1511	1575	N	Grant	ST	410	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1512	1543	N	Grant	ST	400	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1513	1604	N	Grant	ST	500	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1514	1466	N	Grant	ST	300	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes

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1515	1968	N	Grant	ST	1400	Grant ST	Grant ST		NR	60	yes
1516	2980	N	Grant	ST	1311		Grant ST		NR	60	yes
1517	571	S	Grant	ST	1500	Hillside DR	Southern DR		NR	60	yes
1518	611	S	Grant	ST	1300	Grant ST	Wilson ST		NR	60	yes
1519	595	S	Grant	ST	1400	Wilson ST	Hillside DR		NR	60	yes
1520	870	S	Grant	ST	700	Wylie ST	Grant ST		NR	60	yes
1521	843	S	Grant	ST	800	Grant ST	Grant ST		NR	60	yes
1522	690	S	Grant	ST	1000	Grant ST	Grant ST		NR	60	yes
1523	768	S	Grant	ST	900	Grant ST	Grant ST		NR	60	yes
1524	634	S	Grant	ST	1200	Grimes LN	Grant ST		NR	60	yes
1525	660	S	Grant	ST	1100	Grant ST	Grimes LN		NR	60	yes
1526	1774	N	Grant	ST	900	Grant ST		Neighborhood Greenway	NR	60	yes
1527	1678	N	Grant	ST	700	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1528	1754	N	Grant	ST	800	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1529	1657	N	Grant	ST	600	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1530	1678	N	Grant	ST	700	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1531	1754	N	Grant	ST	800	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1532	1905	N	Grant	ST	1100	Grant ST	Grant ST		NR	60	yes
1533	1920	N	Grant	ST	1200	Grant ST	Grant ST		NR	60	yes
1534	2806	S	Grant	ST	300	Grant ST	Smith AVE	Neighborhood Greenway	NR	60	yes
1535	1034	S	Grant	ST	500	Grant ST	University ST	Neighborhood Greenway	NR	60	yes
1536	990	S	Grant	ST	600	University ST	Grant ST	Neighborhood Greenway	NR	60	yes
1537	1543	N	Grant	ST	400	Grant ST	Grant ST	Neighborhood Greenway	NR	60	yes
1538	36	S	Grasstree	CT	3700		Heather DR		NR	60	yes
1539	1696	W	Gray	ST	1600	Gray ST	North ST		NR	60	yes
1540	1669	W	Gray	ST	1700	North ST	Lemon LN		NR	60	yes
1541	865	S	Graywell	DR	900	Whitley DR	Graywell DR	Neighborhood Greenway	NR	60	yes
1542	853	S	Graywell	DR	1000	Graywell DR	Graywell DR	Neighborhood Greenway	NR	60	yes
1543	914	S	Graywell	DR	800	Graywell DR	Whitley DR	Neighborhood Greenway	NR	60	yes
1544	668	S	Graywell	DR	1100	Graywell DR	Graywell DR		NR	60	yes
1545	736	S	Graywell	DR	1006	Graywell DR	Graywell DR	Neighborhood Greenway	NR	60	yes
1546	817	W	Green Tree	LN	1200		Larkspur LN		NR	60	yes
1547	437	E	Greenbriar	LN	1900	Greenbriar LN	Wilton DR		NR	60	yes
1548	415	E	Greenbriar	LN	2011	Locust CT	Locust CT		NR	60	yes
1549	438	E	Greenbriar	LN	1716	Grovesnor PL	Grovesnor PL		NR	60	yes
1550	434	E	Greenbriar	LN	1700	Berkley South CT Greenbriar L	Grovesnor PL		NR	60	yes
1551	412	E	Greenbriar	LN	2000	Wilton DR	Locust CT		NR	60	yes
1552	414	E	Greenbriar	LN	2018	Locust CT	High ST Wimbleton LN		NR	60	yes
1553	439	E	Greenbriar	LN	1800	Grovesnor PL	Greenbriar LN		NR	60	yes
1554	515	S	Greenfield	CT	1600		Greenfield CT		NR	60	yes
1555	2232	S	Greenleaf	CT	700	Greenleaf CT	Greenleaf CT		NR	60	yes
1556	820	S	Greenwood	AVE	1000	Maxwell LN		Neighborhood Greenway	NR	60	yes
1557	2744	S	Greystone	CT	1600		Thornton DR		NR	60	yes
1558	664	E	Grimes	LN	300	Lincoln ST	Grimes LN		NC	60	no
1559	2880	E	Grimes	LN	800	Stull AVE	Park AVE		NC	60	no
1560	2874	E	Grimes	LN	600	Henderson ST	Grimes LN		NC	60	no
1561	2876	E	Grimes	LN	700	Grimes LN	Stull AVE		NC	60	no
1562	665	E	Grimes	LN	400	Grimes LN	Palmer AVE		NC	60	no
1563	667	E	Grimes	LN	520	Grimes LN	Henderson ST		NC	60	no
1564	666	E	Grimes	LN	500	Palmer AVE	Grimes LN		NC	60	no

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1565	2879	E	Grimes	LN	900	Park AVE	Woodlawn AVE		NC	60	no
1566	663	E	Grimes	LN	200	Washington ST	Lincoln ST		NC	60	no
1567	2640	W	Grimes	LN	200	Walnut ST	Morton ST Patterson DR	Protected Bike Lane	NC	74	yes
1568	656	E	Grimes	LN	100	Walnut ST	Washington ST		NC	60	no
1569	429	S	Grovesnor	PL		Grovesnor PL			NR	60	yes
1570	428	S	Grovesnor	PL	2000		Grovesnor PL		NR	60	yes
1571	403	S	Grovesnor	PL	2100	Hyde Park CIR			NR	60	yes
1572	416	S	Grovesnor	PL	2005		Hyde Park CIR		NR	60	yes
1573	3109	W	Guy	AVE	600	Rockport RD			NR	60	yes
1574	2323	W	Habitat	ST	1400		Hopewell ST		NR	60	yes
1575	3231	N	Hackberry	ST	3500	Wintersweet DR	Hedge Apple LN		NR	60	yes
1576	3229	N	Hackberry	ST	3536	Hedge Apple LN	Olivia CT		NR	60	yes
1577	2305	E	Hagan	ST	4150	Smith RD	Park Ridge RD		NR	60	yes
1578	1579	N	Hamilton	CT	500	Sheffield DR			NR	60	yes
1579	66	S	Hampshire	LN	3700	Hampshire LN			NR	60	yes
1580	1331	N	Hampton	CT	100		Morningside DR		NR	60	yes
1581	1888	N	Hancock	DR	1250	15th ST	16th ST		NC	60	no
1582	3269	S	Harmony	PL	2100		Harmony PL RCA Park DR		NR	60	yes
1583	1533	N	Harold	ST	400	Harold ST	Harold ST		NR	60	yes
1584	1573	N	Harold	ST	414	Harold ST	Harold ST		NR	60	yes
1585	920	S	Harvey	DR	850	Middle CT		Neighborhood Greenway	NR	60	yes
1586	919	S	Harvey	DR	800	Middle CT	Middle CT	Neighborhood Greenway	NR	60	yes
1587	1043	S	Harvey	DR	550	Harvey DR	Sunset AVE	Neighborhood Greenway	NR	60	yes
1588	953	S	Harvey	DR	700	Sunset AVE	Middle CT	Neighborhood Greenway	NR	60	yes
1589	3130	S	Hathaway	CT	1500		Hathaway CT		NR	60	yes
1590	3131	S	Hathaway	CT	1570	Hathaway CT			NR	60	yes
1591	3098	S	Hawksmoore	DR	1900	Renwick BLVD	Nora Hill DR	Neighborhood Greenway	NC	60	no
1592	3103	S	Hawksmoore	DR	1922	Nora Hill DR	Railway CIR	Neighborhood Greenway	NC	60	no
1593	3095	S	Hawksmoore	DR	2126	Melville CIR	Melville CIR Rock Creek DR	Neighborhood Greenway	NC	60	no
1594	3106	S	Hawksmoore	DR	2024	Railway CIR	Melville CIR	Neighborhood Greenway	NC	60	no
1595	2245	S	Hawthorne	DR	300	Hawthorne DR	Hawthorne DR	Neighborhood Greenway	GU	72	no
1596	807	S	Hawthorne	DR	998	Sheridan DR	Southdowns DR	Neighborhood Greenway	NR	60	yes
1597	3020	S	Hawthorne	DR	200		Hawthorne DR		NR	60	yes
1598	711	S	Hawthorne	DR	1000	Southdowns DR		Neighborhood Greenway	NR	60	yes
1599	711	S	Hawthorne	DR	1000	Southdowns DR		Neighborhood Greenway	NR	60	yes
1600	927	S	Hawthorne	DR	800	Hawthorne DR	Wylie ST	Neighborhood Greenway	NR	60	yes
1601	2823	S	Hawthorne	DR	830	Wylie ST	Maxwell LN	Neighborhood Greenway	NR	60	yes
1602	927	S	Hawthorne	DR	800	Hawthorne DR	Wylie ST	Neighborhood Greenway	NR	60	yes
1603	2823	S	Hawthorne	DR	830	Wylie ST	Maxwell LN	Neighborhood Greenway	NR	60	yes
1604	2824	S	Hawthorne	DR	900	Maxwell LN	Sheridan DR	Neighborhood Greenway	NR	60	yes
1605	2824	S	Hawthorne	DR	900	Maxwell LN	Sheridan DR	Neighborhood Greenway	NR	60	yes
1606	977	S	Hawthorne	DR	700	University ST	Hawthorne DR	Neighborhood Greenway	NR	60	yes
1607	1015	S	Hawthorne	DR	600	Hawthorne DR	University ST	Neighborhood Greenway	NR	60	yes
1608	1015	S	Hawthorne	DR	600	Hawthorne DR	University ST	Neighborhood Greenway	NR	60	yes
1609	1077	S	Hawthorne	DR	500	Hunter AVE	Hawthorne DR	Neighborhood Greenway	NR	60	yes
1610	1077	S	Hawthorne	DR	500	Hunter AVE	Hawthorne DR	Neighborhood Greenway	NR	60	yes
1611	1126	S	Hawthorne	DR	400	Hawthorne DR	Hunter AVE	Neighborhood Greenway	NR	60	yes
1612	977	S	Hawthorne	DR	700	University ST	Hawthorne DR	Neighborhood Greenway	NR	60	yes
1613	1491	N	Hay	ST	300	Hay ST	Hay ST		NR	60	yes
1614	2537	N	Hay	ST	400	Hay ST			NR	60	yes
1615	2308	W	Hays	CT	500	Rogers ST			NR	60	yes

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1616	2053	N	Headley	RD	2600	Maplecrest DR	Treadwell LN	Bike Lane and Multi-use Path	SC	75	no
1617	2043	N	Headley	RD	2350	Headley RD	Maplecrest DR	Bike Lane and Multi-use Path	SC	75	no
1618	2532	N	Headley	RD	3060	Treadwell LN	Headley RD	Bike Lane and Multi-use Path	SC	75	no
1619	2431	S	Hearthstone	CT	1300	Hearthstone CT			NR	60	yes
1620	2430	S	Hearthstone	CT	1200		Hearthstone CT		NR	60	yes
1621	2985	W	Heartwood	CT	2800	Heartwood CT			NR	60	yes
1622	455	S	Heath	ST	2600		Winston ST		NR	60	yes
1623	37	E	Heather	DR	1000	Heather DR	Preston CT	Neighborhood Greenway	NC	60	no
1624	31	E	Heather	DR	1008	Preston CT	Heather DR	Neighborhood Greenway	NC	60	no
1625	28	E	Heather	DR	1050	Sherbrooke DR	Jamie LN Laura WAY	Neighborhood Greenway	NC	60	no
1626	16	E	Heather	DR	600	Walnut Street PIKE	Laurel CT	Neighborhood Greenway	NC	60	no
1627	32	E	Heather	DR	700	Pepperridge DR	Heather DR	Neighborhood Greenway	NC	60	no
1628	20	E	Heather	DR	662	Laurel CT	PEPPER CHAS	Neighborhood Greenway	NC	60	no
1629	30	E	Heather	DR	1020	Heather DR	Sherbrooke DR	Neighborhood Greenway	NC	60	no
1630	14	E	Heather	DR	650	Pepperridge DR	Laurel CT	Neighborhood Greenway	NC	60	no
1631	15	E	Heather	DR	606	Laurel CT	Pepperridge DR	Neighborhood Greenway	NC	60	no
1632	33	E	Heather	DR	682	PEPPER CHAS	Pepperridge DR	Neighborhood Greenway	NC	60	no
1633	55	W	Heatherwood	LN	4218	Primrose LN	Lilac LN		NR	60	yes
1634	46	W	Heatherwood	LN	4200		Peony LN		NR	60	yes
1635	2446	W	Heatherwood	LN	4300	Peony LN	Violet LN		NR	60	yes
1636	2449	W	Heatherwood	LN	4408	Iris LN	Iris LN		NR	60	yes
1637	2448	S	Heatherwood	LN	3500	Iris LN	Poppy LN		NR	60	yes
1638	47	W	Heatherwood	LN	4206	Peony LN	Primrose LN		NR	60	yes
1639	64	W	Heatherwood	LN	4234	Lilac LN	Primrose LN		NR	60	yes
1640	63	W	Heatherwood	LN	4250	Primrose LN	Ivy LN		NR	60	yes
1641	41	W	Heatherwood	LN	4000	Leonard Springs RD			NR	60	yes
1642	45	W	Heatherwood	LN	4104		Lilly LN		NR	60	yes
1643	62	W	Heatherwood	LN	4400	Ivy LN	Iris LN		NR	60	yes
1644	58	W	Heatherwood	LN	4220	Lilac LN	Lilac LN		NR	60	yes
1645	39	W	Heatherwood	LN	4110	Lilly LN	Peony LN		NR	60	yes
1646	2447	W	Heatherwood	LN	4330	Violet LN	Poppy LN		NR	60	yes
1647	1708	E	Hector	DR	4220	Hector DR	Kinser DR		NR	60	yes
1648	3297	W	Hedge Apple	LN	1230	Wintersweet DR			NR	60	yes
1649	3298	W	Hedge Apple	LN	1262		Hedge Apple LN		NR	60	yes
1650	3222	W	Hedge Apple	LN	1270	Hedge Apple LN	Prow RD		NR	60	yes
1651	7129	S	Heirloom	DR	3600	Heirloom DR	Canada DR		NC	60	no
1652	254	E	Hemlock	CIR	2700		Spicewood LN		NR	60	yes
1653	3307	S	Henderson	ST	401	Henderson ST Indiana AVE	Smith AVE	Protected Bike Lane	NC	74	yes
1654	3304	S	Henderson	ST	400	Smith AVE	Hunter AVE	Protected Bike Lane	NC	74	yes
1655	1085	S	Henderson	ST	420	Hunter AVE	Henderson ST	Protected Bike Lane	NC	74	yes
1656	1085	S	Henderson	ST	420	Hunter AVE	Henderson ST	Protected Bike Lane	NC	74	yes
1657	3304	S	Henderson	ST	400	Smith AVE	Hunter AVE	Protected Bike Lane	NC	74	yes
1658	2772	S	Henderson	ST	1200	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1659	2772	S	Henderson	ST	1200	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1660	765	S	Henderson	ST	920	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1661	687	S	Henderson	ST	1000	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1662	657	S	Henderson	ST	1100	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1663	657	S	Henderson	ST	1100	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1664	687	S	Henderson	ST	1000	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1665	765	S	Henderson	ST	920	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1666	2769	S	Henderson	ST	1300	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes

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1667	2769	S	Henderson	ST	1300	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1668	2757	S	Henderson	ST	1410	Henderson ST	Hillside DR	Protected Bike Lane	NC	74	yes
1669	2757	S	Henderson	ST	1410	Henderson ST	Hillside DR	Protected Bike Lane	NC	74	yes
1670	909	S	Henderson	ST	820	Wylie ST	Maxwell LN	Protected Bike Lane	NC	74	yes
1671	932	S	Henderson	ST	800	Henderson ST	Wylie ST	Protected Bike Lane	NC	74	yes
1672	869	S	Henderson	ST	836	Maxwell LN	Henderson ST	Protected Bike Lane	NC	74	yes
1673	909	S	Henderson	ST	820	Wylie ST	Maxwell LN	Protected Bike Lane	NC	74	yes
1674	869	S	Henderson	ST	836	Maxwell LN	Henderson ST	Protected Bike Lane	NC	74	yes
1675	840	S	Henderson	ST	900	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1676	840	S	Henderson	ST	900	Henderson ST	Henderson ST	Protected Bike Lane	NC	74	yes
1677	1033	S	Henderson	ST	600	Henderson ST	University ST	Protected Bike Lane	NC	74	yes
1678	989	S	Henderson	ST	700	University ST	Henderson ST	Protected Bike Lane	NC	74	yes
1679	1033	S	Henderson	ST	600	Henderson ST	University ST	Protected Bike Lane	NC	74	yes
1680	932	S	Henderson	ST	800	Henderson ST	Wylie ST	Protected Bike Lane	NC	74	yes
1681	2273	S	Henderson	ST	2800	Sherwood Hills DR	Walnut Street PIKE	Bike Lane and Multi-use Path	NR	60	yes
1682	3313	S	Henderson	ST	300		Indiana AVE		NR	60	yes
1683	175	S	Henderson	ST	2700	Winslow RD	Sherwood Hills DR	Bike Lane and Multi-use Path	SC	75	no
1684	296	S	Henderson	ST	2200	South DR Wylie Farm RD	Graham PL Henderson ST	Bike Lane and Multi-use Path	SC	75	no
1685	2798	S	Henderson	ST	1750	Moody DR	Miller DR	Bike Lane and Multi-use Path	SC	75	no
1686	2797	S	Henderson	ST	1900	Miller DR	North DR Summit View PL	Bike Lane and Multi-use Path	SC	75	no
1687	362	S	Henderson	ST	2100	North DR Summit View PL	South DR Wylie Farm RD	Bike Lane and Multi-use Path	SC	75	no
1688	2754	S	Henderson	ST	1500	Hillside DR	Southern DR	Bike Lane and Multi-use Path	SC	75	no
1689	2749	S	Henderson	ST	1600	Southern DR	Melrose AVE	Bike Lane and Multi-use Path	SC	75	no
1690	271	S	Henderson	ST	2300	Graham PL Henderson ST	Henderson ST	Bike Lane and Multi-use Path	SC	75	no
1691	223	S	Henderson	ST	2480	Henderson ST	Winslow RD	Bike Lane and Multi-use Path	SC	75	no
1692	2735	S	Henderson	ST	1640	Thornton DR	Moody DR	Bike Lane and Multi-use Path	SC	75	no
1693	2740	S	Henderson	ST	1616	Melrose AVE	Thornton DR	Bike Lane and Multi-use Path	SC	75	no
1694	1233	S	Heritage	RD	200	Morningside DR	Heritage RD		NR	60	yes
1695	3181	W	Hickory	LN	1300	Hickory LN			NR	60	yes
1696	3011	S	Hickory	DR	300	Hickory DR			NR	60	yes
1697	5709	S	Hickory	DR	380		Hickory DR		NR	60	yes
1698	2204	E	Hickory Stick	DR	534	Hickory Stick DR	Winslow Farm DR	Neighborhood Greenway	NC	60	no
1699	2203	E	Hickory Stick	DR	500	Graham DR Hickory Stick DR	Hickory Stick DR	Neighborhood Greenway	NC	60	no
1700	2282	E	Hickory Stick	CT	500		Hickory Stick DR		NR	60	yes
1701	578	S	High	ST	1410	Viva DR	Hillside DR Moores PIKE	Bike Lane and Multi-use Path	NC	74	yes
1702	839	S	High	ST	900	Maxwell LN	Woodstock PL	Bike Lane and Multi-use Path	NC	74	yes
1703	677	S	High	ST	1298	High ST	Marilyn DR	Bike Lane and Multi-use Path	NC	74	yes
1704	642	S	High	ST	1300	Marilyn DR	Viva DR	Bike Lane and Multi-use Path	NC	74	yes
1705	678	S	High	ST	1226	High ST	High ST	Bike Lane and Multi-use Path	NC	74	yes
1706	757	S	High	ST	1020	Woodstock PL	Southdowns DR	Bike Lane and Multi-use Path	NC	74	yes
1707	705	S	High	ST	1100	Southdowns DR	High ST	Bike Lane and Multi-use Path	NC	74	yes
1708	1173	S	High	ST	300	High ST	High ST	Bike Lane and Multi-use Path	NC	74	yes
1709	1115	S	High	ST	400	High ST	Hunter AVE	Bike Lane and Multi-use Path	NC	74	yes
1710	1050	S	High	ST	500	Hunter AVE	High ST	Bike Lane and Multi-use Path	NC	74	yes
1711	968	S	High	ST	700	High ST	High ST	Bike Lane and Multi-use Path	NC	74	yes
1712	915	S	High	ST	800	High ST	Maxwell LN	Bike Lane and Multi-use Path	NC	74	yes
1713	518	S	High	ST	1650	Hillside DR Moores PIKE	High ST	Bike Lane and Multi-use Path	SC	75	no
1714	2584	S	High	ST		Rogers RD	Winslow RD		SC	75	no
1715	2585	S	High	ST	2300	Wexley RD	Rogers RD	Bike Lane and Multi-use Path	SC	75	no
1716	2894	S	High	ST	2208	Rock Creek DR	Wexley RD	Bike Lane and Multi-use Path	SC	75	no
1717	2906	S	High	ST	2110	Meadowbluff CT	Rock Creek DR	Bike Lane and Multi-use Path	SC	75	no

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1718	482	S	High	ST	1800	High ST	Queens WAY	Bike Lane and Multi-use Path	SC	75	no
1719	413	S	High	ST	1960	Queens WAY	High ST Wimbleton LN	Bike Lane and Multi-use Path	SC	75	no
1720	381	S	High	ST	2100	High ST Wimbleton LN	Meadowbluff CT	Bike Lane and Multi-use Path	SC	75	no
1721	1185	S	Highland	AVE	300	Highland AVE	Highland AVE		GU	72	no
1722	499	S	Highland	AVE	1700	Thornton DR	Miller DR	Bike Lane and Multi-use Path	NC	74	yes
1723	2347	S	Highland	AVE	1834	Highland AVE	Short ST	Bike Lane and Multi-use Path	NC	74	yes
1724	2349	S	Highland	AVE	2400	Short ST	Winslow Farm DR	Bike Lane and Multi-use Path	NC	74	yes
1725	2218	S	Highland	AVE	2900	Winslow Farm DR	Winslow RD	Bike Lane and Multi-use Path	NC	74	yes
1726	2518	S	Highland	AVE	1800	Miller DR	Highland AVE	Bike Lane and Multi-use Path	NC	74	yes
1727	564	S	Highland	AVE	1514	Highland AVE	Skylark CT	Bike Lane and Multi-use Path	NC	74	yes
1728	570	S	Highland	AVE	1500	Hillside DR	Highland AVE	Bike Lane and Multi-use Path	NC	74	yes
1729	561	S	Highland	AVE	1522	Skylark CT	Ridgemont CT	Bike Lane and Multi-use Path	NC	74	yes
1730	540	S	Highland	AVE	1620	Ridgemont CT	Thornton DR	Bike Lane and Multi-use Path	NC	74	yes
1731	764	S	Highland	AVE	998	Sheridan DR	Southdowns DR		NR	60	yes
1732	714	S	Highland	AVE	1000	Southdowns DR	Highland AVE Tarzian LN		NR	60	yes
1733	795	S	Highland	AVE	900	Maxwell LN	Sheridan DR		NR	60	yes
1734	926	S	Highland	AVE	800	Highland AVE	Wylie ST		NR	60	yes
1735	898	S	Highland	AVE	850	Wylie ST	Maxwell LN		NR	60	yes
1736	1013	S	Highland	AVE	600	Highland AVE	University ST		NR	60	yes
1737	1070	S	Highland	AVE	500	Hunter AVE	Highland AVE		NR	60	yes
1738	975	S	Highland	AVE	700	University ST	Highland AVE		NR	60	yes
1739	1134	S	Highland	AVE	400	Highland AVE	Hunter AVE		NR	60	yes
1740	1340	N	Hillsdale	DR	100	Hillsdale DR	Hillsdale DR	Neighborhood Greenway	NC	60	no
1741	1421	N	Hillsdale	DR	220	Hillsdale DR	Hillsdale DR	Neighborhood Greenway	NC	60	no
1742	1272	S	Hillsdale	DR	200	Hillsdale DR	Hillsdale DR	Neighborhood Greenway	NC	60	no
1743	1251	S	Hillsdale	DR	220	Hillsdale DR	Hillsdale DR	Neighborhood Greenway	NC	60	no
1744	1531	N	Hillsdale	DR	400	Hillsdale DR	Hillsdale DR	Neighborhood Greenway	NC	60	no
1745	1321	S	Hillsdale	DR	100	Hillsdale DR	Hillsdale DR	Neighborhood Greenway	NC	60	no
1746	1454	N	Hillsdale	DR	300	Hillsdale DR	Hillsdale DR	Neighborhood Greenway	NC	60	no
1747	1270	S	Hillsdale	CT	200	Hillsdale DR			NR	60	yes
1748	1572	N	Hillsdale	DR	411	Hillsdale DR		Neighborhood Greenway	NR	60	yes
1749	598	E	Hillside	DR	400	Hillside DR	Palmer AVE	Protected Bike Lane	GU	90	yes
1750	3089	E	Hillside	DR	500	Hillside DR	Hillside DR	Protected Bike Lane	GU	90	yes
1751	2755	E	Hillside	DR	700	Hillside DR	Park AVE	Protected Bike Lane	GU	90	yes
1752	3088	E	Hillside	DR	414	Palmer AVE	Hillside DR	Protected Bike Lane	GU	90	yes
1753	599	E	Hillside	DR	200	Washington ST	Lincoln ST	Protected Bike Lane	GU	90	yes
1754	599	E	Hillside	DR	200	Washington ST	Lincoln ST	Protected Bike Lane	GU	90	yes
1755	3088	E	Hillside	DR	414	Palmer AVE	Hillside DR	Protected Bike Lane	GU	90	yes
1756	2756	E	Hillside	DR	800	Park AVE	Woodlawn AVE	Protected Bike Lane	GU	90	yes
1757	2755	E	Hillside	DR	700	Hillside DR	Park AVE	Protected Bike Lane	GU	90	yes
1758	593	E	Hillside	DR	300	Lincoln ST	Hillside DR	Protected Bike Lane	GU	90	yes
1759	593	E	Hillside	DR	300	Lincoln ST	Hillside DR	Protected Bike Lane	GU	90	yes
1760	2756	E	Hillside	DR	800	Park AVE	Woodlawn AVE	Protected Bike Lane	GU	90	yes
1761	598	E	Hillside	DR	400	Hillside DR	Palmer AVE	Protected Bike Lane	GU	90	yes
1762	600	E	Hillside	DR	100	Walnut ST	Washington ST	Protected Bike Lane	GU	90	yes
1763	600	E	Hillside	DR	100	Walnut ST	Washington ST	Protected Bike Lane	GU	90	yes
1764	602	W	Hillside	DR	400	Madison ST	Rogers ST	Protected Bike Lane	NR	60	yes
1765	3283	W	Hillside	DR	500	Rogers ST		Multi-use Path	NR	60	yes
1766	2590	W	Hillside	DR	300		Madison ST	Protected Bike Lane	NR	60	yes
1767	601	W	Hillside	DR	100	Walnut ST	Monon DR	Protected Bike Lane	NR	60	yes
1768	591	W	Hillside	DR	200	Hillside DR		Protected Bike Lane	NR	60	yes

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1769	592	W	Hillside	DR	116	Hillside DR	Monon DR	Protected Bike Lane	NR	60	yes
1770	582	E	Hillside	DR	1820	Hillside DR Longwood DR	Nancy ST	Protected Bike Lane	SC	78	no
1771	588	E	Hillside	DR	1350	Hillside DR	Maxwell ST	Protected Bike Lane	SC	78	no
1772	2774	E	Hillside	DR	1000	Woodlawn AVE	Huntington DR	Protected Bike Lane	SC	78	no
1773	582	E	Hillside	DR	1820	Hillside DR Longwood DR	Nancy ST	Protected Bike Lane	SC	78	no
1774	583	E	Hillside	DR	1620	Maxwell ST	Hillside DR Longwood DR	Protected Bike Lane	SC	78	no
1775	583	E	Hillside	DR	1620	Maxwell ST	Hillside DR Longwood DR	Protected Bike Lane	SC	78	no
1776	589	E	Hillside	DR	1200	Olive ST Weatherstone LN	Hillside DR	Protected Bike Lane	SC	78	no
1777	2760	E	Hillside	DR	1100	Huntington DR	Olive ST Weatherstone LN	Protected Bike Lane	SC	78	no
1778	588	E	Hillside	DR	1350	Hillside DR	Maxwell ST	Protected Bike Lane	SC	78	no
1779	2774	E	Hillside	DR	1000	Woodlawn AVE	Huntington DR	Protected Bike Lane	SC	78	no
1780	581	E	Hillside	DR	1900	Nancy ST	Hillside DR	Protected Bike Lane	SC	78	no
1781	581	E	Hillside	DR	1900	Nancy ST	Hillside DR	Protected Bike Lane	SC	78	no
1782	580	E	Hillside	DR	2000	Hillside DR	Hillside DR Moores PIKE	Protected Bike Lane	SC	78	no
1783	2760	E	Hillside	DR	1100	Huntington DR	Olive ST Weatherstone LN	Protected Bike Lane	SC	78	no
1784	580	E	Hillside	DR	2000	Hillside DR	Hillside DR Moores PIKE	Protected Bike Lane	SC	78	no
1785	589	E	Hillside	DR	1200	Olive ST Weatherstone LN	Hillside DR	Protected Bike Lane	SC	78	no
1786	3064	W	Holiday	DR	2800	Holiday DR	Holiday DR		NR	60	yes
1787	1614	E	Hollywood	DR	3500	Kerry DR	Staats DR		NR	60	yes
1788	3019	E	Hollywood	DR	3600	Staats DR			NR	60	yes
1789	720	E	Homestead	DR	3500	Pleasant Ridge RD	Meadowbrook DR	Neighborhood Greenway	NR	60	yes
1790	717	E	Homestead	DR	3400		Pleasant Ridge RD	Neighborhood Greenway	NR	60	yes
1791	719	E	Homestead	DR	3600	Meadowbrook DR			NR	60	yes
1792	126	W	Hoosier	ST	100	Ridgeview DR Walnut ST	Hoosier ST		NR	60	yes
1793	124	W	Hoosier	ST	120	Limestone DR			NR	60	yes
1794	125	W	Hoosier	ST	106	Hoosier ST	Limestone DR		NR	60	yes
1795	2476	W	Hoosier Court	AVE	500	Kinser PIKE			NR	60	yes
1796	1338	N	Hopewell	ST	100	Kirkwood AVE			NR	60	yes
1797	2474	N	Hopewell	ST	320	Hopewell ST	Hopewell ST		NR	60	yes
1798	2473	N	Hopewell	ST	300	Hopewell ST	Hopewell ST		NR	60	yes
1799	1564	N	Hopewell	ST	400	Hopewell ST			NR	60	yes
1800	1145	W	Howe	ST	800	Maple ST	Howe ST	Neighborhood Greenway	NR	60	yes
1801	1146	W	Howe	ST	700	Howe ST	Maple ST	Neighborhood Greenway	NR	60	yes
1802	1143	W	Howe	ST	600	Rogers ST	Howe ST	Neighborhood Greenway	NR	60	yes
1803	1141	W	Howe	ST	900	Howe ST	Howe ST	Neighborhood Greenway	NR	60	yes
1804	1147	W	Howe	ST	300	Morton ST	Madison ST	Neighborhood Greenway	NR	60	yes
1805	1142	W	Howe	ST	400	Madison ST	Rogers ST	Neighborhood Greenway	NR	60	yes
1806	6949	W	Howe	ST	1250	Ronson ST	Patterson DR		NR	60	yes
1807	1149	W	Howe	ST	1021	Howe ST	Walker ST	Neighborhood Greenway	NR	60	yes
1808	1140	E	Hunter	AVE	600	Hunter AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1809	1124	E	Hunter	AVE	700	Hunter AVE	Park AVE	Neighborhood Greenway	NR	60	yes
1810	1123	E	Hunter	AVE	800	Park AVE	Woodlawn AVE	Neighborhood Greenway	NR	60	yes
1811	1133	E	Hunter	AVE	1200	Hunter AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1812	1138	E	Hunter	AVE	1400	Jordan AVE	Swain AVE	Neighborhood Greenway	NR	60	yes
1813	1137	E	Hunter	AVE	1300	Hunter AVE	Jordan AVE	Neighborhood Greenway	NR	60	yes
1814	1120	E	Hunter	AVE	1500	Swain AVE	Mitchell ST	Neighborhood Greenway	NR	60	yes
1815	1118	E	Hunter	AVE	1900	Rose AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1816	1119	E	Hunter	AVE	1800	Hunter AVE	Rose AVE	Neighborhood Greenway	NR	60	yes
1817	1117	E	Hunter	AVE	1915	Hunter AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1818	2922	E	Hunter	AVE	2000	Hunter AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1819	1132	E	Hunter	AVE	1100	Hunter AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes

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1820	1131	E	Hunter	AVE	1000	Hunter AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1821	1130	E	Hunter	AVE	900	Woodlawn AVE	Hunter AVE	Neighborhood Greenway	NR	60	yes
1822	2522	E	Hunters	GLN	2800		Sare RD		NR	60	yes
1823	2752	S	Huntington	DR	1500	Huntington DR	Thornton DR		NR	60	yes
1824	2733	S	Huntington	DR	1700	Thornton DR	Miller DR		NR	60	yes
1825	3206	S	Huntington Gardens	PL	1800	Miller DR			NR	60	yes
1826	402	E	Hyde Park	CIR	1800	Hyde Park CIR			NR	60	yes
1827	1805	N	Illinois	ST	916	Illinois ST	Illinois ST		NR	60	yes
1828	1844	W	Illinois	CT	1400		Illinois ST		NR	60	yes
1829	1791	N	Illinois	ST	900	Illinois ST	Illinois ST	Neighborhood Greenway	NR	60	yes
1830	1845	N	Illinois	ST	1110	Illinois ST	Illinois ST		NR	60	yes
1831	1710	N	Illinois	ST	800	Illinois ST	Illinois ST		NR	60	yes
1832	3309	S	Indiana	AVE	376	Indiana AVE	Henderson ST Indiana AVE	Protected Bike Lane	GU	90	yes
1833	1542	N	Indiana	AVE	400	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1834	1464	N	Indiana	AVE	300	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1835	2782	N	Indiana	AVE	500	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1836	1782	N	Indiana	AVE	900	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1837	1682	N	Indiana	AVE	700	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1838	2781	N	Indiana	AVE	600	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1839	1752	N	Indiana	AVE	800	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1840	1395	N	Indiana	AVE	200	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1841	3312	S	Indiana	AVE	300	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1842	3319	S	Indiana	AVE	200	Indiana AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1843	1300	S	Indiana	AVE	100	Kirkwood AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1844	1355	N	Indiana	AVE	100	Kirkwood AVE	Indiana AVE	Protected Bike Lane	GU	90	yes
1845	1893	N	Indiana	AVE	1300	Indiana AVE	Indiana AVE		NC	60	no
1846	1833	N	Indiana	AVE	1000	Indiana AVE	Indiana AVE	Protected Bike Lane	NC	74	yes
1847	1867	N	Indiana	AVE	1100	Indiana AVE	Indiana AVE		NC	60	no
1848	1316	E	Indiana Bell	CT	4600	Morningside DR			NR	60	yes
1849	7087	W	Industrial Park	DR					NR	60	yes
1850	7116		Interstate 69 Ramp			State Road 37			NR	60	yes
1851	7115		Interstate 69 Ramp				State Road 37		NR	60	yes
1852	3294	S	Ira	ST	1600	Ira ST	Wilcox ST		NR	60	yes
1853	3293	S	Ira	ST	1641	Wilcox ST			NR	60	yes
1854	3295	S	Ira	ST	1500	Cargill DR	Ira ST		NR	60	yes
1855	2442	W	Iris	LN	4400	Iris LN	Phlox LN		NR	60	yes
1856	2450	W	Iris	LN	4426	Phlox LN	Iris LN		NR	60	yes
1857	2209	N	Ironwood	CT	3960	Rosewood DR			NR	60	yes
1858	2181	N	Ironwood	CT	3950		Rosewood DR		NR	60	yes
1859	6896	W	Isaac	DR	1500	Isaac DR Patterson DR	Isaac DR		NR	60	yes
1860	2951	S	Isabel	CT	2600		Isabel CT		NR	60	yes
1861	65	S	Ivy	LN	3400		Ivy LN		NR	60	yes
1862	1959	N	Jackson	ST	1300	Terry LN	Jackson ST		NR	60	yes
1863	1962	N	Jackson	ST	1350	Jackson ST	Lava WAY		NR	60	yes
1864	2321	N	Jackson	ST	1450	Marble LN	Jackson ST		NR	60	yes
1865	1263	S	Jackson	ST	200	Jackson ST	Jackson ST		NR	60	yes
1866	1414	N	Jackson	ST	200	Jackson ST	Jackson ST		NR	60	yes
1867	1785	N	Jackson	ST	800	12th ST	Jackson ST	Neighborhood Greenway	NR	60	yes
1868	1813	N	Jackson	ST	900	Jackson ST	Jackson ST	Neighborhood Greenway	NR	60	yes
1869	2191	S	Jackson	ST	300	Jackson ST	Prospect ST		NR	60	yes
1870	2190	S	Jackson	ST	326	Prospect ST	Smith AVE		NR	60	yes

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1871	1212	S	Jackson	ST	250	Jackson ST	Jackson ST		NR	60	yes
1872	1556	N	Jackson	ST	400	Jackson ST	9th ST		NR	60	yes
1873	1362	N	Jackson	ST	100	Kirkwood AVE	Jackson ST		NR	60	yes
1874	1302	S	Jackson	ST	100	Kirkwood AVE	Jackson ST		NR	60	yes
1875	2269	N	Jackson	ST	1200	Jackson ST	Terry LN		NR	60	yes
1876	1914	N	Jackson	ST	1100	Jackson ST	Jackson ST	Neighborhood Greenway	NR	60	yes
1877	1881	N	Jackson	ST	1000	Jackson ST	Jackson ST	Neighborhood Greenway	NR	60	yes
1878	1970	N	Jackson	ST	1400	Lava WAY	Marble LN		NR	60	yes
1879	7012		Jackson Creek Trail						NR	60	yes
1880	7224		Jackson Creek Trail						NR	60	yes
1881	7011		Jackson Creek Trail				Rogers RD Winslow RD		NR	60	yes
1882	7013		Jackson Creek Trail						NR	60	yes
1883	2563	N	Jacob	DR	420	Susan DR	Jacob DR		NC	60	no
1884	2575	W	Jacob	DR	3200	N Jacob DR	Jacob DR		NC	60	no
1885	2732	N	Jacob	DR	200	N Jacob DR	Jacob DR		NC	60	no
1886	2578	N	Jacob	DR	300	Jacob DR	Susan DR		NC	60	no
1887	2836	S	Jalen	CT	2700	Jalen CT			NR	60	yes
1888	25	E	Jamie	LN	1100	Jamie LN Laura WAY	Woods Edge WAY	Neighborhood Greenway	NC	60	no
1889	12	S	Jamie	LN	3900	Woods Edge WAY	Jamie LN	Neighborhood Greenway	NC	60	no
1890	2	S	Jamie	LN	4000	Jamie LN	Rhorer RD		NR	60	yes
1891	1030	E	Janet	DR	4390		State Road 446		NR	60	yes
1892	373	S	Jean	ST	2200	Jed ST	Jean ST		NR	60	yes
1893	384	W	Jed	ST	388	Jed ST	Rogers ST		NR	60	yes
1894	1528	N	Jefferson	ST	400	Jefferson ST	Jefferson ST	Neighborhood Greenway	NC	60	no
1895	1429	N	Jefferson	ST	300	Jefferson ST	Jefferson ST	Neighborhood Greenway	NC	60	no
1896	1244	S	Jefferson	ST	200	Jefferson ST	Jefferson ST	Neighborhood Greenway	NR	60	yes
1897	1376	N	Jefferson	ST	200	Jefferson ST	Jefferson ST	Neighborhood Greenway	NR	60	yes
1898	1283	S	Jefferson	ST	100	Jefferson ST	Jefferson ST	Neighborhood Greenway	NR	60	yes
1899	51	E	Jennifer	CIR	1053		Jennifer DR		NR	60	yes
1900	52	E	Jennifer	CT	1020	Jennifer DR			NR	60	yes
1901	53	E	Jennifer	DR	1030	Jennifer DR	Jennifer DR		NR	60	yes
1902	56	E	Jennifer	DR	1000		Jennifer DR		NR	60	yes
1903	50	E	Jennifer	DR	1056	Jennifer DR	Laura WAY		NR	60	yes
1904	1560	N	John	ST	400	John ST	John ST		NR	60	yes
1905	2425	E	John Hinkle	PL	3580	John Hinkle PL	John Hinkle PL Woodbridge DR		NC	60	no
1906	1569	E	John Hinkle	PL	3340	Pete Ellis DR	John Hinkle PL		NC	60	no
1907	3009	S	Johnson	AVE	226		Johnson AVE	Multi-use Path	NR	60	yes
1908	3010	N	Johnson	AVE	220			Multi-use Path	NR	60	yes
1909	1268	E	Jones	AVE	1650	Jordan AVE	Rose AVE		NC	60	no
1910	1631	N	Jordan	AVE	700	Jordan AVE	Law LN	Protected Bike Lane	GU	90	yes
1911	7179	N	Jordan	AVE	750	Jordan AVE	Law LN	Protected Bike Lane	GU	90	yes
1912	1287	S	Jordan	AVE	170	Jordan AVE	Jordan AVE	Protected Bike Lane	GU	90	yes
1913	1322	S	Jordan	AVE	100	Jordan AVE		Protected Bike Lane	GU	90	yes
1914	1502	N	Jordan	AVE	460	Jordan AVE	Jordan AVE	Protected Bike Lane	GU	90	yes
1915	1342	N	Jordan	AVE	100			Protected Bike Lane	GU	90	yes
1916	1419	N	Jordan	AVE	250		Jordan AVE	Protected Bike Lane	GU	90	yes
1917	1204	S	Jordan	AVE	200	Jordan AVE	Jordan AVE	Protected Bike Lane	GU	90	yes
1918	1186	S	Jordan	AVE	300	Jordan AVE	Jordan AVE	Protected Bike Lane	GU	90	yes
1919	1341	N	Jordan	AVE	100			Protected Bike Lane	GU	90	yes
1920	2003	N	Jordan	AVE	1700	Jordan AVE	Jordan AVE	Bike Lane	NC	68	no
1921	1737	N	Jordan	AVE	1000	Law LN	Lingelbach LN	Protected Bike Lane	NC	74	yes

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1922	2015	N	Jordan	AVE	1900	Jordan AVE	Jordan AVE	Bike Lane	NC	68	no
1923	1934	N	Jordan	AVE	1400	Jordan AVE	Jordan AVE	Bike Lane	NC	68	no
1924	974	S	Jordan	AVE	700	University ST	Jordan AVE Sheridan DR	Protected Bike Lane	NC	74	yes
1925	897	S	Jordan	AVE	800	Jordan AVE Sheridan DR	Maxwell LN	Protected Bike Lane	NC	74	yes
1926	1069	S	Jordan	AVE	500	Jordan AVE	Jordan AVE	Protected Bike Lane	NC	74	yes
1927	1012	S	Jordan	AVE	600	Jordan AVE	University ST	Protected Bike Lane	NC	74	yes
1928	1135	S	Jordan	AVE	400	Jordan AVE	Jordan AVE	Protected Bike Lane	NC	74	yes
1929	829	S	Jordan	AVE	900	Maxwell LN	Sheridan DR	Protected Bike Lane	NC	74	yes
1930	1911	N	Jordan	AVE	1300	Lingelbach LN	Jordan AVE	Protected Bike Lane	NC	74	yes
1931	751	S	Jordan	AVE	1000	Sheridan DR	Southdowns DR	Protected Bike Lane	NC	74	yes
1932	713	S	Jordan	AVE	1016	Southdowns DR	Jordan AVE		NR	60	yes
1933	357	E	Jordans	WAY	3600	Kings CT	Olcott BLVD		NR	60	yes
1934	369	W	Joy	ST	400	Jean ST	Rogers ST		NR	60	yes
1935	2453	W	Julies	WAY	2900	Ridge RD			NR	60	yes
1936	2072	E	Juniper	PL	900	Tamarack TRL	Tamarack TRL		NR	60	yes
1937	6946	S	Junya	ST	540	Milieu DR			NR	60	yes
1938	754	S	Karen	ST	1000	Sheridan DR	Southdowns DR		NR	60	yes
1939	6960	S	Kegg	RD	2700	Kegg RD	Tapp RD		NC	60	no
1940	2457	W	Kellis	WAY	2800		Timbers TRL		NR	60	yes
1941	261	S	Kendall	DR	2600		Kendall DR		NR	60	yes
1942	2099	E	Kenler	DR	200	Ramble RD W	Ramble RD E		NR	60	yes
1943	2390	S	Kennedy	DR	3400	Kennedy DR	Willow CT		NR	60	yes
1944	3014	S	Kennedy	DR	3500	Willow CT			NR	60	yes
1945	7195	S	Kennedy	DR	3524				NR	60	yes
1946	2389	E	Kennedy	CT	100		Kennedy DR		NR	60	yes
1947	5720	S	Kennedy	DR	3760		Kennedy DR		NR	60	yes
1948	2899	E	Kensington	CT	2000	Kensington PL Stratford DR			NR	60	yes
1949	2898	E	Kensington	PL	1800	Wexley RD	Kensington PL Stratford DR		NR	60	yes
1950	2406	E	Kensington Park	DR	3100	Kensington Park DR			NR	60	yes
1951	2116	E	Kenwood	PL	456	Kenwood PL Ramble RD E	Kenwood PL		NR	60	yes
1952	1930	W	Kenwood	DR	300	Woodburn AVE	Madison ST		NR	60	yes
1953	2514	E	Keri Marie	LN	1000		Keri Marie LN		NR	60	yes
1954	1615	N	Kerry	DR	700	Kerry DR	Kerry DR		NR	60	yes
1955	1499	N	Kerry	DR	600	Kerry DR	Kerry DR		NR	60	yes
1956	2220	N	Keystone	CT	750		Tamarron DR		NR	60	yes
1957	1698	N	Keystone	CT	700				NR	60	yes
1958	2698	N	Keystone	CT	800	Tamarron DR	Tamarron CT Tamarron DR		NR	60	yes
1959	5742	S	Kimble	DR	190	Marlene DR			NR	60	yes
1960	3008	S	Kimble	DR	250		Kimble DR		NR	60	yes
1961	2194	S	Kings	CT	2800		Kings CT		NR	60	yes
1962	330	S	Kings	CT	2900	Kings CT	Olcott BLVD		NR	60	yes
1963	71	S	Kingsbury	AVE	3600	Kingsbury AVE			NR	60	yes
1964	2152	N	Kingsley	DR	3300	Meadow LN	Winding WAY		NR	60	yes
1965	2159	N	Kingsley	DR	3500	Winding WAY	Kingsley DR		NR	60	yes
1966	2140	N	Kingsley	DR	3100	Kingsley DR	Meadow LN		NR	60	yes
1967	2210	S	Kingston	DR	100	Longview AVE	Kingston DR	Bike Lane	GU	84	no
1968	2946	S	Kingston	DR	300	Kingston DR		Bike Lane	GU	84	no
1969	2955	N	Kinser	PIKE	1500	Vaughn Clipp WAY	Northlane DR	Bike Lane	GU	84	no
1970	2962	N	Kinser	PIKE	1600	Kinser PIKE	Kinser PIKE	Bike Lane	GU	84	no
1971	2959	N	Kinser	PIKE	1550	Kinser PIKE	Kinser PIKE	Bike Lane	GU	84	no
1972	2954	N	Kinser	PIKE	1400	Kinser PIKE Madison ST	Vaughn Clipp WAY	Bike Lane	GU	84	no

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1973	2216	N	Kinser	PIKE	1625	Kinser PIKE	Kinser PIKE	Bike Lane	GU	84	no
1974	2023	N	Kinser	PIKE	1700	Kinser PIKE	State Road 45 46 Bypass	Bike Lane	GU	84	no
1975	2957	N	Kinser	PIKE	1510	Northlane DR	Kinser PIKE	Bike Lane	GU	84	no
1976	1802	E	Kinser	DR	4300	Kinser DR	Kinser DR		NR	60	yes
1977	1800	E	Kinser	DR	4400	Kinser DR	Stephens DR		NR	60	yes
1978	2047	N	Kinser	PIKE		State Road 45 46 Bypass	State Road 45 46 Bypass	Bike Lane	NR	60	yes
1979	2166	N	Kinser	PIKE	2800	Skyline DR		Multi-use Path	SC	64	no
1980	2136	N	Kinser	PIKE	3730	Kinser PIKE	Access Drive to North HS	Multi-use Path	SC	64	no
1981	2139	N	Kinser	PIKE	3250	Kinser PIKE	Winding WAY	Multi-use Path	SC	64	no
1982	2044	N	Kinser	PIKE	1800	State Road 45 46 Bypass	Parrish RD	Multi-use Path	SC	64	no
1983	2052	N	Kinser	PIKE	2200	Parrish RD	Skyline DR	Multi-use Path	SC	64	no
1984	2164	N	Kinser	PIKE	2650	Skyline DR	Skyline DR	Multi-use Path	SC	64	no
1985	2137	N	Kinser	PIKE	3400	Winding WAY	Kinser PIKE	Multi-use Path	SC	64	no
1986	7238	N	Kinser	PIKE	3020		Kinser PIKE	Multi-use Path	SC	64	no
1987	2172	N	Kinser	PIKE	3968		Kinser PIKE	Multi-use Path	SC	64	no
1988	7216	N	Kinser	PIKE	3950	Rosewood DR		Multi-use Path	SC	64	no
1989	7237	N	Kinser	PIKE	2900			Multi-use Path	SC	64	no
1990	6954	N	Kinser	PIKE	4640	Kinser PIKE	Old Kinser PIKE	Multi-use Path	SC	64	no
1991	2173	N	Kinser	PIKE	4250	Kinser PIKE	Kinser PIKE	Multi-use Path	SC	64	no
1992	2174	N	Kinser	PIKE	3900	Access Drive to North HS	Rosewood DR	Multi-use Path	SC	64	no
1993	2183	S	Kirby	ALY	300	Kirby ALY	Smith AVE		NR	60	yes
1994	2183	S	Kirby	ALY	300	Kirby ALY	Smith AVE		NR	60	yes
1995	2615	W	Kirkwood	AVE	1100	Oak ST	Pine ST	Bike Lane	GU	84	no
1996	2608	W	Kirkwood	AVE	1000	Kirkwood AVE	Oak ST	Bike Lane	GU	84	no
1997	1366	W	Kirkwood	AVE	800	Maple ST	Waldron ST	Bike Lane	GU	84	no
1998	1367	W	Kirkwood	AVE	900	Waldron ST	Kirkwood AVE	Bike Lane	GU	84	no
1999	1365	W	Kirkwood	AVE	700	Kirkwood AVE	Maple ST	Bike Lane	GU	84	no
2000	2661	W	Kirkwood	AVE	1200	Pine ST	Kirkwood AVE	Bike Lane	GU	84	no
2001	1360	W	Kirkwood	AVE	500	Rogers ST	Kirkwood AVE	Bike Lane	GU	84	no
2002	1363	W	Kirkwood	AVE	600	Kirkwood AVE	Kirkwood AVE	Bike Lane	GU	84	no
2003	1361	W	Kirkwood	AVE	400	Madison ST	Rogers ST		GU	72	no
2004	1356	W	Kirkwood	AVE	302	Kirkwood AVE	Madison ST		GU	72	no
2005	2199	W	Kirkwood	AVE	200	Kirkwood AVE	Kirkwood AVE		GU	72	no
2006	2200	W	Kirkwood	AVE	214	Kirkwood AVE	Morton ST		GU	72	no
2007	7042	W	Kirkwood	AVE	300	Morton ST	Kirkwood AVE		GU	72	no
2008	1344	W	Kirkwood	AVE	100	Walnut ST	Kirkwood AVE		GU	72	no
2009	1337	E	Kirkwood	AVE	600				NR	60	yes
2010	1336	E	Kirkwood	AVE	750		Woodlawn AVE		NR	60	yes
2011	1334	E	Kirkwood	AVE	1000	Woodlawn AVE	Forrest AVE Kir		NR	60	yes
2012	1333	W	Kirkwood	AVE	1500	Kirkwood AVE			NR	60	yes
2013	2617	W	Kirkwood	AVE	1400	Ritter ST	Kirkwood AVE		NR	60	yes
2014	2613	W	Kirkwood	AVE	1300	Kirkwood AVE	Ritter ST		NR	60	yes
2015	1346	E	Kirkwood	AVE	200	Washington ST	Lincoln ST		SS	70	yes
2016	1345	E	Kirkwood	AVE	100	Walnut ST	Washington ST		SS	70	yes
2017	1349	E	Kirkwood	AVE	500	Kirkwood AVE	Kirkwood AVE		SS	70	yes
2018	1348	E	Kirkwood	AVE	400	Kirkwood AVE	Kirkwood AVE		SS	70	yes
2019	1347	E	Kirkwood	AVE	300	Lincoln ST	Kirkwood AVE		SS	70	yes
2020	340	W	Kissell	DR		Rockport RD			NR	60	yes
2021	331	W	Kissell	DR		Rockport RD			NR	60	yes
2022	332	W	Kissell	DR			Kissell DR		NR	60	yes
2023	407	E	Knollwood	CIR	1000	Summit View PL			NR	60	yes

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2024	339	E	Kristen	CT	3200		Kristen CT		NR	60	yes
2025	6987	N	Lakewood	DR	7810				NR	60	yes
2026	6985	N	Lakewood	DR	8100				NR	60	yes
2027	2090	E	Lakewood	DR	400	Ramble RD E	Lakewood DR		NR	60	yes
2028	2104	N	Lakewood	CT	2900		Lakewood DR		NR	60	yes
2029	2091	E	Lakewood	DR	500	Lakewood DR	Lakewood DR		NR	60	yes
2030	6986	N	Lakewood	DR	8060				NR	60	yes
2031	2105	E	Lakewood	DR	300	Ramble RD W	Ramble RD E		NR	60	yes
2032	2471	S	Landmark	AVE	700	Landmark AVE			NR	60	yes
2033	3165	S	Landmark	AVE	532	Landmark AVE	Landmark AVE		NR	60	yes
2034	3164	S	Landmark	AVE	420	Landmark AVE	Landmark AVE		NR	60	yes
2035	2306	S	Larkspur	LN	915	Larkspur LN	Larkspur LN		NR	60	yes
2036	2468	S	Larkspur	LN	900	Woodhill DR	Larkspur LN		NR	60	yes
2037	2470	S	Larkspur	LN	800		Woodhill DR		NR	60	yes
2038	2267	S	Larkspur	LN	904	Larkspur LN	Larkspur LN		NR	60	yes
2039	862	E	Latimer	RD	3400		Pleasant Ridge RD	Neighborhood Greenway	NR	60	yes
2040	27	S	Laura	WAY	3822	Laura WAY	Jamie LN Laura WAY	Neighborhood Greenway	NC	60	no
2041	48	S	Laura	WAY	3800	Laura WAY	Laura WAY	Neighborhood Greenway	NC	60	no
2042	5	S	Laurel	CT	3900	Laurel CT			NR	60	yes
2043	13	S	Laurel	CT	3800	Laurel CT	Laurel CT		NR	60	yes
2044	2503	S	Laurelwood	DR	2200	Wylie Farm RD	E Laurelwood DR		NR	60	yes
2045	2501	S	Laurelwood	CIR	2200		Laurelwood DR		NR	60	yes
2046	2502	E	Laurelwood	DR	440	Laurelwood DR	E Laurelwood DR		NR	60	yes
2047	2499	E	Laurelwood	DR	400		Laurelwood DR		NR	60	yes
2048	2500	E	Laurelwood	CT	400		Wylie Farm RD		NR	60	yes
2049	1969	W	Lava	WAY	500		Lava WAY		NR	60	yes
2050	2066	N	Laverne	DR	2400	Laverne DR	Laverne DR		NR	60	yes
2051	2966	E	Law	LN	1360	Law LN	Law LN	Protected Bike Lane	GU	90	yes
2052	2965	E	Law	LN	1300	Law LN	Law LN	Protected Bike Lane	GU	90	yes
2053	2778	E	Law	LN	1650	Law LN	Union ST	Protected Bike Lane	GU	90	yes
2054	1697	N	Lemon	LN	800	Lemon LN	Lemon LN		NR	60	yes
2055	234	S	Leonard Springs	RD	2736	Leonard Springs RD	Tapp RD	Bike Lane and Multi-use Path	NR	60	yes
2056	2334	S	Leonard Springs	RD	3400	Leonard Springs RD	Woodhaven DR	Bike Lane and Multi-use Path	NR	60	yes
2057	205	S	Leonard Springs	RD	2800	Tapp RD	Leonard Springs RD	Bike Lane and Multi-use Path	NR	60	yes
2058	168	S	Leonard Springs	RD	2820	Leonard Springs RD	Leonard Springs RD	Bike Lane and Multi-use Path	NR	60	yes
2059	262	S	Leonard Springs	RD	2600	Walnut Leaf DR	Stapleton AVE	Bike Lane and Multi-use Path	NR	60	yes
2060	249	S	Leonard Springs	RD	2700	Stapleton AVE	Leonard Springs RD	Bike Lane and Multi-use Path	NR	60	yes
2061	7213	S	Leonard Springs	RD	2506		Walnut Leaf DR	Bike Lane and Multi-use Path	NR	60	yes
2062	35	S	Leonard Springs	RD	3650	Leonard Springs RD	Sims LN	Bike Lane and Multi-use Path	NR	60	yes
2063	42	S	Leonard Springs	RD	3500	Woodhaven DR		Bike Lane and Multi-use Path	NR	60	yes
2064	4	S	Leonard Springs	RD	3800	Sims LN	Leonard Springs RD	Bike Lane and Multi-use Path	NR	60	yes
2065	7212	S	Leonard Springs	RD	3612		Leonard Springs RD	Bike Lane and Multi-use Path	NR	60	yes
2066	2335	S	Leonard Springs	RD	3200	Maybury MALL		Bike Lane and Multi-use Path	NR	60	yes
2067	7230	S	Leonard Springs	RD	3176		Maybury MALL	Bike Lane and Multi-use Path	NR	60	yes
2068	7241	S	Leonard Springs	RD	3226		Leonard Springs RD	Bike Lane and Multi-use Path	NR	60	yes
2069	107	S	Leonard Springs	RD	2900	Leonard Springs RD		Bike Lane and Multi-use Path	NR	60	yes
2070	7229	S	Leonard Springs	RD	3050			Bike Lane and Multi-use Path	NR	60	yes
2071	319	S	Leonard Springs	RD	2500	Leonard Springs RD State Road 45		Bike Lane and Multi-use Path	NR	60	yes
2072	2315	N	Lexington	DR	100	N Lexington DR	Longview AVE		NR	60	yes
2073	2314	S	Lexington	DR	100	N Lexington DR	Morningside DR		NR	60	yes

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2074	2994	S	Liberty	DR	450	Liberty DR		Protected Bike Lane	NC	74	yes
2075	2702	S	Liberty	DR	1960	Liberty DR	Liberty DR State Road 45	Protected Bike Lane	NC	74	yes
2076	3153	W	Lilac	LN	4200	Lilac LN	Lilac LN		NR	60	yes
2077	34	S	Lilly	LN	3600	Lilly LN			NR	60	yes
2078	123	S	Limestone	DR	2800		Limestone DR		NR	60	yes
2079	635	S	Lincoln	ST	1200	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2080	1031	S	Lincoln	ST	500	Lincoln ST	University ST	Bike Lane	NC	68	no
2081	1544	N	Lincoln	ST	400	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2082	769	S	Lincoln	ST	900	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2083	612	S	Lincoln	ST	1300	Lincoln ST	Wilson ST	Bike Lane	NC	68	no
2084	871	S	Lincoln	ST	700	Wylie ST	Lincoln ST	Bike Lane	NC	68	no
2085	2726	S	Lincoln	ST	600	Lincoln ST	Wylie ST	Bike Lane	NC	68	no
2086	691	S	Lincoln	ST	1000	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2087	661	S	Lincoln	ST	1100	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2088	844	S	Lincoln	ST	800	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2089	991	S	Lincoln	ST	526	University ST	Lincoln ST	Bike Lane	NC	68	no
2090	594	S	Lincoln	ST	1400	Wilson ST	Lincoln ST	Bike Lane	NC	68	no
2091	1467	N	Lincoln	ST	300	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2092	1091	S	Lincoln	ST	400	Smith AVE	Lincoln ST	Bike Lane	NC	68	no
2093	1157	S	Lincoln	ST	300	Lincoln ST	Smith AVE	Bike Lane	NC	68	no
2094	1392	N	Lincoln	ST	200	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2095	1297	S	Lincoln	ST	100	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2096	1256	S	Lincoln	ST	200	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2097	1352	N	Lincoln	ST	100	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2098	1605	N	Lincoln	ST	500	Lincoln ST	Lincoln ST	Bike Lane	NC	68	no
2099	1690	N	Lincoln	ST	698	Lincoln ST	Lincoln ST		NR	60	yes
2100	1658	N	Lincoln	ST	600	Lincoln ST	Lincoln ST		NR	60	yes
2101	6963	N	Lincoln	ST	1700	Lincoln ST	Lincoln ST		NR	60	yes
2102	2792	N	Lincoln	ST	1600	Lincoln ST	Lincoln ST		NR	60	yes
2103	2793	N	Lincoln	ST	1400	Lincoln ST	Lincoln ST		NR	60	yes
2104	1775	N	Lincoln	ST	900	Lincoln ST			NR	60	yes
2105	1679	N	Lincoln	ST	700	Lincoln ST	Lincoln ST		NR	60	yes
2106	1755	N	Lincoln	ST	800	Lincoln ST	Lincoln ST		NR	60	yes
2107	1938	N	Lincoln	ST	1300	Lincoln ST	Lincoln ST		NR	60	yes
2108	1841	N	Lincoln	ST	950	Lincoln ST	Lincoln ST		NR	60	yes
2109	1870	N	Lincoln	ST	1000	Lincoln ST	Lincoln ST		NR	60	yes
2110	1921	N	Lincoln	ST	1200	Lincoln ST	Lincoln ST		NR	60	yes
2111	1906	N	Lincoln	ST	1100	Lincoln ST	Lincoln ST		NR	60	yes
2112	61	S	Lindas	WAY	3813	Lindas WAY			NR	60	yes
2113	3302	N	Lindbergh	DR	1260		Lindbergh DR		NC	60	no
2114	3301	N	Lindbergh	DR	1200	Lindbergh DR			NC	60	no
2115	2291	N	Lindbergh	DR	1100	Lindbergh DR	Lindbergh DR		NR	60	yes
2116	2291	N	Lindbergh	DR	1100	Lindbergh DR	Lindbergh DR		NR	60	yes
2117	1796	N	Lindbergh	DR	950	Lindbergh DR	Lindbergh DR		NR	60	yes
2118	1729	N	Lindbergh	DR	700	Lindbergh DR	Lindbergh DR		NR	60	yes
2119	1729	N	Lindbergh	DR	700	Lindbergh DR	Lindbergh DR		NR	60	yes
2120	2061	E	Linden	DR	1100	Milo B Sampson LN	Tamarack TRL		NR	60	yes
2121	132	E	Linden Hill	DR	2304				NR	60	yes
2122	133	E	Linden Hill	DR	2300	The Stands DR			NR	60	yes
2123	1892	E	Lingelbach	LN	1800	Lingelbach LN	Union ST		NC	60	no
2124	1891	E	Lingelbach	LN	2150	Union ST	Lingelbach LN		NC	60	no

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2125	3202	N	Lismore	DR	1250	Marquis DR	Lismore DR		NR	60	yes
2126	411	S	Locust	CT	1900		Locust CT		NR	60	yes
2127	397	S	Locust	CT	2018	Locust CT			NR	60	yes
2128	2005	N	Longfellow	DR		Longfellow DR			NR	60	yes
2129	1992	N	Longfellow	DR		Ridge RD	Longfellow DR		NR	60	yes
2130	1963	N	Longfellow	DR			Lower Valley RD		NR	60	yes
2131	1981	N	Longfellow	DR		Upper Valley RD	Ridge RD		NR	60	yes
2132	1971	N	Longfellow	DR		Lower Valley RD	Upper Valley RD		NR	60	yes
2133	2916	E	Longview	AVE	2900	Longview AVE Williamsburg DR	Pete Ellis DR	Neighborhood Greenway	GU	72	no
2134	2919	E	Longview	AVE	3150	Pete Ellis DR	Longview AVE	Neighborhood Greenway	GU	72	no
2135	1384	E	Longview	AVE	3501	Longview AVE	Longview AVE	Neighborhood Greenway	NC	60	no
2136	1385	E	Longview	AVE	3600	Longview AVE	Longview AVE	Neighborhood Greenway	NC	60	no
2137	1417	E	Longview	AVE	3425	Longview AVE	Longview AVE	Neighborhood Greenway	NC	60	no
2138	1370	E	Longview	AVE	3300	Longview AVE	Longview AVE	Neighborhood Greenway	NC	60	no
2139	629	E	Longwood	CT	1700		Longwood DR		NR	60	yes
2140	647	S	Longwood	DR	1210	Longwood DR	Mark ST		NR	60	yes
2141	627	S	Longwood	DR	1300	Mark ST	Longwood DR		NR	60	yes
2142	608	S	Longwood	DR	1310	Longwood DR	Longwood DR		NR	60	yes
2143	673	S	Longwood	DR	1100		Longwood DR		NR	60	yes
2144	609	E	Longwood	CT	1800	Longwood DR			NR	60	yes
2145	2807	S	Longwood	DR	1400	Longwood DR	Hillside DR Longwood DR		NR	60	yes
2146	1972	W	Lower Valley	RD		Lower Valley RD	Upper Valley RD Westfield RD		NR	60	yes
2147	3146	E	Lydia	LN	3800	Lydia LN	Stella DR		NR	60	yes
2148	1880	N	Madison	ST	1050	Madison ST	Madison ST	Bike Lane	GU	84	no
2149	1874	N	Madison	ST	1000	Madison ST	Madison ST	Bike Lane	GU	84	no
2150	1909	N	Madison	ST	1100	Madison ST	Madison ST	Bike Lane	GU	84	no
2151	1880	N	Madison	ST	1050	Madison ST	Madison ST	Bike Lane	GU	84	no
2152	1874	N	Madison	ST	1000	Madison ST	Madison ST	Bike Lane	GU	84	no
2153	1412	N	Madison	ST	200	Madison ST	Madison ST		GU	72	no
2154	2193	S	Madison	ST	300	Madison ST	Prospect ST		GU	72	no
2155	2534	S	Madison	ST	400	Smith AVE	Madison ST		GU	72	no
2156	2192	S	Madison	ST	326	Prospect ST	Smith AVE		GU	72	no
2157	1104	S	Madison	ST	500	Madison ST	Madison ST		GU	72	no
2158	1916	N	Madison	ST	1200	Madison ST	Madison ST	Bike Lane	GU	84	no
2159	1765	N	Madison	ST	900	Madison ST	Madison ST	Bike Lane	GU	84	no
2160	1916	N	Madison	ST	1200	Madison ST	Madison ST	Bike Lane	GU	84	no
2161	1929	N	Madison	ST	1220	Madison ST	Kinser PIKE Madison ST	Bike Lane	GU	84	no
2162	1929	N	Madison	ST	1220	Madison ST	Kinser PIKE Madison ST	Bike Lane	GU	84	no
2163	1765	N	Madison	ST	900	Madison ST	Madison ST	Bike Lane	GU	84	no
2164	1262	S	Madison	ST	200	Madison ST	Madison ST		GU	72	no
2165	1305	S	Madison	ST	100	Madison ST	Madison ST		GU	72	no
2166	1368	N	Madison	ST	100	Madison ST	Madison ST		GU	72	no
2167	226	S	Madison	ST	2700	Watson ST	Madison ST		NR	60	yes
2168	341	S	Madison	ST	2300		Madison ST		NR	60	yes
2169	310	S	Madison	ST	2400	Madison ST	Madison ST		NR	60	yes
2170	2635	S	Madison	ST	1300	Madison ST	Wilson ST		NR	60	yes
2171	2636	S	Madison	ST	1200	Patterson DR	Madison ST		NR	60	yes
2172	886	S	Madison	ST	800		Madison ST		NR	60	yes
2173	256	S	Madison	ST	2600	Madison ST	Watson ST		NR	60	yes
2174	3025	S	Madison	ST	1500	Madison ST			NR	60	yes

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2175	603	S	Madison	ST	1400	Wilson ST	Madison ST		NR	60	yes
2176	2649	S	Madison	ST	1000	Madison ST	Madison ST		NR	60	yes
2177	2646	S	Madison	ST	1100	Madison ST			NR	60	yes
2178	712	S	Manor	RD	1000	Southdowns DR			NR	60	yes
2179	808	S	Manor	RD	998	Sheridan DR	Southdowns DR		NR	60	yes
2180	809	S	Manor	RD	900	Maxwell LN	Sheridan DR		NR	60	yes
2181	1216	S	Maple	ST	200	Maple ST	Maple ST		NC	60	no
2182	1404	N	Maple	ST	200	Maple ST	Maple ST		NC	60	no
2183	1787	N	Maple	ST	800	Maple ST	Maple ST		NC	60	no
2184	1718	N	Maple	ST	700	Maple ST	Maple ST		NC	60	no
2185	1815	N	Maple	ST	900	Maple ST	Maple ST		NC	60	no
2186	2378	S	Maple	ST	300	Maple ST	Smith AVE		NC	60	no
2187	2377	S	Maple	ST	400	Smith AVE	Maple ST		NC	60	no
2188	2377	S	Maple	ST	400	Smith AVE	Maple ST		NC	60	no
2189	2378	S	Maple	ST	300	Maple ST	Smith AVE		NC	60	no
2190	1105	S	Maple	ST	500	Maple ST	Maple ST		NC	60	no
2191	1105	S	Maple	ST	500	Maple ST	Maple ST		NC	60	no
2192	1359	N	Maple	ST	100	Maple ST	Maple ST		NC	60	no
2193	1311	S	Maple	ST	100	Maple ST	Maple ST		NC	60	no
2194	1311	S	Maple	ST	100	Maple ST	Maple ST		NC	60	no
2195	1882	N	Maple	ST	1200	Maple ST	Maple ST		NC	60	no
2196	1706	N	Maple	ST	600		Maple ST		NR	60	yes
2197	1482	N	Maple	ST	300	Maple ST	Maple ST		NR	60	yes
2198	1558	N	Maple	ST	400	Maple ST	Maple ST		NR	60	yes
2199	2054	E	Maplecrest	DR	1600		Maplecrest DR		NR	60	yes
2200	1957	W	Marble	LN	607				NR	60	yes
2201	1960	W	Marble	LN	600	Marble LN			NR	60	yes
2202	921	S	Maria	CT	802		Whitley DR		NR	60	yes
2203	674	E	Marilyn	DR	1900	Nancy ST	Marilyn DR	Neighborhood Greenway	NR	60	yes
2204	648	E	Mark	ST	1800	Mark ST	Nancy ST		NR	60	yes
2205	2990	S	Market	PL	3200		Maybury MALL		NR	60	yes
2206	1273	W	Marlene	DR	2416		Marlene DR		NR	60	yes
2207	3205	W	Marquis	DR	1700		Marquis DR		NR	60	yes
2208	3201	W	Marquis	DR	1840	Marquis DR	Marquis DR		NR	60	yes
2209	3203	W	Marquis	DR	1780	Marquis DR	Marquis DR		NR	60	yes
2210	2266	N	Martha	ST	2300	State Road 45 46 Bypass			NR	60	yes
2211	3115	S	Mary Beth	DR	950		Mary Beth DR		NR	60	yes
2212	3114	S	Mary Beth	DR	975	Mary Beth DR			NR	60	yes
2213	2839	S	Maston	CT	2400		Maston CT Woolery Mill DR		NR	60	yes
2214	2032	E	Matlock	RD	1520	Matlock RD	Headley RD	Bike Lane and Multi-use Path	SC	75	no
2215	2030	E	Matlock	RD	1300	Matlock RD State Road 45 46 Bypass	Matlock RD	Bike Lane and Multi-use Path	SC	75	no
2216	2236	N	Maxine	RD	1900	Maxine RD			NR	60	yes
2217	891	E	Maxwell	LN	1802	Rose AVE	Maxwell LN		NC	60	no
2218	495	S	Maxwell	ST	1700	Thornton DR	Miller DR		NC	60	no
2219	539	S	Maxwell	ST	1600	Maxwell ST	Thornton DR		NC	60	no
2220	2811	E	Maxwell	LN	2000	Maxwell LN	Maxwell LN	Neighborhood Greenway	NC	60	no
2221	890	E	Maxwell	LN	1500	Sheridan DR	Mitchell ST		NC	60	no
2222	892	E	Maxwell	LN	1800	Maxwell TER	Rose AVE		NC	60	no
2223	893	E	Maxwell	LN	1610	Mitchell ST	Maxwell LN		NC	60	no
2224	889	E	Maxwell	LN	1700	Maxwell LN	Maxwell TER		NC	60	no

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2225	904	E	Maxwell	LN	900	Park AVE	Woodlawn AVE		NR	60	yes
2226	910	E	Maxwell	LN	600	Maxwell LN	Maxwell LN		NR	60	yes
2227	902	E	Maxwell	LN	700	Maxwell LN	Stull AVE		NR	60	yes
2228	2322	S	Maxwell	ST	1800	Miller DR	Tylers TURN		NR	60	yes
2229	401	S	Maxwell	ST	1930	Tylers TURN	Short ST		NR	60	yes
2230	821	S	Maxwell	TER	900	Maxwell TER			NR	60	yes
2231	906	E	Maxwell	LN	1110	Maxwell LN	Maxwell LN		NR	60	yes
2232	2812	E	Maxwell	LN	2270	Maxwell LN		Neighborhood Greenway	NR	60	yes
2233	2826	E	Maxwell	LN	1300	Maxwell LN	Maxwell LN		NR	60	yes
2234	907	E	Maxwell	LN	1202	Maxwell LN	Maxwell LN		NR	60	yes
2235	2825	E	Maxwell	LN	1216	Maxwell LN	Maxwell LN		NR	60	yes
2236	905	E	Maxwell	LN	1000	Woodlawn AVE	Maxwell LN		NR	60	yes
2237	894	E	Maxwell	LN	1400	Maxwell LN	Sheridan DR		NR	60	yes
2238	903	E	Maxwell	LN	800	Stull AVE	Park AVE		NR	60	yes
2239	106	W	Maybury	MALL	3912	Maybury MALL	Maybury MALL		NR	60	yes
2240	2989	W	Maybury	MALL	3900		Maybury MALL		NR	60	yes
2241	410	S	Mccartney	LN	2650	Sare RD	Sare RD		NR	60	yes
2242	3113	E	Mccracken	WAY	3750		Smith RD		NR	60	yes
2243	2383	S	Mcintire	DR	2900	Mcintire DR			NR	60	yes
2244	389	S	Mcmillan	CT	2700	Winston ST			NR	60	yes
2245	2150	W	Meadow	LN	1000	Stoneycrest CT Stoneycrest RD	Obrien PL		NR	60	yes
2246	2156	N	Meadow	LN	3200	Meadow LN	Winding WAY		NR	60	yes
2247	2155	W	Meadow	LN	1100	Obrien PL	Meadow LN		NR	60	yes
2248	2154	W	Meadow	CT	1100	Meadow LN			NR	60	yes
2249	2153	W	Meadow	LN	900	Meadow LN	Stoneycrest CT Stoneycrest RD		NR	60	yes
2250	365	E	Meadowbluff	CT	2100	Meadowbluff CT			NR	60	yes
2251	1029	S	Meadowbrook	DR	506	Reisner RD	Meadowbrook DR	Neighborhood Greenway	NC	60	no
2252	1114	S	Meadowbrook	DR	400	Randolph AVE	Meadowbrook DR	Neighborhood Greenway	NC	60	no
2253	887	S	Meadowbrook	DR	700	Meadowbrook DR	Meadowbrook DR	Neighborhood Greenway	NC	60	no
2254	1111	S	Meadowbrook	DR	425	Meadowbrook DR	Reisner RD	Neighborhood Greenway	NC	60	no
2255	960	S	Meadowbrook	DR	600	Meadowbrook DR	Meadowbrook DR	Neighborhood Greenway	NC	60	no
2256	1232	S	Meadowbrook	DR	200	Park LN	Meadowbrook DR	Neighborhood Greenway	NC	60	no
2257	1190	S	Meadowbrook	DR	300	Meadowbrook DR	Randolph AVE	Neighborhood Greenway	NC	60	no
2258	1274	S	Meadowbrook	DR	100	Morningside DR	Park LN	Neighborhood Greenway	NC	60	no
2259	718	S	Meadowbrook	DR	900	Meadowbrook DR	Meadowbrook DR	Neighborhood Greenway	NR	60	yes
2260	680	S	Meadowbrook	DR	1000	Meadowbrook DR		Neighborhood Greenway	NR	60	yes
2261	851	S	Meadowbrook	DR	800	Meadowbrook DR	Meadowbrook DR	Neighborhood Greenway	NR	60	yes
2262	1517	N	Meadowlark	LN	650	Post RD			NR	60	yes
2263	376	S	Melissa	CT	2700		Robins BOW		NR	60	yes
2264	2750	E	Melrose	AVE	410	Melrose AVE	Melrose AVE		NR	60	yes
2265	3105	E	Melville	CIR	2100	Melville CIR	Melville CIR Rock Creek DR	Neighborhood Greenway	NR	60	yes
2266	180	E	Mercedes	DR	1300		Mercedes DR		NR	60	yes
2267	1993	N	Meridian	DR		Ridge RD	Meridian DR		NR	60	yes
2268	945	W	Middle	CT	4600	Westwood DR			NR	60	yes
2269	942	W	Middle	CT	4500	Parkway DR	Westwood DR		NR	60	yes
2270	3006	W	Middle	CT	4350		Middle CT		NR	60	yes
2271	918	W	Middle	CT	4400	Middle CT	Parkway DR		NR	60	yes
2272	6944	W	Milieu	DR	1354	Milieu DR	Westplex AVE		NR	60	yes
2273	6943	W	Milieu	DR	1324	Milieu DR	Milieu DR		NR	60	yes
2274	6942	W	Milieu	DR	1300	Milieu DR	Milieu DR		NR	60	yes

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2275	2926	S	Mill Stone	CT	3840	Mill Stone WAY	Sare RD		NR	60	yes
2276	2924	S	Mill Stone	WAY	3830	Mill Stone WAY	Sare RD		NR	60	yes
2277	2928	S	Mill Stone	CT	3800		Mill Stone WAY		NR	60	yes
2278	505	E	Miller	DR	350	Walnut ST	Miller DR		GU	72	no
2279	3207	E	Miller	DR	960	Miller DR	Miller DR		NC	60	no
2280	501	E	Miller	DR	850	Park AVE	Miller DR		NC	60	no
2281	496	E	Miller	DR	1250	Miller DR	Miller DR		NC	60	no
2282	502	E	Miller	DR	1000	Miller DR	Olive ST		NC	60	no
2283	503	E	Miller	DR	1100	Olive ST	Miller DR		NC	60	no
2284	500	E	Miller	DR	600	Miller DR	Park AVE		NC	60	no
2285	504	E	Miller	DR	1200	Miller DR	Miller DR		NC	60	no
2286	2031	N	Milo B Sampson	LN	2300	State Road 45 46 Bypass	Milo B Sampson LN		NR	60	yes
2287	2078	N	Milo B Sampson	LN	2426	Tamarack TRL	Tamarack TRL		NR	60	yes
2288	2062	N	Milo B Sampson	LN	2400	Milo B Sampson LN	Tamarack TRL		NR	60	yes
2289	273	S	Milton	DR	2500	Milton DR	Ralston DR		NR	60	yes
2290	311	S	Milton	DR	2400	Milton DR	Milton DR		NR	60	yes
2291	228	S	Milton	DR	2600	Ralston DR	Milton DR		NR	60	yes
2292	354	S	Milton	DR	2300		Milton DR		NR	60	yes
2293	729	S	Mitchell	ST	1000	Southdowns DR	Ruby LN	Neighborhood Greenway	NR	60	yes
2294	1122	S	Mitchell	ST	400	Mitchell ST	Mitchell ST		NR	60	yes
2295	965	S	Mitchell	ST	700	University ST	Mitchell ST		NR	60	yes
2296	888	S	Mitchell	ST	800	Mitchell ST	Mitchell ST		NR	60	yes
2297	1176	S	Mitchell	ST	300	Mitchell ST	Mitchell ST		NR	60	yes
2298	3195	S	Mitchell	ST	1026	Ruby LN			NR	60	yes
2299	1053	S	Mitchell	ST	500	Mitchell ST	Mitchell ST		NR	60	yes
2300	793	S	Mitchell	ST	900	Mitchell ST	Southdowns DR		NR	60	yes
2301	1009	S	Mitchell	ST	600	Mitchell ST	University ST		NR	60	yes
2302	590	S	Monon	DR	1400		Monon DR		NR	60	yes
2303	626	S	Monon	DR	100		Walnut ST		NR	60	yes
2304	2048	N	Monroe	ST		State Road 45 46 Bypass	State Road 45 46 Bypass Stonelake DR	Bike Lane	FW	0	yes
2305	1735	N	Monroe	ST	800	Monroe ST	Monroe ST	Bike Lane and Multi-use Path	NC	74	yes
2306	1912	N	Monroe	ST	1300	Monroe ST	Monroe ST	Bike Lane and Multi-use Path	NC	74	yes
2307	1822	N	Monroe	ST	1000	Orris DR	Monroe ST Summit ST	Bike Lane and Multi-use Path	NC	74	yes
2308	1770	N	Monroe	ST	900	Monroe ST	Orris DR	Bike Lane and Multi-use Path	NC	74	yes
2309	1846	N	Monroe	ST	1100	Monroe ST Summit ST	Monroe ST	Bike Lane and Multi-use Path	NC	74	yes
2310	7066	N	Monroe	ST		Monroe ST	Monroe ST		NR	60	yes
2311	1989	N	Monroe	ST		Monroe ST	Monroe ST	Bike Lane	NR	60	yes
2312	1666	N	Monroe	ST	623	Monroe ST	Monroe ST	Neighborhood Greenway	NR	60	yes
2313	1623	N	Monroe	ST	600	Monroe ST	Monroe ST	Neighborhood Greenway	NR	60	yes
2314	2041	N	Monroe	ST	2050	Monroe ST	State Road 45 46 Bypass	Bike Lane	NR	60	yes
2315	2017	N	Monroe	ST	1930	Monroe ST	Monroe ST	Bike Lane	NR	60	yes
2316	2004	N	Monroe	ST		Monroe ST	Monroe ST	Bike Lane	NR	60	yes
2317	1695	N	Monroe	ST	720	Monroe ST	Monroe ST	Neighborhood Greenway	NR	60	yes
2318	395	S	Montclair	AVE	2000	Sussex DR	Wimbleton LN	Neighborhood Greenway	NC	60	no
2319	380	S	Montclair	AVE	2100	Wimbleton LN	Montclair CT	Neighborhood Greenway	NC	60	no
2320	334	S	Montclair	AVE	2300	Rock Creek DR	Montclair AVE	Neighborhood Greenway	NC	60	no
2321	364	S	Montclair	AVE	2200	Montclair CT	Montclair AVE	Neighborhood Greenway	NC	60	no
2322	435	S	Montclair	AVE	1900	Queens WAY	Sussex DR	Neighborhood Greenway	NC	60	no
2323	478	S	Montclair	AVE	1800	Arden DR	Queens WAY	Neighborhood Greenway	NC	60	no
2324	379	E	Montclair	CT	2300		Montclair CT		NR	60	yes
2325	530	E	Moody	DR	600	Moody DR	Park AVE		NR	60	yes

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2326	3044	E	Moores	PIKE		Winfield RD	Renwick BLVD		SC	75	no
2327	3042	E	Moores	PIKE		Winfield RD	Renwick BLVD		SC	75	no
2328	587	E	Moores	PIKE	2950	Moores PIKE Sare RD	Woodruff LN	Protected Bike Lane	SC	78	no
2329	2688	E	Moores	PIKE	2100	Hillside DR Moores PIKE	Moores PIKE	Protected Bike Lane	SC	78	no
2330	3175	E	Moores	PIKE	2500	Valley Forge RD	Winfield RD	Protected Bike Lane	SC	78	no
2331	2422	E	Moores	PIKE	3550	Moores PIKE	Olcott BLVD	Protected Bike Lane	SC	78	no
2332	2974	E	Moores	PIKE	3310	Clarizz BLVD Moores PIKE	Moores PIKE	Protected Bike Lane	SC	78	no
2333	3030	E	Moores	PIKE	3210	Moores PIKE	Clarizz BLVD Moores PIKE	Protected Bike Lane	SC	78	no
2334	2198	E	Moores	PIKE	2650	Sare RD	Moores PIKE Sare RD	Protected Bike Lane	SC	78	no
2335	3070	E	Moores	PIKE	3800	Smith RD	Regents CIR	Protected Bike Lane	SC	78	no
2336	2423	E	Moores	PIKE	3700	Olcott BLVD	Regents CIR	Protected Bike Lane	SC	78	no
2337	3107	E	Moores	PIKE	2600	Renwick BLVD	Sare RD	Protected Bike Lane	SC	78	no
2338	2234	E	Moores	PIKE	3900	Smith RD	Wingfield DR	Protected Bike Lane	SC	78	no
2339	3031	E	Moores	PIKE	3200	Woodruff LN	Moores PIKE	Protected Bike Lane	SC	78	no
2340	7214	E	Moores	PIKE	4300		Moores PIKE State Road 446	Protected Bike Lane	SC	78	no
2341	576	E	Moores	PIKE	4000	Wingfield DR		Protected Bike Lane	SC	78	no
2342	2689	E	Moores	PIKE	2310	Moores PIKE	Valley Forge RD	Protected Bike Lane	SC	78	no
2343	7072	W	Moravec	WAY	933				NR	60	yes
2344	7070	W	Moravec	WAY	900	Diamond ST Moravec WAY	Moravec WAY	Neighborhood Greenway	NR	60	yes
2345	7071	W	Moravec	WAY	900	Moravec WAY			NR	60	yes
2346	1332	E	Morningside	DR	4000	Saratoga DR	Sheffield DR	Neighborhood Greenway	NC	60	no
2347	1225	S	Morningside	DR	200	Morningside DR	Morningside DR Pleasant Ridge RD	Neighborhood Greenway	NC	60	no
2348	1372	E	Morningside	DR	4110	Sheffield DR	Morningside DR	Neighborhood Greenway	NC	60	no
2349	1315	E	Morningside	DR	3500	Morningside DR	Morningside DR		NC	60	no
2350	1267	S	Morningside	DR	111	Park LN	Morningside DR		NC	60	no
2351	1329	E	Morningside	DR	3900	Smith RD	Saratoga DR	Neighborhood Greenway	NC	60	no
2352	1323	E	Morningside	DR	3700	Morningside DR	Morningside DR	Neighborhood Greenway	NC	60	no
2353	1330	E	Morningside	DR	3802	Morningside DR	Smith RD	Neighborhood Greenway	NC	60	no
2354	1326	E	Morningside	DR	3600	Morningside DR	Morningside DR		NC	60	no
2355	1275	S	Morningside	DR	100	Morningside DR	Park LN		NC	60	no
2356	1387	E	Morningside	DR	4300	Morningside DR	Park Ridge RD	Neighborhood Greenway	NC	60	no
2357	1325	E	Morningside	DR		Morningside DR	Morningside DR	Neighborhood Greenway	NC	60	no
2358	1317	E	Morningside	DR	4500	Morningside DR	Morningside DR	Neighborhood Greenway	NR	60	yes
2359	1239	E	Morningside	DR	4536	Morningside DR	Morningside DR	Neighborhood Greenway	NR	60	yes
2360	2361	E	Morningside	DR	4400	Park Ridge RD	Morningside DR	Neighborhood Greenway	NR	60	yes
2361	1480	N	Morton	ST	300	Morton ST	Morton ST		GU	72	no
2362	6912	N	Morton	ST	700	Morton ST	Morton ST		GU	72	no
2363	6913	N	Morton	ST	800	Morton ST	Georgia AVE		GU	72	no
2364	2891	N	Morton	ST	600	Morton ST	Morton ST		GU	72	no
2365	2885	N	Morton	ST	500	Morton ST	Morton ST		GU	72	no
2366	2883	N	Morton	ST	400	Morton ST	Morton ST		GU	72	no
2367	1410	N	Morton	ST	200	Morton ST	Morton ST		GU	72	no
2368	3300	N	Morton	ST	100	Morton ST	Morton ST		GU	72	no
2369	884	S	Morton	ST	700	Morton ST	Morton ST		NR	60	yes
2370	2641	S	Morton	ST	1100	Morton ST	Morton ST Patterson DR		NR	60	yes
2371	2536	S	Morton	ST	300		Smith AVE		NR	60	yes
2372	2533	S	Morton	ST	400	Smith AVE	Morton ST	Neighborhood Greenway	NR	60	yes
2373	1103	S	Morton	ST	500	Morton ST	Morton ST		NR	60	yes
2374	2650	S	Morton	ST	900	Morton ST	Morton ST		NR	60	yes
2375	1006	S	Morton	ST	600	Morton ST	Morton ST		NR	60	yes
2376	2253	E	Moss Creek	CT	600		Moss Creek CT Moss Creek DR		NR	60	yes

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2377	2284	E	Moss Creek	DR	500		Winslow Farm DR		NR	60	yes
2378	2205	E	Moss Creek	DR	700	Moss Creek CT Moss Creek DR	Winslow Farm DR		NR	60	yes
2379	2252	E	Moss Creek	DR	600	Winslow Farm DR	Moss Creek CT Moss Creek DR		NR	60	yes
2380	2254	E	Moss Creek	CIR	700	Moss Creek CT Moss Creek DR			NR	60	yes
2381	2288	E	Mulberry	DR	3400	Mulberry LN			NR	60	yes
2382	2287	E	Mulberry	DR	3300		Mulberry LN		NR	60	yes
2383	2286	S	Mulberry	LN	3100	Olcott BLVD	Mulberry LN		NR	60	yes
2384	2289	S	Mulberry	LN	3106	Mulberry LN	Mulberry LN		NR	60	yes
2385	2281	E	Mulberry	CT	3300		Mulberry LN		NR	60	yes
2386	3170	S	Muller	PKWY	450	Muller PKWY	Muller PKWY		NR	60	yes
2387	579	S	Nancy	ST	1410	Viva DR	Nancy ST	Neighborhood Greenway	NR	60	yes
2388	676	S	Nancy	ST	1100	Ruby LN	Nancy ST	Neighborhood Greenway	NR	60	yes
2389	640	S	Nancy	ST	1300	Nancy ST	Viva DR	Neighborhood Greenway	NR	60	yes
2390	646	S	Nancy	ST	1200	Nancy ST	Nancy ST	Neighborhood Greenway	NR	60	yes
2391	556	S	Nancy	ST	1500	Nancy ST		Neighborhood Greenway	NR	60	yes
2392	3102	E	Nora Hill	DR	2500	Ramsey DR	Nora Hill DR		NR	60	yes
2393	3121	E	Nora Hill	DR	2600	Nora Hill DR	Eva Hill DR		NR	60	yes
2394	2478	E	North	DR	350	Walnut ST	North DR Summit View PL	Multi-use Path	GU	74	no
2395	1662	N	North	ST	618		North ST		NR	60	yes
2396	2956	W	Northlane	DR	400	Northlane DR			NR	60	yes
2397	6984		Northshore	DR	10000	Northshore DR			NR	60	yes
2398	761	S	Nota	DR	1100	Woodbine AVE	Nota DR Rechter RD		NR	60	yes
2399	825	S	Nota	DR	1000		Woodbine AVE		NR	60	yes
2400	1757	N	Nuckles	RD	800		Nuckles RD		NR	60	yes
2401	2607	N	Oak	ST	100	Oak ST	Oak ST		NR	60	yes
2402	1520	N	Oak	ST	400	Oak ST			NR	60	yes
2403	2610	N	Oak	ST	200	Oak ST	Oak ST		NR	60	yes
2404	448	S	Oakdale	DR	1582	Pecan LN	Spruce DR		NR	60	yes
2405	421	S	Oakdale	DR	1850	Spruce DR	Pecan LN		NR	60	yes
2406	2346	S	Oakdale	DR	2120	Pecan LN			NR	60	yes
2407	2350	S	Oakdale	DR	1500	Bloomfield RD Oakdale DR			NR	60	yes
2408	422	S	Oakdale	DR	1700	Spruce DR	Spruce DR		NR	60	yes
2409	476	S	Oakdale	DR	1570		Pecan LN		NR	60	yes
2410	2521	S	Oaklawn	CIR	3300		Olson DR		NR	60	yes
2411	2913	S	Oaklawn	CIR	3590	Oaklawn CT	Olson DR		NR	60	yes
2412	2693	S	Oaklawn	CIR	3500	Olson DR	Oaklawn CT		NR	60	yes
2413	2912	E	Oaklawn	CT	2600	Oaklawn CT			NR	60	yes
2414	143	E	Oakmont	DR	2410	Rolling Oak DR	Oakmont DR Southern Oaks DR		NC	60	no
2415	144	E	Oakmont	DR	2400	The Stands DR	Rolling Oak DR		NC	60	no
2416	2161	N	Obrien	PL	3200	Obrien PL	Stoneycrest RD		NR	60	yes
2417	2386	S	Odell	DR	3300	Odell DR Walnut Springs DR			NR	60	yes
2418	430	S	Olcott	BLVD	2700	Winston ST	Olcott BLVD	Neighborhood Greenway	NC	60	no
2419	547	S	Olcott	BLVD	1800	William CT	Olcott BLVD	Neighborhood Greenway	NC	60	no
2420	2195	S	Olcott	BLVD	2716	Olcott BLVD	St Remy DR	Neighborhood Greenway	NC	60	no
2421	391	S	Olcott	BLVD	2706	Olcott BLVD	Olcott BLVD	Neighborhood Greenway	NC	60	no
2422	2196	S	Olcott	BLVD	2800	St Remy DR	Olcott BLVD	Neighborhood Greenway	NC	60	no
2423	559	S	Olcott	BLVD	1600	South CT	William CT	Neighborhood Greenway	NC	60	no
2424	510	S	Olcott	BLVD	2400	Reed CT	Olcott BLVD	Neighborhood Greenway	NC	60	no
2425	468	S	Olcott	BLVD	2600	Olcott BLVD	Winston ST	Neighborhood Greenway	NC	60	no

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2426	568	S	Olcott	BLVD	1500	Olcott BLVD	South CT	Neighborhood Greenway	NC	60	no
2427	2197	S	Olcott	BLVD	3000	Olcott BLVD	Olcott BLVD	Neighborhood Greenway	NC	60	no
2428	329	S	Olcott	BLVD	2900	Olcott BLVD	Olcott BLVD	Neighborhood Greenway	NC	60	no
2429	512	S	Olcott	BLVD	2260	Taylor CT	Reed CT	Neighborhood Greenway	NC	60	no
2430	532	S	Olcott	BLVD	2010	Olcott BLVD	Taylor CT	Neighborhood Greenway	NC	60	no
2431	2280	E	Olcott	BLVD	3300	Olcott BLVD Tapps TURN	Olcott BLVD		NR	60	yes
2432	2415	E	Olcott	BLVD	3400	Olcott BLVD	Olcott BLVD		NR	60	yes
2433	2416	E	Olcott	BLVD	3422	Olcott BLVD	Olcott BLVD		NR	60	yes
2434	2706	N	Old State Road 37		2500	Old State Road 37	Club House DR Old State Ro	Multi-use Path	NC	62	no
2435	3022	N	Old State Road 37		1950	Old State Road 37	Old State Road 37	Multi-use Path	NC	62	no
2436	2086	N	Old State Road 37		3350	Club House DR Old State Ro	Old State Road 37 State Ro		NC	60	no
2437	3023	N	Old State Road 37			Walnut ST	Old State Road 37		NR	60	yes
2438	2084	N	Old State Road 37		3900	Old State Road 37 Stone Mi	Old State Road 37	Multi-use Path	SC	64	no
2439	2083	N	Old State Road 37		3980	Old State Road 37	Old State Road 37	Multi-use Path	SC	64	no
2440	4811	N	Old State Road 37		4090	Old State Road 37			SC	75	no
2441	2085	N	Old State Road 37		3800	Old State Road 37 State Ro	Old State Road 37 Stone Mi		SC	75	no
2442	2496	S	Olde Mill	DR	2200		Winslow Farm DR		NR	60	yes
2443	2493	E	Olde Mill	CIR	720	Olde Mill CT			NR	60	yes
2444	2494	S	Olde Mill	CT	2250	Olde Mill CT	Winslow Farm DR		NR	60	yes
2445	2492	S	Olde Mill	CT	2200		Olde Mill CT		NR	60	yes
2446	538	S	Olive	ST	1600	Thornton DR	Thornton DR	Neighborhood Greenway	NC	60	no
2447	498	S	Olive	ST	1700	Thornton DR	Olive ST		NC	60	no
2448	563	S	Olive	ST	1500	Olive ST Weatherstone LN	Thornton DR	Neighborhood Greenway	NC	60	no
2449	449	S	Olive	ST	1800	Olive ST			NR	60	yes
2450	2100	E	Oliver	DR	200	Ramble RD W	Ramble RD E		NR	60	yes
2451	3230	W	Olivia	CT	1248		Olivia CT		NR	60	yes
2452	2855	E	Olson	DR	2620	Olson DR	Olson DR		NR	60	yes
2453	2856	E	Olson	DR	2600	Sare RD	Olson DR		NR	60	yes
2454	5927	E	Ooley	AVE	4500	Ooley AVE State Road 45			NR	60	yes
2455	1728	N	Oolitic	DR	700	Oolitic DR	Oolitic DR		NC	60	no
2456	1728	N	Oolitic	DR	700	Oolitic DR	Oolitic DR		NC	60	no
2457	1797	N	Oolitic	DR	910	Oolitic DR	Oolitic DR		NC	60	no
2458	1848	N	Oolitic	DR	1007	Oolitic DR	15th ST		NC	60	no
2459	3112	S	Opportunity	LN	450	Opportunity LN			NR	60	yes
2460	1726	N	Orris	DR	920	Orris DR	Orris DR		NR	60	yes
2461	1691	N	Orris	DR	700	Cottage Grove AVE Orris DR	Orris DR		NR	60	yes
2462	1320	N	Overhill	DR	100	Overhill DR	Overhill DR		NR	60	yes
2463	1271	S	Overhill	DR	100	Overhill DR	Overhill DR		NR	60	yes
2464	1382	N	Overhill	DR	220	Overhill DR	Overhill DR		NR	60	yes
2465	1422	N	Overhill	DR	300	Overhill DR	8th ST	Neighborhood Greenway	NR	60	yes
2466	1250	S	Overhill	DR	200	Overhill DR	Overhill DR		NR	60	yes
2467	2542	S	Owens	DR	313	Wynnedale DR	Wynnedale DR		NR	60	yes
2468	525	S	Oxford	DR	1700	Thornton DR	Oxford DR	Neighborhood Greenway	NC	60	no
2469	493	S	Oxford	DR	1800	Oxford DR	Oxford DR		NR	60	yes
2470	2911	S	Paiges	WAY	2600		Rock Creek DR		NR	60	yes
2471	842	S	Palmer	AVE	900	Palmer AVE	Palmer AVE	Neighborhood Greenway	NR	60	yes
2472	3090	S	Palmer	AVE	1300	Palmer AVE	Wilson ST	Neighborhood Greenway	NR	60	yes
2473	659	S	Palmer	AVE	1100	Palmer AVE	Palmer AVE	Neighborhood Greenway	NR	60	yes
2474	767	S	Palmer	AVE	900	Palmer AVE	Palmer AVE	Neighborhood Greenway	NR	60	yes
2475	689	S	Palmer	AVE	1000	Palmer AVE	Palmer AVE	Neighborhood Greenway	NR	60	yes
2476	633	S	Palmer	AVE	1200	Palmer AVE	Palmer AVE	Neighborhood Greenway	NR	60	yes

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2477	3091	S	Palmer	AVE	1400	Wilson ST	Palmer AVE	Neighborhood Greenway	NR	60	yes
2478	867	S	Palmer	AVE	700		Palmer AVE	Neighborhood Greenway	NR	60	yes
2479	733	S	Paper Birch	CT	1200				NR	60	yes
2480	732	S	Paper Birch	CT	1208				NR	60	yes
2481	734	S	Paper Birch	CT	1100	Persimmon Tree CIR Woodside DR			NR	60	yes
2482	1079	S	Park	AVE	550	Park AVE	Park AVE		NC	60	no
2483	1741	N	Park	AVE	800	Park AVE	Park AVE		NR	60	yes
2484	1824	N	Park	AVE	1000	Park AVE	Park AVE		NR	60	yes
2485	1524	N	Park	AVE	400	Park AVE	Park AVE		NR	60	yes
2486	1448	N	Park	AVE	300	Park AVE	Park AVE		NR	60	yes
2487	497	S	Park	AVE	1750	Park AVE	Park AVE		NR	60	yes
2488	2734	S	Park	AVE	1700	Thornton DR	Park AVE		NR	60	yes
2489	1276	E	Park	LN	3500	Park LN	Park LN		NR	60	yes
2490	1129	S	Park	AVE	400	Park AVE	Park AVE		NR	60	yes
2491	1589	N	Park	AVE	500	Park AVE	Park AVE		NR	60	yes
2492	901	S	Park	AVE	800	Park AVE	Park AVE		NR	60	yes
2493	2758	S	Park	AVE	1400	Wilson ST	Park AVE		NR	60	yes
2494	866	S	Park	AVE	900	Park AVE			NR	60	yes
2495	2767	S	Park	AVE	1300	Park AVE	Wilson ST		NR	60	yes
2496	2878	S	Park	AVE	1100		Park AVE		NR	60	yes
2497	979	S	Park	AVE	700	University ST	Park AVE		NR	60	yes
2498	1018	S	Park	AVE	600	Park AVE	University ST		NR	60	yes
2499	1080	S	Park	AVE	500	Park AVE	Park AVE		NR	60	yes
2500	1671	N	Park	AVE	700	Park AVE	Park AVE		NR	60	yes
2501	1642	N	Park	AVE	600	Park AVE	Park AVE		NR	60	yes
2502	1507	N	Park Ridge	RD	400	Park Ridge RD	Sheffield DR	Neighborhood Greenway	NC	60	no
2503	1438	N	Park Ridge	RD	300	Park Ridge RD	Park Ridge RD	Neighborhood Greenway	NC	60	no
2504	1328	N	Park Ridge	RD	100	Saratoga DR	Park Ridge RD	Neighborhood Greenway	NC	60	no
2505	1577	N	Park Ridge	RD	500	Sheffield DR	Wiltshire CT		NC	60	no
2506	1386	N	Park Ridge	RD	200	Park Ridge RD	Park Ridge RD	Neighborhood Greenway	NC	60	no
2507	2274	S	Park Ridge	RD	600	Park Ridge RD	Park Ridge RD	Neighborhood Greenway	NC	60	no
2508	2594	S	Park Ridge	RD	400	Park Ridge RD	Park Ridge RD	Neighborhood Greenway	NC	60	no
2509	1425	N	Park Ridge	RD	217	Park Ridge RD	Park Ridge RD	Neighborhood Greenway	NC	60	no
2510	1663	N	Park Ridge	RD	600	Wiltshire CT	Walpole LN		NC	60	no
2511	1238	S	Park Ridge	RD	100	Saratoga DR	Park Ridge RD	Neighborhood Greenway	NC	60	no
2512	1701	N	Park Ridge	RD	700	Walpole LN	Park Ridge RD Weymouth LN		NR	60	yes
2513	1758	N	Park Ridge	CT	900	Park Ridge RD Weymouth LN			NR	60	yes
2514	2285	S	Park Ridge	RD	700	Park Ridge RD	Park Ridge RD	Neighborhood Greenway	NR	60	yes
2515	5039	S	Park Square	DR	1150	Woodside DR	Park Square DR		NR	60	yes
2516	5040	S	Park Square	DR	850	Sunset AVE	Woodside DR		NR	60	yes
2517	5041	S	Park Square	DR	550	Park Square DR	Sunset AVE		NR	60	yes
2518	2141	W	Parkview	DR	3700	Stoneycrest RD	Windcrest DR		NR	60	yes
2519	2142	W	Parkview	DR	3736	Windcrest DR	Parkview DR Valleyview DR		NR	60	yes
2520	2158	W	Parkview	DR	3600	Kingsley DR	Stoneycrest RD		NR	60	yes
2521	2176	W	Parkview	CT	3800	Parkview DR Valleyview DR			NR	60	yes
2522	944	S	Parkway	DR	700	Sunset AVE	Parkway DR		NR	60	yes
2523	1040	S	Parkway	DR	550	Parkway DR	Sunset AVE		NR	60	yes
2524	2235	W	Parrish	RD	550	Parrish RD	Maxine RD		NR	60	yes
2525	2642	W	Patterson	DR	400	Patterson DR	Rogers ST	Protected Bike Lane	NC	74	yes
2526	2639	W	Patterson	DR	300	Morton ST Patterson DR	Patterson DR	Protected Bike Lane	NC	74	yes

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2527	2662	W	Patterson	DR	600	Rogers ST	Patterson DR	Protected Bike Lane	SC	78	no
2528	2645	S	Patterson	DR	1350	Patterson DR	Patterson DR	Protected Bike Lane	SC	78	no
2529	7062	S	Patterson	DR	500	Patterson DR Prospect ST	Patterson DR	Protected Bike Lane	SC	78	no
2530	2601	S	Patterson	DR	400	Isaac DR Patterson DR	Patterson DR Prospect ST	Protected Bike Lane	SC	78	no
2531	2599	S	Patterson	DR	550	Patterson DR	Patterson DR	Protected Bike Lane	SC	78	no
2532	2602	S	Patterson	DR	300	Adams ST Patterson DR	Isaac DR Patterson DR	Protected Bike Lane	SC	78	no
2533	2986	S	Patterson	DR	850	Patterson DR	Patterson DR	Protected Bike Lane	SC	78	no
2534	815	S	Peachtree	LN	800	Ransom LN	Peachtree LN		NR	60	yes
2535	431	S	Pecan	LN	1800	Pecan LN	Pecan LN		NR	60	yes
2536	464	S	Pecan	LN	1628	Pecan LN	Pecan LN		NR	60	yes
2537	475	S	Pecan	LN	1582	Pecan LN	Pecan LN		NR	60	yes
2538	2852	E	Pembrook	CT	4100	Pembrook CT			NR	60	yes
2539	1508	E	Penn	CT	4200	Penn CT			NR	60	yes
2540	40	W	Peony	LN	4200	Peony LN	Peony LN		NR	60	yes
2541	3035	S	Peoples	CT	2300	Peoples CT			NR	60	yes
2542	26	S	Pepper	CHASE	3800		PEPPER CHAS		NR	60	yes
2543	10	E	Pepperridge	DR	706	Sage CT	Pepperridge DR		NR	60	yes
2544	11	E	Pepperridge	DR	700	Pepperridge DR	Sage CT		NR	60	yes
2545	9	E	Pepperridge	DR	710	Pepperridge DR	Pepperridge DR		NR	60	yes
2546	17	E	Pepperridge	DR	726	Pepperridge DR	Pepperridge DR		NR	60	yes
2547	833	S	Persimmon Tree	CIR	900	Persimmon Tree CIR Woodside DR	Willow Tree PL Woodside DR		NR	60	yes
2548	2953	W	Petal	CT	1400		Sunflower DR		NR	60	yes
2549	3278	W	Petal	CT	1500	Sunflower DR			NR	60	yes
2550	2915	S	Pete Ellis	DR	200	Pete Ellis DR	Pete Ellis DR	Bike Lane and Multi-use Path	GU	86	no
2551	1452	N	Pete Ellis	DR	300	Pete Ellis DR	Pete Ellis DR	Bike Lane and Multi-use Path	NC	74	yes
2552	1613	N	Pete Ellis	DR	500	Pete Ellis DR	Pete Ellis DR Range RD	Bike Lane and Multi-use Path	NC	74	yes
2553	2918	N	Pete Ellis	DR	200	Pete Ellis DR	Pete Ellis DR	Bike Lane and Multi-use Path	NC	74	yes
2554	7046	N	Pete Ellis	DR	400	Pete Ellis DR	Polly Grimshaw Trail	Bike Lane and Multi-use Path	NC	74	yes
2555	1513	N	Pete Ellis	DR	426	Polly Grimshaw Trail	Pete Ellis DR	Bike Lane and Multi-use Path	NC	74	yes
2556	2444	W	Phlox	LN	4500	Phlox LN			NR	60	yes
2557	3289	S	Piazza	DR	1500	Piazza DR	Piazza DR Wilcox ST		NR	60	yes
2558	179	S	Piccadilly	ST	3140	Waterloo DR	Waterloo CT		NR	60	yes
2559	147	S	Piccadilly	ST	3280	Piccadilly ST			NR	60	yes
2560	161	S	Piccadilly	ST	3160	Waterloo CT	Piccadilly ST		NR	60	yes
2561	196	S	Piccadilly	ST	3138	Waterloo CT	Waterloo DR		NR	60	yes
2562	195	S	Piccadilly	ST	3100	Winslow RD	Waterloo CT		NR	60	yes
2563	654	S	Pickwick	PL	1200	Pickwick PL	Pickwick PT		NR	60	yes
2564	621	S	Pickwick	PL	1600	Valley Forge RD	Winfield RD		NR	60	yes
2565	622	S	Pickwick	PL	1450	Pickwick PT	Valley Forge RD		NR	60	yes
2566	645	S	Pickwick	PT	1200	Pickwick PT			NR	60	yes
2567	2402	E	Pierson	CT	2300		The Stands DR		NR	60	yes
2568	550	E	Pine	LN	2807	Pine LN	Woodruff LN		NR	60	yes
2569	529	E	Pine	LN	2700		Pine LN		NR	60	yes
2570	2724	N	Pine	ST	200	Pine ST	Pine ST		NR	60	yes
2571	2721	N	Pine	ST	100	Pine ST	Pine ST		NR	60	yes
2572	2934	W	Pine Meadows	DR	1100	Pine Meadows DR	Twin Oaks VLY		NC	60	no
2573	2834	S	Pine Meadows	DR	2700	Pine Meadows DR	Pine Meadows DR		NR	60	yes
2574	2255	W	Pinehurst	DR	1000	Rockport RD	Southern Pines CT		NC	60	no
2575	2259	W	Pinehurst	DR	1012	Southern Pines CT	Pine Meadows DR		NC	60	no
2576	2835	S	Pinehurst	DR	2700	Pine Meadows DR	Pine Meadows DR		NR	60	yes

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2577	2256	S	Pinehurst	DR	2742	Pine Meadows DR	Tapp RD		NR	60	yes
2578	2737	S	Pinestone	CT	1600		Thornton DR		NR	60	yes
2579	2738	S	Pinestone	CT	1700	Thornton DR			NR	60	yes
2580	111	W	Pinewood	DR	125	Pinewood LN		Neighborhood Greenway	NR	60	yes
2581	112	W	Pinewood	DR	100	Walnut ST	Pinewood LN	Neighborhood Greenway	NR	60	yes
2582	80	S	Pinewood	LN	2900	Pinewood LN			NR	60	yes
2583	958	S	Pleasant Ridge	RD	470	Morningside DR Pleasant Ridge RD	Pleasant Ridge RD		NR	60	yes
2584	721	S	Pleasant Ridge	RD	910	Pleasant Ridge RD	Pleasant Ridge RD		NR	60	yes
2585	954	S	Pleasant Ridge	RD	626	Pleasant Ridge RD	Pleasant Ridge RD		NR	60	yes
2586	837	S	Pleasant Ridge	RD	820	Pleasant Ridge RD	Pleasant Ridge RD	Neighborhood Greenway	NR	60	yes
2587	863	S	Pleasant Ridge	RD	700	Pleasant Ridge RD	Pleasant Ridge RD		NR	60	yes
2588	1702	N	Plymouth	RD	700	Plymouth RD	Walpole LN		NR	60	yes
2589	1736	N	Plymouth	RD	800	Walpole LN	Plymouth RD Weymouth LN		NR	60	yes
2590	1582	N	Plymouth	RD	500	Sheffield DR	Wembley CT		NR	60	yes
2591	1664	N	Plymouth	RD	600	Wembley CT	Plymouth RD		NR	60	yes
2592	1798	N	Plymouth	CT	900	Plymouth RD Weymouth LN			NR	60	yes
2593	7045		Polly Grimshaw Trail			Polly Grimshaw Trail	Glenwood AVE W		NR	60	yes
2594	7044		Polly Grimshaw Trail			Polly Grimshaw Trail State Road 46	Polly Grimshaw Trail		NR	60	yes
2595	244	E	Poplar	CT	2600		Poplar DR		NR	60	yes
2596	252	E	Poplar	DR	2500		Poplar DR		NR	60	yes
2597	243	E	Poplar	DR	2626	Poplar DR	Spicewood LN		NR	60	yes
2598	2443	S	Poppy	LN	3600	Poppy LN			NR	60	yes
2599	1515	E	Post	RD	3600	Staats DR	Post RD		NR	60	yes
2600	1504	E	Post	RD	3700	Post RD	Post RD		NR	60	yes
2601	38	S	Preston	CT	3800		Preston CT		NR	60	yes
2602	54	W	Primrose	LN	4200	Primrose LN	Primrose LN		NR	60	yes
2603	4986	W	Profile	PKWY	4000	Profile PKWY	Profile PKWY		NR	60	yes
2604	6950	W	Prospect	ST	1178	Ronson ST	Patterson DR Prospect ST		NR	60	yes
2605	2188	W	Prospect	ST	500	Rogers ST	Prospect ST		NR	60	yes
2606	2189	W	Prospect	ST	400	Prospect ST	Rogers ST		NR	60	yes
2607	6951	W	Prospect	ST	1100		Ronson ST		NR	60	yes
2608	1439	E	Providence	CT	4000	Sheffield DR			NR	60	yes
2609	1595	N	Prow	AVE	500	Prow AVE	Prow AVE		NR	60	yes
2610	6357	N	Prow	RD	3270		Prow RD		SC	75	no
2611	6358	N	Prow	RD	3770	Prow RD	Prow RD		SC	75	no
2612	3036	S	Quarry	CT	2300	Quarry CT			NR	60	yes
2613	480	E	Queens	WAY	2400	Queens WAY	Ramsey DR Renwick BLVD		NC	60	no
2614	481	E	Queens	WAY	2100	Queens WAY	Sussex DR		NR	60	yes
2615	484	E	Queens	WAY	2300	Queens WAY	Queens WAY		NR	60	yes
2616	477	E	Queens	WAY	2200	Sussex DR	Queens WAY		NR	60	yes
2617	3065	E	Railway	CIR	2000	Railway CIR			NR	60	yes
2618	854	S	Rainier	CT	900		Rainier CT		NR	60	yes
2619	276	W	Ralston	DR	500	Rogers ST	Ralston DR		NC	60	no
2620	277	W	Ralston	DR	600	Ralston DR	Ralston DR		NC	60	no
2621	285	W	Ralston	DR	1000	Ralston DR	Rockport RD		NC	60	no
2622	278	W	Ralston	DR	850	Ralston DR	Ralston DR		NC	60	no
2623	2093	N	Ramble	RD	3030	Ramble RD E	Ramble RD E		NR	60	yes
2624	2092	N	Ramble	RD	3000	Rusgan DR	Ramble RD E		NR	60	yes
2625	2096	N	Ramble	RD	3030	Ramble RD W	Ramble RD W		NR	60	yes

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2626	2103	N	Ramble	RD	2900	Kenwood PL Ramble RD E	Rusgan DR		NR	60	yes
2627	2095	N	Ramble	RD	3000	Rusgan DR	Ramble RD W		NR	60	yes
2628	2094	N	Ramble	RD	3100	Ramble RD E	Ramble RD E		NR	60	yes
2629	2107	N	Ramble	RD	3200	Ramble RD W	Ramble RD W Ramble Road CT		NR	60	yes
2630	2097	N	Ramble	RD	3100	Ramble RD W	Ramble RD W		NR	60	yes
2631	2106	N	Ramble	RD	3200	Ramble RD E	Ramble RD W Ramble Road CT		NR	60	yes
2632	2101	N	Ramble	RD	2900	Ramble RD W	Rusgan DR		NR	60	yes
2633	2098	N	Ramble Road	CT	3300	Ramble RD W Ramble Road CT			NR	60	yes
2634	3271	S	Ramsey	DR	1700	Renwick BLVD	Springhouse DR		NR	60	yes
2635	3252	S	Ramsey	DR	1790	Springhouse DR	Ramsey DR Renwick BLVD		NR	60	yes
2636	3104	S	Ramsey	DR	2000				NR	60	yes
2637	3270	S	Ramsey	DR	1775	Springhouse DR	Springhouse DR		NR	60	yes
2638	3097	S	Ramsey	DR	1902	Ramsey DR Renwick BLVD	Ramsey DR		NR	60	yes
2639	3096	S	Ramsey	DR	1934	Ramsey DR			NR	60	yes
2640	1167	E	Randolph	AVE	3700	Randolph AVE			NR	60	yes
2641	2776	N	Range	RD	1300	Pete Ellis DR Range RD	State Road 45 46 Bypass	Multi-use Path	NC	62	no
2642	816	S	Ransom	LN	800	Ransom LN	Ransom LN		NC	60	no
2643	911	S	Ransom	LN	700	Ransom LN	Ransom LN		NC	60	no
2644	3168	W	Rappel	AVE	1000				NR	60	yes
2645	3167	W	Rappel	AVE	1200				NR	60	yes
2646	3166	W	Rappel	AVE		Stonelake DR			NR	60	yes
2647	2696	S	Ravencrest	AVE	600	Ravencrest AVE	Ravencrest AVE		NR	60	yes
2648	3263	W	RCA Park	DR	800	Countryside LN RCA Park DR			NR	60	yes
2649	3265	W	RCA Park	DR	840		Harmony PL RCA Park DR		NR	60	yes
2650	3267	W	RCA Park	DR	900	Harmony PL RCA Park DR	RCA Park DR		NR	60	yes
2651	2459	W	RCA Park	DR	1250	RCA Park DR			NR	60	yes
2652	707	E	Rechter	RD	2400	Winfield RD	Rechter RD	Neighborhood Greenway	NC	60	no
2653	748	E	Rechter	RD	2550	Rechter RD Woodbine AVE	Rechter RD	Neighborhood Greenway	NC	60	no
2654	706	E	Rechter	RD	2516	Rechter RD	Rechter RD	Neighborhood Greenway	NC	60	no
2655	684	S	Rechter	PL	1300	Rechter RD			NR	60	yes
2656	685	S	Rechter	CT	1300	Rechter RD			NR	60	yes
2657	709	E	Rechter	RD	2300	Nota DR Rechter RD	Rechter RD		NR	60	yes
2658	708	E	Rechter	RD	2318	Rechter RD	Winfield RD		NR	60	yes
2659	248	E	Redwood	CIR	2700	Spicewood LN			NR	60	yes
2660	489	E	Reed	CT	3700	Reed CT			NR	60	yes
2661	153	E	Regency	DR	1100	Westminster WAY			NR	60	yes
2662	3069	E	Regents	CIR	3800	Regents CT	Regents CT		NR	60	yes
2663	3072	E	Regents	CIR		Regents CIR	Regents CT		NR	60	yes
2664	3071	E	Regents	CT	3760		Regents CT		NR	60	yes
2665	1110	S	Reisner	RD	300	Reisner RD	Reisner RD		NR	60	yes
2666	3101	S	Renwick	BLVD	1800	Renwick BLVD	Seminary DR	Neighborhood Greenway	NC	60	no
2667	3100	S	Renwick	BLVD	2000	Renwick BLVD	Ramsey DR Renwick BLVD		NC	60	no
2668	3212	S	Renwick	BLVD	1500	Renwick BLVD	Renwick BLVD	Neighborhood Greenway	NC	60	no
2669	3099	S	Renwick	BLVD	1900	Seminary DR	Renwick BLVD	Neighborhood Greenway	NC	60	no
2670	3213	S	Renwick	BLVD	1700	Renwick BLVD	Renwick BLVD	Neighborhood Greenway	NC	60	no
2671	3041	S	Renwick	BLVD		Renwick BLVD	Renwick BLVD		SC	75	no
2672	7047		Renwick Trail						NR	60	yes
2673	2227	S	Rex Grossman	BLVD	2800	Rex Grossman BLVD Tapp RD	Rex Grossman BLVD		NR	60	yes
2674	5799	E	Rhorer	RD	1730	Two Creeks LN	Sare RD	Bike Lane and Multi-use Path	SC	75	no
2675	5676	E	Rhorer	RD	2000	Sare RD		Bike Lane and Multi-use Path	SC	75	no

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2676	5798	E	Rhorer	RD	1420	Rhorer RD	Two Creeks LN	Bike Lane and Multi-use Path	SC	75	no
2677	5675	E	Rhorer	RD	1210	Derby DR Rhorer RD	Rhorer RD	Bike Lane and Multi-use Path	SC	75	no
2678	5572	E	Rhorer	RD	920		Derby DR Rhorer RD	Bike Lane and Multi-use Path	SC	75	no
2679	3067	E	Rhorer	RD	100	Old State Road 37 Rhorer RD Waln		Bike Lane and Multi-use Path	SC	75	no
2680	2452	W	Ridge	RD	2926	Ridge RD	Ridge RD		NR	60	yes
2681	2231	W	Ridge	RD	2910	Ridge WAY Timbers TRL	Ridge RD		NR	60	yes
2682	1991	W	Ridge	RD		Ridge RD	Ridge RD		NR	60	yes
2683	2454	W	Ridge	WAY	2900		Ridge WAY Timbers TRL		NR	60	yes
2684	1990	W	Ridge	RD		Ridge RD	Willis DR		NR	60	yes
2685	394	E	Ridge Crest	CT	700	Summit View PL			NR	60	yes
2686	562	E	Ridgemont	CT	1100		Ridgemont CT		NR	60	yes
2687	120	E	Ridgeview	DR	110	Ridgeview DR	Sunny Slopes DR	Neighborhood Greenway	NR	60	yes
2688	118	E	Ridgeview	DR	100	Ridgeview DR Walnut ST	Ridgeview DR	Neighborhood Greenway	NR	60	yes
2689	3256	W	Riley	DR	300	Riley DR	Vaughn Clipp WAY		NR	60	yes
2690	1402	N	Ritter	ST	200	Ritter ST	7th ST		NR	60	yes
2691	2616	N	Ritter	ST	100	Ritter ST	Ritter ST		NR	60	yes
2692	371	S	Robins	BOW	2900	Robins BOW	Robins BOW		NR	60	yes
2693	375	S	Robins	BOW	2800	Robins BOW	Robins BOW		NR	60	yes
2694	377	S	Robins	BOW	2700	Winston ST	Robins BOW		NR	60	yes
2695	2905	E	Rock Creek	DR	2100	Rock Creek DR	Rock Creek DR	Neighborhood Greenway	NC	60	no
2696	333	E	Rock Creek	DR	2400	Rock Creek DR	Rock Creek DR	Neighborhood Greenway	NC	60	no
2697	382	E	Rock Creek	DR	2696	Rock Creek DR	Melville CIR Rock Creek DR	Neighborhood Greenway	NC	60	no
2698	361	E	Rock Creek	DR	2500	Rock Creek DR	Rock Creek DR	Neighborhood Greenway	NC	60	no
2699	327	E	Rock Creek	DR	2300	Woodbluff CT	Rock Creek DR	Neighborhood Greenway	NC	60	no
2700	321	E	Rock Creek	DR	2200	Rock Creek DR	Woodbluff CT	Neighborhood Greenway	NC	60	no
2701	367	E	Rock Creek	DR	2606	Rock Creek DR	Rock Creek DR	Neighborhood Greenway	NC	60	no
2702	2908	E	Rock Creek	DR	1830	Wexley RD	Stratford DR	Neighborhood Greenway	NR	60	yes
2703	2909	E	Rock Creek	DR	1950	Stratford DR	Rock Creek DR	Neighborhood Greenway	NR	60	yes
2704	2904	E	Rock Creek	DR	2050	Rock Creek DR	Rock Creek DR	Neighborhood Greenway	NR	60	yes
2705	383	E	Rock Creek	CT	2700	Rock Creek DR			NR	60	yes
2706	6243	S	Rockport	RD	3000	Rockport RD Tapp RD			SC	75	no
2707	2628	S	Rockport	RD	2000	Rogers ST	Rockport RD	Multi-use Path	SC	64	no
2708	2627	S	Rockport	RD	2100	Rockport RD	Rockport RD	Multi-use Path	SC	64	no
2709	3108	S	Rockport	RD	2200	Rockport RD	Rockport RD	Multi-use Path	SC	64	no
2710	275	S	Rockport	RD	2676	Rockport RD	Rockport RD		SC	75	no
2711	283	S	Rockport	RD	2600	Rockport RD	Rockport RD		SC	75	no
2712	3260	S	Rockport	RD	2410	Rockport RD	Rockport RD		SC	75	no
2713	2261	S	Rockport	RD	2700	Rockport RD	Rockport RD Tapp RD		SC	75	no
2714	337	S	Rockport	RD	2504	Rockport RD	Rockport RD		SC	75	no
2715	351	S	Rockport	RD	2500	Rockport RD	Rockport RD		SC	75	no
2716	323	S	Rockport	RD	2510	Rockport RD	Rockport RD		SC	75	no
2717	300	S	Rocky Cliff	CT	2400		Roundhill LN		NR	60	yes
2718	1005	S	Rogers	ST	600	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2719	2187	S	Rogers	ST	326	Rogers ST	Smith AVE	Bike Lane	GU	84	no
2720	2648	S	Rogers	ST	1100	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2721	2643	S	Rogers	ST	1126	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2722	2657	S	Rogers	ST	900	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2723	941	S	Rogers	ST	700	Rogers ST	Wylie ST	Bike Lane	GU	84	no
2724	880	S	Rogers	ST	800	Wylie ST	Rogers ST	Bike Lane	GU	84	no
2725	2653	S	Rogers	ST	1000	Rogers ST	Rogers ST	Bike Lane	GU	84	no

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2726	1102	S	Rogers	ST	500	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2727	1144	S	Rogers	ST	400	Smith AVE	Rogers ST	Bike Lane	GU	84	no
2728	1518	N	Rogers	ST	550	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2729	1619	N	Rogers	ST	600	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2730	6992	N	Rogers	ST	400	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2731	2186	S	Rogers	ST	300	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2732	1413	N	Rogers	ST	200	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2733	1369	N	Rogers	ST	100	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2734	1474	N	Rogers	ST	300	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2735	1715	N	Rogers	ST	700	Rogers ST	Madison ST	Bike Lane	GU	84	no
2736	1715	N	Rogers	ST	700	Rogers ST	Madison ST	Bike Lane	GU	84	no
2737	1306	S	Rogers	ST	100	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2738	1266	S	Rogers	ST	200	Rogers ST	Rogers ST	Bike Lane	GU	84	no
2739	1812	N	Rogers	ST	900	Rogers ST	Rogers ST		NR	60	yes
2740	6907	E	Rogers	RD		Sare RD	Sare RD		SC	75	no
2741	221	E	Rogers	RD	2800	Spicewood LN	Somerset PL	Bike Lane and Multi-use Path	SC	75	no
2742	222	E	Rogers	RD	2550	The Stands DR Winding Brook CIR	Spicewood LN	Bike Lane and Multi-use Path	SC	75	no
2743	2583	E	Rogers	RD	2250	Rogers RD Winslow RD	The Stands DR Winding Brook CIR	Bike Lane and Multi-use Path	SC	75	no
2744	2586	E	Rogers	RD	2200	Rogers RD	Rogers RD Winslow RD		SC	75	no
2745	6904	E	Rogers	RD		Sare RD	Sare RD		SC	75	no
2746	2630	S	Rogers	ST	2000	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2747	469	S	Rogers	ST	1900	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2748	508	S	Rogers	ST	1700	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2749	385	S	Rogers	ST	2110	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2750	257	S	Rogers	ST	2600	Rogers ST	Watson ST	Multi-use Path	SC	64	no
2751	374	S	Rogers	ST	2221	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2752	306	S	Rogers	ST	2400	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2753	343	S	Rogers	ST	2300	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2754	272	S	Rogers	ST	2500	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2755	5682	E	Rogers	RD	3320	Rogers RD		Bike Lane and Multi-use Path	SC	75	no
2756	5692	E	Rogers	RD	3100	Sare RD	Rogers RD	Bike Lane and Multi-use Path	SC	75	no
2757	2309	S	Rogers	ST	2220	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2758	2634	S	Rogers	ST	1300	Rogers ST	Wilson ST	Multi-use Path	SC	64	no
2759	220	E	Rogers	RD	3000	Somerset PL	Sare RD	Bike Lane and Multi-use Path	SC	75	no
2760	227	S	Rogers	ST	2700	Watson ST	Rogers ST	Multi-use Path	SC	64	no
2761	604	S	Rogers	ST	1400	Wilson ST	Rogers ST	Multi-use Path	SC	64	no
2762	2637	S	Rogers	ST	1200	Rogers ST	Rogers ST	Multi-use Path	SC	64	no
2763	2995	W	Roll	AVE	3920		Roll AVE		NR	60	yes
2764	2681	S	Rolling Oak	DR	3300	The Stands DR	Rolling Oak DR		NR	60	yes
2765	831	S	Rolling Rock	DR	900	Winridge CT Woodhill DR			NR	60	yes
2766	3117	S	Romans	WAY	980	Romans WAY			NR	60	yes
2767	2276	S	Romans	CT	700		Romans CT Romans WAY		NR	60	yes
2768	3120	S	Romans	WAY	900	Romans WAY	Romans WAY		NR	60	yes
2769	2843	S	Romans	WAY	800	Romans CT Romans WAY	Romans WAY		NR	60	yes
2770	6947	S	Ronson	ST	400	Ronson ST	Ronson ST		NR	60	yes
2771	6948	S	Ronson	ST	500	Ronson ST	Ronson ST		NR	60	yes
2772	1428	N	Roosevelt	ST	300	Roosevelt ST	Roosevelt ST		NR	60	yes
2773	1526	N	Roosevelt	ST	400	Roosevelt ST			NR	60	yes
2774	1285	S	Roosevelt	ST	100	Roosevelt ST	Roosevelt ST		NR	60	yes
2775	1375	N	Roosevelt	ST	200	Roosevelt ST	Roosevelt ST		NR	60	yes

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2776	3277	S	Roosevelt	ST	200	Roosevelt ST	Roosevelt ST		NR	60	yes
2777	1008	S	Roosevelt	ST	600	Roosevelt ST			NR	60	yes
2778	2814	S	Rose	AVE	200	Rose AVE	Rose AVE	Neighborhood Greenway	NC	60	no
2779	1418	N	Rose	AVE	200	Rose AVE	Rose AVE	Neighborhood Greenway	NR	60	yes
2780	950	S	Rose	AVE	800	Rose AVE	Rose AVE		NR	60	yes
2781	1116	S	Rose	AVE	400	Rose AVE	Rose AVE	Neighborhood Greenway	NR	60	yes
2782	973	S	Rose	AVE	700	Rose AVE	Rose AVE		NR	60	yes
2783	2813	S	Rose	AVE	300	Rose AVE	Rose AVE	Neighborhood Greenway	NR	60	yes
2784	916	S	Rose	AVE	817	Rose AVE	Rose AVE		NR	60	yes
2785	1052	S	Rose	AVE	500		Rose AVE		NR	60	yes
2786	2132	N	Rosewood	CT	3900		Rosewood DR		NR	60	yes
2787	2130	W	Rosewood	DR	911	Tulipwood CT	Rosewood DR		NR	60	yes
2788	2948	N	Rosewood	DR	4104	Rosewood DR	Sugarberry CT		NR	60	yes
2789	2437	N	Rosewood	DR	4100	Yellowwood CT	Rosewood DR		NR	60	yes
2790	3227	N	Rosewood	DR	4000	Wintersweet DR	Rosewood DR		NR	60	yes
2791	2947	N	Rosewood	DR	4121	Sugarberry CT	Rosewood DR		NR	60	yes
2792	3228	W	Rosewood	DR	1100	Rosewood DR	Wintersweet DR		NR	60	yes
2793	2175	W	Rosewood	DR	1050	Rosewood DR	Rosewood DR		NR	60	yes
2794	2217	W	Rosewood	DR	900	Rosewood DR	Rosewood DR		NR	60	yes
2795	2135	W	Rosewood	DR	1011	Tulipwood CT	Rosewood DR		NR	60	yes
2796	2131	W	Rosewood	DR	800	Rosewood DR	Rosewood DR		NR	60	yes
2797	2439	N	Rosewood	DR	4005	Rosewood DR	Yellowwood CT		NR	60	yes
2798	2226	W	Ross	CT	2010	Ross CT			NR	60	yes
2799	2225	W	Ross	LN	2000	Timothy CT	Ross CT		NR	60	yes
2800	302	E	Roundhill	LN	2540	Roundhill LN	Roundhill LN		NR	60	yes
2801	305	E	Roundhill	LN	2616	Shadow Grove CT	Spicewood LN		NR	60	yes
2802	294	E	Roundhill	LN	2500		Roundhill LN		NR	60	yes
2803	282	S	Roundhill	CT	2500	Roundhill LN			NR	60	yes
2804	304	E	Roundhill	LN	2602	Roundhill LN	Shadow Grove CT		NR	60	yes
2805	303	E	Roundhill	LN	2550	Roundhill LN	Roundhill LN		NR	60	yes
2806	87	S	Roxbury	CIR	3500		Roxbury CIR		NR	60	yes
2807	372	E	Roy Schmalz	CT	3300	Roy Schmalz CT			NR	60	yes
2808	3194	E	Ruby	LN	1600	Ruby LN	Ruby LN	Neighborhood Greenway	NR	60	yes
2809	730	E	Ruby	LN	1708	Ruby LN	Ruby LN	Neighborhood Greenway	NR	60	yes
2810	727	E	Ruby	LN	1910	Ruby LN	Ruby LN	Neighborhood Greenway	NR	60	yes
2811	2622	W	Runkle	WAY	3400	Runkle WAY			NR	60	yes
2812	2089	E	Rusgan	DR	300	Rusgan DR	Rusgan DR		NR	60	yes
2813	2088	E	Rusgan	DR	200	Rusgan DR	Rusgan DR		NR	60	yes
2814	4770	N	Russell	RD	1120	Russell RD			NR	60	yes
2815	6	S	Sage	CT	3900	Sage CT			NR	60	yes
2816	7146	S	Samuel	LN	2300	Victoria LN	Samuel LN		NR	60	yes
2817	7147	S	Samuel	LN	2250	Samuel LN	Victoria LN		NR	60	yes
2818	2673	E	Sandberg	CT	2510	Sandberg CT			NR	60	yes
2819	3119	S	Sara	CT	900		Sara CT		NR	60	yes
2820	1277	E	Saratoga	DR	4130	Saratoga DR	Saratoga DR		NR	60	yes
2821	584	S	Sare	RD	1400		Sare RD		NR	60	yes
2822	2265	S	Sare	RD	3000	Sare RD	Sare RD	Multi-use Path	SC	64	no
2823	2920	S	Sare	RD	3050	Sare RD	Sare RD	Multi-use Path	SC	64	no
2824	7176	S	Sare	RD	3126	Sare RD	Meadowcreek BLVD Sare RD	Multi-use Path	SC	64	no
2825	6906	S	Sare	RD		Sare RD	Sare RD		SC	75	no
2826	6905	S	Sare	RD		Sare RD	Sare RD		SC	75	no

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2827	2631	S	Sare	RD	3800	Sare RD	Sare RD	Multi-use Path	SC	64	no
2828	2925	S	Sare	RD	3925	Sare RD	Sare RD	Multi-use Path	SC	64	no
2829	2927	S	Sare	RD	3900	Sare RD	Sare RD	Multi-use Path	SC	64	no
2830	2857	S	Sare	RD	3300	Southern Oaks DR	Sare RD	Multi-use Path	SC	64	no
2831	3092	S	Sare	RD	3500	Sare RD	Sare RD	Multi-use Path	SC	64	no
2832	3154	S	Sare	RD	3600	Sare RD	Sare RD	Multi-use Path	SC	64	no
2833	2923	S	Sare	RD	3950	Sare RD	Sare RD	Multi-use Path	SC	64	no
2834	2520	S	Sare	RD	3016	Sare RD	Sare RD	Multi-use Path	SC	64	no
2835	2263	S	Sare	RD	2830	Sare RD	Spicewood LN	Multi-use Path	SC	64	no
2836	2264	S	Sare	RD	2910	Spicewood LN	Sare RD	Multi-use Path	SC	64	no
2837	2523	S	Sare	RD	2726	Sare RD	Sare RD	Multi-use Path	SC	64	no
2838	3215	S	Sare	RD	2140	Sare RD	Sare RD	Multi-use Path	SC	64	no
2839	3214	S	Sare	RD	1500	Moores PIKE Sare RD	Sare RD	Multi-use Path	SC	64	no
2840	7175	S	Sare	RD	3100	Sare RD	Sare RD	Multi-use Path	SC	64	no
2841	417	S	Sare	RD	2700	Winston ST	Sare RD	Multi-use Path	SC	64	no
2842	442	S	Sare	RD	2670	Sare RD	Winston ST	Multi-use Path	SC	64	no
2843	2921	S	Sare	RD	3150	Meadowcreek BLVD Sare RD	Southern Oaks DR	Multi-use Path	SC	64	no
2844	2079	E	Sassafras	CIR	900	Tamarack TRL			NR	60	yes
2845	2076	E	Sassafras	CIR	1000				NR	60	yes
2846	1997	N	Sassafras	DR		Sassafras DR	Sassafras DR		NR	60	yes
2847	1985	N	Sassafras	DR		Sassafras DR	Monroe ST		NR	60	yes
2848	2056	E	Saville	AVE	400	Saville AVE	Saville AVE		NR	60	yes
2849	2063	E	Saville	AVE	416	Saville AVE	Saville AVE		NR	60	yes
2850	3234	W	Schmaltz	BLVD	2700	Schmaltz BLVD	Schmaltz BLVD		NR	60	yes
2851	3122	E	Seminary	DR	2600	Seminary DR	Eva Hill DR		NR	60	yes
2852	299	S	Shadow Grove	CT	2400		Shadow Grove CT		NR	60	yes
2853	1510	N	Sheffield	DR	320	Sheffield DR	Sheffield DR		NR	60	yes
2854	1581	E	Sheffield	DR	4400	Sheffield DR	Sheffield DR		NR	60	yes
2855	1580	E	Sheffield	DR	4500	Sheffield DR	Sheffield DR		NR	60	yes
2856	1585	E	Sheffield	DR	4300	Sheffield DR	Sheffield DR		NR	60	yes
2857	1570	N	Sheffield	DR	400	Sheffield DR	Sheffield DR		NR	60	yes
2858	1584	E	Sheffield	DR	4200	Sheffield DR	Sheffield DR		NR	60	yes
2859	1371	N	Sheffield	DR	200	Sheffield DR	Sheffield DR		NR	60	yes
2860	1576	E	Sheffield	DR	4526	Sheffield DR			NR	60	yes
2861	22	S	Sherbrooke	DR	3900	Sherbrooke DR	Sherbrooke DR		NR	60	yes
2862	21	E	Sherbrooke	DR	1016	Sherbrooke DR	Sherbrooke DR		NR	60	yes
2863	2345	E	Sherbrooke	DR	1000		Sherbrooke DR		NR	60	yes
2864	2215	E	Sherbrooke	DR	1012	Sherbrooke DR	Sherbrooke DR		NR	60	yes
2865	796	E	Sheridan	DR	1200	Sheridan DR	Sheridan DR	Neighborhood Greenway	NC	60	no
2866	805	E	Sheridan	DR	1326	Sheridan DR	Sheridan DR	Neighborhood Greenway	NC	60	no
2867	804	E	Sheridan	DR	1300	Sheridan DR	Sheridan DR	Neighborhood Greenway	NC	60	no
2868	802	E	Sheridan	DR	1016	Sheridan DR	Sheridan DR	Neighborhood Greenway	NC	60	no
2869	895	S	Sheridan	DR	830	Sheridan DR	Sheridan DR		NC	60	no
2870	952	S	Sheridan	DR	800	Jordan AVE Sheridan DR	Sheridan DR	Neighborhood Greenway	NC	60	no
2871	828	S	Sheridan	DR	900	Sheridan DR	Sheridan DR		NC	60	no
2872	801	E	Sheridan	DR	1000	Woodlawn AVE	Sheridan DR	Neighborhood Greenway	NC	60	no
2873	803	E	Sheridan	DR	1100	Sheridan DR	Sheridan DR	Neighborhood Greenway	NC	60	no
2874	2694	E	Sherwood Hills	DR	760	Sunny Slopes DR Walnut Stree	Sherwood Hills DR		NR	60	yes
2875	2979	E	Short	ST	1300	Short ST		Neighborhood Greenway	NR	60	yes
2876	400	E	Short	ST	1240		Short ST	Neighborhood Greenway	NR	60	yes

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2877	2348	E	Short	ST	1200	Short ST		Neighborhood Greenway	NR	60	yes
2878	2366	S	Silver Creek	DR	2728	Silver Creek DR	St Remy CIR St Remy DR		NR	60	yes
2879	2368	S	Silver Creek	DR	2714	Silver Creek DR	Silver Creek DR		NR	60	yes
2880	2362	S	Silver Creek	DR	2700	Winston ST	Silver Creek DR		NR	60	yes
2881	2365	E	Silver Creek	CT	3700		Silver Creek DR		NR	60	yes
2882	560	E	Skylark	CT	1200	Skylark CT			NR	60	yes
2883	2069	W	Skyline	DR	500	Skyline DR	Skyline DR		NR	60	yes
2884	2165	W	Skyline	DR	400	Skyline DR	Skyline DR		NR	60	yes
2885	2059	W	Skyline	DR	600	Skyline DR	N Skyline DR		NR	60	yes
2886	2168	N	Skyline	DR	2600	Skyline DR	Skyline DR		NR	60	yes
2887	2058	N	Skyline	DR	2400	N Skyline DR	Skyline DR		NR	60	yes
2888	2167	N	Skyline	DR	2702	Skyline DR	Skyline DR		NR	60	yes
2889	2320	W	Slate	DR	600	Jackson ST			NR	60	yes
2890	2299	W	Smith	AVE	100	Walnut ST	Smith AVE	Neighborhood Greenway	GU	72	no
2891	1152	E	Smith	AVE	100	Walnut ST	Washington ST	Neighborhood Greenway	GU	72	no
2892	1154	E	Smith	AVE	200	Washington ST	Smith AVE	Neighborhood Greenway	GU	72	no
2893	3308	E	Smith	AVE	500	Smith AVE	Smith AVE	Neighborhood Greenway	NR	60	yes
2894	2185	E	Smith	AVE	400	Smith AVE	Smith AVE	Neighborhood Greenway	NR	60	yes
2895	3306	E	Smith	AVE	420	Smith AVE	Smith AVE	Neighborhood Greenway	NR	60	yes
2896	2376	W	Smith	AVE	800	Smith AVE	Smith AVE		NR	60	yes
2897	1159	W	Smith	AVE	500	Smith AVE	Smith AVE		NR	60	yes
2898	1160	W	Smith	AVE	600	Smith AVE	Smith AVE		NR	60	yes
2899	2371	W	Smith	AVE	1000	Smith AVE	Smith AVE		NR	60	yes
2900	2375	W	Smith	AVE	900	Smith AVE	Smith AVE		NR	60	yes
2901	1158	W	Smith	AVE	400	Smith AVE	Smith AVE		NR	60	yes
2902	2535	W	Smith	AVE	300	Smith AVE	Smith AVE		NR	60	yes
2903	1156	E	Smith	AVE	300	Smith AVE	Smith AVE	Neighborhood Greenway	NR	60	yes
2904	2374	W	Smith	AVE	1021	Smith AVE	Walker ST		NR	60	yes
2905	3218	S	Smith	RD	1196	Smith RD	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2906	3080	S	Smith	RD	1250	Stella DR	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2907	3076	S	Smith	RD	1300	Smith RD		Bike Lane and Multi-use Path	SC	75	no
2908	3078	S	Smith	RD	1100	Stella DR	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2909	3251	N	Smith	RD	210	Smith RD	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2910	2854	S	Smith	RD	600	Smith RD Stonegate DR	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2911	3250	N	Smith	RD	100	Smith RD	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2912	3217	S	Smith	RD	1000	Brighton CRST Smith RD	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2913	1503	N	Smith	RD	750	Smith RD	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2914	1076	S	Smith	RD	470	Smith RD	Smith RD Stonegate DR	Bike Lane and Multi-use Path	SC	75	no
2915	3079	S	Smith	RD	1200	Smith RD	Stella DR	Bike Lane and Multi-use Path	SC	75	no
2916	2846	S	Smith	RD	708	Smith RD	Brighton CRST Smith RD	Bike Lane and Multi-use Path	SC	75	no
2917	2304	S	Smith	RD	300	Smith RD	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2918	2233	S	Smith	RD	200	Smith RD	Smith RD	Bike Lane and Multi-use Path	SC	75	no
2919	3077	S	Smith	RD	1000	Smith RD	Stella DR	Bike Lane and Multi-use Path	SC	75	no
2920	218	S	Somerset	PL	2900	Somerset PL	Somerset PL		NR	60	yes
2921	246	S	Somerset	PL	2800		Somerset PL		NR	60	yes
2922	245	S	Somerset	CT	2800		Somerset PL		NR	60	yes
2923	2477	E	South	DR	200	Walnut ST	South DR Wylie Farm RD	Protected Bike Lane	GU	90	yes
2924	567	E	South	CT	3700	South CT			NR	60	yes
2925	763	E	Southdowns	DR	1200	Southdowns DR	Southdowns DR	Neighborhood Greenway	NC	60	no
2926	799	E	Southdowns	DR	1016	Southdowns DR	Southdowns DR	Neighborhood Greenway	NC	60	no
2927	749	E	Southdowns	DR	1400	Southdowns DR	Southdowns DR	Neighborhood Greenway	NC	60	no

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2928	750	E	Southdowns	DR	1320	Southdowns DR	Southdowns DR	Neighborhood Greenway	NC	60	no
2929	798	E	Southdowns	DR	1100	Southdowns DR	Southdowns DR	Neighborhood Greenway	NC	60	no
2930	791	E	Southdowns	DR	1550	Southdowns DR	Circle DR		NC	60	no
2931	756	E	Southdowns	DR	1900	Southdowns DR	Southdowns DR		NC	60	no
2932	762	E	Southdowns	DR	1300	Southdowns DR	Southdowns DR	Neighborhood Greenway	NC	60	no
2933	800	E	Southdowns	DR	1000	Woodlawn AVE	Southdowns DR	Neighborhood Greenway	NC	60	no
2934	758	E	Southdowns	DR	2000	Southdowns DR	Southdowns DR		NR	60	yes
2935	2830	E	Southern	DR	310		Southern DR		NR	60	yes
2936	2799	W	Southern	DR	100	Walnut ST	Southern DR		NR	60	yes
2937	2831	E	Southern	DR	100	Walnut ST			NR	60	yes
2938	2753	E	Southern	DR	400	Southern DR	Southern DR		NR	60	yes
2939	2405	S	Southern Oaks	DR	3200	Southern Oaks DR	Southern Oaks DR		NC	60	no
2940	2403	S	Southern Oaks	DR	3217	Southern Oaks DR	Oakmont DR Southern Oaks DR		NC	60	no
2941	2404	S	Southern Oaks	CT	3208	Southern Oaks DR			NR	60	yes
2942	2682	S	Southern Oaks	DR	3300	Oakmont DR Southern Oaks DR			NR	60	yes
2943	2257	S	Southern Pines	CT	2618	Southern Ridge CT	Southern Pines CT		NR	60	yes
2944	2258	S	Southern Pines	CT	2600		Southern Ridge CT		NR	60	yes
2945	2260	S	Southern Ridge	CT	2609		Southern Ridge CT		NR	60	yes
2946	73	S	Sowder	SQ	3600	Sowder SQ			NR	60	yes
2947	69	S	Sowder	SQ	3646				NR	60	yes
2948	72	S	Sowder	SQ	3676	Sowder SQ			NR	60	yes
2949	247	S	Spicewood	LN	2700	Spicewood LN	Spicewood LN		NC	60	no
2950	219	S	Spicewood	LN	2900	Spicewood LN	Spicewood LN		NC	60	no
2951	242	S	Spicewood	LN	2800	Spicewood LN	Spicewood LN		NC	60	no
2952	301	S	Spicewood	LN	2400	Spicewood LN	Spicewood LN		NC	60	no
2953	253	S	Spicewood	LN	2600	Spicewood LN	Spicewood LN		NC	60	no
2954	335	E	Spicewood	LN	2700	Spicewood LN	Spicewood LN		NC	60	no
2955	336	E	Spicewood	CT	2600		Spicewood LN		NR	60	yes
2956	1486	N	Spring	ST	200	Spring ST			NR	60	yes
2957	1493	N	Spring	ST	300	Spring ST	Spring ST		NR	60	yes
2958	1563	N	Spring	ST	400	Spring ST			NR	60	yes
2959	3274	S	Springhouse	DR	1740	Springhouse DR			NR	60	yes
2960	3272	S	Springhouse	DR	1700				NR	60	yes
2961	3275	S	Springhouse	DR	1756		Springhouse DR		NR	60	yes
2962	3273	S	Springhouse	DR	1726				NR	60	yes
2963	405	W	Spruce	DR	3370	Spruce DR	Spruce DR		NR	60	yes
2964	290	E	St James	CT	3100		St James CT		NR	60	yes
2965	2418	E	St Remy	DR	3800	St Remy CIR St Remy DR	St Remy DR		NC	60	no
2966	2417	E	St Remy	DR	3700	St Remy DR	St Remy CIR St Remy DR		NC	60	no
2967	2419	S	St Remy	CIR	2800	St Remy CIR St Remy DR			NR	60	yes
2968	1516	N	Staats	DR	600	Staats DR	Staats DR		NR	60	yes
2969	1497	N	Staats	DR	500	Staats DR	Staats DR		NR	60	yes
2970	3249	S	Star View	LN	2200	Romans WAY			NR	60	yes
2971	2863	E	State	CT	1450		Swain AVE		NR	60	yes
2972	7247	S	State Road 37		3950	State Road 37			FW	0	yes
2973	2713	N	State Road 37		2600	State Road 37 Ramp	State Road 37 Ramp		FW	0	yes
2974	2558	S	State Road 37				State Road 37		FW	0	yes
2975	2541	S	State Road 37				State Road 37 45		FW	0	yes
2976	2996	S	State Road 37		3500		State Road 37		FW	0	yes
2977	7246	S	State Road 37		3800	State Road 37	State Road 37		FW	0	yes

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2978	2829	N	State Road 37		2380	State Road 37 45 State Road 37 R	State Road 37 Ramp		FW	0	yes
2979	2997	S	State Road 37		3600				FW	0	yes
2980	509	S	State Road 37		1780	State Road 37 45	State Road 37 Ramp		FW	0	yes
2981	3004	S	State Road 37		2200	State Road 37 Ramp			FW	0	yes
2982	3005	S	State Road 37		2150	State Road 37 Ramp			FW	0	yes
2983	2549	S	State Road 37				State Road 37		FW	0	yes
2984	2546	S	State Road 37				State Road 37		FW	0	yes
2985	2538	S	State Road 37				State Road 37 45		FW	0	yes
2986	2547	S	State Road 37			State Road 37			FW	0	yes
2987	2556	S	State Road 37				State Road 37		FW	0	yes
2988	535	S	State Road 37		1700	State Road 37 45	State Road 37 Ramp		FW	0	yes
2989	2574	S	State Road 37			State Road 37 45			FW	0	yes
2990	2573	S	State Road 37			State Road 37 45			FW	0	yes
2991	2545	S	State Road 37			State Road 37			FW	0	yes
2992	2560	S	State Road 37			State Road 37			FW	0	yes
2993	2544	S	State Road 37			State Road 37			FW	0	yes
2994	3180	N	State Road 37		2150	State Road 37 45 State Road 37 R	State Road 37 Ramp		FW	0	yes
2995	473	S	State Road 37				State Road 37		NR	60	yes
2996	471	S	State Road 37				State Road 37 State Road 45		NR	60	yes
2997	487	S	State Road 37			State Road 37 45			NR	60	yes
2998	486	S	State Road 37			State Road 37			NR	60	yes
2999	466	S	State Road 37				State Road 45		NR	60	yes
3000	488	S	State Road 37			State Road 37 Ramp			NR	60	yes
3001	542	S	State Road 37				State Road 37		NR	60	yes
3002	544	S	State Road 37				State Road 37		NR	60	yes
3003	536	S	State Road 37				State Road 37 Ramp		NR	60	yes
3004	553	S	State Road 37			State Road 37			NR	60	yes
3005	551	S	State Road 37			State Road 37 45			NR	60	yes
3006	534	S	State Road 37				State Road 37		NR	60	yes
3007	653	S	State Road 37 45		900	State Road 37 45	State Road 37 45		FW	0	yes
3008	2539	S	State Road 37 45		200	State Road 37 45	State Road 37 45		FW	0	yes
3009	2710	N	State Road 37 45		1930	State Road 37 Ramp	State Road 37 45 State Road 37 R		FW	0	yes
3010	2565	N	State Road 37 45		1000	State Road 37 45	State Road 37 Ramp		FW	0	yes
3011	644	S	State Road 37 45		930	State Road 37 45	State Road 37 45		FW	0	yes
3012	2540	S	State Road 37 45		200	State Road 37 45	State Road 37 45		FW	0	yes
3013	2576	N	State Road 37 45		1000	State Road 37 45	State Road 37 45 State Road 37 R		FW	0	yes
3014	3015	N	State Road 37 Business		4000	Old State Road 37 State Ro			SC	95	yes
3015	3182	N	State Road 37 Ramp			State Road 37 Ramp	State Road 45 46 Bypass		FW	0	yes
3016	6202	N	State Road 37 Ramp			State Road 37 Ramp			FW	0	yes
3017	6918	N	State Road 37 Ramp			State Road 45 46 Bypass	State Road 45 46 Bypass		FW	0	yes
3018	3209	N	State Road 37 Ramp				State Road 37 Ramp		FW	0	yes
3019	3211	N	State Road 37 Ramp			State Road 45 46 Bypass			FW	0	yes
3020	3208	N	State Road 37 Ramp			State Road 45 46 Bypass			FW	0	yes
3021	3179	N	State Road 37 Ramp			State Road 45 46 Bypass	State Road 37 45 State Road 37 R		FW	0	yes
3022	6207	N	State Road 37 Ramp			State Road 37 45 State Road 37 R	State Road 45 46 Bypass Sta		NR	60	yes
3023	7136	S	State Road 446		750	State Road 446	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3024	964	S	State Road 446		740	State Road 446	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3025	577	S	State Road 446		1394	State Road 446	Moores PIKE State Road 446	Bike Lane and Multi-use Path	SC	75	no

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3026	2432	S	State Road 446		1300	State Road 446	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3027	788	S	State Road 446		1000	State Road 446	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3028	1007	S	State Road 446		700	State Road 446	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3029	3323	S	State Road 446		550	State Road 446	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3030	3322	S	State Road 446		250	State Road 446 State Road 46	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3031	2351	S	State Road 446		1100	State Road 446	State Road 446	Bike Lane and Multi-use Path	SC	75	no
3032	467	W	State Road 45			State Road 37 State Road 45	State Road 45	Bike Lane and Multi-use Path	SC	75	no
3033	386	W	State Road 45		3400	Liberty DR State Road 45	State Road 45	Bike Lane and Multi-use Path	SC	75	no
3034	420	W	State Road 45		3150	State Road 45	Liberty DR State Road 45	Bike Lane and Multi-use Path	SC	75	no
3035	359	W	State Road 45		3600	State Road 45	Leonard Springs RD State Road 45	Bike Lane and Multi-use Path	SC	75	no
3036	6919	W	State Road 45 46 Bypass		1400	State Road 45 46 Bypass	State Road 45 46 Bypass Sta		FW	0	yes
3037	2828	W	State Road 45 46 Bypass		1426	State Road 45 46 Bypass	State Road 45 46 Bypass Sta		FW	0	yes
3038	3210	W	State Road 45 46 Bypass		1400	State Road 45 46 Bypass	State Road 45 46 Bypass		FW	0	yes
3039	6909	N	State Road 45 46 Bypass		1250	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3040	1646	N	State Road 45 46 Bypass		850	State Road 45 46 Bypass State Road 46	State Road 45 46 Bypass		SC	95	yes
3041	2034	E	State Road 45 46 Bypass		800	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3042	2708	W	State Road 45 46 Bypass		1300	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3043	2038	E	State Road 45 46 Bypass		400	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3044	2033	E	State Road 45 46 Bypass		1100	State Road 45 46 Bypass	Matlock RD State Road 45 46 Bypass		SC	95	yes
3045	1964	N	State Road 45 46 Bypass		1700	Matlock RD State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3046	2035	E	State Road 45 46 Bypass		300	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3047	2045	W	State Road 45 46 Bypass		550	State Road 45 46 Bypass	State Road 45 46 Bypass Stonelake DR	Multi-use Path	SC	84	no
3048	2709	W	State Road 45 46 Bypass		1050	State Road 45 46 Bypass Stonelake DR	State Road 45 46 Bypass	Multi-use Path	SC	84	no
3049	2036	E	State Road 45 46 Bypass		200	State Road 45 46 Bypass Walnut ST	State Road 45 46 Bypass		SC	95	yes
3050	2028	W	State Road 45 46 Bypass		200	State Road 45 46 Bypass Walnut ST	State Road 45 46 Bypass	Multi-use Path	SC	84	no
3051	2027	W	State Road 45 46 Bypass		200	State Road 45 46 Bypass Walnut ST	State Road 45 46 Bypass		SC	95	yes
3052	2858	W	State Road 45 46 Bypass		1130	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3053	2707	W	State Road 45 46 Bypass		800	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3054	2046	W	State Road 45 46 Bypass		550	State Road 45 46 Bypass	State Road 45 46 Bypass		SC	95	yes
3055	6910	N	State Road 46		300	State Road 46	State Road 46		SC	95	yes
3056	6911	N	State Road 46		400	State Road 46	Polly Grimshaw Trail State Road 46		SC	95	yes
3057	2810	N	State Road 46		200	N State Road 46	State Road 46		SC	95	yes
3058	2809	S	State Road 46		200	N State Road 46	College Mall RD State Road 46		SC	95	yes
3059	1591	N	State Road 46		450	State Road 45 46 Bypass State Road 46	Polly Grimshaw Trail State Road 46		SC	95	yes
3060	2931	S	Stella	DR	1250	Stella DR	Stella DR		NR	60	yes
3061	2930	S	Stella	DR	1310	Stella DR	Stella DR		NR	60	yes
3062	3151	S	Stella	DR	1265	Stella DR	Stella DR		NR	60	yes
3063	1799	E	Stephens	DR	4400	Stephens DR	Stephens DR		NR	60	yes
3064	1703	E	Stephens	DR	4300		Stephens DR		NR	60	yes
3065	1837	E	Stephens	DR	4500	Stephens DR	Stephens DR		NR	60	yes
3066	1075	E	Stonegate	DR	3900	Smith RD Stonegate DR	Stonegate DR		NR	60	yes
3067	1150	E	Stonegate	CT	3900		Stonegate DR		NR	60	yes
3068	1151	E	Stonegate	CT	4000	Stonegate DR			NR	60	yes
3069	2339	N	Stonelake	DR		Stonelake DR	State Road 45 46 Bypass Stonelake DR	Bike Lane	NR	60	yes

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3070	2338	N	Stonelake	DR	1700		Stonelake DR		NR	60	yes
3071	2718	N	Stonelake	DR	2050				NR	60	yes
3072	2149	N	Stoneycrest	RD	3200	Stoneycrest CT Stoneycrest RD	Stoneycrest RD		NR	60	yes
3073	2151	N	Stoneycrest	CT	3100		Stoneycrest CT Stoneycrest RD		NR	60	yes
3074	2143	N	Stoneycrest	RD	3400	Winding WAY	Stoneycrest RD		NR	60	yes
3075	2146	N	Stoneycrest	RD	3300	Stoneycrest RD	Winding WAY		NR	60	yes
3076	2897	S	Stratford	DR	2800	Stratford DR	Kensington PL Stratford DR		NR	60	yes
3077	2901	S	Stratford	DR	2700	Stratford DR	Stratford DR		NR	60	yes
3078	2907	S	Stratford	DR	2600		Stratford DR		NR	60	yes
3079	2587	S	Stratford	DR	3000	Wexley RD			NR	60	yes
3080	2895	S	Stratford	DR	2900	Kensington PL Stratford DR	Wexley RD		NR	60	yes
3081	3198	E	Stratum	WAY	3000	Stratum WAY	Stratum WAY		GU	72	no
3082	3199	E	Stratum	WAY	3100	Stratum WAY	Stratum WAY		GU	72	no
3083	2987	S	Strong	DR	1230	Strong DR			NC	60	no
3084	2877	S	Stull	AVE	1100		Stull AVE		NR	60	yes
3085	2765	S	Stull	AVE	1300	Stull AVE	Wilson ST		NR	60	yes
3086	900	S	Stull	AVE	800	Stull AVE	Stull AVE		NR	60	yes
3087	856	S	Stull	AVE	900	Stull AVE			NR	60	yes
3088	2762	S	Stull	AVE	1400	Wilson ST	Stull AVE		NR	60	yes
3089	3160	W	Sudbury	DR			Sudbury DR	Protected Bike Lane	NR	60	yes
3090	3159	W	Sudbury	DR	2100	Sudbury DR		Protected Bike Lane	NR	60	yes
3091	818	S	Sugar Maple	CIR	1000	Woodside DR	Sugar Maple CT Sugar Maple PL		NR	60	yes
3092	778	S	Sugar Maple	PL	1100	Sugar Maple CT Sugar Maple PL	Woodside DR		NR	60	yes
3093	781	S	Sugar Maple	CT	1100	Sugar Maple CT Sugar Maple PL			NR	60	yes
3094	819	S	Sugar Maple	PL	1050		Sugar Maple CT Sugar Maple PL		NR	60	yes
3095	2949	W	Sugarberry	CT	1100		Sugarberry CT		NR	60	yes
3096	2509	S	Summerwood	CT	2100	Summerwood CT			NR	60	yes
3097	1790	N	Summit	ST	900	Summit ST	Summit ST		NR	60	yes
3098	2244	N	Summit	ST	650	Summit ST	Summit ST		NR	60	yes
3099	2243	N	Summit	ST	610	Summit ST	Summit ST		NR	60	yes
3100	1821	N	Summit	ST	1000	Summit ST	Monroe ST Summit ST	Neighborhood Greenway	NR	60	yes
3101	1616	N	Summit	ST	600	Summit ST	Summit ST		NR	60	yes
3102	424	E	Summit View	PL	800	Summit View PL	Summit View PL		NC	60	no
3103	409	E	Summit View	PL	610	Summit View PL	Summit View PL		NC	60	no
3104	408	E	Summit View	PL	900	Summit View PL	Summit View PL		NC	60	no
3105	387	E	Summit View	PL	1000	Summit View PL			NC	60	no
3106	406	E	Summit View	PL	700	Summit View PL	Summit View PL		NC	60	no
3107	427	E	Summit View	PL	600	North DR Summit View PL	Summit View PL		NC	60	no
3108	3280	S	Sunflower	DR	2500	Sunflower DR	Sunflower DR		NR	60	yes
3109	3279	S	Sunflower	DR	2575	Sunflower DR			NR	60	yes
3110	145	E	Sunny Slopes	DR	100	Sunny Slopes DR	Sunny Slopes DR		NR	60	yes
3111	134	E	Sunny Slopes	DR	200	Sunny Slopes DR	Sunny Slopes DR Walnut Stree	Neighborhood Greenway	NR	60	yes
3112	1442	N	Sunrise	DR	450	Sunrise DR	Sunrise DR		NR	60	yes
3113	1042	W	Sunset	AVE	4600	Westwood DR	Sunset AVE		NR	60	yes
3114	1039	W	Sunset	AVE	4500	Sunset AVE	Westwood DR		NR	60	yes
3115	1038	W	Sunset	AVE	4400	Sunset AVE	Sunset AVE		NR	60	yes
3116	3046	W	Sunstone	DR	1750	Sunstone DR	Kegg RD		NC	60	no
3117	3048	W	Sunstone	DR	1650	Sunstone DR	Sunstone DR		NC	60	no

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3118	2564	W	Susan	DR	3100	Susan DR	Susan DR		NR	60	yes
3119	3266	S	Susie	ST	2100				NR	60	yes
3120	461	S	Sussex	DR	2120	Sussex DR	Sussex DR		NR	60	yes
3121	2864	S	Swain	AVE	300	Swain AVE	Swain AVE		GU	72	no
3122	2862	S	Swain	AVE	311	Swain AVE	Swain AVE		GU	72	no
3123	2818	S	Swain	AVE	700	University ST			NR	60	yes
3124	1068	S	Swain	AVE	500	Swain AVE	Swain AVE		NR	60	yes
3125	2820	S	Swain	AVE	600	Swain AVE	University ST		NR	60	yes
3126	1136	S	Swain	AVE	400	Swain AVE	Swain AVE		NR	60	yes
3127	2329	S	Sweetbriar	CIR	2250	Sweetbriar DR	Sweetbriar CT		NR	60	yes
3128	2330	S	Sweetbriar	CT	2280	Sweetbriar CT			NR	60	yes
3129	2325	S	Sweetbriar	DR	2210	Sweetbriar CT Sweetbriar DR	Sweetbriar DR		NR	60	yes
3130	2326	S	Sweetbriar	DR	2200	Sweetbriar DR Wylie Farm RD	Sweetbriar CT Sweetbriar DR		NR	60	yes
3131	2328	S	Sweetbriar	CIR	2200	Sweetbriar CT Sweetbriar DR	Sweetbriar DR		NR	60	yes
3132	2327	S	Sweetbriar	CT	2200	Sweetbriar CT Sweetbriar DR			NR	60	yes
3133	2331	S	Sweetbriar	CT	2220		Sweetbriar CT		NR	60	yes
3134	513	S	Sycamore	CT	1600		Sycamore CT		NR	60	yes
3135	2073	N	Tamarack	TRL	2500	Tamarack TRL	Tamarack TRL		NR	60	yes
3136	2071	E	Tamarack	TRL	930	Tamarack TRL	Tamarack TRL		NR	60	yes
3137	2074	N	Tamarack	TRL	2450	Tamarack TRL	Tamarack TRL		NR	60	yes
3138	2077	E	Tamarack	TRL	900	Tamarack TRL	Tamarack TRL		NR	60	yes
3139	3276	E	Tamarack	TRL	800	Tamarack TRL	Tamarack TRL		NR	60	yes
3140	2075	N	Tamarack	TRL	2400	Tamarack TRL	Tamarack TRL		NR	60	yes
3141	2219	E	Tamarron	DR	3732	Tamarron DR	Deckard DR Tamarron DR		NR	60	yes
3142	2730	E	Tamarron	DR	3800		Tamarron DR		NR	60	yes
3143	2436	E	Tamarron	CT	3900	Tamarron CT Tamarron DR			NR	60	yes
3144	2729	E	Tamarron	DR	3600		Tamarron DR		NR	60	yes
3145	2344	E	Tamarron	DR	3700	Tamarron DR	Tamarron DR		NR	60	yes
3146	2343	E	Tamarron	DR	3832	Tamarron DR	Tamarron CT Tamarron DR		NR	60	yes
3147	7099	W	Tapp	RD					NR	60	yes
3148	2865	W	Tapp	RD	2900	Rex Grossman BLVD Tapp RD	Tapp RD	Bike Lane and Multi-use Path	SC	75	no
3149	6961	W	Tapp	RD	2200	Tapp RD	Weimer RD	Bike Lane and Multi-use Path	SC	75	no
3150	3125	W	Tapp	RD	1950	Tapp RD	Tapp RD	Bike Lane and Multi-use Path	SC	75	no
3151	3127	W	Tapp	RD			Tapp RD		SC	75	no
3152	3126	W	Tapp	RD		Tapp RD			SC	75	no
3153	3124	W	Tapp	RD	1450	Tapp RD		Bike Lane and Multi-use Path	SC	75	no
3154	2262	W	Tapp	RD	1100	Rockport RD Tapp RD	Tapp RD	Bike Lane and Multi-use Path	SC	75	no
3155	2866	W	Tapp	RD	2750	Tapp RD	Rex Grossman BLVD Tapp RD	Bike Lane and Multi-use Path	SC	75	no
3156	236	W	Tapp	RD	2450	Weimer RD	Tapp RD	Bike Lane and Multi-use Path	SC	75	no
3157	281	E	Tapps	TURN	3010	Tapps TURN	Olcott BLVD Tapps TURN		NR	60	yes
3158	3193	S	Tarzian	LN	1150	Highland AVE Tarzian LN			NR	60	yes
3159	531	E	Taylor	CT	3700	Taylor CT			NR	60	yes
3160	2463	S	Terra	CT	2318		Zona CT		NR	60	yes
3161	1958	W	Terry	LN	500		Terry LN		NR	60	yes
3162	453	S	Thatcher	CT	2800		Winston ST		NR	60	yes
3163	131	S	The Stands	DR	3300	The Stands DR	The Stands DR	Bike Lane	NC	68	no
3164	2399	S	The Stands	DR	3606	The Stands DR	The Stands DR	Bike Lane	NC	68	no
3165	183	S	The Stands	DR	3100	The Stands DR	The Stands DR	Bike Lane	NC	68	no
3166	167	S	The Stands	DR	3150	The Stands DR	The Stands DR	Bike Lane	NC	68	no
3167	151	S	The Stands	DR	3200	The Stands DR	The Stands DR	Bike Lane	NC	68	no

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3168	2249	S	The Stands	DR	3450	The Stands DR	Cedarwood DR The Stands DR	Bike Lane	NC	68	no
3169	2679	S	The Stands	DR	3400	The Stands DR	The Stands DR	Bike Lane	NC	68	no
3170	2251	S	The Stands	DR	3426	The Stands DR	The Stands DR	Bike Lane	NC	68	no
3171	2680	S	The Stands	DR	3326	The Stands DR	The Stands DR	Bike Lane	NC	68	no
3172	2401	S	The Stands	DR	3500	Cedarwood DR The Stands DR	The Stands DR	Bike Lane	NC	68	no
3173	201	S	The Stands	DR	3000	The Stands DR Winding Brook CIR	The Stands DR	Bike Lane	NC	68	no
3174	2400	S	The Stands	DR	3611	The Stands DR			NR	60	yes
3175	3173	E	Thornton	DR	1225	Thornton DR	Thornton DR	Neighborhood Greenway	NC	60	no
3176	3172	E	Thornton	DR	1200	Thornton DR	Thornton DR	Neighborhood Greenway	NC	60	no
3177	2870	E	Thornton	DR	1500	Thornton DR	Thornton DR	Neighborhood Greenway	NC	60	no
3178	541	E	Thornton	DR	1100	Thornton DR	Thornton DR	Neighborhood Greenway	NC	60	no
3179	2751	E	Thornton	DR	1000	Thornton DR	Thornton DR	Neighborhood Greenway	NR	60	yes
3180	537	E	Thornton	DR	1700	Thornton DR			NR	60	yes
3181	2736	E	Thornton	DR	650	Thornton DR	Thornton DR	Neighborhood Greenway	NR	60	yes
3182	2743	E	Thornton	DR	700	Thornton DR	Thornton DR	Neighborhood Greenway	NR	60	yes
3183	2748	E	Thornton	DR	850	Troy CT		Neighborhood Greenway	NR	60	yes
3184	2746	E	Thornton	DR	800	Thornton DR	Troy CT	Neighborhood Greenway	NR	60	yes
3185	2745	E	Thornton	DR	724	Thornton DR	Thornton DR	Neighborhood Greenway	NR	60	yes
3186	2741	E	Thornton	DR	600	Thornton DR	Thornton DR	Neighborhood Greenway	NR	60	yes
3187	1999	N	Thorntree	DR		Thorntree DR			NR	60	yes
3188	2663	N	Thorntree	DR		Bittersweet DR	Thorntree DR		NR	60	yes
3189	2455	W	Timbers	TRL	2876	Timbers TRL	Ridge WAY Timbers TRL		NR	60	yes
3190	2456	W	Timbers	TRL	2800		Timbers TRL		NR	60	yes
3191	2223	S	Timothy	CT	910	Timothy CT	Timothy CT		NR	60	yes
3192	2224	S	Timothy	CT	900		Timothy CT		NR	60	yes
3193	2070	E	Treadwell	LN	1600		Treadwell LN		NR	60	yes
3194	115	S	Tremont	WAY	3500		E Tremont WAY		NR	60	yes
3195	114	E	Tremont	WAY	1200	Tremont WAY	E Tremont WAY		NR	60	yes
3196	459	S	Trotters	RUN	2600		Winston ST		NR	60	yes
3197	2747	S	Troy	CT	1600		Troy CT		NR	60	yes
3198	94	S	Tudor	LN	3500		Tudor LN		NR	60	yes
3199	2208	N	Tulipwood	CT	3960	Tulipwood CT			NR	60	yes
3200	2134	N	Tulipwood	CT	3950		Tulipwood CT		NR	60	yes
3201	2937	W	Twin Oaks	RDG	1144	Twin Oaks RDG	Twin Oaks RDG		NC	60	no
3202	2936	S	Twin Oaks	VLY	2640	Twin Oaks RDG	Twin Oaks VLY		NC	60	no
3203	2952	W	Twin Oaks	RDG	1154	Twin Oaks RDG			NR	60	yes
3204	2935	S	Twin Oaks	VLY	2660	Twin Oaks VLY			NR	60	yes
3205	2313	E	Tylers	TURN	1225		Tylers TURN		NR	60	yes
3206	2222	N	Union	ST	700	Union ST	Union ST		GU	72	no
3207	1709	N	Union	ST	960	Union ST	Union ST		NC	60	no
3208	1850	N	Union	ST	1100	Union ST	Union ST		NC	60	no
3209	1430	N	Union	ST	250	Union ST	Union ST		NC	60	no
3210	1431	N	Union	ST	450	Union ST	Union ST		NC	60	no
3211	1203	S	Union	ST	200	Union ST	Union ST		NC	60	no
3212	1379	N	Union	ST	100	Union ST	Union ST		NC	60	no
3213	1278	S	Union	ST	100	Union ST	Union ST		NC	60	no
3214	1191	S	Union	ST	300	Union ST			NR	60	yes
3215	1806	N	Union	CT	1100		Union ST		NR	60	yes
3216	1020	E	University	ST	1300	University ST	University ST		NR	60	yes

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3217	1035	E	University	ST	300	University ST	University ST		NR	60	yes
3218	1021	E	University	ST	1200	University ST	University ST		NR	60	yes
3219	2819	E	University	ST	1500	University ST	University ST		NR	60	yes
3220	1019	E	University	ST	1400	University ST	University ST		NR	60	yes
3221	1011	E	University	ST	1600	University ST	University ST		NR	60	yes
3222	1022	E	University	ST	1100	University ST	University ST		NR	60	yes
3223	1037	E	University	ST	600	University ST	University ST		NR	60	yes
3224	1024	E	University	ST	800	University ST	Woodlawn AVE		NR	60	yes
3225	1023	E	University	ST	1000	Woodlawn AVE	University ST		NR	60	yes
3226	1025	E	University	ST	700	University ST	University ST		NR	60	yes
3227	1036	E	University	ST	500	University ST	University ST		NR	60	yes
3228	1974	W	Upper Valley	RD		Upper Valley RD	Upper Valley RD Westfield RD		NR	60	yes
3229	189	S	Uppington	CT	3200	Uppington CT			NR	60	yes
3230	649	S	Valley Forge	RD	1300	Winfield RD	Valley Forge RD		NR	60	yes
3231	586	S	Valley Forge	RD	1420	Valley Forge RD	Valley Forge RD		NR	60	yes
3232	607	S	Valley Forge	RD	1400	Valley Forge RD	Valley Forge RD		NR	60	yes
3233	618	S	Valley Forge	RD	1326	Valley Forge RD	Valley Forge RD		NR	60	yes
3234	2177	N	Valleyview	DR	3200	Valleyview DR	Winding WAY		NR	60	yes
3235	2178	N	Valleyview	DR	3430	Winding WAY	Parkview DR Valleyview DR		NR	60	yes
3236	6962	E	Varsity	LN	350	Lincoln ST	Varsity LN		NR	60	yes
3237	3255	W	Vaughn Clipp	WAY	200	Vaughn Clipp WAY	Vaughn Clipp WAY		NR	60	yes
3238	3257	W	Vaughn Clipp	WAY	300	Vaughn Clipp WAY	Vaughn Clipp WAY		NR	60	yes
3239	2873	E	Vermilya	AVE	210	Walnut ST	Melrose AVE		NR	60	yes
3240	2050	E	Vernon	AVE	400	Vernon AVE	Vernon AVE		NR	60	yes
3241	7143	W	Victoria	LN	1700	Victoria LN	Victoria LN		NR	60	yes
3242	7145	W	Victoria	LN	1800	Victoria LN			NR	60	yes
3243	7144	W	Victoria	LN	1750	Victoria LN	Victoria LN		NR	60	yes
3244	3145	E	Villa Glen	CT	3700		Villa Glen CT		NR	60	yes
3245	1108	S	Village	CT	400	Village CT			NR	60	yes
3246	2445	S	Violet	LN	3500		Violet LN		NR	60	yes
3247	641	E	Viva	DR	1900	Viva DR	Viva DR		NR	60	yes
3248	1415	N	Waldron	ST	200	Waldron ST	Waldron ST		NR	60	yes
3249	1483	N	Waldron	ST	300	Waldron ST	Waldron ST		NR	60	yes
3250	1357	N	Waldron	ST	100	Waldron ST	Waldron ST		NR	60	yes
3251	1314	S	Waldron	ST	100	Waldron ST	Waldron ST		NR	60	yes
3252	1004	S	Walker	ST	600	Walker ST	Walker ST	Neighborhood Greenway	NC	60	no
3253	948	S	Walker	ST	700	Walker ST			NR	60	yes
3254	1106	S	Walker	ST	500	Walker ST	Walker ST	Neighborhood Greenway	NR	60	yes
3255	2372	S	Walker	ST	400	Walker ST	Walker ST	Neighborhood Greenway	NR	60	yes
3256	2373	S	Walker	ST	300	Walker ST	Walker ST	Neighborhood Greenway	NR	60	yes
3257	597	S	Walnut	ST	1400	Wilson ST	Walnut ST	Protected Bike Lane	GU	90	yes
3258	610	S	Walnut	ST	1300	Walnut ST	Wilson ST	Protected Bike Lane	GU	90	yes
3259	630	S	Walnut	ST	1210	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3260	643	S	Walnut	ST	1200	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3261	771	S	Walnut	ST	900	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3262	693	S	Walnut	ST	1000	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3263	2290	S	Walnut	ST	1100	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3264	2490	S	Walnut	ST	876	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3265	2491	S	Walnut	ST	800	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3266	1937	N	Walnut	ST	1550	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes
3267	1984	N	Walnut	ST	1700	Walnut ST	Walnut ST	Protected Bike Lane	GU	90	yes

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3268	3021	N	Walnut	ST	2000	Walnut ST	State Road 45 46 Bypass Walnut ST	Protected Bike Lane	GU	90	yes
3269	1907	N	Walnut	ST	1100	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3270	1858	N	Walnut	ST	1000	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3271	1650	N	Walnut	ST	600	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3272	1650	N	Walnut	ST	600	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3273	993	S	Walnut	ST	500	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3274	934	S	Walnut	ST	600	Walnut ST	Wylie ST	Protected Bike Lane	MS	88	yes
3275	1546	N	Walnut	ST	400	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3276	1592	N	Walnut	ST	500	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3277	1680	N	Walnut	ST	624	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3278	1680	N	Walnut	ST	624	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3279	1153	S	Walnut	ST	300	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3280	1469	N	Walnut	ST	300	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3281	1095	S	Walnut	ST	400	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3282	2201	S	Walnut	ST	700	Wylie ST	Walnut ST	Protected Bike Lane	MS	88	yes
3283	1907	N	Walnut	ST	1100	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3284	1924	N	Walnut	ST	1300	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3285	1924	N	Walnut	ST	1300	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3286	1783	N	Walnut	ST	910	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3287	1711	N	Walnut	ST	701	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3288	1711	N	Walnut	ST	701	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3289	1783	N	Walnut	ST	910	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3290	1254	S	Walnut	ST	200	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3291	1350	N	Walnut	ST	100	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3292	1295	S	Walnut	ST	100	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3293	1390	N	Walnut	ST	200	Walnut ST	Walnut ST	Protected Bike Lane	MS	88	yes
3294	113	S	Walnut	ST	2900	Ridgeview DR Walnut ST	Walnut ST	Protected Bike Lane	SC	78	no
3295	2479	S	Walnut	ST	2080	Walnut ST	Walnut ST	Protected Bike Lane	SC	78	no
3296	2039	N	Walnut	ST	2300	State Road 45 46 Bypass Walnut ST	Walnut ST	Bike Lane	SC	90	no
3297	44	S	Walnut	ST	3120	Walnut ST	Walnut ST	Protected Bike Lane	SC	78	no
3298	2988	S	Walnut	ST	3650	Walnut ST	Waln	Protected Bike Lane	SC	78	no
3299	2337	S	Walnut	ST	2520	Walnut Street PIKE		Protected Bike Lane	SC	78	no
3300	127	S	Walnut	ST	2750	Walnut ST Winslow RD		Protected Bike Lane	SC	78	no
3301	506	S	Walnut	ST	1700	Walnut ST		Protected Bike Lane	SC	78	no
3302	2480	S	Walnut	ST	1820	Walnut ST		Protected Bike Lane	SC	78	no
3303	572	S	Walnut	ST	1500	Walnut ST		Protected Bike Lane	SC	78	no
3304	558	S	Walnut	ST	1600	Walnut ST		Protected Bike Lane	SC	78	no
3305	266	S	Walnut	ST	2320	Walnut ST		Protected Bike Lane	SC	78	no
3306	2067	N	Walnut	ST	2390	Walnut ST		Bike Lane	SC	90	no
3307	2128	N	Walnut	ST	2510	Walnut ST		Bike Lane	SC	90	no
3308	2111	N	Walnut	ST	2760	Walnut ST		Bike Lane	SC	90	no
3309	2087	N	Walnut	ST	3450	Walnut ST		Bike Lane	SC	90	no
3310	1738	N	Walnut Grove	AVE	900				NR	60	yes
3311	1851	N	Walnut Grove	AVE	1200	Walnut Grove AVE			NR	60	yes
3312	7177	N	Walnut Grove	AVE	800	Walnut Grove AVE			NR	60	yes
3313	1851	N	Walnut Grove	AVE	1200	Walnut Grove AVE			NR	60	yes
3314	1639	N	Walnut Grove	AVE	700	Walnut Grove AVE			NR	60	yes
3315	1807	N	Walnut Grove	AVE	1000	Walnut Grove AVE			NR	60	yes
3316	2385	S	Walnut Springs	DR	3200				NR	60	yes
3317	2336	S	Walnut Street	PIKE	2520	Walnut Street PIKE			SC	75	no

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3318	57	S	Walnut Street	PIKE	3200	Walnut Street PIKE		Bike Lane and Multi-use Path	SC	75	no
3319	2391	S	Walnut Street	PIKE	3500	Walnut Street PIKE		Bike Lane and Multi-use Path	SC	75	no
3320	105	S	Walnut Street	PIKE	2900	Sunny Slopes DR Walnut Stree		Bike Lane and Multi-use Path	SC	75	no
3321	135	S	Walnut Street	PIKE	2820	Walnut Street PIKE		Bike Lane and Multi-use Path	SC	75	no
3322	156	S	Walnut Street	PIKE	2710	Winslow RD			SC	75	no
3323	1700	E	Walpole	LN	4300	Walpole LN			NR	60	yes
3324	393	W	Wapehani	RD	2880	Weimer RD			NR	60	yes
3325	7240	W	Wapehani	RD	3240				NR	60	yes
3326	872	S	Washington	ST	700	Wylie ST		Bike Lane	NC	68	no
3327	845	S	Washington	ST	800	Washington ST		Bike Lane	NC	68	no
3328	613	S	Washington	ST	1300	Washington ST		Bike Lane	NC	68	no
3329	636	S	Washington	ST	1200	Washington ST		Bike Lane	NC	68	no
3330	662	S	Washington	ST	1100	Washington ST		Bike Lane	NC	68	no
3331	933	S	Washington	ST	600	Washington ST		Bike Lane	NC	68	no
3332	596	S	Washington	ST	1400	Wilson ST		Bike Lane	NC	68	no
3333	692	S	Washington	ST	1000	Washington ST		Bike Lane	NC	68	no
3334	770	S	Washington	ST	900	Washington ST		Bike Lane	NC	68	no
3335	2784	N	Washington	ST	500	Washington ST		Bike Lane	NC	68	no
3336	1545	N	Washington	ST	400	Washington ST		Bike Lane	NC	68	no
3337	1092	S	Washington	ST	400	Washington ST		Bike Lane	NC	68	no
3338	992	S	Washington	ST	500	Washington ST		Bike Lane	NC	68	no
3339	1155	S	Washington	ST	300	Washington ST		Bike Lane	NC	68	no
3340	1468	N	Washington	ST	300	Washington ST		Bike Lane	NC	68	no
3341	1391	N	Washington	ST	200	Washington ST		Bike Lane	NC	68	no
3342	1351	N	Washington	ST	100	Washington ST		Bike Lane	NC	68	no
3343	1296	S	Washington	ST	100	Washington ST		Bike Lane	NC	68	no
3344	1255	S	Washington	ST	200	Washington ST		Bike Lane	NC	68	no
3345	1967	N	Washington	ST	1300				NR	60	yes
3346	1756	N	Washington	ST	800	Washington ST			NR	60	yes
3347	2785	N	Washington	ST	600	Washington ST			NR	60	yes
3348	2783	N	Washington	ST	700	Washington ST			NR	60	yes
3349	1923	N	Washington	ST	1200	Washington ST			NR	60	yes
3350	1894	N	Washington	ST	1100	Washington ST			NR	60	yes
3351	2789	N	Washington	ST	1000	Washington ST			NR	60	yes
3352	3123	N	Washington	ST	1690	Washington ST			NR	60	yes
3353	1983	N	Washington	ST	1500	Washington ST			NR	60	yes
3354	192	E	Waterloo	DR	900	Waterloo DR			NR	60	yes
3355	178	E	Waterloo	CT	720	Waterloo CT			NR	60	yes
3356	258	W	Watson	ST	400	Watson ST			NR	60	yes
3357	259	W	Watson	ST	300	Watson ST			NR	60	yes
3358	2526	S	Weatherstone	LN	1400	Weatherstone LN		Neighborhood Greenway	NC	60	no
3359	3174	S	Weatherstone	LN	1200	Woodlawn AVE		Neighborhood Greenway	NC	60	no
3360	237	S	Weimer	RD	2550	Weimer RD			NR	60	yes
3361	3007	S	Weimer	RD	1860			Bike Lane and Multi-use Path	NR	60	yes
3362	121	E	Wellington	CT	600				NR	60	yes
3363	95	S	Wellington	DR	3500	Wellington CT			NR	60	yes
3364	1628	E	Wembley	CT	4300	Wembley CT			NR	60	yes
3365	2466	S	West Pointe	CT	800				NR	60	yes
3366	2012	W	West Vine	ST		West Vine ST Willis DR			NR	60	yes

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3367	1973	W	Westfield	RD		Upper Valley RD Westfield RD			NR	60	yes
3368	830	S	Westhill	CT	900	Westhill CT Woodhill DR			NR	60	yes
3369	103	S	Westminster	WAY	3500	Westminster WAY W			NC	60	no
3370	155	S	Westminster	WAY	3300	Westminster WAY			NC	60	no
3371	150	S	Westminster	WAY	3320	Westminster WAY			NC	60	no
3372	198	S	Westminster	WAY	3100	Winslow RD			NC	60	no
3373	181	S	Westminster	WAY	3126	Westminster WAY			NC	60	no
3374	172	S	Westminster	WAY	3140	Westminster WAY			NC	60	no
3375	166	S	Westminster	WAY	3200	Westminster WAY			NC	60	no
3376	141	S	Westminster	WAY	3400	Westminster WAY			NC	60	no
3377	130	S	Westminster	WAY	3426	Westminster WAY			NC	60	no
3378	128	S	Westminster	WAY	3400	Westminster WAY W			NR	60	yes
3379	2606	S	Westplex	AVE	100				NR	60	yes
3380	6894	S	Westplex	AVE	300				NR	60	yes
3381	6895	S	Westplex	AVE	400	Isaac DR			NR	60	yes
3382	943	S	Westwood	DR	780	Westwood DR			NR	60	yes
3383	1041	S	Westwood	DR	550	Westwood DR			NR	60	yes
3384	2910	S	Wexley	RD	2600			Neighborhood Greenway	NR	60	yes
3385	2900	S	Wexley	RD	2800	Wexley RD		Neighborhood Greenway	NR	60	yes
3386	2896	E	Wexley	RD	1800	Wexley RD		Neighborhood Greenway	NR	60	yes
3387	2588	E	Wexley	RD	1900	Wexley RD			NR	60	yes
3388	2589	E	Wexley	RD	2000	Wexley RD			NR	60	yes
3389	1759	E	Weymouth	LN	4300	Plymouth RD Weymouth LN			NR	60	yes
3390	2507	S	White Tail	RUN	2120				NR	60	yes
3391	2568	W	Whitehall Crossing	BLVD	3100	Jacob DR			NC	60	no
3392	3221	N	Whitewood	WAY	3900				NR	60	yes
3393	913	E	Whitley	DR	4300	Whitley DR			NR	60	yes
3394	2182	E	Whitley	DR	4313	Whitley DR			NR	60	yes
3395	2202	S	Whitley	DR	800	Whitley DR			NR	60	yes
3396	3292	S	Wilcox	ST	1600	Piazza DR Wilcox ST			NR	60	yes
3397	554	E	William	CT	3500				NR	60	yes
3398	1559	N	William	ST	400	William ST			NR	60	yes
3399	516	S	Williams	CT	1620				NR	60	yes
3400	2914	S	Williamsburg	DR	200	Longview AVE Williamsburg DR			GU	72	no
3401	2016	N	Willis	DR	1610	West Vine ST Willis DR		Neighborhood Greenway	NR	60	yes
3402	2008	N	Willis	DR	1601	Willis DR		Neighborhood Greenway	NR	60	yes
3403	2008	N	Willis	DR	1601	Willis DR		Neighborhood Greenway	NR	60	yes
3404	2016	N	Willis	DR	1610	West Vine ST Willis DR		Neighborhood Greenway	NR	60	yes
3405	1994	N	Willis	DR	1500	Willis DR		Neighborhood Greenway	NR	60	yes
3406	1994	N	Willis	DR	1500	Willis DR		Neighborhood Greenway	NR	60	yes
3407	1975	N	Willis	DR	1421	Willis DR		Neighborhood Greenway	NR	60	yes
3408	1949	N	Willis	DR	1300	Willis DR		Neighborhood Greenway	NR	60	yes
3409	1949	N	Willis	DR	1300	Willis DR		Neighborhood Greenway	NR	60	yes
3410	2388	E	Willow	CT	100				NR	60	yes
3411	780	S	Willow Tree	PL	1100	Willow Tree PL Woodside DR			NR	60	yes
3412	731	S	Willow Tree	PL	1116				NR	60	yes
3413	2687	S	Wilmington	CT		Wilmington CT			NR	60	yes
3414	2686	S	Wilmington	CT	300				NR	60	yes
3415	2685	S	Wilmington	CT	331				NR	60	yes

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3416	617	W	Wilson	ST	400	Wilson ST			NR	60	yes
3417	3037	E	Wilson	ST	500	Wilson ST			NR	60	yes
3418	616	E	Wilson	ST	300	Wilson ST			NR	60	yes
3419	2764	E	Wilson	ST	800	Wilson ST			NR	60	yes
3420	3087	E	Wilson	ST	400	Wilson ST			NR	60	yes
3421	2766	E	Wilson	ST	900	Wilson ST			NR	60	yes
3422	615	E	Wilson	ST	200	Wilson ST			NR	60	yes
3423	614	E	Wilson	ST	100	Wilson ST			NR	60	yes
3424	526	S	Wilton	DR	1776	Wilton DR		Neighborhood Greenway	NC	60	no
3425	524	S	Wilton	DR	1700				NR	60	yes
3426	462	E	Wilton	CT	1900	Wilton DR			NR	60	yes
3427	494	S	Wilton	DR	1800	Wilton DR			NR	60	yes
3428	436	S	Wilton	DR	1916	Wilton DR			NR	60	yes
3429	460	S	Wilton	DR	1900	Windsor DR			NR	60	yes
3430	1627	E	Wiltshire	CT	4500	Wiltshire CT			NR	60	yes
3431	396	E	Wimbleton	LN	2210	High ST Wimbleton LN			NR	60	yes
3432	2160	N	Windcrest	DR	3430	Winding WAY			NR	60	yes
3433	740	E	Windermere Woods	DR	2600	Woodbine AVE			NR	60	yes
3434	2144	W	Winding	WAY	900	Winding WAY		Neighborhood Greenway	NR	60	yes
3435	2148	W	Winding	WAY	1113	Winding WAY		Neighborhood Greenway	NR	60	yes
3436	2147	W	Winding	WAY	1050	Winding WAY		Neighborhood Greenway	NR	60	yes
3437	2145	W	Winding	WAY	1000	Winding WAY		Neighborhood Greenway	NR	60	yes
3438	2157	W	Winding	WAY	800	Winding WAY		Neighborhood Greenway	NR	60	yes
3439	250	E	Winding Brook	CIR	2364				NR	60	yes
3440	240	E	Winding Brook	CIR	2250	Winding Brook CT			NR	60	yes
3441	241	E	Winding Brook	CT	2290	Winding Brook CT			NR	60	yes
3442	211	E	Winding Brook	CIR	2200	The Stands DR Winding Brook CIR			NR	60	yes
3443	483	E	Windsor	DR	1800	Windsor DR			NR	60	yes
3444	492	E	Windsor	DR	1700	Oxford DR			NR	60	yes
3445	491	E	Windsor	DR	1917				NR	60	yes
3446	490	E	Windsor	DR	2000				NR	60	yes
3447	479	E	Windsor	DR	1900	Windsor DR			NR	60	yes
3448	585	S	Winfield	RD	1400	Winfield RD		Neighborhood Greenway	NC	60	no
3449	652	S	Winfield	RD	1300	Winfield RD		Neighborhood Greenway	NC	60	no
3450	655	S	Winfield	RD	1200	Winfield RD		Neighborhood Greenway	NC	60	no
3451	620	S	Winfield	RD	1310	Winfield RD		Neighborhood Greenway	NC	60	no
3452	3043	S	Winfield	RD		Winfield RD			SC	75	no
3453	3075	S	Wingfield	DR	1400	Wingfield DR			NR	60	yes
3454	3074	S	Wingfield	DR	1500	Wingfield DR			NR	60	yes
3455	859	S	Winridge	CT	800				NR	60	yes
3456	209	S	Winslow	CT	2400	Winslow CT			NR	60	yes
3457	215	E	Winslow	RD	450	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3458	2716	E	Winslow	RD	1600	Xavier CT		Bike Lane and Multi-use Path	SC	75	no
3459	2582	E	Winslow	RD	1910	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3460	2581	E	Winslow	RD	2100	Winslow RD			SC	75	no
3461	217	E	Winslow	RD	900	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3462	2717	E	Winslow	RD	1300	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3463	224	E	Winslow	RD	200	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3464	212	E	Winslow	RD	300	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3465	216	E	Winslow	RD	800	Winslow RD		Bike Lane and Multi-use Path	SC	75	no

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3466	2207	E	Winslow	RD	500	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3467	2206	E	Winslow	RD	700	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3468	214	E	Winslow	RD	426	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3469	213	E	Winslow	RD	400	Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3470	225	E	Winslow	RD	100	Walnut ST Winslow RD		Bike Lane and Multi-use Path	SC	75	no
3471	2283	S	Winslow Farm	DR	2500	Winslow Farm DR			NC	60	no
3472	2247	E	Winslow Farm	DR	707	Winslow Farm DR		Neighborhood Greenway	NC	60	no
3473	2246	E	Winslow Farm	DR	500	Winslow Farm DR			NC	60	no
3474	2498	E	Winslow Farm	DR	700	Winslow Farm DR		Neighborhood Greenway	NC	60	no
3475	2497	E	Winslow Farm	DR	606	Winslow Farm DR		Neighborhood Greenway	NC	60	no
3476	2248	E	Winslow Farm	DR	750	Winslow Farm DR		Neighborhood Greenway	NC	60	no
3477	2495	E	Winslow Farm	DR	706				NR	60	yes
3478	445	E	Winston	ST	3000	Atlee ST Winston ST		Neighborhood Greenway	NC	60	no
3479	451	E	Winston	ST	2808	Winston ST		Neighborhood Greenway	NC	60	no
3480	454	E	Winston	ST	2900	Winston ST		Neighborhood Greenway	NC	60	no
3481	418	E	Winston	ST	3100	Winston ST		Neighborhood Greenway	NC	60	no
3482	441	E	Winston	ST	2800	Winston ST		Neighborhood Greenway	NC	60	no
3483	458	E	Winston	ST	3600	Winston ST		Neighborhood Greenway	NC	60	no
3484	457	E	Winston	ST	3500	Winston ST		Neighborhood Greenway	NC	60	no
3485	399	E	Winston	ST	3300	Winston ST		Neighborhood Greenway	NC	60	no
3486	419	E	Winston	ST	3400	Winston ST		Neighborhood Greenway	NC	60	no
3487	2364	E	Winston	ST	3800	Winston ST		Neighborhood Greenway	NC	60	no
3488	2363	E	Winston	ST	3808	Winston ST		Neighborhood Greenway	NC	60	no
3489	398	E	Winston	ST	3200	Winston ST		Neighborhood Greenway	NC	60	no
3490	2332	E	Winston	ST	3700	Winston ST		Neighborhood Greenway	NC	60	no
3491	3225	W	Wintersweet	CT	1200	Wintersweet DR			NR	60	yes
3492	3299	N	Wintersweet	DR	3830	Wintersweet DR			NR	60	yes
3493	3232	N	Wintersweet	DR	3520	Wintersweet DR			NR	60	yes
3494	3219	N	Wintersweet	DR	3600	Wintersweet DR			NR	60	yes
3495	3224	N	Wintersweet	DR	3950	Wintersweet DR			NR	60	yes
3496	3226	N	Wintersweet	DR	3956	Wintersweet DR			NR	60	yes
3497	3223	N	Wintersweet	DR	3900				NR	60	yes
3498	760	E	Woodbine	AVE	2426	Woodbine AVE		Neighborhood Greenway	NC	60	no
3499	824	E	Woodbine	AVE	2400	Woodscrest DR		Neighborhood Greenway	NC	60	no
3500	827	E	Woodbine	AVE	2300	Woodbine AVE			NR	60	yes
3501	823	S	Woodbine	CT	1000				NR	60	yes
3502	826	E	Woodbine	AVE	2326	Woodbine CT			NR	60	yes
3503	328	S	Woodbluff	CT	2300				NR	60	yes
3504	1625	N	Woodbridge	DR	600	John Hinkle PL Woodbridge DR			NR	60	yes
3505	1699	N	Woodbridge	DR	850				NR	60	yes
3506	3284	N	Woodburn	AVE	909	Woodburn AVE			NR	60	yes
3507	1873	N	Woodburn	AVE	1000	Woodburn AVE			NR	60	yes
3508	1928	N	Woodburn	AVE	1300	Woodburn AVE			NR	60	yes
3509	1908	N	Woodburn	AVE	1100	Woodburn AVE			NR	60	yes
3510	1915	N	Woodburn	AVE	1200	Woodburn AVE			NR	60	yes
3511	3285	N	Woodburn	AVE	900				NR	60	yes
3512	2794	N	Woodburn	AVE	1400	Woodburn AVE			NR	60	yes
3513	2958	N	Woodburn	AVE	1500				NR	60	yes
3514	861	W	Woodhill	DR	1490	Winridge CT Woodhill DR			NR	60	yes
3515	2469	W	Woodhill	DR	1400	Woodhill DR			NR	60	yes

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3516	2467	W	Woodhill	DR	1300	Woodhill DR			NR	60	yes
3517	2465	W	Woodhill	DR	1200				NR	60	yes
3518	858	W	Woodhill	DR	1496	Westhill CT Woodhill DR			NR	60	yes
3519	1826	N	Woodlawn	AVE	1000	Woodlawn AVE		Bike Lane	GU	84	no
3520	2530	N	Woodlawn	AVE	1200	Woodlawn AVE		Bike Lane	GU	84	no
3521	7137	N	Woodlawn	AVE	900	Woodlawn AVE		Bike Lane	GU	84	no
3522	1641	N	Woodlawn	AVE	600	Woodlawn AVE		Bike Lane	GU	84	no
3523	1740	N	Woodlawn	AVE	800	Woodlawn AVE		Bike Lane	GU	84	no
3524	1672	N	Woodlawn	AVE	700	Woodlawn AVE		Bike Lane	GU	84	no
3525	2529	N	Woodlawn	AVE	1100	Woodlawn AVE		Bike Lane	GU	84	no
3526	1523	N	Woodlawn	AVE	400	Woodlawn AVE		Bike Lane	NC	68	no
3527	1523	N	Woodlawn	AVE	400	Woodlawn AVE		Bike Lane	NC	68	no
3528	1588	N	Woodlawn	AVE	500	Woodlawn AVE		Bike Lane	NC	68	no
3529	1588	N	Woodlawn	AVE	500	Woodlawn AVE		Bike Lane	NC	68	no
3530	899	S	Woodlawn	AVE	826	Wylie ST			NC	60	no
3531	1017	S	Woodlawn	AVE	630	Woodlawn AVE			NC	60	no
3532	810	S	Woodlawn	AVE	998	Woodlawn AVE			NC	60	no
3533	928	S	Woodlawn	AVE	800	Woodlawn AVE			NC	60	no
3534	2695	S	Woodlawn	AVE	1000	Woodlawn AVE			NC	60	no
3535	2763	S	Woodlawn	AVE	1300	Woodlawn AVE			NC	60	no
3536	3024	S	Woodlawn	AVE	1100	Woodlawn AVE			NC	60	no
3537	2759	S	Woodlawn	AVE	1400	Woodlawn AVE			NC	60	no
3538	811	S	Woodlawn	AVE	900	Woodlawn AVE			NC	60	no
3539	2759	S	Woodlawn	AVE	1400	Woodlawn AVE			NC	60	no
3540	978	S	Woodlawn	AVE	700	Woodlawn AVE			NC	60	no
3541	1016	S	Woodlawn	AVE	600	Woodlawn AVE			NC	60	no
3542	1078	S	Woodlawn	AVE	500	Woodlawn AVE			NC	60	no
3543	1447	N	Woodlawn	AVE	300	Woodlawn AVE		Bike Lane	NC	68	no
3544	1128	S	Woodlawn	AVE	400	Woodlawn AVE			NC	60	no
3545	1181	S	Woodlawn	AVE	300	Woodlawn AVE			NC	60	no
3546	3190	S	Woodlawn	AVE	100	Woodlawn AVE			NR	60	yes
3547	528	S	Woodruff	LN	1600	Woodruff LN			NR	60	yes
3548	549	S	Woodruff	LN	1500	Woodruff LN			NR	60	yes
3549	19	S	Woods Edge	BND	3900	Woods Edge WAY			NR	60	yes
3550	23	S	Woods Edge	BND	3800				NR	60	yes
3551	24	E	Woods Edge	WAY	1200	Woods Edge WAY			NR	60	yes
3552	822	S	Woodscrest	DR	886	Wynnwood LN		Neighborhood Greenway	NC	60	no
3553	917	S	Woodscrest	DR	750	Woodscrest DR		Neighborhood Greenway	NC	60	no
3554	1064	S	Woodscrest	DR	450	Woodscrest DR		Bike Lane	NC	68	no
3555	834	W	Woodside	DR		Willow Tree PL Woodside DR			NR	60	yes
3556	679	S	Woodside	DR	1276	Woodside DR			NR	60	yes
3557	703	S	Woodside	DR	1120	Woodside DR			NR	60	yes
3558	835	W	Woodside	DR		Persimmon Tree CIR Woodside DR			NR	60	yes
3559	832	W	Woodside	DR		Woodside DR			NR	60	yes
3560	779	S	Woodside	DR	1100	Woodside DR			NR	60	yes
3561	702	S	Woodside	DR	1250	Woodside DR			NR	60	yes
3562	838	E	Woodstock	PL	2220	Woodstock PL			NR	60	yes
3563	2933	S	Woolery Mill	DR	2350	Woolery Mill DR			NR	60	yes
3564	263	S	Worthington	LN	2300	Worthington LN			NR	60	yes
3565	931	E	Wylie	ST	200	Wylie ST			NR	60	yes

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3566	929	E	Wylie	ST	1200	Wylie ST			NR	60	yes
3567	930	E	Wylie	ST	1100	Wylie ST			NR	60	yes
3568	937	E	Wylie	ST	300	Wylie ST			NR	60	yes
3569	935	E	Wylie	ST	500	Wylie ST			NR	60	yes
3570	936	E	Wylie	ST	410	Wylie ST			NR	60	yes
3571	939	W	Wylie	ST	600	Wylie ST			NR	60	yes
3572	940	W	Wylie	ST	800	Wylie ST			NR	60	yes
3573	938	E	Wylie	ST	100	Wylie ST			NR	60	yes
3574	2513	E	Wylie Farm	RD	350	Sweetbriar DR Wylie Farm RD		Neighborhood Greenway	NC	60	no
3575	2324	E	Wylie Farm	RD	300	South DR Wylie Farm RD		Neighborhood Greenway	NC	60	no
3576	2271	E	Wylie Farm	RD	430	Wylie Farm RD		Neighborhood Greenway	NC	60	no
3577	2512	E	Wylie Farm	RD	400	Wylie Farm RD		Neighborhood Greenway	NC	60	no
3578	2270	E	Wylie Farm	RD	416	Wylie Farm RD		Neighborhood Greenway	NC	60	no
3579	2272	E	Wylie Farm	RD	456	Wylie Farm RD		Neighborhood Greenway	NC	60	no
3580	2939	E	Wyndam	CT	3100	Wyndam CT			NR	60	yes
3581	2543	S	Wynnedale	DR	400	Wynnedale DR			NR	60	yes
3582	3016	S	Wynnedale	DR	300	Franklin RD Wynnedale DR			NR	60	yes
3583	3017	S	Wynnedale	DR	308	Wynnedale DR			NR	60	yes
3584	923	S	Wynnwood	LN	700				NR	60	yes
3585	2715	S	Xavier	CT	3000				NR	60	yes
3586	2555	S	Yancy	LN	100				NR	60	yes
3587	2438	W	Yellowwood	CT	1100				NR	60	yes
3588	432	E	Zenith	TER	800	Zenith TER			NR	60	yes
3589	2462	S	Zona	CT	2330	Zona CT			NR	60	yes
3590	2464	S	Zona	CT	2300	Zona CT			NR	60	yes

Amendment: 1	**Typographical Error Amendments**
Type: Edit Typos	Submitted by: Staff

Proposed Amendments:

Ref.	Doc. Pg #	PDF pg #	Location	To be removed:	Replace with:
T1	52	61	Table 7, MU-4	"S Woodlawn Ave and S Jordan Ave"	"N Woodlawn Ave and N Jordan Ave"
T2	1	7	Section 1.1 Vision and Planning Approach paragraph	and adopted by City Council on "January 17, 2018."	"January 16, 2013."
T3	2	5	Executive Summary, sentence before the heading "Plan for Future Street Connections"	"31 multimodal projects"	"34 multimodal projects"
T4	22	31	"Neighborhood Residential Streets"	Move heading to correct location	Heading will be located after the end of the second paragraph.
T5	38	47	Improving the Pedestrian Network paragraph, last word of the sentence.	"needed."	"need."
T6	44	53	Alleyways section; second paragraph; first sentence	"provide a low-traffic route **often** for pedestrians and bicyclists"	"provide a low-traffic route for pedestrians and bicyclists"
T7	47	56	Section 4.1 New Roadway Connections First sentence	"Table 67 lists 67 new roadway connections"	"Table 6 lists 67 new roadway connections"
T8	51	60	4.2 Multimodal Projects Last paragraph on page Last sentence	"Figure 2 shows"…	"Figure 22 shows"…
T9	52	61	Table 7, MU-7 and MU-8	"S Winslow Ct"	"E Winslow Rd"
T10	54	63	Figure 22	In the southeast of the City, update the street label "S Rogers St"	"E Rogers Rd"
T11	57	66	Heading "Update Unified Development Code"	"Update Unified Development Code"	"Update Unified Development Ordinance"
T12	58	67	Heading "Autonomous Vehicles" Last sentence in paragraph	"especially as it relates to improving public transportation."	"especially as they relate to improving public transportation."
T13	36	45	Figure 19 title	"Figure 19: Proposed Bicycle Network"	"Figure 19: Bicycle Facilities Network"
T14	37	46	Figure 20 title	"Figure 20: Proposed Priority Bicycle Network"	"Figure 20: Priority Bicycle Facilities Network"

T15			All relevant maps throughout plan and Table 6	Edit NC-11 to more closely reflect IU's proposed street.	Edit text within Table 6 to accurately describe NC-11 based on description from IU. (staff will receive asap)
T16	-	-	All maps throughout plan	-	Update all maps to accurately show streets within the Trades District. Typologies for Trades District streets are shown in Figure 18.
T17	-	-	-	-	Staff will review to edit incorrectly labeled figures and tables and any incorrect references to figures or tables.
T18	-	-	-	-	Staff will alter image sizes as needed.

Amendment: 2a	**Minor Corrections Table**
Type: Edit Corrections	Submitted by: Staff

Proposed Amendments:

Ref	Doc Pg #	PDF pg #	Location	To be changed:	Replace with or add:
C1	32	41	Protected Bike Lanes First sentence	…"bicycle lanes that are physically separated from motor vehicles"…	…"bicycle lanes that are physically separated by barriers from motor vehicles"…
C2	32	41	Protected Bike Lanes Lines 8-9	…"physical elements including parallel parking, planters, curbing, or flexible posts.	…"physical elements including but not limited to parallel parking, planters, curbing, or posts.
C3	33	42	Neighborhood Greenways Last sentence	Before the last sentence in the paragraph, add the proposed sentence.	"Another option would be to restrict automobile traffic on certain roads to residents and visitors only."
C4	39	48	Pedestrian Priority Areas	After the first sentence in the paragraph, add the proposed sentence	"In general, sidewalk priorities should be established based on where improvements would best serve the greatest good – whether those improvements involve either new sidewalks or enhancement of existing sidewalks."
C5	50	59	Table 6 NC-56	Add the following sentence to the end of the descrioption for NC-56 E Hunter Ave Extension	"This connection would be implemented only if redevelopment of the area occurs."
C6	28 - 29	37 - 38	Table 3: Street Typology Summary	Under the columun "Street Typology" each includes a default width. For all typologies, change the text "width" or "Typical ROW Width" to	"Default Width:"
C7	28	37	Neighborhood Residential Street	"Width: 59 feet"	"Default Width: 60 feet"
C8	22	31	Figure 12: Neighborhood residential street typical cross-section	"59' ROW (TYPICAL)"	"60' ROW (TYPICAL)"

C9	30	39	Figure 18: New Connections and Street Typologies	Update Figure 18 by editing the proposed street connection (NC-37) through the IU stadium property to reflect the accurate description from Table 6 "Provide a new connection from N College Ave and N Old State Road 37 to N Dunn Street to improve access and connectivity in the area."	Remove the new connection line shown from Dunn to Fee
C10	36	45	Figure 19: Proposed Bicycle Network	Update Figure 19 by editing the proposed street connection (NC-37) through the IU stadium property to reflect the accurate description from Table 6 "Provide a new connection from N College Ave and N Old State Road 37 to N Dunn Street to improve access and connectivity in the area."	Remove the multiuse path line shown from Dunn to Fee
C11	54	63	Figure 22: Recommended Projects	Update Figure 22, specifically the line segment/proposed street connection for NC-37 to reflect the new connection description from Table 6	Remove the line shown from Dunn to Fee
C12	36	45	Figure 19: Proposed Bicycle Network	Add the recommendation for a Protected Bicycle Lane along Henderson Street from Hillside Drive to 3rd Street	Update Figure 19 to include the Protected Bicycle Lane recommendation along Henderson as described
C13	37	46	Figure 20: Priority Bicycle Facilities Network	Correct two intersections shown as Phase 2 to be included into Phase 1	CA1:F14hange: interseciton of Henderson with Smith and Hunter to be a "Phase 1" recommendation Correct: intersection of Covenanter and College Mall Rd to be shown as a "Phase 1" recommendation

Amendment: 2b	**Increase attractive and convenient public bicycle parking**
Type: Edit/Add	Submitted by: Andrea McManis

Proposed Amendment:
In addition to on-street bicycle facilities for travel, bicycle parking is vital to a complete system. Increase attractive and convenient public bicycle parking facilities to support increase in multi-modal transportation activity.

Rationale:
As we've seen with the addition of scooters and bike share in downtown, the need for additional bike parking (racks and dedicated areas) already exists and will only grow as we improve cycling infrastructure.

There are several goals in the comprehensive plan relating to increased bicycle parking, however, the transit plan does not call it out specifically. This amendment is being proposed to align the 2 pieces of the plan and ensure adequate infrastructure for multi-modal growth in Bloomington.

Goal 4.6 Optimize Parking: Encourage attractive, cost effective, convenient, and environmentally friendly public and private motor vehicle and bicycle parking facilities.

Policy 4.6.1: Provide sufficient bicycle and vehicular parking in the immediate Downtown area to support vibrant economic activity.

Policy 4.6.2: Increase efficiency of parking inventory by providing more dedicated parking for two-wheeled motorized and non-motorized vehicles.

(p. 77 comprehensive plan) • Install bicycle parking corrals in on-street parking locations in order to increase the availability and convenience of bicycle parking, especially where demand is high.

This is a great opportunity to brand downtown as bicycle and pedestrian. Cities have used bicycle parking to create vibrant and photo worthy features that support Arts communities such as Bloomington. Examples including the C's in Columbus, and Bike Raleigh racks in North Carolina.

Relevant sections and changes:
Page 22 - added bullet point 3
Staff recommends: Document page 35 (pdf 44); add a sentence on the paragraph at the top of the page before the “Rails with Trails” section.

Amendment: 2c	**Increase Seating at Transit Stops**
Type: Edit/Add	Submitted by: Andrea McManis

Proposed Amendment:
Increase the addition of shelters, seating, lighting, and signage at transit stops to increase rider comfort, safety, convenience, and accessibility for users of all ages and abilities,

Rationale:
Bloomington's goals and policies support multi-modal, safe, and accessible options for transit. This plan lends itself to include a focus on more shelters and seating at transit stops to support these initiatives.

This addition supports the Comprehensive plans goals:
- Policy 2.3.2: Ensure public spaces are accessible to all ages and abilities and serve to connect all generations.
- Goal 4.3 Promote Walking, Biking and Public Transit: Promote walking, biking and public transit for all ages and abilities by integrating housing, and employment, with entertainment, shopping and other forms of commerce.

- Policy 6.2.1: Support public transit access to regional destinations.
- Policy 6.2.2: Encourage the provision of seating, lighting, and signage at transit stops to increase rider comfort, safety, and convenience.
- Policy 6.3.4: Require pedestrian-friendly design features

Relevant sections and changes:
Page 36 in the transit plan, added as bullet point number 3

Amendment: A	**Appendices**
Type: Add Appendices	Submitted by: Staff

Proposed Amendments:

Appendix	Title; Summary
A	Plan Review; Review of related plans and projects
B	Public Outreach; details the public outreach lead by the consultants as well as comments acquired by the consultants
C	Demographic Data; reviews, summarizes, and compares local demographic data
D	Bicycle Facility Selection Criteria; reviews and details the process for how bicycle facilities were selected and recommended for the Transportation Plan. Provides a process for any future bicycle facility selection.
E	Detailed Design Framework and Step by Step Guidance; reviews and details the street typologies within the plan as well as the process to determine an appropriate typology for a new (or un-typologized) street.
F	Pedestrian Focus Area Methodology; provides the methodology that was used to create the Pedestrian Priority Areas map
G	Right-of-Way Widths by Street Segment; a fine-grained approach to provide the right-of-way width for every street segment in the City. This provides a more realistic ROW width based on the possibility of expanding roads, Street Typology, and Bicycle Facility Recommendation. This table will likely only be used by Staff (in a map form) for transportation projects and for determining building setbacks for developments.

Amendment: B1	**Remove All Two-Way Recommendations from Plan**
Type: Delete/Remove	Submitted by: The Greater Bloomington Chamber of Commerce

Proposed Amendment:

N/A (REMOVAL OF THE RECOMMENDATION)
Remove recommendation to Restore Two-way circulation and related recommendations throughout the plan.

Rationale:

This amendment is being proposed because College Avenue and Walnut Street, and 3rd Street and Atwater Avenue are important routes to move high volumes of traffic throughout Bloomington, Monroe County and the region. The Transportation Plan states these one-way streets need to be restored to two-way to support the goal from the Comprehensive plan of "nurturing a vibrant City Center." We believe making these streets two-way would hurt downtown business, increase congestion and decrease safety.

The Comprehensive Master Plan is a document that "should be reviewed periodically and updated regularly in response to land use trends, changes in population, or any significant events that may affect Bloomington's future." The proposed Transportation Plan is a significant policy change that may significantly impact Bloomington. As stated in Goal 4.3.2, the City recognizes the need and importance of collaborating with the Chamber to integrate planning efforts. While we think many of the proposed connectivity suggestions have merits, we are opposed to turning our key corridors from one-way to two-way. Our membership, many who directly are impacted by such a change, is overwhelmingly opposed. In a poll that went out to our membership we asked "Are you in favor of College and Walnut, and 3rd and Atwater being converted to two-way streets?" We had 182 responses and the results were:

- Yes, make them two-way: 12 (6.59%)
- No, keep them one-way: 161 (88.46%)
- No preference: 9 (4.95%)

While the CMP recognizes the need to create a plan for improving multimodal connectivity, it cannot turn a blind eye towards the use and need for autos. It stresses the need for balance and specifically notes that "downtown is a highly walkable district (pg. 52)." With stated goals to maintain our historic character (4.1), the need to support locally owned businesses (4.2.2), the need to optimize parking (4.6), and the need to create an age-friendly business environment (pg. 51), the CMP belies the need for converting one-way streets to two-way.

While one of the key stated objectives of the CMP is "to enhance options to reduce our overall dependence on the automobile," the proposed plan makes no justification as to how the conversion to two-way streets enhances other options. The one-way street system we currently have achieves this. It maintains the sense of place many Bloomingtonians are accustomed to.

With frequent stoplights, crosswalks, bike lanes, and two-way cross-section streets, we believe this presents our community with the most efficient, safe, and effective design to achieve our multimodal goals. The Chamber is not opposed to discussing how our one-way streets can be improved to achieve the stated objectives. We believe it maintains our already recognized "walkability" and adds to our historic character – particularly in and around the downtown area.

The Chamber, as the voice of business, is an ardent advocate in the support of local businesses. With that support comes some pragmatic considerations. Goods to support our retailers and restaurants must be received daily for many of our local businesses. Due to the inaccessibility of most of our alleys, deliveries are often received from our main arterials. One-way streets provide a more efficient and effective way to support our local businesses. Additionally, it is not as disruptive as a stopped delivery vehicle is on a two-way street. With the proposed Convention Center expansion, addition of a new hotel(s), and continued focus on tourism, we believe our current one-way streets prove a more efficient and safe way to facilitate multimodal transportation. Conversion to two-way streets is likely to reduce parking – not optimize it. Parking still is critical to economic development, diverse housing options, tourism, and the viability of our businesses. Creating an all age-friendly environment must recognize that the car is still critical to our economic viability as older adults and retirees are largely reliant on auto transportation.

We do not believe that this recommendation to the Transportation Plan meets the goals and objectives of the CMP or provides any real benefit other than generic anecdotal evidence. The Plan lacks any economic impact analysis as to costs to convert these streets or impact on commerce. While the Chamber can support many of the ideas and recommendations in the proposed Plan, we are opposed to the conversion of the noted one-way streets to two-way. We believe there are more cost-effective ways to improve our one-way streets for multimodal use.

Relevant sections and changes:
Page 2: Remove "Restore Two-Way Circulation" paragraph.
Page 52: Remove CC-1, CC-2, CC-3, and CC-4 from "Table 7 – Multimodal Projects."

Remove the following text:
Restore Two-Way Circulation College Avenue and Walnut Street, and 3rd Street and Atwater Avenue are two one-way couplets that are currently designed to carry high volumes of traffic at higher speed. To support the Comprehensive Plan goal of "nurturing a vibrant City Center," this Plan recommends restoring these streets to two-way circulation and reallocating existing ROW to safely accommodate all users.

Future study and detailed design will be required to evaluate the feasibility of two-way restoration on these streets and study the impact on Bloomington's transportation network.

Amendment: B2	**Remove All Two-Way Recommendations from Plan**
Type: Delete/Remove	Submitted by: CFC

Proposed Amendment:

See attached

Rationale:
See attached

Relevant sections and changes:
See attached

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October 22, 2018

Amendment recommendation:

We respect the efforts of the City to help provide ease of travel for our downtown customers but do not feel the benefits outweigh the cost and inconvenience in regards to restoration of 2-way ROW within the Transportation Plan (Plan) and the streets as described below..

The (Plan) states, "College Avenue and Walnut Street, and 3rd Street and Atwater Avenue are two one-way couplets that are currently designed to carry high volumes of traffic...." The Plan goes onto to state, "To support the Comprehensive Plan goal of 'nurturing a vibrant city center,' this plan recommends restoring these streets to two-way circulation and reallocating existing ROW to safely accommodate all users. Future study and detailed design will be required to evaluate [the proposed] feasibility..."

- Walnut and College are 3-lane, one-way streets - parking on each side, intermittent bike lanes
- 3rd and Atwater are 2-lane, one-directional streets with intermittent parking on either side

The proposal to restore 2-way ROW to these roads should be removed from the Plan with no further consideration; studies and evaluation would be costly, implementing the plan would be additionally cost prohibitive.

Supporting factors to eliminate proposed restoration of 2-way streets

- Disruption during the change of the ROW, causing frustration to drivers to undue construction in a city already plagued with road construction fury
- Burden to emergency services, delivery drivers and mass transit systems, and danger to vehicles getting into and out of parking spaces
- Bicyclists will cross oncoming traffic, pedestrians will have to heed to two-way traffic
- Some parking may have to be eliminated which will further frustrate shoppers in the downtown area as parking is already considered a concern
- Inhibitive cost of creating 2-way traffic flow (lights, paving, signage, bus routes, etc.)

With these points being considered, and as a business owner in the downtown area we duly request

- Page 2 of the Plan, remove the paragraph, Restore Two-Way Circulation,
- Page 52, Table 7 – Multimodal Projects, references CC-1 through CC-4,
- Any other language in the Plan that refers to the conversion of these streets to two-way should also be removed, although we may have not listed those references.

Sincerely,

Jim Murphy
CFC Properties, President

Jim Murphy, President, CFC Properties

Amendment: B3	**Remove Two-Way Recommendations for College Ave. and Walnut St.**
Type: Delete/Remove	Submitted by: George Keller

Proposed Amendment:

Delete projects CC-1 and CC-2.

Rationale:

The amendment to remove projects CC-1 and CC-2 is necessary for at least all of the following reasons:

a) College and Walnut are the most important north-south streets in the city. They are far and away the best alternative for anyone traveling from the north to the south side of Bloomington or vice versa. A conversion from one-way to two-way traffic would significantly reduce the economic and social benefits of the wonderful transportation option that these streets provide.

b) The one-way sections of College and Walnut carry large amounts of traffic more quickly and more efficiently specifically because they are one-way streets. One-way streets lend themselves to synchronized stoplights which speed traffic flow. Two-way streets cannot have synchronized stoplights since traffic is traveling in two directions. Two-way streets result in more stop and go traffic at stoplights which means more frustration and more air pollution.

c) One-way streets are much safer for pedestrians to cross than two-way streets. When crossing a one-way street, a pedestrian only has to be concerned about traffic coming from one direction. When crossing a two-way street, a pedestrian has to make certain there are no problems with oncoming traffic in two directions. This requires looking back and forth at least before crossing and probably looking back and forth at least once when crossing.

d) Bicyclists accessing downtown from the north or south already have excellent bicycle-friendly streets and multi-use paths available. Additional changes to College and Walnut are not necessary for better bicycle access to downtown. Washington and Lincoln are one block and two blocks east of the downtown square. These two streets have bike lanes and relatively light motorized vehicular traffic. Morton Street and the B-Line Trail are one block west of the downtown square. Morton Street has relatively light motorized vehicular traffic and the B-Line Trail has no motorized traffic whatsoever. All downtown businesses can be easily visited via a short walk from the B-Line Trail, Morton Street, Washington Street, or Lincoln Street. This walk is comparable and possibly even shorter than what a person would experience if they drove their car and parked in the downtown area.

e) Making College and Walnut two-way through the center of town would be a big problem during the middle of the day when deliveries are being made to downtown businesses. Delivery trucks are commonly parked in one or more lanes in the downtown area during the day. Since the streets are one-way and are multiple lanes then it is possible for other

vehicles to still drive on these streets and get by the delivery trucks. If the streets were made two-way, then serious traffic stoppages and safety issues would occur.

f) Making College and Walnut two-way would be a disaster where these streets intersect with the Highway 45/46 Bypass on the north side of the city. There is no reasonable or sensible way to modify this intersection if College and Walnut are converted to two-way streets.

g) Projects CC-1 and CC-2 look like a way to waste taxpayer dollars to solve problems that do not exist. There are no real problems with the one-way sections of College and Walnut at this time. Only imaginary problems. Conversion of College and Walnut from one-way to two-way traffic would cost hundreds of thousands if not millions of dollars and would not be a good use of taxpayer money.

Relevant sections and changes:

Page 52, Table 7. Multimodal Projects

- CC-1 Circulation Change College Ave two-way restoration Restore College Ave to two-way circulation from S Walnut St to State Rd 45/46 as a Complete Street
- CC-2 Circulation Change Walnut St two-way restoration Restore Walnut St to two-way circulation from S College Ave / E Dodds St to State Rd 45/46 as a Complete Street

Amendment: B4	**Replace Conversion of College, Walnut, 3rd, and Atwater with Corridor Studies**
Type: Edit/Change	Submitted by: Joseph Hoffman, Plan Commission

Proposed Amendment:

Replace the recommendation for "Two-way restoration" with a recommendation for Corridor Studies, as outline below.

Rationale:
To be discussed at the Hearing.

Relevant sections and changes:

1. At page 2: Delete "**Restore Two-Way Circulation**" and the following paragraph, and replace with:

Improve Multimodal Travel Along Major E-W and N-S Corridors

College Avenue and Walnut Street, and 3rd Street and Atwater Avenue, are two one-way couplets that are currently designed to carry high volumes of traffic at higher speed. To support the Comprehensive Plan Objectives to "Nurture Our Vibrant City Center" and "Provide Multimodal Transportation Options," this Plan recommends immediate corridor studies of the major E-W and N-S corridors that pass through the center of Bloomington. The goal should be to determine how best to: (1) provide bicyclists with safe, protected bicycle paths throughout the length of the corridors; (2) provide pedestrians with safe passage and safe access along and across the length of the corridors; (3) provide buses and other forms of mass transit with safe and efficient ways to travel along the corridors; (4) accommodate potential new and emerging forms of transportation that further the goals of the Comprehensive Plan; (5) facilitate safe and efficient automobile traffic to the maximum extent possible in light of the aforementioned goals; and (6) enhance the vitality of Downtown Bloomington's businesses and institutions. The corridor studies should consider a variety of possible options, including (but not limited to): restoring two-way circulation to currently one-way roads; designating special bicycle roads with limited automobile access; adding or reallocating right-of-way, and/or restricting on-street automobile parking, to enable the creation of new protected bicycle lanes, multi-use paths, sidewalks, and amenities for pedestrians and users of mass transit; and designating certain travel lanes as bus-only.

2. Page 42: Replace "**Circulation Changes: Two-Way Street Restoration**" with "**Circulation**"

3. Page 51: In the list of bullet points under "**Multimodal Projects**," delete "**Circulation Changes**"

4. Page 52: Replace CC-1 and CC-2 with:

Corridor Study – College Ave/Walnut St N-S Corridor Study – Conduct a corridor study of College Ave and Walnut St, and nearby N-S roads, from E Dodds St to State Rd 45/46 to improve multimodal travel options

Page 52: Replace CC-3 and CC-4 with:

Corridor Study – E Third St/Atwater Ave E-W Corridor Study – Conduct a corridor study of E Third St and Atwater Ave, and nearby E-W roads, from High St to Dunn St to improve multimodal travel options

5. Page 55: Delete "**Restore Two-Way Circulation**" and the following paragraph, and replace with:

Improve Multimodal Travel Along Major N-S and E-W Corridors

To achieve the goals set forth in the Comprehensive Plan, improvements must be made to facilitate bicycle, pedestrian, bus, and other supported modes of non-automobile travel along the major N-S and E-W corridors through the center of Bloomington. Detailed corridor studies must be conducted to identify the best ways to improve multimodal travel to and through Downtown, while still allowing for safe and efficient automobile travel. These corridor studies should carefully consider the optimal role and function of each relevant street, desired travel patterns, economic development impacts, public health outcomes, and broader community goals. In-depth engagement with the community, coordination with agency partners, and a robust education and enforcement program will be critical to the success of whatever changes ultimately are selected and implemented.

Amendment: C	**Change Street Typologies in College Mall Area: College Mall Rd. and E. 3rd Street**
Type: Edit/Change	Submitted by: Jim Rosenbarger

Proposed Amendment:

Change the classification of College Mall Road from a Suburban Connector to a General Urban Street from E. 3rd to E. Moore's Pike.

Change the classification of E. 3rd from a Suburban Connector to a General Urban Street from S. Woodscrest Dr. to S. Clarizz Blvd.

Rationale:

The Suburban Connector Street type is in direct conflict with the Comprehensive Plan goals to reduce driving trips and encourage walking and cycling. This is especially true in these locations. The Suburban Street type is also in conflict with other recommendations in the Transportation Plan Final Draft.

The College Mall area has great potential to become a vital urban center. Its compact mix of uses include retail, services, recreation, and housing. It has Walk Scores equal to the downtown. However, the existing infrastructure is very discouraging to walking and biking. Even very short trips within the area are made by car.

College Mall Road and E. 3rd Street are wide, high speed highways designed to carry cars out of town. Pedestrians are aliens in this environment. The outdated retail format fails to create the enticing urban shopping experience of people walking on streets and sitting in sidewalk cafes. Given the vast parking lots and the one story buildings the area's potential for denser development with housing in upper stories is enormous.

Transitioning suburban style shopping areas to urban centers is no longer a new idea. New 'malls' are being built with street grids, store fronts, outdoor dining, and with parking on street and in multi-level garages. Businesses want their own, visible and easily accessible storefronts. Evidence of this trend can be seen at College Mall where nearly all new additions include storefronts even though they are buried within a maze of parking lots.

Traffic engineering has also changed. Engineers have learned that networks of low speed urban streets carry traffic as well or better than highway style roads with drag strips between stop lights.

Changing the classification of portions of E. 3rd and College Mall to General Urban fits is also needed to coordinate with Transportation Plan's recommendation to develop a street grid network in the area. (See 4.1 New Roadway Connections) Grids spread traffic loads, enhance walking and cycling, and provide extensive development opportunities. Urban streets with on-street parking provide convenient access to storefront destinations and can park surprising numbers of cars.

Relevant sections and changes:

p30, Figure 18. New Connections and Street Typologies Map

- Change the classification of College Mall Road from a Suburban Connector to a General Urban Street from E. 3rd to E. Moore's Pike.
- Change the classification of E. 3rd from a Suburban Connector to a General Urban Street from S. Woodscrest Dr. to S. Clarizz Blvd.

Page 29, Suburban Connector Street; Candidate Streets: Eliminate College Mall Rd from the list

Amendment: D	**Re-do the Pedestrian Priority Areas map**
Type: Edit/Change	Submitted by: Jim Rosenbarger

Proposed Amendment:

The methodology for Figure 21: Pedestrian Priority Areas map needs to be redone and the map revised. The methodology should be more transparent.

Reworking the priorities should include:

- The benefits of higher use of replacing substandard sidewalks in high density areas.
- The option in low density area of much lower cost greenways.
- The very high cost of new sidewalks, and the resulting very long lead times.
- The environmental costs of storm water piping and additional pavement with new sidewalks in low density areas.

Rationale:

The priority methodology mistakenly excludes areas with existing sidewalks. Many existing sidewalks are in poor repair or were built immediately adjacent to high speed, high volume roads. Substandard sidewalks discourage walking and can be dangerous. Examples include South Walnut south of 1st St., portions of E. 3rd including the downtown and near College Mall, S. Rogers near the hospital, etc. Enhancing substandard sidewalks in dense, high trafficked areas could yield much greater pedestrian activity than building new sidewalks in areas of low density with low volume streets.

Many of the 'priority areas' are in low density and would be better served at much lower cost with networks of traffic calmed greenways. Examples include the Broadview neighborhood, northeast areas, streets south of Maxwell such as Greenwood (a short dead-end) and S. Eastside. Given the very high cost of sidewalks utilizing greenways in these areas could result in many more pedestrian friendly streets built in a much shorter time span than sidewalks.

Relevant sections and changes:

p 39. Pedestrian Priority Areas
p40. Figure 21 Pedestrian Priority Areas

Pedestrian Priority Areas: The Map in Figure 21shows areas in the City that could be prioritized for sidewalk installation. The map was created using available data from the existing sidewalk inventory and by assigning various weights (on a 100 point scale) to population and employment density, demographic data, proportion of population with disability, physical inactivity, intersection density, and presence of schools, parks, and transit. Areas with existing sidewalk show as lower priority and areas lacking sidewalk with higher densities and access to schools,

etc., show as higher priority. The City should update the sidewalk inventory to verify sidewalk gaps, assess sidewalk quality, and ADA compliance. The updated inventory and assessment, combined with the sidewalk policy mentioned above, could help identify specific streets that need sidewalk or other pedestrian facility improvements.

Amendment: E	**To Include Ramp Tunnels on Bloomfield Road with the I-69 Interchange**
Type: Edit/Add New	Submitted by: Ron Brown, Bloomington Bicycle Club

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Proposed Amendment:

To include ramp tunnels for Bloomfield Road interchange with I-69.

Rationale:
The Amendment is to include a project that will greatly improve the crossing of I-69 along the Bloomfield Rd sidepath.

Currently, eight crosswalks are encountered when making this crossing. During the rush hour cars are moving slowly bumper to bumper across the Bloomfield Rd overpass. They frequently pass over the crosswalks.

With the project put forward by this amendment the crossing can be made with no crosswalk or other traffic impediments. This is accomplished by routing the sidepath through two tunnels. To see how this is done take a look at this website: http://bloomingtonbicycleclub.org/i69tunnels/

Storrow-Kinsella Associates proposed this design. They did a trail underpass for an I-65 interchange in Columbus.

WHEREAS, Bloomington has a great need for an unstressful way for bicyclists and pedestrians to cross I-69. And,

WHEREAS, many crosswalks are encountered when crossing I-69 along the Bloomfield Rd sidepath. And,

WHEREAS, during the rush hours cars frequently pass over these crosswalks. And,

WHEREAS, with the project put forward by this amendment the crossing can be made with no crosswalk or other traffic impediments.

Relevant sections and changes:
Page 2 change “31 multimodal projects” to “35 multimodal projects”.

Page 51 change “Figure 2” to “Figure 22”.

On page 52 insert the following row into “Table 7. Multimodal Projects” after the row with Project ID, MU-8.

- Project ID: MU-9
- Category: Multiuse Path

- Project Name: Ramp Tunnels for Bloomfield Rd Interchange
- Description: Tunnel through the two interchange ramps so the sidepath (multiuse path) will avoid the traffic crossings.

On Page 54 replace the Figure 22 image: (DRAFT Transportation Plan 09.28.2018_img_81.jpg) with this revised image: (https://www.bloomingtonbicycleclub.org/planning/transplan/DRAFT_Transportation_Plan_11.08.2018_img_81.jpg)

On the revised image a green line was placed on the Bloomfield Rd overpass and an “MU-9” label was added.

Amendment: F	**Add a Bicycle Facility Recommendation on W. 3rd Street**
Type: Edit/Add	Submitted by: Deena Darling

Proposed Amendment:

NC 68 W. 3rd St at Jackson St to Patterson Dr St. going west,, add a bike path and eliminate bike impediments like traffic calming bumps and bump outs projected into the street. Bikes need a better and safer route to the Westside.

Rationale:

To promote connectivity and make biking safer in neglected areas of Bloomington.

Relevant sections and changes:
Update Figure 19: Bicycle Facilities Network
**Need to clarify what type of bike "path" if/before adopted.

Public Comments Received

Name (as submitted)	Comments
Doris Wittenburg	Please do NOT reconfigure Walnut and College, Atwater and Third to two-way streets. Also, I do not like the Kirkwood reconfiguration.
Jean Graham	I am concerned that the transition from one way to two way on major thoroughfares will cause confusion and collisions. As it is Bloomington regularly sees people driving on the B Line.
Lynn Struve	I'm very doubtful that changing Walnut and College from one-way to two-way would bring improvement. To my mind, it would create even more convolution in the downtown area. Moreover, there would be no way for drivers to get around the large delivery trucks that service the downtown bars and restaurants.
kim davis	I think it is wrong to "fix something" that isn't broken...the thinking of changing College, Walnut, Atwater and Third streets to two-way streets is unnecessary and would create havoc among drivers, parking, traffic flow etc. Why call in an outside consultant to even come up with this sort of plan...Bloomington citizens know best. changing the streets would be a great big mistake in many ways...I highly recommend you do not move this insane idea any further along.
Jane Parker smith	We are very interested in a safe pathway along N Dunn St. Towards Griffey Lake! Thank you
Greg Smith	I moved to the Blueridge neighborhood off of N Dunn a few years ago. I would like to see funds set aside for a walking path parallel to Dunn for a safe pedestrian pathway to town. Many people walk this road and it doesn't provide much of a shoulder when vehicles pass. Thank you for your consideration.
Ingrid Faber	Not sure if I am a fan of making Walnut and College two way streets again. I think the one way works best and would help continue traffic flow in the event there was an accident. Making Kirkwood an all pedestrian road will strain the already too big a problem of not having enough parking in the city of Bloomington. You guys constantly build more and more high rises, but there is never any new parking structures built to help the issue of no parking downtown. Also, it would be great if you could increase the buses to every 15 minutes to help with people using public transportation. I have used the bus in the past, and it is always late, and never runs on time like it should and it is too long to wait an extra 30-40 minutes for the next bus.
Erin Murphy	I think that College and Walnut should remain one way streets in the downtown area. Having 3 lanes going each way allows for traffic to move without becoming congested. With all of the current construction going on, traveling up Walnut to the bypass is often the only way to get home in a reasonable amount of time. If the streets are changed to 2-way streets, I feel that traffic wouldn't move in one of the directions at all whenever a delivery truck parks (which happens frequently outside downtown bars). The citizens of Bloomington have severe construction fatigue right now. I feel like the city shouldn't plan to do another MAJOR and disruptive road project when the current configuration works just fine.
Don Shelton	Changing Bloomington's main streets from one way to two way would make traffic problems even worse. All the city ever does is talk about bicycles. Cars are the main mode of transportation in Bloomington, and the need for better east west traffic flow is an important factor to consider. I don't like the selection of a consulting firm that just considers what's good for bikes. City government is totally tone deaf to the traffic problems going from the west side (I live in the City just off Weimer Road near the Bloomfield Road intersection). The City hurt downtown businesses with the poor transition to parking meters. Please do something right for a change. A good first step would be to terminate the consulting contract for city streets, and just listen to what the professional staff of the Street Department suggests.
Katy Kopp Miller	My husband and I are excited about the Draft Transportation Plan and believe it will improve walkability, accessibility, and safety, especially for pedestrians and cyclists. As a small business owner, I am also drawn to how the plan will help small and local businesses in the city center. My husband and I both do quite a bit of walking and cycling with our son, and safety is a huge priority and concern for us. We love Bloomington because we're native Hoosiers and living near family is important to us, as is living in a progressive community. We believe this plan is consistent with the values of Bloomington, and will make it an even more enjoyable, safe, and community-oriented place to live. We deeply hope this plan will be implemented, as we believe the results will be well-worth the effort.
Lucinda Miller	I lived on the corner of First and Walnut when Walnut was two-way south of Second Street. There were constant accidents with people trying to turn across oncoming traffic. I think making Walnut and College two-way is a terrible idea.
Jamie Tagg	In the plan at the bottom of page one it says "The City of Bloomington must balance its space, funding, and time between infrastructure for people who drive, take the bus, bicycle, or walk for transportation and recreation. This multimodal and context-driven approach positions Bloomington to meet its current and future transportation needs and goals." With the recent (within the last week) arrival of Bird and Lime scooters, clearly additional forms of transportation are able to be invented and deployed at an incredible rate. This kind of development needs to be taken into account in the "last-mile" solution considerations of this plan. This is partially addressed later on p62 under Dockless Mobility, but greater consideration for policy and accommodation for where these vehicles are likely to be parked should be made. With regard to 2-way updates to 3rd St and Atwater Ave., and as someone who makes use of these roads regularly to get to and from work at the Jacobs school of music, I am NOT in favor of slowing the traffic flow on these streets or any addition of lights or stop signs. This is a major thoroughfare that handles high volume, and for good reason. That being said, it is a key corridor for multimodal transportation types as well as cars, truck, and busses, and additional accommodation in the form of additional street width and dedicated multimodal commuter lanes would be worthwhile. I am excited to see the initiatives to expand the B-line and neighborhood greenway networks, and hope that this might also include accommodations to connect southward to the Clear Creek Trail. These are both growing and vibrant community resources, and the fact that they do not share a safe and obvious connection is unfortunate. Such connections might also take into account the Karst Farm Greenway and associated extensions.
Jason Banach	This household opposes a multi-use path on North Dunn Street between 46 and Lake Griffy. Thank you.
Alexandra Burlingame	I think two-way traffic on Avenue, Walnut, 3rd Street, and Atwater Avenue is a catastrophically bad idea. As a former resident of South Bend, having witnessed its transition to "smart streets" where one-way streets were changed into two-way streets I can attest that it went very poorly in South Bend and will go very poorly in Bloomington.
robert fischman	The final plan does not address any of the comments I submitted on July 9 & 13. Please reconsider my comments on that draft. The 9.18.2018 draft does not seem to include any substantive change of the issues I care about. Also, it appears that there is text missing on pp. 36-39.

Public Comments Received

Larry Robinson	Changing one-way streets to two way streets is totally stupid. I did the math. You will cut the capacity of the most efficient streets we have to a quarter of what it was, and lower gas mileage to about 6 mpg. Stop listening to the bicycle riders who are complaining about having to go around the block. These changes will not cost them the money the changes will cost people who have to drive motor vehicles. I already avoid shopping downtown because of the (expletive deleted) parking meters. Get rid of them. And get rid of your 1910 horse and buggy ideas. They belong in the same trashcan of outmoded ideas that reserving the left lane for passing belongs in. We want traffic to move, not to be choked by your whims. We don't want a cemetery walk downtown. We need to go from where we are to where we are going in the least time. And your plan will cut gas mileage to about 6 mpg. If you want a pedestrian and bicycle mall, build it out in the country somewhere (or maybe in Stinesville). Remember that the city was built where the roads already crossed. Now you complain that those same roads go through the center of the city. If this plan is implemented, expect Republicans to take over next year. People will be mad.
Matt Flaherty	I am excited about this plan and strongly support it as a progressive step forward in line with our community's established and co-produced goals and values. In particular, I think adopting a complete streets policy is great, one that recognizes and values all modes of transportation, and keeps in mind our goals regarding public health, climate change /environment, and equity. More specifically, I value and would like to see: increased connectivity of a "grid-like" system; fewer auto-dominated streets and barriers (e.g. walnut and college, 3rd street, etc.) that are dangerous to all other modes; returning to two-way the College/Walnut and 3rd/Atwater street pairs; greater use of tree plots and sidewalks that physically separated from the street by a grass/tree pot; and finally, but importantly, an improved and safer bicycle network including (any) protected bike lanes, buffered bike lanes, multi-use paths where appropriate, and greater use of enhanced neighborhood greenways like Allen St. between Henderson and Washington. I also support the shared, curbless street plan for Kirkwood between the square and campus.
Jack Blackstone	I am opposed to converting any portions of Walnut, College, 3rd St or Atwood into 2-way streets. I would not necessarily be opposed to converting portions of Kirkwood to pedestrian only “traffic”, i.e., walking and wheelchairs once the city has made available parking for the lost spaces in doing so. If such is done, I would be against bicycles and scooters using the portion of Kirkwood designated for pedestrian use.
Ken Hydinger	As I read your plan it does nothing to speed up and make more efficient auto travel. Auto is still the most preferred, used, and accommodating form of travel and it will stay that way for our lifetime. IMO bikes should not be on College and Walnut as they are major auto thoroughfares. Put bike lanes on streets parallel to major auto roads. I remember when south College was just one lane north and one lane south and the traffic times were horrendous. Currently we have two lanes each way with turn out lanes and traffic is still intense. Cutting it to one lane each way, even with a suicide lane in the middle, will increase travel time on that road. The planning meetings and surveys for this were not well known and that is why you had such small responses. Please make them better known in the future.
Elaine Thomsen	If you go thru with this plan, you will cause so much confusion in this city. The accidents alone will be cause traffic jams, not to mention how the firetrucks will get thru the city. Please use common sense in this matter and leave the street the way they are. Listen to your citizens not engineers.
Ann Edmonds	The plan includes 67 "New Roadway Connections". Many of these are in fact connections that were rejected at the time the area was developed. As an example, extending Huntington to Weatherstone was proposed at the time the Boulders neighborhood was developed, but that didn't happened and there are buildings in the way now. Extending Woodlawn to Miller would require tearing down a building in Woodlawn Crossing. Extending Grimes to Weatherstone requires tearing down the Carlyle factory. Why is this plan cluttered with stuff that isn't feasible? The bicycle connections aren't any better. There is a proposal to for a bicycle connection from the north end of Wilton to Thornton Drive. That connection as a road was in the original proposal for Beechwood Manor when the neighborhood was developed in the '80s. Now the city has no right of way there. How much did the city waste in tax dollars on this?
Steve Keucher	Please don't go down this road. The current storyboard of consultants is confused and wrong-headed: People will NOT be more likely to stop and shop downtown just because traffic is so blocked they cannot move. This is solution in search of a problem and the solution would have considerable negative consequences. Bloomington can continue to be bike- and pedestrian-friendly without throttling the two main North-South streets. South Bend swallowed this Kook-aid and the result is no increase in downtown activity but slower travel. There is no advantage to this trendy idea. If you decide to do this, in 15 years another consultant will be hired to suggest one-way streets to address the impossible congestion. Steve Keucher
Janet Howell	I am concerned about changing any sections of Walnut, College or 3rd Street from one way to two way. On all of these, traffic is frequently restricted to one lane for repairs, delivery trucks, and, in the case of 3rd Street, IU buses. If traffic flow was in two directions, these inconviences will become hazards.
NA	I like the Figure 20 bicycle path priorities. Speed up phase 2 and phase 1. Let's get those done! :) Also I agree for the need for the sidewalk enhancements in the NE section of the city.
Thank you!	NG2/NG3 would be awesome!

Public Comments Received

Jospeh Prejs	Changing the downtown streets to two-way is the most thoroughly and absolutely ridiculous idea you've ever come up with (and there is considerable competition for this honor). I fail to see how anyone benefits from this asinine proposal, except of course your highly paid "consultants" at Toole, whose anti-car bias is so obvious. I know most of you people hate cars, but they're not going to go away, although they will likely be powered by something other than fossil fuels in the future, which alleviates the environmental impact. Even the numbers provided by Toole (which have likely been cooked in order to obtain the results wanted) only a very small percentage of people commute by bike, and this number is not anticipated to increase out of single digits. For most people commuting by bike is not practical, for reasons of time, weather, and personal hygiene (few employers provide showers for their employees, especially on-the-clock). By your own numbers, almost 90% of people commute by car, carpool, or bus, all of which would be drastically affected by this harebrained scheme. I've seem some of the urban planning magazines where you get some of your ideas, and I know you want to keep up with the cool kids in Berkeley and Portland, but this plan simply will not work. Traffic is already dense downtown, and this would make the delays far worse. And what about all the delivery trucks? They block sometimes 2 lanes now on Walnut. What will it be like when there's only one lane in each direction. And how does this change make it better for bikes and pedestrians? Traffic will be coming from both directions, increasing the chances of accidents. It will also have a very negative impact on the downtown businesses that you supposedly want to help. The monetary cost alone should be enough to kill this idea, as well the extreme disruption that would occur during its implementation. The net result is that more people, myself included, would try to avoid going downtown as much as possible to avoid the mess. Don't do it.
Branden Johnson	As a business owner that has been located on both College and Walnut, I am convinced that changing them into two ways will have a negative impact on businesses that have made long term location decisions based on current traffic patterns. As the streets flow now, motorists are likely to need to use both streets as they travel a north or south path through Bloomington. For example, a motorist traveling north bound on Walnut to work in the morning will very likely return home by traveling south bound on College in the afternoon. This means that the motorists will drive past all the businesses on both streets at least once a day. If College and Walnut are both changed to two ways motorists will choose one street and rarely use the other, cutting a businesses' potential customers in half. We also stand to lose more than half of our visitor traffic if they no longer need to use College to travel south bound. Visitors make up nearly 30% of our customers. After moving our location from 531 N. Walnut to 1280 N. College our business improved by nearly 19.5% in two years. Although this was a substantial investment, this continuing trend has made the decision worthwhile. Changing the traffic pattern is likely to negate these gains making our change in location a bad investment. It is disheartening to see such a drastic change being considered that will so adversely affect businesses that are stuck with the long-term investments they made based on a lay of the land that the commission now plans on altering. It is my hope that the commission seriously considers the impact making this change would have on businesses who choose their locations based on current traffic patterns.
Fredrick Peterson	The idea of making Third and Atwater two way is laughable. On Third, during the day, there is a public or private bus stopping for boarding roughly every five minutes at at least three points. This will back up traffic and cause reckless driving in an area chock full of pedestrians. On Atwater, the street is already too narrow for buses anyway, with setbacks on Jordan at the light to keep cars out of the way of turning buses (some bus drivers can't even turn in the radius provided). Buses are also frequent at that intersection. At Highland, there is a hill (and no light) which obscures on-coming traffic now for both pedestrians and cross vehicular traffic. Making that intersection two way will make it even less safe. Atwater runs through essentially a residential neighborhood, with lots of pedestrian traffic heading to and away from the campus. The T-intersection of Highland and Third has the same issues, with lots of pedestrians crossing who will now have to worry about two directions when they dash across (as many do) to campus, dealing with frustrated drivers gunning it after being held up by a stopped bus. I walk this area almost every day. What were the consultants smoking when they made their visit, and how long did they say?
Jessika Griffin	I can't remember if I have already filled out this form, apologize if I'm repeating myself! I am very excited to see that the City is willing to empower Bloomington residents. We're so often forced into one kind of transportation, and safe alternatives will make us stronger. Everything in the plan fits well with the goals of the Comprehensive Plan. I also appreciate that Toole group used evidence-based approaches. All around great job, I hope everything in the plan can become a reality!
Kellan way	I disagree with this proposal. Changing the traffic pattern to the proposed plan would make travel difficult for regular drivers, but even more problematic for delivery drivers and ambulances. Please leave our traffic pattern as is.
Jack	I am concerned about efforts to reduce north and south capacity through downtown by changing to two-way traffic on College and Walnut. Even today with three lanes in each direction, two of those lanes are often blocked by deliveries on the east and west sides of the street-- to include space for bikes AND delivery vehicles, I can only imagine that would mean eliminating parking which would be detrimental to downtown businesses. Are there ways to create other north-south thoroughfares that do not pass through the downtown square? For example, what could be done about Rogers and/or Morton? And/or Washington? And if north/south traffic is going to be pushed out of downtown, what changes need to be made on 3rd, 2nd, and Tapp to improve access east from 69 and west from the mall? And in general: more roundabouts, please!

Public Comments Received

Michelle Rogers	Making College/Walnut and Atwater/Third two- way streets is ridiculous. I understand you hired professionals and want to justify that and trust their opinions. However, those professionals don't live here and drive these roads. I feel silly stating obvious concerns like: buses on 3rd Street will never use the pull offs because they would never get back into traffic; anyone who has driven down college or want midday knows of the number of deliveries/hotel stops. If Brothers and The Bluebird were getting a delivery at the same time (not an anomaly), motorists would be fighting for that center passing lane and backups/accidents would occur; the people if Bloomington have dealt with neverending traffic projects from I69 to work on the Southside - you just can't do this to the people of Bloomington. If this pushes through, you will not be serving the people of Bloomington. And just in case Ken Nunn slacks off, I will personally seek out accident victims and assist them with their tort claim notices for negligent design. The county attorney will be working overtime and Bloomington could risk becoming uninsurable. Please use your experience and logic to make the right decision here. Lastly, I will add that the proposed changes to Kirkwood sound like a great idea and I'm sure would be appreciated by tourists attending spring events, etc. Streets like those proposed might work in other cities, but College and Walnut are major thouroughfares from North to South and vice versa. Thanks for your consideration.
Ron Miller	Making the streets two way will do nothing but harm residents and visitors. The one way streets allow cars to move around buses and trucks. Don't change them.
David Vaughn	Any consideration to make Walnut Street and/or College Avenue two way streets is ridiculous and a waste of tax payers money. The only thing this will do is make even more people stay away from the downtown area.
Mel Ban	I have a lot of concerns about changing the direction of Walnut and College. Where will the big delivery trucks park? They already create safety problems with all one way traffic and if you make it 2 way, it'll be so much worse for anyknetk get around. The Bicycle riders will be more of a nightmare than they already are. Pedestrians trying to cross the road Will be harder and put them more at risk. And I could go on. Do not make this change.
Kate Putman	I strongly oppose making College and Walnut two way roads through downtown. As is during certain times there is only one lane due to semi trucks doing deliveries on both sides of the street. If the streets were two way double parked delivery trucks would stop traffic completely. It would be one thing if there were many north - south routes through town but in reality there aren't.
Donald L. Hawkins	We spent a lot of time and money to put the present pattern in place TO MAKE transportation less congestive. Why would we go backwards on this IMPROVEMENT? IF we want to keep cars OUT of town, close the streets, put up gates, ride bikes and scooters, or walk through town. I remember when the streets in town were ALL brick. We have come a long ways in 70 yrs. KEEP UP THE GOOD WORK !
Braxton Colongione	I feel making walnut st and college Ave 2 way streets would be a waste of resources and is an unneeded change to the city. I am strongly against it.
Julia	Please abort this expensive, disruptive and unnecessary plan to change our traffic patterns.
Anna antilla	This is an unnecessary and costly change. Please use the funds to maintain existing routes or invest in your employees to better their lives.
John D Stigall	Circulation is working OK, more capacity is needed. To allow businesses to build up to the sidewalk is severely limiting adding lanes. Tweaks are needed. Buses prevent changing one ways to two ways. 10th St is a big problem due to the closing of 7th St many years ago to even IU vehicles and buses. Connecting E 10th to Law Ln would help shunt some traffic off 10th. The biggest positive change lately has been Woodlawn now connecting 10th to 17th.
ne ta	Do it. The downtown has to promote itself as pedestrian and bicycle friendly. This will help with vehicular congestion and the dangerous crosswalks.
Jeanette	I don't see how this would be of benefit. It seems to create a lot of concern for parking, those that need available parking, and how will this support businesses that need delivery trucks that may block the shared spaces? For those of us that live farther out and drive into downtown for different reasons this seems that it would farther limit our ability to visit places without the concern of time, accidents, and etc. Yes it may cater to some but it also isolates those that the currents roadways work for. I personally would make great effort to avoid downtown if this goes through.
Sarah Jacobi	Please do not make College, Walnut or Atwater two-way streets. The fact that they are one-way streets actually makes the traffic movable and flows better. See 10th street by Wells Library during most of the day for a poor example of a two-way street filled with pedestrians, bikes, and now scooters. You can be stuck on that road for 15 minutes or longer. Please help keep our city navigable for those with cars. Some of us are unable to convert to a car free lifestyle.
Matt	The idea to turn college, walnut, 3rd, and atwater into two way traffic is misguided, will be dangerous, and will lead to a large amount of congestion.
Greg Alexander	I'm worried the city's Planning and Transportation department will water down the good parts of this plan. I think protected bike lanes will become painted bike lanes; painted bike lanes will become sharrows; sharrows will be applied where the speed limit is >35mph; the proposed short-term bicycle network will take ten years; the proposed long-term bicycle network will be less than 50% implemented even in 30 years; side paths will be implemented with literally zero consideration for intersections (I am describing the last decade of greenways plan implementation). I wish some sort of accountability was in the plan. It would be fantastic if Alta Planning+Design could come back and evaluate progress on the 2008 greenways plan, and Toole should come back ten years from today. I know Scott Robinson has submitted fabrications to the League of American Bicyclists in previous years, and I want some sort of alternative to having Planning&Transportation fill out their own report card. But I want to be clear: simply fixing College&Walnut as this plan proposes is a gigantic step forward! Don't water it down! Thanks!

Public Comments Received

Stephen Hiller	While the recently approved Comprehensive Plan says to prioritize alternative modes of transportation, I urge the Plan Commission members to be mindful that a balance must be found so as not to penalize or inhibit motor vehicle transportation. Bloomington is not a quaint, small town, and cannot afford to to disregard motor vehicles. While I am all in favor of improving conditions for pedestrians, bicyclists, and others, if the city swings too far and harms driving conditions, and takes actions that make traffic worse, potential employers will take notice and avoid us. What most worries me about the plan are the recommendations to convert College/Walnut and 3rd/Atwater into 2-lane, 2-way streets. There is a very real and serious concern that these changes would severely reduce the capacity of those roads, and substantially worsen traffic issues. The traffic data cited in the plan for Walnut St downtown are a decade old. From my perspective our downtown is much more busy and vibrant than it was in 2008. This recommended street type simply does not match with the reality of what our downtown is or could be. Additionally, as mentioned by multiple people at the recent meeting, two-way streets are likely to be more dangerous to non-automotive travelers, increases the complexity of intersections for all travelers, and increases wait times at stoplights. For both of these recommendations, the city claimed two-way, two-lane streets would reduce barriers to pedestrian/bicycle travel. That does not make sense. How is a two-way street less of a barrier than a one-way street? For such a complaint, people might be better served by improved street crossings rather than radically altering traffic flows in the city. The President of the Plan Commission asked the city representative what problem the College/Walnut and 3rd/Atwater changes solve? He seemed unconvinced by the city's explanations. I would argue that these are "solutions" with no problem. They appear to be a trendy design favored by the consultant (they were insistent after only a couple days in Bloomington in January that they would recommend it) that simply does not fit in our community. The consultant says they were beneficial in South Bend. South Bend is not Bloomington. Bloomington's downtown is already vibrant. Some suggest it would help with speed downtown. When was the last time you were downtown at peak times and could even reach the speed limit, let alone go 40 mph? It seems to me that many of the concerns people have about these roads - whether that traffic speed, pedestrian/bicycle safety and crossing - are better addressed through less radical, less intrusive means. I urge the Commission to strike these recommendations and ensure the "Main Street" typology (College/Walnut) allows more than two travel lanes.
Barbara Stork	I strongly disagree with the recommendation that College and Walnut be returned to two way traffic. The number of delivery trucks that block one or two lanes on a daily basis will impede the flow of traffic. Will parking spaces on the courthouse side of the streets need to be changed from pulling in to having to parallel park? Again this will impede the flow of traffic. A business owner in the comment section had a good point about traffic having to use both College and Walnut on a daily basis. By making the streets two-way - I might never have to go on College since I can get where I am going by just using Walnut. How is this a benefit to businesses? Folks are just going to find alternate side streets to use when traffic is congested. Don't you think that the residents of Monroe County have struggled with enough traffic nightmares the past few years - why are you proposing more to our already frustrated population - remember, we are now known as the Land of the Orange Barrel. I understand that the powers that be in Bloomington hate cars, but they are a fact of life as not everyone lives on the bus line, or can ride a bike or walk to their daily destination. I have lived here for 34 years and love to go downtown, please don't make it more difficult. Instead of working with the residents of Monroe County, it appears that Indiana University is driving what this area is going to be in the future and that is a shame. Have you done a study on why residents of Monroe County don't support the downtown businesses like they used to?
Teresa Swift	As an Elm Heights resident, my concern for the changes to the Atwater/3rd Street corridor is that east/west traffic patterns will shift to increase the number of vehicles using the exclusively residential 1st Street and Maxwell Lane. The risk to pedestrians trying to cross these streets will increase.
Jennifer	With the congestion downtown now and the multiple deliveries made daily downtown I feel that changing the direction of Walnut and College to 2 way traffic will only cause more congestion and traffic concerns. Please leave this alone.
Robert Skelton	Making Kirkwood Avenue a Shared Space is not the worst of ideas as it seems like a natural progression of the environment. However, making Walnut/College/Atwater into two way streets again is an absolutely horrible idea. With the amount of trucks unloading daily and high amount of cars that need to go through we cannot afford more of the bottleneck traffic. Bottleneck traffic will cause more accidents because of frustration and lack of patience by drivers. This in turn will slow people down further. This will stretch our already understaffed Police Department with more runs. This will also cause long delays and serious traffic problems when first responders need to get to or through the area.
Karen A. Wyle	Please DO NOT turn Walnut and College into two-way streets. As one-way streets, they're wide enough to handle their usual traffic without too much congestion -- at least much of the time. Cutting the traffic lanes each direction in half on each street would greatly increase congestion and all the annoyance and dangers that come with it.
Jennifer Kelly	I like the idea of the Street Connections. I don't like the idea of turning the one ways into 2 way streets. It's hard enough going around delivery trucks in the morning. I like the idea of curbless designs, however what happens if a drunk driver decides to drive on the sidewalk. I like the idea of bicycles being separated from cars.
Georg Anne Snyder	This is a terrible idea, can't believe you would waste tax payers money hiring a outside firm to come up with such a stupid idea!!!!! Why don't you let people who live here & drive on these streets vote on this ???
Gillian	This will do nothing but cause more traffic issues than we have. Bicyclists already have routes and lanes all around Bloomington. Changing one ways to two way streets will not solve any problems but create more. This plan just seems so unthoughtful and unnecessary.
Karen Hahn	I think changing from one way to traffics from both directions of both Walnut/College and Atwater/3rd will provide little benefit. My main concern is congestion. Right now, with buses and delivery trucks in both of these areas, one is able to avoid too much of a back up by changing lanes. I fail to see how this will be possible when switched. This will just increase the congestion and stop and go traffic.
Andrea Ackerman	Enough! The idea that College and Walnut should be 2-way streets is ridiculous! Our alleyways cannot effectively support the deliveries that take place in the downtown area, hence the reason trucks park in one lane of the current streets as it is. Don't you think they would already using them if they were? Perhaps more focus should be on creating affordable housing for those who actually work in Bloomington, but don't get paid enough to live here. Perhaps monies should focus on our homeless and drug culture situation rather than just lining the pockets of IU with out of state and foreign monies. Perhaps those involved in our city planning should consider this year's construction cluster their legacy. Yes, this nightmare is on your backs and will be remembered with any upcoming election (Mr. Mayor). Thank you for taking this town apart street by street, brick by brick, and apartment by apartment all for students who will only be here 3-5 years. I'm so glad you all give a crap about the real residents who live here...it will be remembered who did this.
Susan Hollis Bassett	Please Do NOT change any of these streets to two way streets: Walnut, College, Atwater, or East 3rd St. Our current system works well. The new proposal will not work well.

Public Comments Received

Steve Keuchedr	Apparently the current consultant answer to city traffic is to turn one-way streets into two-way streets. (South Bend just went down this idiotic road.) In 20 years, these same consultants will be back recommending the efficiency of one-way streets. The idea that somehow making traffic even more difficult will cause people to jump out of their cars and generate more business downtown is ridiculous and unproven. If we do this, people will just quit driving downtown and decrease business. The thinking that we can cause people to switch to bikes or shoes (or unsafe scooters) by making this change makes no sense for a city where only fewer than half days of the year is the weather not too rainy or too cold or too hot for people to try to arrive at work/store/wherever presentable.
Kim Binford	The fact that traffic flows nicely with the parking being easily accessible is one reason we don't need new unnecessary work. There are so many other things that need work, why waste money on something that is working? Every college student, locals of all ages have expressed negative comments about the change. Feel free to contact me and I will take to the streets to show you... it is a waste of time and money.. if it's not broke...don't try to fix it !
Antonia Matthew	Re Walnut and College. I think that it is a bad idea to make these two streets two way. It is already difficult to go through town on those streets because of the number of trucks delivering goods or coaches outside the hotel. Two lanes would block the streets completely. I already use S. Lincoln or S. Rogers to go through town and N. Rogers and N. Washington to come back down, unless I absolutely have to go to the downtown. I also think that it is a bad idea to make Atwater and Third two way. Both streets have bus routes on them, Third Street the most, and having them two way would block traffic behind the buses whereas the two lane one way streets keeps traffic moving.
Shannon Bowman-Sarkisian	I didn't see anything in the Plan about increasing Bloomington Transit bus service routes on weekends. I work nights and weekends and generally take the bus to and from work. Is there anything in the proposal that addresses low-cost transportation for retail and service workers like me, who tend to work downtown on Saturdays after 6:00 PM and on Sundays? Are there any plans to increase bus service in order to promote Kirkwood as a pedestrian-friendly district?
Julia Karr	I am completely supportive of changing Walnut & College back to two-way streets. As someone who walks downtown to work on a daily basis - most drivers seem to use the one-ways as an invitation to speed through - trying to catch all the lights... disregarding pedestrians and bicyclists. I am surprised more accidents haven't occurred. Many other aspects of the plan are great, too - the greenways in particular. Yes! Thank you for all the hard work that has gone into this!
Scott Kern	I write to second and expand upon the sentiments expressed in the Herald-Times editorial of 11 October. While many of the suggestions in the proposed traffic plan merit consideration, I believe that changing the one-way sections of Walnut, College, Atwater and 3rd to 2-way streets is ill-advised. The traffic problems predicted in the HT editorial are almost guaranteed to occur, due to the amount and mix of traffic utilizing those streets. Page 10 of the transportation plan states that the current streets provide adequate traffic flow for the volume they carry. Please accept that statement as it relates to the four subject streets, and leave well enough alone. I am particularly concerned about the impact the proposed changes would have on drivers' access to downtown. Previous city administrations went to a lot of trouble to (very) successfully revitalize downtown. Part of that success was the recognition that they needed to plan for adequate parking and traffic flow to allow easy access for those who depend on automobiles for transportation. The customers and employees brought in by that easy access is part of what continues to ensure the survival of the downtown merchants and eateries that are the heart of the revitalization. Undoubtedly, customers and employees that walk, bike, and use public transit are also vital, but the goal should be to increase access for those groups in a way that doesn't squeeze out the drivers. You need more of both if you want downtown to continue to thrive. If you adopt policies that make it harder for drivers to come downtown, they won't just acquiesce and start walking/biking/busing instead. They will simply not come downtown, and you will eventually have a Bloomington square that looks like Bedford's square. There are plenty of shops and restaurants in the mall areas surrounding the city. People are not required to come downtown. They have to want to come, and if you make it difficult, they won't. That's human nature, and no amount of social engineering will change it. So, build walking paths and bike corridors, but don't disrupt the major automotive arteries. Inclusiveness means everyone, not some groups over others.
Crystal White	The plan was drafted during a time when there is a high level of traffic confusion in Bloomington due to several road construction and revitalizations such as the interstate build that has shut down many roads. Traffic patterns in Bloomington will change with the finished constructions making traffic less heavy on roads like College and Walnut. The proposed change to these two roads, as well as Third and Atwater to a one lane or two direction roads from one ways will not help congestion or improve transportation for bikes and buses. The reduction will make it harder to get north/south, east/west in this town due to less lanes and options when buses or bikes are traveling in town. Changing these roads from a one way will reduce the lanes from three or two to one. There is not enough room with the buildings to create more lanes. The traffic patterns and the traveling experience in Bloomington will be taking a step backwards into the 20th century instead of forwards into the future.
Dan	Deliveries, emergency vehicles, traffic volume and ect. Has anyone thought about this? Has anyone on this committee every driven downtown during rush hours? There is more to bloomington than the college kids and their festivals. This plan is idiocracy at it's best and will do nothing but to further alienate the people who actually live and work in this city. Excuse my language but it's time for ya'll to pull your heads out from your asses and stop laying over for IU.
Michael McDaniel	Please don't waste money and the time of every driver in Bloomington to "fix" something which isn't broken. Traffic is already bad enough. Losing travel lanes and backing ttraffic up for people trying to turn or park would make me avoid downtown all together. Parking is already a major issue downtown. Changing traffic flow for everyone because of the few college kids that can't drive or read signs is changing the masses to I accomidate the few. You are catering to the incompetent 1% which only enables them not to learn. Not to mention, every city uses one way streets to improve traffic flow. It is ridiculous to think Bloomington "figured it out" and every other city in the world is wrong. It's flat out narcissistic ignorance. Much like putting concrete medians between lanes preventing/drastically slowing emergency vehicles travel, don't change roads for the sake of changing roads.
Danyele Green	I am so saddened by the utter lack of logic that has taken place in regards to the transportation changes drafted. Some are comparing our traffic patters to Chicago and NYC which is comparing an apple to a grape. Any changes proposed should look at a few key components - Safety and Efficiency being top of the list. The current flow of traffic (even during times of street closures such as during Lotus Festival) has NEVER been a problem. Making one ways into two-ways will greatly increase the complexity of diverting traffic if a closure is indeed needed. It will (research based) increase pedestrian accidents and cause an increase in non-motor accidents. If the exorbitant amount of money that is planned for your changes is cut in half and better safety measure put in place instead, would that not make more sense? As many before me have said, if it is not broken don't fix it. There are some fixes that could take place that in no way would cost this much or cause such a huge disruption to downtown for no legitimate reason. The arguments presented to make the proposed changes are ridiculous and I thought this city was better than that.

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Suzannah Comfort	I think there are some good ideas in the plan, but I gotta say, the city couldn't have picked a worse time to collect public input. The trust between the people of Bloomington/surrounding counties and government on transportation is currently broken, thanks to the I69 disaster. If you want the more radical aspects of the plan to advance (such as remaking Kirkwood as more pedestrian friendly and switching Walnut/College back to two-way), you need to rebuild the trust with the community that the city knows and cares about and WILL address the real pain of people who have dealt with terrible and unsafe traffic conditions for YEARS now. I realize that there is a jurisdiction problem - the city does not manage I69 and many of the "problem" intersections - but regular citizens are not aware of this. All they know is that "the govmint" has made their lives a living hell for the last several years, and now you're coming along with more plans that just sound like trouble to them. They are NOT ready to hear radical ideas for making Bloomington more bicycle and pedestrian friendly. I'm sure your public hearings are going to be a total shitshow of grievance airings by this group. Meanwhile there are many Bloomington residents, myself included, who are open to your ideas and think you're headed in the right direction. But you've got to do something to communicate to the rest, or else this plan has no chance of retaining any of the aspects that make it forward-thinking and trust between the citizens and local government will be further eroded. My one comment on the plan - the idea for Kirkwood east of the square doesn't go far enough. Make it full pedestrian east-west, with vehicle crossings only north-south. See Charlottesville, VA's downtown mall for an example. Thanks for all your hard work and good luck. You're going to need it.
Eric Isaacson	The idea that eliminating one-way streets would improve anything, is completely disconnected from reality, and destroys the credibility of the plan and of the people who created it. Cut your losses, and ditch the plan and its creators.
Kim Hurley	I am opposes to converting the 1 way syrwets (College, Walnut, 3rd) to 2 way streets for a variety of reasons. Having lived and worked in a major metropolitan area (Washington, DC), I appreciate attempts to avoid traffic gridlock. Having thoroughfares designed to move traffic as efficiently as possible contributes to driver ease and comfort. A comfortable driver can negotiate single direction streets and plan routes effectively while maintaining alertness for possible hazards (unwary pedestrians, bikes, delivery trucks, etc.). However, when drivers are stressed and frustrated by blocked lanes, poor traffic flow, vehicles attempting to parallel park, etc., They are more inclined to act irrationally or to make sudden, and possibly unsafe, maneuvers. Regarding concerns about excessive speed through the downtown area, how about encouraging real traffic enforcement. Paying a traffic ticket fine is an excellent deterrant. As an individual who regularly drives through downtown, I feel that the proposes changes are prohibitive to maintain g real traffic flow If the aim is to shift drivers like me away from downtown, then the city first needs to provide easy east-west access to I69 before impeding effective travel from, for example, Bryan Park to westbound 46.
Pamela Carol Hall	It is daft to change 3rd St. and Atwater to two way streets. The consultants have said it will increase traffic for all the "businesses". Well, someone needs to point out to me all these "businesses" --please! I am going to tell you what will happen. Drivers heading West will make sure there are no IU buses ahead of them. Yes, there are turn outs-(-on the North side only.)Have you ever seen one available for a bus during day hours? Not me. Students always fill them. No one will wait while the buses chug along stop after stop--now going both ways!! We will all quick as possible zip over to Atwater and pick up speed (gee, missing all those "businesses"!) And those turns won't be at the only stoplight either. I think it will turn out to be very unsafe for everyone--including all those "businesses." And now we can add people acting irresponsibly on scooters.
STEVEN W GILBERT	The proposal to convert Walnut and College Avenues from one-way to two-way streets is at best misguided and possibly very expensive. The report brushes off the elements of inconvenience and increased travel time that such a change would cause. Sure it would be nice to have a more pedestrian friendly and vibrant downtown, whatever that means, but the report fails to acknowledge that the traffic currently funneled onto these two arteries is there because of a lack of alternatives: problem which Bloomington fails to address year after year. Trucks must park and unload on our main streets due to lack of alleys. How would two-day streets cope with them? This leads to a bigger issue. The report in general dismisses or minimizes the needs for better automotive transportation arteries, instead electing to focus on making people to use alternative modes of transport even as the numbers of autos continues to increase as Bloomington grows. The emphasis on pedestrianism and bicycling strikes me as more ideologically driven than realistic. We are not Amsterdam, with its plethora of streetcars and other transportation options. I question whether the recommendations of this report really address the needs and desires of most of the people in Bloomington. I suspect that, students aside, most permanent residents rely on cars to get around, including our elected officials. I would like to see a greater emphasis on accommodating the increasing auto traffic Bloomington is experiencing, and realistic changes to downtown that will not hobble motorists who just want to get to the other side of the city. Say no to more congestion. That's not the way to go.
Angela Lindauer	I am extremely concerned about the proposed changes. As someone who works downtown, I am concerned about the continued disruption of traffic to the downtown businesses in the area with more road construction. After living through the "Big Dig" and seeing the challenges in the Kirkwood area, the issues with South Walnut St. this summer and of course living through the challenges in town from the I-69 expansion to many of the businesses, I do not think making changes to the area streets a good idea. I have always believed that Bloomington had just the right amount of one-way streets and pedestrian friendly areas. I have never felt like driving or walking in Bloomington was an issue. I believe that we should continue to improve the roads we have (such as the current construction that is effecting the southwest side of Bloomington) and find other ways to encourage a community feel rather than making traffic more frustrating for those who live here.

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Coburn Colwell	Restore Two-Way Circulation: We live downtown and love to walk. Implementing two way traffic on College and Walnut begs some questions. The answers to the following questions should be answerable by street level observations of the present traffic flow. 1. Does the plan consider the many deliver trucks and semi trucks on each street and their impact on present traffic flow? I have often observed one delivery truck can cause a 2 block traffic back up on a three lane stretch of Walnut street. 2. How will the new traffic flow in the proposed plan cause more or less congestion? If the traffic speed is an issue can't a change in the timing of stop lights help? Bike and scooter traffic: I don't think fading white painted dismount signs on sidewalk bricks is working. My observation is that users of bikes and scooters are looking far ahead before they pass over the warning telling them to dismount. Saying it's a city ordinance means little. Also as walker I am uncomfortable telling them to dismount especially as I jump out of their way. Walking the B Line is not a safe walk due to bikes and scooters passing me close behind unannounced. Thank you for reading my comments. I am not necessarily against changes but value decisions based on facts.
B-town resident, east side liver, west side worker	Just read there were several residents in favor of eliminating the one-ways. If we had actual four-lane roads, that would be fantastic. But we don't. And a City without arterials, like a body, shrivels up. They have to go somewhere. If you change these roads, the City needs to provide actual well-flowing, decently speeded, traffic avenues for drivers. Poll the city. It would not even be close. Somehow drivers need to get around. End the youthful ableism of assuming everyone can bike every day of every season. Try dropping your two kids off at daycare on your bicycle or rushing home to get dinner ready or zipping over to your second job across town. Clear bias is showing. Liberal privilege, though well meaning, is still privilege and needs to be checked at times in favor of the reality of working people. And if you all have any control over downtown parking, again, stop catering to people of privilege, this time with money. The downtown should not be the playground of the town's wealthy elite but instead belong to everyone. Easy solution for rotating parking. Have time limitations in spots instead. And crank up the fines mightily for those who don't obey them. Want to be truly progressive? Stop using punishment, capitalism, and other approaches to effect the change you want. Focus on the populations that need the help and find creative win-win ways to get there.
Carole MacKay	I am opposed to both the widening of Hunter and the extension of Hunter through ECC parking lot to College Mall. If both 3rd St. and Atwater are made two way, frustrated drivers are all going to spill out onto Hunter to get to the Mall area because of traffic congestion. Besides ruining ECC property, it will also probably go through United Church property and Eastland Plaza. It will make our once relatively peaceful neighborhood a noisy traffic zone. Please do not allow this part of the transportation proposal to pass.
Rebecca Carter	I do not support making College, Walnut, 3rd, or Atwater into two-way streets. Delivery trucks and buses make it difficult to travel on these streets now, losing half the lanes to oncoming traffic will make it impossible to drive these streets. It will encourage me to shop online rather than deal with downtown traffic (already bad) and downtown parking (already bad).
Glenn Gero	Please be more proactive and transparent with the residents of the neighborhoods who will face loss of property—Hunter Ave. development. We already have part of the “Greenway” here without having had property taken. What about other parts of the Greenway besides Hunter? Will they be “improved” as well? Anita from Hunter to Second St. for instance. Don’t ruin neighborhoods because you are faced with a congestion problem unthinkable to those who planned and built this part of Bloomington 80 years ago. We’ve been through this already with the Atwater issues 25 years ago. This plan will eventually lead to the “studentization” and “IU-ization” of this part of our neighborhood, and loss of value of our property, all for easier access to the Mall!
michael h kemp	Converting Walnut/College/Atwater into 2-way streets a very bad idea. N-S and E-W arteries essential to health of downtown area. Anticipated benefits not well supported. Drawbacks in slowing traffic to a crawl and balkanization of retail areas are certain. E-W arteries insufficiently developed as is; W. 3rd-Patterson Drive-Walnut-Hillside should be protected from dangerous encroachments such as reverse on-street parking which is always a bad concept.
Jennifer Steinbachs	Perhaps instead of focusing on increased future auto flow (and subsequent parking), the city could instead allocate more funds to enhance mass transit: more routes, more integration to fringe neighborhoods just outside city limits, more frequent bus service. With more frequent buses and more coverage, it would be more likely that people would be willing to leave their cars at home. Indeed, I even had a vision of streetcar service down Walnut/College/East 3rd street.
Kyle Fulford	Hello, I am writing a research paper about the proposed transportation plan and historical data pre-1955 when College/Walnut were two-way. I need to interview a city planner for my paper. My professor is Levi Tenen at IU and he can write a reference letter if necessary. Thank you
Christine Missik	In some cases the concept of a grid pattern is best if it does not provide a grid for cars, but provides a grid for bicycling/walking/scootering, etc. It is possible for a neighborhood to have essentially a pedestrian and bike grid, by having connector trails from one road to another, without having a street grid. In some neighborhoods, especially neighborhoods without sidewalks, this minimizes neighborhood car traffic to mostly neighborhood cars, and maximizes walking and alternative transportation by providing less traffic on the neighborhood streets, and quicker walking/biking/scootering routes to nearby locations. For example, Hoosier Acres is not used for through traffic, but there are cut through short cuts for bicycles and walkers to get from dead end streets to Clarizz. Walking on the streets is popular because we don’t have through traffic.
Christine Missik	As a 61 year old scooter rider, both electric and kick scooter, for 6 years, I’d like to point out that the improvements in Lithium batteries are going to create a dramatic increase in non-car traffic, like electric scooters, electric skate boards, etc. For years I have been puzzled about why I don’t see more scooters out. All that has changed by the new presence of scooter rentals. Now that people are becoming familiar with scooters I think many people will buy them. Right now it is mostly a phenomenon with young people, only because they are more adventurous. However, other adults and kids will soon discover that scooters are easy to balance and use (in my opinion, much easier than bicycles) and more portable. So I think scooter use will expand way beyond the college age crowd, which is a good thing. Non-motorized scooters may make a comeback.
Christine Missik	Did you get my message just now about street grids only for walkers/bicyclists — not cars? I am afraid that it didn’t get transmitted. I can resend it if needed. Thanks.

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Judith Ann McCammon	I was born and raised in Bloomington and I would hate to see the changes on Walnut, College, 3rd, & Atwater. When I was in high school--way back when-- Walnut & College were 2-way streets. My friends and I drove one way around the Courthouse while there were others going opposite and we would laugh & then change directions for awhile. This was in the 50's and there was much less traffic then than there is today. I live in Winslow Farms and recently have gone from 14th Street south to my home--if you go 30 mph or less, you can go through the downtown area all the way to Miller Drive without having to stop. I see no need in fixing something that isn't broken! Leave the streets alone. Also, while we are on the subject, it seems the City is always hiring a firm that is from out of town to tell us what to do with OUR CITY and paying them I'm sure big bucks for something that they will not have to see in action! I plan on attending the Nov., 8 meeting, weather permitting, as I'm 80 plus.
Ann Edmonds	Your map of bicycle and pedestrian connections does not show the loop around Winslow Sports complex and doesn't show the bike path from the west end of Rock Creek Drive to the Winslow Loop. This area is more connected than your map indicates. To make the area more connected, I would like to see the two ends of Short Street connected and a connection from Berkley Court in Mayfair subdivision to South Maxwell Street. This would provide an east west connection from Sycamore Knolls through Greenbriar Hills to Maxwell St then on to Short St and further to Azalea and Wylie Farms. This could be used by kids going to BHSS by bike, as well as by people in those neighborhoods going to the Y or to the Winslow parks. The MCCSC buses do not serve high school students living less that 2 miles from school.
David Elkins	Please modify this plan to remove the two way traffic plans on College Avenue and Walnut streets as well as Atwater and Third streets. This will come at a tremendous cost and other projects will suffer. I am a native of South Bend and travel there frequently. Their claim that reversing the roads in South Bend has brought economic development to the downtown area is false and it is still depressed compared to downtown Bloomington which is already thriving. We will be creating a huge problem with traffic flow, the ability to turn left and deliveries downtown. Please take this money and spend it on widening Bloomfield road (now an interstate connector), creating a roundabout at a terrible traffic intersection at Winslow and Walnut Street Pike by IU credit union, and other real problems with our road system. This money can be spent on more effective projects.
Sharon Lynn Pugh	I oppose disrupting the Eastside neighborhood as the plan proposes. There seems to be some judgment that this neighborhood warrants less consideration than other neighborhoods, perhaps because of mixed income levels and high student occupation. Both Third Street and Second Street already go to College Mall, so it is not necessary to spend large funds and displace residents to create another through-street between them. Also it doesn't make sense to create traffic congestion and endanger pedestrian crossing by making Atwater Street and Third Street two-way, and then create another traffic corridor perhaps to relieve the congestion. One-way streets are much safer for the foot and bicycle traffic you wish to prioritize. Prioritizing foot and bicycle traffic over cars sounds good, but older residents, such as many of us who live in the Eastside neighborhood, find long walks unfeasible, especially in the many colder months, and bike riding impossible in any season. Altogether, this plans seems to me to be a huge waste of money and major intrusion into our neighborhood.
Jan Coyle	I have so many comments that I am not sure where to start. It is very apparent that the goal of B-ton government is to make it as difficult as possible to get anywhere in this city by car, thereby hoping to cause people to stop driving. I predict that people will just stop driving to the downtown area and severely curtailing their shopping and dining, reducing the income of downtown merchants. The parking meters have already affected the frequency of my trips to the center of town. We don't need a more bike-friendly town; we need more traffic enforcement of bike riders who consistently plow through stop signs & lights, trusting that drivers will stop. I guarantee that 95% of the car-bike accidents in B-ton are caused by bicyclists breaking the law. I won't ride a bike in B-ton, because car drivers are so irate about the crazy bike riders that they make it unsafe for bicyclists. The number of E-W thoroughfares is woefully inadequate. As long as the city continues to grow (& this seems to be what the current government regime desires), the number of cars will increase & traffic will slow even more. Why does B-ton have to get bigger? I moved here because I loved the small-town feel of the city and this is no longer the case. They had a chance to give us one more way to get from E to W & return with the Switchyard Park, & they chose not to. Shame! How is Figure 11 any different from how Kirkwood looks now? Figure 13 is conceptual, not reality. There is no L turn lane & traffic flows in only 1 direction. Arbors Lane connecting to E Winston St. Are you going to tear down 1 of the apartment buildings to do this. It is basically a parking lot, not a street & I live right next to it. I am adamantly opposed to this proposal & I am pretty sure all my neighbors would be, too. One practical thing you could do is re-designate the right lane at intersection of E 2nd St and College Mall Rd (next to Wendy's) as a R-turn only. You have 2 lanes going across into the mall & only one lane for 2 lanes of cars. Also, if the car at the front of the line is going straight, no one else in the lane can turn R on red. You can't possibly think that making both College Ave & Walnut St 2-way is practical or safe. You have not provided a turn lane for people turning left & traffic will grind to a halt behind someone trying to turn. Delivery trucks block sometimes 2 out of 3 lanes of traffic and restricting deliveries to a 4-hr window in the early morning will just create havoc for people commuting to work out of the city and there are thousands of those individuals. This is just the tip of the iceberg - the whole plan is representative of the unrealistic/idealistic world in which most of B-ton's governing bodies exist. A huge reality check is needed.
kim davis	i believe that Bloomington streets are fine the way they are. Making streets that are now one way into two way would be a huge disruption of traffic especially downtown. it is absurd to think of changing something that does not appear to be broken, especially if it is only for the sake of the almighty dollar. that is a pretty lame reason. also...why widen our street...Hunter Avenue...? will the city be renovating the yards they disrupt?t it would be a huge disruption to our property. i am disappointed in the city planners that appear to put the dollar above the people's wishes and best interests is wrong.
Dirk Fraser	As a daily pedestrian in the downtown area as well as one who frequently drives in the city I see no upside to changing College and Walnut to two way streets. The current system allows me to easily cross at signal controlled intersections, reduces the number of intersections where I must fear the right on red drivers coming at all four corners and presents one with traffic coming from only one direction. Further the lights and one way traffic allow for open intervals between the batches of traffic. The problems the change would create with delivery trucks blocking traffic should be obvious. These streets manage large vital traffic flow numbers from the north and south while still allowing for an active and attractive town to pedestrians. Changes to this would create a chaotic mess. Ditto for the east third and Atwater proposal. Thank you.
Sandra K Taylor	I'm interested in hearing more about the shared road concept for East Kirkwood. I would like to see some cleanup and improvements to the alleys downtown, so that they are usable for transportation. Scooters need to go. It sounds like the parking issues are being discussed and acted upon, so that is a good thing.
Steve furr	I am completely against removing the one-way streets in the plan. This will be a nightmare

Public Comments Received

Nancy Hutchens	Making these major streets two-way is a terrible idea. Bloomington is growing. The major streets of any large city are mainly one-way to move traffic and facilitate double-parked delivery trucks. I lived in NYC for years as well as small towns. Two-way streets DO NOT provide greater safety for bikers. On a one-way street a car driver can go around someone on a bike. The gust column in the H-T on 10/24 clearly stated the stupidity of these ideas. AND, with the presence of scooters having two-way traffic just adds to the growing chaos. Bloomington welcomes retirees because we bring money to economy and provide audiences and support for the many arts groups here. Why don't you take their needs into consideration? I'm a Democrat but totally fed-up with these changes for the sake of change. You will be raising taxes with the new budget anyway. Don't push us with solutions that will only create bigger problems.
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Stephen King	I hope that the City of Bloomington doesn't proceed with its ill-conceived plan to convert portions of Walnut, College, E. Third and Atwater into 2-lane roads. Bill Witte made some good points against the plan in his Oct. 24 guest column in the H-T. In addition to his points, traffic on E. Third will become a nightmare because of all the buses that stop along that route. Parallel parking on College and Walnut will cause blockages and be more dangerous, since fewer lanes will be available for traffic to pass. Downtown businesses will suffer, as more people (like me) will avoid going downtown because of the congestion. The congestion will actually make it more difficult for older people and those with disabilities to access and enjoy the downtown area. To our City leaders: please publicly disavow this plan, so we don't have to worry about it anymore.
Jessika Griffin	Overall, I support this plan and very much hope to see it adopted. My only disappointments are that "bicycle parking" is only mentioned once, and only as it pertains to dockless bike share; and that seating and shelters at bus stops are not addressed. I would love to see less car dependency in Bloomington, but it will need to be paired with serious bicycle, pedestrian, and transit infrastructure.
Brian ODonnell	I reviewed the Final Draft of the Sept 28 , 2018 Bloomington Transportation Plan and had the following comments. 1. As a frequent pedestrian and occasional bike commuter, I am certainly enthusiastic about making Bloomington a safer place for getting about. I can also fantasize about an alternate reality in which the United States did not decide as a country to make cars essential for day to day life. However, the idea of making bike traffic, which constitutes about 4% of commutes, have higher priority than cars, which constitute about 71% of commutes (Table 1) seems bizarrely incongruent with the actual needs of residents in Bloomington, and those who must travel to Bloomington for work, deliveries, health care and shopping. 2. For a small city, driving is already very slow and easily disrupted in Bloomington. Major state routes become two lane roads in the city, resulting in traffic tie-ups when a lane is blocked for construction as frequently occurs. Certainly the take away experience for out of town visitors who have driven to Bloomington over the past four years is that construction blockages are a seemingly interminable feature of our transportation system. The notion that it would be a good idea to convert the only north-south through streets to two way streets and to further "calm" (i.e. obstruct) traffic could only appeal to a visionary consulting firm. Similarly, I cross 3rd Street and Atwater every weekday as a pedestrian, and it would be great if speed limits and vehicular traffic speed limits and right of way laws would be more rigorously enforced. But, what are the alternate routes in either the North/South or East/West directions for drivers who have commercial, commuting or personal needs to move reasonably quickly across town? Does the city really want to add further travel time to the many commercial workers who need to go to multiple locations in the course of a day (e.g. plumbers, utility works, electricians, landscapers, delivery persons…)? 3. Public transit is slow, intermittent, inconvenient and uncomfortable. Every time I walk or drive past a group of bus riders huddled in freezing rain at the corner of Jordan and Atwater, waiting for a bus, I am relieved not to need to use it. The advent of Transportation Network Companies (TNCs) is not only ending the wretched taxi service in most cities, but also provides an alternative, particularly with ride sharing, to buses for most people. Unless the public transit systems can provide a real alternative to TNCs, with service that comes where the user is, and takes them where she/he/they wants to go, any time during the day, it is hard to see why anyone would prefer to take a bus. 4. A survey of what pedestrians actually need would be informative. I would like at least one sidewalk on streets, so that at night I and my children did not need to walk in darkness in one of the traffic lanes. I would like aggressive enforcement of crosswalk right of way for pedestrians, particularly for crosswalks without stop signs or traffic lights. If there are laws that require businesses and homeowners to keep sidewalks clear of ice and snow in the winter, enforcement would be desirable. (My wife, concerned about me falling, brought crampons for me as a gift). 5. Bikes. Like many former bikers, I gave up biking when drivers started texting and talking. Just too hazardous. It would be fantastic to have protected lanes or bikeways that traversed the city. It's just not adequate to paint some stripes on a narrow road that disappear abruptly after a few blocks or at intersection.
Jason Gold	I think it looks great. I especially think the proposal to make college, walnut, third and atwater all two-way is a huge step in the right direction.
Jaclyn Ray	Hello, I would like to express my support of and excitement for the draft Transportation Plan. I love it! I fully support the ideas around the "high-priority bicycle network" and the idea of a "street grid network" to make biking and walking easier by making Bloomington's grid of streets and paths smaller and with more connections. I think the idea of redesigning Kirkwood Ave. as a shared street is fantastic. I also think that having a feasibility study to evaluate the pros and cons of restoring two-way traffic to Walnut+College and 3rd+Atwater is worth investigating. I like the section on street trees and also that it draws attention to making transit a priority. Overall, I'm very supportive! Jaclyn
Hannah Schertz	To further plans for pedestrian safety, please consider a crosswalk on 3rd at Rose. It is very difficult and unsafe to cross when traffic is heavy on 3rd St. (most of the time).

Public Comments Received

Beau Vallance	I oppose changing College/Walnut to 2-way. The current arteries seem to work JUST FINE -- room to pass slow cars, turning vehicles, and parked delivery trucks which can park whenever during the day that they need to, lights in synch keep them flowing smoothly, each carries commuters quite well morning and evening, and there is room for on-street parking and even a bike lane -- I don't see what we gain by clogging two streets with two-way traffic. If speed is the problem, LOWER THE SPEED LIMIT and ENFORCE IT!! ...I feel less strong about 3rd/Atwater, but they seem to work well as they are and, so close to campus, are probably safer, having to look just one way before crossing...This change to two-way seems to be a solution looking for a problem to justify it, it will be expensive, and it won't substantially improve life here. Please put effort into serious problems instead -- homelessness, neighborhood stability, zoning to control growth...
Kate Robinson	Turning College and Walnut into two way streets will only serve to make Bloomington's already frustrating traffic into a nightmare. The direction and speed of those streets is not what is keeping people from spending time downtown. What's keeping people from spending time downtown is the challenge of free parking and the lack of businesses that people want to frequent. The attempt at bringing more people downtown could very well end in a result that drives people away from downtown completely. South Bend has tried this with poor results. Now people who previously commuted through downtown have found alternate routes that take them away from the new traffic patterns and away from the businesses they were supposed to be frequenting. Please don't ruin Bloomington with an aspirational, but poorly thought out plan.
Deb Murzyn	I am very concerned about changing college in Walnut and at water and 3rd to 2 Way Streets. The major issue I see is all of the delivery trucks downtown who blocked traffic and buses. I think it is going to make it so much harder to drive and keep traffic flowing. I am really confused about what the future goals are for this town. I thought we wanted to make Bloomington a retirement mecca And yet I continue to see decisions made that would scare retired people. This appears to be another way that will make it more difficult to drive downtown and shop and frequent the restaurants. Not everyone can walk. Or bicycle. Or scooter.
William Krause	What I see: For much of the day, the College Mall area already bears the burden of heavy traffic. Adding more access to it (by extending E. Hunter Ave.) would only increase the congestion there, I fear. And most important, by extending E. Hunter Ave an attractive neighborhood in which to live could be degraded by the resulting changes.
Eoban Binder	While this plan contains many good ideas for improving the city's transportation infrastructure, it does not go far enough to realize the city's goals of reducing car dependence, mitigating climate change, and addressing social inequity. To make a real difference this plan needs to make up for years of stagnation in improving bicycle and pedestrian safety by defining many simultaneous projects across many areas of the city. Relatively small projects like changing the traffic pattern on College and Walnut, or installing a two-way protected bike lane on 7th are a good start, but they will not make enough of a difference quickly enough. Additionally, the plan needs to address a fundamental flaw in the city's transportation, which is the separation between city government and Bloomington Transit. As long as this separation continues, it will be impractical to implement value capture-oriented land development in close conjunction with improvements to transit service. This is demonstrated, case in point, by the very absence of BT from the city's transportation plan.
Nancy Kalina and Kim Davis	We attended the meeting of the ENA that Dave Rollo and Terri Porter facilitated. We live on E. Hunter. Our perception is that this is plan is to develop for no other reason than development. We love our neighborhood just as it is. We bought the house and property 18 years ago and feel that we want this street to stay as it is. There is no reason to create a green way. Pedestrians, cyclists and scooter riders use this street just fine. No change is needed. Also, we both disagree with the entire plan. We believe that Atwater, 3rd Street, Walnut and College should continue being one way. Finally, if you want to discover what changes should be helpful, we think it would be best to ask the people who live in the community as opposed to an outside consultant. We travel these streets all the time. Thank you.

Public Comments Received

Patrick & Janet Dunigan	When we moved to Bloomington twenty years ago, we chose to live on East Hunter Avenue because it was an older, established area of Bloomington. Our children were 2 and 5 years old, and they were thrilled with their “big yard.” The streets were tree-lined, and they were able to ride their tricycles, bicycles, scooters, and, eventually, cars on a quiet street that had little traffic. They were able to play in an area of friendly neighbors, where we knew it was safe. And it was a safe area for the kids to walk to school. To this day, our neighbors are our friends, and we are able to gather in the street and yards to catch up with each other. Most of the Eastside Neighborhood was designed with dead-end streets to minimize through traffic and serve as a barrier to fast cars and quick short-cuts. It is a good example of effective neighborhood design, and it has worked well for the past 50-plus years. In its present design, it enables bike and walking traffic to pass through without upsetting the natural surroundings, taking our property to expand right-of-ways, and interjecting a man-made, B-line-style thoroughfare in our front yards. Maintaining the present design is true neighborhood preservation. We also paid a premium price to purchase a piece of property near the University, with a big yard, and a nice neighborhood that was unique and diverse. We were reassured it would be an area that would not change significantly over time. In a recent meeting designed to provide additional information for the Eastside Neighborhood Association, the representative of the Transportation Department was unable to describe what a Neighborhood Greenway was or how wide the proposed street would be. The most modest street topography presented in the plan is a residential street, proposing a width of 59’ as its footprint. Hunter Avenue in front of our home is only 21’ wide. Making it 59’ wide would result in a 38’ increase, inferring a loss of our front yard. (It should be noted that the lot sizes and setbacks of the homes on East Hunter Avenue are inconsistent, and the situation does not lend itself to a tidy, consistent set-back on all homes.) The introduction of a thoroughfare so close to our homes would introduce more transient traffic and increase the potential for crime, littering, and loss of privacy. Personally, I think it much more cost effective and safe to just repave the existing street and preserve what we have. Thank you for your consideration.
Jeri Anderson	I think the plan to change Walnut/College & Third/Atwater back into two way streets is an unnecessary waste of time & money. If the goal is to keep traffic moving, then one doesn't put 2 or 3 times the amount of traffic into 1/3 of the space. While it is a great thing to promote alternate forms of transportation, the reality is that most people can't afford to live within the proximity of the bus system and can't bike or walk (either too far or bad weather), so cars are going to be a fact of life. I'm also pretty sure that all the students who come from out of town to attend IU are bringing cars with them. So, it's a reality that vehicles are here. Every person who visits Bloomington is coming via automobile and will not park somewhere and walk or take a bus. We want to encourage people to visit and spend money here, not force them to choose someplace else to go. Bloomington isn't a small town anymore and there are a lot of people here, so why don't we think like we want to grow. Bring jobs, make housing affordable, increase the radius of public transportation, provide adequate parking, deal with the issues of homeless & drug crisis...there is so much more important stuff to deal with in this community instead of wasting your time trying to fix something that frankly isn't broken. Changing traffic patterns is fine good and wonderful for any place that has other sufficient forms forms of egress for people and businesses, but frankly Bloomington doesn't. Just because someplace else did something is not reason enough for Bloomington to do it. Let's not make the situation worse. Thank you for your time.
Carole MacKay	The proposal does not seem realistic. Folks at our Eastside Neighborhood Meeting on Nov. 25th who bicycle regularly noted that they avoid Hunter for two reasons: too many stop signs and too many hills. If bikers don't like it, why are city planners trying to make it into a bicycle-friendly greenway? People who live on the east end of Hunter like the fact that the road dead-ends at Eastside, so very little traffic is encountered for walkers or bikers. People do not need sidewalks and bike lanes to feel comfortable walking in the street. The proposed Greenway includes plans to open up Hunter to through traffic. This would increase car travel to Hunter from Atwater. City planners would be wise to leave the street the way it is--comfortable for walkers and bikers and not worth the diversion from Atwater for cars because the road is so short. People in the neighborhood like it the way it is and hope the city doesn't waste a lot of money on a Greenway.
David MacKay	With respect to the proposed Hunter Greenway proposal: 1) Hunter is presently a very quiet neighborhood street, friendly to pedestrian and bike traffic. The proposed Greenway would eliminate the undeveloped part of Hunter, make it a through street, and likely increase automobile traffic resulting in a less pedestrian and bike friendly street. 2) Bike riders are not partial to Hunter due to its hilly nature and frequent stop signs. Changing traffic patterns on 2nd Street might meet with more enthusiasm from bikers.

Public Comments Received

Dave	TRANSPORTATION PLAN RATIONALE Joe, I was glad to see you asked for the rationale behind the two way street aspect of the Transportation Plan. Beth's answer seemed vague and did not offer a real rationale. The City is required by Indiana Code 36-7-4-502 to develop and maintain a master thoroughfare plan, but, is a congested two way street out of town (Walnut / College Ave) a thoroughfare for emergency evacuation and traffic flow? REAL DATA and MOBILITY Nobody mentioned the data that shows a 36% increase in car, pedestrian, bike conflicts when going from one way to two way streets. Is ideology more important than data? It is important for members of the plan commissioners to realize the dependency we have on cars for shopping, shuttling our kids around, mobility for our elderly folks, travel to work and ability to carry more than a bike. I have noticed that even though cars are 85% of the modality of movement in Bloomington, they are the only group to pay taxes to support our roads, (sales, gas tax, excise, etc), they are at the bottom of the Modality of Movement pyramid. Why? SOME PLAN PARTS GOOD Parts of the plan are good, like the greenways plan, and we do need more of an integration with landscape in Bloomington, like IU has on campus. So why not whittle the plan down to essential and doable components and not far fetched unrealistic goals, conflicting data and fantasy NC Codes. Some connectivity is rational yet others are fantasy. CONNECTIVITY ISSUES AND FAUX PAUS CODES There seems to be a bunch of nonsense codes such as NC 56 (extend E. Hunter Ave at High Street to College Mall Road) and other fantasies that pop up in the plan. Like NC 39, a bike bridge from end of Kirkwood Ave to Alexander avenue over the R.R track and highway. Really? With a 4 lane highway 100ft away.(W.3rd) I would urge all those examining the Plan to use critical thinking on all components. Sincere, Dave BREAKING NEWS: At 4:46 pm in Tuesday I drove by 4 buses in a row at the Ballentine Stop that were blocking bike paths forcing bikers into the far lane. Had it been two way, the biker would have a head on collision with a car.
Deena	The Transportation Plan seems to be a way to force Bloomington into Platinum Bike Status and it seems to be driven with heavy emphasis on bikes and not cars. This could lead to bike tyranny. Bike riders tend to be college age students and not older working adults with families. So the plan is biased towards people under 25. And the HT reported a recent rash of bike thefts, that can be solved by a $25 yearly bike permit and plate fee. This would allow bikes to be traceable and riders held responsible when they run stops and run into pedestrians and it would help them in paying their fair share for bike paths and signage. Another curious entry in the plan shows that the city actually has Gold status as a bike community. Yet, in the plan survey has only 160 people on the Wikimap survey said Bloomington was average, which represents 1/20th of 1 % of the population of 83,000 people. Is the city not getting the word out about our Gold status and promoting our existing bike paths. Car drivers are pedestrians at some point. It is too bad the city has connived to make it a 'battle' between cars, pedestrians, bikes, and scooters. It is not a battle because at any given point in time people use different modalities of transit depending on our needs. Going to grocery store and Menards for supplies, take the car. Making a trip downtown to a festival or coffee shop, take your bike. Many of us engage in adapting our daily needs to different modes of transit.

Public Comments Received

Shannon	I am writing as a Bloomington resident regarding the Bloomington Transportation Plan. I read the plan, and while public transportation was mentioned, I found nothing specific regarding what the city's long-term plan for public transportation. I'm confused about the lack of consideration for public transportation usage in the plan. I love the idea of shifting to a pedestrian focus on Kirkwood, but I don't see how that would work without an excellent transit system in place. People will need to be able to get to Kirkwood without driving, and taking the bus would be a fantastic way to travel if the buses were safe and reliable. Biking and walking are wonderful options, but are not feasible during much of winter (I know from experience what it is like to ride my bike in January). Ride share apps are great, but very expensive and not a realistic option for hourly wage workers like myself. I am an Information Assistant at the Monroe County Library on Kirkwood, and I also work at Bloomingfoods Near West. I often rely on the bus to get to and from both of my jobs, although when weather permits, I ride my bike or walk. Downtown retail and service workers struggle with finding reliable transportation to and from work. Parking, ride share apps, and electric scooter rentals are expensive. Most BT buses don't run on Saturdays after 6:00 PM or at all on Sundays, which is exactly when our employers need us to work. Many Bloomington employers will flat out refuse to hire a candidate who doesn't own a car because it means an employee will not be available during peak hours. A thriving downtown requires workers to staff the retail and service establishments. If it is too expensive to live within walking distance, too expensive to park downtown, too expensive to use ride share apps, and the buses don't run when workers need them to run, then how can businesses be expected to hire experienced, dependable employees? A functioning transit system would benefit all residents. Families would be able to ride to events without the stress of trying to find parking on busy days. Students and young adults would be able to safely enjoy going out on Saturday nights. Anyone who wanted to dine at a beloved downtown establishment would be able to do so year-round, instead of avoiding Kirkwood during the academic year. If the long-term plan for transportation in Bloomington includes public transportation and I somehow missed it, I would be interested in reading more about what that plan entails. If the long-term plan doesn't take public transportation into consideration, then I strongly urge your department to re-evaluate the needs of our community.
Doug Bruce, Pastor Father Tom Kovatch, Geoff Chanders	I am writing this comment letter on behalf of ST. Charles Borromeo Catholic Church and school. In response to the June 28th draft report for the Transportation Plan, we would like to bring to light our concerns of a few elements the plan will have upon the St. Charles Church community. As you know, St. Charles is the only local Catholic education campus in the Monroe County area and beyond. Our school and daycare serves over 300 children and families, and has done so at this location for over fifty years. Our campus borders East Third St. and its intersection with High St. We are currently studying our own master plan with additional facilities beind planned for religious and education needs. This Transportation Plan draft would severely and adversely impact our use of the current campus. The NC 56- Hunter Ave. extension is highly problematic and has a direct impact to our property as it will bisect our site into two parts and will place a new road that will cut off our planned educational growth. This is currently a green space/practice field that eventually is planned for expansion of our school. We would be mor ethan happy to discuss these plans with you as you find it necessary. Please contact me if you have any concerns or questions.
Antonia Matthew	I am all for making Kirkwood more pedestrian friendly -- and with the scooters it's getting worse. They travel faster than bikes and I have seen them shoot through intersections without stopping or looking either way. I am against two way on Walnut and College. It is hard enough to get through, with delivery trucks, coaches etc parked in a lane. Make it two ways and we'll have traffic jams. Also against changing Atwater and third. There are a lot of buses, especially on Third. Having it one way at least keeps one lane clear when buses stop and take up that lane.