

City of Bloomington Common Council

Legislative Packet

Wednesday, 16 January 2019

Regular Session

For legislation and background material regarding Ordinance 19-03,
Ordinance 19-04, and Resolution 19-02 please see the
[09 January 2019 Legislative Packet](#).

Legislation and background material regarding Resolution 19-01 [Adoption
of Transportation Plan] is contained herein.

*For a schedule of upcoming meetings of the Council and the City's boards and commissions, please
consult the City's [Calendar](#).*

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To: Council Members
From: Council Office
Re: Weekly Packet
Date: 11 January 2019

LEGISLATIVE PACKET CONTENTS

**REGULAR SESSION
WEDNESDAY, 16 JANUARY 2019**

- Memo from Council Office
- Agenda
- Resolution 19-01 – Adopting the City’s Transportation Plan as an Amendment to the City’s Comprehensive Plan (new material in this packet)
 - Certification from the Plan Commission
 - Memo to Council from Beth Rosenbarger, Planning Services Manager
 - Proposed *Bloomington Transportation Plan*

Contact
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REGULAR SESSION, AT-A-GLANCE
WEDNESDAY, 16 JANUARY 2019

SECOND READING:

- **Ord 19-03** – Amending Title 8 to Designate the Maple Heights Conservation District
- **Ord 19-04** – Amending Title 8 to Designate the Harvey-Nelson Historic District
- **Res 19-02**: To Extend the Bloomington Urban Enterprise Zone for an Additional Five Years

➔ *For the above legislation, please see the legislation and supporting material issued in the packet for [09 January 2019](#).*

FIRST READING:

- **Res 19-01**: Approving the Transportation Plan as an Amendment to the Comprehensive Plan.

➔ *All legislation and supporting documents included herein.*

FIRST READINGS – STAFF SUMMARY

Item #1

Resolution 19-01 To Adopt the City's Transportation Plan as an Amendment to the City's Comprehensive Plan – Introduction to Material

The Transportation Plan comes forward from the Plan Commission as an amendment to the City's Comprehensive Plan. This summary is drawn from the Memo from Beth Rosenbarger, Planning Services Manager, the Transportation Plan, review of the Plan Commission meetings and materials, and review of IC 36-7-4-500.

Process So Far. The process took more than a year and included:

- help from a consulting firm, Toole Design Group,¹
- public engagement via a charrette in January and use of an online wikimap and survey before the first draft was released and a second charrette was held in July of 2018; and
- special meetings of the Plan Commission on:
 - Tuesday, October 9, 2018, when the Transportation Plan was introduced and discussed, and the process for further consideration was described and included a timeframe for public submission of amendments and comments and the inclusion of Appendices by staff (with the packet and minutes linked below);² and
 - Thursday, November 8, 2018, when staff again reviewed the process,³ outlined key recommendations (which are also noted in the Transportation Plan and Memo from Rosenbarger and mentioned later in this summary) and the Commission adopted corrections to typographical errors, friendly amendments, and clarifications via the consent agenda and considered and adopted some other amendments which are mentioned later in this summary (*with the packet and minutes linked below*);⁴ and
- Certification to the Council on December 10, 2018 (*which, as noted at the end of this summary, does not require action by the Council with any specified period of time*).

For the Planning and Transportation webpage dedicated to the Transportation Plan, please follow this link:

<https://bloomington.in.gov/transportation/plan>

Amendment to the Comprehensive Plan. The Transportation Plan replaces and combines the Master Thoroughfare Plan, and the Bicycle and Pedestrian Transportation and Greenways System Plan, into one plan. The Master Thoroughfare Plan was adopted as Part 5 of the Growth Policies Plan in 2001⁵ and the Bicycle and Pedestrian Transportation and Greenways System Plan, which is also part of the Growth Policies Plan, was last amended in 2008.⁶

¹ <https://tooledesign.com/>

² See material at <https://bloomington.in.gov/boards/plan/meetings/2018> including the [packet](#) and [minutes](#).

³ Please note that the Commission were given copies of additional comments beyond those included in their packet. Council Office has requested that they be made available for review.

⁴ See material at the above webpage including the [packet](#) and [minutes](#).

⁵ With adoption of [Resolution 02-19](#). See the GPP at https://bloomington.in.gov/sites/default/files/2017-05/full_GPP.pdf

⁶ In November of 2001, the Alternative Transportation and Greenways System Plan amended the Growth Policies Plan when it was adopted via [Resolution 01-24](#). In 2008, that plan was amended and renamed the [Bicycle and Pedestrian](#)

Together they provide “(a) statement of policy for the development of public ways, public places, public lands, public structures, and public utilities,” which is a required element for a Comprehensive Plan.⁷ In addition, they offer “(a) short and long range plan for the location, general design, and assignment of priority for construction of thoroughfares in the jurisdiction for the purpose of providing a system of major public ways that allows effective vehicular movement, encourages effective use of land, and makes economic use of public funds,” which may be included in the Comprehensive Plan, but is not a required element of the Comprehensive Plan.⁸ Merging these plans into one document was done to establish a comprehensive multimodal transportation plan covering motor vehicles, bicycles, pedestrians, and transit⁹ along with new technologies and devices “that are changing how people live and travel.”

Relationship with Comprehensive Plan. The Transportation Plan becomes a part of, and is to be guided by, the Comprehensive Plan.¹⁰ Much of that guidance is found in Chapter 6 (Transportation), which includes the following Goals (along with detailed Policies, Programs, and Outcomes/Indicators):

- 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 network 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 transportation 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.

Effect of Adoption of the Transportation Plan. IC 36-7-4-506 sets forth the effect of a “Thoroughfare Plan” once it has been adopted:

(a) A thoroughfare plan that is included in the comprehensive plan may determine lines for new, extended, widened, or narrowed public ways in any part of the territory in the jurisdiction.

(b) The determination of lines for public ways, as provided in subsection (a), does not constitute the opening, establishment, or acceptance of land for public way purposes.

[Transportation and Greenways System Plan](#) with adoption of [Resolution 08-02](#),

⁷ IC 36-7-4-502(c).

⁸ IC 36-7-4-503(6).

⁹ According to the memo, the TP does not include specific recommendations regarding Transit because the “City does not have full control over the BloomingtonTransit system.”

¹⁰ The Comprehensive Plan can be found at the following webpage <https://bloomington.in.gov/planning/comprehensive-plan> and the following [link](#).

- (c) After a thoroughfare plan has been included in the comprehensive plan, thoroughfares may be located, changed, widened, straightened, or vacated only in the manner indicated by the comprehensive plan.
- (d) After a thoroughfare plan has been included in the comprehensive plan, the plan commission may recommend to the agency responsible for constructing thoroughfares in the jurisdiction the order in which thoroughfare improvements should be made.

The materials indicate that the facilities, connections, and dedication of right-of-way widths will largely fall on the private sector with the development or redevelopment of parcels. That said, the memo and materials address the effect of the Plan by giving examples of how the Transportation Plan will be used by staff once it goes into effect. These include, but are not limited to:

- using right of way widths to determine building setbacks for development and redevelopment projects and, once in the Plan, assuring that affected developments build facilities (e.g. trails and connections) as shown in the Plan;
 - *Please note that this may affect the status quo, for example, for owners of property on neighborhood streets in a Residential Single Family (RS) zone. The right-of-way proposed in the Transportation Plan is 60' and the right-of-way proposed under the existing Master Thoroughfare Plan is 50'. That 10' difference (or ~ 5' per side of street) may, impose additional restrictions on the placement of additions, garages, and perhaps, other structures) which have setback requirements tied to the right-of-way widths proposed in the Master Thoroughfare Plan.*
- referencing the right-of-way widths, Street Typologies (and associated travel elements and widths), and bicycle facilities when planning and designing new capital projects;
- prioritizing, coordinating, and implementing capital project; and
- updating relevant policies (or, if necessary, going through the process of amending the Plan to reflect new conditions or new policy directions).

Key Recommendations. The Executive Summary highlights seven “key recommendations” (See Executive Summary on page 2 and Part 5. Next Steps for Key Recommendations starting on page 56) which:

- **Propose 67 new Street Connections** (See Figure 18 on page 30)
- **Integrate Transportation and Land Use** by “aligning street design with surrounding land uses” which is paramount in the new Street Typologies (See 3.2 on pages 20 -31) which recast and refine the former road classifications (Arterials – primary and secondary, Collectors – primary and secondary, and Local Streets) into Six Street Typologies (*see below*) which identify land use context and function, transportation context and function, and typical features in each typology;
- **Redesign Kirkwood Avenue as a Shared Street with Focus on Pedestrians** to make it more vibrant (e.g. by accommodating special events) and inclusive (e.g. by removing curbs) (See Shared Streets on page 21);
- **Improve Multimodal Travel along Major East/West and North/South Corridors** to make these corridors safer (by lowering vehicle speeds due pedestrian volume) and perhaps more vibrant for businesses. Please note that Amendment B4 (Hoffmann) resolved a significant ambiguity in the text by proposing that the conversion of major corridors from one-way to two-way traffic be subject to further study (rather than occur soon after adoption of the Transportation Plan) ;

- **Extend B-Line and Invest in High-Priority Multimodal Routes** to increase multimodal connectivity (see Recommended Projects – page 48 and High-Priority Bicycle Network – Figure 20 on page 370;
- **Expand Neighborhood Greenways Network** by providing “high comfort” connected multimodal routes that should increase usage and associated benefits (see Bicycle Facilities Network – Figure 19 on page 36 and Appendix G for details (in very tiny font) on particular streets; and
- **Adopt a Complete Streets Policy** to promote streets that accommodate all users (see 5.2 Policy Recommendations on page 57)

Action by the Plan Commission – Amendments. The following is offered in order to prepare the Council for its deliberations. It is intended to give the Council a sense of the Plan Commission’s deliberations - and how issues were resolved – at the meeting on November 8, 2018. The meeting lasted about 3 hours and, after about a half-hour summary from Beth Rosenbarger, the Commission took up amendments, which are noted below:

Adopted

- **Consent Agenda Items** including: 1) Typographical Error Amendments; 2) Friendly Amendments regarding corrections, increased bicycle parking, and increased seating at transit stops
 - Generated some comment and exchange about the effect of the Plan on Hunter, but were **approved 6-0**;

A) Amendment to add Appendices

- Generate one question from the public about where the street typologies appear in the appendices (Appendix G) and was **approved 6-0**;

B) Amendments to delete or change the Two-Way Conversion/Restoration

recommendations; four amendments offered from the Greater Bloomington Chamber of Commerce (B1); CFC Properties (B2); George Keller (B3); and Joseph Hoffman of the Plan Commission (B4)

- Addressed the most controversial part of the Plan. The amendment from Prof. Hoffmann proposed that the street conversion be subject to further study. After comment from about 8 speakers and discussion and response from the Commission, the amendment was **adopted by a vote of 6-0**;

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

- After a friendly amendment and comment from sponsor, this amendment was **adopted by a vote of 6 – 0**;

Defeated

D) Amendment to make changes to the Pedestrian Priority Areas map (Submitted by Jim Rosenbarger)

- This amendment incorporates existing poor-condition sidewalks as a factor in prioritizing areas needing further pedestrian improvement (Pedestrian Priority

Areas on page 39 and Figure 21 on page 40). **While this amendment was announced as adopted the actual vote was 4 – 2 and, as such, was defeated.**

- ***Note: This amendment is likely to be offered at the Council.***

C) Amendment to change Typology Recommendations for portions of E. 3rd Street (from a Suburban Connector to General Urban Street) and portions of S. College Mall Road (from a Suburban Connector to a General Urban Street) (Submitted by Jim Rosenbarger)

- This amendment proposed that these portions should have more focus on pedestrians accessing this destination. After one comment from Mr. Rosenbarger, the Commission opined that the changes could occur without an amendment and **defeated the amendment by a vote of 0:6;**

Not Introduced

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

Outline of Plan. Here is the outline of the Plan and Appendices with some portions highlighted because of their importance.

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Appendices

- A **Plan Review:** Review of related plans and projects
- B **Public Outreach:** details of public outreach lead by 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 typographies within the plan as well as the process to determine an appropriate typology for the 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 in the City. This provides a more realistic Right-of-Way width based upon the possibility of expanding roads, Street Typology, and Bicycle Facilities
 - Includes 36 pages covering every street within the City – which is useful for property owners who spend the time to learn what is provided for their streets.
 - Note: Does not include existing right-of-way.

Deliberations at the Council. At this point, the Council Office is not proposing a manner or schedule for deliberations on the Transportation Plan. As a first step, however, this resolution will be introduced under First Reading next week. This is a time when legislation is introduced and read by title only without entering into the formal deliberations. It is usually reserved for introducing ordinances, but reading this resolution into the record will give the Council an opportunity to decide how to deliberate on the Transportation Plan. This could entail referral to the Land Use Committee or, as another possibility, referral to a Special Session (as was done with the Comprehensive Plan). Please know that the following two Wednesdays – January 23rd and January 30th – are available for those deliberations – but are unlikely to provide time both to learn about the Plan and process amendments for consideration by the Council.

Guidance on deliberations from Council Requested. Before proposing the manner and schedule for deliberating on this Plan, the Council Office needs guidance from the Council. Please share your thoughts regarding the following:

- Do you have suggestions for breaking-up the consideration of this Plan which (as set forth above) includes the body of the Plan with six sections and an Appendix with seven sections?
- Do you have a sense of the kinds and number of amendments you may want to sponsor? As was done at the Plan Commission, the Council Office has drafted an amendment template and will be ready to offer it to the public via web-posting with the understanding that it would need a Council sponsor. Do you agree with this as a means for generating amendments?
- As noted above and as you saw with the review of the Comprehensive Plan, deadlines need to account for drafting, reviewing (by sponsors and Council, P&T, and Legal staff), and distributing amendments in advance of meetings. How much time after learning about the Plan (or a part of the Plan) do you need to propose or sponsor an amendment? Recall that, with the Comprehensive Plan, amendments were due six days after the relevant chapter(s) was(were) presented at the Council.

Role of the Council

The Indiana Code requires that adoption of amendments to comprehensive plan follow the same process as adoption of the comprehensive plan. (IC §36-7-4-511). Therefore, adoption of the Transportation Plan is not effective until it has been approved by resolution of the legislative body (IC §36-7-4-509(b)). The Code further directs amendments to the City's comprehensive plan be certified to the Council. (IC §36-7-4-508). The Council then has one of

three options: it may adopt a resolution approving, rejecting, or amending the plan. Such a resolution requires only a majority vote and is not subject to approval or veto by the Mayor. (IC §36-7-4-509(a)). Once adopted, the City Clerk must place a copy on file with the County Recorder (IC §36-7-4-509(b)).

If the Council rejects or amends the proposed TP, it must return it to the Plan Commission with a written statement of its reason(s) for rejection or amendment. The Plan Commission then has 60 days to consider the rejection or amendment and file its report with the Council (however, Council may grant the Commission an extension). (IC §36-7-4-509(b)).

If the Plan Commission approves the amendment, the TP stands as amended by the Council as of the date of the filing of the Plan Commission's report with the Council.

If the Plan Commission disapproves the rejection or amendment, the action of the Council on the original rejection or amendments stands only if confirmed by another resolution of the Council. (IC §26-7-4-510 (b)).

However, if the Plan Commission does not file a report with the Council within 60 days (or any agreed-upon extension), then the action of the Council in rejecting or amending the TP becomes final. (IC §36-7-4-510(c)).

**NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
6:30 P.M., WEDNESDAY, 16 JANUARY 2019
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.**

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES FOR: *None*

IV. REPORTS (A maximum of twenty minutes is set aside for each part of this section.)

- 1. Councilmembers**
- 2. The Mayor and City Offices**
- 3. Council Committees**
- 4. Public***

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. Ordinance 19-03 To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” to Establish a Historic District – Re: The Maple Heights Conservation District (Maple Heights Neighborhood Association, Petitioner)

Committee Recommendation: Do Pass: 7 – 0 – 2

2. Ordinance 19-04 To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” to Establish a Historic District – Re: 1175 S. Smith Road Historic District (The Harvey-Nelson House) (James and Sally Harvey, Petitioner)

Committee Recommendation: Do Pass: 9 – 0 – 0

3. Resolution 19-02 To Extend the Bloomington Urban Enterprise Zone for an Additional Five Years

Committee Recommendation: Do Pass: 9 – 0 – 0

VII. LEGISLATION FOR FIRST READING

1. Resolution 19-01 To Adopt the City’s Transportation Plan as an Amendment to the City’s Comprehensive Plan

To be introduced and read by title and synopsis only and then scheduled for future deliberation.

(Note: Wednesday, January 23, 2019 and Wednesday, January 30, 2019 could be used for this purpose.)

VIII. ADDITIONAL PUBLIC COMMENT* (A maximum of twenty-five minutes is set aside for this section.)

IX. COUNCIL SCHEDULE

X. ADJOURNMENT

* Members of the public may speak on matters of community concern not listed on the agenda at one of the two public comment opportunities. Citizens may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.

Auxiliary aids are available upon request with adequate notice. Please call (812) 349 - 3409 or e-mail council@bloomington.in.gov.

RESOLUTION 19-01

**TO ADOPT THE CITY’S TRANSPORTATION PLAN AS AN AMENDMENT TO THE
CITY’S COMPREHENSIVE PLAN**

- WHEREAS, pursuant to Indiana Code 36-7-4-501, the Plan Commission is responsible for preparing comprehensive plans and amendments thereto and forwarding them to the Common Council; and
- WHEREAS, A new Comprehensive Plan was adopted on March 20, 2018, in accordance with Indiana Code 36-7-4-500; and
- WHEREAS, while a Transportation Plan was not included in the adopted Comprehensive Plan as provided by Indiana Code 36-7-4-503, the City Planning and Transportation Department and Plan Commission were directed by the Comprehensive Plan to create a new Transportation Plan; and
- WHEREAS, upon adoption, the Transportation Plan will replace the existing Bicycle and Pedestrian Transportation and Greenways System Plan as well as the Master Thoroughfare Plan; and
- WHEREAS, pursuant to Indiana Code 36-7-4-511, each amendment to the Comprehensive Plan must be approved following procedures set forth in the 500 series; and
- WHEREAS, the new Transportation Plan, which is an amendment to the Comprehensive Plan, was approved by the Plan Commission on November 8, 2018, and certified to the Common Council on December 10, 2018;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. The City’s Transportation Plan, as certified by the Plan Commission, shall be adopted as amended by the Common Council and shall serve as an amendment to the City’s Comprehensive Plan.

SECTION 2. If any section, sentence or provision of this legislation, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this legislation which can be given effect without the invalid provision or application, and to this end the provisions of this legislation are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2019.

DAVE ROLLO, President
Bloomington Common Council

SIGNED and APPROVED by me upon this _____ day of _____, 2019.

JOHN HAMILTON, Mayor
City of Bloomington

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

SYNOPSIS

This resolution adopts the City's 2018 Transportation Plan as an amendment to the City's Comprehensive Plan. This proposed City of Bloomington Transportation Plan replaces the existing Bicycle and Pedestrian Transportation and Greenways System Plan as well as the Master Thoroughfare Plan, known as Part Five of the Growth Policies Plan. The Transportation Plan builds on the goals of the Comprehensive Plan. It includes information about street typologies, right-of-way widths, pedestrian facilities, bicycle facilities, new street connections, and other transportation related projects.

**CERTIFICATION OF THE TRANSPORTATION PLAN AS AN AMENDMENT TO
THE CITY OF BLOOMINGTON 2018 COMPREHENSIVE PLAN**

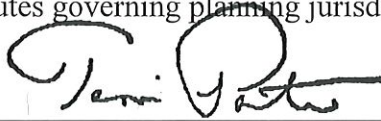
To certify to the Common Council of Bloomington, Indiana the approval of the Transportation Plan, which amends the Comprehensive Plan, by the Bloomington Plan Commission.

A new Comprehensive Plan was adopted on March 20, 2018, in accordance with Indiana Code 36-7-4-500.

Plan Commission members considered the Transportation Plan on November 8, 2018, voting 6 ayes, 0 nays, and 0 abstentions. Three members of the Plan Commission was absent and did not vote.

The Transportation Plan and accompanying maps are hereby certified and brought forward on this date, November 8, 2018, to the Common Council for adoption in accordance with the Indiana statutes governing planning jurisdictions.

Signed



Terri Porter

Director and Secretary of the Plan Commission

Bloomington Planning and Transportation Department

Received by the Common Council Office this 10th day of December, 2018.



Nicole Bolden, City Clerk

Memo

To: Common Council

From: Planning and Transportation Department
Planning Services Manager, Beth Rosenbarger, AICP

Date: January 7, 2019

Subject: Resolution 19-01, Transportation Plan

The Transportation Plan

The Transportation Plan is a long range, multimodal transportation plan for the City of Bloomington. Previously, the Thoroughfare Plan and Bicycle and Pedestrian Transportation and Greenways System Plan were completed separately and adopted as separate plans. The new Transportation Plan takes a multimodal approach and merges the plans into one document. For the most part, all modes of transportation must occur within the same limited space, and a multimodal plan allows a broader discussion of the demands we place on our limited public right-of-way.

The Transportation Plan includes recommendations to improve our networks for walking, bicycling, and driving within the community. The Plan includes discussion and recommendations for improving access to transit; however, the Plan does not include specific recommendations for changes to the transit system because the Plan focuses on changes the City can enact, and the City does not have full control over the Bloomington Transit system.

Relationship to the Comprehensive Plan:

The Transportation Plan will be adopted into the Comprehensive Plan. The State of Indiana requires Comprehensive Plans to include a Thoroughfare Plan. The Transportation Plan will meet the state requirement.

The Transportation Plan builds on the Comprehensive Plan. The Comprehensive Plan is a guiding policy document that establishes a vision, goals, and policy recommendations for the community. The Comprehensive Plan includes a vision for the future of transportation in our community and many related goals and policy recommendations. The Transportation Plan seeks to be consistent with and expound on the goals already adopted and established in the Comprehensive Plan and especially within the transportation chapter.

The adopted goals from the Transportation Chapter of the Comprehensive Plan are as follows:

- 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 network 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 transportation 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.

How staff uses the Transportation Plan:

Staff uses the Transportation Plan in several ways. The Development Review team will reference the proposed right-of-way widths to determine building setbacks for new and redevelopment projects. The Unified Development Ordinance (UDO) also references the existing Thoroughfare Plan and the Bicycle and Pedestrian Transportation and Greenways System Plan to require facilities and new connections through development proposals as outlined in the plans. The UDO will need to be updated to reference the Transportation Plan. Some development projects are required to construct new public rights-of-way or trails; however, the new public streets, bicycle facilities, or trail facilities must be part of an adopted plan.

The Transportation Engineering team will reference the Transportation Plan in order to plan for and design capital projects. Staff uses street cross sections to determine design and plan for any additional right-of-way needed as outlined in the plan.

The Planning and Transportation Department as well as the City of Bloomington will use the Transportation Plan as a guiding document. Staff will take direction from the policy recommendations in the Plan in order to update existing policies or propose new policies in order to achieve the goals of the Comprehensive Plan. Additionally, the City will use the Transportation Plan to select capital improvement projects. While many of the proposed new connections would only be initiated via redevelopment, other projects can be pursued and completed by the City.

Planning process thus far:

An in-depth explanation of the planning process for the Transportation Plan is included in the Plan itself and the appendix.

Toole Design Group consulting firm was hired to engage the public, meet with stakeholders, draft the plan, and revise the plan based on input. The consultants hosted a 4-day public engagement process in January 2018. During their visit in January, the

consultants hosted two public meetings, met with stakeholder groups, hosted drop-in studio hours, and presented preliminary recommendations. There was an online wikimap and survey from the consultants, which received over 250 responses.

The first draft of the Transportation Plan was publicly available in July 2018, and the consultants returned for more input. They hosted another public meeting and met with stakeholder groups in July 2018. Based on input, the plan was revised. The second draft was posted on the Transportation Plan website on Friday, September 28, 2018 (<https://bloomington.in.gov/transportation/plan>).

As an amendment to the Comprehensive Plan, the Plan Commission reviewed the Transportation Plan over the course of two special hearings: October 9, 2018 and November 8, 2018. The Plan Commission included several amendments, and forwarded the plan to Common Council with a favorable recommendation. The Transportation Plan was then updated to reflect the amendments and was posted on the website in December 2018.

Next Steps:

As an amendment to the Comprehensive Plan, the Common Council will review the plan and determine consistency with the already adopted Comprehensive Plan. Council will review the Transportation Plan through its adoption process.



BLOOMINGTON TRANSPORTATION PLAN

Final Draft

November 8, 2018

Prepared by:



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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, 33 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.

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.

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 16, 2013. 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

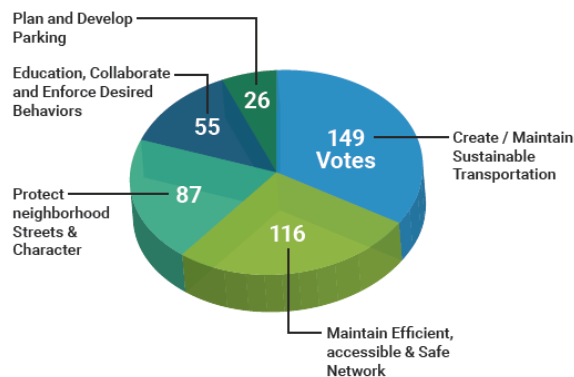
In responding to the Comprehensive Plan's call for the development of a truly multimodal transportation system, this Plan takes a place-based approach to developing the transportation network. This approach is shaped by the City's recognition of the community-wide costs of unequal planning and programming 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.

Figure 1. Public Input on Transportation Planning Goals



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.

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.

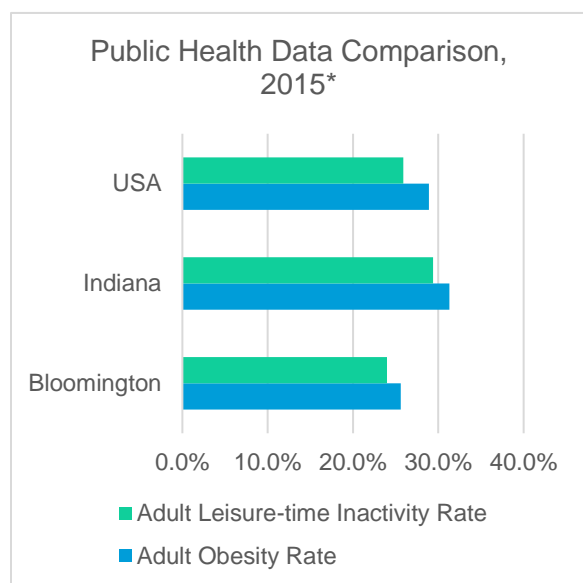
⁴ U.S. Census Bureau. American Community Survey 2016 and 2010 5-Year Estimates.

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>.

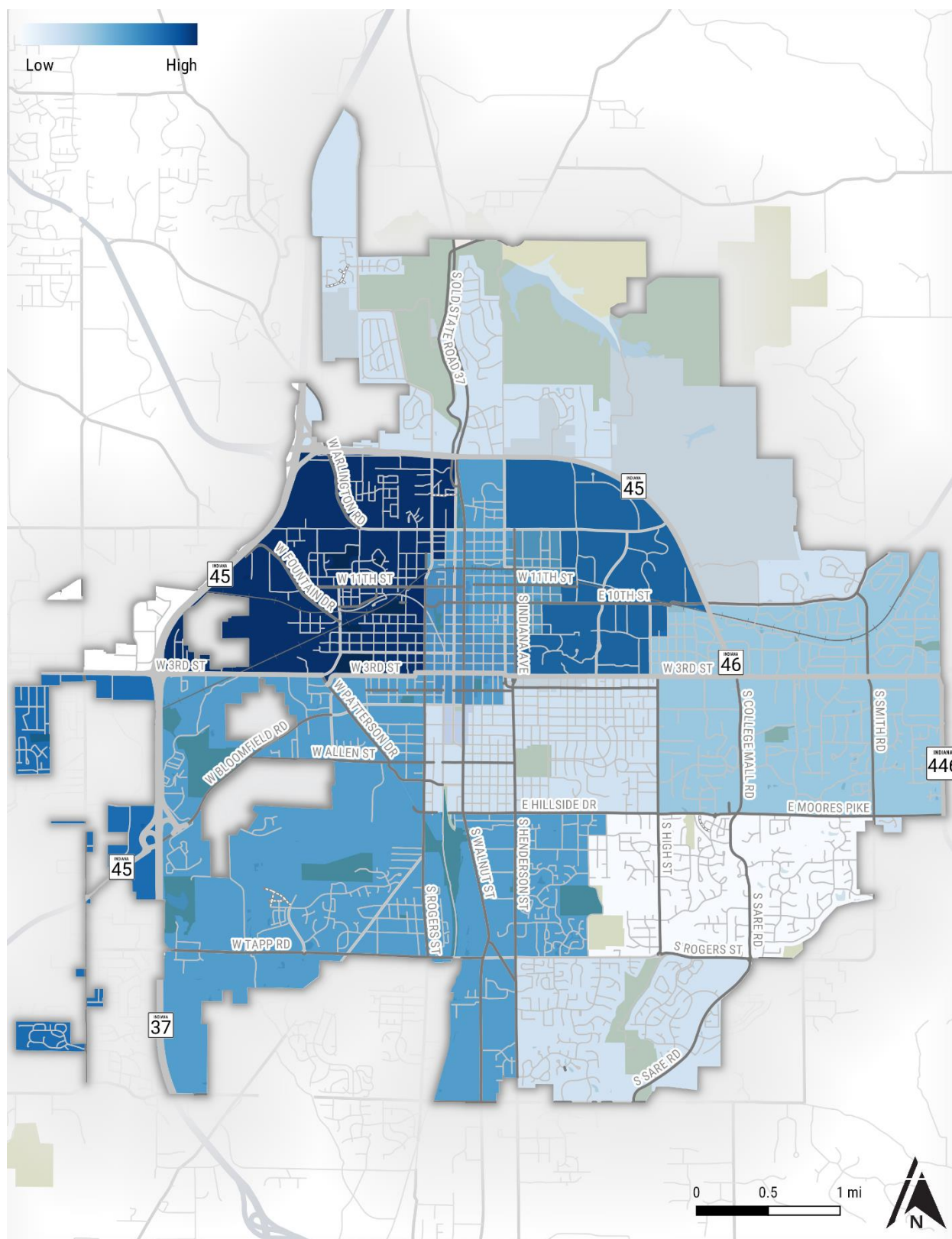
Access to Active Transportation Facilities

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 BMCMP'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.

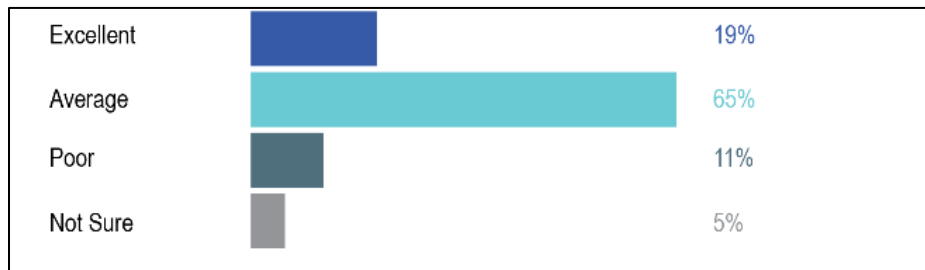
¹⁷ City of Bloomington. 2018 Bloomington Comprehensive Plan. Pg. 70.

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

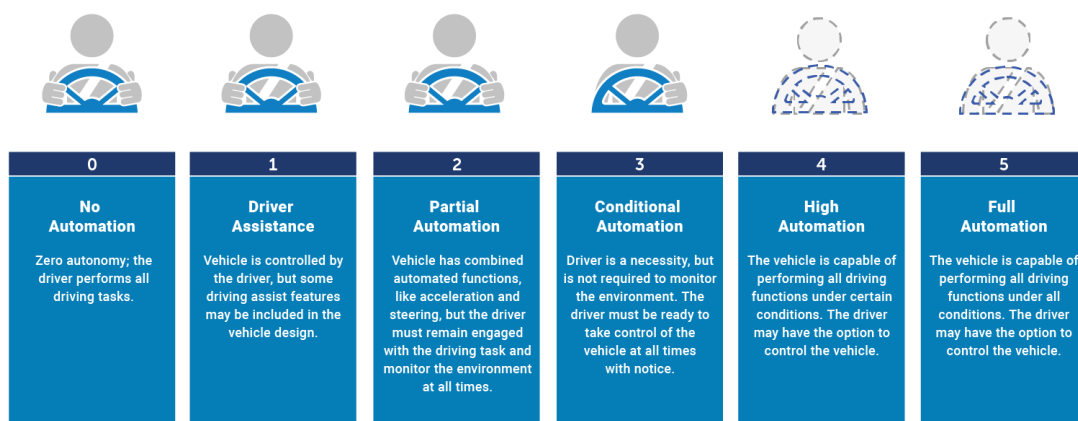
²⁰ United States Census Bureau. QuickFacts: Bloomington city, Indiana.

<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.

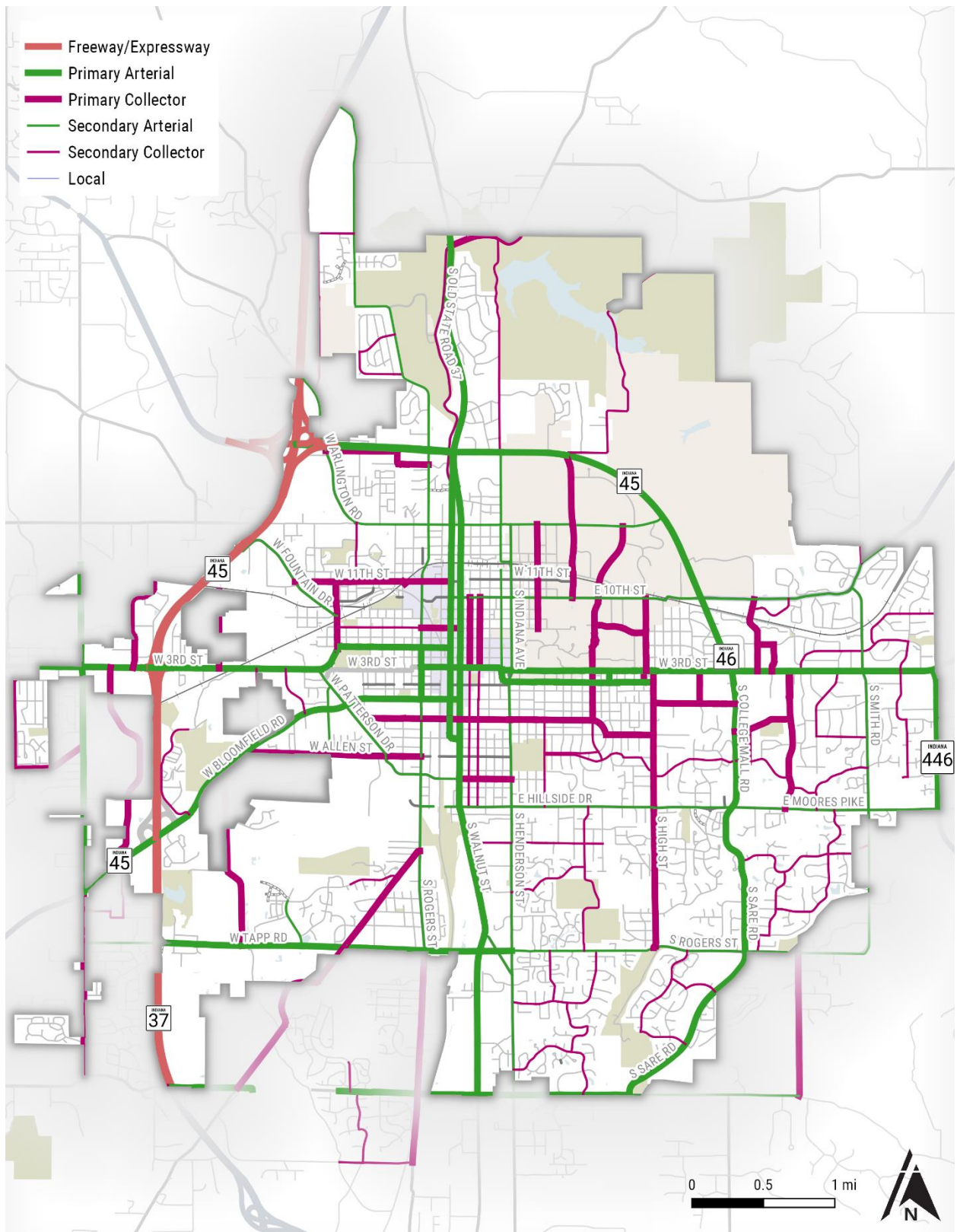
Table 2. Traffic Volumes

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.

Low High

INDIANA 45

INDIANA 46

INDIANA 37

INDIANA 44

0 0.5 1 mi

N

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

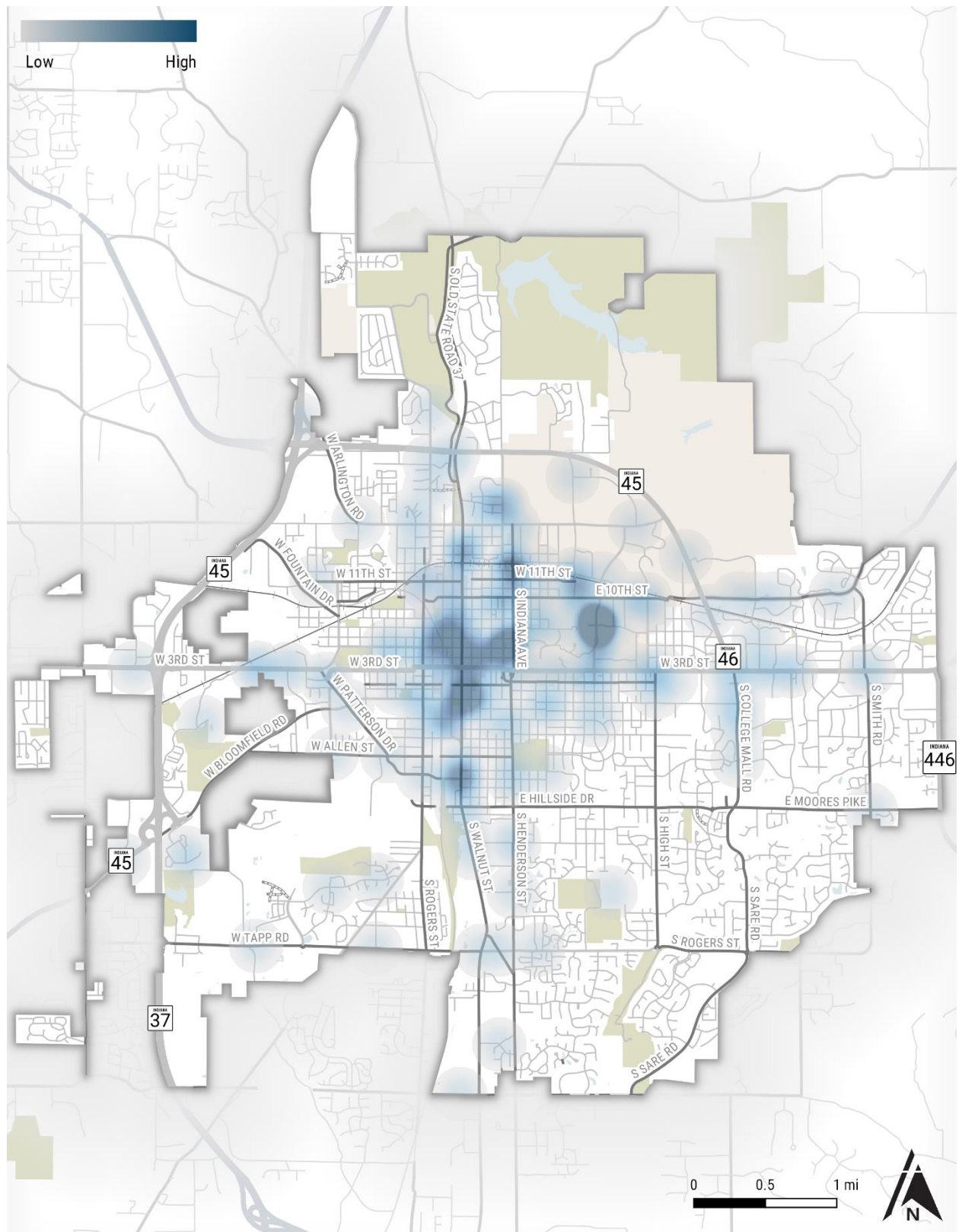
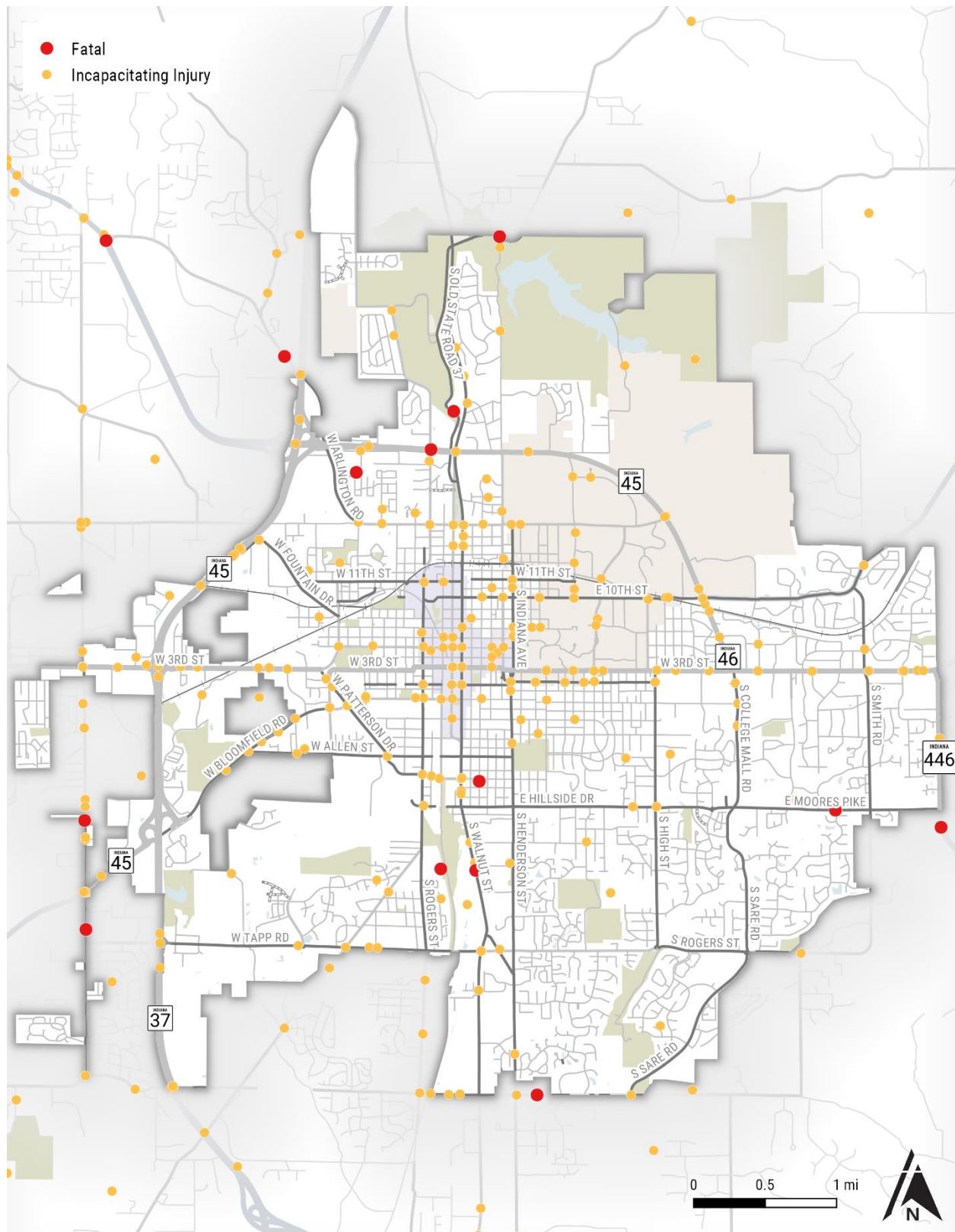


Figure 9. Fatal and Incapacitating Injury Crashes (2010-2015)



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.

Legend:

- 0 - 17 (Less Connected)
- 17 - 35
- 35 - 52
- 52 - 69
- 69 - 87 (More Connected)

Map Labels: W 11TH ST, W 10TH ST, W 9TH ST, W 8TH ST, W 7TH ST, W 6TH ST, W 5TH ST, W 4TH ST, W 3RD ST, W 2ND ST, W 1ST ST, W TAPP RD, W BLOOMFIELD RD, W PATTERSON DR, W ALLEN ST, W 11TH AVE, W 10TH AVE, W 9TH AVE, W 8TH AVE, W 7TH AVE, W 6TH AVE, W 5TH AVE, W 4TH AVE, W 3RD AVE, W 2ND AVE, W 1ST AVE, S 11TH ST, S 10TH ST, S 9TH ST, S 8TH ST, S 7TH ST, S 6TH ST, S 5TH ST, S 4TH ST, S 3RD ST, S 2ND ST, S 1ST ST, S MOORE SPIKE, S COLLEGE AVE, S SCOTT RD, S 11TH AVE, S 10TH AVE, S 9TH AVE, S 8TH AVE, S 7TH AVE, S 6TH AVE, S 5TH AVE, S 4TH AVE, S 3RD AVE, S 2ND AVE, S 1ST AVE.

Scale: 0 0.5 1 mi

North Arrow: N

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.

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.



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

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

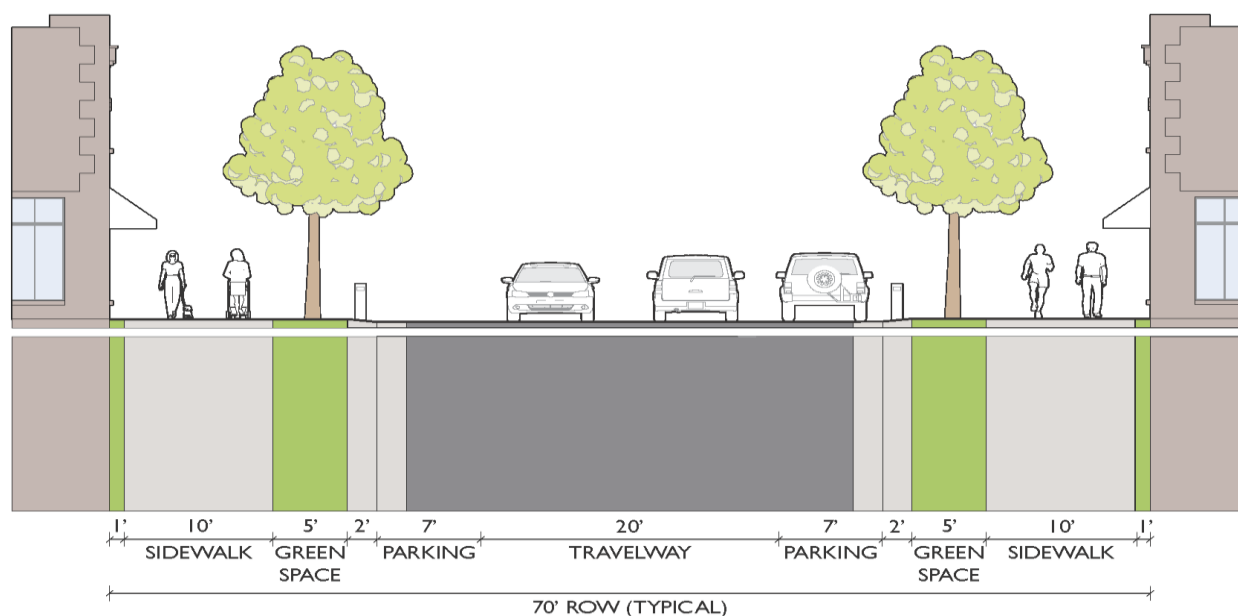
Designed for pedestrians, bicyclists, transit riders, and motorists to operate in a “shared” space, shared streets utilize design elements such as pavement treatments, planters, roadway widths, parking spaces, and other elements to direct traffic flow and to encourage cooperation among travel modes in typically flush or curbsless 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

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

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.

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.

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

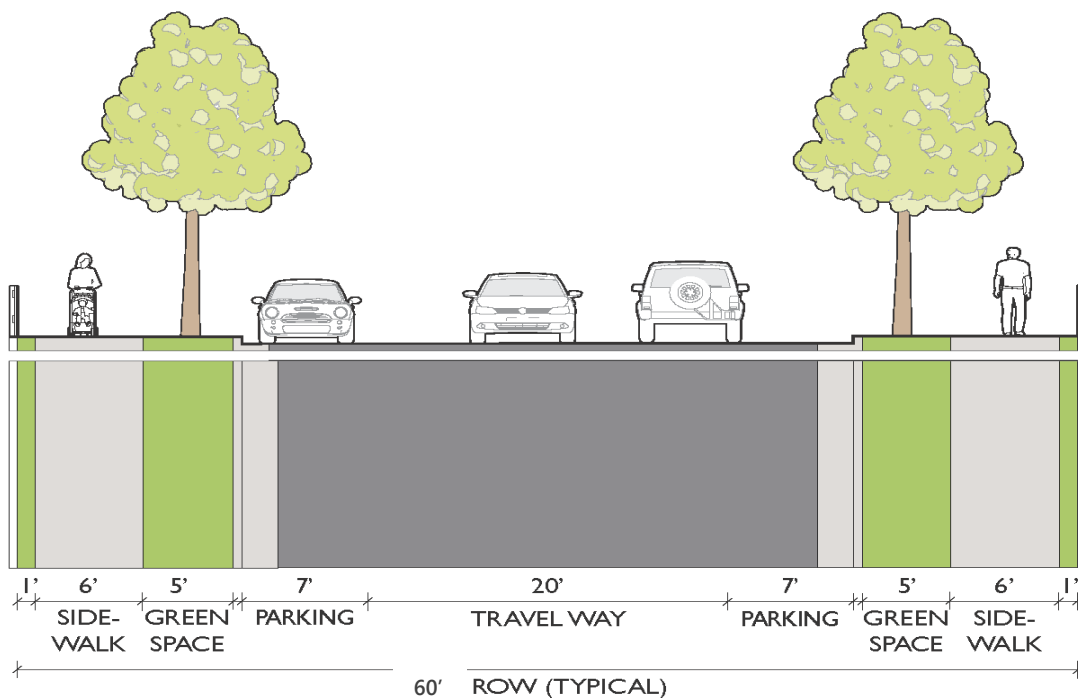
Neighborhood Residential Streets

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.



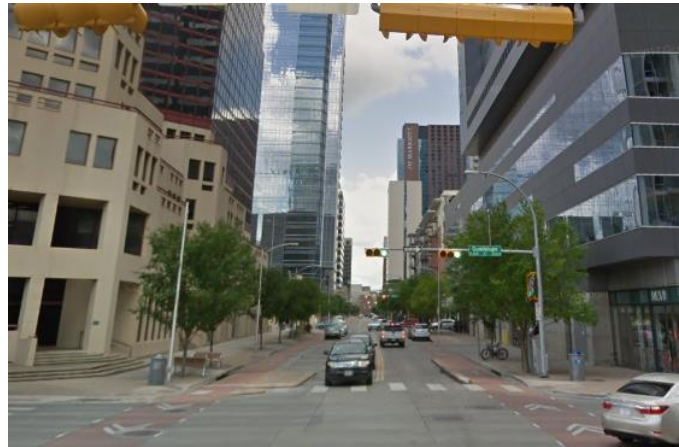
Neighborhood residential street example

Figure 12. Neighborhood residential street typical cross-section



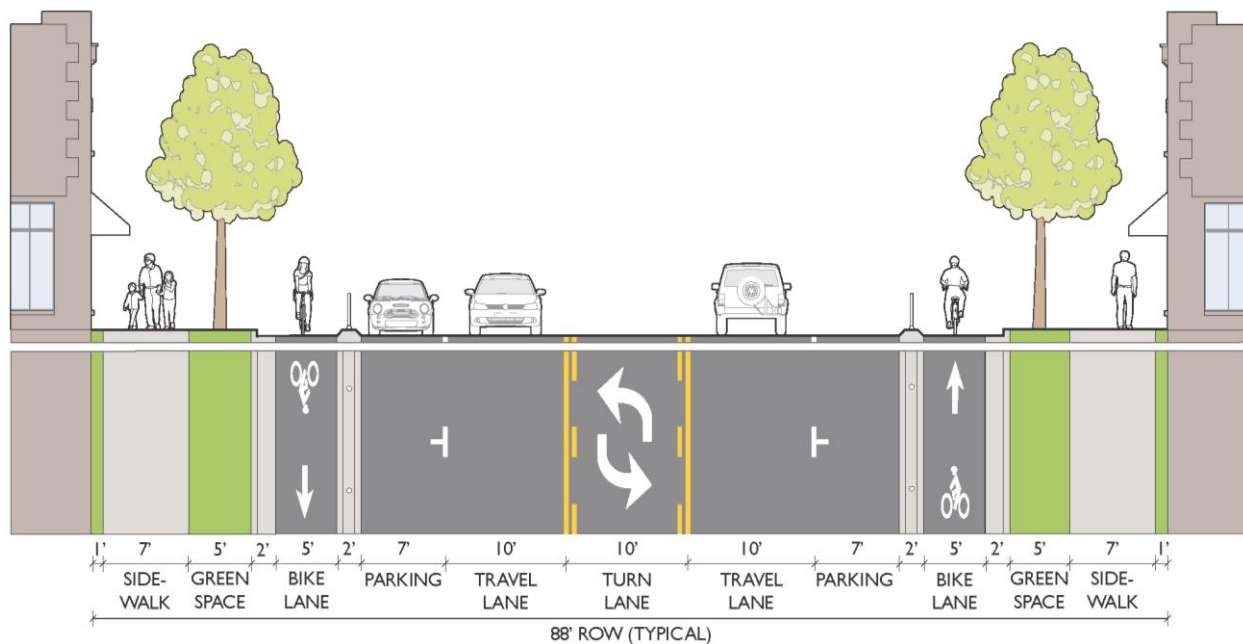
Main Street

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



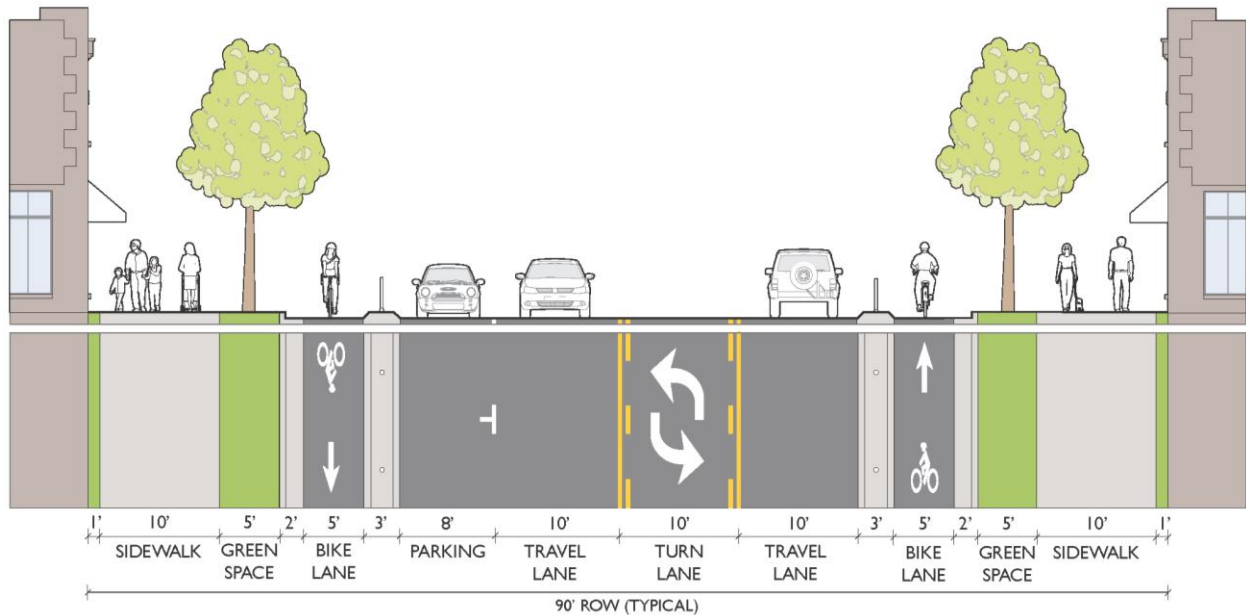
General Urban Street

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



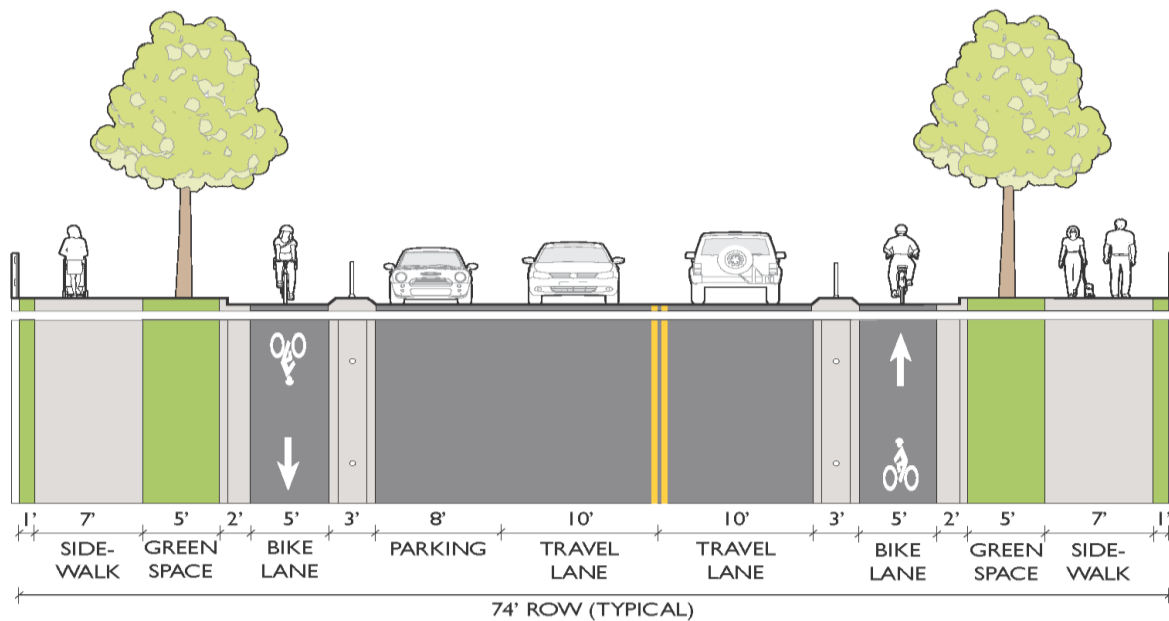
Neighborhood Connector Street

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

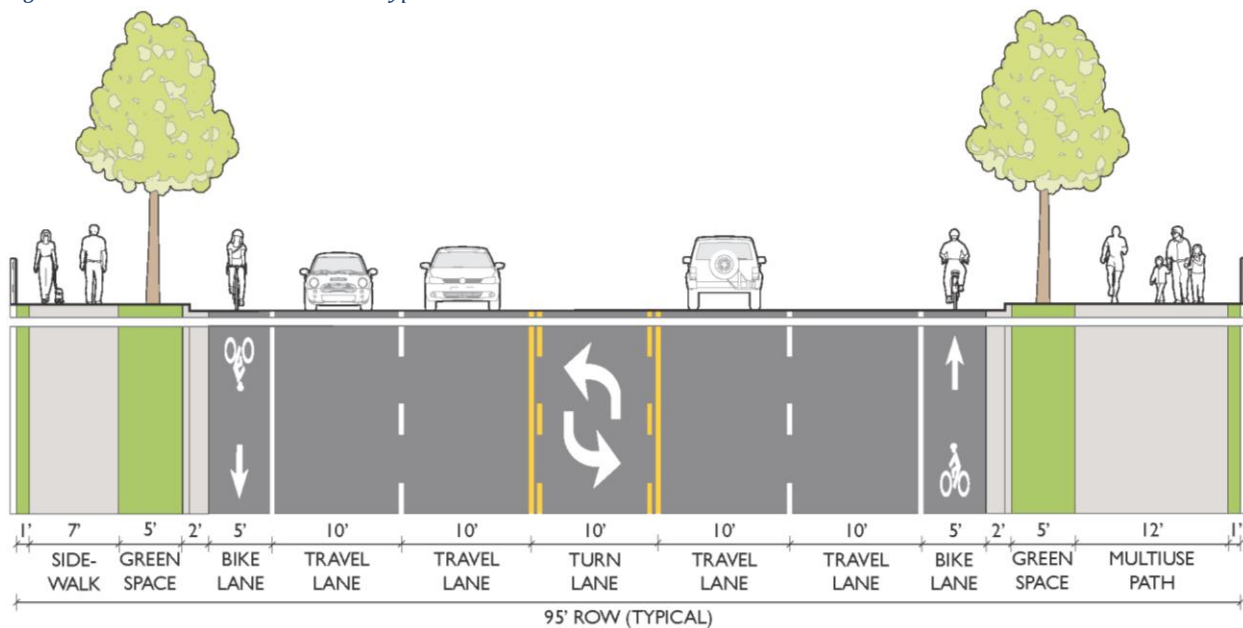
Suburban connector streets carry the highest volume of motor vehicle traffic and are intended to provide higher vehicular mobility between different areas in Bloomington. Access to the roadway is limited on these streets. They carry traffic for longer trip lengths and provide lower comfort for people who walk and bike. Suburban connector streets can be utilized as traffic routes to provide access to downtown Bloomington for heavy vehicles.



Suburban connector street example

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

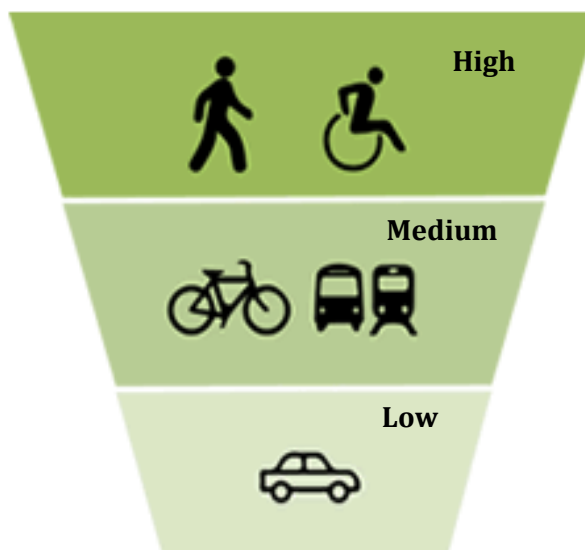
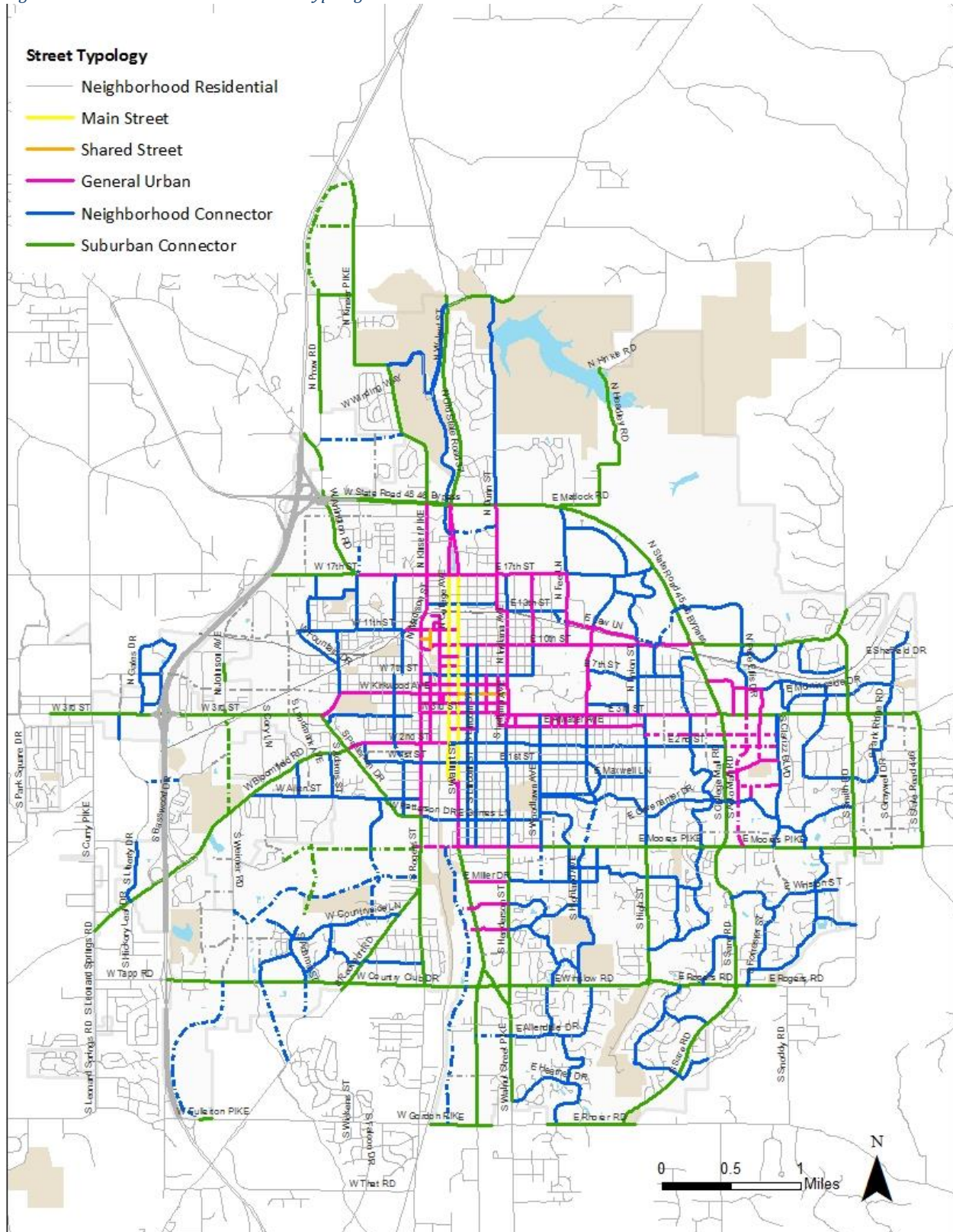


Table 3. Street Typology Summary

Street Typology	Land Use Context and Function	Transportation Context and Function	Typical Features
<p>Shared Street</p> <p>Candidate Streets:</p> <p>Selective local streets in the downtown and other denser urban commercial areas; Kirkwood</p> <p>Default Width: 70 feet</p>	<ul style="list-style-type: none"> • Medium to high density • Mixed-use, retail, downtown office, dense residential • Buildings close to street 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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
<p>Neighborhood Residential Street</p> <p>Candidate Streets:</p> <p>Any local street in residential neighborhoods</p> <p>Default Width: 60 feet</p>	<ul style="list-style-type: none"> • Low to medium density • Single-family and multi-family residential • Buildings with moderate setbacks from the street 	<ul style="list-style-type: none"> • Slow speeds • Focus on pedestrian safety • Traffic calming • Typically allows on-street parking 	<ul style="list-style-type: none"> • No centerline • Sidewalks • Neighborhood greenways • Unmarked on-street parking • Street trees and landscaping
<p>Main Street</p> <p>Candidate Streets:</p> <p>College, Walnut, (from 17th St to 1st St)</p> <p>Default Width: 88 feet</p>	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • High volumes of pedestrian activity and bike traffic • Medium volumes of autos and transit • Low speeds • Facilitates access • Often includes metered on-street parking 	<ul style="list-style-type: none"> • 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
<p>General Urban Street</p> <p>Candidate Streets:</p> <p>Rogers St 10th St</p> <p>Default Width: 90 feet</p>	<ul style="list-style-type: none"> • Medium to high density • Mixed-use, downtown office, dense residential • Buildings close to street 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 2 or 3 travel lanes • Wide sidewalks • Bike lanes • Marked on-street parking • Street trees and landscaping
<p>Neighborhood Connector Street</p> <p>Candidate Streets:</p> <p>Henderson St 2nd St</p> <p>Default Width: 74 feet</p>	<ul style="list-style-type: none"> • Low to medium density • Residential with occasional businesses • Buildings with moderate setbacks from the street • Connect multiple neighborhoods 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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
<p>Suburban Connector Street</p> <p>Candidate Streets: Hillside Dr College Mall Rd</p> <p>Default Width: 95 feet</p>	<ul style="list-style-type: none"> • Low to medium density • Suburban commercial, residential, and institutional areas • Buildings with moderate to deep setbacks 	<ul style="list-style-type: none"> • High volumes of autos and transit • Low to mid pedestrian activity (higher on transit routes) • Low bike traffic <p>Moderate to high speeds</p>	<ul style="list-style-type: none"> • 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

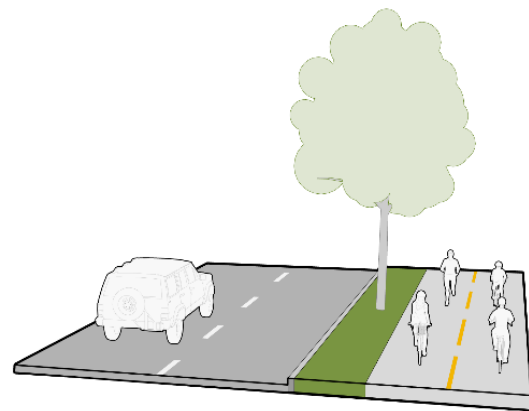
² The Total Width is the Total Pedestrian Zone width for one side of the street.

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

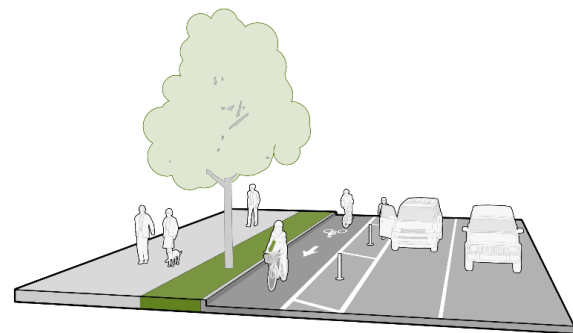
Multiuse paths are dedicated facilities for bicyclists and pedestrians that are typically located within the ROW of higher-speed roads with very few roadway or driveway crossings. Multiuse Paths and Trails are facilities that can accommodate all ages and abilities because of their separation from traffic. 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

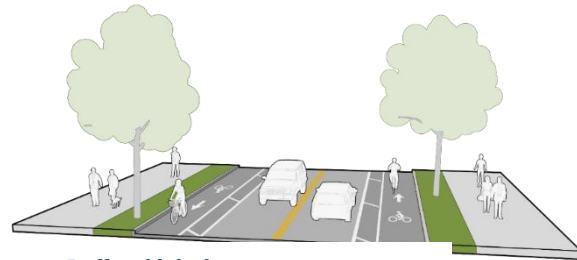
Protected bicycle lanes (PBLs) are street-adjacent bicycle lanes that are physically separated by barriers from motor vehicles and pedestrians. PBLs can be designed for one-way or two-way bicycle traffic. This bicycle facility type combines the user experience of a multiuse path with the on-street connectivity of bike lanes. Separation from traffic can be achieved with physical elements including parallel parking, planters, curbing, or 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

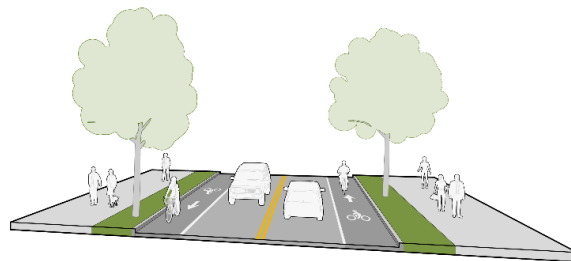
Buffered bike lanes provide a greater level of comfort for bicyclists than conventional bike lanes by providing a painted buffer between the bike lane and the travel lane, parking lane, or both. Maintenance considerations are similar to bike lanes except that buffered lanes have more striping that needs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

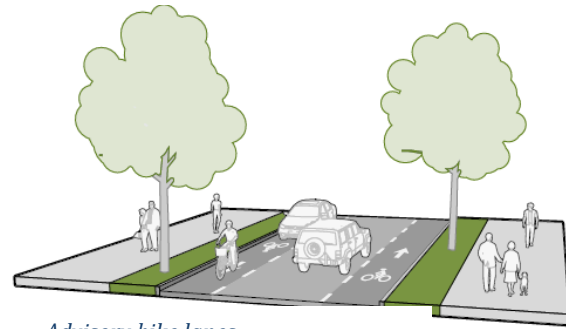
Neighborhood greenways (also referred to as bicycle boulevards or neighborhood bikeways) are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often used to promote speed and volume reduction (less than 25 mph and 3,000 vehicles per day). Another option would be to restrict automobile traffic on certain roads to residents and visitors only. 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

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.

In addition to on-street bicycle facilities for travel, bicycle parking is vital to a complete system. The community must increase attractive and convenient public bicycle parking facilities to support increase in multimodal transportation activity.

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. Bicycle Facilities Network

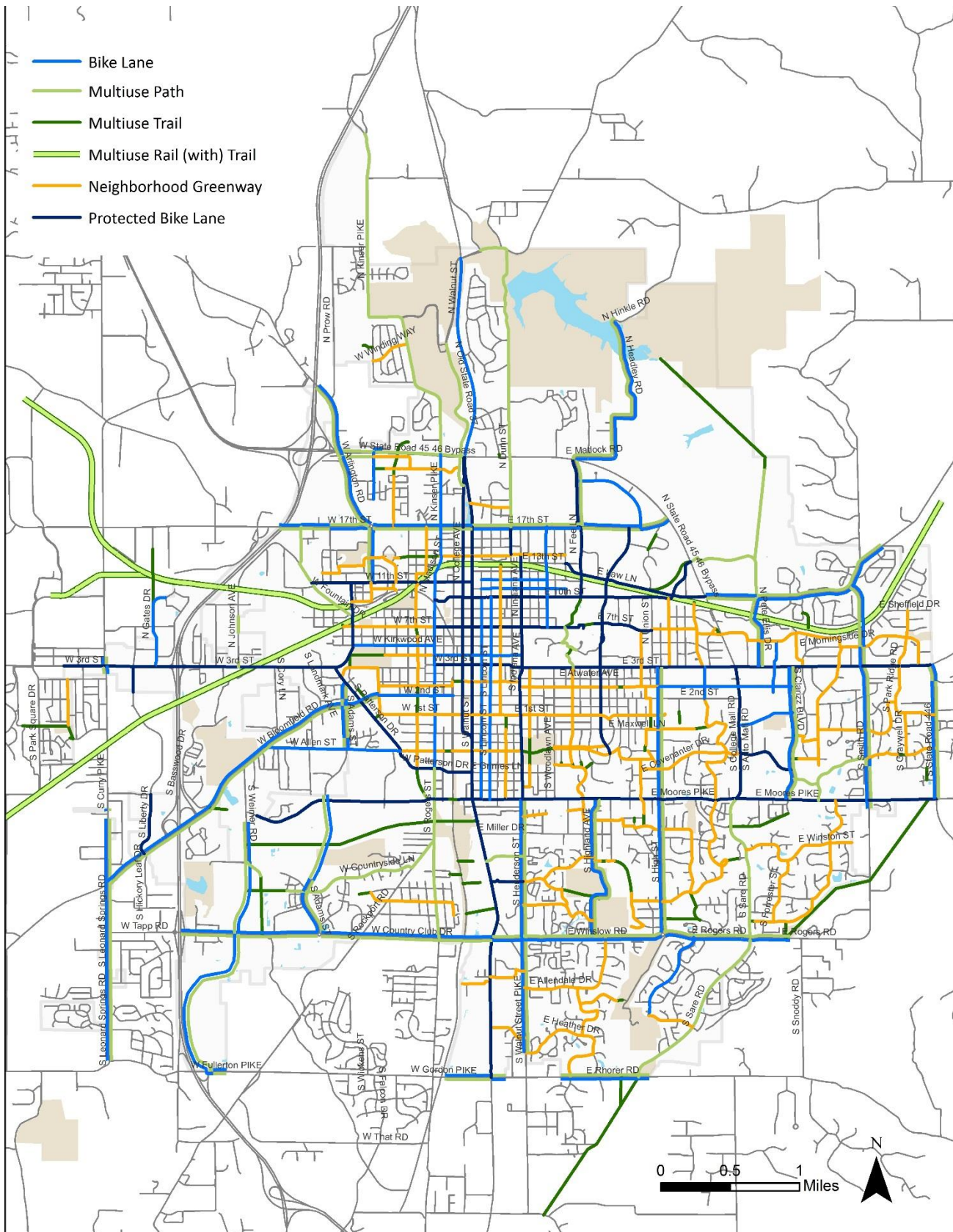
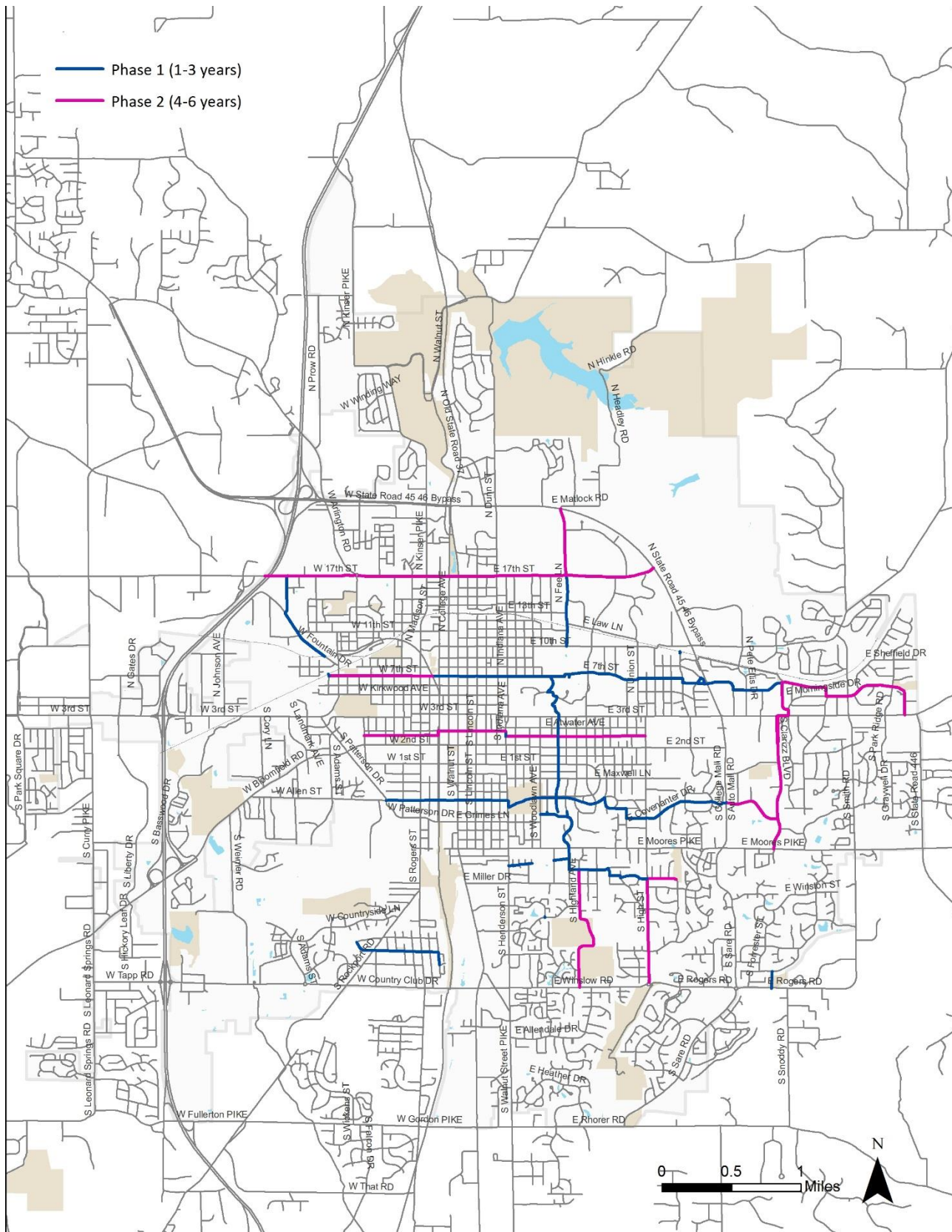


Figure 20. Priority Bicycle Facilities Network



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 need.

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. 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. 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

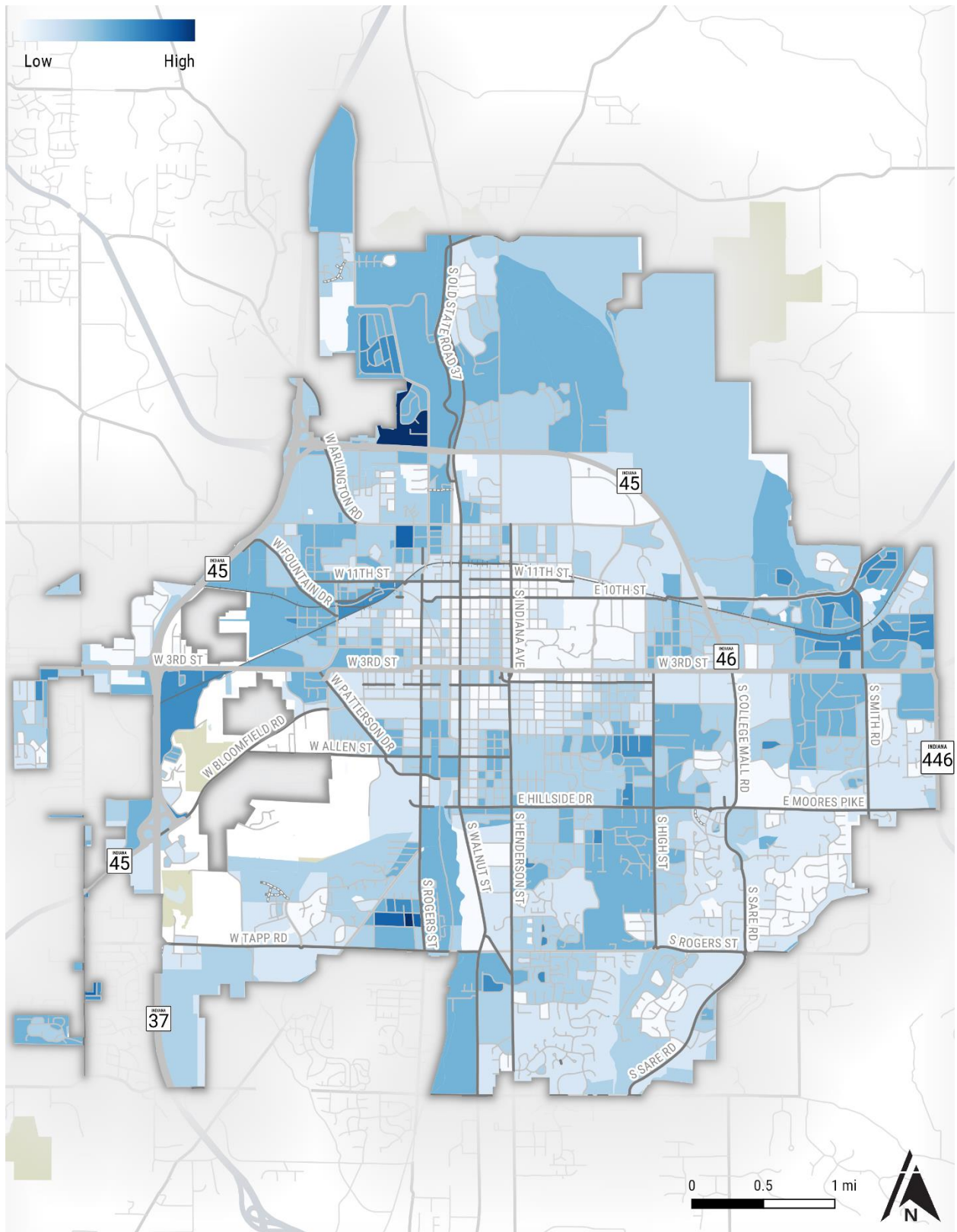
Transit and the pedestrian network are linked because most people access transit by walking. Several pedestrian priority areas represent the confluence of streets with higher traffic volumes and speeds, significant commercial activity, transit service routes, and high frequencies of crashes involving 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.
- 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.

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

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.

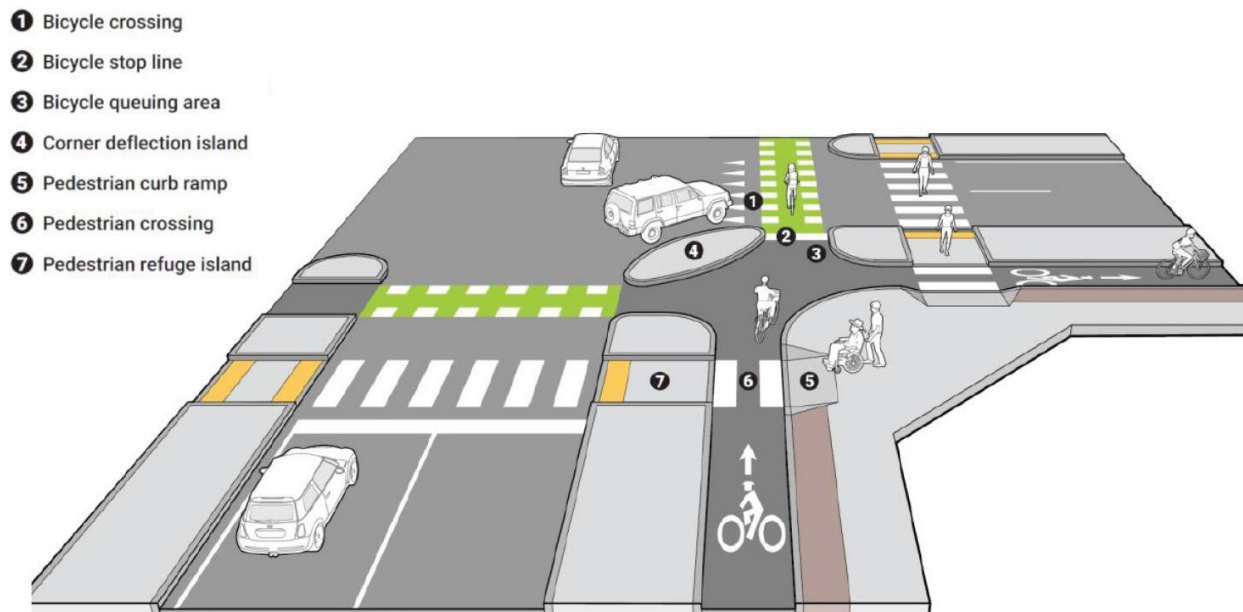


Illustration of a Protected Intersection; protected intersections can also be applied on streets with fewer lanes.

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.

Grade Separated Intersections

Overpasses and underpasses completely separate people walking and bicycling from motor vehicle traffic. Cost and space considerations make these treatments most appropriate at intersections with particularly high motor vehicle volumes and speeds, railroad crossings, or natural barriers such as creeks. Grade separated intersections should be evaluated for all new and modified high volume intersections including interstates and major state highways.

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 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

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/

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; 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.

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



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

³⁶ Federal Highway Administration. Speed Management Toolkit.

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.

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.

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 crosswalk example

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 6 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 This connection would be implemented only if redevelopment of the area occurs.
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:

- 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 22 shows the location of proposed multimodal projects.

Table 7. Multimodal Projects

Project ID	Category	Project Name	Description
CS-1	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
CS-2	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
CS-3	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-4	Corridor Study	10 th St corridor study	Study 10 th St from N College Ave to N Union St to guide future multimodal transportation improvements
CC-1	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
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 N Woodlawn Ave and N 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 E Winslow Rd 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 E Winslow Rd to E Arden Dr
MU-9	Multiuse Path	Ramp Tunnels for Bloomfield Rd Interchange	Tunnel through the two interchange ramps so the multiuse path will avoid the traffic crossings
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
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

Project ID	Category	Project Name	Description
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

Corridor Study (CS)
 Multiuse Path (MU)
 Neighborhood Greenway (NG)
 Protected Bike Lane (PBL)
 Shared Street (SS)
 New Connection (NC)

0 0.5 1 Miles

N

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.

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.

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;

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

- Redesigning facilities to physically restrict access to the curb using protected bicycle lanes or other design features;
- 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 Ordinance

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 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 they relate to improving public transportation.

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

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 sustainability¹. The Comprehensive Plan sets forth an aggressive agenda whose core principles commit Bloomington to:

- Committing to equality, acceptance, openness, 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 include²:

- "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 network 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 transportation 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 needs³. 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-%202012-15-17.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 Knightbridge 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

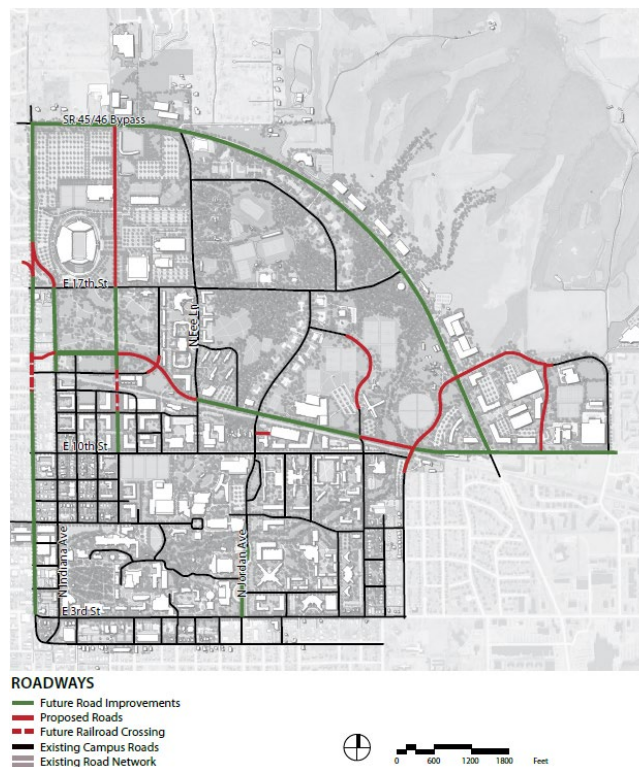
Indiana University Bloomington 2010 Campus Master Plan

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 significant 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.

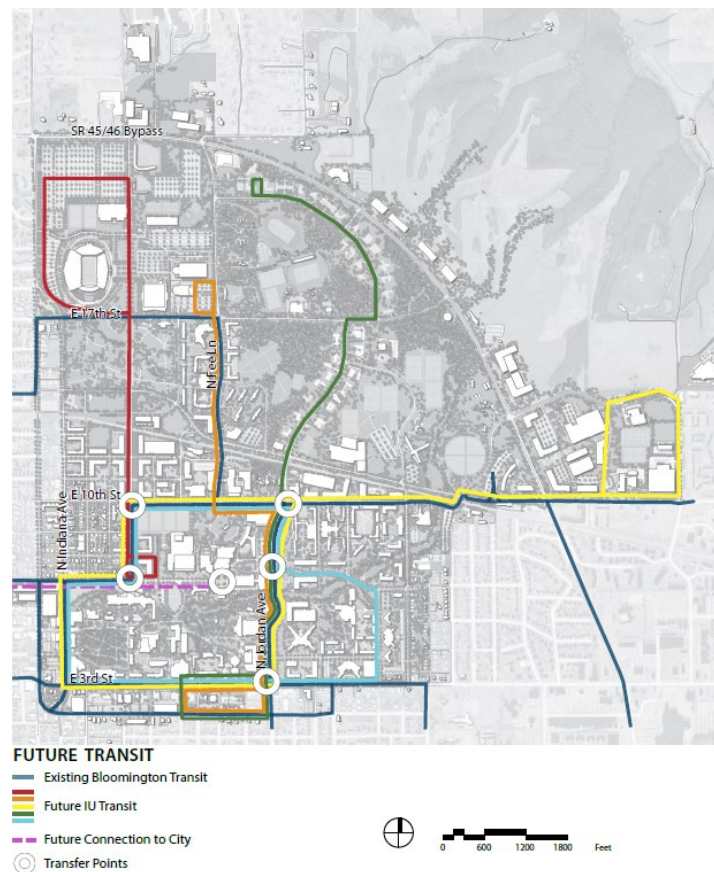
- **North Jordan Avenue Boulevard**

- 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**

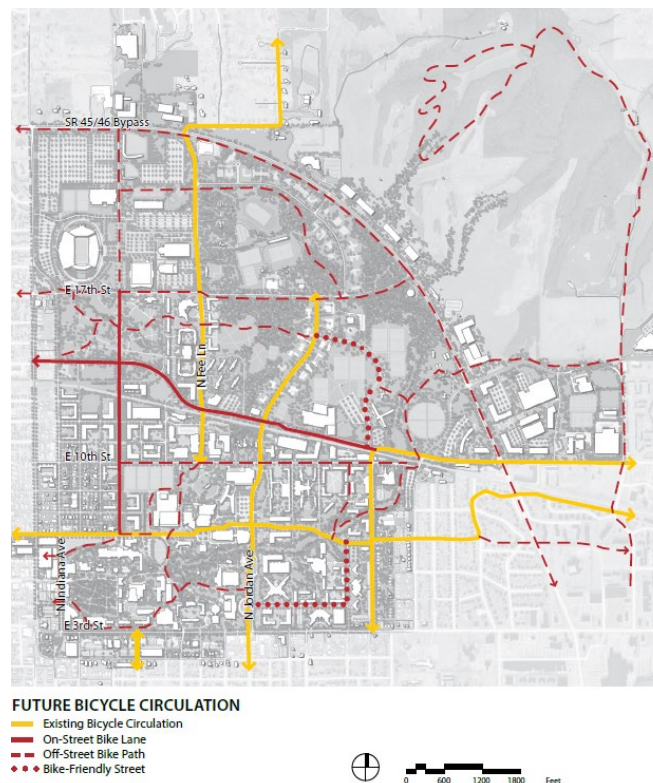
- Start: E 17th St
- End: N Jordan Ave

- 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



The figure consists of four word clouds arranged in a 2x2 grid, each representing a different survey question. The word clouds use varying font sizes and colors (primarily red, orange, and black) to indicate the frequency of responses.

- Top Left: What do you LIKE the most?** The most prominent words are "Transit Accessibility", "Bike Lanes", "Downtown", "Neighborhood Connectivity", "B-Line Trail", "Walkability", "Public Art", "Moderate Density", "Trails", "Roundabouts", "Parking Meters", "Pedestrian signals", "Historic Buildings", "Community Engagement", "Bike Boulevard", "Trees", "Bike Share", and "Accessability".
- Top Right: What do you DISLIKE the most?** The most prominent words are "Pedestrian crossings", "Speeding", "Transit Access", "One Ways", "East-West Routes", "Bike Lane/Path Disrepair", "No sidewalks", "3rd Street Congestion", "Congestion", "ADA Accessibility", "Lighting", and "Bike Lane Bridge Parking".
- Bottom Left: What VALUES should influence street design?** The most prominent words are "Pedestrian/Cyclist Safety", "Complete Streets", "Transit Access", "Human Scale", "Sustainable/Multi-Use", and "Neighborhood Connectivity".
- Bottom Right: What is MISSING that you would like to see created?** The most prominent words are "Separated Bike Lanes", "Transit Service", "East-West Connections", "Traffic Calming Crosswalks", "Neighborhood Connectivity", "Pedestrian/Cyclist Only Streets", "Equity", "Bike Path Connectivity", "Road Diets", "Bike Share", "Bike Boulevard", "Village", "Slower speeds", "Climate Change Forces", "Two-Way Bike Lanes", "Autonomous Vehicles", "Pedestrian/Cyclist Safety", "Villages", "Trails", "Planning Around Hospital", and "Bike Lane Bridge 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.]

Project Goals



WikiMap

Online WikiMap Comments

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 7. WikiMap Responses on City's Performance



How would you rate Bloomington's performance in providing appropriate bicycle and pedestrian facilities?

Figure 8. WikiMap Responses on Comfort

How pleasant is it to walk and bike in Bloomington?



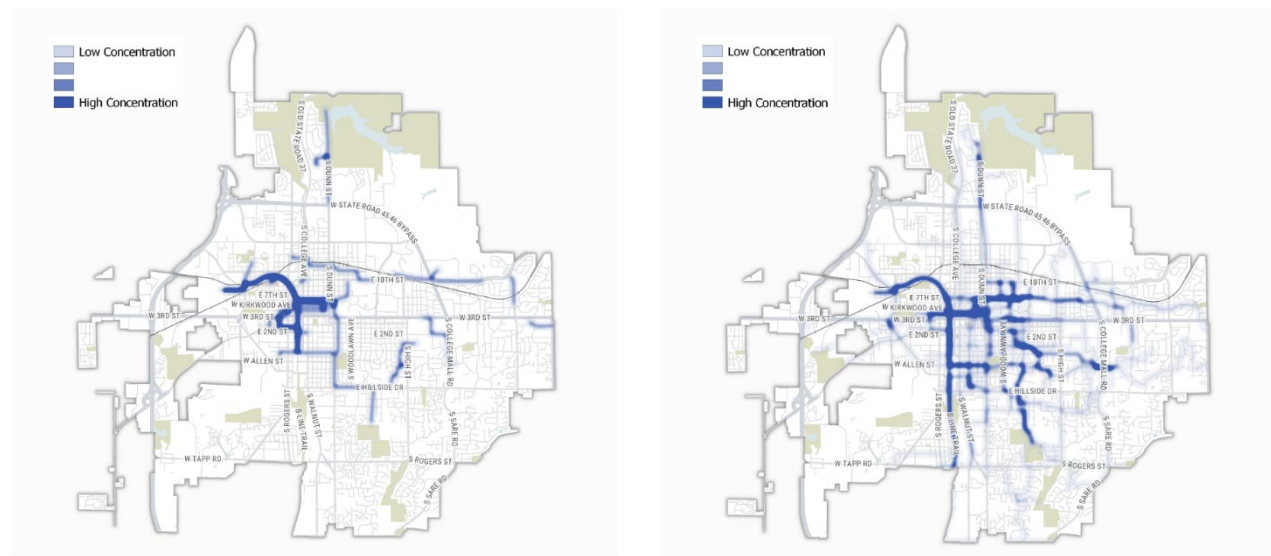
Popular Walking and Biking Routes, and Destinations

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



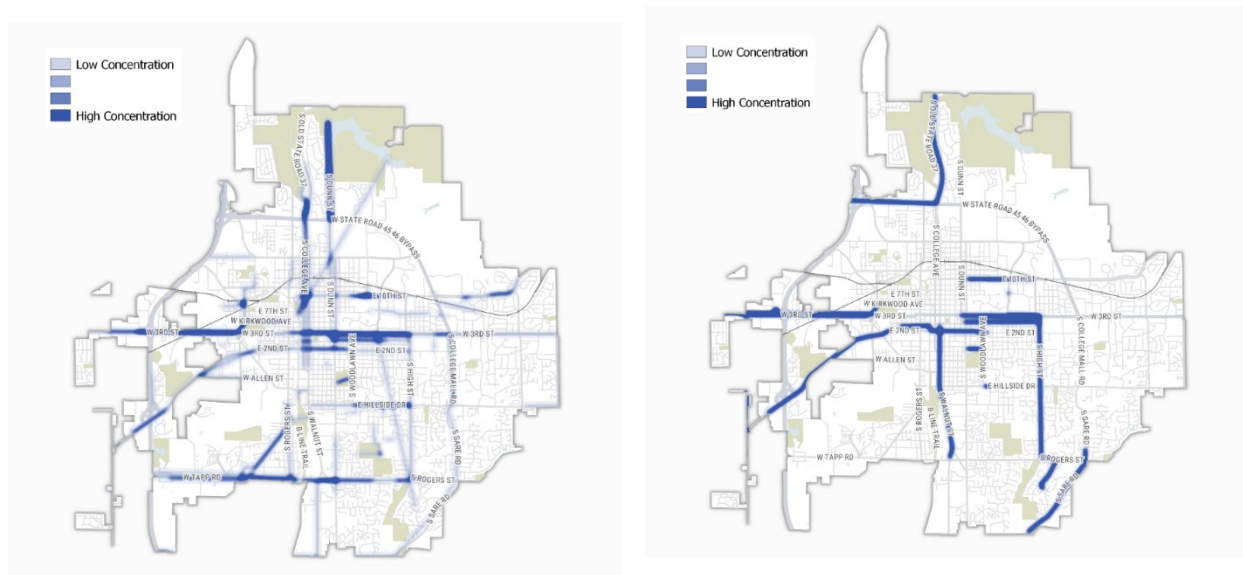
Difficult and High Traffic Routes

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.

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 9. WikiMap Desired Improvement Locations

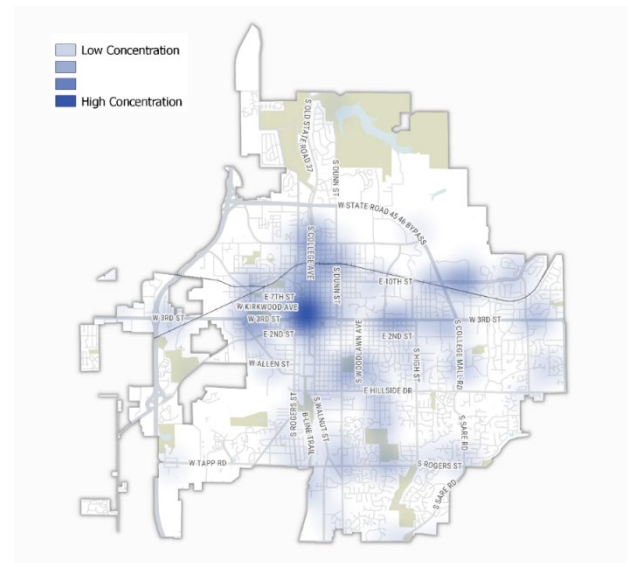


Figure 10. Public Paper WikiMap Comments

Type of Comment	Location	Comment
Requesting a stop light Concerns about high speeds and volumes	14th and Walnut Street	<p>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:</p> <p>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.</p>
Parking		<p>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 spite 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.</p> <p>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.</p>
Transit		<p>a big goal for us is to provide Employment services support. Transportation is a barrier to employment. Transit access</p>
Bike/Ped Path	N. Dunn Street	<p>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.</p> <p>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.</p>

Type of Comment	Location	Comment
Bike ped traffic safety		<p>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.</p> <p>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.</p> <p>I also like that they too pics in places where the current transportation is bad, challenging, or silly.</p> <p>Some issues that might be included:</p> <ol style="list-style-type: none"> 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. <p>I know you probably thought of most of these but I wanted to include my support for them.</p> <p>Thanks for listening. I will be there on Thursday to hear what is developing with the Plan.</p>
Bike ped traffic safety		<p>Thanks for considering these requests. I marked College Mall and Sare Rd on the Wiki over the weekend.</p> <p>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.</p> <p>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.</p> <p>Thanks for listening.</p>
Bike ped traffic safety		<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
Transit		<p>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.</p> <p>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</p>

Type of Comment	Location	Comment
		<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thanks again for you time, and I look forward to hearing from you!</p>
Transit		<p>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.</p> <p>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.</p> <p>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.</p>
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.
		Drop 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 consistant 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
		<p>and/or there are strollers and children on board</p> <p>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</p> <p>Route specific:</p> <p>Route 3W is often late to or skips entirely the Whitehall Crossing shopping center</p> <p>4S bus skips the YMCA stop or drives very quickly past the stops</p> <p>More buses on Route 3 and 4</p> <p>Route 3E does not get close enough to apartment complex until after 8PM, participant has multiple children and walking to the mall to catch the bus there was dangerous</p> <p>Bus 1 is blocked by construction, causing people to be late to work</p> <p>Route 2 only runs once an hour after 6PM which is not often enough</p> <p>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</p> <p>New Bus Shelters -- outside WalMart, Williams Brothers Pharmacy, and at the intersection of Leonard Springs and Bloomfield Road near the Circle K</p> <p>Add stop at Alrington Valley Park</p> <p>Overall more connection points between routes -- participants wanted the ability to transfer without having to go downtown to the bus station</p> <p>More consistent announcements, "next stop" to orient passengers to upcoming stops so stops are not missed</p> <p>Longer hours on Saturdays</p> <p>Bus routes on Sundays</p> <p>Consistent schedules across weekdays and weekends</p> <p>More shelters at stops</p> <p>City bus service to local schools</p> <p>More buses generally to reduce crowding</p> <p>Partnerships with local employers (especially Cook) to provide bus/shuttle services to employees -- currently Cook is inaccessible by bus; partnerships for late night bus services for 2nd and 3rd shift workers</p> <p>Routes that go out further (specifically Tapp Road to Southern Indiana Medical Park)</p> <p>Add more bicycle lanes</p> <p>Children under high school age should be able to ride free, high school students should automatically be eligible for reduced fare without a pass</p> <p>Construction zones need to be well-marked For low-income people who are unable to afford cars, transportation 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 to 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.</p> <p>The main request that participants had was for expanded bus service, particularly 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.</p> <p>Clients like that we have a transportation system for them to use in Bloomington</p> <p>Double Map App Only 2 buses in one hour -- should be more frequent</p>

Type of Comment	Location	Comment
		<p>limited bus route is confusing</p> <p>Bus lines are limited to a certain area</p> <p>Buses are dirty and sketchy</p> <p>Creepy men hit on me (a minor) and the driver does nothing</p> <p>Staff is rude</p> <p>Transfers are tricky</p> <p>Long routes takes an hour to get anywhere not downtown</p> <p>Driver drives away when someone is trying to catch the bus (not all the way at the stop yet)</p> <p>New connections</p> <p>More frequent bus schedules</p> <p>More safety precautions for teens</p> <p>Stop at middle and high schools</p> <p>Benches at stops where there are no shelters</p> <p>More shelters for stops that are in unsafe locations</p> <p>Heaters in the shelters -- sometimes I have to stand outside a long time waiting for the bus</p> <p>Many streets do not have sidewalks</p> <p>lack of safety on the bus</p> <p>Construction on roads</p> <p>Tickets are too expensive</p> <p>Lack of assistance in purchasing bus tickets when clients can't afford them</p> <p>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</p>
		<p>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.</p> <p>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</p>
		<p>New statios are much better than the old one</p> <p>Bus routes take too long</p> <p>Always late</p> <p>Bus tickets are expensive</p> <p>All the drivers have bad attitudes</p> <p>They never wait for us to transfer</p> <p>Seats on bus are too low</p> <p>More accessibility to bus tickets</p> <p>"We need a bus to get to Monroe Hospital"</p> <p>More access to Rural Transit tickets</p> <p>"The bus should go down Curry Pike for those who need a bus the need to walk up to 3rd with is a lot"</p> <p>"Please give us accessibility on Sundays"</p> <p>Larger bus signs "Sometimes the sidewalk just ends, and we feel unsafe"</p> <p>"We need more shelters to stand under at bus stops, especially with the bad weather/ at night we would feel safer"</p> <p>"I am basically stranded on Sundays, and need to walk everywhere"</p> <p>"I don't liking home in the dark, we need more streetlights by us"</p> <p>"the bus has blown right by me many times."</p>

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

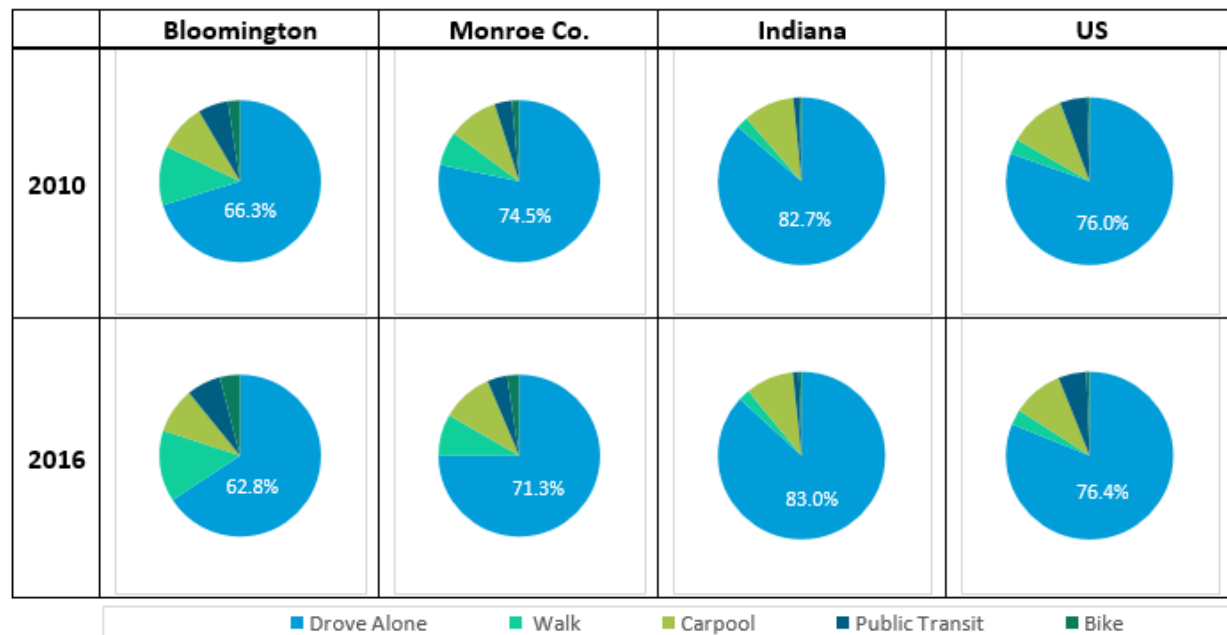
⁹ City of Bloomington. "History of Bloomington and Monroe County." Accessed 4/10/2018.

<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 build 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 bicycling.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-priority 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 facility 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 targeted 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 concerned (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.

Bicycle Facility Selection Chart

Urban and Suburban Roadways

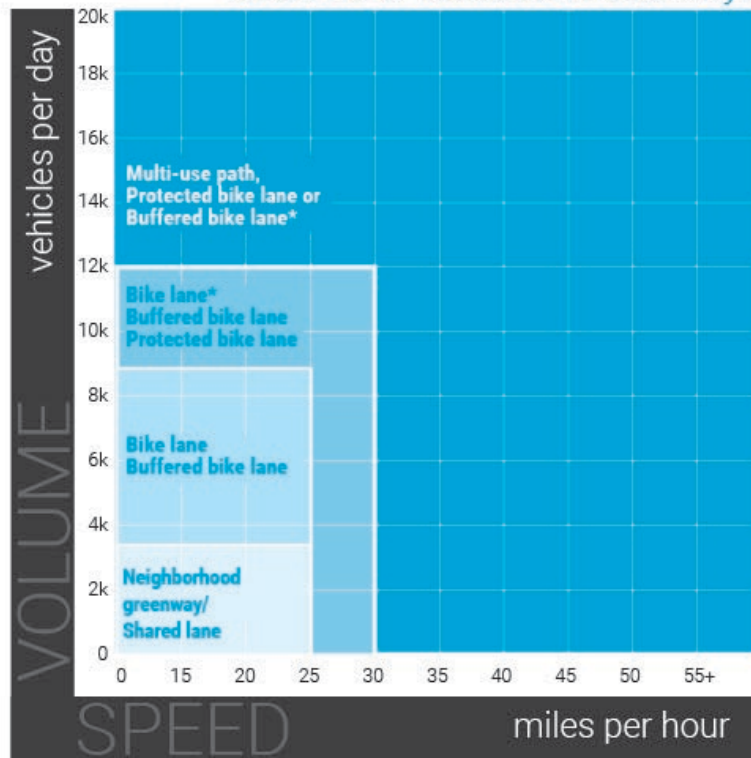


Figure 14 Volume, Speed and Recommended Facility Type

*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 accommodated, 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 Guidance

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	<ul style="list-style-type: none"> • Medium to high density • Mixed-use, retail, downtown office, dense residential • Buildings close to street 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Low to medium density • Single-family and multi-family residential • Buildings with moderate setbacks from the street 	<ul style="list-style-type: none"> • Slow speeds • Focus on pedestrian safety • Traffic calming • Typically allows on-street parking 	<ul style="list-style-type: none"> • No centerline • Sidewalks • Neighborhood greenways • Unmarked on-street parking • Street trees and landscaping
Main Street Candidate Streets: College, Walnut, (from 17 th St to 1 st St) Typical ROW Width: 88 feet	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • High volumes of pedestrian activity and bike traffic • Medium volumes of autos and transit • Low speeds • Facilitates access • Often includes metered on-street parking 	<ul style="list-style-type: none"> • 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 10 th St Width: 90 feet	<ul style="list-style-type: none"> • Medium to high density • Mixed-use, downtown office, dense residential • Buildings close to street 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Low to medium density • Residential with occasional businesses • Buildings with moderate setbacks from the street • Connect multiple neighborhoods 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Low to medium density • Suburban commercial, residential, and institutional areas • Buildings with moderate to deep setbacks 	<ul style="list-style-type: none"> • High volumes of autos and transit • Low to mid pedestrian activity (higher on transit routes) • Low bike traffic • Moderate to high speeds 	<ul style="list-style-type: none"> • 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

Typology	Bicycle		Pedestrian						Auto			
	On-Street Bikeways (Bike Lanes or Separated)	Multituse Paths	Frontage Zone	Pedestrian Zone	Greenscape / Furnishing Zone	Curb Extensions, Parklets and Other Buffers	Refuge Islands	Marked Crosswalks	Travelway/Lane Width	On-Street Parking	Median/Center Turn Lane	Traffic Calming/ Feature Management
Shared Street												
Neighborhood Residential												
Main Street												
General Urban												
Neighborhood Connector												
Suburban Connector												

Higher Priority

Medium Priority

Lower Priority

Not typically Compatible

Default to Typology Priority (applies to overlays)

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	85 th percentile max points	5
Percent in Poverty	Block Group	Below poverty line/total population for which poverty is measured	85 th percentile max points	10
Percent without Vehicles	Block Group	Occupied households without vehicles/total occupied households	85 th percentile max points	10
Percent Inactive Adults	Census Tract	Inactive adults (as defined by the CDC)/all adults	85 th percentile max points	5
Percent with Mobility Disabilities	Census Tract	Population with hearing, vision, cognitive, ambulatory difficulty/total population	85 th percentile max points	10
Population Density	Block Group	Population/land area (square-miles)	85 th percentile max points	10
Employment Density	Block Group	Employed population/land area (square-miles)	85 th percentile max points	5
Intersection Density	Block	Intersections within quarter-mile/land area (square-miles)	85 th 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.

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.

Appendix G

id	stidir	stname	stsuffix	addblock	lowadd	highadd	leftflow	lefthigh	rightflow	righthigh	lowwests	highwests	TOTWIDTH	BikeRef1	Typology	WidthNew	Default	Reason1
10	E	Benson	CT	1100	1100	1199	1101	1199	1100	1198	Benson CT & Derby DR & Rhorer DR	Benson CT & Jamie LN	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
1	E	Pepperidge	DR	706	706	709	707	709	706	708	Pepperidge DR & Sage CT	Baytree LN & Pepperidge DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
100	E	Allendale	DR	1150	1150	1199	1151	1199	1150	1198	Allendale DR & Kingsbury AVE	Allendale DR & Kingsbury AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1000	W	1st	ST	800	900	1020	901	1019	900	1020	1st ST & Wylie ST	1st ST & Walker ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1001	W	1st	ST	800	700	899	701	899	700	898	1st ST & Fairview ST	1st ST & Wylie ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1002	W	1st	ST	500	500	619	501	619	500	618	1st ST & Rogers ST	1st ST & Access Drive to Hospital EMT	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1003	W	1st	ST	620	620	699	621	699	620	698	1st ST & Access Drive to Hospital EMT	1st ST & Fairview ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1004	S	Walker	ST	600	600	699	601	699	600	698	2nd ST & Walker ST	1st ST & Walker ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1005	S	Rogers	ST	600	600	699	601	699	600	698	2nd ST & Rogers ST	1st ST & Rogers ST	90	Bike Lane	CU	84	no	Reduced to 84 due to IL in Bicycle Facilities Rec
1006	S	Morton	ST	600	600	699	601	699	600	698	2nd ST & Morton ST	1st ST & Morton ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1007	S	State Road 446	ST	700	700	739	701	739	700	739	Janet DR & State Road 446	Heritage Woods RD & State Road 446	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1008	S	Roosevelt	ST	600	600	699	601	699	600	698	2nd ST & Roosevelt ST	Roosevelt ST Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1009	S	Mitchell	ST	600	600	699	601	699	600	698	2nd ST & Mitchell ST	Mitchell ST & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
101	E	Allendale	DR	1100	1100	1149	1101	1149	1100	1148	Allendale DR & Westminster WAY	Allendale DR & Kingsbury AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1010	S	Eastside	DR	600	600	699	601	699	600	698	2nd ST & Eastside DR	Eastside DR & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1011	E	University	ST	1600	1600	1699	1601	1699	1600	1698	Mitchell ST & University ST	Eastside DR & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1012	S	Jordan	AVE	600	600	699	601	699	600	698	2nd ST & Jordan AVE	Jordan AVE & University ST	74	Protected Bike Lane	NC	74	no	No change in width
1013	S	Highland	AVE	600	600	699	601	699	600	698	2nd ST & Highland AVE	Highland AVE & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1014	S	Ballantine	RD	600	600	699	601	699	600	698	2nd ST & Ballantine RD	Ballantine RD & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1015	S	Hawthorne	DR	600	600	699	601	699	600	698	2nd ST & Hawthorne DR	Hawthorne DR & University ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1016	S	Hawthorne	DR	600	600	699	601	699	600	698	2nd ST & Hawthorne DR	Hawthorne DR & University ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1017	S	Woodlawn	AVE	600	600	629	601	629	600	628	2nd ST & Woodlawn AVE	Highland AVE & University ST	74		NR	60	no	Width reduced to 60ft due to no BikeRec
1018	S	Woodlawn	AVE	630	630	699	631	699	630	698	University ST & Woodlawn AVE	University ST & Woodlawn AVE	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1019	S	Park	AVE	600	600	699	601	699	600	698	2nd ST & Park AVE	Park AVE & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
102	E	Allendale	DR	1050	1050	1099	1051	1099	1050	1098	Allendale DR & Sowder SQ	Swin AVE & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1020	E	University	ST	1300	1300	1399	1301	1399	1300	1398	Highland AVE & University ST	Allendale DR & Westminster WAY	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1021	E	University	ST	1200	1200	1299	1201	1299	1200	1298	Ballantine RD & University ST	Jordan AVE & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1022	E	University	ST	1100	1100	1199	1101	1199	1100	1198	Hawthorne DR & University ST	Highland AVE & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1023	E	University	ST	1000	900	1099	901	1099	900	1098	University ST & Woodlawn AVE	Ballantine RD & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1024	E	University	ST	800	800	899	801	899	800	898	Park AVE & University ST	Hawthorne DR & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1025	E	University	ST	700	700	799	701	799	700	798	Fess AVE & University ST	University ST & Woodlawn AVE	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1026	E	Brownridge	RD	3716	3716	3799	3727	3799	3716	3798	Brownridge RD & Fieldcrest AVE	Park AVE & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1027	E	Brownridge	RD	3700	3700	3725	3701	3725	3700	3714	Brownridge RD & Ravenscrest AVE	Brownridge RD & Christopher DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1028	E	Brownridge	RD	3600	3600	3699	3601	3699	3600	3698	Brownridge RD & Ravenscrest AVE	Brownridge RD & Fieldcrest AVE	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1029	S	Meadowbrook	DR	506	506	599	507	599	506	598	Meadowbrook DR & Reiser DR	Brownridge RD & Meadowbrook DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
103	S	Westminster	WAY	3500	3500	3540	3501	3539	3500	3540	Westminster WAY & Westminster WAY W	Allendale DR & Westminster WAY	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1030	E	Janet	DR	4390	4270	4499	4271	4499	4270	4488	Janet DR Dead End	Janet DR & State Road 446	60		NR	60	no	Updated to 60ft. Extra width to trees or SW
1031	S	Lincoln	ST	500	500	525	501	525	500	524	2nd ST & Lincoln ST	Lincoln ST & University ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
1032	S	Fess	AVE	600	600	699	601	699	600	698	2nd ST & Fess AVE	Fess AVE & University ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1032	S	Fess	AVE	600	600	699	601	699	600	698	2nd ST & Fess AVE	Fess AVE & University ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1033	S	Henderson	ST	600	600	699	601	699	600	698	2nd ST & Henderson ST	Henderson ST & University ST	74	Protected Bike Lane	NC	74	no	No change in width
1033	S	Henderson	ST	600	600	699	601	699	600	698	2nd ST & Henderson ST	Henderson ST & University ST	74	Protected Bike Lane	NC	74	no	No change in width
1034	S	Grant	ST	500	500	599	501	599	500	598	2nd ST & Grant ST	Grant ST & University ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1035	E	University	ST	300	300	399	301	399	300	398	Lincoln ST & University ST	Grant ST & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1036	E	University	ST	500	500	599	501	599	500	598	Grant ST & University ST	Henderson ST & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1037	E	University	ST	600	600	699	601	699	600	698	Henderson ST & University ST	Henderson ST & University ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1038	W	Sunset	AVE	4400	4400	4499	4401	4499	4400	4498	Harvey DR & Sunset AVE	Parkway DR & Sunset AVE	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1039	W	Sunset	AVE	4500	4500	4599	4501	4599	4500	4598	Parkway DR & Sunset AVE	Sunset AVE & Westwood DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
104	E	Ashwood	CT	2300	2300	2399	2301	2399	2300	2398	Ashwood CT & Ashwood DR	Ashwood CT Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1040	S	Parkway	DR	550	400	699	401	699	400	698	Belle AVE & Parkway DR	Parkway DR & Sunset AVE	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1041	S	Westwood	DR	550	400	699	401	699	400	698	Belle AVE & Westwood DR	Sunset AVE & Westwood DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1042	W	Sunset	AVE	4600	4600	4699	4601	4699	4600	4698	Park Square DR & Sunset AVE	Sunset AVE & Westwood DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1043	S	Harvey	DR	550	400	699	401	699	400	698	Belle AVE & Harvey DR	Park Square DR & Sunset AVE	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1044	E	Brownridge	RD	3800	3800	3825	3801	3825	3800	3824	Brownridge RD & Christopher DR	Harvey DR & Sunset AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1045	S	Christopher	DR	500	500	599	501	599	500	598	Cameron AVE & Christopher DR	Brownridge RD & Christopher DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1047	E	2nd	ST	2000	2000	2099	2001	2099	2000	2098	2nd ST & Clifton AVE	2nd ST & High ST	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1048	S	Arbutus	DR	500	500	520	501	519	500	520	Arbutus DR Dead End	2nd ST & Arbutus DR	74		NC	60	no	Updated to 60ft. Extra width to trees or SW
1049	E	2nd	ST	2400	2300	2499	2301	2499	2300	2498	2nd ST & Roosevelt ST	2nd ST & Woodcrest DR	74		NC	60	no	Width reduced to 60ft due to no BikeRec
105	S	Walnut Street	PKE	2900	2900	2999	2901	2999	2900	2998	Shenard Hills DR & Sunny Slopes DR & Walnut Stree	Alford DR & Walnut Street PKE	74	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1050	S	High	ST	500	500	599	501	599	500	598	High ST & Hunter AVE	2nd ST & High ST	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
1051	S	Anita	ST	500	500	599	501	599	500	598	Anita ST & Hunter AVE	2nd ST & Anita ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1052	S	Rose	AVE	500	500	599	501	599	500	598	Rose AVE Dead End	2nd ST & Rose AVE	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1053	S	Mitchell	ST	500	500	599	501	599	500	598	Hunter AVE & Mitchell ST	2nd ST & Mitchell ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1054	S	Eastside	DR	500	500	599	501	599	500	598	Eastside DR & Hunter AVE	2nd ST & Eastside DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1055	E	2nd	ST	2200	2100	2299	2101	2299	2100	2298	2nd ST & High ST	2nd ST & Roosevelt ST	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1056	E	2nd	ST	1600	1600	1699	1601	1699	1600	1698	2nd ST & Mitchell ST	2nd ST & Eastside DR	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1057	E	2nd	ST	1924	1924	1999	1925	1999	1924	1998	2nd ST & Anita ST	2nd ST & Clifton AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1058	E	2nd	ST	1900	1900	1923	1901	1923	1900	1922	2nd ST & Rose AVE	2nd ST & Anita ST	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1059	E	2nd	ST	1810	1810	1899	1811	1899	1810	1898	2nd ST & Rose AVE	2nd ST & Rose AVE	74		NC	60	no	Width reduced to 60ft due to no BikeRec
106	W	Maybury	MALL	3912	3912	3999	3913	3999	3912	3998	Market PL & Maybury MALL	Leonard Springs RD & Maybury MALL	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1060	E	2nd	ST	1800	1800	1809	1801	1809	1800	1808	2nd ST & Arbutus DR	2nd ST & Rose AVE	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1061	E	2nd	ST	1706	1706	1799	1707	1799	1706	1798	2nd ST & Eastside DR	2nd ST & Arbutus DR	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1062	E	2nd	ST	1700	1700	1705	1701	1705										

1084	W	2nd	ST	200	200	275	201	275	200	274	2nd ST & College AVE	90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
1085	S	Henderson	ST	420	420	499	421	499	420	498	Henderson ST & Hunter AVE	74	Protected Bike Lane	NC	74	No change in width
1085	S	Henderson	ST	420	420	499	421	499	420	498	Henderson ST & Hunter AVE	74	Protected Bike Lane	NC	74	No change in width
1086	E	2nd	ST	600	600	699	601	699	600	698	2nd ST & Henderson ST	74		NC	74	Width reduced to 60ft due to no BikeRec
1087	E	2nd	ST	520	436	599	437	599	436	598	2nd ST & Dunn ST	74		NC	60	Width reduced to 60ft due to no BikeRec
1088	E	2nd	ST	298	298	299	299	299	298	298	2nd ST & Lincoln ST	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1089	E	2nd	ST	200	200	297	201	297	200	296	2nd ST & Washington ST	74		NC	60	Width reduced to 60ft due to no BikeRec
109	S	Allendale	DR	3500	3500	3599	3501	3599	3500	3598	Allendale DR & Clairmont PL	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
1090	E	2nd	ST	300	300	399	301	399	300	398	2nd ST & Lincoln ST	74		NC	60	Width reduced to 60ft due to no BikeRec
1091	S	Lincoln	ST	400	400	499	401	499	400	498	Lincoln ST & Smith AVE	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1092	S	Washington	ST	400	400	499	401	499	400	498	2nd ST & Washington ST	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1093	E	2nd	ST	100	100	199	101	199	100	198	2nd ST & Walnut ST	74		NC	60	Width reduced to 60ft due to no BikeRec
1094	S	Fess	AVE	500	500	599	501	599	500	598	Fess AVE & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1094	S	Fess	AVE	500	500	599	501	599	500	598	Fess AVE & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1095	S	Walnut	ST	400	400	499	401	499	400	498	Smith AVE & Walnut ST	88	Protected Bike Lane	MS	88	No change from default
1096	E	2nd	ST	400	400	435	401	435	400	434	2nd ST & Grant ST	74		NC	60	Width reduced to 60ft due to no BikeRec
1097	W	2nd	ST	650	500	799	501	799	500	798	2nd ST & Maple ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1098	W	2nd	ST	300	300	399	301	399	300	398	2nd ST & Morton ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1099	W	2nd	ST	400	400	499	401	499	400	498	2nd ST & Madison ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
11	E	Pepperridge	DR	700	700	705	701	705	700	704	Heather DR & Pepperridge DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
110	S	Ashwood	DR	3400	3400	3433	3401	3433	3400	3432	Ashwood DR & The Stands DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1100	W	2nd	ST	800	800	899	801	899	800	898	2nd ST & Maple ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1101	W	2nd	ST	1000	900	1099	901	1099	900	1098	2nd ST & Walker ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1102	S	Rogers	ST	500	500	599	501	599	500	598	Howe ST & Rogers ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1103	S	Morton	ST	500	500	599	501	599	500	598	Howe ST & Morton ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1104	S	Madison	ST	500	500	599	501	599	500	598	Howe ST & Madison ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1105	S	Maple	ST	500	500	520	501	519	500	520	2nd ST & Maple ST	74		NC	60	Width reduced to 60ft due to no BikeRec
1105	S	Maple	ST	500	500	520	501	519	500	520	Howe ST & Maple ST	74		NC	60	Width reduced to 60ft due to no BikeRec
1106	S	Walker	ST	500	500	599	501	599	500	598	2nd ST & Walker ST	90	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1107	S	Euclid	AVE	500	500	515	501	515	500	514	Euclid AVE & Howe ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1108	S	Village	CT	400	400	535	401	535	400	534	Belle AVE & Village CT	58		NR	60	Updated to 60ft. Extra width to trees or SW
1109	S	Clariz	BLVD	400	300	499	0	0	300	498	3rd ST & Clariz BLVD	74	Bike Lane and Multi-use Path	NC	74	No change in width
111	W	Pinewood	DR	125	125	140	125	139	130	140	Pinewood DR & Pinewood LN	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1110	S	Reisner	RD	300	300	440	301	439	300	440	3rd ST & Reisner RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
1111	S	Meadowbrook	DR	425	425	505	425	505	425	504	Cameron AVE & Meadowbrook DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
1112	E	Cameron	AVE	3700	3700	3799	3701	3799	3700	3798	Cameron AVE & Christopher DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1113	E	Cameron	AVE	3800	3800	3820	3801	3819	3800	3820	Cameron AVE & Christopher DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1114	S	Meadowbrook	DR	400	400	424	401	423	400	424	Meadowbrook DR & Randolph AVE	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
1115	S	High	ST	400	400	499	401	499	400	498	Atwater AVE & High ST	74	Bike Lane and Multi-use Path	NC	74	No change in width
1116	S	Rose	AVE	400	400	499	401	499	400	498	Atwater AVE & Rose AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1117	E	Hunter	AVE	1915	1915	1999	1915	1999	1916	1998	Anita ST & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1118	E	Hunter	AVE	1900	1900	1914	1901	1913	1900	1914	Hunter AVE & Rose AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1119	E	Hunter	AVE	1800	1700	1899	1701	1899	1700	1898	Eastside DR & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
112	W	Pinewood	DR	100	100	128	101	123	100	128	Pinewood DR & Walnut ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1120	E	Hunter	AVE	1500	1500	1599	1501	1599	1500	1598	Hunter AVE & Swain AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1121	S	Clifton	AVE	400	400	499	401	499	400	498	Atwater AVE & Clifton AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
1122	S	Mitchell	ST	400	400	499	401	499	400	498	Atwater AVE & Mitchell ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1123	E	Hunter	AVE	800	800	899	801	899	800	898	Hunter AVE & Park AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1124	E	Hunter	AVE	700	700	799	701	799	700	798	Fess AVE & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1125	S	Ballantine	RD	400	400	499	401	499	400	498	Atwater AVE & Ballantine RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
1126	S	Hawthorne	DR	400	400	499	401	499	400	498	Atwater AVE & Hawthorne DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1127	S	Faculty	AVE	400	400	499	401	499	400	498	Atwater AVE & Faculty AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
1128	S	Woodlawn	AVE	400	400	499	401	499	400	498	Atwater AVE & Woodlawn AVE	74		NC	60	Width reduced to 60ft due to no BikeRec
1129	S	Park	AVE	400	400	499	401	499	400	498	Atwater AVE & Park AVE	58		NC	60	Width reduced to 60ft due to no BikeRec
113	E	Walnut	ST	2900	2900	2939	2901	2939	2900	2938	Hoosier ST & Ridgeway DR & Walnut ST	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20', PBL increased 3'
1130	E	Hunter	AVE	900	900	999	901	999	900	998	Hunter AVE & Woodlawn AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1131	E	Hunter	AVE	1000	1000	1099	1001	1099	1000	1098	Faculty AVE & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1132	E	Hunter	AVE	1100	1100	1199	1101	1199	1100	1198	Hawthorne DR & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1133	E	Hunter	AVE	1200	1200	1299	1201	1299	1200	1298	Ballantine RD & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1134	S	Highland	AVE	400	400	499	401	499	400	498	Atwater AVE & Highland AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
1135	E	Jordan	AVE	400	400	499	401	499	400	498	Atwater AVE & Jordan AVE	74	Protected Bike Lane	NC	74	No change in width
1136	S	Swain	AVE	400	400	499	401	499	400	498	Atwater AVE & Swain AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
1137	E	Hunter	AVE	1300	1300	1399	1301	1399	1300	1398	Highland AVE & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1138	E	Hunter	AVE	1400	1400	1499	1401	1499	1400	1498	Hunter AVE & Jordan AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1139	S	Fess	AVE	400	400	499	401	499	400	498	Atwater AVE & Fess AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1139	S	Fess	AVE	400	400	499	401	499	400	498	Atwater AVE & Fess AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
114	E	Tremont	WAY	1200	1200	1235	1201	1235	1200	1234	Bainbridge DR & Tremont WAY	58		NR	60	Updated to 60ft. Extra width to trees or SW
1140	E	Hunter	AVE	600	600	699	601	699	600	698	Henderson ST & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1141	W	Howe	ST	900	900	1020	901	1019	900	1020	Euclid AVE & Howe ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1142	W	Howe	ST	400	400	499	401	499	400	498	Howe ST & Madison ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1143	W	Howe	ST	600	500	699	501	699	500	698	Howe ST & Rogers ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1144	S	Rogers	ST	400	400	499	401	499	400	498	Rogers ST & Smith AVE	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1145	W	Howe	ST	800	800	899	801	899	800	898	Howe ST & Maple ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1146	W	Howe	ST	700	700	799	701	799	700	798	Fairview ST & Howe ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1147	W	Howe	ST	300	300	399	301	399	300	398	Howe ST & Morton ST	0	Neighborhood Greenway	NR	60	No change from default
1148	S	Fairview	ST	400	400	499	401	499	400	498	Fairview ST & Smith AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1149	W	Howe	ST	1021	1021	1030	1021	1029	1022	1030	Davison ST & Howe ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
115	S	Tremont	WAY	3500	3500	3511	3501	3511	3500	3510	Tremont WAY Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1050	E	Stonegate	CT	3900	3900	3999	3901	3999	3900	3998	Stonegate CT & Stonegate DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1151	E	Stonegate	CT	4000	4000	4025	4001	4025	4000	4024	Stonegate CT & Stonegate DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1152	E	Smith	AVE	100	100	199	101	199	100	198	Smith AVE & Walnut ST	90	Neighborhood Greenway	GU	72	Reduced to 72 due to NG in Bicycle Facilities Rec
1153	S	Walnut	ST	300	300	399	301	399	300	398	3rd ST & Walnut ST	88	Protected Bike Lane	MS	88	No change from default
1154	E	Smith	AVE	200	200	299	201	299	200	298	Smith AVE & Washington ST	90	Neighborhood Greenway	GU	72	Reduced to 72 due to NG in Bicycle Facilities Rec
1155	S	Washington	ST	300	300	399	301	399	300	398	3rd ST & Washington ST	74	Bike Lane	NC	68	Reduced to 68'

117	E	Clairmont	PL	1400	1400	1535	1401	1534	1400	1534	Allendale DR & Clairmont PL	Clairmont PL Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1170	E	Atwater	AVE	1800	1800	1899	1801	1899	1800	1899	Arbutus DR & Atwater AVE	Atwater AVE & Rose Ave	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1171	E	Atwater	AVE	1500	1500	1599	1501	1599	1500	1599	Atwater AVE & Swain AVE	Atwater AVE & Mitchell ST	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1172	E	Atwater	AVE	1200	1200	1299	1201	1299	1200	1299	Atwater AVE & Clifton AVE	Atwater AVE & Clifton AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1173	S	High	ST	300	300	399	301	399	300	399	3rd ST & High ST	Atwater AVE & High ST	74	BI	74	No change in width	
1174	S	Arbutus	DR	300	300	399	301	399	300	399	3rd ST & Arbutus DR	Arbutus DR & Atwater AVE	NR	NR	60	Updated to 60ft. Extra width to trees or SW	
1175	S	Eastside	DR	300	300	399	301	399	300	399	3rd ST & Eastside DR	Atwater AVE & Eastside DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1176	S	Mitchell	ST	300	300	399	301	399	300	399	3rd ST & Mitchell ST	Atwater AVE & Mitchell ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1177	S	College Mall	RD	300	300	399	301	399	300	399	3rd ST & College Mall RD & State Road 46	College Mall RD & Access Drive to Eastland Plaza &	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1178	E	Atwater	AVE	700	700	799	701	799	700	799	Atwater AVE & Fess AVE	Atwater AVE & Park AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1179	S	Ballantine	RD	300	300	399	301	399	300	399	3rd ST & Ballantine RD	Atwater AVE & Ballantine RD	74	BI	74	Updated to 72 due to no Bicycle Facilities Rec	
118	E	Ridgeview	DR	100	100	109	101	109	100	109	Hoosier ST & Ridgeview DR & Walnut ST	Brookside DR & Ridgeview DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1180	S	Faculty	AVE	300	300	399	301	399	300	399	3rd ST & Faculty AVE	Atwater AVE & Faculty AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1181	S	Woodlawn	AVE	300	300	399	301	399	300	399	3rd ST & Woodlawn AVE	Atwater AVE & Woodlawn AVE	74	NC	60	Width reduced to 60ft due to no BikeRec	
1182	E	Atwater	AVE	1200	1200	1299	1201	1299	1200	1299	Atwater AVE & Ballantine RD	Atwater AVE & Highland AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1183	E	Atwater	AVE	1100	1100	1199	1101	1199	1100	1199	Atwater AVE & Hawthorne DR	Atwater AVE & Ballantine RD	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1184	E	Atwater	AVE	800	800	899	801	899	800	899	Atwater AVE & Park AVE	Atwater AVE & Woodlawn AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1185	S	Highland	AVE	300	300	399	301	399	300	399	3rd ST & Highland AVE	Atwater AVE & Highland AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1186	S	Jordan	AVE	300	300	399	301	399	300	399	3rd ST & Jordan AVE	Atwater AVE & Jordan AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1187	E	Atwater	AVE	1300	1300	1399	1301	1399	1300	1399	Atwater AVE & Highland AVE	Atwater AVE & Jordan AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1188	E	Atwater	AVE	1400	1400	1499	1401	1499	1400	1499	Atwater AVE & Jordan AVE	Atwater AVE & Swain AVE	90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
1189	S	Fess	AVE	300	300	399	301	399	300	399	3rd ST & Fess AVE	Atwater AVE & Fess AVE	90	Neighborhood Greenway	GU	72	Reduced to 72 due to NG in Bicycle Facilities Rec
119	S	Brookside	DR	2819	2819	2899	2811	2899	2810	2899	Brookside DR & Ridgeview DR	Brookside DR & Ridgeview DR	60	GU	60	Updated to 60ft. Extra width to trees or SW	
1190	S	Meadowbrook	DR	300	300	399	301	399	300	399	3rd ST & Meadowbrook DR	Meadowbrook DR & Randolph AVE	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
1191	S	Union	ST	300	300	325	301	325	300	324	3rd ST & Union ST	Union ST Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1192	E	3rd	ST	1900	1900	1999	1901	1999	1900	1999	3rd ST & Rose AVE	3rd ST & Clifton AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1193	E	3rd	ST	2031	2031	2099	2031	2099	2032	2098	3rd ST & High ST	3rd ST & Bryan AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1194	E	3rd	ST	1800	1800	1899	1801	1899	1800	1899	3rd ST & Arbutus DR	3rd ST & Rose AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1195	E	3rd	ST	2100	2100	2199	2101	2199	2100	2199	3rd ST & Bryan AVE	3rd ST & Jefferson AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1196	E	3rd	ST	2022	2022	2030	2022	2030	2022	2030	3rd ST & Union ST	3rd ST & High ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
1197	E	3rd	ST	2001	2001	2001	2001	2001	2018	2020	3rd ST & Union ST	3rd ST & Union ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
1198	E	3rd	ST	1991	1991	2016	1991	1999	2000	2016	3rd ST & Clifton AVE	3rd ST & Clifton AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1199	E	3rd	ST	1700	1700	1799	1701	1799	1700	1799	3rd ST & Eastside DR	3rd ST & Arbutus DR	90	Protected Bike Lane	GU	90	No change due to PBL as default
12	S	Jamie	LN	3900	3900	3999	3901	3999	3900	3999	Jamie LN & Woods Edge WAY	Benson CT & Jamie LN	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
120	E	Ridgeview	DR	110	110	125	111	125	110	124	Brookside DR & Ridgeview DR	Ridgeview DR & Sunny Slopes DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1201	E	3rd	ST	1600	1600	1699	1601	1699	1600	1699	3rd ST & Mitchell ST	3rd ST & Eastside DR	90	Protected Bike Lane	GU	90	No change due to PBL as default
1201	E	3rd	ST	1500	1500	1599	1501	1599	1500	1599	3rd ST & Swain AVE	3rd ST & Mitchell ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
1202	S	Bryan	AVE	200	200	225	201	225	200	224	4th ST & Bryan AVE	3rd ST & Bryan AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1203	S	Union	ST	200	200	299	201	299	200	298	4th ST & Union ST	3rd ST & Union ST	74	NC	60	Width reduced to 60ft due to no BikeRec	
1204	S	Jordan	AVE	200	200	299	201	299	200	298	Jones AVE & Jordan AVE	3rd ST & Jordan AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1205	E	3rd	ST	1400	1400	1499	1401	1499	1400	1498	3rd ST & Jordan AVE	3rd ST & Swain AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1206	E	3rd	ST	1300	1300	1399	1301	1399	1300	1398	3rd ST & Highland AVE	3rd ST & Jefferson AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1207	E	3rd	ST	1200	1200	1299	1201	1299	1200	1298	3rd ST & Ballantine RD	3rd ST & Highland AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1208	E	3rd	ST	1110	1110	1199	1101	1199	1110	1198	3rd ST & Hawthorne DR	3rd ST & Ballantine RD	90	Protected Bike Lane	GU	90	No change due to PBL as default
1209	E	3rd	ST	1000	1000	1019	1001	1019	1000	1018	3rd ST & Faculty AVE	3rd ST & Hawthorne DR	90	Protected Bike Lane	GU	90	No change due to PBL as default
121	E	Wellington	CT	600	600	725	601	725	600	724	Wellington CT Dead End	Wellington DR & Wellington CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1210	E	3rd	ST	900	900	999	901	999	900	998	3rd ST & Woodlawn AVE	3rd ST & Faculty AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1211	E	3rd	ST	800	800	899	801	899	800	898	3rd ST & Fess AVE	3rd ST & Woodlawn AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1212	S	Jackson	ST	250	250	299	251	299	250	298	3rd ST & Jackson ST	3rd ST & Jackson ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1213	W	3rd	ST	700	700	799	701	799	700	798	3rd ST & Fairview ST	3rd ST & Maple ST	74	NC	60	Width reduced to 60ft due to no BikeRec	
1214	W	3rd	ST	800	800	899	801	899	800	898	3rd ST & Maple ST	3rd ST & Euclid AVE	74	NC	60	Width reduced to 60ft due to no BikeRec	
1215	W	3rd	ST	900	900	999	901	999	900	998	3rd ST & Euclid AVE	3rd ST & Buckner ST	74	NC	60	Width reduced to 60ft due to no BikeRec	
1216	S	Maple	ST	200	200	299	201	299	200	298	4th ST & Maple ST	3rd ST & Maple ST	74	NC	60	Width reduced to 60ft due to no BikeRec	
1217	S	Fairview	ST	200	200	299	201	299	200	298	4th ST & Fairview ST	3rd ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
1218	W	3rd	ST	600	600	699	601	699	600	698	3rd ST & Jackson ST	3rd ST & Fairview ST	58	NC	60	Width reduced to 60ft due to no BikeRec	
1219	W	3rd	ST	698	698	699	699	699	698	698	3rd ST & Fairview ST	3rd ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
122	S	Cherry	ST	2800	2800	2815	2801	2815	2800	2814	Cherry ST Dead End	Cherry ST & Hoosier ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1220	W	3rd	ST	1000	1000	1025	1001	1025	1000	1024	3rd ST & Buckner ST	3rd ST & Davison ST	74	NC	60	Width reduced to 60ft due to no BikeRec	
1221	W	3rd	ST	1026	1026	1099	1027	1099	1026	1098	3rd ST & Davison ST	3rd ST & Walker ST	74	NC	60	Width reduced to 60ft due to no BikeRec	
1222	W	3rd	ST	4080	4080	4199	4197	4199	4080	4098	3rd ST & Hickory DR	3rd ST & Western DR	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1223	E	3rd	ST	2900	2900	2999	2901	2999	2900	2998	3rd ST & Pete Ellis DR	3rd ST & Pete Ellis DR	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1224	E	3rd	ST	3700	3700	3799	3701	3799	3700	3798	3rd ST & Meadowbrook DR	3rd ST & Heritage RD	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1225	S	Morningside	DR	200	200	299	201	299	200	298	Glenwood AVE W & Morningside DR	3rd ST & Morningside DR & Pleasant Ridge RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
1226	E	3rd	ST	3300	3200	3399	3201	3399	3200	3398	3rd ST & Kingston DR	3rd ST & Clariz BLVD	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1227	E	3rd	ST			0	0	0	0	0	3rd ST & Clariz BLVD	3rd ST & Clariz BLVD	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1228	E	3rd	ST	3400	3400	3499	3401	3499	3400	3498	3rd ST & Clariz BLVD	3rd ST & Morningside DR & Pleasant Ridge RD	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1229	E	3rd	ST	3500	3500	3524	3501	3524	3500	3523	3rd ST & Morningside DR & Pleasant Ridge RD	3rd ST & Resner RD	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
123	S	Limestone	DR	2800	2800	2820	2801	2819	2800	2820	Limestone DR Dead End	Hoosier ST & Limestone DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1230	E	3rd	ST	3620	3525	3699	3525	3699	3526	3698	3rd ST & Resner RD	3rd ST & Meadowbrook DR	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1231	E	3rd	ST			0	0	0	0	0	3rd ST & Meadowbrook DR	3rd ST & Meadowbrook DR	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1232	S	Meadowbrook	DR	200	200	299	201	299	200	298	Meadowbrook DR & Park LN	3rd ST & Meadowbrook DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
1233	S	Heritage	RD	200	100	299	101	299	100	298	Heritage RD & Morningside DR	3rd ST & Heritage RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
1234	E	3rd	ST	3800	3800	3899	3801	3899	3800	3898	3rd ST & Heritage RD	3rd ST & Smith RD	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1235	E	3rd	ST	4505	4505	4599	4505	4599	4506	4598	3rd ST & Morningside DR	3rd ST & State Road 446 & State Road 46	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1236	E	3rd	ST	4400	4400	4503	4401	4503	4400	4502	3rd ST & Park Ridge RD	3rd ST & Morningside DR	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1237	E	3rd	ST	4150	3900	4399	3901	4399	3900	4398	3rd ST & Smith RD	3rd ST & Park Ridge RD	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
1238	S	Park Ridge	RD	100	100	199	101	199	100	198	Park Ridge RD & Saratoga DR	3rd ST & Park Ridge RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
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1337	E	Kirkwood	AVE	600	600	601	601	601	600	600	Kirkwood AVE Circle		58	NR	60	Updated to 60ft. Extra width to trees or SW
1338	N	Hopewell	ST	100	100	100	101	101	100	198	Hopewell ST & Kirkwood AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1339	E	5th	ST	2400	2400	2499	2401	2499	2400	2498	5th ST & Clark ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
134	E	Sunny Slopes	DR	200	200	220	201	219	200	220	Sherwood Hills DR & Sunny Slopes DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
1340	N	Hillside	DR	100	100	120	101	120	100	130	5th ST & Hillside DR		74	NR	60	Width reduced to 60ft due to NG BikeRec
1341	N	Jordan	AVE	100	100	249	101	249	0	0	Jordan AVE SPLIT		90	GU	90	No change due to PBL as default
1342	N	Jordan	AVE	100	100	249	0	0	100	248	Jordan AVE SPLIT		90	GU	90	No change due to PBL as default
1343	N	College	AVE	100	100	100	101	101	100	198	College AVE & Kirkwood AVE		88	GU	88	No change from default
1344	W	Kirkwood	AVE	100	100	100	101	101	100	198	Kirkwood AVE & Walnut ST		70	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1345	E	Kirkwood	AVE	100	100	100	101	101	100	198	Kirkwood AVE & Washington ST		70	GU	70	No change from default
1346	E	Kirkwood	AVE	200	200	200	201	201	200	298	Kirkwood AVE & Washington ST		70	GU	70	No change from default
1347	E	Kirkwood	AVE	300	300	399	301	399	300	398	Kirkwood AVE & Lincoln ST		70	GU	70	No change from default
1348	E	Kirkwood	AVE	400	400	499	401	499	400	498	Grant ST & Kirkwood AVE		70	GU	70	No change from default
1349	E	Kirkwood	AVE	500	500	599	501	599	500	598	Dunn ST & Kirkwood AVE		70	GU	70	No change from default
135	S	Walnut Street	PIKE	2820	2820	2899	2821	2899	2820	2898	Indiana AVE & Kirkwood AVE		95	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
1350	N	Walnut	ST	100	100	100	101	101	100	198	Kirkwood AVE & Walnut ST		88	GU	88	No change from default
1351	N	Washington	ST	100	100	100	101	101	100	198	Kirkwood AVE & Washington ST		74	GU	88	Reduced to 68' due to Bike Lane BikeRec
1352	N	Lincoln	ST	100	100	100	101	101	100	198	Kirkwood AVE & Lincoln ST		74	GU	88	Reduced to 68' due to Bike Lane BikeRec
1353	N	Grant	ST	100	100	100	101	101	100	198	Grant ST & Kirkwood AVE		90	GU	72	Updated to 72 due to NG in Bicycle Facilities Rec
1353	N	Grant	ST	100	100	100	101	101	100	198	Grant ST & Kirkwood AVE		90	GU	72	Updated to 72 due to NG in Bicycle Facilities Rec
1354	N	Dunn	ST	100	100	100	101	101	100	198	Dunn ST & Kirkwood AVE		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1354	N	Dunn	ST	100	100	100	101	101	100	198	Dunn ST & Kirkwood AVE		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1355	N	Indiana	AVE	100	100	100	101	101	100	198	Indiana AVE & Kirkwood AVE		90	GU	90	No change due to PBL as default
1356	W	Kirkwood	AVE	302	302	399	303	399	302	398	B-Line Trail & Kirkwood AVE		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1357	N	Waldron	ST	100	100	100	101	101	100	198	Kirkwood AVE & Waldron ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1358	N	Elm	ST	100	100	100	101	101	100	198	Elm ST & Kirkwood AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1359	N	Maple	ST	100	100	100	101	101	100	198	Kirkwood AVE & Maple ST		74	NR	60	Width reduced to 60ft due to no BikeRec
136	E	Commons	DR	1000	1000	1099	1001	1099	1000	1098	Commons DR & Eden DR		90	NR	60	Updated to 60ft. Extra width to trees or SW
1360	W	Kirkwood	AVE	500	500	599	501	599	500	598	Jackson ST & Kirkwood AVE		88	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1361	W	Kirkwood	AVE	400	400	499	401	499	400	498	Kirkwood AVE & Rogers ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1362	N	Jackson	ST	100	100	100	101	101	100	198	Jackson ST & Kirkwood AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1363	W	Kirkwood	AVE	600	600	699	601	699	600	698	Fairview ST & Kirkwood AVE		90	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1364	N	Fairview	ST	100	100	100	101	101	100	198	Fairview ST & Kirkwood AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1365	W	Kirkwood	AVE	700	700	799	701	799	700	798	Fairview ST & Kirkwood AVE		90	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1366	W	Kirkwood	AVE	800	800	899	801	899	800	898	Kirkwood AVE & Maple ST		90	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1367	W	Kirkwood	AVE	900	900	999	901	999	900	998	Kirkwood AVE & Waldron ST		90	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1368	N	Madison	ST	100	100	100	101	101	100	198	Kirkwood AVE & Madison ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1369	N	Rogers	ST	100	100	100	101	101	100	198	Kirkwood AVE & Rogers ST		90	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
137	E	Commons	DR	900	900	999	901	999	900	998	S Commons DR & E Commons DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
1370	E	Longview	AVE	3300	3300	3424	3301	3423	3300	3424	Kingston DR & Longview AVE		74	NR	60	Width reduced to 60ft due to NG BikeRec
1371	N	Sheffield	DR	200	200	319	201	319	200	318	Morningside DR & Sheffield DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
1372	E	Morningside	DR	4110	4021	4199	4021	4199	4021	4198	Morningside DR & Sheffield DR		74	NR	60	Width reduced to 60ft due to NG BikeRec
1373	N	Clark	ST	200	100	299	101	299	100	298	5th ST & Clark ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1374	E	5th	ST	2300	2300	2399	2301	2399	2300	2398	5th ST & Roosevelt ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1375	N	Roosevelt	ST	200	100	299	101	299	100	298	5th ST & Roosevelt ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1376	N	Jefferson	ST	200	100	299	101	299	100	298	5th ST & Jefferson ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1377	E	5th	ST	2000	2000	2099	2001	2099	2000	2098	5th ST & Bryan AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1378	N	Bryan	AVE	200	200	299	201	299	200	298	5th ST & Bryan AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1378	N	Bryan	AVE	200	200	299	201	299	200	298	5th ST & Bryan AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1379	N	Union	ST	100	100	249	101	249	100	248	5th ST & Union ST		74	NR	60	Width reduced to 60ft due to no BikeRec
138	S	Commons	DR	3280	3280	3399	3281	3399	3280	3398	Commons DR & E Commons DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
1380	E	5th	ST	2100	2100	2199	2101	2199	2100	2198	5th ST & Bryan AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
1381	E	5th	ST	2200	2200	2299	2201	2299	2200	2298	5th ST & Jefferson ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1382	N	Overhill	DR	120	120	126	120	126	120	125	2nd St & Overhill DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
1383	E	Dekist	ST	2600	2600	2699	2601	2699	2600	2698	Dekist ST & Overhill DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
1384	E	Longview	AVE	3501	3501	3599	3501	3599	3502	3598	Lexington DR & Longview AVE		74	NR	60	Width reduced to 60ft due to NG BikeRec
1385	E	Longview	AVE	3600	3600	3670	3601	3669	3600	3670	Concord RD & Longview AVE		74	NR	60	Width reduced to 60ft due to NG BikeRec
1386	N	Park Ridge	RD	200	200	216	201	216	200	216	Morningside DR & Park Ridge RD		74	NR	60	Width reduced to 60ft due to NG BikeRec
1387	E	Morningside	DR	4300	4200	4399	4201	4399	4200	4398	Hampton CT & Morningside DR		74	NR	60	Width reduced to 60ft due to NG BikeRec
1388	W	6th	ST	200	200	299	201	299	200	298	6th ST & College AVE		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1389	N	College	AVE	200	200	299	201	299	200	298	6th ST & College AVE		88	GU	88	No change from default
139	E	Commons	DR	1100	1100	1199	1101	1199	1100	1198	Commons DR & Westminster WAY		58	NR	60	Updated to 60ft. Extra width to trees or SW
1390	N	Walnut	ST	200	200	299	201	299	200	298	6th ST & Walnut ST		88	GU	88	No change from default
1391	N	Washington	ST	200	200	299	201	299	200	298	6th ST & Washington ST		74	GU	88	Reduced to 68' due to Bike Lane BikeRec
1392	N	Lincoln	ST	200	200	299	201	299	200	298	6th ST & Lincoln ST		74	GU	88	Reduced to 68' due to Bike Lane BikeRec
1393	N	Grant	ST	200	200	299	201	299	200	298	6th ST & Grant ST		90	GU	72	Updated to 72 due to NG in Bicycle Facilities Rec
1393	N	Grant	ST	200	200	299	201	299	200	298	6th ST & Grant ST		90	GU	72	Updated to 72 due to NG in Bicycle Facilities Rec
1394	N	Dunn	ST	200	200	299	201	299	200	298	6th ST & Dunn ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1394	N	Dunn	ST	200	200	299	201	299	200	298	6th ST & Dunn ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1395	N	Indiana	AVE	200	200	299	201	299	200	298	6th ST & Indiana AVE		90	GU	90	No change due to PBL as default
1396	E	6th	ST	500	500	599	501	599	500	598	6th ST & Dunn ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1397	E	6th	ST	400	400	499	401	499	400	498	6th ST & Grant ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1398	E	6th	ST	300	300	399	301	399	300	398	6th ST & Lincoln ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1399	E	6th	ST	200	200	299	201	299	200	298	6th ST & Washington ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
14	E	Heather	DR	650	650	661	651	661	650	660	Heather DR & Pepperridge DR		74	NR	60	Width reduced to 60ft due to NG BikeRec
140	S	Eden	DR	3300	3300	3375	3301	3375	3300	3374	Commons DR & Eden DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
1400	E	6th	ST	100	100	100	101	101	100	198	6th ST & Walnut ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1401	W	6th	ST	100	100	100	101	101	100	198	6th ST & Walnut ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1402	N	Ritter	ST	200	200	230	201	230	200	230	Ritter ST & 7th ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1403	W	8th	ST	700	700	799	701	799	700	798	6th ST & Maple ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
1404	N	Maple	ST	200	200	299	201	299	200	298	6th ST & Maple ST		74	NR	60	Width reduced to 60ft due to no BikeRec
1405	W	6th	ST	800	800	899	801	899	800	898	6th ST & Maple ST		90	GU	84	Updated to 60ft. Extra width to trees or SW
1406	W	6th	ST	400	400	499	401	499	400	498	6th ST & Madison ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec
1407	W	6th	ST	500	500	599	501	599	500	598	6th ST & Rogers ST		90	GU	60	Updated to 60ft. Extra width to trees or SW
1408	W	6th	ST	600	600	699	601	699	600	698	6th ST & Jackson ST		90	GU	60	Updated to 60ft. Extra width to trees or SW
1409	W	6th	ST	700	700	799	701	799	700	698	6th ST & Waldron ST		90	GU	60	Updated to 60ft. Extra width to trees or SW
141	S	Westminster	WAY	3400	3400	3425	3401</									

1421	N	Hillsdale	DR	220	140	299	141	299	140	298 7th ST & Hillsdale DR	7th ST & Hillsdale DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1422	N	Overhill	DR	300	300	315	301	315	300	314 7th ST & Overhill DR	Overhill DR & 8th ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1423	E	7th	ST	2500	2500	2599	2501	2599	2500	2598 7th ST & Hillsdale DR	7th ST & Overhill DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1424	E	Cambridge	CT	4400	4400	4525	4401	4525	4400	4524 Cambridge CT & Park Ridge RD	Cambridge CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1425	N	Park Ridge	RD	217	217	229	217	229	218	298 Cambridge CT & Park Ridge RD	Cambridge DR & Park Ridge RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1426	E	7th	ST	1800	1700	1899	1701	1899	1700	1898 7th ST & Sunrise DR	7th ST & Rose Ave	74	Protected Bike Lane	NC	74	No change in width
1427	E	7th	ST	1900	1900	1999	1901	1999	1900	1998 7th ST & Rose Ave	7th ST & Union ST	74	Protected Bike Lane	NC	74	No change in width
1428	N	Roosevelt	ST	300	300	399	301	399	300	398 7th ST & Roosevelt ST	8th ST & Roosevelt ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1429	N	Jefferson	ST	300	300	399	301	399	300	398 7th ST & Jefferson ST	8th ST & Jefferson ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
143	E	Oakmont	DR	2419	2410	2430	2411	2429	2410	2430 Oakmont DR & Rolling Oak DR	Cedarwood DR & Oakmont DR & Southern Oaks DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no Bikelec
1430	N	Union	ST	250	250	299	251	299	250	298 7th ST & Union ST	7th ST & Union ST	74		NC	60	Width reduced to 60ft due to no Bikelec
1431	N	Union	ST	450	300	599	301	599	300	598 7th ST & Union ST	10th ST & Union ST	74		NC	60	Width reduced to 60ft due to no Bikelec
1432	E	7th	ST	2300	2300	2399	2301	2399	2300	2398 7th ST & Roosevelt ST	7th ST & Clark ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1433	E	7th	ST	2200	2200	2299	2201	2299	2200	2298 7th ST & Jefferson ST	7th ST & Roosevelt ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1434	E	7th	ST	2100	2100	2199	2101	2199	2100	2198 7th ST & Bryan AVE	7th ST & Jefferson ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1435	E	7th	ST	2000	2000	2099	2001	2099	2000	2098 7th ST & Union ST	7th ST & Bryan AVE	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1436	E	Braeside	DR	3200	3100	3299	3101	3299	3100	3298 Braeside DR & Pete Ellis DR	Braeside DR Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1437	E	Cambridge	DR	4200	4200	4320	4201	4319	4200	4320 Cambridge DR & Penn CT	Cambridge DR & Park Ridge RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
1438	N	Park Ridge	RD	300	300	399	301	399	300	398 Cambridge DR & Park Ridge RD	Blackstone CT & Park Ridge RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1439	E	Providence	CT	4000	4000	4030	4001	4029	4000	4030 Providence CT & Sheffield DR	Providence CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
144	E	Oakmont	DR	2400	2400	2409	2401	2409	2400	2408 Oakmont DR & The Stands DR	Oakmont DR & Rolling Oak DR	74		NC	60	Width reduced to 60ft due to no Bikelec
1440	E	7th	ST	1000	1000	1023	1001	1023	1000	1022 7th ST & Forrest Ave	7th ST & Forrest Ave	58	Protected Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1441	E	7th	ST	900	900	999	901	999	900	998 7th ST & Woodlawn AVE	7th ST & Woodlawn AVE	58	Protected Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1442	N	Sunrise	DR	450	300	599	301	599	300	598 7th ST & Sunrise DR	10th ST & Sunrise DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1443	E	7th	ST	1600	1600	1699	1601	1699	1600	1698 7th ST & Campbell ST	7th ST & Sunrise DR	74	Protected Bike Lane	NC	74	No change in width
1444	N	Forrest	AVE	300	300	399	301	399	300	398 7th ST & Forrest AVE	Forrest AVE & 8th ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1445	E	7th	ST	800	800	899	801	899	800	898 7th ST & Park AVE	7th ST & Woodlawn AVE	74	Protected Bike Lane	NC	74	No change in width
1446	E	7th	ST	700	700	799	701	799	700	798 7th ST & Fess AVE	7th ST & Park AVE	74	Protected Bike Lane	NC	74	No change in width
1447	N	Woodlawn	AVE	300	300	399	301	399	300	398 7th ST & Woodlawn AVE	8th ST & Woodlawn AVE	74	Bike Lane	NR	60	Reduced to 68' due to Bike Lane Bikelec
1448	N	Park	AVE	300	300	399	301	399	300	398 7th ST & Park AVE	8th ST & Park AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
1449	E	7th	ST	2400	2400	2499	2401	2499	2400	2498 7th ST & Clark ST	7th ST & Hillsdale DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
145	E	Sunny Slopes	DR	100	100	199	101	199	100	198 Brookside DR & Sunny Slopes DR	Ridgeview DR & Sunny Slopes DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1450	N	Bryan	AVE	300	300	399	301	399	300	398 7th ST & Bryan AVE	Bryan AVE Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1451	N	Clark	ST	300	300	399	301	399	300	398 7th ST & Clark ST	8th ST & Clark ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1452	N	Pete Ellis	DR	300	300	399	301	399	300	398 Braeside DR & Pete Ellis DR	Amy LN & Pete Ellis DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
1453	E	8th	ST	2500	2500	2599	2501	2599	2500	2598 8th ST & Hillsdale DR	Overhill DR & 8th ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1454	N	Hillsdale	DR	300	300	399	301	399	300	398 7th ST & Hillsdale DR	8th ST & Hillsdale DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1455	W	7th	ST	200	200	299	201	299	200	298 7th ST & College AVE	7th ST & Morton ST	74	Protected Bike Lane	NC	74	No change in width
1456	W	7th	ST	100	100	199	101	199	100	198 7th ST & Walnut ST	7th ST & College AVE	74	Protected Bike Lane	NC	74	No change in width
1457	E	7th	ST	100	100	199	101	199	100	198 7th ST & Walnut ST	7th ST & Washington ST	74	Protected Bike Lane	NC	74	No change in width
1458	E	7th	ST	200	200	299	201	299	200	298 7th ST & Washington ST	7th ST & Lincoln ST	74	Protected Bike Lane	NC	74	No change in width
1459	E	7th	ST	300	300	399	301	399	300	398 7th ST & Lincoln ST	7th ST & Grant ST	74	Protected Bike Lane	NC	74	No change in width
146	S	Acadia	CT	3250	3001	3499	3001	3499	0	0 Acadia CT Circle	Acadia CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1460	E	7th	ST	400	400	499	401	499	400	498 7th ST & Grant ST	7th ST & Dunn ST	74	Protected Bike Lane	NC	74	No change in width
1461	E	7th	ST	500	500	599	501	599	500	598 7th ST & Dunn ST	7th ST & Indiana AVE	74	Protected Bike Lane	NC	74	No change in width
1462	E	7th	ST	600	600	699	601	699	600	698 7th ST & Indiana AVE	7th ST & Fess AVE	74	Protected Bike Lane	NC	74	No change in width
1463	N	Fess	AVE	300	300	399	301	399	300	398 7th ST & Fess AVE	8th ST & Fess AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
1464	N	Indiana	AVE	300	300	399	301	399	300	398 7th ST & Indiana AVE	8th ST & Indiana AVE	58		NR	60	No change due to PBL as default
1465	N	Dunn	ST	300	300	399	301	399	300	398 7th ST & Dunn ST	8th ST & Dunn ST	90	Protected Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1465	N	Dunn	ST	300	300	399	301	399	300	398 7th ST & Dunn ST	8th ST & Dunn ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1466	N	Grant	ST	300	300	399	301	399	300	398 7th ST & Grant ST	8th ST & Grant ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1466	N	Grant	ST	300	300	399	301	399	300	398 7th ST & Grant ST	8th ST & Grant ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1467	N	Lincoln	ST	300	300	399	301	399	300	398 7th ST & Lincoln ST	8th ST & Lincoln ST	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane Bikelec
1468	N	Washington	ST	300	300	399	301	399	300	398 7th ST & Washington ST	8th ST & Washington ST	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane Bikelec
1469	N	Walnut	ST	300	300	399	301	399	300	398 7th ST & Walnut ST	8th ST & Walnut ST	88	Protected Bike Lane	MS	88	No change from default
147	S	Piccadilly	ST	3280	3200	3360	3201	3359	3200	3360 Buckingham DR & Piccadilly ST	Piccadilly ST Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1470	N	College	AVE	300	300	399	301	399	300	398 7th ST & College AVE	8th ST & College AVE	88	Protected Bike Lane	MS	88	No change from default
1471	W	7th	ST	1000	1000	1099	1001	1099	1000	1098 7th ST & Elm ST	7th ST & Oak ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1472	W	7th	ST	900	900	999	901	999	900	998 7th ST & Waldron ST	7th ST & Elm ST	58	Neighborhood Greenway	NC	60	Updated to 60ft. Extra width to trees or SW
1473	W	7th	ST	300	300	375	301	375	300	374 7th ST & Morton ST	7th ST & B-Line Trail	74	Protected Bike Lane	NR	74	No change in width
1474	N	Rogers	ST	300	300	399	301	399	300	398 7th ST & Rogers ST	8th ST & Rogers ST	90	Bike Lane	NR	90	Reduced to 84' due to BL in Bicycle Facilities Rec
1475	W	7th	ST	500	500	599	501	599	500	598 7th ST & Rogers ST	7th ST & Jackson ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1476	W	7th	ST	800	800	899	801	899	800	898 7th ST & Maple ST	7th ST & Waldron ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1477	W	7th	ST	700	700	799	701	799	700	798 7th ST & Fairview ST	7th ST & Maple ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1478	W	7th	ST	600	600	699	601	699	600	698 7th ST & Jackson ST	7th ST & Fairview ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1479	W	7th	ST	400	400	499	401	499	400	498 7th ST & Madison ST	7th ST & Rogers ST	74	Protected Bike Lane	NC	74	No change in width
148	E	Allendale	CT	1300	1300	1399	1301	1399	1300	1398 Allendale CT Dead End	Allendale CT & Allendale DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
1480	N	Morton	ST	300	300	399	301	399	300	398 7th ST & Morton ST	8th ST & Morton ST	90		NR	72	Updated to 72 due to no Bicycle Facilities Rec
1481	N	Fairview	ST	300	300	399	301	399	300	398 7th ST & Fairview ST	8th ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelec
1482	N	Maple	ST	300	300	399	301	399	300	398 7th ST & Maple ST	8th ST & Maple ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1483	N	Waldron	ST	300	300	399	301	399	300	398 7th ST & Waldron ST	8th ST & Waldron ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1484	N	Elm	ST	300	300	399	301	399	300	398 7th ST & Elm ST	8th ST & Elm ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1485	W	7th	ST	1100	1100	1199	1101	1199	1100	1198 7th ST & Oak ST	7th ST & Pine ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1486	N	Spring	ST	200	200	299	201	299	200	298 7th ST & Spring ST	Spring ST Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1487	N	Adams	ST	300	300	400	301	399	300	400 7th ST & Adams ST	Adams ST & Fountain DR	74	Protected Bike Lane	NC	74	No change in width
1488	W	7th	ST	1300	1300	1399	1301	1399	1300	1398 7th ST & Adams ST	Ritter ST & 7th ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1489	W	7th	ST	1200	1200	1299	1201	1299	1200	1298 7th ST & Adams ST	7th ST & Pine ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
149	S	Browning	PL	3300	3300	3325	3301	3325	3300	3324 Browning LN & Browning PL	Browning PL Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
1490	W	7th	ST	1500	1500	1599	1501	1599	1500	1598 7th ST & Hopewell ST	7th ST & Hay ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
1491	N	Hay	ST	300	300	399	301	399	300	398 7th ST & Hay ST	8th ST & Hay ST	58	</			

1509	E	Cambridge	DR	4100	4100	4199	4101	4199	4100	4198	Cambridge DR & Sheffield DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
151	S	The Stands	DR	3200	3200	3299	3201	3299	3200	3298	Coppertree DR & The Stands DR		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1510	N	Sheffield	DR	320	320	399	321	399	320	398	Providence CT & Sheffield DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1511	E	Army	LN	3020	2940	3099	2941	3099	2940	3089	Army LN & Pete Ellis DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1512	E	Eastgate	LN	2536	2536	2554	0	0	2536	2554	Eastgate LN SPLIT		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1513	N	Pete Ellis	DR	426	426	499	427	499	426	498	Pete Ellis DR & Polly Grimshaw Trail		74	Bike Lane and Multi-use Path	NC	74	No change in width
1514	E	Eastgate	LN	2537	2537	2625	2537	2625	2556	2624	Eastgate LN & State Road 46		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1515	E	Post	RD	3600	3600	3699	3601	3699	3600	3698	Post RD & Staats DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1516	N	Staats	DR	600	600	640	601	639	600	640	Post RD & Staats DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1517	N	Meadowlark	LN	650	650	698	651	699	650	698	Meadowlark LN & Post RD		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1518	N	Rogers	DR	400	400	499	401	499	400	498	8th ST & Woodlawn AVE		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1519	E	8th	ST	900	900	999	901	999	900	998	8th ST & Woodlawn AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW	
152	S	Coppertree	DR	3200	3200	3250	3201	3249	3200	3250	Coppertree DR SPLIT		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1520	N	Oak	ST	400	400	425	401	425	400	424	8th ST & Oak ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1521	E	8th	ST	800	800	899	801	899	800	898	8th ST & Park AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1522	E	8th	ST	700	700	799	701	799	700	798	8th ST & Fess AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1523	N	Woodlawn	AVE	400	400	499	401	499	400	498	8th ST & Woodlawn AVE		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1523	N	Woodlawn	AVE	400	400	499	401	499	400	498	8th ST & Woodlawn AVE		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1524	N	Park	AVE	400	400	499	401	499	400	498	8th ST & Park AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1525	E	8th	ST	2400	2400	2499	2401	2499	2400	2498	8th ST & Clark ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1526	N	Roosevelt	ST	400	400	435	401	435	400	434	8th ST & Roosevelt ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1527	N	Clark	ST	400	400	431	401	431	400	430	8th ST & Clark ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1528	N	Jefferson	ST	400	400	449	401	449	400	448	8th ST & Jefferson ST		58	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
1529	E	8th	ST	2200	2200	2299	2201	2299	2200	2298	8th ST & Jefferson ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
153	E	Regency	DR	1100	1100	1199	1101	1199	1100	1198	Regency DR & Westminster WAY		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1530	E	8th	ST	2300	2300	2399	2301	2399	2300	2398	8th ST & Roosevelt ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1531	N	Hillsdale	DR	400	400	410	401	409	400	410	8th ST & Hillsdale DR		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
1532	N	Dunn	ST	400	400	499	401	499	400	498	8th ST & Dunn ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1533	N	Harold	ST	400	400	413	401	413	400	412	8th ST & Harold ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1534	E	8th	ST	400	400	409	401	409	400	408	8th ST & Grant ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1535	E	8th	ST	600	600	699	601	699	600	698	8th ST & Indiana AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1536	E	8th	ST	300	300	399	301	399	300	398	8th ST & Lincoln ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1537	E	8th	ST	200	200	299	201	299	200	298	8th ST & Washington ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1538	E	8th	ST	100	100	199	101	199	100	198	8th ST & Walnut ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1539	W	8th	ST	100	100	199	101	199	100	198	8th ST & Walnut ST		90	GU	72	Updated to 72 due to no Bicycle Facilities Rec	
154	S	Acadia	CT	3006	3006	3098	3008	3098	3006	3097	Acadia CT Dead End		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1540	W	8th	ST	200	200	299	201	299	200	298	8th ST & College AVE		58	NR	72	Updated to 72 due to no Bicycle Facilities Rec	
1541	N	Fess	AVE	400	400	499	401	499	400	498	8th ST & Fess AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1542	N	Indiana	AVE	400	400	499	401	499	400	498	8th ST & Indiana AVE		90	Protected Bike Lane	GU	90	No change due to PBL as default
1543	N	Grant	ST	400	400	409	401	409	400	408	8th ST & Grant ST		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1543	N	Grant	ST	400	400	409	401	409	400	408	8th ST & Grant ST		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1544	N	Lincoln	ST	400	400	499	401	499	400	498	8th ST & Lincoln ST		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1545	N	Washington	ST	400	400	499	401	499	400	498	8th ST & Washington ST		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
1546	N	Walnut	ST	400	400	499	401	499	400	498	8th ST & Walnut ST		88	Protected Bike Lane	MS	88	No change from default
1547	W	8th	ST	500	500	599	501	599	500	598	8th ST & Rogers ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1548	W	8th	ST	600	600	699	601	699	600	698	8th ST & Jackson ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1549	W	8th	ST	700	700	799	701	799	700	798	8th ST & Fairview ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
155	S	Westminster	WAY	3300	3300	3399	3301	3399	3300	3398	8th ST & Maple ST		74	NR	60	Updated to 60ft. Extra width to trees or SW	
1550	W	8th	ST	800	800	899	801	899	800	898	8th ST & Elm ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1551	W	8th	ST	900	900	909	901	909	900	908	8th ST & William ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1552	W	8th	ST	910	910	999	911	999	910	998	8th ST & Waldron ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1553	W	8th	ST	1000	1000	1097	1001	1097	1000	1096	8th ST & John ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1554	W	8th	ST	1098	1098	1099	1099	1098	1098	1097	8th ST & Elm ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1555	W	8th	ST	1100	1100	1199	1101	1199	1100	1198	8th ST & Elm ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1556	N	Jackson	ST	400	400	499	401	499	400	498	8th ST & Jackson ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1557	N	Fairview	ST	400	400	499	401	499	400	498	8th ST & Fairview ST		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
1558	N	Maple	ST	400	400	499	401	499	400	498	8th ST & Maple ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1559	N	William	ST	400	400	499	401	499	400	498	8th ST & William ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
156	S	Walnut Street	PIKE	2710	2600	2819	2601	2819	2600	2818	Walnut Street PIKE & Winslow RD		95	SC	75	2-Lanes, reduced ROW by 20'	
1560	N	John	ST	400	400	499	401	499	400	498	8th ST & John ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1561	N	Elm	ST	400	400	499	401	499	400	498	8th ST & Elm ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1562	W	8th	ST	1700	1700	1799	1701	1799	1700	1798	8th ST & Spring ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1562	W	8th	ST	1700	1700	1799	1701	1799	1700	1798	8th ST & Spring ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1563	N	Spring	ST	400	400	499	401	499	400	498	8th ST & Spring ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1564	N	Hopewell	ST	400	400	431	401	431	400	430	8th ST & Hopewell ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1565	W	8th	ST	1200	1200	1299	1201	1299	1200	1298	8th ST & Oak ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1566	W	8th	ST	1600	1600	1699	1601	1699	1600	1698	8th ST & Hay ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1567	W	8th	ST	1500	1500	1599	1501	1599	1500	1598	8th ST & Hopewell ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1567	W	8th	ST	1500	1500	1599	1501	1599	1500	1598	8th ST & Hopewell ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1568	N	Adams	ST	500	500	599	501	599	500	598	Adams ST & B-Line Trail		74	Protected Bike Lane	NC	74	No change in width
1569	E	John Hinkle	PL	3340	3100	3579	3101	3579	3100	3578	John Hinkle PL & Pete Ellis DR		74	NR	60	Width reduced to 60ft due to no BikeRec	
157	S	Brookside	DR	2800	2800	2809	2801	2809	2800	2808	Brookside DR Dead End		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1570	N	Sheffield	DR	400	400	425	401	425	400	424	Cambridge DR & Sheffield DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1571	E	Eastgate	LN	2500	2500	2533	2501	2533	2500	2532	Eastgate LN & Hillsdale DR		74	NR	60	Width reduced to 60ft due to no BikeRec	
1572	N	Hillsdale	DR	411	411	440	411	439	412	440	Eastgate LN & Hillsdale DR		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1573	N	Harold	ST	414	414	420	415	419	414	420	Alice ST & Harold ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1574	E	Alice	ST	400	400	499	401	499	400	498	Alice ST & Grant ST		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1575	N	Grant	ST	410	410	499	411	499	410	498	Alice ST & Grant ST		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1575	N	Grant	ST	410	410	499	411	499	410	498	Alice ST & Grant ST		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1576	E	Sheffield	DR	4526	4526	4540	4527	4539	4526	4540	Hamilton CT & Sheffield DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1577	N	Park Ridge	RD	500	500	599	501	599	500	598	Park Ridge RD & Sheffield DR		74	NR	60	Width reduced to 60ft due to no BikeRec	
1578	N	Colony	CT	500	500	520	501	519	500	520	Colony CT & Sheffield DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1579	N	Hamilton	CT	500	500	519	501	519	500	518	Hamilton CT & Sheffield DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
158	S	Eden	DR	3200	3200	3299	3201	3299	3200	3298	Buckingham DR & Eden DR		58	NR	60	Updated to 60ft. Extra width to trees or SW	
1580	E	Sheffield															

1593	E	9th	ST	414	414	417	415	417	414	414	9th ST & Harold ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1594	N	Prow	ST	416	416	499	419	499	416	498	9th ST & Prow AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1595	N	9th	AVE	500	500	535	501	535	500	534	9th ST & Prow AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1596	E	9th	ST	500	500	599	501	599	500	598	9th ST & Indiana AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1597	E	9th	ST	100	100	199	101	199	100	198	9th ST & Walnut ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1598	E	9th	ST	200	200	299	201	299	200	298	9th ST & Washington ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1599	E	9th	ST	300	300	399	301	399	300	398	9th ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
16	F	Heather	DR	600	600	605	601	605	600	604	Heather DR & Walnut Street PIKE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikelec
160	S	Coppertree	DR	0	0	0	0	0	0	0	Coppertree DR & The Stands DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1600	E	9th	ST	400	400	413	401	413	400	412	9th ST & Harold ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1601	E	9th	ST	600	600	699	601	699	600	698	9th ST & Indiana AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1602	N	Fess	AVE	500	500	599	501	599	500	598	9th ST & Fess AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1603	N	Dunn	ST	500	500	599	501	599	500	598	9th ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1603	N	Dunn	ST	500	500	599	501	599	500	598	9th ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1604	N	Grant	ST	500	500	599	501	599	500	598	9th ST & Grant ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1605	N	Lincoln	ST	500	500	599	501	599	500	598	9th ST & Lincoln ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane Bikelec
1606	W	9th	ST	1100	1100	1199	1101	1199	1100	1198	9th ST & Elm ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1607	W	9th	ST	1000	1000	1099	1001	1099	1000	1098	9th ST & John ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1608	W	9th	ST	900	900	999	901	999	900	998	9th ST & William ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1609	W	9th	ST	800	800	899	801	899	800	898	9th ST & Maple ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
161	S	Piccadilly	ST	3160	3160	3199	3161	3199	3160	3198	Piccadilly ST & Waterloo CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1610	W	9th	ST	600	600	699	601	699	600	698	9th ST & Fairview ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1611	W	9th	ST	600	600	699	601	699	600	698	9th ST & Fairview ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1612	N	Fairview	ST	500	500	599	501	599	500	598	9th ST & Fairview ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikelec
1613	N	Pete Ellis	DR	500	500	599	501	599	500	598	John Hinkle Pl. & Pete Ellis DR	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
1614	E	Hollywood	DR	3500	3500	3599	3501	3599	3500	3598	Hollywood DR & Kerry DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1615	N	Kerry	DR	700	700	710	701	709	700	710	Hollywood DR & Kerry DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1616	N	Summit	ST	600	600	609	601	609	600	608	10th ST & Summit ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1617	N	Adams	ST	600	600	624	601	624	600	624	Adams ST & Cottage Grove AVE	74	Protected Bike Lane	NC	74	no	No change in width
1618	W	10th	ST	1100	1100	1199	1101	1199	1100	1198	10th ST & Monroe ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1619	N	Rogers	ST	600	600	699	601	699	600	698	10th ST & Rogers ST	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
162	E	Buckingham East	ST	1100	1100	1199	1101	1199	1100	1198	Buckingham East ST & Westminster WAY	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1620	E	10th	ST	2300	2200	2399	2201	2399	2200	2398	10th ST & Jefferson ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1621	E	10th	ST	2050	1900	2199	2001	2199	1900	2198	10th ST & Union ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1622	W	10th	ST	1000	1000	1099	1001	1099	1000	1098	10th ST & Cottage Grove AVE & Orris DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1623	N	Monroe	ST	600	600	622	601	622	600	622	10th ST & Monroe ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1624	N	Grandview	DR	711	711	715	711	715	712	714	Grandview DR & Kerry DR	74	NR	60	no	Width reduced to 60ft due to no Bikelec	
1625	N	Woodbridge	DR	600	600	699	601	699	600	698	10th ST & John Hinkle Pl. & Woodbridge DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1626	E	10th	ST	3350	3100	3599	3101	3599	3100	3598	10th ST & Pete Ellis DR & Range RD	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelec
1627	E	Wiltshire	CT	4500	4500	4599	4501	4599	4500	4598	Park Ridge RD & Wiltshire CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1628	E	Wembley	CT	4300	4300	4325	4301	4325	4300	4324	Plymouth RD & Wembley CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1629	E	Access Drive to Tulip Tree	ST	0	0	0	0	0	0	0	10th ST & Access Drive to Tulip Tree	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
163	F	Buckingham	DR	916	916	979	917	979	916	978	Buckingham DR & Piccadilly ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1630	W	Amy Robinson	DR	600	600	699	601	699	600	698	10th ST & Amy Robinson DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1631	N	Jordan	AVE	700	600	799	601	799	600	798	10th ST & Jordan AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1632	E	10th	ST	1500	1400	1599	1401	1599	1400	1598	10th ST & Campbell ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1633	E	10th	ST	1300	1300	1399	1301	1399	1300	1398	10th ST & Jean LN	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1634	E	10th	ST	1200	1100	1299	1101	1299	1100	1298	10th ST & Fess LN	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1635	E	10th	ST	1000	1000	1099	1001	1099	1000	1098	10th ST & Walnut Grove AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1636	E	10th	ST	900	900	999	901	999	900	998	10th ST & Woodlawn AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1637	E	10th	ST	800	800	899	801	899	800	898	10th ST & Park AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1638	E	10th	ST	700	700	799	701	799	700	798	10th ST & Fess AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1639	N	Walnut Grove	AVE	700	600	799	601	799	600	798	10th ST & Walnut Grove AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
164	F	Buckingham	DR	900	900	915	901	915	900	914	Buckingham DR & Piccadilly ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1640	N	Forrest	AVE	600	600	697	601	697	600	696	10th ST & Forrest AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1641	N	Woodlawn	AVE	600	600	699	601	699	600	698	10th ST & Woodlawn AVE	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
1642	N	Park	AVE	600	600	699	601	699	600	698	10th ST & Park AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1643	F	10th	ST	2500	2400	2599	2401	2599	2400	2598	10th ST & Access Drive to Tulip Tree	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1644	E	10th	ST	1800	1700	1899	1701	1899	1700	1898	10th ST & Sunrise DR	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1645	E	10th	ST	1600	1600	1699	1601	1699	1600	1698	10th ST & Union ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1646	N	State Road 45 46 Bypass	ST	600	600	699	601	699	600	698	10th ST & State Road 45 46 Bypass	90	Protected Bike Lane	GU	90	no	No change from default
1647	E	10th	ST	2850	2600	3099	2601	3099	2600	3098	10th ST & State Road 45 46 Bypass & State Road 46	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelec
1648	E	10th	ST	500	500	599	501	599	500	598	10th ST & Dunn ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1649	E	10th	ST	100	100	199	101	199	100	198	10th ST & Walnut ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
165	E	Buckingham	DR	800	800	899	801	899	800	898	Buckingham DR Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1650	N	Walnut	ST	600	600	623	601	623	600	622	10th ST & Walnut ST	88	Protected Bike Lane	MS	88	no	No change from default
1651	N	Walnut	ST	600	600	623	601	623	600	622	10th ST & Walnut ST	88	Protected Bike Lane	MS	88	no	No change from default
1653	E	10th	ST	600	600	699	601	699	600	698	10th ST & Indiana AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1652	E	10th	ST	412	412	499	413	499	412	498	10th ST & Prow AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1653	E	10th	ST	400	400	411	401	411	400	410	10th ST & Grant ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1654	E	10th	ST	300	300	399	301	399	300	398	10th ST & Lincoln ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1655	N	Fess	AVE	600	600	699	601	699	600	698	10th ST & Fess AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1656	N	Dunn	ST	600	600	699	601	699	600	698	10th ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1657	N	Grant	ST	600	600	699	601	699	600	698	10th ST & Grant ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1658	N	Lincoln	ST	600	600	697	601	697	600	696	10th ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1659	W	10th	ST	710	710	799	711	799	710	798	10th ST & Amy Robinson DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
166	S	Westminster	WAY	3200	3200	3299	3201	3299	3200	3298	Buckingham DR & Westminster WAY	74	NR	60	no	Width reduced to 60ft due to no Bikelec	
1660	W	10th	ST	700	700	709	701	709	700	708	10th ST & Fairview ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1661	DR	Fairview	ST	600	600	625	601	625	600	624	10th ST & Fairview ST	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no Bikelec
1662	N	North	ST	618	618	650	619	650	618	660	North ST Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1663	N	Park Ridge	RD	600	600	699	601	699	600	698	Park Ridge RD & Wiltshire CT	74	NR	60	no	Width reduced to 60ft due to no Bikelec	
1664	N	Plymouth	RD	600	600	699	601	699	600	698	Plymouth RD & Wembley CT	74	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1665																	

168	S	Leonard Springs	RD	2820	2820	2899	2821	2899	2820	2898	Fairington DR & Leonard Springs RD	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
1680	N	Walnut	ST	624	624	712	625	699	624	712	Cottage Grove AVE & Walnut ST	88	Protected Bike Lane	MS	88	No change from default
1680	N	Walnut	ST	624	624	712	625	699	624	712	Cottage Grove AVE & Walnut ST	88	Protected Bike Lane	MS	88	No change from default
1681	N	Fess	AVE	700	700	799	701	799	700	798	Cottage Grove AVE & Fess AVE	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1682	N	Indiana	AVE	700	700	799	701	799	700	798	Cottage Grove AVE & Indiana AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
1683	N	Dunn	ST	700	700	799	701	799	700	798	11th ST & Dunn ST	58	Cottage Grove AVE & Dunn ST	NR	60	Updated to 60ft. Extra width to trees or SW
1684	E	Cottage Grove	AVE	300	300	399	301	399	300	398	Cottage Grove AVE & Lincoln ST	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1685	E	Cottage Grove	AVE	100	100	199	101	199	100	198	Cottage Grove AVE & Washington ST	58	Cottage Grove AVE & Washington ST	NR	60	Updated to 60ft. Extra width to trees or SW
1686	E	Cottage Grove	AVE	200	200	299	201	299	200	298	Cottage Grove AVE & Lincoln ST	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1687	E	Cottage Grove	AVE	400	400	499	401	499	400	498	Cottage Grove AVE & Grant ST	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1688	E	Cottage Grove	AVE	500	500	599	501	599	500	598	Cottage Grove AVE & Indiana AVE	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
1689	E	Cottage Grove	AVE	600	600	699	601	699	600	698	Cottage Grove AVE & Indiana AVE	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
169	S	Coppertree	DR	3145	3145	3153	3145	3153	3146	3152	Coppertree DR SPLIT	58	Coppertree DR SPLIT	NR	60	Updated to 60ft. Extra width to trees or SW
1690	N	Lincoln	ST	698	698	699	699	699	698	698	Cottage Grove AVE & Lincoln ST	58	Cottage Grove AVE & Lincoln ST	NR	60	Updated to 60ft. Extra width to trees or SW
1691	N	Orris	DR	700	600	799	601	799	600	798	10th ST & Cottage Grove AVE & Orris DR	58	11th ST & Orris DR	NR	60	Updated to 60ft. Extra width to trees or SW
1692	N	Diamond	ST	700	600	799	601	799	600	798	Cottage Grove AVE & Diamond ST & Moravec WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1693	W	Cottage Grove	AVE	1000	1000	1099	1001	1099	1000	1098	10th ST & Cottage Grove AVE & Monroe ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1694	W	Cottage Grove	AVE	900	900	999	901	999	900	998	Cottage Grove AVE & Diamond ST & Moravec WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1695	N	Monroe	ST	720	636	799	637	799	636	798	Cottage Grove AVE & Monroe ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1696	W	Gray	ST	1600	1600	1699	1601	1699	1600	1698	Fountain DR & Gray ST	58	Gray ST & North ST	NR	60	Updated to 60ft. Extra width to trees or SW
1698	N	Lemon	LN	800	800	950	801	949	800	950	Gray ST & Lemon LN	58	Fountain DR & Lemon LN	NR	60	Updated to 60ft. Extra width to trees or SW
1698	N	Keystone	CT	700	700	749	701	749	700	748	Keystone CT Circle	58	Keystone CT Circle	NR	60	Updated to 60ft. Extra width to trees or SW
1699	N	Woodbridge	DR	850	700	999	701	999	700	998	Woodbridge DR Circle	58	Woodbridge DR Circle	NR	60	Updated to 60ft. Extra width to trees or SW
17	E	Pepperidge	DR	726	726	799	727	799	726	798	Haytree LN & Pepperidge DR	58	Haytree LN & Pepperidge DR	NR	60	Updated to 60ft. Extra width to trees or SW
170	S	Coppertree	DR	3100	3100	3144	3101	3143	3100	3144	Coppertree DR SPLIT	58	Coppertree DR SPLIT	NR	60	Updated to 60ft. Extra width to trees or SW
1700	E	Walpole	LN	4300	4300	4410	4301	4409	4300	4410	Plymouth RD & Walpole LN	58	Park Ridge RD & Walpole LN	NR	60	Updated to 60ft. Extra width to trees or SW
1701	N	Park Ridge	RD	700	700	815	701	815	700	814	Park Ridge RD & Walpole LN	58	Park Ridge CT & Park Ridge RD & Weymouth LN	NR	60	Updated to 60ft. Extra width to trees or SW
1702	N	Plymouth	RD	700	700	799	701	799	700	798	Beacon CT & Plymouth RD	58	Plymouth RD & Walpole LN	NR	60	Updated to 60ft. Extra width to trees or SW
1703	E	Stephens	DR	4300	4200	4399	4301	4399	4200	4398	Stephens DR Dead End	58	Kniser DR & Stephens DR	NR	60	Updated to 60ft. Extra width to trees or SW
1704	W	11th	ST	600	500	699	501	699	500	698	11th ST & Rogers ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
1705	W	11th	ST	676	676	699	677	699	676	698	11th ST & Fairview ST	74	Protected Bike Lane	NC	74	No change in width
1706	N	Maple	ST	600	600	699	601	699	600	698	Maple ST Dead End	58	11th ST & Maple ST	NR	60	Updated to 60ft. Extra width to trees or SW
1707	W	Fountain	DR	1950	1950	1999	1951	1999	1950	1998	Fountain DR & Gray ST	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikeway
1708	E	Hector	DR	4220	4110	4330	4111	4329	4110	4330	Deckard DR & Hector DR	58	Hector DR & Kniser DR	NR	60	Updated to 60ft. Extra width to trees or SW
1709	N	Union	ST	960	800	1103	801	1103	800	1102	Law LN & Union ST	74	Union CT & Union ST	NR	60	Width reduced to 60ft due to no Bikeway
171	E	Buckingham	DR	980	980	1099	981	1099	980	1098	Buckingham DR & Eden DR	58	Buckingham DR & Westminster WAY	NR	60	Updated to 60ft. Extra width to trees or SW
1710	N	Illinois	ST	800	800	899	801	899	800	898	11th ST & Illinois ST	58	12th ST & Illinois ST	NR	60	Updated to 60ft. Extra width to trees or SW
1711	N	Walnut	ST	701	701	811	701	811	714	810	11th ST & Walnut ST	88	Protected Bike Lane	MS	88	No change from default
1711	N	Walnut	ST	701	701	811	701	811	714	810	11th ST & Walnut ST	88	Protected Bike Lane	MS	88	No change from default
1712	W	11th	ST	100	100	199	101	199	100	198	11th ST & Walnut ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
1713	W	11th	ST	200	200	299	201	299	200	298	11th ST & Morton ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
1714	N	College	AVE	850	700	999	701	999	700	998	11th ST & College AVE	88	Protected Bike Lane	MS	88	No change from default
1715	N	Rogers	ST	700	700	799	701	799	700	798	11th ST & Rogers ST	90	Rogers ST & Madison ST	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1715	N	Rogers	ST	700	700	799	701	799	700	798	11th ST & Rogers ST	90	Rogers ST & Madison ST	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1716	W	11th	ST	1010	913	1099	913	1099	1000	1098	11th ST & Orris DR	74	Protected Bike Lane	NC	74	No change in width
1717	N	Fairview	ST	700	700	799	701	799	700	798	11th ST & Fairview ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1718	N	Maple	ST	700	700	799	701	799	700	798	11th ST & Maple ST	58	12th ST & Maple ST	NR	60	Width reduced to 60ft due to no Bikeway
1719	W	11th	ST	811	911	911	811	911	911	910	11th ST & Orris DR	74	11th ST & Orris DR	NR	74	No change in width
172	S	Westminster	WAY	3140	3140	3199	3141	3199	3140	3198	Camaby ST & Westminster WAY	74	Buckingham DR & Westminster WAY	NC	60	Width reduced to 60ft due to no Bikeway
1720	N	Blair	AVE	800	800	899	801	899	800	898	11th ST & Blair AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1720	N	Blair	AVE	800	800	899	801	899	800	898	11th ST & Blair AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
1721	W	11th	ST	420	331	499	331	499	332	498	11th ST & Ashlynn Park DR	90	Protected Bike Lane	GU	90	No change due to PBL as default
1722	W	11th	ST	700	700	799	701	799	700	798	11th ST & Fairview ST	74	Protected Bike Lane	NC	74	No change in width
1723	W	11th	ST	800	800	899	801	899	800	898	11th ST & Maple ST	74	Protected Bike Lane	NC	74	No change in width
1724	W	11th	ST	900	900	905	901	905	900	904	11th ST & Blair AVE	74	Protected Bike Lane	NC	74	No change in width
1725	W	11th	ST	906	906	916	907	909	906	998	11th ST & Diamond ST	74	Protected Bike Lane	NC	74	No change in width
1726	N	Orris	DR	920	800	1040	801	1039	800	1040	11th ST & Orris DR	58	Monroe ST & Orris DR	NR	60	Updated to 60ft. Extra width to trees or SW
1727	W	11th	ST	1100	1100	1199	1101	1199	1100	1198	11th ST & Monroe ST	74	Protected Bike Lane	NC	74	No change in width
1728	N	Oolitic	DR	700	700	799	701	799	700	798	11th ST & Oolitic DR	74	12th ST & Oolitic DR	NC	60	Width reduced to 60ft due to no Bikeway
1728	N	Oolitic	DR	700	700	799	701	799	700	798	11th ST & Oolitic DR	74	12th ST & Oolitic DR	NC	60	Width reduced to 60ft due to no Bikeway
1729	N	Lindbergh	DR	700	700	799	701	799	700	798	11th ST & Lindbergh DR	58	12th ST & Lindbergh DR	NR	60	Updated to 60ft. Extra width to trees or SW
1729	N	Lindbergh	DR	700	700	799	701	799	700	798	11th ST & Lindbergh DR	58	12th ST & Lindbergh DR	NR	60	Updated to 60ft. Extra width to trees or SW
173	S	Abby	LN	3200	3200	3299	3201	3299	3200	3298	Abby LN & Durham CT & Durham DR	58	Abby LN Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
1730	W	Fountain	DR	2000	2000	2111	2001	2111	2000	2110	11th ST & Fountain DR	58	Crescent RD & Fountain DR	NR	60	Updated to 60ft. Extra width to trees or SW
1731	W	11th	ST	1318	1318	1398	1301	1303	1318	1398	11th ST & Adams ST	74	Protected Bike Lane	NC	74	No change in width
1731	W	11th	ST	1318	1318	1398	1301	1303	1318	1398	11th ST & Adams ST	74	Protected Bike Lane	NC	74	No change in width
1732	W	11th	ST	1305	1305	1419	1305	1419	1400	1418	11th ST & Illinois ST	74	Protected Bike Lane	NC	74	No change in width
1732	W	11th	ST	1305	1305	1419	1305	1419	1400	1418	11th ST & Illinois ST	74	Protected Bike Lane	NC	74	No change in width
1733	W	11th	ST	1420	1420	1508	1421	1507	1420	1508	11th ST & Lindbergh DR	74	Protected Bike Lane	NC	74	No change in width
1734	W	11th	ST	1610	1509	1699	1509	1699	1510	1698	11th ST & Oolitic DR	74	Protected Bike Lane	NC	74	No change in width
1734	W	11th	ST	1610	1509	1699	1509	1699	1510	1698	11th ST & Oolitic DR	74	Protected Bike Lane	NC	74	No change in width
1735	N	Monroe	ST	800	800	899	801	899	800	898	11th ST & Monroe ST	74	Bike Lane and Multi-use Path	NC	74	No change in width
1736	N	Plymouth	RD	800	800	835	801	835	800	834	Plymouth RD & Walpole LN	58	Plymouth CT & Plymouth RD & Weymouth LN	NR	60	Updated to 60ft. Extra width to trees or SW
1737	N	Jordan	AVE	1000	800	1199	801	1199	800	1198	Jordan AVE & Law LN	74	Protected Bike Lane	NC	74	No change in width
1738	N	Walnut Grove	AVE	900	800	999	801	999	800	898	Walnut Grove AVE Dead End	58	13th & Walnut Grove AVE	NR	60	Updated to 60ft. Extra width to trees or SW
1739	N	Forrest	AVE	800	800	899	801	899	800	898	11th ST & Forrest AVE	58	12th ST & Forrest AVE	NR	60	Updated to 60ft. Extra width to trees or SW
174	S	Bradshire	CT	3200	3200	3250	3201	3249	3200	3250	Bradshire CT & Bradshire ST	58	Bradshire CT Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
1740	N	Woodlawn	AVE	800	800	899	801	899	800	898	11th ST & Woodlawn AVE	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1741	N	Park	RD	800	800	899	801	899	800	898	11th ST & Park AVE	58	12th ST & Park AVE	NR	60	Updated to 60ft. Extra width to trees or SW
1742	N	Walnut	ST	1000	1000	1099	1001	1099	1000	1098	11th ST & Forrest AVE	58	11th ST & Walnut Grove AVE	NR	60	Updated to 60ft. Extra width to trees or SW
1743	E	11th	ST	900	900	999	901	999	900	998	11th ST & Woodlawn AVE	58	11th ST & Forrest AVE	NR	60	Updated to 60ft. Extra width to trees or SW
1744	E	11th	ST	800	800	899	801	899	800	898	11th ST & Park AVE	58	11th ST & Woodlawn AVE	NR	60	Updated to 60ft. Extra width to trees or SW
1745	E	11th	ST	700	700	799	701	799	700							

176	S	Coppertree	DR	3154	3154	3155	3155	3154	3154	Coppertree DR SPLIT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1760	E	Deckard	DR	4200	4200	4299	4201	4299	4200	4298 Deckard DR & Hecor DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1761	E	Deckard	DR	4100	4100	4199	4101	4199	4100	4198 10th ST & Deckard DR & Tamaron DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1762	E	10th	ST	4100	4100	4223	4101	4223	4100	10th ST & Russell RD		58	NR	60	no	2-Lanes, reduced by 20' no change needed Bikeltec	
1763	N	Fess	LN	900	900	999	901	999	900	998 Fess LN & Law LN		58	GU	90	no	No change due to PBL as default	
1764	E	12th	ST	900	900	999	901	999	900	998 12th ST Dead End		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1765	N	Madison	ST	900	800	999	801	999	800	998 Rogers ST & Madison ST		58	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec	
1765	N	Madison	ST	900	800	999	801	999	800	998 Rogers ST & Madison ST		58	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec	
1766	N	Blair	AVE	900	900	923	901	923	900	922 12th CT & Blair AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1767	W	12th	ST	1000	1000	1099	1001	1099	1000	1098 12th ST & Monroe ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1768	W	12th	ST	800	800	899	801	899	800	898 12th ST Dead End		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1769	W	12th	CT	1100	1100	1199	1101	1199	1100	1198 12th ST & Monroe ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
177	S	Carnaby	ST	3100	3100	3199	3101	3199	3100	3198 Carnaby ST Dead End		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1770	N	Monroe	ST	900	900	999	901	999	900	998 12th ST & Monroe ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1771	E	12th	ST	800	800	899	801	899	800	898 12th ST & Park AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1772	E	12th	ST	700	700	799	701	799	700	798 12th ST & Fess AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1773	N	Dunn	ST	900	900	999	901	999	900	998 12th ST & Dunn ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1774	N	Grant	ST	900	900	999	901	999	900	998 12th ST & Grant ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1775	N	Lincoln	ST	900	900	949	901	999	900	998 12th ST & Lincoln ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1776	E	12th	ST	600	600	699	601	699	600	698 12th ST & Indiana AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1777	E	12th	ST	500	500	599	501	599	500	598 12th ST & Dunn ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1778	E	12th	ST	400	400	499	401	499	400	498 12th ST & Grant ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1779	E	12th	ST	300	300	399	301	399	300	398 12th ST & Grant ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
178	E	Waterloo	CT	720	530	899	531	899	530	898 Piccadilly ST & Waterloo CT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1780	E	12th	ST	200	200	299	201	299	200	298 12th ST & Washington ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1781	E	12th	ST	100	100	199	101	199	100	198 12th ST & Walnut ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1782	N	Indiana	AVE	900	900	999	901	999	900	998 12th ST & Indiana AVE		90	Protected Bike Lane	90	no	No change due to PBL as default	
1783	N	Walnut	ST	910	812	999	813	999	812	998 12th ST & Walnut ST		88	Protected Bike Lane	88	no	No change from default	
1783	N	Walnut	ST	910	812	999	813	999	812	998 12th ST & Walnut ST		88	Protected Bike Lane	88	no	No change from default	
1784	W	12th	ST	800	800	819	801	819	800	818 12th ST & Maple ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1785	N	Jackson	ST	800	800	899	801	899	800	898 Jackson ST & 12th ST		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1786	N	Fairview	ST	800	800	899	801	899	800	898 12th ST & Fairview ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1787	N	Maple	ST	800	800	899	801	899	800	898 12th ST & Maple ST		58	NR	60	no	Width reduced to 60ft due to no Bikeltec	
1788	W	12th	ST	600	600	699	601	699	600	698 Jackson ST & 12th ST		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1789	W	12th	ST	700	700	799	701	799	700	798 12th ST & Fairview ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
179	S	Piccadilly	ST	3140	3140	3159	3141	3159	3140	3158 Piccadilly ST & Waterloo DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1790	N	Summit	ST	900	900	999	901	999	900	998 12th ST & Summit ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1791	N	Illinois	ST	900	900	915	901	915	900	914 12th ST & Illinois ST		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1792	W	12th	ST	1600	1600	1699	1601	1699	1600	1698 12th ST & Lindbergh DR		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1793	W	12th	ST	1500	1500	1599	1501	1599	1500	1598 12th ST & Illinois ST		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1794	W	12th	ST	1406	1406	1499	1407	1499	1406	1498 12th ST & Illinois ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1795	W	12th	ST	1310	1200	1405	1201	1405	1200	1404 12th ST & Summit ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1796	N	Lindbergh	DR	950	800	1099	801	1099	800	1098 12th ST & Lindbergh DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1797	N	Ooltic	DR	910	800	1010	801	1005	800	1010 12th ST & Ooltic DR		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
1798	N	Plymouth	CT	900	900	930	901	929	900	930 Plymouth CT & Plymouth RD & Weymouth LN		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1799	E	Stephens	DR	4400	4400	4499	4401	4499	4400	4498 Kinser DR & Stephens DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
18	E	Berkshire	CT	1100	1100	1199	1101	1199	1100	1198 Berkshire CT & Sherbrooke DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
180	E	Mercedes	DR	1300	1300	1399	1301	1399	1300	1398 Allendale DR & Mercedes DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1800	E	Kinser	DR	4400	4400	4440	4401	4439	4400	4440 Hecor DR & Kinser DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1801	E	Deckard	DR	4300	4300	4399	4301	4399	4300	4394 Deckard DR & Kinser DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1802	E	Kinser	DR	4300	4300	4399	4301	4399	4300	4398 Deckard DR & Kinser DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1803	W	Fountain	DR	2260	2112	2399	2113	2399	2112	2398 Fountain DR & Lemon LN		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1804	W	13th	ST	1350	1200	1499	1201	1499	1200	1498 13th ST & Summit ST		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1805	N	Illinois	ST	916	916	915	916	915	916	915 Illinois CT & Illinois ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1806	N	Union	CT	1100	1100	1199	1101	1199	1100	1198 Union CT Dead End		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1807	N	Walnut Grove	AVE	1000	1000	1099	1001	1099	1000	1098 13th ST & Walnut Grove AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1808	N	Forrest	AVE	900	900	999	901	999	900	998 Forrest AVE Dead End		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1809	E	13th	ST	1100	1100	1199	1101	1199	1100	1198 13th ST & Walnut Grove AVE		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
181	S	Westminster	WAY	3126	3126	3139	3127	3139	3126	3138 Carnaby ST & Westminster WAY		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
1810	E	13th	ST	1000	1000	1099	1001	1099	1000	1098 13th ST & Forrest AVE		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
1811	W	13th	ST	400	400	499	401	499	400	498 13th ST Dead End		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1812	N	Rogers	ST	900	900	1020	901	1019	900	1020 13th ST & Rogers ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1813	N	Jackson	ST	900	900	999	901	999	900	998 13th ST & Jackson ST		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1814	N	Fairview	ST	900	900	999	901	999	900	998 13th ST & Fairview ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1815	N	Maple	ST	900	900	999	901	999	900	998 13th ST & Maple ST		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
1816	N	Blair	AVE	924	924	969	925	969	924	968 13th CT & Blair AVE		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1817	W	13th	CT	800	800	899	801	899	800	898 13th CT Dead End		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1818	W	13th	ST	700	700	799	701	799	700	798 13th ST & Fairview ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1819	W	13th	ST	600	600	699	601	699	600	698 13th ST & Jackson ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
182	S	Allendale	DR	3200	3200	3215	3201	3215	3200	3214 Allendale DR & Bradshire ST		74	Neighborhood Greenway	74	NC	60	Width reduced to 60ft due to NG Bikeltec
1820	W	13th	ST	500	500	599	501	599	500	598 13th ST & Rogers ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1821	N	Summit	ST	1000	1000	1049	1001	1049	1000	1048 13th ST & Summit ST		58	Neighborhood Greenway	58	NR	60	Updated to 60ft. Extra width to trees or SW
1822	N	Monroe	ST	1000	1000	1099	1001	1099	1000	1098 Monroe ST & Orris DR		74	Bike Lane and Multi-use Path	74	NC	74	No change in width
1823	E	10th	ST	4310	4222	4399	4223	4399	4222	4398 10th ST & Russell RD		58	Bike Lane and Multi-use Path	58	NR	60	Updated to 60ft. Extra width to trees or SW
1824	N	Park	AVE	1000	1000	1099	1001	1099	1000	1098 13th ST & Park AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1825	N	Forrest	AVE	1000	1000	1099	1001	1099	1000	1098 13th ST & Forrest AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1826	N	Woodlawn	AVE	1000	1000	1099	1001	1099	1000	1098 13th ST & Woodlawn AVE		90	Bike Lane	90	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
1827	E	13th	ST	900	900	999	901	999	900	998 13th ST & Woodlawn AVE		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
1828	E	13th	ST	800	800	899	801	899	800	898 13th ST & Woodlawn AVE		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
1829	E	13th	ST	700	700	799	701	799	700	798 13th ST & Fess AVE		74	NC	60	no	Width reduced to 60ft due to no Bikeltec	
183	S	The Stands	DR	3100	3100	3149	3101	3149	3100	3148 Autumn DR & The Stands DR		74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane Bikeltec
1830	E	Brownstone	DR	300	300	450	301	449	300	350 Brownstone DR & Lincoln ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1831	E	13th	ST														

1847	W	14th	ST	1500	1500	1599	1501	1599	1500	1598	14th ST & Lindbergh DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1848	N	Oolitic	DR	1007	1007	1115	1007	1115	1012	1114	Oolitic DR & Oolitic DR	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1849	W	Fountain	DR	2531	2531	2599	2531	2599	0	0	Fountain DR & Nuckles RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
185	E	Autumn	DR	2300	2300	2399	2301	2399	2300	2399	Autumn CT & The Strands DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1850	N	Union	ST	1100	1100	1199	1105	1199	1000	1198	Union CT & Union ST	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1851	N	Walnut Grove	AVE	1200	1100	1299	1101	1299	1100	1298	14th ST & Walnut Grove AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1851	N	Walnut Grove	AVE	1200	1100	1299	1101	1299	1100	1298	14th ST & Walnut Grove AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1852	E	14th	ST	700	700	799	701	799	700	798	14th ST & Fess AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1853	E	14th	ST	800	800	899	801	899	800	898	14th ST & Park AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1854	E	14th	ST	900	900	999	901	999	900	998	14th ST & Woodlawn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1855	E	14th	ST	1000	1000	1099	1001	1099	1000	1098	14th ST & Woodlawn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1856	N	Fess	AVE	1200	1100	1299	1101	1299	1100	1298	14th ST & Fess AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1857	E	14th	ST	600	600	699	601	699	600	698	14th ST & Indiana AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1858	N	Walnut	ST	1000	1000	1099	1001	1099	1000	1098	14th ST & Walnut ST	88	Protected Bike Lane	MS	88	no	No change from default
1859	W	14th	ST	100	100	199	101	199	100	198	14th ST & College AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
186	E	Durham	CT	1600	1600	1610	1601	1609	1600	1610	Durham CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1860	E	14th	ST	202	202	299	201	299	202	298	14th ST & Brownstone DR & Washington ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1861	W	14th	ST	200	200	299	201	299	200	298	14th ST & Woodburn AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1862	E	14th	ST	100	100	199	101	199	100	198	14th ST & Walnut ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1863	E	14th	ST	450	450	499	451	499	450	498	14th ST & Brownstone DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1864	E	14th	ST	300	300	399	301	399	300	398	14th ST & Lincoln ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1865	E	14th	ST	500	500	599	501	599	500	598	14th ST & Dunn ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1866	E	14th	ST	0	0	0	0	0	0	0	14th ST & Fess AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1867	N	Indiana	AVE	1100	1100	1199	1101	1199	1100	1198	14th ST & Indiana AVE	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1868	N	Dunn	ST	1100	1100	1101	1101	1101	1100	1100	14th ST & Dunn ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1869	N	Dunn	ST	1102	1102	1197	1103	1197	1102	1196	14th ST & Dunn ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
187	E	Durham	DR	1700	1700	1740	1701	1739	1700	1740	Abbey LN & Durham CT & Durham DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1870	N	Lincoln	ST	1000	1000	1099	1001	1099	1000	1098	14th ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1871	N	College	AVE	1000	1000	1099	1001	1099	1000	1098	14th ST & College AVE	58	Protected Bike Lane	MS	88	no	No change from default
1872	W	14th	ST	0	0	0	0	0	0	0	14th ST & Madison ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1873	N	Woodburn	AVE	1000	1000	1099	1001	1099	1000	1098	14th ST & Woodburn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1874	N	Madison	ST	1000	1000	1049	1001	1049	1000	1048	14th ST & Madison ST	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
1874	N	Madison	ST	1000	1000	1049	1001	1049	1000	1048	14th ST & Madison ST	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
1875	W	14th	ST	300	300	399	301	399	300	398	14th ST & Woodburn AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to no BikeRec
1876	W	Fountain	DR	2400	2400	2530	2401	2529	2400	2530	Fountain DR & Lemon LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1879	E	10th	ST	4400	4400	4499	4401	4499	4400	4499	10th ST & Ooley AVE & State Road 45	58	Bike Lane and Multi-use Path	NR	60	no	Updated to 60ft. Extra width to trees or SW
188	S	Abby	LN	3150	3150	3199	3151	3199	3150	3198	Abby LN & Camby CT & Camby LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1880	N	Madison	ST	1050	1050	1099	1051	1099	1050	1098	15th ST & Madison ST	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
1880	N	Madison	ST	1050	1050	1099	1051	1099	1050	1098	15th ST & Madison ST	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
1881	N	Jackson	ST	1000	1000	1099	1001	1099	1000	1098	15th ST & Jackson ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1882	N	Maple	ST	1200	1200	1325	1201	1324	1200	1334	15th ST & Maple ST	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1883	W	15th	ST	400	400	499	401	499	400	498	15th ST & Rogers ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1884	W	15th	ST	500	500	599	501	599	500	598	15th ST & Rogers ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1885	W	15th	ST	600	600	699	601	699	600	698	15th ST & Jackson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1886	W	15th	ST	700	700	799	701	799	700	798	15th ST & Fairview ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1887	W	15th	ST	1400	1400	1499	1401	1499	1400	1498	15th ST & Illinois ST	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1888	N	Hancock	DR	1250	1100	1399	1101	1399	1100	1398	Hancock DR & 15th ST	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1889	W	15th	ST	1300	1300	1399	1301	1399	1300	1398	Hancock DR & 15th ST	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
189	S	Uppington	CT	3200	3200	3220	3201	3219	3200	3220	Bradshire ST & Uppington CT	74	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1890	W	15th	ST	1500	1500	1599	1501	1599	1500	1598	15th ST & Lindbergh DR	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1891	E	Ungelbach	LN	2150	2000	2299	2001	2299	2000	2298	Ungelbach LN & Union ST	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1892	E	Ungelbach	LN	1800	1600	1999	1601	1999	1600	1998	Jordan AVE & Ungelbach LN	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1893	N	Indiana	AVE	1300	1200	1399	1201	1399	1200	1398	15th ST & Indiana AVE	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1894	N	Washington	ST	1100	1100	1199	1101	1199	1100	1198	15th ST & Washington ST	74	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1895	N	College	AVE	1250	1100	1399	1101	1399	1100	1398	15th ST & College AVE	88	Protected Bike Lane	MS	88	no	No change from default
1896	E	15th	ST	500	500	599	501	599	500	598	15th ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1897	E	15th	ST	400	400	499	401	499	400	498	15th ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1898	E	15th	ST	300	300	399	301	399	300	398	15th ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1899	E	15th	ST	200	200	299	201	299	200	298	15th ST & Washington ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
190	S	Wood's Edge	BNAD	3900	3900	3999	3901	3999	3900	3998	Wood's Edge BND & Wood's Edge WAY	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1900	S	Cooperette	CT	0	0	0	0	0	0	0	Cooperette DR & The Strands DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1900	E	15th	ST	100	100	199	101	199	100	198	15th ST & Walnut ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1901	W	15th	ST	100	100	199	101	199	100	198	15th ST & College AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1902	W	15th	ST	200	200	299	201	299	200	298	15th ST & Woodburn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1903	N	Dunn	ST	1198	1198	1199	1199	1199	1198	1198	15th ST & Dunn ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1904	N	Dunn	ST	1200	1200	1301	1201	1301	1200	1300	15th ST & Dunn ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1905	N	Grant	ST	1100	1100	1199	1101	1199	1100	1198	15th ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1906	N	Lincoln	ST	1100	1100	1199	1101	1199	1100	1198	15th ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1907	N	Walnut	ST	1100	1100	1199	1101	1199	1100	1198	15th ST & Walnut ST	88	Protected Bike Lane	MS	88	no	No change from default
1907	N	Walnut	ST	1100	1100	1199	1101	1199	1100	1198	15th ST & Walnut ST	88	Protected Bike Lane	MS	88	no	No change from default
1908	N	Woodburn	AVE	1100	1100	1199	1101	1199	1100	1198	15th ST & Woodburn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1909	N	Madison	ST	1100	1100	1199	1101	1199	1100	1198	15th ST & Madison ST	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
191	S	Eden	DR	3100	3100	3199	3101	3199	3100	3198	Eden DR & Waterloo DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1910	W	15th	ST	300	300	399	301	399	300	398	15th ST & Woodburn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1911	N	Jordan	AVE	1300	1200	1399	1201	1399	1200	1398	Jordan AVE & Ungelbach LN	74	Protected Bike Lane	NC	74	no	No change in width
1912	N	Monroe	ST	1300	1200	1399	1201	1399	1200	1398	17th ST & Monroe ST	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
1913	W	16th	ST	1100	1100	1199	1101	1199	1100	1198	16th ST & Monroe ST	74	NR	60	no	Width reduced to 60ft due to no BikeRec	
1914	N	Jackson	ST	1100	1100	1199	1101	1199	1100	1198	16th ST & Jackson ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1915	N	Woodburn	AVE	1200	1200	1299	1201	1299	1200	1298	Kenwood DR & Woodburn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
1916	N	Madison	ST	1200	1200	1219	1201	1219	1200	1218	16th ST & Madison ST	90	Bike Lane	GU	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
1917	W	16th	ST	500	400	599	401	599	400	598	16th ST & Madison ST	58</					

1931	E	17th	ST	900	900	999	901	999	900	998	17th ST & Woodlawn AVE	17th ST & Forrest AVE	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1932	E	17th	ST	800	700	899	701	899	700	898	17th ST & Fess AVE	17th ST & Woodlawn AVE	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1933	E	17th	ST	1000	1000	1099	1001	1099	1000	1098	17th ST & Forrest AVE	17th ST & Walnut Grove AVE	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1934	N	Jordan	AVE	1400	1400	1499	1401	1499	1400	1499	17th ST & Jordan AVE	1499 17th ST & Jordan AVE	74	Bike Lane	NC	60	no	Reduced to 68 due to Bike Lane BikeRec
1935	E	17th	ST	1700	1600	1799	1601	1799	1600	1798	17th ST & Jordan AVE	17th ST & Lingelbach LN	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
1936	E	17th	ST	1500	1500	1599	1501	1599	1500	1598	17th ST & Jordan AVE	17th ST & Jordan AVE	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
1937	N	Walnut	ST	1550	1400	1699	0	0	1400	1698	17th ST & Walnut ST	19th ST & Walnut ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1938	N	Lincoln	ST	1300	1300	1399	1301	1399	1300	1398	17th ST & Lincoln ST	18th ST & Lincoln ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1939	N	Dunn	ST	1400	1400	1499	1401	1499	1400	1498	17th ST & Dunn ST	18th ST & Dunn ST	58	Multi-use Path	GU	74	no	Reduced due to MUP from Bicycle Facilities rec
194	E	Carnaby	ST	1100	1100	1199	1101	1199	1100	1198	Carnaby ST Dead End	Carnaby ST Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1940	W	17th	ST	200	200	299	201	299	200	298	17th ST & Woodburn AVE	17th ST & College AVE	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1941	W	17th	ST	100	100	199	101	199	100	198	17th ST & College AVE	17th ST & Walnut ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1942	E	17th	ST	100	100	199	101	199	100	198	17th ST & Walnut ST	17th ST & Washington ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1943	E	17th	ST	200	200	299	201	299	200	298	17th ST & Washington ST	17th ST & Lincoln ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1944	E	17th	ST	300	300	399	301	399	300	398	17th ST & Lincoln ST	17th ST & Grant ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1945	E	17th	ST	400	400	499	401	499	400	498	17th ST & Grant ST	17th ST & Dunn ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1946	E	17th	ST	500	500	599	501	599	500	598	17th ST & Indiana AVE	17th ST & Indiana AVE	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1947	E	17th	ST	600	600	699	601	699	600	698	17th ST & Indiana AVE	17th ST & Fess AVE	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1948	W	17th	ST	300	300	399	301	399	300	398	17th ST & Woodburn AVE	17th ST & Kinser PIKE & Madison ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1949	N	Willis	DR	1300	1300	1438	1301	1419	1300	1438	17th ST & Willis DR	Westfield RD & Willis DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1950	N	Willis	DR	1300	1300	1438	1301	1419	1300	1438	17th ST & Willis DR	Westfield RD & Willis DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
195	S	Piccadilly	ST	3100	3100	3137	3101	3137	3100	3136	Piccadilly ST & Winslow RD	Piccadilly ST & Waterloo CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1950	W	17th	ST	1000	925	1099	927	1099	925	1098	17th ST & Monroe ST	17th ST & Monroe ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1951	W	17th	ST	800	800	825	801	825	800	824	17th ST & Maple ST	17th ST & Willis DR	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1952	W	17th	ST	700	600	799	601	799	600	798	17th ST & Jackson ST	17th ST & Maple ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1953	W	17th	ST	500	400	599	401	599	400	598	17th ST & Kinser PIKE & Madison ST	17th ST & Jackson ST	90	Bike Lane and Multi-use Path	GU	86	no	Reduced to 86 due to BL and MUP
1954	W	Arlington	RD	1450	1100	1799	1101	1799	1100	1798	17th ST & Arlington RD	20th ST & Arlington RD	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1955	W	17th	ST	1400	1100	1699	1101	1699	1100	1698	17th ST & Arlington RD	17th ST & Lindbergh DR	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1956	E	17th	ST	1800	1800	1899	1801	1899	1800	1898	17th ST & Lingelbach LN	17th ST & Lingelbach LN	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
1957	W	Marble	LN	607	607	650	607	649	608	650	Marble LN Circle	Marble LN Circle	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1958	W	Terry	LN	500	500	550	501	549	500	550	Terry LN Dead End	Jackson ST & Terry LN	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1959	N	Jackson	ST	1300	1300	1349	1301	1349	1300	1348	Jackson ST & Terry LN	Granite DR & Jackson ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
196	S	Piccadilly	ST	3138	3138	3139	3139	3139	3138	3138	Piccadilly ST & Waterloo CT	Piccadilly ST & Waterloo DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1960	W	Marble	LN	600	600	606	601	605	600	604	Jackson ST & Marble LN	Marble LN Circle	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1961	W	Granite	DR	500	500	575	501	575	500	574	Granite DR Dead End	Granite DR & Jackson ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1962	N	Jackson	ST	1350	1350	1359	1351	1359	1350	1358	Granite DR & Jackson ST	Jackson ST & Lava WAY	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1963	N	Longfellow	DR	0	0	0	0	0	0	0	Longfellow DR Dead End	Longfellow DR & Lower Valley RD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1964	N	State Road 45 46 Bypass		1700	1400	1999	1401	1999	1400	1998	Fee LN & Matlock RD & State Road 45 46 Bypass	17th ST & State Road 45 46 Bypass	95		SC	95	no	No change from default
1965	N	Dunn	ST	1500	1500	1599	1501	1599	1500	1598	18th ST & Dunn ST	19th ST & Dunn ST	90	Multi-use Path	GU	74	no	Reduced due to MUP from Bicycle Facilities rec
1966	E	18th	ST	400	400	499	401	499	400	498	18th ST & Grant ST	18th ST & Grant ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1967	N	Washington	ST	1300	1300	1399	1301	1399	1300	1398	Washington ST Dead End	19th ST & Washington ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1968	N	Grant	ST	1400	1400	1499	1401	1499	1400	1498	18th ST & Grant ST	19th ST & Grant ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1969	W	Lava	WAY	500	500	570	501	569	500	570	Lava WAY Dead End	Jackson ST & Lava WAY	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
197	E	Bradshire	ST	1400	1400	1499	1401	1499	1400	1498	Allendale DR & Bradshire ST	Bradshire ST & Uppington CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1970	N	Jackson	ST	1400	1400	1449	1401	1449	1400	1448	Jackson ST & Lava WAY	Jackson ST & Marble LN	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1971	N	Longfellow	DR	0	0	0	0	0	0	0	Longfellow DR & Upper Valley RD	Longfellow DR & Upper Valley RD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1972	W	Lower Valley	RD	0	0	0	0	0	0	0	Longfellow DR & Lower Valley RD	Lower Valley RD & Upper Valley RD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1973	W	Westfield	RD	0	0	0	0	0	0	0	Westfield RD & Willis DR	Westfield RD & Willis DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1974	W	Upper Valley	RD	0	0	0	0	0	0	0	Longfellow DR & Upper Valley RD	Lower Valley RD & Upper Valley RD & Westfield RD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1975	N	Willis	DR	1421	1421	1499	1421	1499	1440	1498	Westfield RD & Willis DR	Ridge RD & Willis DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1976	N	Dunn	ST	1600	1600	1699	1601	1699	1600	1698	19th ST & Dunn ST	20th ST & Dunn ST	90	Multi-use Path	GU	74	no	Reduced due to MUP from Bicycle Facilities rec
1977	E	19th	ST	400	400	499	401	499	400	498	19th ST & Grant ST	19th ST & Dunn ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1978	E	19th	ST	300	300	399	301	399	300	398	19th ST & Lincoln ST	19th ST & Grant ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1979	E	19th	ST	200	200	299	201	299	200	298	19th ST & Lincoln ST	19th ST & Lincoln ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
198	S	Westminster	WAY	3100	3100	3125	3101	3125	3100	3124	Westminster WAY & Winslow RD	Carnaby ST & Westminster WAY	74		NC	60	no	Width reduced to 60ft due to no BikeRec
1980	E	19th	ST	116	116	201	117	201	116	200	19th ST & Washington ST	19th ST & Washington ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1981	N	Longfellow	DR	0	0	0	0	0	0	0	Longfellow DR & Upper Valley RD	Longfellow DR & Ridge RD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1982	E	19th	ST	100	100	115	101	115	100	114	19th ST & Walnut ST	19th ST & Washington ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1983	E	19th	ST	100	100	115	101	115	100	114	19th ST & Walnut ST	19th ST & Washington ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1983	N	Washington	ST	1500	1500	1599	1501	1599	1500	1598	19th ST & Washington ST	20th ST & Washington ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1984	N	Walnut	ST	1700	1700	1799	1701	1799	1700	1798	17th ST & Walnut ST	Old State Road ST & Walnut ST	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
1985	N	Sassafras	DR	0	0	0	0	0	0	0	Arlington Valley DR & Sassafras DR	Sassafras DR & Monroe ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1986	E	20th	ST	200	200	299	201	299	200	298	20th ST & Washington ST	20th ST & Lincoln ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1987	E	20th	ST	300	300	425	301	425	300	424	20th ST & Lincoln ST	20th ST & Dunn ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1988	N	Dunn	ST	1700	1700	1799	1701	1799	1700	1798	20th ST & Dunn ST	Dunn ST & Varsity LN	90	Multi-use Path	GU	74	no	Reduced due to MUP from Bicycle Facilities rec
1989	N	Monroe	ST	0	0	0	0	0	0	0	Sassafras DR & Monroe ST	Arlington Valley DR & Monroe ST	58	Bike Lane	NR	60	no	Updated to 60ft. Extra width to trees or SW
199	E	Bradshire	ST	1324	1324	1399	1325	1399	1324	1398	Bradshire ST Dead End	Allendale DR & Bradshire ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1990	W	Ridge	RD	0	0	0	0	0	0	0	Meridian DR & Ridge RD	Ridge RD & Willis DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1991	W	Ridge	RD	0	0	0	0	0	0	0	Longfellow DR & Ridge RD	Meridian DR & Ridge RD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1992	N	Longfellow	DR	0	0	0	0	0	0	0	Longfellow DR & Ridge RD	Arlington Valley DR & Longfellow DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1993	N	Meridian	DR	0	0	0	0	0	0	0	Meridian DR & Ridge RD	Arlington Valley DR & Meridian DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
1994	N	Willis	DR	1500	1500	1600	1501	1599	1500	1600	Ridge RD & Willis DR	Arlington Valley DR & Willis DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1994	N	Willis	DR	1500	1500	1600	1501	1599	1500	1600	Ridge RD & Willis DR	Arlington Valley DR & Willis DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
1995	W	Arlington Valley	DR	0	0	0	0	0	0	0	Arlington Valley DR & Thorntree DR	Arlington Valley DR & Monroe ST	58		NR	60	no	

2016	N	Willis	DR	1610	1610	1699	1611	1699	1610	1698	East Vine ST & West Vine ST & Willis DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2017	N	Monroe	ST	1930	1800	2049	1801	2049	1800	2048	20th ST & Monroe ST	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
2018	W	Arlington	RD	1910	1800	2019	1801	2019	1800	2018	20th ST & Arlington RD	58	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2019	W	20th	ST	1210	1110	1299	1111	1299	1110	1298	20th ST & Sassafas DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
202	E	Autumn	DR	2200	2200	2299	2201	2299	2200	2298	Autumn DR Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
2020	W	20th	ST	1100	1100	1109	1101	1109	1100	1108	20th ST & Monroe ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
2021	W	Gourley	PIKE	350	200	499	201	499	200	498	Gourley PIKE & Old State Road 37	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2022	W	Cascade	AVE	920	800	1026	801	1025	800	1026	Cascade AVE & Gourley PIKE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2023	N	Kinser	PIKE	1700	1700	1799	1701	1799	1700	1798	Gourley PIKE & Kinser PIKE	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2024	N	Gourley	PIKE	930	750	1099	751	1099	750	1098	Cascade AVE & Gourley PIKE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2025	W	Gourley	PIKE	630	500	749	501	749	500	748	Gourley PIKE & Monroe ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2026	W	Arlington	RD	2020	2020	2023	2021	2023	2020	2022	Arlington RD & Hickory LN	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2027	W	State Road 45 46 Bypass		200	100	299	101	299	0	0	College AVE & State Road 45 46 Bypass & Walnut ST	58		SC	95	No change from default
2028	W	State Road 45 46 Bypass		200	100	299	0	0	100	298	College AVE & State Road 45 46 Bypass & Walnut ST	58	Multi-use Path	SC	84	Reduced by 11' due to MUP only BikeRec
2029	N	Browncliff	LN	2760	2200	3310	2201	3309	2200	3310	Browncliff LN & Matlock RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
203	S	Autumn	CT	3100	3100	3199	3101	3199	3100	3198	Autumn CT & Autumn DR & Autumn LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
2030	E	Matlock	RD	1300	1200	1399	1201	1399	1200	1398	Fee LN & Matlock RD & State Road 45 46 Bypass	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2031	N	Milo B Sampson	LN	2300	2200	2399	2201	2399	2200	2398	Milo B Sampson LN & State Road 45 46 Bypass	58		NR	60	Updated to 60ft. Extra width to trees or SW
2032	E	Matlock	RD	1520	1400	1625	1401	1625	1400	1624	Browncliff LN & Matlock RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2033	E	State Road 45 46 Bypass		1100	1100	1199	1101	1199	1100	1198	Milo B Sampson LN & State Road 45 46 Bypass	58		SC	95	No change from default
2034	E	State Road 45 46 Bypass		800	500	1099	501	1099	500	1098	Dunn ST & State Road 45 46 Bypass	58		SC	95	No change from default
2035	E	State Road 45 46 Bypass		300	300	399	301	399	300	398	Martha ST & State Road 45 46 Bypass	95		SC	95	No change from default
2036	E	State Road 45 46 Bypass		200	100	299	101	299	100	298	College AVE & State Road 45 46 Bypass & Walnut ST	95		SC	95	No change from default
2037	N	Fritz	DR	2200	2200	2299	2201	2299	2200	2298	Fritz DR & State Road 45 46 Bypass	58		NR	60	Updated to 60ft. Extra width to trees or SW
2038	E	State Road 45 46 Bypass		400	400	499	401	499	400	498	Fritz DR & State Road 45 46 Bypass	95		SC	95	No change from default
2039	N	Walnut	ST	2300	2200	2389	2201	2389	2200	2388	College AVE & State Road 45 46 Bypass & Walnut ST	58	Bike Lane	SC	90	Reduced by 5' due to Bike Lane only BikeRec
204	E	Bradshire	ST	1500	1500	1525	1501	1525	1500	1524	Bradshire CT & Uppington CT	58		NR	60	Updated to 60ft. Extra width to trees or SW
2040	W	Arlington	RD	2024	2024	2025	2025	2025	2024	2024	Arlington RD & Gourley PIKE	58		NR	60	Updated to 60ft. Extra width to trees or SW
2041	N	Monroe	ST	2050	2050	2099	2051	2099	2050	2098	Gourley PIKE & Monroe ST	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
2042	W	Gourley	PIKE	1200	1100	1299	1101	1299	1100	1298	Gourley PIKE & Monroe ST	58	Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
2042	W	Gourley	PIKE	1200	1100	1299	1101	1299	1100	1298	Gourley PIKE & Monroe ST	58	Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
2043	N	Headley	RD	2350	2100	2599	2101	2599	2100	2598	Matlock RD & Headley RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2044	N	Kinser	PIKE	1800	1800	1899	1801	1899	1800	1898	Kinser PIKE & State Road 45 46 Bypass	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2045	W	State Road 45 46 Bypass		550	300	799	0	0	300	798	Kinser PIKE & State Road 45 46 Bypass & StoneLake DR	95	Multi-use Path	SC	84	Reduced by 11' due to MUP only BikeRec
2046	W	State Road 45 46 Bypass		550	300	799	301	799	0	0	Kinser PIKE & State Road 45 46 Bypass	58		SC	95	No change from default
2047	N	Kinser	PIKE	0	0	0	0	0	0	0	Kinser PIKE & State Road 45 46 Bypass	58	Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
2048	N	Monroe	ST	0	0	0	0	0	0	0	Monroe ST & State Road 45 46 Bypass	58		FW	0	No change from default
2049	N	Dunn	ST	2300	2300	2399	2301	2399	2300	2398	Dunn ST & Vernon AVE	74	Multi-use Path	NR	62	Reduced to 62' due to MUP BikeRec
205	S	Leonard Springs	RD	2800	2800	2819	2801	2819	2800	2818	Leonard Springs RD & Tapp RD	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
2050	E	Vernon	AVE	400	400	415	401	415	400	414	Fritz DR & Vernon AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
2051	N	Fritz	DR	2300	2300	2375	2301	2375	2300	2374	Fritz DR & Vernon AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
2052	N	Kinser	PIKE	2200	1900	2499	1901	2499	1900	2498	Kinser PIKE & Parrish RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2053	N	Headley	RD	2600	2600	2613	2601	2613	2600	2612	Headley RD & Maplecrest DR	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2054	E	Maplecrest	DR	1600	1600	1650	1601	1649	1600	1650	Maplecrest DR Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
2055	E	Gilbert	DR	200	100	299	101	299	100	298	Gilbert DR & Walnut ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
2056	E	Saville	AVE	400	400	415	401	415	400	414	Fritz DR & Saville AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
2057	N	Fritz	DR	2376	2376	2399	2377	2399	2376	2398	Fritz DR & Saville AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
2058	N	Skyline	DR	2400	2400	2499	2401	2499	2400	2498	Frederick DR & N Skyline DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
2059	W	Skyline	DR	600	600	675	601	675	600	676	Dogwood LN & Skyline DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
206	E	Camby	LN	1700	1700	1740	1701	1739	1700	1740	Abby LN & Camby CT & Camby LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
2060	W	Dogwood	LN	525	525	570	525	569	526	570	Dogwood LN Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
2061	E	Linden	DR	1100	1100	1170	1101	1169	1100	1170	Linden DR & Milo B Sampson LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
2062	N	Milo B Sampson	LN	2400	2400	2425	2401	2425	2400	2424	Linden DR & Milo B Sampson LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
2063	E	Saville	AVE	416	416	425	415	425	416	424	Barbara DR & Saville AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
2064	N	Barbara	DR	2400	2400	2435	2401	2435	2400	2434	Barbara DR & Saville AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
2065	N	Fritz	DR	2400	2400	2499	2401	2499	2400	2498	Fritz DR & Gilbert DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
2066	N	Laverne	DR	2400	2400	2415	2401	2415	2400	2414	Gilbert DR & Laverne DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
2067	N	Walnut	ST	2390	2390	2399	2391	2399	2390	2398	Gilbert DR & Walnut ST	95	Bike Lane	SC	90	Reduced by 5' due to Bike Lane only BikeRec
2068	E	Gilbert	DR	300	300	315	301	315	300	314	Gilbert DR & Laverne DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
2069	W	Skyline	DR	500	500	599	501	599	500	598	Cascade DR & Skyline DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
207	E	Camby	CT	1600	1600	1615	1601	1615	1600	1614	Camby CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
2070	E	Treadwell	LN	1600	1600	1630	1601	1629	1600	1630	Treadwell LN Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
2071	E	Tamarack	TRL	930	930	950	931	949	930	950	Milo B Sampson LN & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
2072	E	Juniper	PL	900	900	950	901	949	900	950	Juniper PL & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
2073	N	Tamarack	TRL	2500	2500	2599	2501	2599	2500	2598	Sassafas CIR & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
2074	N	Tamarack	TRL	2450	2450	2499	2451	2499	2450	2498	Linden DR & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
2075	N	Tamarack	TRL	2400	2400	2449	2401	2449	2400	2448	Milo B Sampson LN & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
2076	E	Sassafas	CIR	1000	1000	1060	1001	1059	1000	1060	Sassafas CIR Circle	58		NR	60	Updated to 60ft. Extra width to trees or SW
2077	E	Tamarack	TRL	900	900	929	901	929	900	928	Juniper PL & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
2078	N	Milo B Sampson	LN	2426	2426	2499	2427	2499	2426	2498	Milo B Sampson LN & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
2079	E	Sassafas	CIR	900	900	999	901	999	900	998	Sassafas CIR & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
208	S	Abby	LN	3100	3100	3149	3101	3149	3100	3148	Abby LN & Camby CT & Camby LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
2080	S	Gentry	ST	100	100	125	101	125	100	124	Gentry ST & Kirkwood AVE	90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
2081	W	4th	ST	200	200	215	201	215	200	214	4th ST & College AVE	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2082	N	Dunn	ST	3500	3000	3999	3001	3999	3000	3998	Dunn ST & Lakewood DR	74	Multi-use Path	NR	62	Reduced to 62' due to MUP BikeRec
2083	N	Old State Road 37		3980	3980	3999	3981	3999	3980	3998	Hillview DR & Old State Road 37	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2084	N	Old State Road 37		3900	3900	3979	3901	3979	3900	3978	Cascades Park Trail & Old State Road 37 & Stone Mi	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2085	N	Old State Road 37		3800	3800	3899	3801	3899	3800	3898	Cascades Park Trail & Old State Road 37 & Stone Mi	95		SC	75	2-Lanes, reduced ROW by 20'
2086	N	Old State Road 37		3350	2900	3799	2901	3799	2900	3798	Cascades Park Trail & Old State Road 37 & State Rd	74		NR	60	Width reduced to 60ft due to no BikeRec
2087	N	Walnut	ST	3450	2900	3999	2901	3999	2900	3998	Blue Ridge DR & Walnut ST	95	Bike Lane	SC	90	Reduced by 5' due to Bike Lane only BikeRec
2088	E	Rusgan	DR	200	200	299	201	299	200	298	Ramble RD W & Rusgan DR	58		NR	60	Updated to

2104	N	Lakewood	CT	2900	2900	3010	2901	3009	2900	3010	Lakewood CT & Lakewood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2105	E	Lakewood	DR	300	200	399	201	399	200	398	Lakewood DR & Ramble RD W	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2106	N	Ramble	RD	3200	3200	3299	3201	3299	3200	3298	Kenler DR & Ramble RD E	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2107	N	Ramble	RD	3200	3200	3299	3201	3299	3200	3298	Ramble DR & Ramble RD W & Ramble Road CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2108	N	Dunn	ST	2200	2200	2299	2201	2299	2200	2298	Dunn ST & Lakewood PL	74	Multi-use Path	NC	62	Reduced to 62' due to MUP BikeRec
2109	N	Blue Ridge	CT	2700	2700	2750	2701	2749	2700	2750	Blue Ridge CT & Clover LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
211	E	Winding Brook	CR	2200	2200	2249	2201	2249	2200	2248	Rogers RD & The Stands DR & Winding Brook CR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2110	N	Blue Slopes	DR	2800	2800	2850	2801	2849	2800	2850	Blue Slopes DR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2111	N	Walnut	ST	2760	2606	2899	2607	2899	2606	2898	Fritz DR & Walnut ST	95	Bike Lane	SC	90	Reduced by 5' due to Bike Lane only BikeRec
2112	E	Blue Ridge	DR	100	100	107	101	107	100	108	Blue Ridge DR & Walnut ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2113	E	Blue Ridge	DR	109	109	109	109	109	110	109	Blue Ridge DR & Blue Slopes DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2114	E	Clover	LN	300	300	425	301	425	300	424	Blue Ridge CT & Clover LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2115	E	Blue Ridge	DR	430	430	455	431	455	430	454	Bankers DR & Blue Ridge DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2116	E	Kenwood	PL	456	456	499	457	499	456	498	Blue Ridge DR & Kenwood PL & Ramble RD E	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2117	E	Blue Ridge	DR	300	300	429	301	429	300	428	Blue Ridge DR & Clover LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2118	N	Blue Ridge	DR	2800	2800	2860	2801	2859	2800	2850	Blue Ridge DR & Clover LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2119	E	Clover	LN	200	200	299	201	299	200	298	Blue Ridge CT & Clover LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
212	E	Winslow	RD	300	300	399	301	399	300	398	Henderson ST & Winslow RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2120	N	Dunn	ST	2660	2510	2799	2511	2799	2510	2798	Dunn ST & Tamarack TRL	74	Multi-use Path	NC	62	Reduced to 62' due to MUP BikeRec
2121	N	Dunn	ST	2800	2800	2899	2801	2899	2800	2898	Clover LN & Dunn ST	74	Multi-use Path	NC	62	Reduced to 62' due to MUP BikeRec
2122	N	Dunn	ST	2500	2500	2509	2501	2509	2500	2508	Dunn ST & Glendora DR	74	Multi-use Path	NC	62	Reduced to 62' due to MUP BikeRec
2123	N	Dunn	ST	2400	2400	2499	2401	2499	2400	2498	Dunn ST & Saville AVE	74	Multi-use Path	NC	62	Reduced to 62' due to MUP BikeRec
2124	E	Glendora	DR	300	300	399	301	399	300	398	Fritz DR & Glendora DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2125	E	Glendora	DR	400	400	449	401	449	400	448	Barbara DR & Glendora DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2126	E	Glendora	DR	210	210	299	211	299	210	298	Glendora DR & Laverne DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2127	E	Glendora	DR	200	200	209	201	209	200	208	Glendora DR & Walnut ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2128	N	Walnut	ST	2510	2400	2605	2401	2605	2400	2604	Glendora DR & Walnut ST	95	Bike Lane	SC	90	Reduced by 5' due to Bike Lane only BikeRec
2129	N	Fritz	DR	2500	2500	2535	2501	2535	2500	2534	Fritz DR & Walnut ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
213	E	Winslow	RD	400	400	425	401	425	400	424	Piccadilly ST & Winslow RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2130	W	Rosewood	RD	911	911	1010	911	1009	912	1010	Rosewood DR & Tulipwood CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2131	W	Rosewood	DR	800	700	899	701	899	700	898	Rosewood CT & Rosewood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2132	N	Rosewood	CT	3900	3900	3999	3901	3999	3900	3998	Rosewood CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2133	N	Feerwood	CT	3950	3950	3959	3951	3959	3950	3958	Feerwood CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2134	N	Tulipwood	CT	3950	3950	3959	3951	3959	3950	3958	Tulipwood CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2135	W	Rosewood	DR	1011	1011	1049	1011	1049	1012	1048	Rosewood DR & Tulipwood CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2136	N	Kinser	PIKE	3730	3550	3899	3551	3899	3550	3898	Kinser PIKE & Access Drive to North HS	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2137	N	Kinser	PIKE	3400	3400	3549	3401	3549	3400	3548	Kinser PIKE & Winding WAY	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2138	W	Club House	DR	300	100	499	101	499	100	498	Cascades Park Trail & Club House DR & Old State Ro	74	NC	60	Width reduced to 60ft due to no BikeRec	
2139	N	Kinser	PIKE	3250	3100	3399	3101	3399	3100	3398	Briarcliff DR & Kinser PIKE	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
214	E	Winslow	RD	426	426	449	427	449	426	448	Winslow CT & Winslow RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2140	N	Kingsley	RD	3100	3100	3212	3101	3199	3100	3212	Briarcliff DR & Kingsley DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2141	W	Parkview	DR	3700	3700	3735	3701	3735	3700	3734	Parkview DR & Windcrest DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2142	W	Parkview	DR	3736	3736	3755	3737	3755	3736	3754	Parkview DR & Windcrest DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2143	N	Stoneycrest	RD	3400	3400	3540	3401	3539	3400	3540	Stoneycrest RD & Winding WAY	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2144	W	Winding	WAY	900	900	999	901	999	900	998	Kingsley DR & Winding WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2145	W	Winding	WAY	1000	1000	1049	1001	1049	1000	1048	Stoneycrest RD & Winding WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2146	N	Stoneycrest	RD	3300	3300	3399	3301	3399	3300	3398	Obrien PL & Stoneycrest RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2147	W	Winding	WAY	1050	1050	1113	1051	1113	1050	1112	Winding DR & Winding WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2148	W	Winding	WAY	1113	1113	1150	1113	1149	1114	1150	Winding DR & Winding WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2149	N	Stoneycrest	RD	3200	3200	3299	3201	3299	3200	3298	Meadow LN & Stoneycrest CT & Stoneycrest RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
215	E	Winslow	RD	450	450	499	451	499	450	498	Burberry LN & Winslow RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2150	W	Meadow	LN	1000	1000	1099	1001	1099	1000	1098	Meadow LN & Stoneycrest CT & Stoneycrest RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2151	N	Stoneycrest	CT	3100	3100	3199	3101	3199	3100	3198	Stoneycrest CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2152	N	Kingsley	DR	3300	3300	3399	3301	3399	3300	3398	Kingsley DR & Winding WAY	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2153	W	Meadow	LN	900	900	999	901	999	900	998	Kingsley DR & Meadow LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2154	W	Meadow	CT	1100	1100	1199	1101	1199	1100	1198	Meadow CT & Meadow LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2155	W	Meadow	LN	1100	1100	1199	1101	1199	1100	1198	Meadow LN & Obrien PL	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2156	N	Meadow	LN	3200	3200	3299	3201	3299	3200	3298	Meadow CT & Meadow LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2157	W	Winding	WAY	800	800	899	801	899	800	898	Kinser PIKE & Winding WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2158	W	Parkview	DR	3600	3600	3699	3601	3699	3600	3698	Parkview DR & Kingsley DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2159	N	Kingsley	DR	3400	3400	3599	3401	3599	3400	3598	Kingsley DR & Winding WAY	58	NR	60	Updated to 60ft. Extra width to trees or SW	
216	E	Winslow	RD	800	800	899	801	899	800	898	Acadia CT & Winslow RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2160	N	Windcrest	DR	3430	3300	3560	3301	3559	3300	3560	Windcrest DR & Winding WAY	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2161	N	Obrien	PL	3200	3200	3275	3201	3275	3200	3274	Meadow LN & Obrien PL	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2162	W	Briarcliff	DR	800	800	899	801	899	800	898	Briarcliff DR & Kinser PIKE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2163	W	Briarcliff	DR	1020	900	1139	901	1139	900	1138	Briarcliff DR & Kingsley DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2164	N	Kinser	PIKE	2550	2500	2799	2501	2799	2500	2798	Kinser PIKE & Skyline DR	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2165	W	Skyline	DR	400	400	499	401	499	400	498	Kinser PIKE & Skyline DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2166	N	Kinser	PIKE	2800	2800	2899	2801	2899	2800	2898	Kinser PIKE & Skyline DR	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2167	N	Skyline	DR	2702	2702	2706	2703	2705	2702	2706	Cascade DR & Skyline DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2168	N	Skyline	DR	2600	2500	2701	2501	2701	2500	2700	Clover TER & Skyline DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2169	W	Clover	TER	500	500	665	501	665	500	664	Cascade DR & Clover TER	58	NR	60	Updated to 60ft. Extra width to trees or SW	
217	E	Winslow	RD	900	900	999	901	999	900	998	Highland AVE & Winslow RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2170	N	Cascade	DR	2600	2600	2635	2601	2635	2600	2634	Cascade DR & Clover TER	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2171	N	Cascade	DR	2500	2500	2599	2501	2599	2500	2598	Cascade DR & Skyline DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2172	N	Kinser	PIKE	3968	3968	3999	3969	3999	3968	3998	Kinser PIKE At Corporate Boundary	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2173	N	Kinser	PIKE	4250	4000	4499	4001	4499	4000	4498	Acuff RD & Kinser PIKE	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2174	N	Kinser	PIKE	3900	3900	3949	3901	3949	3900	3948	Kinser PIKE & Access Drive to North HS	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2175	W	Rosewood	DR	1050	1000	1051	1051	1099	1050	1098	Parkview CT & Rosewood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2176	W	Parkview	CT	3800	3800	3825	3801	3825	3800	3824	Parkview CT & Parkview DR & Valleyview DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2177	N	Valleyview	DR	3200	3100	3299	3101	3299	3100	3298	Briarcliff DR & Valleyview DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2178	N	Valleyview	DR	3430	3300	3550	3301	3549	3300	3550	Valleyview DR & Winding WAY	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2179	W	Briarcliff	DR	1140	1140	1199	1141	1199	1140	1198	Briarcliff DR & Valleyview DR	58	NR	60	Updated to 60ft. Extra width	

2193	S	Madison	ST	300	300	325	301	325	300	324 3rd ST & Madison ST	90	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
2194	S	Kings	CT	2800	2800	2899	2891	2899	2800	2898 Kings CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2195	S	Okcort	BLVD	2716	2716	2799	2717	2799	2716	2798 Briggs BND & Okcort BLVD	74	NC	60	no	Width reduced to 60ft due to NG Bikelane
2196	S	Okcort	BLVD	2800	2800	2899	2801	2899	2800	2898 Jordan Way & Okcort BLVD	74	NC	60	no	Width reduced to 60ft due to NG Bikelane
2197	S	Okcort	BLVD	3000	3000	3012	3001	3011	3000	3012 Kings CT & Okcort BLVD	74	NC	60	no	Width reduced to 60ft due to NG Bikelane
2198	E	Moore	PIKE	2650	2650	2698	2651	2699	2650	2698 College Mall RD & Moore PIKE & Sare RD	95	SC	78	no	2-Lanes, reduced by 20'. PBL increased 3'
2199	W	Kirkwood	AVE	200	200	213	201	213	200	212 College AVE & Kirkwood AVE	95	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
22	S	Sherbrooke	DR	3900	3900	3905	3901	3905	3900	3904 Heather DR & Sherbrooke DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
220	E	Rogers	RD	3000	2900	3099	2901	3099	2900	3098 Rogers RD & Somerset PL	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2200	W	Kirkwood	AVE	214	214	299	215	299	214	298 Gentry ST & Kirkwood AVE	95	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
2201	S	Walnut	ST	700	700	799	701	799	700	798 Walnut ST & Wylie ST	58	NR	60	no	No change from default
2202	S	Whitley	DR	800	800	830	801	829	800	830 Bill Mallory BLVD & Whitley DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2203	E	Hickory Stick	DR	500	500	533	501	533	500	532 Bent Tree DR & Graham DR & Hickory Stick DR	74	NC	60	no	Width reduced to 60ft due to NG Bikelane
2204	E	Hickory Stick	DR	534	534	540	535	539	534	540 Hickory Stick CT & Hickory Stick DR	74	NC	60	no	Width reduced to 60ft due to NG Bikelane
2205	E	Moss Creek	DR	700	700	799	701	799	700	798 Moss Creek CIR & Moss Creek CT & Moss Creek DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2206	E	Winslow	RD	700	600	799	601	799	600	798 Winslow Farm DR & Winslow RD	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2207	E	Winslow	RD	500	599	501	599	500	598	598 Westminister WAY & Winslow RD	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2208	N	Tullipwood	CT	3960	3960	3975	3961	3975	3960	3974 Rosewood DR & Tullipwood CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2209	N	Ironwood	CT	3960	3960	3975	3961	3975	3960	3974 Ironwood CT & Rosewood DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
221	E	Rogers	RD	2800	2700	2899	2701	2899	2700	2898 Rogers RD & Spicewood LN	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2210	S	Kingston	DR	100	100	199	101	199	100	198 Kingston DR & Longview AVE	90	SC	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
2211	E	Cedarwood	DR	2400	2400	2499	2401	2499	2400	2498 Ashwood LN & Cedarwood DR & The Stands DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2212	E	Cedarwood	CT	2400	2400	2415	2401	2415	2400	2414 Cedarwood CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2213	S	Emilie	CT	3910	3910	3940	3911	3939	3910	3940 Emilie CT & Sherbrooke DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2214	S	Allen	CT	3900	3900	3999	3901	3999	3900	3998 Allen CT & Sherbrooke DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2215	E	Sherbrooke	DR	1012	1012	1015	1013	1015	1012	1014 Emilie CT & Sherbrooke DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2216	N	Kinsler	PIKE	1625	1625	1699	1625	1699	1626	1698 Hoosier Court AVE & Kinsler PIKE	90	SC	84	no	Reduced to 84 due to BL in Bicycle Facilities Rec
2217	W	Rosewood	DR	900	900	910	901	909	900	910 Rosewood CT & Rosewood DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2218	S	Highland	AVE	2900	2900	2999	2901	2999	2900	2998 Highland AVE & Winslow Farm DR	74	NC	74	no	No change in width
2219	E	Tamarron	RD	3732	3732	3799	3733	3799	3732	3798 Keystone CT & Tamarron DR	95	SC	75	no	Updated to 60ft. Extra width to trees or SW
222	E	Rogers	RD	2550	2400	2699	2401	2699	2400	2698 Rogers RD & The Stands DR & Winding Brook CIR	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2220	N	Keystone	CT	750	750	799	751	799	750	798 Keystone CT Circle	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2221	N	Union	ST	700	600	799	601	799	600	798 10th ST & Union ST	90	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
2223	S	Timothy	CT	910	910	920	911	919	910	920 Ross LN & Timothy CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2224	S	Timothy	CT	900	900	909	901	909	900	908 Timothy CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2225	W	Ross	LN	2000	2000	2011	2001	2011	2000	2010 Ross LN & Timothy CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2226	W	Ross	CT	2010	2010	2035	2011	2035	2010	2034 Ross LN & Ross CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2227	S	Rex Grossman	BLVD	2800	2800	2899	2801	2899	2800	2898 Cooperative WAY & Rex Grossman BLVD & Tapp RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2228	W	Cota	DR	2750	2600	2899	2601	2899	2600	2898 Cota DR & McIntire DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2229	S	Basswood	DR	1076	1076	1099	1077	1099	1076	1098 Basswood DR & Greenleaf CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
223	S	Henderson	ST	2480	2358	2599	2359	2599	2358	2598 Brandon CT & Henderson ST	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2230	S	Barwood	DR	1050	1050	1075	1051	1075	1050	1074 Basswood DR & Greenleaf CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2231	W	Ridge	RD	2910	2910	2925	2911	2925	2910	2924 Ridge RD & Ridge WAY & Timbers TRL	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2232	S	Greenleaf	CT	700	700	815	701	815	700	814 Basswood DR & Greenleaf CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2233	S	Smith	RD	200	100	299	101	299	100	298 Morningside DR & Smith RD	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2234	E	Moore	PIKE	3900	3900	3999	3901	3999	3900	3998 Moore PIKE & Smith RD	95	SC	78	no	2-Lanes, reduced by 20'. PBL increased 3'
2235	W	Parrish	RD	550	400	700	401	699	400	700 Kinsler PIKE & Parrish RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2236	N	Maxine	RD	1290	1300	1300	1301	1300	1290	1291 Maxine RD & Maxine RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2237	W	11th	ST	1221	1221	1317	1221	1299	1226	1316 11th ST & Alexander ST	74	NC	74	no	No change in width
2238	W	11th	ST	1200	1200	1224	1201	1219	1200	1224 11th ST & Summit ST	74	NC	74	no	No change in width
2239	W	Cottage Grove	AVE	1200	1200	1218	1201	1217	1200	1218 Cottage Grove AVE & Summit ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
224	E	Winslow	RD	200	200	299	201	299	200	298 Walnut Street PIKE & Winslow RD	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2240	N	Alexander	ST	650	650	699	651	699	650	698 Alexander ST & Central ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2241	N	Alexander	ST	648	648	699	649	699	648	698 Alexander ST & Central ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2242	W	Central	ST	1200	1200	1275	1201	1275	1200	1274 Central ST & Summit ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2243	N	Summit	ST	610	610	649	611	649	610	648 Cottage Grove AVE & Summit ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2244	N	Summit	ST	650	650	699	651	699	650	698 Central ST & Summit ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2245	S	Hawthorne	DR	300	300	399	301	399	300	398 3rd ST & Hawthorne DR	90	GU	72	no	Reduced to 72 due to NG in Bicycle Facilities Rec
2246	E	Winslow Farm	DR	500	500	605	501	605	500	604 Moss Creek DR & Winslow Farm DR	74	NC	60	no	Width reduced to 60ft due to no Bikelane
2247	E	Winslow Farm	DR	707	707	749	709	749	722	748 Slide Mill CT & Winslow Farm DR	74	NC	60	no	Width reduced to 60ft due to NG Bikelane
2248	E	Winslow Farm	DR	750	750	799	751	799	750	798 Moss Creek DR & Winslow Farm DR	74	NC	60	no	Width reduced to 60ft due to NG Bikelane
2249	S	The Stands	DR	3450	3450	3499	3451	3499	3450	3498 Cedarwood CIR & The Stands DR	95	SC	68	no	Reduced to 68' due to Bike Lane Bikelane
225	E	Winslow	RD	100	100	199	101	199	100	198 Country Club DR & Walnut ST & Winslow RD	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2250	W	Allen	ST	2000	2000	2015	2001	2015	2000	2014 Allen ST & Timothy CT	74	NC	68	no	Reduced to 68' due to Bike Lane Bikelane
2251	S	The Stands	DR	3426	3426	3449	3427	3449	3426	3448 Ashwood DR & The Stands DR	74	NC	68	no	Reduced to 68' due to Bike Lane Bikelane
2252	E	Moss Creek	DR	600	600	699	601	699	600	698 Moss Creek DR & Winslow Farm DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2253	E	Moss Creek	CT	600	600	635	601	635	600	634 Moss Creek CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2254	E	Moss Creek	CIR	700	700	740	701	739	700	740 Moss Creek CIR & Moss Creek CT & Moss Creek DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2255	W	Pinehurst	DR	1000	1000	1011	1001	1011	1000	1010 Pinehurst DR & Rockport RD	74	NC	60	no	Width reduced to 60ft due to no Bikelane
2256	S	Pinehurst	DR	2742	2742	2760	2743	2759	2742	2760 Pinehurst DR & Pine Meadows DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2257	S	Southern Pines	CT	2618	2618	2639	2619	2629	2618	2630 Southern Pines CT & Southern Ridge CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2258	S	Southern Pines	CT	2600	2600	2616	2601	2607	2600	2616 Southern Pines CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2259	W	Pinehurst	DR	1012	1012	1030	1013	1029	1012	1030 Pinehurst DR & Southern Pines CT	74	NC	60	no	Width reduced to 60ft due to no Bikelane
226	S	Madison	ST	2700	2700	2799	2701	2799	2700	2798 Madison ST & Watson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2260	S	Southern Ridge	CT	2609	2609	2617	2609	2617	0	0 Southern Ridge CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2261	S	Rockport	RD	2700	2700	2799	2701	2799	2700	2798 Pinehurst DR & Rockport RD	95	SC	75	no	2-Lanes, reduced ROW by 20'
2262	W	Tapp	RD	1100	1100	1199	1101	1199	1100	1198 Country Club DR & Rockport RD & Tapp RD	95	SC	75	no	2-Lanes, reduced by 20' no change needed Bikelane
2263	S	Sare	RD	2830	2830	2909	2831	2909	2830	2908 Hunters GUN & Sare RD	95	SC	64	no	2-Lanes, reduced by 20' MUP only, reduced by 11'
2264	S	Sare	RD	2910	2910	2999	2911	2999	2910	2998 Sare RD & Sare RD	95	SC	64	no	2-Lanes, reduced by 20' MUP only, reduced by 11'
2265	S	Sare	RD	3000	3000	3015	3001	3015	3000	3014 Buttwood LN & Sare RD	58	SC	64	no	2-Lanes, reduced by 20' MUP only, reduced by 11'
2266	N	Martha	ST	2300	2200	2399	2201	2399	2200	2398 Martha ST & State Road 45 46 Bypass	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2267	S	Larkspur	LN	904	904	914	905	913	904	914 East Branch RD & Larkspur LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2268	W	East Branch	RD	1200	1200	1221	1201	1221	1200	1220 East Branch RD Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2269	N	Jackson	ST	1200	1200	1299	1201	1299	1200	1298 17th ST & Jackson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
227	S	Rogers	ST	2700	2700	2799	2701	2799	2700	2798					

2283	S	Winslow Farm	DR	2500	2500	2599	2501	2599	2500	2598	Moss Creek DR & Winslow Farm DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2284	E	Moss Creek	DR	500	500	599	501	599	500	598	Moss Creek DR & Winslow Farm DR	74	NC	60	Updated to 60ft. Extra width to trees or SW	
2285	S	Park Ridge	RD	700	700	715	701	715	700	714	Bennington BLVD & Park Ridge RD	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2286	S	Mulberry LN	DR	3100	3100	3101	3100	3100	3100	3100	Mulberry CT & Mulberry LN	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2287	E	Mulberry	DR	3300	3300	3399	3301	3399	3300	3398	Mulberry DR & Mulberry LN	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2288	E	Mulberry	DR	3400	3400	3499	3401	3499	3400	3498	Mulberry DR & Mulberry LN	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2289	S	Mulberry	LN	3106	3106	3115	3107	3115	3106	3114	Mulberry CT & Mulberry LN	58	NC	60	Updated to 60ft. Extra width to trees or SW	
229	S	Banta	AVE	2700	2600	2799	2601	2799	2600	2798	Banta AVE & Country Club DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2290	S	Walnut	ST	1100	1100	1199	1101	1199	1100	1198	Davis ST & Walnut ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
2291	N	Lindbergh	DR	1100	1100	1199	1101	1199	1100	1198	14th ST & Lindbergh DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2291	N	Lindbergh	DR	1100	1100	1199	1101	1199	1100	1198	14th ST & Lindbergh DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2292	E	Arden	DR	2002	2002	2099	2003	2099	2002	2098	Arden DR & Windsor DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2295	E	Erin	CT	1000	1000	1017	1001	1017	1000	1016	Erin CT Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2296	E	Emery	CT	1025	1025	1045	1025	1045	1026	1044	Emery CT Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2297	E	Chris	LN	1000	1000	1035	1001	1035	1000	1034	Chris LN Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2298	S	College	AVE	300	300	399	301	399	300	398	3rd ST & College AVE	88	Protected Bike Lane	MS	88	No change from default
2299	W	Smith	AVE	100	100	199	101	199	100	198	Smith AVE & Smith AVE	90	Neighborhood Greenway	GU	72	Reduced to 72' due to NG in Bicycle Facilities Rec
23	S	Woods Edge	BND	3800	3800	3899	3801	3899	3800	3898	Woods Edge BND & Woods Edge WAY	58	NC	60	Updated to 60ft. Extra width to trees or SW	
230	W	Country Club	DR	1000	1000	1099	1001	1099	1000	1098	Banta AVE & Country Club DR	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2300	S	Forrester	ST	3324	3324	3340	3325	3339	3324	3340	Forrester ST & Kensington Park DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2301	W	8th	ST	400	400	499	401	499	400	498	8th ST & B-Line Trail	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2302	W	Bloomfield	RD	1950	1700	2199	1701	2199	1700	2198	Bloomfield RD & Lakecrest DR	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2303	W	Bloomfield	RD	2200	2200	2299	2201	2299	2200	2299	Bloomfield RD & Weimer RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2304	S	Smith	RD	300	300	329	301	329	300	328	3rd ST & Smith RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2305	E	Hagan	ST	4150	3900	4399	3901	4399	3900	4398	Hagan ST & Park Ridge RD	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2306	S	Larkspur	LN	915	915	925	915	925	916	924	Green Tree LN & Larkspur LN	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2307	S	Daniel	CT	3300	3300	3399	3301	3399	3300	3398	Daniel CT & Daniel ST	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2308	W	Hays	CT	500	500	525	501	525	500	524	Hays CT & Rogers ST	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2309	S	Rogers	ST	2220	2220	2220	0	0	2220	2220	Hays CT & Rogers ST	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
231	W	Country Club	DR	800	600	999	601	999	600	998	Country Club DR & Milton DR	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2310	W	8th	ST	1400	1300	1499	1301	1499	1300	1498	8th ST & Fountain DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2311	W	Fountain	DR	1300	1300	1305	1301	1305	1300	1304	Adams ST & Fountain DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2312	W	Fountain	DR	1630	1306	1949	1307	1949	1306	1948	8th ST & Fountain DR	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikeline
2313	E	Tyler	TURN	1225	1225	1250	1225	1249	1225	1250	Tyler TURN Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2314	S	Lexington	DR	100	100	100	0	0	100	100	S Lexington DR & N Lexington DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2315	N	Lexington	DR	100	100	135	101	135	100	134	S Lexington DR & N Lexington DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2316	S	Glenwood	AVE	100	100	129	101	129	100	128	S Glenwood AVE W & N Glenwood AVE W	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2317	N	Glenwood	AVE	100	100	139	101	139	102	138	S Glenwood AVE W & N Glenwood AVE W	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2318	E	Dexter	ST	1900	1900	1926	1901	1925	1900	1926	Dexter ST & Rose AVE	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2319	S	Anita	ST	800	800	815	801	815	800	814	1st ST & Anita ST	58	NC	60	Updated to 60ft. Extra width to trees or SW	
232	W	Country Club	DR	500	500	599	501	599	500	598	Country Club DR & Rogers ST	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2320	W	State	DR	600	615	601	615	601	615	614	State DR Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2321	N	Jackson	ST	1450	1450	1499	1451	1499	1450	1498	Jackson ST & Marble LN	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2322	S	Maxwell	ST	1800	1800	1827	1801	1827	1800	1826	Maxwell ST & Miller DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2323	W	Habitat	ST	1400	1400	1499	1401	1499	1400	1498	Habitat ST Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2324	E	Wylie Farm	RD	300	300	349	301	349	300	348	Henderson ST & South DR & Wylie Farm RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2325	S	Sweetbriar	DR	2210	2210	2250	2211	2249	2210	2250	Sweetbriar CIR & Sweetbriar CT & Sweetbriar DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2326	S	Sweetbriar	DR	2200	2200	2229	2201	2229	2200	2228	Sweetbriar DR & Sweetbriar CT & Sweetbriar DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2327	S	Sweetbriar	CT	2200	2200	2219	2201	2219	2200	2218	Sweetbriar CIR & Sweetbriar CT & Sweetbriar DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2328	S	Sweetbriar	CIR	2200	2200	2249	2201	2249	2200	2248	Sweetbriar CIR & Sweetbriar CT & Sweetbriar DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2329	S	Sweetbriar	CIR	2250	2250	2260	2251	2259	2250	2260	Sweetbriar CIR & Sweetbriar CT	58	NC	60	Updated to 60ft. Extra width to trees or SW	
233	W	Country Club	DR	400	400	499	401	499	400	498	Country Club DR & Madison ST	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2330	S	Sweetbriar	CT	2280	2280	2299	2281	2299	2280	2298	Sweetbriar CIR & Sweetbriar CT	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2331	S	Sweetbriar	CT	2270	2270	2279	2271	2279	2270	2278	Sweetbriar CIR & Sweetbriar CT	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2332	S	Winston	ST	3700	3700	3799	3701	3799	3700	3798	Olcott BLVD & Winston ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2333	S	Creekside	CT	2700	2700	2710	2701	2709	2700	2710	Creekside CT & Winston ST	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2334	S	Leonard Springs	RD	3400	3300	3499	3301	3499	3300	3498	Cedar Chase DR & Leonard Springs RD	58	Bike Lane and Multi-use Path	NC	60	Updated to 60ft. Extra width to trees or SW
2335	S	Leonard Springs	RD	3200	3200	3225	3201	3225	3200	3224	Leonard Springs RD At Corporate Boundary	58	Bike Lane and Multi-use Path	NC	60	Updated to 60ft. Extra width to trees or SW
2336	S	Walnut Street	PIKE	2520	2436	2599	2437	2599	2436	2598	Walnut ST & Walnut Street PIKE	95	NC	75	2-Lanes, reduced ROW by 20'	
2337	S	Walnut	ST	2520	2436	2599	2437	2599	2436	2598	Walnut ST & Walnut Street PIKE	95	Protected Bike Lane	SC	78	2-Lanes, reduced ROW by 20', PBL increased 3'
2338	N	Stonlake	DR	1700	1700	1799	1701	1799	1700	1798	Stonlake DR & Stonlake DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2339	N	Stonlake	DR	0	0	0	0	0	0	0	Rappel AVE & Stonlake DR	58	Bike Lane	NC	60	Updated to 60ft. Extra width to trees or SW
234	S	Leonard Springs	RD	2736	2736	2799	2747	2799	2736	2798	Fleener AVE & Leonard Springs RD	58	Bike Lane and Multi-use Path	NC	60	Updated to 60ft. Extra width to trees or SW
2340	E	Gallery	CT	3800	3800	3899	3801	3899	3800	3898	Gallery CT Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2341	N	Gallery	DR	800	800	809	801	809	800	808	Gallery DR & Tamarron DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2342	N	Gallery	DR	810	810	820	811	819	810	820	Gallery CT & Gallery DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2343	E	Tamarron	DR	3832	3832	3849	3833	3849	3832	3848	Gallery DR & Tamarron DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2344	E	Tamarron	DR	3700	3700	3731	3701	3731	3700	3730	Gallery DR & Tamarron DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2345	E	Sherbrooke	DR	1000	1000	1011	1001	1011	1000	1010	Sherbrooke DR Dead End	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2346	S	Oakdale	DR	2120	1940	2299	1941	2299	1940	2298	Oakdale DR & Pecan LN	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2347	S	Highland	AVE	1834	1834	1899	1835	1899	1834	1898	Azalea LN & Highland AVE	74	Bike Lane and Multi-use Path	NC	74	No change in width
2348	E	Short	ST	1200	1200	1239	1201	1239	1200	1238	Highland AVE & Short ST	58	Neighborhood Greenway	NC	60	Updated to 60ft. Extra width to trees or SW
2349	S	Highland	AVE	2400	1900	2899	1901	2899	1900	2898	Highland AVE & Winslow Farm DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
235	S	Deborah	DR	2700	2700	2799	2701	2799	2700	2798	Deborah DR & Schmalz BLVD	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2350	S	Oakdale	DR	1500	1500	1569	1501	1569	1500	1568	Basswood DR & Bloomfield RD & Oakdale DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2351	S	State Road 446	DR	1100	1100	1199	1101	1199	1100	1198	Gentry BLVD & State Road 446	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2352	W	Cottage Grove	AVE	1219	1219	1299	1219	1299	1220	1298	Alexander ST & Cottage Grove AVE	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2353	W	10th	ST	1230	1230	1299	1231	1299	1230	1298	10th ST & Alexander ST	58	Neighborhood Greenway	NC	60	Updated to 60ft. Extra width to trees or SW
2354	W	10th	ST	1200	1200	1239	1201	1239	1200	1238	10th ST & Alexander ST	58	Neighborhood Greenway	NC	60	Updated to 60ft. Extra width to trees or SW
2355	N	Alexander	ST	600	600	607	601	607	600	606	10th ST & Alexander ST	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2356	S	Bayberry	DR	2100	2100	2199	2101	2199	2100	2198	Bayberry CT E & Bayberry CT W & Bayberry DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2357	E	Bayberry	CT	700	700	799	701	799	700	798	Bayberry CT E & Bayberry CT W & Bayberry DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
2358	E	Bayberry	CT	600	600	699	601	699	600	698	Bayberry CT W Dead End	58	NC	60	Updated to 60ft. Extra width to trees or	

2373	S	Walker	ST	300	300	399	301	399	300	398 3rd ST & Walker ST	Smith AVE & Walker ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2374	W	Smith	AVE	1021	1021	1099	1021	1099	1022	1098 Davison ST & Smith AVE	Smith AVE & Walker ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2375	W	Smith	AVE	900	900	999	901	999	900	998 Euclid AVE & Smith AVE	Buckner ST & Smith AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2376	W	Smith	AVE	800	800	899	801	899	800	898 Euclid AVE & Smith AVE	Euclid AVE & Smith AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2377	S	Maple	ST	400	400	499	401	499	400	498 Maple ST & Smith AVE	Howe ST & Maple ST	74	NC	60	Width reduced to 60ft due to no Bikeline	
2377	S	Maple	ST	400	400	499	401	499	400	498 Maple ST & Smith AVE	Howe ST & Maple ST	74	NC	60	Width reduced to 60ft due to no Bikeline	
2378	S	Maple	ST	300	300	399	301	399	300	398 3rd ST & Maple ST	Maple ST & Smith AVE	74	NC	60	Width reduced to 60ft due to no Bikeline	
2378	S	Maple	ST	300	300	399	301	399	300	398 3rd ST & Maple ST	Maple ST & Smith AVE	74	NC	60	Width reduced to 60ft due to no Bikeline	
2379	S	Davison	ST	400	400	499	401	499	400	498 Davison ST & Smith AVE	Davison ST & Howe ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
238	S	Brittany	LN	2400	2400	2499	2401	2499	2400	2498 Brittany LN & Burberry LN	Brittany LN & Burberry LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2380	S	Davison	ST	300	300	399	301	399	300	398 3rd ST & Davison ST	Davison ST & Smith AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2381	S	Euclid	AVE	300	300	399	301	399	300	398 3rd ST & Euclid AVE	Euclid AVE & Smith AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2382	S	Euclid	AVE	400	400	499	401	499	400	498 Euclid AVE & Smith AVE	Euclid AVE & Howe ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2383	S	McIntire	DR	2900	2900	2930	2901	2929	2900	2930 Cota DR & McIntire DR	McIntire DR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2384	E	Burks	DR	200	200	219	201	219	200	218 Burks DR & Odell DR & Walnut Springs DR	Burks DR & Kennedy DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2385	S	Walnut Springs	DR	3200	3200	3299	3201	3299	3200	3298 Walnut Springs DR Dead End	Burks DR & Odell DR & Walnut Springs DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2386	S	Odell	DR	3300	3300	3399	3301	3399	3300	3398 Burks DR & Odell DR & Walnut Springs DR	Odell DR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2387	E	Burks	DR	150	150	199	151	199	150	198 Burks DR & Walnut ST	Burks DR & Odell DR & Walnut Springs DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2388	E	Willow	CT	100	100	180	101	179	100	180 Willow CT Dead End	Kennedy DR & Willow CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2389	E	Kennedy	CT	100	100	175	101	175	100	174 Kennedy CT Dead End	Kennedy CT & Kennedy DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
239	S	Burberry	LN	2410	2410	2499	2411	2499	2410	2498 Brittany LN & Burberry LN	Brittany LN & Burberry LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2390	S	Kennedy	DR	3400	3400	3499	3401	3499	3400	3498 Burks DR & Kennedy DR	Kennedy DR & Willow CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2391	S	Walnut Street	PIKE	3500	3400	3599	3401	3599	3400	3598 Burks DR & Walnut Street PIKE	Burks DR & Walnut Street PIKE	58	Bike Lane and Multi-use Path	NR	75	2-Lanes, reduced by 20' no change needed Bikeline
2392	S	Burks	CT	3400	3400	3535	3401	3535	3400	3534 Burks CT & Burks DR	Burks CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2393	E	Burks	DR	236	236	249	237	249	236	248 Burks CT & Burks DR	Burks DR & Walnut Street PIKE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2394	E	Burks	DR	220	220	235	221	235	220	234 Burks DR & Kennedy DR	Burks CT & Burks DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2395	S	Burks	CT	3370	3370	3399	3371	3399	3370	3398 Burks CT Dead End	Burks CT & Burks DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2396	E	Goldin	DR	2400	2400	2425	2401	2425	2400	2424 Goldin DR Dead End	Goldin CT & Goldin DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2397	E	Goldin	CT	2400	2400	2435	2401	2435	2400	2434 Goldin CT & Goldin DR	Goldin CT & Goldin DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2398	E	Canada	DR	2700	2700	2799	2701	2799	2700	2798 Canada DR & Sare RD	Heilermom DR & Canada DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2399	S	The Stands	DR	3606	3606	3610	3607	3609	3606	3610 Pierson CT & The Stands DR	Canada DR & The Stands DR	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane Bikeline
24	E	Woods Edge	WAY	1200	1200	1299	1201	1299	1200	1298 Jamie LN & Woods Edge WAY	Woods Edge BND & Woods Edge WAY	58	NR	60	Updated to 60ft. Extra width to trees or SW	
240	E	Winding Brook	CIR	2250	2250	2363	2251	2363	2250	2362 Winding Brook CIR & Winding Brook CT	Winding Brook CIR Circle	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2400	S	The Stands	DR	3611	3611	3699	3611	3699	3612	3698 Canada DR & The Stands DR	The Stands DR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2401	S	The Stands	DR	3500	3500	3605	3501	3605	3500	3604 Ashwood LN & Cedarwood DR & The Stands DR	Pierson CT & The Stands DR	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane Bikeline
2402	E	Pierson	CT	2300	2300	2310	2301	2309	2300	2310 Pierson CT Dead End	Pierson CT & The Stands DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2403	S	Southern Oaks	DR	3217	3217	3299	3217	3299	3218	3298 Southern Oaks CT & Southern Oaks DR	Cedarwood CR & Oakmont DR & Southern Oaks DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2404	S	Southern Oaks	CT	3208	3208	3224	0	0	3208	3224 Southern Oaks CT & Southern Oaks DR	Southern Oaks CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2405	S	Southern Oaks	DR	3200	3200	3216	3201	3215	3200	3216 Sare RD & Southern Oaks DR	Southern Oaks CT & Southern Oaks DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2406	E	Kensington Park	DR	3100	3100	3250	3101	3249	3100	3250 Forrester ST & Kensington Park DR	Kensington Park DR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2407	S	Forrester	ST	3300	3300	3323	3301	3323	3300	3322 Daniel ST & Forrester ST	Forrester ST & Kensington Park DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2408	E	Daniel	ST	2800	2800	2899	2801	2899	2800	2898 Daniel CT & Daniel ST	Daniel ST & Forrester ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2409	S	Forrester	ST	3200	3200	3299	3201	3299	3200	3298 David DR & Forrester ST	Daniel ST & Forrester ST	74	Neighborhood Greenway	NR	60	Width reduced to 60ft due to no Bikeline
241	E	Winding Brook	CT	2290	2290	2330	2291	2329	2290	2330 Winding Brook CIR & Winding Brook CT	Winding Brook CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2410	E	Daniel	ST	2900	2900	2999	2901	2999	2900	2998 Daniel ST & Forrester ST	Daniel ST & Forrester ST	74	Neighborhood Greenway	NR	60	Width reduced to 60ft due to no Bikeline
2411	E	Brookstone	CT	3400	3400	3415	3401	3415	3400	3414 Brookstone CT Dead End	Brookstone CT & Daniel ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2412	S	Daniel	ST	3100	3100	3199	3101	3199	3100	3198 Daniel ST & Olcott BLVD	Brookstone CT & Daniel ST	74	Neighborhood Greenway	NR	60	Width reduced to 60ft due to no Bikeline
2413	E	Daniel	ST	3000	3000	3099	3001	3099	3000	3098 Brookstone CT & Daniel ST	Brookstone CT & Daniel ST	74	Neighborhood Greenway	NR	60	Width reduced to 60ft due to no Bikeline
2414	S	Dale	CT	2800	2800	2920	2801	2919	2800	2920 Dale CT Dead End	Dale CT & Olcott BLVD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2415	E	Olcott	BLVD	3400	3400	3421	3401	3421	3400	3420 Mulberry LN & Olcott BLVD	Dale CT & Olcott BLVD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2416	E	Olcott	BLVD	3422	3422	3425	3423	3425	3422	3424 Dale CT & Olcott BLVD	Daniel ST & Olcott BLVD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2417	E	St Remy	DR	3700	3700	3799	3701	3799	3700	3798 Olcott BLVD & St Remy DR	Silver Creek DR & St Remy CIR & St Remy DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2418	E	St Remy	DR	3800	3800	3899	3801	3899	3800	3898 Silver Creek DR & St Remy CIR & St Remy DR	Smith RD & St Remy DR	74	NC	60	Width reduced to 60ft due to no Bikeline	
2419	S	St Remy	CIR	2800	2800	2815	2801	2815	2800	2814 Silver Creek DR & St Remy CIR & St Remy DR	St Remy CIR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2420	S	Spicewood	LN	2800	2800	2899	2801	2899	2800	2898 Redwood CIR & Spicewood LN	Poplar DR & Spicewood LN	74	NC	60	Width reduced to 60ft due to no Bikeline	
242	S	Clariz	BLVD	1000	1000	1099	1001	1099	1000	1098 Clariz BLVD & Covenant DR	Clariz BLVD & Covenant DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
2421	E	Covenant	DR	3540	3400	3670	3401	3669	3400	3670 Clariz BLVD & Covenant DR	Covenant DR & Fenbrook LN	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikeline
2422	E	Moore	PIKE	3550	3400	3699	3401	3699	3400	3698 Fenbrook LN & Moore PIKE	Moore PIKE & Olcott BLVD	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL increased 3'
2423	E	Moore	PIKE	3700	3700	3799	3701	3799	3700	3798 Moore PIKE & Olcott BLVD	Moore PIKE & Moore PIKE	95	Protected Bike Lane	NC	78	2-Lanes, reduced by 20' PBL increased 3'
2424	S	Fenbrook	LN	1420	1329	1499	1329	1499	1330	1498 Covenant DR & Fenbrook LN	Fenbrook LN & Moore PIKE	74	Multi-use Path	SC	62	Width reduced to 62' due to MUP Bikeline
2425	E	John Hinkle	PL	3580	3580	3599	3581	3599	3580	3598 Jett Tract DR & John Hinkle PL	John ST & John Hinkle PL & Woodbridge DR	74	NR	60	Width reduced to 60ft due to no Bikeline	
2426	E	10th	ST	3810	3710	3899	3711	3899	3710	3898 10th ST & Barrington DR	10th ST & Grandview DR	58	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2427	E	10th	ST	3600	3600	3709	3601	3709	3600	3708 10th ST & John Hinkle PL & Woodbridge DR	10th ST & Barrington DR	58	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2428	E	Barrington	DR	0	0	0	0	0	0	0 Barrington DR SPLIT	10th ST & Barrington DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2429	E	Barrington	DR	3701	3701	3707	3701	3707	0	0 Barrington DR Dead End	Barrington DR SPLIT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
243	E	Poplar	DR	2626	2626	2699	2627	2699	2626	2698 Poplar CT & Poplar DR	Poplar DR & Spicewood LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2430	S	Hearthstone	CT	1200	1200	1216	1201	1215	1200	1215 Hearthstone CT Dead End	Bridgestone DR & Hearthstone CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2431	S	Hearthstone	CT	1300	1300	1399	1301	1399	1300	1398 Bridgestone DR & Hearthstone CT	Hearthstone CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2432	S	State Road 446	DR	1300	1200	1393	1201	1393	1200	1392 Compton BLVD & State Road 446	Bridgestone DR & State Road 446	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
2433	E	Bridgestone	DR	4400	4400	4425	4401	4425	4400	4424 Bridgestone DR & Hearthstone CT	Bridgestone DR & State Road 446	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2434	E	Bridgestone	DR	4300	4300	4379	4301	4379	4300	4378 Bridgestone DR Dead End	Bridgestone DR & Hearthstone CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2435	E	Bridgestone	DR	4380	4380	4399	4381	4399	4380	4398 Bridgestone DR & Hearthstone CT	Bridgestone DR & Hearthstone CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2436	E	Tamarron	CT	3900	3900	3915	3901	3915	3900	3914 Keystone CT & Tamarron CT & Tamarron DR	Tamarron CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2437	N	Rosewood	DR	4100	4100	4103	4101	4103	4100	4102 Rosewood DR & Yellowwood CT	Aspen CT & Rosewood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2438	W	Yellowwood	CT	1100	1100	1199	1101	1199	1100	1198 Yellowwood CT Dead End	Rosewood DR & Yellowwood CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2439	N	Rosewood	DR	4005	4005	4099	4005	4099	4006	4098 Acacia CT & Rosewood DR	Rosewood DR & Yellowwood CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
244	E	Poplar	CT	2600	2500	2699	2501	2699	2500	2698 Poplar CT Dead End	Poplar CT & Poplar DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2440	W	Acacia	CT	1200	1200	1299	1201	1299	1200	1298 Acacia CT & Rosewood DR	Acacia CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2441	N	Fenbrook	CT	3960	3960	3980	3961	3979	3960	3980 Fenbrook CT & Rosewood DR	IRIS LN & Phlox LN	58	NR	60		

2460	S	Cutter	CT	2300	2300	2320	2301	2319	2300	2320	Countryside LN & Cutter CT	Cutter CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2461	W	Countryside	LN	1000	1000	1099	1001	1099	1000	1098	Countryside LN & Cutter CT	Countryside LN & Zona CT	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikelane
2462	S	Zona	CT	2330	2330	2399	2331	2399	2330	2398	Terra CT & Zona CT	Zona CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2463	S	Terra	CT	2318	2318	2341	2319	2341	2318	2340	Terra CT Dead End	Terra CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2464	S	Zona	CT	2300	2300	2319	2301	2319	2300	2318	Terra CT & Zona CT	Countryside LN & Zona CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2465	W	Woodhill	DR	1200	1200	1299	1201	1299	1200	1298	Woodhill DR Dead End	Larkspur LN & Woodhill DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2466	S	West Pointe	CT	800	800	815	801	815	800	814	West Pointe CT Dead End	West Pointe CT & Woodhill DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2467	W	Woodhill	DR	1300	1300	1399	1301	1399	1300	1398	Larkspur LN & Woodhill DR	West Pointe CT & Woodhill DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2468	S	Larkspur	LN	900	900	903	901	903	900	902	Larkspur LN & Woodhill DR	East Branch RD & Larkspur LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2469	W	Woodhill	DR	1400	1400	1489	1401	1489	1400	1488	West Pointe CT & Woodhill DR	Rolling Rock DR & Winnridge CT & Woodhill DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
247	S	Spicewood	LN	2700	2700	2799	2701	2799	2700	2798	Hemlock CIR & Spicewood LN	Reduced CIR & Spicewood LN	74	NR	60	Width reduced to 60ft due to no Bikelane	
2470	S	Larkspur	LN	800	800	899	801	899	800	898	Larkspur LN Dead End	Larkspur LN & Woodhill DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2471	S	Landmark	AVE	700	600	799	601	799	600	798	Bloomfield RD & Landmark AVE	Landmark AVE Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2472	W	6th	ST	1400	1400	1499	1401	1499	1400	1498	6th ST & Ritter ST	6th ST Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2473	N	Hopewell	ST	300	300	319	301	319	300	318	7th ST & Hopewell ST	Habitat ST & Hopewell ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2474	N	Hopewell	ST	320	320	399	321	399	320	398	Habitat ST & Hopewell ST	8th ST & Hopewell ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2475	N	Arlington Park	DR	1350	1200	1499	1301	1499	1200	1498	17th ST & Arlington Park DR	Arlington Park DR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2476	W	Hosier Court	AVE	500	400	599	401	599	400	598	Hosier Court AVE & Kinser PIKE	Hosier Court AVE Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2477	E	South	DR	200	100	299	101	299	100	298	South DR & Walnut ST	Henderson ST & South DR & Wylie Farm RD	90	Protected Bike Lane	GU	90	No change due to PBL as default
2478	E	North	DR	350	100	599	101	599	100	598	North DR & Walnut ST	Henderson ST & North DR & Summit View PL	90	Multi-use Path	GU	74	Reduced due to MUP from Bicycle Facilities rec
2479	S	Walnut	ST	2080	1950	2199	1951	2199	1950	2198	North DR & Walnut ST	South DR & Walnut ST	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL Increased 3'
248	S	Redwood	CIR	2700	2700	2710	2701	2709	2700	2710	Redwood CIR & Spicewood LN	Redwood CIR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2480	S	Walnut	ST	1820	1820	1949	1821	1949	1820	1948	Miller DR & Walnut ST	North DR & Walnut ST	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL Increased 3'
2481	S	College	AVE	600	600	699	601	699	600	698	1st ST & College AVE	College AVE SPLIT	88	Protected Bike Lane	MS	88	No change from default
2482	S	College	AVE	600	600	0	0	0	0	0	College AVE SPLIT	College AVE & Dadds ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2483	S	College	AVE	700	700	799	701	799	700	798	College AVE SPLIT	College AVE & Dadds ST	88	Protected Bike Lane	MS	88	No change from default
2484	W	Dodds	ST	176	176	199	177	199	176	198	College AVE & Dodds ST	College AVE & Dodds ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2485	S	College	AVE	150	150	175	151	175	150	174	College AVE & Dodds ST	College AVE & Dodds ST	88	Protected Bike Lane	MS	88	No change from default
2486	W	Dodds	ST	100	100	149	101	149	100	148	Dodds ST & Walnut ST	College AVE & Dodds ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2487	S	College	AVE	800	800	875	801	875	800	874	College AVE & Dodds ST	College AVE & Walnut ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
2488	E	Dixie	ST	100	100	199	101	199	100	198	Dixie ST & Walnut ST	Dixie ST & Washington ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2489	E	Dodds	ST	100	100	199	101	199	100	198	Dodds ST & Walnut ST	Dodds ST & Washington ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
249	S	Leonard Springs	RD	2700	2700	2745	2701	2745	2700	2734	Leonard Springs RD & Stapleton AVE	Fleener AVE & Leonard Springs RD	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
2490	S	Walnut	ST	876	876	899	877	899	876	898	College AVE & Walnut ST	Dixie ST & Walnut ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
2491	S	Walnut	ST	800	800	875	801	875	800	874	Dodds ST & Walnut ST	College AVE & Walnut ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
2492	S	Olde Mill	CT	2200	2200	2249	2201	2249	2200	2248	Olde Mill CT Dead End	Olde Mill CT & Olde Mill CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2493	E	Olde Mill	CIR	720	720	740	721	739	720	740	Olde Mill CIR & Olde Mill CT	Olde Mill CIR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2494	S	Olde Mill	CT	2250	2250	2255	2251	2255	2250	2254	Olde Mill CIR & Olde Mill CT	Olde Mill CT & Winslow Farm DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2495	E	Winslow Farm	DR	706	706	720	707	720	706	720	Winslow Farm DR Dead End	Olde Mill CT & Winslow Farm DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2496	S	Olde Mill	DR	2200	2200	2275	2201	2275	2200	2274	Olde Mill DR Dead End	Olde Mill DR & Winslow Farm DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2497	E	Winslow Farm	DR	606	606	699	607	699	606	698	Hickory Stick DR & Winslow Farm DR	Olde Mill DR & Winslow Farm DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2498	E	Winslow Farm	DR	700	700	703	701	703	700	702	Olde Mill DR & Winslow Farm DR	Olde Mill CT & Winslow Farm DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2499	E	Laurelwood	DR	400	400	439	401	439	400	438	Laurelwood DR Dead End	Laurelwood CIR & Laurelwood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
25	E	Jamie	LN	1100	1100	1113	1101	1113	1100	1112	Heather DR & Jamie LN & Laura WAY	Jamie LN & Woods Edge WAY	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
250	E	Winding Brook	CIR	2364	2364	2399	2365	2399	2364	2398	Winding Brook CIR Circle	Winding Brook CIR Circle	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2500	E	Laurelwood	CT	400	400	425	401	425	400	424	Laurelwood CT Dead End	Laurelwood CT & Wylie Farm RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2501	S	Laurelwood	CIR	2200	2200	2225	2201	2225	2200	2224	Laurelwood CIR Dead End	Laurelwood CIR & Laurelwood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2502	E	Laurelwood	DR	440	440	460	441	460	440	459	S Laurelwood DR & E Laurelwood DR	S Laurelwood DR & E Laurelwood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2503	S	Laurelwood	DR	2200	2200	2225	2201	2225	2200	2230	Laurelwood DR & E Wylie Farm RD	S Laurelwood DR & E Laurelwood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2504	S	Bent Tree	DR	2200	2200	2299	2201	2299	2200	2298	Bent Tree DR & Wylie Farm RD	Bent Tree DR & Graham DR & Hickory Stick DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2505	E	Graham	DR	400	400	499	401	499	400	498	Burberry LN & Graham DR	Bent Tree DR & Graham DR & Hickory Stick DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2506	S	Bent Tree	DR	2100	2100	2199	2101	2199	2100	2198	Bent Tree DR Dead End	Bent Tree DR & Wylie Farm RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2507	S	White Tail	RUN	2120	2120	2150	2121	2149	2120	2150	White Tail RUN Dead End	White Tail RUN & Wylie Farm RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2508	E	Azalea	LN	900	900	1009	901	1009	900	1008	Azalea LN & CT	Azalea LN & CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2509	S	Summerwood	CT	2100	2100	2120	2101	2119	2100	2120	Azalea LN & Summerwood CT	Summerwood CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
251	E	Caradon	HL	1700	1700	1816	1701	1815	1700	1816	Caradon HL Dead End	Caradon HL & Wexley DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2510	S	Azalea	LN	2100	2100	2199	2101	2199	2100	2198	Azalea LN & Summerwood CT	Azalea LN & Wylie Farm RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2511	E	Azalea	LN	1010	1010	1025	1011	1025	1010	1024	Azalea LN & Erin CT	Azalea LN & Keri Marie LN	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2512	E	Wylie Farm	RD	400	400	415	401	415	400	414	Azalea LN & Wylie Farm RD	White Tail RUN & Wylie Farm RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2513	E	Wylie Farm	RD	350	350	399	351	399	350	398	Bayberry DR & Sweetblair DR & Wylie Farm RD	Azalea LN & Wylie Farm RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2514	E	Keri Marie	LN	1000	1000	1009	1001	1009	1000	1008	Keri Marie LN Dead End	Azalea LN & Keri Marie LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2515	E	Azalea	LN	1026	1026	1099	1027	1099	1026	1098	Azalea LN & Keri Marie LN	Azalea LN & Chris LN	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2516	E	Chris	LN	1036	1036	1050	1037	1049	1036	1050	Chris LN & Emery CT	Azalea LN & Chris LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2517	E	Azalea	LN	1100	1100	1199	1101	1199	1100	1198	Azalea LN & Chris LN	Azalea LN & Highland AVE	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2518	S	Highland	AVE	1800	1800	1833	1801	1833	1800	1832	Highland AVE & Miller DR	Azalea LN & Highland AVE	74	Bike Lane and Multi-use Path	NC	74	No change in width
2519	E	David	DR	2800	2800	2809	2801	2809	2800	2808	David DR & Sare RD	David DR & Tapps TURN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
252	E	Poplar	DR	2500	2500	2625	2501	2625	2500	2624	Poplar DR Dead End	Poplar CT & Poplar DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2520	S	Sare	RD	3016	3016	3049	3017	3049	3016	3048	David DR & Sare RD	Rogers RD & Sare RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2521	S	Oaklawn	CIR	3300	3300	3399	3301	3399	3300	3398	Oaklawn CIR Dead End	Oaklawn CIR & Olson DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2522	E	Hunters	GLN	2800	2800	2899	2801	2899	2800	2898	Hunters GLN Dead End	Hunters GLN & Sare RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2523	S	Sare	RD	2726	2726	2829	2727	2829	2726	2828	Mccartney LN & Sare RD	Hunters GLN & Sare RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20' MUP only, reduced by 11'
2524	E	Cobblerfield	CT	1200	1200	1299	1201	1299	1200	1298	Cobblerfield CT & Weatherstone LN	Cobblerfield CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2525	E	Cobblerfield	CT	1100	1100	1199	1101	1199	1100	1198	Cobblerfield CT & Weatherstone LN	Cobblerfield CT & Weatherstone LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2526	S	Weatherstone	LN	1400	1300	1499	1301	1499	1300	1498	Cobblerfield CT & Weatherstone LN	Hillside DR & Olive ST & Weatherstone LN	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikelane
2527	N	Forrest	AVE	1100	1100	1199	1101	1199	1100	1198	14th ST & Forrest AVE	15th ST & Forrest AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2528	N	Forrest	AVE	1200	1200	1299	1201	1299	1200	1298	15th ST & Forrest AVE	17th ST & Forrest AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2529	N	Woodlawn	AVE	1100	1100	1199	1101	1199	1100	1198	14th ST & Woodlawn AVE	15th ST & Woodlawn AVE	90	Bike Lane			

2643	S	Rogers	ST	1126	1126	1199	1127	1199	1126	1198	Davis ST & Rogers ST		90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2644	S	Fairview	ST	1100	1100	1199	1101	1199	1100	1198	Allen ST & Fairview ST		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2644	S	Fairview	ST	1100	1100	1199	1101	1199	1100	1198	Allen ST & Patterson DR		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2644	S	Fairview	ST	1100	1100	1199	1101	1199	1100	1198	Allen ST & Patterson DR		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2645	S	Patterson	DR	1350	1100	1598	1101	1199	1100	1598	Allen ST & Patterson DR		95	Protected Bike Lane	NC	78	2-Lanes, reduced by 20', PBL increased 3'
2646	S	Madison	ST	1100	1100	1199	1101	1199	1100	1198	Allen ST & Madison ST		58	Madison ST Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2647	W	Davis	ST	500	500	525	501	525	500	524	Davis ST & Rogers ST		58	Davis ST Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2648	S	Rogers	ST	1100	1100	1125	1101	1125	1100	1124	Allen ST & Rogers ST		90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2649	S	Madison	ST	1000	900	1099	901	1099	900	1098	Dodds ST & Madison ST		58	Allen ST & Madison ST	NR	60	Updated to 60ft. Extra width to trees or SW
265	S	Buttwood	LN	2539	2530	2540	2531	2529	2530	2540	Buttwood LN & Elderberry CT		58	Buttwood LN Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2650	S	Morton	ST	900	900	999	901	999	900	998	Dodds ST & Morton ST		58	Allen ST & Morton ST	NR	60	Updated to 60ft. Extra width to trees or SW
2651	W	Allen	ST	400	400	499	401	499	400	498	Allen ST & Madison ST		58	Allen ST & Rogers ST	NR	60	Updated to 60ft. Extra width to trees or SW
2652	S	Fairview	ST	1000	1000	1099	1001	1099	1000	1098	Dixie ST & Fairview ST		58	Allen ST & Fairview ST	NC	60	Width reduced to 60ft due to NG BikeRec
2653	S	Rogers	ST	1000	1000	1099	1001	1099	1000	1098	Dixie ST & Rogers ST		90	Allen ST & Rogers ST	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2654	W	Allen	ST	600	500	699	501	699	500	698	Allen ST & Rogers ST		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2655	W	Allen	ST	190	100	275	101	275	100	274	Allen ST & Walnut ST		58	Jackson Creek Trail SPLIT	NR	60	Updated to 60ft. Extra width to trees or SW
2656	S	Fairview	ST	900	900	999	901	999	900	998	Dodds ST & Fairview ST		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2657	S	Rogers	ST	900	900	999	901	999	900	998	Dodds ST & Rogers ST		90	Allen ST & Rogers ST	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2658	W	Dixie	ST	700	700	830	701	829	700	830	Dixie ST & Fairview ST		58	Dixie ST Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2659	W	Dixie	ST	600	500	699	501	699	500	698	Dixie ST & Rogers ST		58	Dixie ST & Fairview ST	NR	60	Updated to 60ft. Extra width to trees or SW
266	S	Walnut	ST	2320	2200	2435	2201	2435	2200	2434	South DR & Walnut ST		95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20', PBL increased 3'
266	S	Allen	ST	800	700	899	701	899	700	898	Allen ST & Fairview ST		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2661	W	Kirkwood	AVE	1200	1200	1299	1201	1299	1200	1298	Kirkwood AVE & Pine ST		90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2662	W	Patterson	DR	600	500	699	501	699	500	698	Patterson DR & Rogers ST		95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20', PBL increased 3'
2663	N	Thorntree	DR	0	0	0	0	0	0	0	Thorntree DR & Bittersweet DR		58	Arlington Valley DR & Thorntree DR	NR	60	Updated to 60ft. Extra width to trees or SW
2664	N	Bittersweet	DR	0	0	0	0	0	0	0	Thorntree DR & Bittersweet DR		58	Arlington Valley DR & Bittersweet DR	NR	60	Updated to 60ft. Extra width to trees or SW
2665	S	Claybridge	DR	3800	3800	3869	3801	3869	3800	3868	Canada DR & Claybridge DR		58	Claybridge DR & Clay CT	NR	60	Updated to 60ft. Extra width to trees or SW
2666	E	Canada	DR	2610	2514	2699	2515	2699	2514	2698	Canada DR & Sare RD		74	Canada DR & Claybridge DR	NC	60	Width reduced to 60ft due to NG BikeRec
2667	E	Canada	DR	2500	2500	2513	2501	2513	2500	2512	Canada DR & Claybridge DR		74	Canada DR & Claybridge DR	NC	60	Width reduced to 60ft due to NG BikeRec
2668	E	Goldin	DR	2425	2426	2449	2427	2449	2426	2448	Goldin CT & Goldin DR		58	Canada DR & Goldin DR	NR	60	Updated to 60ft. Extra width to trees or SW
2669	E	Canada	DR	2400	2400	2499	2401	2499	2400	2498	Canada DR & The Stands DR		74	Canada DR & Goldin DR	NC	60	Width reduced to 60ft due to NG BikeRec
267	E	Graham	PL	500	500	599	501	599	500	598	Graham PL Dead End		58	Graham DR & Graham PL & Henderson ST	NR	60	Updated to 60ft. Extra width to trees or SW
2670	S	Claybridge	DR	3760	3760	3783	3761	3783	3760	3782	Claybridge DR & Sandberg CT		58	Caray CT & Claybridge DR	NR	60	Updated to 60ft. Extra width to trees or SW
2671	E	Caray	CT	2500	2500	2525	2501	2525	2500	2524	Caray CT & Claybridge DR		58	Caray CT Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2672	S	Claybridge	DR	3630	3500	3759	3501	3759	3500	3758	Cedarwood CIR & Claybridge DR		58	Claybridge DR & Sandberg CT	NR	60	Updated to 60ft. Extra width to trees or SW
2673	E	Sandberg	CT	2510	2510	2525	2511	2525	2510	2524	Claybridge DR & Sandberg CT		58	Sandberg CT Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2674	E	Cedarwood	DR	2500	2500	2599	2501	2599	2500	2598	Cedarwood CT & Cedarwood DR		58	Cedarwood CIR & Cedarwood DR	NR	60	Updated to 60ft. Extra width to trees or SW
2675	S	Cedarwood	CIR	3300	3300	3435	3301	3435	3300	3434	Cedarwood CIR & Oakmont DR & Southern Oaks DR		58	Cedarwood CIR & Claybridge DR	NR	60	Updated to 60ft. Extra width to trees or SW
2676	E	Cedarwood	CIR	2500	2500	2599	2501	2599	2500	2598	Cedarwood CIR & Cedarwood DR		58	Cedarwood CIR & Claybridge DR	NR	60	Updated to 60ft. Extra width to trees or SW
2677	S	Claybridge	DR	3400	3400	3499	3401	3499	3400	3498	Claybridge DR Dead End		58	Cedarwood CIR & Claybridge DR	NR	60	Updated to 60ft. Extra width to trees or SW
2678	E	Cedarwood	CIR	2400	2400	2499	2401	2499	2400	2498	Cedarwood CIR & The Stands DR		58	Cedarwood CIR & Cedarwood DR	NR	60	Updated to 60ft. Extra width to trees or SW
2679	S	The Stands	DR	3400	3400	3425	3401	3425	3400	3424	Rolling Oak DR & The Stands DR		74	Rolling Oak DR & The Stands DR	NC	68	Reduced to 68' due to Bike Lane BikeRec
268	S	Brandon	CT	2300	2300	2399	2301	2399	2300	2398	Brandon CT & S. Graham DR		58	Brandon CT & Henderson ST	NR	60	Updated to 60ft. Extra width to trees or SW
2680	S	The Stands	DR	3326	3326	3399	3327	3399	3326	3398	Linden Hill DR & The Stands DR		74	Rolling Oak DR & The Stands DR	NC	68	Reduced to 68' due to Bike Lane BikeRec
2681	S	Rolling Oak	DR	3300	3300	3350	3301	3349	3300	3350	Rolling Oak DR & The Stands DR		58	Oakmont DR & Rolling Oak DR	NR	60	Updated to 60ft. Extra width to trees or SW
2682	S	Southern Oaks	DR	3300	3300	3320	3301	3319	3300	3320	Cedarwood CIR & Oakmont DR & Southern Oaks DR		58	Southern Oaks DR Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2683	S	Clariz	BLVD	420	330	499	331	499	0	0	Clariz BLVD & Wilmington CT		74	Clariz BLVD SPLIT	NC	74	No change in width
2684	S	Clariz	BLVD	300	300	329	301	329	0	0	Clariz BLVD & Wilmington CT		74	Clariz BLVD & Wilmington CT	NC	74	No change in width
2685	S	Wilmington	CT	331	331	375	331	375	332	374	Wilmington CT SPLIT		58	Wilmington CT Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2686	S	Wilmington	CT	300	300	330	301	329	300	330	Wilmington CT Dead End		58	Wilmington CT SPLIT	NR	60	Updated to 60ft. Extra width to trees or SW
2687	S	Wilmington	CT	0	0	0	0	0	0	0	Clariz BLVD & Wilmington CT		58	Wilmington CT SPLIT	NR	60	Updated to 60ft. Extra width to trees or SW
2688	E	Moore	PIKE	2100	2100	2203	2101	2203	2100	2202	High ST & Hillside DR & Moore PIKE		95	Cape Cod DR & Moore PIKE	SC	78	2-Lanes, reduced by 20', PBL increased 3'
2689	E	Moore	PIKE	2310	2204	2399	2205	2399	2204	2398	Cape Cod DR & Moore PIKE		95	Moore PIKE & Valley Forge RD	SC	78	2-Lanes, reduced by 20', PBL increased 3'
269	S	Buttwood	LN	2500	2500	2529	2501	2529	2500	2528	Buttwood LN & Elderberry CT		58	Buttwood LN & Elderberry CT	NR	60	Updated to 60ft. Extra width to trees or SW
2690	E	Cape Cod	DR	2200	2200	2239	2201	2239	2200	2238	Cape Cod DR SPLIT		58	Cape Cod DR Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2691	E	Cape Cod	DR	2240	2240	2275	2241	2275	2240	2274	Cape Cod DR SPLIT		58	Cape Cod DR Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2692	E	Cape Cod	DR	0	0	0	0	0	0	0	Cape Cod DR & Moore PIKE		58	Cape Cod DR SPLIT	NR	60	Updated to 60ft. Extra width to trees or SW
2693	S	Oaklawn	CIR	3500	3400	3589	3401	3589	3400	3588	Oaklawn CIR & Olson DR		58	Oaklawn CIR & Oaklawn CT	NR	60	Updated to 60ft. Extra width to trees or SW
2694	E	Sherwood Hills	DR	760	600	915	601	915	600	914	Sherwood Hills DR & Sunny Slopes DR & Walnut Stree		58	Henderson ST & Sherwood Hills DR	NR	60	Updated to 60ft. Extra width to trees or SW
2695	S	Woodlawn	AVE	1000	1000	1099	1001	1099	1000	1098	Southdowns DR & Woodlawn AVE		58	Weatherstone LN & Woodlawn AVE	NC	60	Width reduced to 60ft due to NG BikeRec
2696	S	Ravencrest	AVE	600	600	725	601	725	600	724	Brownfield RD & Ravencrest AVE		58	Brighton AVE & Ravencrest AVE	NR	60	Updated to 60ft. Extra width to trees or SW
2697	E	Brighton	AVE	3600	3600	3649	3601	3649	3600	3648	Brighton AVE & Meadowbrook DR		74	Brighton AVE & Ravencrest AVE	NC	60	Width reduced to 60ft due to NG BikeRec
2698	N	Keystone	CT	800	800	899	801	899	800	898	Keystone CT & Tamarron CT		58	Keystone CT & Tamarron CT & Tamarron DR	NR	60	Updated to 60ft. Extra width to trees or SW
2699	W	Carpenter	DR	200	200	299	201	299	200	298	Carpenter DR Dead End		58	Bryan ST & Carpenter DR	NR	60	Updated to 60ft. Extra width to trees or SW
27	S	Laura	WAY	3822	3822	3840	3823	3839	3822	3840	Jennifer DR & Laura WAY		74	Heather DR & Jamie LN & Laura WAY	NC	60	Width reduced to 60ft due to NG BikeRec
270	E	Elderberry	CT	2700	2700	2750	2701	2749	2700	2750	Buttwood LN & Elderberry CT		58	Elderberry CT Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
2700	S	Bryan	ST	2600	2600	2619	2601	2619	2600	2618	Bryan ST & Carpenter DR		58	Bryan ST & Kendall DR	NR	60	Updated to 60ft. Extra width to trees or SW
2701	S	Bryan	ST	2500	2500	2599	2501	2599	2500	2598	Bryan ST & Camden DR		58	Bryan ST & Carpenter DR	NR	60	Updated to 60ft. Extra width to trees or SW
2702	S	Liberty	DR	1960	1700	2219	1701	2115	1700	2114	Constitution AVE & Liberty DR		74	Hickory Leaf DR & Liberty DR & State Road 45	NC	74	No change in width
2703	W	Gourley	PIKE	1300	1300	1325	1301	1325	1300	1324	Arlington RD & Gourley PIKE		0	Gourley PIKE Dead End	FW	0	No change from default
2703	W	Gourley	PIKE	1300	1300	1325	1301	1325	1300	1324	Arlington RD & Gourley PIKE		0	Gourley PIKE Dead End	FW	0	No change from default
2704	S	Claybridge	DR	3784	3784	3799	3785	3799	3784	3798	Caray CT & Claybridge DR		58	Canada DR & Claybridge DR	NR	60	Updated to 60ft. Extra width to trees or SW
2705	W	3rd	ST	0	0	0	0	0	0	0	3rd ST & State Road 37		95	3rd ST & State Road 37	SC	98	Increased width 3' due to PBL in BikeRec
2706	N	Old State Road 37	ST	2500	2100	2899	2101	2899	2100	2898	Gourley PIKE & Old State Road 37		74	Cascades Park Trail & Club House DR & Old State Ro	NC	62	Reduced to 62' due to MUP BikeRec
2707	W	State Road 45 46 Bypass		800	800	849	801	849	0	0	Monroe ST & State Road 45 46 Bypass		95	State Road 37 Ramp & State Road 45 46 Bypass	SC	95	No change from default
2708	W	State Road 45 46 Bypass		1300	1300	1399	0	0	1300	1398	State Road 37 Ramp & State Road 45 46 Bypass		95	State Road 37 Ramp & State Road 45 46 Bypass	SC	95	No change from default
2709	W	State Road 45 46 Bypass		1050	800	1299	0	0	800	1298	Monroe ST & State Road 45 46 Bypass & Stonelake DR		95	State Road 37 Ramp & State Road 45 46 Bypass	SC	84	Reduced by 11' due to MUP only BikeRec
271	S	Henderson	ST	2300													

2732	N	Jacob	DR	200	100	299	101	299	100	298	W Jacob DR & N Jacob DR	74	NC	60	no	Width reduced to 60ft due to no Bikeline
2733	S	Huntington	DR	1700	1600	1799	1601	1799	1600	1798	Huntington DR & Miller DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2734	S	Park	AVE	1700	1700	1749	1701	1749	1700	1748	Park AVE & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2735	S	Henderson	ST	1649	1640	1749	1641	1749	1640	1748	Henderson ST & Moody DR	95	Bike Lane and Multi-use Path	75	no	2-Lanes, reduced by 20' no change needed Bikeline
2736	E	Thornton	DR	650	650	699	651	699	650	698	Pinestone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2737	S	Pinestone	CT	1600	1600	1699	1601	1699	1600	1698	Pinestone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2738	S	Pinestone	CT	1700	1700	1799	1701	1799	1700	1798	Pinestone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2739	S	Buffstone	CT	1700	1700	1720	1701	1719	1700	1720	Buffstone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2740	S	Ford	AVE	2500	2500	2525	2501	2525	2500	2524	Ford AVE & Graham DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2741	S	Henderson	ST	1616	1616	1639	1617	1639	1616	1638	Henderson ST & Melrose AVE	95	Bike Lane and Multi-use Path	75	no	2-Lanes, reduced by 20' no change needed Bikeline
2742	E	Thornton	DR	601	601	649	601	649	601	648	Henderson ST & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2743	E	Thornton	CT	1600	1600	1635	1601	1635	1600	1634	Buffstone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2744	E	Thornton	DR	700	700	723	701	723	700	722	Buffstone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2745	E	Greystone	CT	1600	1600	1635	1601	1635	1600	1634	Greystone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2746	E	Thornton	DR	724	724	729	725	729	724	798	Greystone CT & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2747	S	Troy	DR	800	800	849	801	849	800	848	Park AVE & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2748	E	Thornton	DR	850	850	899	851	899	850	898	Thornton DR & Troy CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2749	S	Henderson	ST	1600	1600	1615	1601	1615	1600	1614	Henderson ST & Southern DR	95	Bike Lane and Multi-use Path	75	no	2-Lanes, reduced by 20' no change needed Bikeline
2750	S	Rockport	RD	2676	2676	2699	2677	2699	2676	2698	Ralston DR & Rockport RD	95	SC	75	no	2-Lanes, reduced R/W by 20'
2751	E	Melrose	AVE	410	300	515	301	515	300	514	Vermilya AVE & Melrose AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2752	E	Thornton	DR	1000	1000	1099	1001	1099	1000	1098	Huntington DR & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2753	S	Huntington	DR	1500	1500	1599	1501	1599	1500	1598	Huntington DR & Thornton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2754	S	Southern	DR	400	400	550	401	550	400	550	Grant ST & Southern DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2755	S	Henderson	ST	1500	1500	1599	1501	1599	1500	1598	Henderson ST & Hillside DR	95	Bike Lane and Multi-use Path	75	no	2-Lanes, reduced by 20' no change needed Bikeline
2756	E	Hillside	DR	700	600	799	601	799	600	798	Henderson ST & Hillside DR	90	Protected Bike Lane	90	no	No change due to PBL as default
2757	E	Hillside	DR	700	600	799	601	799	600	798	Hillside DR & Park AVE	90	Protected Bike Lane	90	no	No change due to PBL as default
2758	E	Hillside	DR	800	800	899	801	899	800	898	Hillside DR & Park AVE	90	Protected Bike Lane	90	no	No change due to PBL as default
2759	E	Hillside	DR	800	800	899	801	899	800	898	Hillside DR & Woodlawn AVE	90	Protected Bike Lane	90	no	No change due to PBL as default
2760	E	Henderson	ST	1410	1316	1499	1319	1499	1316	1498	Brenda LN & Henderson ST	74	Protected Bike Lane	NC	74	No change in width
2761	S	Henderson	ST	1410	1316	1499	1319	1499	1316	1498	Brenda LN & Henderson ST	74	Protected Bike Lane	NC	74	No change in width
2762	S	Park	AVE	1400	1400	1499	1401	1499	1400	1498	Park AVE & Wilson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2763	S	Woodlawn	AVE	1400	1400	1499	1401	1499	1400	1498	Wilson ST & Woodlawn AVE	74	NC	60	no	Width reduced to 60ft due to no Bikeline
2764	S	Woodlawn	AVE	1400	1400	1499	1401	1499	1400	1498	Wilson ST & Woodlawn AVE	74	NC	60	no	Width reduced to 60ft due to no Bikeline
2765	W	Ralston	DR	500	500	599	501	599	500	598	Ralston DR & Rogers ST	58	NR	60	no	Width reduced to 60ft due to no Bikeline
2766	E	Hillside	DR	1100	1100	1199	1101	1199	1100	1198	Hillside DR & Huntington DR	95	Protected Bike Lane	NC	78	2-Lanes, reduced by 20' PBL increased 3'
2767	E	Hillside	DR	1100	1100	1199	1101	1199	1100	1198	Hillside DR & Huntington DR	95	Protected Bike Lane	NC	78	2-Lanes, reduced by 20' PBL increased 3'
2768	S	Brenda	LN	1400	1400	1415	1401	1415	1400	1414	Brenda LN & Brenda LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2769	S	Stull	AVE	1400	1400	1405	1401	1405	1400	1404	Stull AVE & Wilson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2770	S	Woodlawn	AVE	1300	1200	1399	1201	1399	1200	1398	Grimes LN & Woodlawn AVE	74	NC	60	no	Width reduced to 60ft due to no Bikeline
2771	E	Wilson	ST	800	700	899	701	899	700	898	Stull AVE & Wilson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2772	S	Stull	AVE	1300	1200	1399	1201	1399	1200	1398	Grimes LN & Stull AVE	74	NC	60	no	Width reduced to 60ft due to no Bikeline
2773	E	Wilson	ST	900	900	999	901	999	900	998	Park AVE & Wilson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2774	S	Park	AVE	1300	1200	1399	1201	1399	1200	1398	Grimes LN & Park AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2775	E	Brenda	LN	700	700	799	701	799	700	798	Brenda LN & Fess AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2776	S	Henderson	ST	1300	1300	1317	1301	1317	1300	1314	Driscoll DR & Henderson ST	74	Protected Bike Lane	NC	74	No change in width
2777	S	Henderson	ST	1300	1300	1317	1301	1317	1300	1314	Driscoll DR & Henderson ST	74	Protected Bike Lane	NC	74	No change in width
2778	W	Ralston	DR	600	600	699	601	699	600	698	Melrose DR & Ralston DR	74	NR	60	no	Width reduced to 60ft due to no Bikeline
2779	S	Fess	AVE	1200	1200	1299	1201	1299	1200	1298	Fess AVE & Grimes LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2780	E	Brenda	LN	600	600	699	601	699	600	698	Brenda LN & Henderson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2781	S	Henderson	ST	1200	1200	1299	1201	1299	1200	1298	Grimes LN & Henderson ST	74	Protected Bike Lane	NC	74	No change in width
2782	E	Hillside	DR	1000	1000	1099	1001	1099	1000	1098	Hillside DR & Woodlawn AVE	95	Protected Bike Lane	NC	78	2-Lanes, reduced by 20' PBL increased 3'
2783	E	Hillside	DR	1000	900	1099	901	1099	900	1098	Hillside DR & Woodlawn AVE	95	Protected Bike Lane	NC	78	2-Lanes, reduced by 20' PBL increased 3'
2784	N	Range	RD	1300	600	2001	601	2001	600	2000	10th ST & Pete Ellis DR & Range RD	74	Multi-use Path	NC	60	Reduced to 62' due to MUP Bikeline
2785	E	17th	ST	1200	1100	1299	1101	1299	1100	1298	17th ST & Walnut Grove AVE	90	Bike Lane and Multi-use Path	GU	86	Reduced to 86 due to BL and MUP
2786	E	Law	LN	1650	1400	1899	1401	1899	1400	1898	Jordan AVE & Law LN	90	Protected Bike Lane	GU	90	No change due to PBL as default
2787	E	8th	ST	410	410	499	411	499	410	498	8th ST & Harold ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2788	W	Ralston	DR	850	700	999	701	999	700	998	Ford AVE & Ralston DR	74	NR	60	no	Width reduced to 60ft due to no Bikeline
2789	E	8th	ST	500	500	599	501	599	500	598	8th ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2790	N	Indiana	AVE	600	600	699	601	699	600	698	10th ST & Indiana AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
2791	N	Indiana	AVE	500	500	599	501	599	500	598	9th ST & Indiana AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
2792	N	Washington	ST	700	700	799	701	799	700	798	Cottage Grove AVE & Washington ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2793	N	Washington	ST	500	500	599	501	599	500	598	9th ST & Washington ST	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane Bikeline
2794	N	Washington	ST	600	600	699	601	699	600	698	10th ST & Washington ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2795	N	Blair	AVE	1100	1100	1199	1101	1199	1100	1198	14th ST & Blair AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2796	W	15th	ST	1000	1000	1000	0	0	1000	1000	15th ST & Dyer DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2797	E	Brownstone	DR	150	150	299	151	299	150	298	14th ST & Brownstone DR & Washington ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2798	N	Washington	ST	1000	1000	1099	1001	1099	1000	1098	15th ST & Washington ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2799	S	Forrester	ST	3114	3114	3199	3115	3199	3114	3198	Forrester ST & St James CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2800	S	Fess	AVE	1000	1000	1099	1001	1099	1000	1098	13th ST & Fess AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2801	N	Fess	AVE	900	900	999	901	999	900	998	12th ST & Fess AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2802	N	Lincoln	ST	1600	1500	1699	1501	1699	1500	1698	19th ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2803	N	Lincoln	ST	1400	1400	1499	1401	1499	1400	1498	18th ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2804	N	Woodburn	AVE	1400	1400	1499	1401	1499	1400	1498	17th ST & Woodburn AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
2805	S	Fairview	ST	800	800	899	801	899	800	898	Fairview ST & Wylie ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2806	S	Fairview	ST	800	800	899	801	899	800	898	Fairview ST & Wylie ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2807	S	Fairview	ST	800	800	899	801	899	800	898	Fairview ST & Wylie ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2808	S	Fairview	ST	700	700	799	701	799	700	798	1st ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2809	S	Fairview	ST	700	700	799	701	799	700	798	1st ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2810	S	Fairview	ST	700	700	799	701	799	700	798	1st ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2811	S	Fairview	ST	700	700	799	701	799	700	798	1st ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2812	S	Fairview	ST	700	700	799	701	799	700	798	1st ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2813	S	Fairview	ST	700	700	799	701	799	700	798	1st ST & Fairview ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
2814	S	Fairview	ST	700	700	799	701	799	700	798	1st ST & Fairview					

2810	N	State Road 46		200	100	299	101	299	100	298	S State Road 46 & N State Road 46		95		No change from default		
2811	E	Maxwell	LN	2000	1900	2099	1913	2099	1900	2098	Greenwood AVE & Maxwell LN		74	Neighborhood Greenway	SC	60	Width reduced to 60ft due to NG BikeRec
2812	E	Maxwell	LN	2270	2100	2430	2101	2429	2100	2430	High ST & Maxwell LN		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2813	S	Rose	AVE	300	300	399	301	399	300	398	3rd ST & Rose AVE		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2814	S	Rose	AVE	200	200	299	201	299	200	298	Jones AVE & Rose AVE		74	Neighborhood Greenway	NR	60	Width reduced to 60ft due to NG BikeRec
2815	E	Atwater	AVE	1600	1600	1699	1601	1699	1600	1698	Atwater AVE & Eastside ST		90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
2816	S	Eastside	DR	400	400	499	401	499	400	498	Atwater AVE & Eastside DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2817	E	Atwater	AVE	1700	1700	1799	1701	1799	1700	1798	Atwater AVE & Eastside DR		90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
2818	S	Swain	AVE	700	700	730	701	729	700	730	Swain AVE & University ST		58		NR	60	Updated to 60ft. Extra width to trees or SW
2819	E	University	ST	1500	1500	1599	1501	1599	1500	1598	Swain AVE & University ST		58		NR	60	Updated to 60ft. Extra width to trees or SW
282	S	Roundhill	CT	2500	2500	2599	2501	2599	2500	2598	Roundhill CT & Roundhill LN		58		NR	60	Updated to 60ft. Extra width to trees or SW
2820	S	Swain	AVE	600	600	699	601	699	600	698	2nd ST & Swain AVE		58		NR	60	Updated to 60ft. Extra width to trees or SW
2821	E	Atwater	AVE	900	900	999	901	999	900	998	Atwater AVE & Woodlawn AVE		90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
2822	E	Atwater	AVE	1000	1000	1099	1001	1099	1000	1098	Atwater AVE & Faculty AVE		90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
2823	S	Hawthorne	DR	830	830	899	831	899	830	898	Hawthorne DR & Wylie ST		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2823	S	Hawthorne	DR	830	830	899	831	899	830	898	Hawthorne DR & Wylie ST		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2824	S	Hawthorne	DR	900	900	997	901	997	900	996	Hawthorne DR & Maxwell LN		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2824	S	Hawthorne	DR	900	900	997	901	997	900	996	Hawthorne DR & Maxwell LN		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2825	E	Maxwell	LN	1216	1216	1299	1217	1299	1216	1298	Ballantine RD & Maxwell LN		58		NR	60	Updated to 60ft. Extra width to trees or SW
2826	E	Maxwell	LN	1300	1300	1399	1301	1399	1300	1398	Highland AVE & Maxwell LN		58		NR	60	Updated to 60ft. Extra width to trees or SW
2827	W	Allen	ST	1350	1350	1499	1351	1499	1350	1498	Allen ST & Larkspur LN		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
2828	W	State Road 45 46 Bypass		1426	1426	1499	0	0	1426	1498	State Road 37 Ramp & State Road 45 46 Bypass		0	FW	0	0	No change from default
2829	N	State Road 37		2380	2150	2599	2151	2599	0	0	State Road 37 & State Road 37 Ramp		0	FW	0	0	No change from default
283	S	Rockport	DR	2600	2600	2675	2601	2675	2600	2674	Graham DR & Rockport RD		95		SC	75	2-Lanes, reduced ROW by 20'
2830	E	Southern	DR	310	214	399	215	399	214	398	Southern DR Dead End		95		NR	60	Updated to 60ft. Extra width to trees or SW
2831	E	Southern	DR	100	100	213	101	213	100	212	Southern DR & Walnut ST		58		NR	60	Updated to 60ft. Extra width to trees or SW
2832	S	Christopher	DR	700	600	799	601	799	600	798	Brownridge RD & Christopher DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2833	E	Brighton	AVE	3700	3700	3799	3701	3799	3700	3798	Brighton AVE & Fieldcrest AVE & Fieldcrest CT		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2834	S	Pine Meadows	DR	2700	2700	2751	2701	2751	2700	2750	Pinehurst DR & Pine Meadows DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2835	S	Pinehurst	DR	2700	2700	2741	2701	2741	2700	2740	Pinehurst DR & Pine Meadows DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2836	S	Jalen	CT	2700	2700	2799	2701	2799	2700	2798	Adams Hill CIR & Jalen CT		58		NR	60	Updated to 60ft. Extra width to trees or SW
2837	W	Adams Hill	CIR	1490	1490	1499	1491	1499	1490	1488	Adams Hill CIR & Jalen CT		74		NC	60	Width reduced to 60ft due to no BikeRec
2838	W	Adams Hill	CIR	1470	1470	1489	1471	1489	1470	1488	Adams Hill CIR & Isabel CT		74		NC	60	Width reduced to 60ft due to no BikeRec
2839	S	Maston	CT	2400	2400	2485	2401	2485	2400	2484	Maston CT Dead End		74		NR	60	Updated to 60ft. Extra width to trees or SW
284	S	Banta	AVE	2500	2500	2599	2501	2599	2500	2598	Banta AVE & Graham DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2840	S	Corlander	CT	900	900	940	901	939	900	940	Corlander CT Dead End		58		NR	60	Updated to 60ft. Extra width to trees or SW
2841	E	Brighton	CRST	3914	3914	3925	3915	3925	3914	3924	Brighton CRST & Corlander CT		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2842	S	Brighton	CRST	922	922	930	923	929	922	930	Brighton CRST & Brumley CT		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2843	S	Romans	WAY	800	800	899	801	899	800	898	Bennington BLVD & Romans CT & Romans WAY		58		NR	60	Updated to 60ft. Extra width to trees or SW
2844	S	Brumley	CT	920	920	940	921	939	920	940	Brumley CT Dead End		58		NR	60	Updated to 60ft. Extra width to trees or SW
2845	E	Brighton	CRST	3900	3900	3914	3901	3913	3900	3912	Baldwin DR & Brighton CRST & Smith RD		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2846	S	Smith	RD	708	708	709	709	709	708	708	Bennington BLVD & Smith RD		58		SC	75	2-Lanes, reduced by 20' MUP only, reduced by 11'
2847	S	Corlander	CT	850	850	899	851	899	850	898	Corlander CT Dead End		58		NR	60	Updated to 60ft. Extra width to trees or SW
2848	S	Brighton	CRST	912	912	921	913	921	912	920	Brighton CRST & Cadbury CT		74	Neighborhood Greenway	NC	60	Updated to 60ft. Extra width to trees or SW
2849	S	Brighton	CRST	900	900	911	901	911	900	910	Brighton CRST & Pembroke CT		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
285	W	Ralston	DR	1000	1000	1035	1001	1035	1000	1034	Banta AVE & Ralston DR		74		NC	60	Width reduced to 60ft due to no BikeRec
2850	E	Cadbury	CT	4100	4100	4125	4101	4125	4100	4124	Brighton CRST & Cadbury CT		58		NR	60	Updated to 60ft. Extra width to trees or SW
2851	S	Brighton	CRST	800	800	809	801	809	800	808	Bennington BLVD & Brighton CRST		74	Neighborhood Greenway	NR	60	Width reduced to 60ft due to no BikeRec
2852	E	Pembroke	CT	4100	4100	4115	4101	4115	4100	4114	Brighton CRST & Pembroke CT		58		NR	60	Updated to 60ft. Extra width to trees or SW
2853	E	Bennington	BLVD	3900	3900	3999	3901	3999	3900	3998	Bennington BLVD & Smith RD		58		NR	60	Updated to 60ft. Extra width to trees or SW
2854	S	Smith	RD	600	600	707	601	707	600	706	Brownridge RD & Smith RD & Stonegate DR		95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2855	E	Olson	DR	2620	2620	2650	2621	2649	2620	2650	Oaklawn CIR & Olson DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2856	E	Olson	DR	2600	2600	2699	2601	2699	2600	2698	Oaklawn CIR & Olson DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2857	S	Sare	DR	3200	3200	3399	3201	3399	3200	3398	Sare RD & Southern Oaks DR		58		MS	88	2-Lanes, reduced by 20' MUP only, reduced by 11'
2858	W	State Road 45 46 Bypass		1130	850	1399	851	1399	0	0	State Road 37 Ramp & State Road 45 46 Bypass		95		SC	95	No change from default
2859	E	11th	ST	1100	1100	1199	1101	1199	1100	1198	11th ST & Walnut Grove AVE		58		NR	60	Updated to 60ft. Extra width to trees or SW
286	S	Burberry	LN	2300	2300	2339	2301	2339	2300	2338	Burberry LN & Graham AVE		58		NR	60	Updated to 60ft. Extra width to trees or SW
2860	N	Fee	LN	700	600	799	601	799	600	798	10th ST & Fee LN		90	Protected Bike Lane	GU	90	No change due to PBL as default
2861	N	Fee	LN	800	800	899	801	899	800	898	11th ST & Fee LN		90	Protected Bike Lane	GU	90	No change due to PBL as default
2862	S	Swain	AVE	311	311	399	311	399	312	398	Swain CT & Swain AVE		90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
2863	E	State	CT	1450	1450	1499	1451	1499	1450	1498	State CT & Swain AVE		58		NR	60	Updated to 60ft. Extra width to trees or SW
2864	S	Swain	AVE	300	300	301	301	301	300	310	3rd ST & Swain AVE		58		GU	72	Updated to 72 due to no Bicycle Facilities Rec
2865	W	Tapp	RD	2900	2900	2999	2901	2999	2900	2998	Cooperative WAY & Rex Grossman BLVD & Tapp RD		95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2866	W	Tapp	RD	2750	2600	2899	2601	2899	2600	2898	Deborah DR & Tapp RD		95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2867	S	Deborah	DR	2800	2800	2899	2801	2899	2800	2898	Deborah DR & Tapp RD		58		NR	60	Updated to 60ft. Extra width to trees or SW
2868	W	Cota	DR	2500	2400	2599	2401	2599	2400	2598	Cota DR & Deborah DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2869	S	Deborah	DR	2300	2300	2399	2301	2399	2300	2398	Cota DR & Deborah DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
287	S	Deep Well	CT	2500	2500	2517	2501	2517	2500	2516	Deep Well CT & Roundhill LN		58		NR	60	Updated to 60ft. Extra width to trees or SW
2870	E	Thornton	DR	1500	1300	1699	1301	1699	1300	1698	Maxwell ST & Thornton DR		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2871	W	3rd	ST	2300	2300	2399	2301	2399	2300	2398	3rd ST & Benham LN		95	Protected Bike Lane	SC	98	Increased width 3' due to PBL in BikeRec
2873	E	Vermilya	AVE	210	100	309	101	309	100	308	Vermilya AVE & Melrose AVE		58		NR	60	Updated to 60ft. Extra width to trees or SW
2874	E	Grimes	LN	600	600	699	601	699	600	698	Grimes LN & Henderson ST		74		NR	60	Width reduced to 60ft due to no BikeRec
2875	S	Fess	AVE	1100	1100	1199	1101	1199	1100	1198	Fess AVE & Grimes LN		58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2876	E	Grimes	LN	700	700	799	701	799	700	798	Fess AVE & Grimes LN		74		NR	60	Width reduced to 60ft due to no BikeRec
2877	S	Stull	AVE	1100	1100	1199	1101	1199	1100	1198	Stull AVE Dead End		58		NR	60	Updated to 60ft. Extra width to trees or SW
2878	S	Park	AVE	1100	1100	1199	1101	1199	1100	1198	Park AVE Dead End		58		NR	60	Updated to 60ft. Extra width to trees or SW
2879	E	Grimes	LN	900	900	920	901	919	900	920	Grimes LN & Park AVE		74		NR	60	Width reduced to 60ft due to no BikeRec
288	S	Camden	DR	2500	2500	2511	2501	2511	2500	2510	Bryan ST & Camden DR		58		NR	60	Updated to 60ft. Extra width to trees or SW
2880	E	Grimes	LN	800	800	899	801	899	800	898	Grimes LN & Park AVE		74		NR	60	Width reduced to 60ft due to no BikeRec
2881	E	Brighton	AVE	3800	3800	3899	3801	3899	3800	3898	Brighton AVE & Christopher DR		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2882	S	Baldwin	DR	850	850	879	851	879	850	878	Baldwin DR & Brighton CRST						

29	S	Christa	CT	3800	3800	3820	3801	3819	3800	3820	Christa CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
290	E	St James	CT	3100	3100	3215	3101	3215	3100	3114	St James CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2900	S	Wexley	RD	2800	2700	2899	2701	2899	2700	2898	Rock Creek DR & Wexley RD	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2901	S	Stratford	DR	2700	2700	2799	2701	2799	2700	2798	Rock Creek DR & Stratford DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2902	E	Cheyenne	LN	2000	2000	2075	2001	2075	2000	2074	Cheyenne LN & Stratford DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2903	E	Cheyenne	LN	1900	1800	1999	1801	1999	1800	1998	Cheyenne LN & Stratford DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2904	E	Rock Creek	DR	2050	2050	2099	2051	2099	2050	2098	Paiges WAY & Rock Creek DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2905	E	Rock Creek	DR	2100	2100	2199	2101	2199	2100	2198	High ST & Rock Creek DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
2906	S	High	ST	2110	2110	2207	2111	2207	2110	2206	High ST & Meadowbluff CT	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2907	S	Stratford	DR	2600	2600	2699	2601	2699	2600	2698	Stratford DR Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2908	E	Rock Creek	DR	1830	1700	1949	1701	1949	1700	1948	Rock Creek DR & Wexley RD	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2909	E	Rock Creek	DR	1950	1950	2049	1951	2049	1950	2048	Rock Creek DR & Stratford DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
291	E	Graham	DR	350	350	360	351	359	350	360	Brandon CT & Graham DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2910	S	Wexley	RD	2600	2600	2699	2601	2699	2600	2698	Wexley RD Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2911	S	Paiges	WAY	2600	2600	2680	2601	2679	2600	2680	Paiges WAY Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2912	E	Oaklawn	CT	2600	2600	2635	2601	2635	2600	2634	Oaklawn CIR & Oaklawn CT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2913	S	Oaklawn	CIR	3590	3590	3599	3591	3599	3590	3598	Oaklawn CIR & Olson DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2914	S	Williamsburg	DR	200	100	299	101	299	100	298	7th ST & Longview AVE & Williamsburg DR	90	Bike Lane and Multi-use Path	GU	72	Updated to 72 due to no Bicycle Facilities Rec
2915	S	Pete Ellis	DR	200	100	299	101	299	100	298	Longview AVE & Pete Ellis DR	90	Bike Lane and Multi-use Path	GU	86	Reduced to 86 due to BL and MUP
2916	E	Longview	AVE	2900	2800	2999	2801	2999	2800	2998	7th ST & Longview AVE & Williamsburg DR	90	Neighborhood Greenway	GU	72	Reduced to 72 due to NG in Bicycle Facilities Rec
2917	E	7th	ST	2650	2650	2799	2651	2799	2650	2798	7th ST & State Road 46	90	Neighborhood Greenway	GU	72	Reduced to 72 due to NG in Bicycle Facilities Rec
2918	N	Pete Ellis	DR	200	100	299	101	299	100	298	Longview AVE & Pete Ellis DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
2919	E	Longview	AVE	3150	3000	3299	3001	3299	3000	3298	Longview AVE & Pete Ellis DR	90	Neighborhood Greenway	GU	72	Reduced to 72 due to NG in Bicycle Facilities Rec
292	S	Cottonwood	CIR	2400	2400	2442	2401	2421	2400	2442	Cottonwood CIR Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2920	S	Sare	RD	3050	3050	3098	3051	3099	3050	3098	Rogers RD & Sare RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
2921	S	Sare	RD	3150	3150	3199	3151	3199	3150	3198	Sare RD & Southern Oaks DR	95	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
2922	E	Hunter	AVE	2000	2000	2020	2001	2019	2000	2020	Clifton AVE & Hunter AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2923	S	Sare	RD	3950	3950	3999	3951	3999	3950	3998	Mill Stone WAY & Sare RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
2924	S	Mill Stone	WAY	3830	3830	3899	3831	3899	3830	3898	Mill Stone WAY & Sare RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
2925	S	Sare	RD	3925	3925	3949	3925	3949	3925	3948	Mill Stone CT & Sare RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
2926	S	Mill Stone	CT	3840	3840	3860	3841	3859	3840	3860	Mill Stone CT & Mill Stone WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2927	S	Sare	RD	3900	3900	3924	3901	3923	3900	3924	Claybridge DR & Sare RD	95	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
2928	S	Mill Stone	CT	3800	3800	3839	3801	3839	3800	3838	Mill Stone CT Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2929	E	18th	ST	300	300	399	301	399	300	398	18th ST & Lincoln ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
293	E	Buttwood	LN	2725	2725	2752	2725	2751	2725	2752	Buttwood LN & Cottonwood CIR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2930	S	Stella	DR	1310	1310	1399	1311	1399	1310	1398	Cobble Creek DR & Stella DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2931	S	Stella	DR	1250	1250	1264	1251	1263	1250	1264	Smith RD & Stella DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2932	E	Cobble Creek	DR	3851	3851	3899	3851	3899	3852	3898	Cobble Creek DR & Stella DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2933	S	Wooley Mill	DR	2350	2350	2499	2351	2499	2350	2498	Adams Hill CIR & Wooley Mill DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2934	W	Pine Meadows	DR	1100	1100	1150	1101	1149	1100	1150	Pinehurst DR & Pine Meadows DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
2935	S	Twin Oaks	VLY	2660	2660	2699	2661	2699	2660	2698	Pine Meadows DR & Twin Oaks VLY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2936	S	Twin Oaks	VLY	2640	2640	2659	2641	2659	2640	2658	Twin Oaks VLY & Twin Oaks RDG	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
2937	W	Twin Oaks	RDG	1144	1144	1153	1145	1153	1144	1152	Twin Oaks VLY & Twin Oaks RDG	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
2938	W	Adams Hill	CIR	1385	1385	1399	1385	1399	1386	1398	Adams Hill CIR & Maston CT & Wooley Mill DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
2939	E	Wyndam	CT	3100	3100	3199	3101	3199	3100	3198	Atlee ST & Wyndam CT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
294	E	Roundhill	LN	2500	2500	2539	2501	2539	2500	2538	Roundhill LN Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2940	S	Atlee	ST	2600	2600	2699	2601	2699	2600	2698	Atlee ST Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2941	S	Atlee	ST	2600	2600	2699	2601	2699	2600	2698	Atlee ST & Bricklin CT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2942	S	Atlee	ST	2700	2700	2799	2701	2799	2700	2798	Atlee ST & Wyndam CT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2943	E	Bricklin	CT	3000	3000	3099	3001	3099	3000	3098	Bricklin CT Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2944		Access Drive to Eastland Plaza		0	0	0	0	0	0	0	Access Drive to Eastland Plaza Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2945		Access Drive N to College Mall		0	0	0	0	0	0	0	College Mall RD & Access Drive to Eastland Plaza & Access Drive N to College Mall Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2946	S	Kingston	DR	300	300	399	301	399	300	398	3rd ST & Kingston DR	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2947	N	Rosewood	DR	4121	4121	4135	4122	4135	4122	4134	Adams Hill CIR & Sugarberry CT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2948	N	Rosewood	DR	4104	4104	4122	4105	4119	4104	4122	Aspen CT & Rosewood DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2949	W	Sugarberry	CT	1100	1100	1199	1101	1199	1100	1198	Sugarberry CT Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
295	E	Graham	DR	300	300	349	301	349	300	348	Graham DR & Graham PL & Henderson ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2950	W	Adams Hill	CIR	1400	1400	1469	1401	1469	1400	1468	Adams Hill CIR & Isabel CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
2951	S	Isabel	CT	2600	2600	2699	2601	2699	2600	2698	Isabel CT Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2952	W	Twin Oaks	RDG	1154	1154	1199	1155	1199	1154	1198	Twin Oaks RDG Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2953	W	Petal	CT	1400	1400	1499	1401	1499	1400	1498	Petal CT Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2954	N	Kinser	PIKE	1400	1300	1499	1301	1499	1300	1498	17th ST & Kinser PIKE & Madison ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2955	N	Kinser	PIKE	1500	1500	1509	1501	1509	1500	1508	Kinser PIKE & Vaughn Clipp WAY	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2956	W	Northlane	DR	400	400	530	401	529	400	530	Kinser PIKE & Northlane DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2957	N	Kinser	PIKE	1510	1510	1549	1511	1549	1510	1548	Kinser PIKE & Northlane DR	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
2958	N	Woodburn	AVE	1500	1500	1539	1501	1539	1500	1538	Woodburn AVE Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2959	N	Kinser	PIKE	1550	1550	1599	1551	1599	1550	1598	Brookdale DR & Kinser PIKE	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
296	S	Henderson	ST	2200	2200	2299	2201	2299	2200	2298	Henderson ST & South DR & Wylie Farm RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
2960	W	Brookdale	DR	300	300	301	301	301	300	300	Brookdale DR & Kinser PIKE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2961	W	Amaryllis	DR	500	400	599	401	599	400	598	Amaryllis DR & Kinser PIKE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2962	N	Kinser	PIKE	1600	1600	1624	1601	1623	1600	1624	Amaryllis DR & Kinser PIKE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2963	W	Brookdale	DR	302	302	303	303	303	302	304	Brookdale DR & Woodburn AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2964	N	Foster	DR	1000	900	1099	901	1099	900	1098	Foster DR & Law LN	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2965	E	Law	LN	1300	1300	1359	1301	1359	1300	1358	Fee LN & Law LN	90	Protected Bike Lane	GU	90	No change due to PBL as default
2966	E	Law	LN	1360	1360	1399	1361	1399	1360	1398	Foster DR & Law LN	90	Protected Bike Lane	GU	90	No change due to PBL as default
2967	N	Fee	LN	1000	1000	1099	1001	1099	1000	1098	13th ST & Fee LN	90	Protected Bike Lane	GU	90	No change due to PBL as default
2968	N	Fee	LN	1200	1100	1299	1101	1299	1100	1298	Fee LN & Foster DR	90	Protected Bike Lane	GU	90	No change due to PBL as default
2969	S	Adams	ST	810	710	899	711	899	710	898	Adams ST & Woodhill DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
297	E	Graham	DR	361	361	399	361	399	360	398	Adams Hill CIR & Graham DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2970	S	Coleman	CT	1520	1520	1599	1521	1599	1520	1598	Coleman CT Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
2971	S	Andrew	CIR	1600												

2989	W	Maybury	MALL	3900	3900	3911	3901	3911	3900	3910	Maybury MALL At Bloomington Corporate Boundary	Market PL & Maybury MALL	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2990	S	Shadow Grove	CT	2400	2400	2430	2401	2429	2400	2430	Shadow Grove CT Dead End	Roundhill LN & Shadow Grove CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2991	S	Market	PL	3200	3200	3299	3201	3299	3200	3298	Market PL At Bloomington Corporate Boundary	Market PL At Bloomington Corporate Boundary	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2992	S	Curry	PIKE	2030	2030	2010	2010	2010	2030	2130	Curry PIKE At Bloomington Corporate Boundary	Curry PIKE At Bloomington Corporate Boundary	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2993	W	Constitution	AVE	3700	3700	3799	3701	3799	3700	3798	Constitution AVE At Bloomington Corporate Boundary	Constitution AVE At Bloomington Corporate Boundary	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2994	S	Curry	PIKE	300	300	379	301	379	300	378	3rd ST & Curry PIKE	Curry PIKE At Bloomington Corporate Boundary	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2995	S	Liberty	DR	450	300	589	301	589	300	588	3rd ST & Liberty DR	Liberty DR At Bloomington Corporate Boundary	74	Protected Bike Lane	NC	74	No change in width
2995	W	Roll	AVE	3920	3920	3940	3921	3939	3920	3940	Roll AVE At Bloomington Corporate Boundary	Curry PIKE & Roll AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
2996	S	State Road 37		3500	3200	3798	0	0	3200	3798	State Road 37 At Bloomington Corporate Boundary	Interstate 69 Ramp & State Road 37	0	FW	0	No change from default	
2997	S	State Road 37		3600	3200	3999	3201	3999	0	0	State Road 37 At Bloomington Corporate Boundary	State Road 37 At Bloomington Corporate Boundary	0	FW	0	No change from default	
2998	W	Fullerton	PIKE	2200	2200	2275	2201	2275	2200	2274	Fullerton PIKE At Bloomington Corporate Boundary	Fullerton PIKE At Bloomington Corporate Boundary	58	NR	60	Updated to 60ft. Extra width to trees or SW	
30	E	Heather	DR	1020	1020	1049	1021	1049	1020	1048	Christa CT & Heather DR	Heather DR & Sherbrook DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikeline
300	S	Rocky Cliff	CT	2400	2400	2430	2401	2429	2400	2430	Rocky Cliff CT Dead End	Rocky Cliff CT & Roundhill LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3000	W	Country Club	DR	200	200	275	201	275	200	274	Country Club DR & Walnut ST & Winslow RD	B-Line Trail & Bloomington Rail Trail & Country Cl	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
3001	W	Arlington	DR	2026	2026	2119	2027	2119	2026	2118	Arlington RD & Gourley PIKE	Arlington RD At Corporate Boundary	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
3002	W	Arlington	RD	2610	2422	2799	2423	2799	2422	2798	Arlington RD At Bloomington Corporate Boundary	Arlington RD & Frow RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
3003	W	Arlington	RD	2900	2800	2999	2801	2999	2800	2998	Arlington RD & Frow RD	Arlington RD At Bloomington Corporate Boundary	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikeline
3004	S	State Road 37		2200	2000	2399	0	0	2000	2398	State Road 37 & State Road 37 Ramp	State Road 37 At Bloomington Corporate Boundary	0	FW	0	No change from default	
3005	S	State Road 37		2150	1900	2399	1901	2399	0	0	State Road 37 & State Road 37 Ramp	State Road 37 At Bloomington Corporate Boundary	0	FW	0	No change from default	
3006	W	Middle	CT	4350	4350	4399	4351	4399	4350	4398	Middle CT At Bloomington Corporate Boundary	Harvey DR & Middle CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3007	S	Weimer	RD	1860	1608	2099	1609	2099	1608	2098	Weimer RD At Bloomington Corporate Boundary	Wapahani RD & Weimer RD	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
3008	S	Kimble	DR	250	250	299	251	299	250	298	Kimble DR At Bloomington Corporate Boundary	3rd ST & Kimble DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3009	S	Johnson	AVE	226	226	299	227	299	226	298	Johnson AVE Corporate Boundary	3rd ST & Johnson AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
301	S	Spicewood	LN	2400	2400	2499	2401	2499	2400	2498	Spicewood CT & Spicewood LN	Roundhill LN & Spicewood LN	74	NR	60	Width reduced to 60ft due to no Bikeline	
3010	N	Johnson	AVE	220	110	324	111	323	110	324	Johnson AVE At Bloomington Corporate Boundary	Johnson AVE At Bloomington Corporate Boundary	58	Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
3011	S	Hickory	DR	300	300	379	301	379	300	378	3rd ST & Hickory DR	Hickory DR At Bloomington Corporate Boundary	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3012	W	Belle	AVE	4350	4350	4399	4351	4399	4350	4398	Belle AVE At Bloomington Corporate Boundary	Belle AVE & Harvey DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3013	W	3rd	ST	4100	4100	4215	4201	4215	4100	4198	3rd ST & Western DR	3rd ST At Bloomington Corporate Boundary	95	Protected Bike Lane	SC	98	Increased width 3' due to PBL Bikeline
3014	S	Kennedy	DR	3500	3500	3523	3501	3523	3500	3522	Kennedy DR & Willow CT	Kennedy DR At Bloomington Corporate Boundary	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3015	N	State Road 37 Business	DR	4000	4000	4015	4001	4015	4000	4014	Cascades Park Trail & Old State Road 37 & State Ro	State Road 37 At Bloomington Business Corporate Bo	95	SC	95	No change from default	
3016	S	Wynnedale	DR	300	300	307	301	307	300	306	3rd ST & Franklin RD & Wynnedale DR	Access Drive to Showplace West & Wynnedale DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3017	S	Wynnedale	DR	308	308	399	309	399	308	398	Access Drive to Showplace West & Wynnedale DR	Owens DR & Wynnedale DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3018		Access Drive to Showplace West		0	0	0	0	0	0	0	Access Drive to Showplace West & Wynnedale DR	Access Drive to Showplace West Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3019	E	Hollywood	DR	3600	3600	3699	3601	3699	3600	3698	Hollywood DR & Staats DR	Hollywood DR Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
302	E	Roundhill	LN	2540	2540	2549	2541	2549	2540	2548	Deep Well CT & Roundhill LN	Rocky Cliff CT & Roundhill LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3020	E	Hawthorne	DR	200	200	299	201	299	200	298	Hawthorne DR Dead End	3rd ST & Hawthorne DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3021	N	Walnut	ST	2000	1800	2199	0	0	1800	2198	Old State Road 37 & Walnut ST	College AVE & State Road 45 46 Bypass & Walnut ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
3022	N	Old State Road 37	PIKE	1950	1950	2099	1951	2099	1950	2098	College AVE & Old State Road 37	Gourley PIKE & Old State Road 37	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikeline
3023	N	Old State Road 37		0	0	0	0	0	0	0	Old State Road 37 & Walnut ST	College AVE & Old State Road 37	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3024	S	Woodlawn	AVE	1100	1100	1199	1101	1199	1100	1198	Weatherstone LN & Woodlawn AVE	Grimes LN & Woodlawn AVE	74	NR	60	Width reduced to 60ft due to no Bikeline	
3025	S	Madison	ST	1500	1500	1501	1501	1501	1500	1500	Hillside DR & Madison ST	Madison ST Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3026	S	Andrew	CIR	1503	1503	1517	1501	1517	1504	1516	Andrew CIR & Coleman CT	Andrew CIR & Coleman CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3027	S	Andrew	CIR	1558	1558	1599	1559	1599	1558	1598	Andrew CIR & Coleman CT	Andrew CIR Circle	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3028	S	Arbors	LN	1500	1500	1504	1501	1503	1500	1504	Arbors LN & Clariz BLVD & Moores PIKE	Andrew CIR & Arbors LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3029	S	Arbors	LN	1505	1505	1550	1505	1549	1506	1550	Andrew CIR & Arbors LN	Arbors LN Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
303	E	Roundhill	LN	2550	2550	2601	2551	2601	2550	2600	Rocky Cliff CT & Roundhill LN	Roundhill CT & Roundhill LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3030	E	Moores	PIKE	3210	3210	3214	3211	3213	3210	3214	Andrew CIR & Moores PIKE	Arbors LN & Clariz BLVD & Moores PIKE	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL increased 3'
3031	E	Moores	PIKE	3200	3200	3209	3201	3209	3200	3208	Moores PIKE & Woodruff LN	Moores PIKE & Moores PIKE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3032	N	Dyer	DR	1100	1100	1199	1101	1199	1100	1198	14th CT & Dyer DR	15th ST & Dyer DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3033	W	Countryside	LN	1100	1100	1199	1101	1199	1100	1198	Countryside LN & Zona CT	Countryside LN & Peoples CT	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikeline
3034	W	Countryside	LN	1200	1200	1230	1201	1229	1200	1230	Countryside LN & Peoples CT	Countryside LN & Quarry CT	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikeline
3035	S	Peoples	CT	2300	2300	2355	2301	2355	2300	2354	Countryside LN & Peoples CT	Peoples CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3036	S	Quarry	CT	2300	2300	2399	2301	2399	2300	2398	Countryside LN & Quarry CT	Quarry CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3037	E	Wilson	ST	500	500	549	501	549	500	548	Wilson ST & Windfield DR	Wilson ST Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3038	E	Driscoll	DR	400	400	499	401	499	400	498	Driscoll DR & Palmer AVE	Driscoll DR & Dunn ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3039	S	Dunn	ST	1300	1300	1399	1301	1399	1300	1398	Driscoll DR & Dunn ST	Dunn ST & Wilson ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3039	S	Dunn	ST	1300	1300	1399	1301	1399	1300	1398	Driscoll DR & Dunn ST	Dunn ST & Wilson ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
304	E	Roundhill	LN	2602	2602	2615	2603	2615	2602	2615	Roundhill CT & Roundhill LN	Roundhill LN & Shadow Grove CT	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3040	N	College	AVE	1926	1926	1949	1927	1949	0	0	College AVE & Riley DR	College AVE & Old State Road 37	90	Protected Bike Lane	GU	90	No change due to PBL as default
3041	S	Rennick	BLVD	0	0	0	0	0	0	0	Moores PIKE & Rennick BLVD	Moores PIKE & Rennick BLVD	95	SC	75	2-Lanes, reduced ROW by 20'	
3042	E	Moores	PIKE	0	0	0	0	0	0	0	Moores PIKE & Winfield RD	Moores PIKE & Winfield RD	95	SC	75	2-Lanes, reduced ROW by 20'	
3043	S	Winfield	RD	0	0	0	0	0	0	0	Moores PIKE & Winfield RD	Moores PIKE & Winfield RD	95	SC	75	2-Lanes, reduced ROW by 20'	
3044	E	Moores	PIKE	0	0	0	0	0	0	0	Moores PIKE & Winfield RD	Moores PIKE & Rennick BLVD	95	SC	75	2-Lanes, reduced ROW by 20'	
3045	S	Adams	ST	576	576	599	577	599	576	598	Adams ST & Arch Haven AVE	2nd ST & Adams ST & Bloomfield DR	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
3046	W	Sunstone	DR	1750	1750	1849	1751	1849	1750	1848	Della Star DR & Sunstone DR	Sunstone DR & Kegg RD	74	NR	60	Width reduced to 60ft due to no Bikeline	
3047	S	Della Star	DR	2650	2650	2699	2651	2699	2650	2698	Addison LN & Della Star DR	Della Star DR & Sunstone DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3048	W	Sunstone	DR	1650	1650	1749	1651	1749	1650	1748	Adams ST & Sunstone DR	Della Star DR & Sunstone DR	74	NR	60	Width reduced to 60ft due to no Bikeline	
3049	W	Addison	LN	1800	1800	1849	1801	1849	1800	1848	Addison LN & Flat Rock RD	Addison LN Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
305	E	Roundhill	LN	2616	2616	2699	2617	2699	2616	2698	Roundhill LN & Shadow Grove CT	Roundhill LN & Spicewood LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3050	S	Della Star	DR	2567	2567	2649	2567	2649	2568	2648	Della Star DR & Eventide DR	Addison LN & Della Star DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3051	W	Addison	LN	1750	1750	1799	1751	1799	1750	1798	Addison LN & Della Star DR	Addison LN & Flat Rock RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3052	S	Addison	LN	2550	2550	2565	2551	2565	2550	2564	Addison LN & Countryside LN	Addison LN & Eventide DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3053	W	Eventide	DR	1700	1700	1749	1701	1749	1700	1748	Addison LN & Eventide DR	Della Star DR & Eventide DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3054	S	Della Star	DR	2550	2550	2566	2551	2566	2550	2566	Countryside LN & Della Star DR	Della Star DR & Eventide DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
3055	W	Countryside	LN	1700	1700	1749	1701	1749	1700	1748	Addison LN & Countryside LN	Countryside LN & Della Star DR	58	Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
3056	W	Countryside	LN	1750	1750	1850	1751	1849	1750	1850	Countryside LN & Della Star DR	Countryside LN & Samuel LN	58	Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
3057	S	Adams	ST	2300	2300	2399	2301	2399	2300	2398	Adams ST Dead End	Adams ST & Countryside LN	74	Bike Lane and Multi-use Path	NC	74	No change in width
3058	S	Flat Rock	RD	2550	2550	2649	2551	2649									

3078	S	Smith	RD	1100	1100	1199	1101	1199	1100	1198	Smith RD & Stella DR	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
3079	S	Smith	RD	1200	1200	1249	1201	1249	1200	1248	Cobble Creek DR & Smith RD	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
3080	S	Byran	ST	2400	2400	2429	2401	2429	2400	2428	Byran ST & Coolidge DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3081	W	Allen	RD	900	900	900	901	900	900	900	Allen ST & Patterson DR	74	Bike Lane and Multi-use Path	NC	68	no	2-Lanes, reduced by 20' no change needed BikeRec
3082	W	Allen	ST	1180	1001	1349	1001	1349	1002	1348	Allen ST & Strong DR	74	Bike Lane	NC	68	no	Reduced to 58' due to Bike Lane BikeRec
3083	S	Basswood	DR	950	950	1049	951	1049	950	1048	Basswood DR & Copper Beech WAY	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3084	S	Basswood	DR	700	500	899	501	899	500	898	Basswood DR & Muller PKWY	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3085	S	Basswood	DR	900	900	949	901	949	900	948	Basswood DR & Copper Beech WAY	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3086	S	Dunn	ST	1400	1400	1499	1401	1499	1400	1498	Dunn ST & Wilson ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3086	S	Dunn	ST	1400	1400	1499	1401	1499	1400	1498	Dunn ST & Wilson ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3087	E	Wilson	ST	400	400	499	401	499	400	498	Palmer AVE & Wilson ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3088	E	Hillside	DR	414	414	499	415	499	414	498	Hillside DR & Palmer AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
3088	E	Hillside	DR	414	414	499	415	499	414	498	Hillside DR & Palmer AVE	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
3089	E	Hillside	DR	500	500	599	501	599	500	598	Dunn ST & Hillside DR	90	Protected Bike Lane	GU	90	no	No change due to PBL as default
309	S	Bryan	ST	2430	2430	2499	2431	2499	2430	2498	Bryan ST & Camden DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
3090	S	Palmer	AVE	1300	1300	1399	1301	1399	1300	1398	Driscoll DR & Palmer AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
3091	S	Palmer	AVE	1400	1400	1425	1401	1425	1400	1424	Palmer AVE & Palmer AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
3092	S	Sare	RD	3500	3400	3599	3401	3599	3400	3598	Olson DR & Sare RD	95	Multi-use Path	SC	64	no	2-Lanes, reduced by 20', MUP only, reduced by 11'
3093	W	Acuff	RD	1000	1000	1019	1001	1019	1000	1018	Acuff RD & Kinser PIKE	95		SC	75	no	2-Lanes, reduced ROW by 20'
3094	W	Acuff	RD	1160	1020	1299	1021	1299	1020	1298	Acuff RD & Rosewood DR	95		SC	75	no	2-Lanes, reduced ROW by 20'
3095	S	Hawksmoore	DR	2126	2126	2155	2127	2155	2126	2154	Hawksmoore DR & Melville CIR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
3096	S	Ramsey	DR	1934	1934	1999	1935	1999	1934	1998	Nora Hill DR & Ramsey DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3097	S	Ramsey	DR	1902	1902	1933	1903	1933	1902	1932	Queens WAY & Ramsey DR & Renwick BLVD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3098	S	Hawksmoore	DR	1900	1900	1921	1901	1921	1900	1920	Hawksmoore DR & Renwick BLVD	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
3099	S	Renwick	BLVD	1900	1900	1999	1901	1999	1900	1998	Renwick BLVD & Seminary DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
31	F	Heather	DR	1008	1008	1019	1009	1019	1008	1018	Heather DR & Preston CT	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
310	S	Madison	ST	2400	2400	2499	2401	2499	2400	2498	Coolidge DR & Madison ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3100	S	Renwick	BLVD	2000	2000	2099	2001	2099	2000	2098	Queens WAY & Ramsey DR & Renwick BLVD	74		NR	60	no	Width reduced to 60ft due to NG BikeRec
3101	S	Renwick	BLVD	1800	1800	1899	1801	1899	1800	1898	Ramsey DR & Renwick BLVD	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
3102	E	Nora Hill	DR	2500	2500	2599	2501	2599	2500	2598	Nora Hill DR & Ramsey DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3103	S	Hawksmoore	DR	1922	1922	1923	1923	1923	1922	1922	Hawksmoore DR & Nora Hill DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
3104	S	Ramsey	DR	2000	2000	2102	2001	2101	2000	2102	Ramsey DR Circle	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3105	E	Melville	CIR	2100	2100	2141	2101	2141	2100	2140	Hawksmoore DR & Melville CIR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
3106	S	Hawksmoore	DR	2024	2024	2125	2025	2125	2024	2124	Hawksmoore DR & Railway CIR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
3107	E	Moore	PIKE	2600	2600	2649	2601	2649	2600	2648	Moore PIKE & Renwick BLVD	95	Protected Bike Lane	SC	78	no	2-Lanes, reduced by 20' PBL increased 3'
3108	S	Rockport	RD	2200	2200	2319	2201	2319	2200	2318	Guy AVE & Rockport RD	95	Multi-use Path	NC	64	no	2-Lanes, reduced by 20', MUP only, reduced by 11'
3109	W	Guy	AVE	600	600	640	601	639	600	640	Guy AVE & Rockport RD	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
311	S	Milton	DR	2400	2400	2499	2401	2499	2400	2498	Coolidge DR & Milton DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3110	W	3rd	ST	2400	2400	2425	2401	2425	2400	2424	3rd ST & Johnson AVE	95	Protected Bike Lane	SC	98	no	Increased width 3' due to PBL in BikeRec
3111	W	3rd	ST	2426	2426	2499	2427	2499	2426	2498	3rd ST & Opportunity LN	95	Protected Bike Lane	SC	98	no	Increased width 3' due to PBL in BikeRec
3112	S	Opportunity	LN	450	301	599	301	599	301	598	3rd ST & Opportunity LN	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3113	E	McCracken	WAY	3750	3750	3849	3751	3849	3750	3848	McCracken WAY Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3114	S	Mary Beth	DR	975	975	975	975	975	975	998	Fenbrook LN & Mary Beth DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3115	S	Mary Beth	DR	950	950	974	951	973	950	974	Mary Beth DR Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3116	E	Fenbrook	LN	3949	3949	3999	3949	3999	3950	3998	Fenbrook LN & Sara CT	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
3117	S	Romans	WAY	980	980	999	981	999	980	998	Fenbrook LN & Romans WAY	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3118	E	Fenbrook	LN	3920	3920	3949	3921	3949	3920	3948	Fenbrook LN & Sara CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3119	S	Sara	CT	900	900	974	901	973	900	972	Fenbrook LN & Sara CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
312	S	Ford	AVE	2400	2400	2499	2401	2499	2400	2498	Ford AVE Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3120	S	Romans	WAY	900	900	979	901	979	900	978	Brighton CRST & Romans WAY	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3121	E	Nora Hill	DR	2600	2600	2699	2601	2699	2600	2698	Hawksmoore DR & Nora Hill DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3122	E	Seminary	DR	2600	2600	2612	2601	2611	2600	2612	Renwick BLVD & Seminary DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3123	N	Washington	ST	1740	1600	1775	1601	1775	1600	1774	20th ST & Washington ST	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3124	W	Tapp	RD	1450	1200	1699	1201	1699	1200	1698	Finehurst DR & Tapp RD	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
3125	W	Tapp	RD	1950	1700	2199	1701	2199	1700	2198	Adams ST & Tapp RD	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeRec
3126	W	Tapp	RD	0	0	0	0	0	0	0	Adams ST & Tapp RD	95		SC	75	no	2-Lanes, reduced ROW by 20'
3127	W	Tapp	RD	0	0	0	0	0	0	0	Tapp RD ROUNDABOUT	95		SC	75	no	2-Lanes, reduced ROW by 20'
3128	S	Adams	ST	0	0	0	0	0	0	0	Adams ST & Tapp RD	95		SC	75	no	2-Lanes, reduced ROW by 20'
3129	S	Adams	ST	2770	2770	2799	2771	2799	2770	2798	Adams Hill CIR & Adams ST	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
313	S	Brown	AVE	2400	2400	2429	2401	2429	2400	2428	Brown AVE & Coolidge DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3130	S	Hathaway	CT	1500	1500	1569	1501	1569	1500	1568	Hathaway CT Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3131	S	Hathaway	CT	1570	1570	1699	1571	1699	1570	1698	Cathcart ST & Hathaway CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3132	E	Cathcart	ST	2400	2400	2449	2401	2449	2400	2448	Cathcart ST & Hathaway CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3133	W	Countryside	LN	1650	1650	1699	1651	1699	1650	1698	Adams ST & Countryside LN	58	Multi-use Path	NR	60	no	Updated to 60ft. Extra width to trees or SW
3134	S	Adams	ST	2400	2400	2435	2401	2435	2400	2434	Adams ST & Sunstone DR	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
3135	S	Adams	ST	2610	2436	2769	2437	2769	2436	2768	Adams ST & Sunstone DR	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
3136	S	Fieldcrest	CT	900	800	999	801	999	800	998	Brighton AVE & Fieldcrest AVE & Fieldcrest CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3137	S	Fieldcrest	CT	1000	1000	1099	1001	1099	1000	1098	Fieldcrest CT Circle	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3138	S	Fenbrook	LN	1000	1000	1049	1001	1049	1000	1048	Fenbrook LN & Smith RD	74	Multi-use Path	NC	62	no	Reduced to 62' due to MUP BikeRec
3139	S	Fenbrook	LN	1050	1050	1099	1051	1099	1050	1098	Fenbrook CT & Fenbrook LN	74	Multi-use Path	NC	62	no	Reduced to 62' due to MUP BikeRec
314	W	Graham	DR	300	300	399	301	399	300	398	Bryan ST & Graham DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
3140	S	Fenbrook	CT	900	900	949	901	949	900	948	Fenbrook CT & Fenbrook LN	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3141	S	Fenbrook	LN	1220	1100	1328	1101	1327	1100	1328	Baldwin DR & Fenbrook LN	74	Multi-use Path	NC	62	no	Reduced to 62' due to MUP BikeRec
3142	N	Bell Trace	CIR	700	700	850	701	849	700	850	Bell Trace CIR & Bell Trace CT & Bell Trace DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3143	S	Baldwin	DR	908	908	999	909	999	908	998	Baldwin DR & Villa Glen CT	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3144	S	Baldwin	DR	880	880	907	881	907	880	906	Baldwin DR & Brighton AVE	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3145	E	Villa Glen	CT	3700	3700	3760	3701	3759	3700	3760	Villa Glen CT Dead End	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3146	E	Lydia	LN	3690	3690	3809	3691	3809	3690	3808	Lydia LN & Stella DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3147	S	Cobble Creek	CIR	1200	1200	1285	1201	1285	1200	1284	Cobble Creek CIR & Cobble Creek DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
3148	S	Cobble Creek	CIR	1286	1286	13											

3168	W	Rappel	AVE	1000	1000	1000	1099	1001	1099	1000	1098	Rappel AVE BUMP OUT	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3169	S	Covey	LN	1700	1700	1700	1799	1701	1799	1700	1798	Covey LN & Thornton DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
317	W	Graham	DR	700	700	700	799	701	799	700	798	Ford AVE & Graham DR	58	Neighborhood Greenway	NR	60	0	Updated to 60ft. Extra width to trees or SW
3170	S	Muller	PKWY	450	450	450	499	401	499	400	498	2nd ST & Muller PKWY	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3171	S	Basewood	DR	450	450	450	499	451	499	450	498	Basewood DR & Muller PKWY	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3172	E	Thornton	DR	1200	1200	1224	1201	1223	1200	1224	Highland AVE & Thornton DR	Covey LN & Thornton DR	74	Neighborhood Greenway	NC	60	0	Width reduced to 60ft due to NG Bikelec
3173	E	Thornton	DR	1225	1225	1229	1225	1299	1226	1298	Covey LN & Thornton DR	Maxwell ST & Thornton DR	74	Neighborhood Greenway	NC	60	0	Width reduced to 60ft due to NG Bikelec
3174	S	Weatherstone	LN	1200	1100	1299	1101	1299	1100	1298	Weatherstone LN & Woodlawn AVE	Cobbfield CT & Weatherstone LN	74	Neighborhood Greenway	NC	60	0	Width reduced to 60ft due to NG Bikelec
3175	E	Moore	PIKE	2500	2400	2599	2401	2599	2400	2598	Moore PIKE & Valley Forge DR	Moore PIKE & Winfield DR	95	Protected Bike Lane	SC	78	0	2-Lanes, reduced by 20' PBL increased 3'
3176	S	Eva Hill	DR	5000	4900	1932	1901	1931	1900	1932	Seminary DR & Eva Hill DR	Nora Hill DR & Eva Hill DR	NR	60	0	Updated to 60ft. Extra width to trees or SW		
3177	W	14th	CT	800	800	899	801	899	800	898	14th CT Dead End	14th CT & Dyer DR	58	Neighborhood Greenway	NR	60	0	Updated to 60ft. Extra width to trees or SW
3178	N	Dyer	CT	1000	1000	1099	1001	1099	1000	1098	Blair AVE & Dyer DR	14th CT & Dyer DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3179	N	State Road 37 Ramp	DR	0	0	0	0	0	0	0	State Road 37 Ramp & State Road 45 46 Bypass	State Road 37 & State Road 37 45 & State Road 37 R	0	FW	0	0	No change from default	
318	W	Graham	DR	800	800	815	801	815	800	814	Brown AVE & Graham DR	Broadview DR & Graham DR	58	Neighborhood Greenway	NR	60	0	Updated to 60ft. Extra width to trees or SW
3180	N	State Road 37	DR	2150	1700	2598	0	0	1700	2598	State Road 37 & State Road 37 45 & State Road 37 R	State Road 37 & State Road 37 Ramp	0	FW	0	0	No change from default	
3181	W	Hickory	LN	1300	1300	1421	1301	1421	1300	1420	Arlington LN & Hickory LN	Hickory LN Dead End	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3182	N	State Road 37 Ramp	DR	0	0	0	0	0	0	0	State Road 37 & State Road 37 Ramp	State Road 37 Ramp & State Road 45 46 Bypass	0	FW	0	0	No change from default	
3183	E	7th	ST	1140	1024	1249	1025	1249	1024	1248	7th ST & Forrest AVE	7th ST Dead End	58	Protected Bike Lane	NR	60	0	Updated to 60ft. Extra width to trees or SW
3184	W	Arch Haven	AVE	1300	1300	1361	1301	1361	1300	1360	Adams ST & Arch Haven AVE	Arch Haven AVE & Landmark AVE	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3185	S	Adams	ST	500	500	500	501	509	500	508	Adams ST & Patterson DR & Prospect ST	Adams ST & Millieu DR	58	Bike Lane and Multi-use Path	NR	60	0	Updated to 60ft. Extra width to trees or SW
3186	E	Browning	LN	1400	1400	1499	1401	1499	1400	1498	Allendale DR & Browning CT & Browning LN	Browning LN & Browning PL	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3187	E	Browning	CT	1300	1300	1355	1301	1355	1300	1354	Browning CT Dead End	Allendale DR & Browning CT & Browning LN	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3188	S	Allendale	DR	3216	3216	3299	3217	3299	3216	3298	Allendale DR & Mercedes DR	Circle DR & Ruby LN	74	Neighborhood Greenway	NR	60	0	Width reduced to 60ft due to NG Bikelec
3189	S	Allendale	DR	3300	3300	3399	3301	3399	3300	3398	Allendale DR & Browning CT & Browning LN	Allendale CT & Allendale DR	58	NR	60	0	Width reduced to 60ft due to NG Bikelec	
319	S	Leonard Springs	RD	2500	2500	2505	2501	2505	2500	2504	Curry PIKE & Leonard Springs RD At Corporate Boundary	Leonard Springs RD At Corporate Boundary	58	Bike Lane and Multi-use Path	NR	60	0	Updated to 60ft. Extra width to trees or SW
3190	S	Woodlawn	AVE	100	100	199	101	199	100	198	Kirkwood AVE & Woodlawn AVE	Woodlawn AVE Dead End	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3191	W	3rd	ST	2120	2000	2229	2001	2229	2000	2228	3rd ST & Cory LN	3rd ST & Muller PKWY	95	Protected Bike Lane	SC	98	0	Increased width 3' due to PBL in Bikelec
3193	S	Tarzan	LN	1150	1000	1299	1001	1299	1000	1298	Davis ST & Highland AVE & Tarzan LN	Tarzan LN Dead End	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3194	E	Ruby	LN	1600	1600	1705	1601	1705	1600	1704	Mitchell ST & Ruby LN	Circle DR & Ruby LN	58	Neighborhood Greenway	NR	60	0	Updated to 60ft. Extra width to trees or SW
3195	S	Mitchell	ST	1025	1025	1050	1027	1049	1025	1050	Mitchell ST Dead End	Mitchell ST Dead End	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3196	E	Barrington	DR	3800	3800	3901	3801	3901	3800	3900	Barrington DR SPLIT	Barrington DR Dead End	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3197	E	Goodnight	WAY	3200	3200	3249	3201	3249	3200	3248	Goodnight WAY & Stratum WAY	Clariz BLVD & Goodnight WAY	90	GU	72	0	Updated to 72 due to no Bicycle Facilities Rec	
3198	E	Stratum	WAY	3000	3000	3099	3001	3099	3000	3098	Covenanter DR & Stratum WAY	Goodnight WAY & Stratum WAY	90	GU	72	0	Updated to 72 due to no Bicycle Facilities Rec	
3199	E	Stratum	WAY	3100	3100	3199	3101	3199	3100	3198	Goodnight WAY & Stratum WAY	Goodnight WAY & Stratum WAY	90	GU	72	0	Updated to 72 due to no Bicycle Facilities Rec	
32	E	Heather	DR	700	700	799	701	799	700	798	Heather DR & Pepperridge DR	Grassette CT & Heather DR	74	Neighborhood Greenway	NC	60	0	Width reduced to 60ft due to NG Bikelec
320	W	Graham	DR	0	0	0	0	0	0	0	Graham DR & Rockport RD	Graham DR & Kessell DR	58	Neighborhood Greenway	NR	60	0	Updated to 60ft. Extra width to trees or SW
320	E	Goodnight	WAY	3100	3100	3199	3101	3199	3100	3198	Goodnight WAY & Stratum WAY	Goodnight WAY & Stratum WAY	90	GU	72	0	Updated to 72 due to no Bicycle Facilities Rec	
3201	W	Marquis	DR	1840	1840	1899	1841	1899	1840	1898	Glandore DR & Marquis DR	Crescent RD & Marquis DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3202	N	Lismore	DR	1250	1250	1349	1251	1349	1250	1348	Lismore DR & Marquis DR	17th ST & Lismore DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3203	W	Marquis	DR	1780	1780	1839	1781	1839	1780	1838	Lismore DR & Marquis DR	Glandore DR & Marquis DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3204	N	Glandore	DR	1200	1200	1249	1201	1249	1200	1248	Glandore DR Dead End	Glandore DR & Marquis DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3205	W	Marquis	DR	1700	1700	1779	1701	1779	1700	1778	Marquis DR Dead End	Lismore DR & Marquis DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3206	S	Huntington Gardens	PL	1800	1800	1899	1801	1899	1800	1898	Huntington Gardens PL & Miller DR	Huntington Gardens PL Dead End	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3207	E	Miller	DR	960	960	999	961	999	960	998	Huntington Gardens PL & Miller DR	Huntington DR & Miller DR	74	NR	60	0	Width reduced to 60ft due to NG Bikelec	
3208	N	State Road 37 Ramp	DR	0	0	0	0	0	0	0	State Road 37 Ramp & State Road 45 46 Bypass	State Road 37 Ramp SPLIT	0	FW	0	0	No change from default	
3209	N	State Road 37 Ramp	DR	0	0	0	0	0	0	0	State Road 37 Ramp SPLIT	State Road 37 & State Road 37 Ramp	0	FW	0	0	No change from default	
321	E	Rock Creek	DR	2200	2200	2299	2201	2299	2200	2298	Childs CT & Rock Creek DR	Rock Creek DR & Woodbult CT	74	Neighborhood Greenway	NC	60	0	Width reduced to 60ft due to NG Bikelec
3210	W	State Road 45 46 Bypass	CT	1400	1400	1425	0	0	1400	1424	State Road 37 Ramp & State Road 45 46 Bypass	State Road 37 Ramp & State Road 45 46 Bypass	0	FW	0	0	No change from default	
3211	N	State Road 37 Ramp	DR	0	0	0	0	0	0	0	State Road 37 Ramp SPLIT	State Road 37 Ramp SPLIT	0	FW	0	0	No change from default	
3212	S	Renwick	BLVD	1500	1500	1599	1501	1599	1500	1598	Moore PIKE & Renwick BLVD	Cathcart ST & Renwick BLVD	74	Neighborhood Greenway	NC	60	0	Width reduced to 60ft due to NG Bikelec
3213	S	Renwick	BLVD	1700	1600	1799	1601	1799	1600	1798	Cathcart ST & Renwick BLVD	Ramsay DR & Renwick BLVD	58	Neighborhood Greenway	NC	60	0	Width reduced to 60ft due to NG Bikelec
3214	S	Sare	RD	1500	1500	1599	1501	1599	1500	1598	College Mall RD & Moore PIKE & Sare RD	Cathcart ST & Sare RD	95	Multi-use Path	SC	64	0	2-Lanes, reduced by 20' MUP only, reduced by 11'
3215	S	Sare	RD	2140	1600	2669	1601	2669	1600	2668	Cathcart ST & Sare RD	McCartney LN & Sare RD	95	Multi-use Path	SC	64	0	2-Lanes, reduced by 20' MUP only, reduced by 11'
3216	E	Feenbrook	LN	3900	3900	3901	3901	3901	3900	3919	Feenbrook LN & Romans WAY	Feenbrook LN & Romans WAY	58	Neighborhood Greenway	NR	60	0	Updated to 60ft. Extra width to trees or SW
3217	S	Smith	RD	1000	800	1195	801	1195	800	1194	Baldwin DR & Brighton CRST & Smith RD	Feenbrook LN & Smith RD	95	Bike Lane and Multi-use Path	SC	75	0	2-Lanes, reduced by 20' no change needed Bikelec
3218	S	Smith	RD	1196	1196	1199	1197	1199	1196	1198	Feenbrook LN & Smith RD	Feenbrook LN & Smith RD	95	Bike Lane and Multi-use Path	SC	75	0	2-Lanes, reduced by 20' no change needed Bikelec
3219	N	Wintersweet	DR	3600	3600	3699	3601	3699	3600	3698	Hedge Apple LN & Wintersweet DR	Brady CT & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
322	S	Broadview	DR	2400	2400	2435	2401	2435	2400	2434	Broadview DR & Coolidge DR	Broadview DR & Graham DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3220	W	Brady	CT	1200	1200	1225	1201	1225	1200	1224	Brady CT Dead End	Brady CT & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3221	N	Whitewood	WAY	3900	3900	3999	3901	3999	3900	3998	Whitewood WAY Dead End	Whitewood WAY & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3222	W	Hedge Apple	LN	1270	1270	1299	1271	1299	1270	1298	Hackberry ST & Hedge Apple LN	Hedge Apple LN & Prow DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3223	N	Wintersweet	DR	3900	3900	3949	3901	3949	3900	3948	Wintersweet DR Dead End	Wintersweet CT & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3224	N	Wintersweet	DR	3950	3950	3955	3951	3955	3950	3954	Whitewood WAY & Wintersweet DR	Whitewood WAY & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3225	W	Wintersweet	CT	1200	1200	1299	1201	1299	1200	1298	Wintersweet CT & Wintersweet DR	Wintersweet CT Dead End	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3226	N	Wintersweet	DR	3956	3956	3965	3957	3965	3956	3964	Whitewood WAY & Wintersweet DR	Rosewood DR & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3227	N	Rosewood	DR	4000	4000	4004	4001	4003	4000	4004	Rosewood DR & Wintersweet DR	Acacia CT & Rosewood DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3228	W	Rosewood	DR	1100	1100	1199	1101	1199	1100	1198	Kisser PIKE & Rosewood DR	Rosewood DR & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3229	N	Hackberry	ST	3536	3536	3555	3537	3555	3536	3554	Hackberry ST & Hedge Apple LN	Hackberry ST & Olivia CT	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
323	S	Rockport	RD	2510	2510	2599	2511	2599	2510	2598	Kissell DR & Rockport RD	Graham DR & Rockport RD	95	SC	75	0	2-Lanes, reduced ROW by 20'	
3230	W	Olivia	CT	1248	1248	1277	1249	1277	1248	1276	Olivia CT Dead End	Hackberry ST & Olivia CT	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3231	N	Hackberry	ST	3500	3500	3535	3501	3535	3500	3534	Hackberry ST & Wintersweet DR	Hackberry ST & Hedge Apple LN	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3232	N	Wintersweet	DR	3520	3520	3599	3521	3599	3520	3598	Hackberry ST & Wintersweet DR	Hedge Apple LN & Wintersweet DR	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3233	S	Cooperative	WAY	2750	2750	2799	2751	2799	2750	2798	Cooperative WAY & Schmalz BLVD	Cooperative WAY & Rex Grossman BLVD & Tapp RD	58	NR	60	0	Updated to 60ft. Extra width to trees or SW	
3234	W	Schmalz	BLVD	2700	2600	2799	2601	2799	2600	2798	Deborah DR & Schmalz BLVD	Cooperative WAY & Schmalz BLVD	58	NR	6			

3258	N	College	AVE	1600	1400	1799	1401	1799	0	0	17th ST & College AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
3259	N	College	AVE	1800	1800	1925	1801	1925	0	0	College AVE & Vaughn Clipp WAY	90	Protected Bike Lane	GU	90	No change due to PBL as default
326	S	Forrester	ST	3004	3004	3099	3005	3099	3004	3098	Forrester ST & Kristen CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikerec
3260	S	Rockport	RD	2410	2320	2499	2321	2499	2320	2498	Coolidge DR & Rockport RD	95	2-Lanes, reduced ROW by 20'	SC	75	2-Lanes, reduced ROW by 20'
3261	S	Boulder	CT	2300	2300	2325	2301	2325	2300	2324	Boulder CT & Countryside LN & RCA Park DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3262	W	Countryside	LN	900	900	999	901	999	900	998	Boulder CT & Countryside LN & RCA Park DR	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikerec
3263	W	RCA Park	DR	800	800	839	801	839	800	838	Boulder CT & Countryside LN & RCA Park DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3264	W	Countryside	LN	800	800	899	801	899	800	898	Countryside LN & Rockport RD	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikerec
3265	W	RCA Park	DR	840	840	899	841	899	840	898	Mary Beth DR Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3266	S	Susie	ST	2100	2100	2199	2101	2199	2100	2198	Susie ST Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3267	W	RCA Park	DR	900	900	999	901	999	900	998	Cardinal CT & Harmony PL & RCA Park DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3268	W	Cardinal	CT	900	900	925	901	925	900	924	Cardinal CT & Harmony PL & RCA Park DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3269	S	Harmony	PL	2100	2100	2120	2101	2119	2100	2120	Harmony PL Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
327	E	Rock Creek	DR	2300	2300	2399	2301	2399	2300	2398	Rock Creek DR & Woodbluff CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikerec
3270	S	Ramsey	DR	1775	1775	1789	1775	1789	1776	1788	Ramsey DR & Springhouse DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3271	S	Ramsey	DR	1700	1700	1774	1701	1773	1700	1774	Ramsey DR & Renwick BLVD	58		NR	60	Updated to 60ft. Extra width to trees or SW
3272	S	Springhouse	DR	1700	1700	1739	1701	1739	1700	1724	Springhouse DR Circle	58		NR	60	Updated to 60ft. Extra width to trees or SW
3273	S	Springhouse	DR	1726	1726	1755	0	0	1726	1754	Springhouse DR SPLIT	58		NR	60	Updated to 60ft. Extra width to trees or SW
3274	S	Springhouse	DR	1740	1740	1755	1741	1755	0	0	Ramsey DR & Springhouse DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3275	S	Springhouse	DR	1756	1756	1799	1757	1799	1756	1798	Springhouse DR SPLIT	58		NR	60	Updated to 60ft. Extra width to trees or SW
3276	E	Tamarack	TRL	800	700	899	701	899	700	898	Juniper PL & Tamarack TRL	58		NR	60	Updated to 60ft. Extra width to trees or SW
3277	S	Roosevelt	ST	200	200	225	201	225	200	224	4th ST & Roosevelt ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3278	W	Petal	CT	1500	1500	1599	1501	1599	1500	1598	Petal CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3279	S	Sunflower	DR	2575	2575	2699	2575	2699	2576	2698	Petal CT & Sunflower DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
328	S	Woodbluff	CT	2300	2300	2315	2301	2315	2300	2314	Woodbluff CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3280	S	Sunflower	DR	2500	2500	2574	2501	2573	2500	2574	Countryside LN & Sunflower DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3281	W	Countryside	LN	1500	1500	1649	1501	1649	1500	1648	Countryside LN & Sunflower DR	74	Multi-use Path	NC	62	Reduced to 62' due to MUP Bikerec
3282	S	Cooperative	WAY	2630	2500	2749	2501	2749	2500	2748	Cooperative WAY Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3283	W	Hillside	DR	500	500	599	501	599	500	598	Hillside DR & Rogers ST	58	Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
3284	N	Woodburn	AVE	900	900	999	909	999	910	998	13th ST & Woodburn AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
3285	N	Woodburn	AVE	900	900	908	901	907	900	908	Woodburn AVE Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3286	W	13th	ST	300	300	349	301	349	300	348	13th ST & Woodburn AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
3287	E	Cathcart	ST	2450	2450	2474	2451	2473	2450	2474	Cathcart ST & Renwick BLVD	58		NR	60	Updated to 60ft. Extra width to trees or SW
3288	E	Cargill	DR	2550	2550	2601	2551	2601	2550	2600	Cargill DR & Piazza DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3289	S	Piazza	DR	1500	1500	1599	1501	1599	1500	1598	Cargill DR & Piazza DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
329	S	Okcott	BLVD	2900	2900	2999	2901	2999	2900	2998	Jordans WAY & Okcott BLVD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikerec
3290	E	Cathcart	ST	2475	2475	2499	2475	2499	2476	2498	Cathcart ST & Ira ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3291	E	Cathcart	ST	2600	2600	2699	2601	2699	2600	2698	Cathcart ST & Piazza DR & Wilcox ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3292	S	Wilcox	ST	1600	1600	1699	1601	1699	1600	1698	Cathcart ST & Piazza DR & Wilcox ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3293	S	Ira	ST	1641	1641	1699	1641	1699	1642	1698	Ira ST & Wilcox ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3294	S	Ira	ST	1600	1600	1640	1601	1639	1600	1640	Cathcart ST & Ira ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3295	S	Ira	ST	1500	1500	1599	1501	1599	1500	1598	Ira ST & Cargill DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3296	E	Cargill	DR	2500	2500	2549	2501	2549	2500	2548	Ira ST & Cargill DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
3297	W	Hedge Apple	LN	1230	1230	1261	1231	1261	1230	1260	Hedge Apple LN Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3298	W	Hedge Apple	LN	1262	1262	1269	1263	1269	1262	1268	Hedge Apple LN Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3299	N	Wintersweet	DR	3830	3700	3949	3701	3949	3700	3948	Brady CT & Wintersweet DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
33	E	Heather	DR	682	682	699	683	699	682	698	Heather DR & PEPPER CHAS	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikerec
330	C	Kings	CT	2900	2900	2999	2901	2999	2900	2998	Kings CT & Okcott BLVD	58		NR	60	Updated to 60ft. Extra width to trees or SW
3301	N	Morton	ST	100	100	199	101	199	100	198	Kirkwood AVE & Morton ST	74		NC	60	Width reduced to 60ft due to no Bicycle Facilities Rec
3301	N	Lindbergh	DR	1200	1200	1259	1201	1259	1200	1258	15th ST & Lindbergh DR	74		NC	60	Width reduced to 60ft due to no Bikerec
3302	N	Lindbergh	DR	1260	1260	1275	1261	1275	1260	1274	Lindbergh DR One Way Change	74		NC	60	Width reduced to 60ft due to no Bikerec
3303	S	Dunn	ST	400	400	499	401	499	400	498	Dunn ST & Smith AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
3304	S	Henderson	ST	400	400	419	403	419	400	418	Henderson ST & Smith AVE	74	Protected Bike Lane	NC	74	No change in width
3304	S	Henderson	ST	400	400	419	403	419	400	418	Henderson ST & Hunter AVE	74	Protected Bike Lane	NR	60	No change in width
3305	S	Dunn	ST	329	329	399	329	399	330	398	ATWATER TURN & Dunn ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3306	E	Smith	AVE	420	420	499	421	499	420	498	Kirby ALY & Smith AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
3307	S	Henderson	ST	401	401	401	401	401	0	0	Atwater AVE & Henderson ST & Indiana AVE	74	Protected Bike Lane	NC	74	No change in width
3308	E	Smith	AVE	500	500	550	501	549	500	550	Dunn ST & Smith AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
3309	S	Indiana	AVE	376	376	399	377	399	376	398	Henderson ST & Indiana AVE	90	Protected Bike Lane	GU	90	Default stays due to Bikerec
331	W	Kissell	DR	0	0	0	0	0	0	0	Kissell DR & Rockport RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
3310	E	Atwater	AVE	410	410	499	411	499	410	498	Atwater AVE & ATWATER TURN	74		GU	72	Updated to 72 due to no Bicycle Facilities Rec
3311	E	Atwater	AVE	600	600	699	601	699	600	698	Atwater AVE & Henderson ST & Indiana AVE	90		GU	90	Updated to 72 due to no Bicycle Facilities Rec
3312	S	Indiana	AVE	300	300	375	301	375	300	374	3rd ST & Indiana AVE	90	Protected Bike Lane	GU	90	Default stays due to Bikerec
3313	S	Henderson	ST	300	300	375	301	375	300	374	Henderson ST Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3314	E	Atwater	TURN	0	0	0	0	0	0	0	ATWATER TURN & Dunn ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
3315	S	Dunn	ST	300	300	328	0	0	300	328	Dunn ST Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
3316	E	Atwater	AVE	300	300	319	301	319	300	318	3rd ST & Atwater AVE & Dunn ST	90		GU	90	No change due to PBL as default
3317	E	3rd	ST	600	600	699	601	699	600	698	3rd ST & Indiana AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
3318	E	3rd	ST	500	500	599	501	599	500	598	3rd ST & Atwater AVE & Dunn ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
3319	S	Indiana	AVE	200	200	299	201	299	200	298	4th ST & Indiana AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
332	W	Kissell	DR	0	0	0	0	0	0	0	Kissell DR SPLIT	58		NR	60	Updated to 60ft. Extra width to trees or SW
3320	E	3rd	ST	420	420	499	421	499	420	498	3rd ST & Kirby ALY	90	Protected Bike Lane	GU	90	No change due to PBL as default
3320	E	3rd	ST	420	420	499	421	499	420	498	3rd ST & Atwater AVE & Dunn ST	90	Protected Bike Lane	GU	90	No change due to PBL as default
3321	S	Dunn	ST	200	200	299	201	299	200	298	4th ST & Dunn ST	90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
3321	S	Dunn	ST	200	200	299	201	299	200	298	4th ST & Dunn ST	90		GU	72	Updated to 72 due to no Bicycle Facilities Rec
3322	S	State Road 446		250	100	399	101	399	100	398	3rd ST & State Road 446 & State Road 46	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikerec
3323	S	State Road 446		550	400	699	401	699	400	698	Falls Creek DR & State Road 446	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bikerec
333	E	Rock Creek	DR	2400	2400	2499	2401	2499	2400	2498	Montclair AVE & Rock Creek DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikerec
334	S	Montclair	AVE	2300	2300	2325	2301	2325	2300	2324	Montclair AVE & Rock Creek DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikerec
335	E	Spicewood	LN	2700	2700	2799	2701	2799	2700	2798	Spicewood CT & Spicewood LN	74		NC	60	Width reduced to 60ft due to no Bikerec
336	E	Spicewood	CT	2600	2600	2636	2601	2635	2600	2636	Spicewood CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
337	S	Rockport	RD	2504	2504	2509	2505	2509	2506	2508	Kissell DR & Rockport RD	95		SC	75	2-Lanes, reduced ROW by 20'
338	S	Forrester	ST	2910	2910	3003	2911	3003	2910	3002	Forrester ST & Gosport CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG Bikerec
339	E	Kristen	CT	3200	3200	3210	3201	3209	3200	3210	Kristen CT Dead End	58		NR		

353	S	Ford	AVE	2300	2300	2399	2301	2399	2300	2398	Ford AVE Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
354	S	Milton	DR	2300	2300	2399	2301	2399	2300	2398	Milton DR Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
355	E	Gospott	CT	3300	3300	3325	3301	3325	3300	3324	Forrester ST & Gospott CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
356	E	Forrester	ST	2900	2900	2900	2901	2900	2900	2900	Forrester ST & Gospen CT	74	Neighborhood Greenway	NR	60	Width reduced to 60ft due to no BikeReef	
357	E	Jordans	WAY	3600	3600	3615	3601	3615	3600	3614	Jordans WAY & Olcott BLVD	NR	60	no	Updated to 60ft. Extra width to trees or SW		
358	S	Curry	PIKE	2430	2330	2529	2331	2529	2330	2430	Curry PIKE & Industrial BLVD	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW	
359	W	State Road 45		3600	3500	3699	3501	3699	3500	3698	Industrial BLVD & State Road 45	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeReef
36	S	Grasstree	CT	3700	3700	3725	3701	3725	3700	3724	Grasstree CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
361	S	Fairmount	CT	2200	2200	2235	2201	2235	2200	2234	Fairmount CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
361	E	Rock Creek	DR	2500	2500	2605	2501	2605	2500	2604	Montclair CT & Rock Creek DR	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
362	S	Henderson	ST	2100	2100	2199	2001	2199	2000	2198	Henderson ST & North DR & Wylie Farm RD	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeReef
363	E	Edgellhill	CT	2300	2300	2315	2301	2315	2300	2314	Edgellhill CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
364	S	Montclair	AVE	2200	2200	2299	2201	2299	2200	2298	Montclair AVE & Montclair CT	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
365	E	Meadowbluff	CT	2100	2100	2150	2101	2149	2100	2150	High ST & Meadowbluff CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
366	S	Elizabeth	CT	2800	2800	2820	2801	2819	2800	2820	Elizabeth CT & Robins BOW	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
367	E	Rock Creek	DR	2606	2606	2695	2607	2695	2606	2694	Belhaven CT & Rock Creek DR	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
368	S	Belhaven	CT	2200	2200	2220	2201	2219	2200	2220	Belhaven CT & Rock Creek DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
369	W	Joy	ST	400	400	449	401	449	400	448	Joy ST & Jean ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
37	E	Heather	DR	1000	1000	1007	1001	1007	1000	1006	Grasstree CT & Heather DR	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
370	S	Forrester	ST	2800	2800	2899	2801	2899	2800	2898	Forrester ST & Roy Schmalz CT	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
371	S	Robins	BOW	2900	2900	2905	2901	2904	2900	2904	Melissa CT & Robins BOW	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
372	E	Roy Schmalz	CT	3300	3300	3315	3301	3315	3300	3314	Forrester ST & Roy Schmalz CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
373	S	Jean	ST	2200	2200	2207	2201	2207	2200	2206	Jean ST & Jed ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
374	S	Rogers	ST	2221	2221	2229	2221	2299	2222	2298	Hays CT & Rogers ST	95	Multi-use Path	SC	64	no	2-Lanes, reduced by 20', MUP only, reduced by 11'
375	S	Robins	BOW	2800	2800	2899	2801	2899	2800	2898	Elizabeth CT & Robins BOW	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
376	S	Melissa	CT	2700	2700	2710	2701	2709	2700	2710	Melissa CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
377	S	Robins	BOW	2700	2600	2799	2601	2799	2600	2798	Robins BOW & Winston ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
378	S	Forrester	ST	2700	2700	2799	2701	2799	2700	2798	Forrester ST & Winston ST	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
379	E	Montclair	CT	2300	2300	2315	2301	2315	2300	2314	Montclair AVE & Montclair CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
38	S	Preston	CT	3800	3800	3815	3801	3815	3800	3814	Preston CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
380	S	Montclair	AVE	2100	2100	2199	2101	2199	2100	2198	Montclair AVE & Wimbleton LN	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
381	S	High	ST	2100	2100	2109	2101	2109	2100	2108	Greenbriar LN & High ST & Wimbleton LN	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeReef
382	E	Rock Creek	DR	2696	2696	2705	2697	2705	2696	2704	Rock Creek CT & Rock Creek DR	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
383	E	Rock Creek	CT	2700	2700	2716	2701	2715	2700	2716	Rock Creek CT & Rock Creek DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
384	W	Jed	ST	388	388	435	389	435	388	434	Jean ST & Jed ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
385	S	Rogers	ST	2110	2002	2119	2003	2119	2002	2119	Rogers ST & Rogers ST	95	Multi-use Path	SC	64	no	2-Lanes, reduced by 20', MUP only, reduced by 11'
386	W	State Road 45		3400	3300	3499	3301	3499	3300	3498	Hickory Leaf DR & Liberty DR & State Road 45	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeReef
387	E	Summit View	PL	1000	1000	1050	1001	1049	1000	1050	Knollwood CIR & Summit View PL	74	NR	60	no	Width reduced to 60ft due to no BikesReef	
388	S	Georgetown	RD	2110	2000	2220	2001	2219	2000	2220	Georgetown RD & Greenbriar LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
389	S	McMillan	CT	2700	2700	2715	2701	2715	2700	2714	McMillan CT & Winston ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
39	W	Heatherwood	LN	4110	4110	4199	4111	4199	4110	4198	Heatherwood LN & Peony LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
390	E	Brigs	BLVD	2700	2700	2730	2701	2730	2700	2730	Brigs BND & Olcott BLVD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
391	S	Olcott	BLVD	2706	2706	2715	2707	2715	2706	2714	Brigs BND & Olcott BLVD	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
392	S	Curry	PIKE	2300	2300	2329	2301	2329	2300	2328	Curry PIKE & Glen Oaks DR	58	Bike Lane and Multi-use Path	NR	60	no	Updated to 60ft. Extra width to trees or SW
393	W	Wapehani	RD	2880	2700	3049	2701	3049	2700	3048	Wapehani RD & Weimer RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
394	E	Ridge Crest	CT	700	600	799	0	0	600	798	Ridge Crest CT & Summit View PL	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
395	S	Montclair	AVE	2000	2000	2099	2001	2099	2000	2098	Montclair AVE & Sussex DR	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
396	E	Wimbleton	LN	2100	2100	2119	2101	2119	2100	2118	Greenbriar LN & High ST & Wimbleton LN	74	NR	60	no	Updated to 60ft. Extra width to trees or SW	
397	S	Locust	CT	2018	2018	2115	2019	2115	2018	2114	Greenbriar LN & Locust CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
398	E	Winston	ST	3200	3200	3299	3201	3299	3200	3298	Robins BOW & Winston ST	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
399	E	Winston	ST	3300	3300	3399	3301	3399	3300	3398	Forrester ST & Winston ST	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
4	S	Leonard Springs	RD	3800	3700	3899	3701	3899	3700	3898	Leonard Springs RD & Sims LN	58	Bike Lane and Multi-use Path	NR	60	no	Updated to 60ft. Extra width to trees or SW
40	W	Peony	LN	4200	4200	4215	4201	4215	4200	4214	Heatherwood LN & Peony LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
400	W	Short	ST	1240	1240	1299	1241	1299	1240	1298	Short ST & Short ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
401	S	Maxwell	ST	1930	1828	2015	1829	2015	1828	2014	Maxwell ST & Tylers TURN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
402	E	Hyde Park	CIR	1800	1800	1815	1801	1815	1800	1814	Groversnor PL & Hyde Park CIR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
403	S	Groversnor	PL	2100	2100	2125	2101	2125	2100	2124	Groversnor PL & Hyde Park CIR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
404	S	Curry	PIKE	2200	2200	2299	2201	2299	2200	2298	Curry PIKE & Woodlyn DR	58	Bike Lane and Multi-use Path	NR	60	no	Updated to 60ft. Extra width to trees or SW
405	W	Spruce	DR	3370	3370	3415	3371	3415	3370	3414	Oakdale DR & Spruce DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
406	E	Summit View	PL	700	700	799	701	799	700	798	Ridge Crest CT & Summit View PL	74	NR	60	no	Width reduced to 60ft due to no BikesReef	
407	E	Knollwood	CIR	1000	1000	1009	1001	1009	1000	1008	Knollwood CIR & Summit View PL	74	NR	60	no	Updated to 60ft. Extra width to trees or SW	
408	E	Summit View	PL	900	900	999	901	999	900	998	Emminence WAY & Summit View PL	74	NR	60	no	Width reduced to 60ft due to no BikesReef	
409	E	Summit View	PL	610	610	699	611	699	610	698	Alpine TRL & Summit View PL	74	NR	60	no	Width reduced to 60ft due to no BikesReef	
41	W	Heatherwood	LN	4000	4000	4103	4001	4103	4000	4102	Heatherwood LN & Leonard Springs RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
410	S	Mccartney	LN	2650	2650	2749	2651	2749	2650	2748	Mccartney LN & Sare RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
411	S	Locust	CT	1900	1900	2011	1901	2011	1900	2010	Locust CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
412	E	Greenbriar	LN	2000	2000	2010	2001	2009	2000	2010	Greenbriar LN & Wilton DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
413	S	High	ST	1960	1816	2099	1817	2099	1816	2098	High ST & Queens WAY	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeReef
414	E	Greenbriar	LN	2018	2018	2022	2019	2021	2018	2022	Greenbriar LN & Locust CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
415	E	Greenbriar	LN	2011	2011	2017	2011	2017	2012	2016	Greenbriar LN & Locust CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
416	S	Groversnor	PL	2005	2005	2099	2005	2099	2006	2098	Groversnor PL & Hyde Park CIR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
417	S	Sare	RD	2700	2700	2725	2701	2725	2700	2724	Sare RD & Winston ST	95	Multi-use Path	SC	64	no	2-Lanes, reduced by 20', MUP only, reduced by 11'
418	E	Winston	ST	3100	3100	3199	3101	3199	3100	3198	Diana CT & Winston ST	74	Neighborhood Greenway	NR	60	no	Width reduced to 60ft due to no BikesReef
419	E	Winston	ST	3400	3400	3499	3401	3499	3400	3498	McMillan CT & Winston ST	58	NR	60	no	Width reduced to 60ft due to no BikesReef	
42	S	Leonard Springs	RD	3500	3500	3611	3501	3611	3500	3610	Leonard Springs RD & Woodhaven DR	58	Bike Lane and Multi-use Path	NR	60	no	Updated to 60ft. Extra width to trees or SW
420	W	State Road 45		3150	3000	3299	3001	3299	3000	3298	State Road 37 & State Road 45	95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed BikeReef
421	S	Oakdale	DR	1850	1850	1939	1851	1939	1850	1938	Oakdale DR & Pecan LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
422	S	Oakdale	DR	1700	1700	1849	1701	1849	1700	1848	Oakdale DR & Spruce DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
423	E	Emminence	WAY	820	820	899	825	899	820	898	Emminence WAY & Summit View PL	58	NR	60	no	Width reduced to 60ft due to no BikesReef	
424	E																

443	S	Atlee	CT	2900	2900	2916	2901	2915	2900	2916	Atlee CT & Atlee ST & Winston ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
444	E	Diana	CT	3100	3100	3111	3101	3111	3100	3110	Diana CT & Winston ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
445	E	Winston	ST	3000	3000	3009	3001	3099	3000	3098	Atlee CT & Atlee ST & Winston ST		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
446	E	Charles	CT	3100	3100	3115	3101	3115	3100	3114	Charles CT & Diana CT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
447	S	Curry	PKWE	2140	2140	2165	2141	2165	2140	2164	Curry PIKE & Roll AVE		58	Bike Lane and Multi-use Path	NR	60	no	Updated to 60ft. Extra width to trees or SW
448	S	Oakdale	DR	1582	1582	1699	1583	1699	1582	1698	Oakdale DR & Pecan LN		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
449	S	Olive	ST	1800	1800	1820	1801	1819	1800	1820	Miller DR & Olive ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
45	W	Heatherwood	LN	4104	4104	4109	4105	4109	4104	4104	Heatherwood LN Circle		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
450	S	Berkley North	CT	1900	1900	1915	1901	1915	1900	1914	Berkley North CT & Berkley South CT & Greenbriar L		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
451	E	Winston	ST	2808	2808	2899	2809	2899	2808	2898	Thatcher CT & Winston ST		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
452	S	Churchill	CT	0	0	0	0	0	0	0	Churchill CT & Winston ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
453	S	Thatcher	CT	2800	2800	2810	2801	2809	2800	2810	Thatcher CT & Winston ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
454	E	Winston	ST	2900	2900	2999	2901	2999	2900	2998	Churchill CT & Winston ST		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
455	S	Heath	ST	2600	2600	2699	2601	2699	2600	2698	Heath ST & Winston ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
456	E	Diana	CT	3112	3112	3113	3125	3113	3112	3124	Charles CT & Diana CT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
457	E	Winston	ST	3500	3500	3599	3501	3599	3500	3598	Heath ST & Winston ST		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
458	E	Winston	ST	3600	3600	3699	3601	3699	3600	3698	Olcott BLVD & Winston ST		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
459	S	Trotters	RUN	2600	2600	2615	2601	2615	2600	2614	Trotters RUN & Winston ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
46	W	Heatherwood	LN	4200	4200	4205	4201	4205	4200	4204	Heatherwood LN Circle		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
460	S	Wilton	DR	1900	1900	1915	1901	1915	1900	1914	Wilton DR & Windsor DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
461	S	Sussex	DR	2120	1900	2325	1901	2325	1900	2324	Queens WAY & Sussex DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
462	E	Wilton	CT	1900	1900	1911	1901	1911	1900	1910	Wilton CT & Wilton DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
463	E	Chelsey	CT	1900	1900	1920	1901	1919	1900	1920	Chelsey CT & Queens WAY		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
464	S	Pecan	LN	1628	1628	1699	1629	1699	1628	1698	Birch LN & Pecan LN		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
465	S	Birch	LN	1700	1600	1799	1601	1799	1600	1798	Birch LN & Pecan LN		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
466	S	State Road 37		0	0	0	0	0	0	0	State Road 37 & State Road 45		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
467	W	State Road 45		0	0	0	0	0	0	0	Bloomfield RD & State Road 37 & State Road 45		95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed Bikeltec
468	S	Olcott	BLVD	2600	2500	2699	2501	2699	2500	2698	Edward CT & Olcott BLVD		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
469	S	Rogers	ST	1900	1900	1999	1901	1999	1900	1998	Cherokee DR & Rogers ST		58	NR	60	no	2-Lanes, reduced by 20' MUP only, reduced by 11'	
47	W	Heatherwood	LN	4206	4206	4217	4207	4217	4206	4216	Heatherwood LN & Peony LN		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
470	W	Chambers	DR	670	500	825	501	825	500	824	Chambers DR & Rogers ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
471	S	State Road 37		0	0	0	0	0	0	0	State Road 37 & State Road 45		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
472	W	Bloomfield	RD	0	0	0	0	0	0	0	Bloomfield RD & State Road 37		95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed Bikeltec
473	S	State Road 37		0	0	0	0	0	0	0	Bloomfield RD & State Road 37		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
474	W	Bloomfield	RD	0	0	0	0	0	0	0	State Road 37 & State Road 37		95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed Bikeltec
475	S	Pecan	LN	1582	1582	1627	1583	1627	1582	1626	Oakdale DR & Pecan LN		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
476	S	Oakdale	DR	1570	1570	1581	1571	1581	1570	1580	Oakdale DR Change of Custodian		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
477	E	Queens	WAY	2200	2200	2299	2201	2299	2200	2298	Queens WAY & Sussex DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
4770	N	Russell	RD	1120	1000	1225	1001	1225	1000	1224	10th ST & Russell RD		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
478	S	Montclair	AVE	1800	1800	1899	1801	1899	1800	1898	Montclair AVE & Arden DR		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
479	E	Windsor	DR	1900	1900	1998	1901	1915	1900	1998	Wilton DR & Windsor DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
48	S	Laura	WAY	3800	3800	3821	3801	3821	3800	3820	Bainbridge DR & Laura WAY		74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG Bikeltec
480	E	Queens	WAY	2400	2400	2450	2401	2449	2400	2450	Montclair AVE & Queens WAY		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
481	E	Queens	WAY	2100	2100	2199	2101	2199	2100	2198	High ST & Queens WAY		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
4811	N	Old State Road 37		4090	4000	4165	4001	4165	4000	4164	Dunn ST & Old State Road 37		95	SC	75	no	2-Lanes, reduced ROW by 20'	
482	S	High	ST	1800	1800	1815	1801	1815	1800	1814	Arden DR & High ST		58	NR	60	no	2-Lanes, reduced by 20' no change needed Bikeltec	
483	E	Windsor	DR	1800	1800	1899	1801	1899	1800	1898	Wilton DR & Windsor DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
484	E	Queens	WAY	2300	2300	2399	2301	2399	2300	2398	Chelsey CT & Queens WAY		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
485	W	Bloomfield	RD	2950	2950	2999	2951	2999	2950	2998	Bloomfield RD & State Road 37		95	Bike Lane and Multi-use Path	SC	75	no	2-Lanes, reduced by 20' no change needed Bikeltec
486	S	State Road 37		0	0	0	0	0	0	0	Bloomfield RD & State Road 37		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
487	S	State Road 37		0	0	0	0	0	0	0	State Road 37 & State Road 37 45		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
488	S	State Road 37		0	0	0	0	0	0	0	State Road 37 & State Road 37 Ramp		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
489	E	Reed	CT	3700	3700	3799	3701	3799	3700	3798	Olcott BLVD & Reed CT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
49	S	Bainbridge	DR	3800	3800	3826	3801	3826	3800	3825	Bainbridge DR & Lidas WAY		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
490	E	Windsor	DR	2000	2000	2004	0	0	2000	2004	Windsor DR SPLIT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
491	E	Windsor	DR	1917	1917	2010	1917	1999	2006	2010	Windsor DR SPLIT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
492	E	Windsor	DR	1700	1700	1799	1701	1799	1700	1798	Windsor DR & Oxford DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
493	S	Oxford	DR	1800	1800	1815	1801	1815	1800	1814	Arden DR & Oxford DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
494	S	Wilton	DR	1800	1800	1898	1801	1899	1800	1898	Arden DR & Wilton DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
495	S	Maxwell	ST	1700	1700	1799	1701	1799	1700	1798	Maxwell ST & Thornton DR		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
496	E	Miller	DR	1260	1260	1251	1250	1250	1260	1259	Covey LN & Miller DR		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
497	S	Park	AVE	1750	1750	1799	1751	1799	1750	1798	Moody DR & Park AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
498	S	Olive	ST	1700	1700	1799	1701	1799	1700	1798	Olive ST & Thornton DR		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
4986	W	Profile	PKWY	4000	4000	4099	4001	4099	4000	4098	Curry PIKE & Profile PKWY		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
499	S	Highland	AVE	1700	1700	1799	1701	1799	1700	1798	Highland AVE & Miller DR		74	Bike Lane and Multi-use Path	NC	74	no	No change in width
5	S	Laurel	CT	3900	3900	3999	3901	3999	3900	3998	Heather DR & Laurel CT		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
50	E	Jennifer	DR	1056	1056	1070	1057	1099	1056	1099	Jennifer DR & Laura WAY		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
500	E	Miller	DR	600	600	729	601	729	600	728	Henderson ST & Miller DR		58	NR	60	no	Width reduced to 60ft due to no Bikeltec	
501	E	Miller	DR	850	730	959	731	959	730	958	Miller DR & Park AVE		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
502	E	Miller	DR	1000	1000	1099	1001	1099	1000	1098	Huntington DR & Miller DR		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
503	E	Miller	DR	1100	1100	1199	1101	1199	1100	1198	Miller DR & Olive ST		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
5039	S	Park Square	DR	1150	1000	1299	1001	1299	1000	1298	Park Square DR & Woodside DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
504	E	Miller	DR	1200	1200	1249	1201	1249	1200	1248	Highland AVE & Miller DR		74	NR	60	no	Width reduced to 60ft due to no Bikeltec	
5040	S	Park Square	DR	850	700	999	701	999	700	998	Park Square DR & Sunset AVE		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
5041	S	Park Square	DR	550	400	699	401	699	400	698	Belle AVE & Park Square DR		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
505	E	Miller	DR	350	100	599	101	599	100	598	Miller DR & Walnut ST		90	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec	
506	S	Walnut	ST	1700	1700	1819	1701	1819	1700	1818	Vermilya AVE & Walnut ST		95	Protected Bike Lane	SC	78	no	2-Lanes, reduced by 20' PBL Increased 3'
507	W	Cherokee	DR	710	600	820	601	819	600	820	Cherokee DR & Rogers ST		58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
508	S	Rogers	ST	1700	1500	1899	1501	1899	1500	1898	Cherokee DR & Rogers ST		58	NR	60	no	2-Lanes, reduced by 20' MUP only, reduced by 11'	
509	W	State Road 37		1780	1550	1999	0	0	1550	1998	State Road 37 & State Road 37 45							

523	E	Arden	DR	1800	2001	1801	2001	1800	2000	Arden DR & Wilton DR	Arden DR & Windsor DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
524	S	Wilton	DR	1700	1700	1775	1701	1775	1700	1774 Wilton DR Dead End	Arden DR & Wilton DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
525	S	Oxford	DR	1700	1700	1799	1701	1799	1700	1798 Oxford DR & Thornton DR	Arden DR & Oxford DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
526	S	Wilton	DR	1776	1776	1776	1776	1776	1799	1798 Arden DR & Wilton DR	Arden DR & Wilton DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
527	E	Arden	DR	1700	1700	1799	1701	1799	1700	1798 Arden DR & Oxford DR	Arden DR & Wilton DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
528	S	Woodruff	LN	1600	1600	1651	1601	1651	1600	1650 Pine LN & Woodruff LN	Woodruff LN Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
529	E	Pine	LN	2700	2700	2806	2701	2805	2700	2806 Pine LN Dead End	Bluff CT & Pine LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
53	E	Jennifer	DR	1030	1030	1055	1031	1055	1030	1054 Jennifer CT & Jennifer DR	Jennifer CIR & Jennifer DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
530	E	Moody	DR	600	600	730	601	729	600	730 Henderson ST & Moody DR	Moody DR & Park AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
531	E	Taylor	CT	3700	3700	3715	3701	3715	3700	3714 Olcott BLVD & Taylor CT	Taylor CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
532	S	Olcott	BLVD	2010	1901	2109	1901	2109	1901	2108 Chaudron CT & Olcott BLVD	Olcott BLVD & Taylor CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
533	W	Bloomfield	RD	0	0	0	0	0	0	0 Bloomfield RD & State Road 37	Bloomfield RD & State Road 37	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
534	S	State Road 37		0	0	0	0	0	0	0 State Road 37 Ramp SPLIT	Bloomfield RD & State Road 37	58		NR	60	Width reduced to 60ft due to NG BikeRec
535	S	State Road 37		1700	1500	1899	1501	1899	0	0 State Road 37 & State Road 37 45	State Road 37 & State Road 37 45	0		FW	0	No change from default
536	S	State Road 37		0	0	0	0	0	0	0 State Road 37 Ramp SPLIT	State Road 37 & State Road 37 Ramp	58		NR	60	Updated to 60ft. Extra width to trees or SW
537	E	Thornton	DR	1700	1700	1835	1701	1835	1700	1834 Oxford DR & Thornton DR	Thornton DR Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
538	S	Oliver	ST	1600	1600	1699	1601	1699	1600	1698 Olive ST & Thornton DR	Olive ST & Thornton DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
539	S	Maxwell	ST	1600	1500	1699	1501	1699	1500	1698 Hillside DR & Maxwell ST	Maxwell ST & Thornton DR	74		NC	60	Width reduced to 60ft due to NG BikeRec
54	W	Primrose	LN	4200	4200	4225	4201	4225	4200	4224 Heatherwood LN & Primrose LN	Heatherwood LN & Primrose LN	NR	60	Updated to 60ft. Extra width to trees or SW		
540	S	Highland	AVE	1620	1528	1699	1529	1699	1528	1698 Highland AVE & Ridgemont CT	Highland AVE & Thornton DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
541	E	Thornton	DR	1100	1100	1199	1101	1199	1100	1198 Olive ST & Thornton DR	Highland AVE & Thornton DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
542	S	State Road 37		0	0	0	0	0	0	0 State Road 37 Ramp SPLIT	Bloomfield RD & State Road 37	58		NR	60	Updated to 60ft. Extra width to trees or SW
543	W	Bloomfield	RD	0	0	0	0	0	0	0 Bloomfield RD & State Road 37	Bloomfield RD & State Road 37	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
544	S	State Road 37		0	0	0	0	0	0	0 State Road 37 Ramp SPLIT	Bloomfield RD & State Road 37	58		NR	60	Updated to 60ft. Extra width to trees or SW
545	W	Bloomfield	RD	0	0	0	0	0	0	0 Bloomfield RD & State Road 37	Bloomfield RD & State Road 37	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
546	E	Chaudron	CT	3700	3700	3710	3701	3709	3700	3710 Chaudron CT & Olcott BLVD	Chaudron CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
547	S	Olcott	BLVD	1800	1700	1899	1701	1899	1700	1898 Olcott BLVD & William CT	Chaudron CT & Olcott BLVD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
548	E	Bluff	CT	2700	2700	2720	2701	2799	2700	2798 Bluff CT Dead End	Bluff CT & Pine LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
549	S	Woodruff	LN	1500	1500	1599	1501	1599	1500	1598 Moores PIKE & Woodruff LN	Pine LN & Woodruff LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
55	W	Heatherwood	LN	4218	4218	4219	4219	4219	4218	4218 Heatherwood LN & Lilac LN	Heatherwood LN & Lilac LN	NR	60	Updated to 60ft. Extra width to trees or SW		
550	E	Pine	LN	2807	2807	2820	2807	2819	2808	2820 Bluff CT & Pine LN	Pine LN & Woodruff LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
551	S	State Road 37		0	0	0	0	0	0	0 State Road 37 & State Road 37 45	State Road 37 Ramp SPLIT	58		NR	60	Updated to 60ft. Extra width to trees or SW
552	W	Bloomfield	RD	2900	2900	2949	2901	2949	2900	2948 Bloomfield DR & Bloomfield RD & Oakdale DR	Bloomfield RD & State Road 37	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
553	S	State Road 37		0	0	0	0	0	0	0 Bloomfield RD & State Road 37	State Road 37 Ramp SPLIT	58		NR	60	Updated to 60ft. Extra width to trees or SW
554	E	William	CT	3500	3500	3610	3501	3609	3500	3610 William CT Dead End	Olcott BLVD & William CT	58		NR	60	Updated to 60ft. Extra width to trees or SW
555	E	Clifton	AVE	1650	1500	1799	1501	1799	1500	1798 Clifton AVE & Hillside DR	Clifton AVE Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
556	S	Nancy	ST	1500	1500	1615	1501	1615	1500	1614 Hillside DR & Nancy ST	Nancy ST Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
557	S	College	AVE	1600	1600	1699	1601	1699	1600	1698 College AVE & Southern DR	College AVE Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
5572	E	Rhorer	RD	920	826	999	827	999	826	998 Rhorer RD At Corporate Boundary	Benson CT & Derby DR & Rhorer RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
558	S	Walnut	ST	1600	1600	1699	1601	1699	1600	1698 Southern DR & Walnut ST	Vermilya Ave	58		NR	60	Updated to 60ft. Extra width to trees or SW
559	S	Olcott	BLVD	1600	1600	1699	1601	1699	1600	1698 Olcott BLVD & South CT	Olcott BLVD & William CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
56	E	Jennifer	DR	1000	1000	1029	1001	1029	1000	1028 Jennifer DR Dead End	Jennifer CT & Jennifer DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
560	E	Skyark	CT	1200	1200	1220	1201	1219	1200	1220 Highland AVE & Skyark CT	Skyark CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
561	S	Highland	AVE	1522	1522	1527	1523	1527	1522	1526 Highland AVE & Skyark CT	Highland AVE & Ridgemont CT	74	Bike Lane and Multi-use Path	NC	74	No change in width
562	E	Ridgemont	CT	1100	1100	1120	1101	1119	1100	1120 Ridgemont CT Dead End	Highland AVE & Ridgemont CT	58		NR	60	Updated to 60ft. Extra width to trees or SW
563	S	Olive	ST	1500	1500	1599	1501	1599	1500	1598 Hillside DR & Olive ST & Weatherstone LN	Olive ST & Thornton DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
564	S	Highland	AVE	1514	1514	1521	1515	1521	1514	1520 Chestnut CT & Highland AVE	Highland AVE & Skyark CT	58		NR	74	No change in width
565	W	Bloomfield	RD	2700	2600	2899	2601	2899	2600	2898 Bloomfield RD & Stone DR	Bloomfield RD & State Road 37	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
566	S	Basswood	DR	1900	1900	1999	1801	1999	1800	1998 Basswood CIR & Basswood DR	Basswood DR & Bloomfield RD & Oakdale DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
567	E	South	CT	3700	3700	3715	3701	3715	3700	3714 Olcott BLVD & South CT	South CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
5675	E	Rhorer	RD	1210	1000	1419	1001	1419	1000	1418 Benson CT & Derby DR & Rhorer RD	Jamie LN & Rhorer RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
5676	E	Rhorer	RD	2000	2000	2149	2001	2149	2000	2148 Rhorer RD & Sare RD	Rhorer RD At Corporate Boundary	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
568	S	Olcott	BLVD	1500	1500	1599	1501	1599	1500	1598 Moores PIKE & Olcott BLVD	Olcott BLVD & South CT	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
5682	E	Rogers	RD	3424	3424	3425	3425	3201	3201	3424 Forrester ST & Rogers RD	Rogers RD At County Boundary	58		NR	60	2-Lanes, reduced by 20' no change needed BikeRec
569	E	Chestnut	CT	1200	1200	1215	1201	1215	1200	1214 Chestnut CT & Highland AVE	Chestnut CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
5692	E	Rogers	RD	3100	3100	3199	3101	3199	3100	3198 Rogers RD & Sare RD	Forrester ST & Rogers RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
57	S	Walnut Street	PIKE	3200	3000	3399	3001	3399	3000	3398 Allendale DR & Walnut Street PIKE	Burks DR & Walnut Street PIKE	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
570	S	Highland	AVE	1500	1500	1513	1501	1513	1500	1512 Highland AVE & Hillside DR	Chestnut CT & Highland AVE	74	Bike Lane and Multi-use Path	NC	74	No change in width
5709	S	Hickory	DR	380	380	399	381	399	380	398 Hickory DR At Bloomington Corporate Boundary	Belie AVE & Hickory DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
571	S	Grant	ST	1500	1500	1515	1501	1515	1500	1514 Grant ST & Hillside DR	Grant ST & Southern DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
5710	W	Belie	AVE	4300	4300	4349	4301	4349	4300	4348 Belie AVE At Bloomington Corporate Boundary	Belie AVE & Western DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
5712	S	Curry	PIKE	200	200	299	201	299	200	298 Broadway AVE & Curry PIKE	3rd ST & Curry PIKE	58		NR	60	Updated to 60ft. Extra width to trees or SW
572	S	Walnut	ST	1500	1500	1599	1501	1599	1500	1598 Hillside DR & Walnut ST	Southern DR & Walnut ST	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL increased 3'
5720	S	Kennedy	DR	3760	3600	3911	3601	3911	3600	3910 Kennedy DR At Bloomington Corporate Boundary	Kennedy CT & Kennedy DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
573	S	College	AVE	1500	1500	1599	1501	1599	1500	1598 College AVE & Hillside DR	College AVE & Southern DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
574	S	Basswood	DR	1550	1300	1799	1301	1799	1300	1798 Basswood CIR & Basswood DR	Basswood CIR & Basswood DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
5742	S	Kimble	DR	190	190	249	191	249	190	248 Kimble DR At Bloomington Corporate Boundary	Kimble DR At Bloomington Corporate Boundary	58		NR	60	Updated to 60ft. Extra width to trees or SW
575	S	Basswood	CIR	1370	1240	1499	1241	1499	1240	1498 Basswood CIR Circle	Basswood CIR & Basswood DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
5750	S	Cory	LN	834	834	899	835	899	834	898 Cory LN At Corporate Boundary	Bloomfield RD & Cory LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
576	E	Moore	PIKE	4000	4000	4099	4001	4099	4000	4098 Moores PIKE & Wingfield DR	Moore PIKE At Corporate Boundary	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL increased 3'
577	S	State Road 446		1394	1394	1499	1395	1499	1394	1498 Bridgestone DR & State Road 446	Lampkins Ridge RD & Moores PIKE & State Road 446	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
5772	W	Bloomfield	RD	1480	1480	1599	1501	1599	1480	1598 Anna Lee LN & Bloomfield RD	Bloomfield RD & Cory LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
5773	S	Cory	LN	300	300	305	301	305	300	304 3rd ST & Cory LN	Cory LN At Corporate Boundary	58		NR	60	Updated to 60ft. Extra width to trees or SW
578	S	High	ST	1410	1316	1499	1317	1499	1316	1498 High ST & Viva DR	High ST & Hillside DR & Moores PIKE	74	Bike Lane and Multi-use Path	NC	74	No change in width
5784	S	Anna Lee	LN	500	500	525	501	525	500	524 Anna Lee LN Dead End	Anna Lee LN & Piper LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
579	S	Nancy	ST	1410	1308	1499	1309	1499	1308	1498 Nancy ST & Viva DR	Hillside DR & Nancy ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
5798	E	Rhorer	RD	1420	1420	1445	1421	1445	1420	1444 Jamie LN & Rhorer RD	Rhorer RD & Two Creeks LN	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
5799	E	Rhorer	RD	1730	1446	1999	1447	1999	1446	1998 Rhorer RD & Two Creeks LN	Rhorer RD & Sare RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
58	W	Heatherwood	LN	4220	4220	4223	4221	4223	4220	4222 Heatherwood LN & Lilac LN	Heatherwood					

592	W		DR	116	116	199	117	199	116	198	College AVE & Hillside DR		58	Protected Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
5927	E	Ooley	AVE	4500	4500	4599	4501	4599	4500	4598	10th ST & Ooley AVE & State Road 45		58	Ooley AVE Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
593	E	Hillside	DR	300	300	399	301	399	300	398	Hillside DR & Lincoln ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
593	E	Hillside	DR	300	300	399	301	399	300	398	Hillside DR & Lincoln ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
594	S	Lincoln	ST	1400	1400	1430	1401	1420	1400	1430	Lincoln ST & Wilson ST		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
595	S	Grant	ST	1400	1400	1499	1401	1499	1400	1498	Grant ST & Wilson ST		58	Hillside DR & Hillside DR	NR	60	Updated to 60ft. Extra width to trees or SW
596	S	Washington	ST	1400	1400	1499	1401	1499	1400	1498	Washington ST & Wilson ST		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
597	S	Walnut	ST	1400	1400	1499	1401	1499	1400	1498	Walnut ST & Wilson ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
598	E	Hillside	DR	400	400	413	401	413	400	412	Grant ST & Hillside DR		90	Protected Bike Lane	GU	90	No change due to PBL as default
598	E	Hillside	DR	400	400	413	401	413	400	412	Grant ST & Hillside DR		90	Protected Bike Lane	GU	90	No change due to PBL as default
599	E	Hillside	DR	200	200	299	201	299	200	298	Hillside DR & Washington ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
599	E	Hillside	DR	200	200	299	201	299	200	298	Hillside DR & Washington ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
6	S	Sage	CT	3900	3900	3920	3901	3919	3900	3920	Pepperridge DR & Sage CT		58	Sage CT Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
60	S	Bainbridge	DR	3710	3710	3799	3711	3799	3710	3798	Bainbridge DR & Elliston DR		74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to NG BikeRec
60	E	Hillside	DR	100	100	199	101	199	100	198	Hillside DR & Walnut ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
600	E	Hillside	DR	100	100	199	101	199	100	198	Hillside DR & Walnut ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
601	W	Hillside	DR	100	100	115	101	115	100	114	Hillside DR & Monon DR		58	Protected Bike Lane	NR	60	Updated to 60ft. Extra width to trees or SW
602	W	Hillside	DR	400	400	410	401	409	400	410	Hillside DR & Madison ST		58	Hillside DR & Rogers ST	NR	60	Updated to 60ft. Extra width to trees or SW
603	S	Madison	ST	1400	1400	1499	1401	1499	1400	1498	Madison ST & Wilson ST		58	Hillside DR & Madison ST	NR	60	Updated to 60ft. Extra width to trees or SW
604	S	Rogers	ST	1400	1400	1499	1401	1499	1400	1498	Rogers ST & Wilson ST		95	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
605	W	Bloomfield	RD	2400	2300	2499	2301	2499	2300	2498	Bloomfield RD & Weimer DR		95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
606	E	Boston	RD	2400	2400	2425	2401	2425	2400	2424	Boston RD & Valley Forge RD		58	Boston RD Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
607	S	Valley Forge	RD	1400	1400	1419	1401	1419	1400	1419	Pickwick PL & Valley Forge RD		58	Boston RD & Valley Forge RD	NR	60	Updated to 60ft. Extra width to trees or SW
608	S	Longwood	DR	1310	1310	1399	1311	1399	1310	1398	Longwood CT W & Longwood DR		58	Longwood CT E & Longwood DR	NR	60	Updated to 60ft. Extra width to trees or SW
609	E	Longwood	CT	1800	1800	1815	1801	1815	1800	1814	Longwood CT E & Longwood DR		58	Longwood CT E Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
61	S	Lindas	WAY	3813	3813	3831	3813	3831	0	0	Bainbridge DR & Lindas WAY		58	Lindas WAY Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
610	S	Walnut	ST	1300	1300	1399	1305	1399	1300	1398	Monon DR & Walnut ST		90	Protected Bike Lane	GU	90	No change due to PBL as default
611	S	Grant	ST	1300	1300	1399	1301	1399	1300	1398	Driscoll DR & Grant ST		58	Grant ST & Wilson ST	NR	60	Updated to 60ft. Extra width to trees or SW
612	S	Lincoln	ST	1300	1300	1399	1301	1399	1300	1398	Lincoln ST & Wilson ST		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
613	S	Washington	ST	1300	1300	1399	1301	1399	1300	1398	Driscoll DR & Washington ST		74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
614	E	Wilson	ST	100	100	199	101	199	100	198	Walnut ST & Wilson ST		58	Washington ST & Wilson ST	NR	60	Updated to 60ft. Extra width to trees or SW
615	E	Wilson	ST	200	200	299	201	299	200	298	Washington ST & Wilson ST		58	Lincoln ST & Wilson ST	NR	60	Updated to 60ft. Extra width to trees or SW
616	E	Wilson	ST	300	300	399	301	399	300	398	Lincoln ST & Wilson ST		58	Grant ST & Wilson ST	NR	60	Updated to 60ft. Extra width to trees or SW
617	W	Wilson	ST	400	400	410	401	409	400	410	Madison ST & Wilson ST		58	Rogers ST & Wilson ST	NR	60	Updated to 60ft. Extra width to trees or SW
618	S	Valley Forge	RD	1326	1326	1399	1327	1399	1326	1398	Collinswood DR & Valley Forge RD		58	Pickwick PL & Valley Forge RD	NR	60	Updated to 60ft. Extra width to trees or SW
619	S	College Mall	RD	1250	1000	1499	1001	1499	1000	1498	College Mall RD & Covenanter DR		95	College Mall RD & Moores PIKE & Sare RD	SC	98	Increased width 3' due to PBL in BikeRec
62	W	Heatherwood	LN	4400	4400	4407	4401	4407	4400	4406	Heatherwood LN & Ivy LN		58	Heatherwood LN & Iris LN	NR	60	Updated to 60ft. Extra width to trees or SW
620	S	Winfield	RD	1310	1310	1399	1311	1399	1310	1398	Fairoaks LN & Winfield RD		74	Pickwick PL & Winfield RD	NC	60	Width reduced to 60ft due to NG BikeRec
6202	N	State Road 37 Ramp		0	0	0	0	0	0	0	State Road 37.45 & State Road 37 Ramp		0	State Road 37 Ramp	FW	0	No change from default
6207	N	State Road 37 Ramp		0	0	0	0	0	0	0	State Road 37.45 & State Road 37.45 & State Road 37 R		58	State Road 37 Ramp & State Road 45.45 Bypass & Sta	NR	60	Updated to 60ft. Extra width to trees or SW
621	S	Pickwick	PL	1600	1600	1650	1601	1649	1600	1650	Pickwick PL & Valley Forge RD		58	Pickwick PL & Winfield RD	NR	60	Updated to 60ft. Extra width to trees or SW
622	S	Pickwick	PL	1450	1300	1599	1301	1599	1300	1598	Pickwick PL & Valley Forge RD		58	Pickwick PL & Valley Forge RD	NR	60	Updated to 60ft. Extra width to trees or SW
623	S	Basswood	CIR	1000	900	1099	901	1099	900	1098	Basswood CIR & Basswood DR		58	Basswood CIR Circle	NR	60	Updated to 60ft. Extra width to trees or SW
624	S	Basswood	CIR	1100	1100	1239	1101	1239	1100	1238	Basswood CIR Dead End		58	Basswood CIR Circle	NR	60	Updated to 60ft. Extra width to trees or SW
6243	S	Rockport	RD	3000	3000	3015	3001	3015	3000	3014	Country Club DR & Rockport RD & Tapp RD		95	Rockport RD AT Corporate Boundary	SC	75	2-Lanes, reduced ROW by 20'
625	S	Basswood	RD	1200	1100	1299	1101	1299	1100	1298	Basswood CIR & Basswood DR		58	Basswood CIR & Basswood DR	NR	60	Updated to 60ft. Extra width to trees or SW
626	S	Monon	DR	100	100	199	101	199	100	198	Monon DR Circle		58	Monon DR & Walnut ST	NR	60	Updated to 60ft. Extra width to trees or SW
627	S	Longwood	DR	1300	1300	1399	1301	1399	1300	1398	Longwood CT W & Mark ST		58	Longwood CT W & Longwood DR	NR	60	Updated to 60ft. Extra width to trees or SW
628	S	Brooks	DR	1200	1200	1310	1201	1309	1200	1310	Brooks DR & Covenanter DR		58	Brooks DR Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
629	E	Longwood	CT	1700	1700	1705	1701	1705	1700	1704	Longwood CT W Dead End		58	Longwood CT W & Longwood DR	NR	60	Updated to 60ft. Extra width to trees or SW
63	W	Heatherwood	LN	4250	4250	4299	4251	4299	4250	4298	Heatherwood LN & Primrose LN		58	Heatherwood LN & Ivy LN	NR	60	Updated to 60ft. Extra width to trees or SW
630	S	Walnut	ST	1210	1210	1303	1201	1303	1210	1298	Driscoll DR & Walnut ST		90	Monon DR & Walnut ST	NR	60	No change due to PBL as default
631	E	Driscoll	DR	100	100	199	101	199	100	198	Driscoll DR & Washington ST		58	Driscoll DR & Washington ST	NR	60	Updated to 60ft. Extra width to trees or SW
632	S	Dunn	ST	1200	1200	1299	1201	1299	1200	1298	Grimes LN & Dunn ST		58	Driscoll DR & Dunn ST	NR	60	Updated to 60ft. Extra width to trees or SW
633	S	Palmer	AVE	1200	1200	1299	1201	1299	1200	1298	Grimes LN & Palmer AVE		58	Driscoll DR & Palmer AVE	NR	60	Updated to 60ft. Extra width to trees or SW
634	S	Grant	ST	1200	1200	1299	1201	1299	1200	1298	Grant ST & Grimes LN		58	Driscoll DR & Grant ST	NR	60	Updated to 60ft. Extra width to trees or SW
635	S	Lincoln	ST	1200	1200	1299	1201	1299	1200	1298	Grimes LN & Lincoln ST		74	Driscoll DR & Lincoln ST	NR	60	Updated to 60ft. Extra width to trees or SW
6357	N	Prow	RD	3270	3000	3535	3001	3535	3000	3534	Prow RD AT Bloomington Corporate Boundary		95	Hedge Apple LN & Prow RD	SC	75	2-Lanes, reduced ROW by 20'
636	N	Prow	RD	3770	3536	3999	3537	3999	3736	3998	Hedge Apple LN & Prow RD		95	Acuff RD & Prow RD	SC	75	2-Lanes, reduced ROW by 20'
638	S	Washington	ST	1200	1200	1299	1201	1299	1200	1298	Grimes LN & Washington ST		74	Driscoll DR & Washington ST	NR	60	Updated to 60ft. Extra width to trees or SW
637	E	Driscoll	DR	400	400	499	401	499	400	498	Driscoll DR & Grant ST		58	Driscoll DR & Palmer AVE	NR	60	Updated to 60ft. Extra width to trees or SW
638	E	Driscoll	DR	300	300	399	301	399	300	398	Driscoll DR & Lincoln ST		58	Driscoll DR & Grant ST	NR	60	Updated to 60ft. Extra width to trees or SW
639	E	Driscoll	DR	200	200	299	201	299	200	298	Driscoll DR & Washington ST		58	Driscoll DR & Lincoln ST	NR	60	Updated to 60ft. Extra width to trees or SW
64	W	Heatherwood	LN	4234	4234	4249	4235	4249	4234	4248	Heatherwood LN & Lilac LN		58	Heatherwood LN & Primrose LN	NR	60	Updated to 60ft. Extra width to trees or SW
640	S	Nancy	ST	1300	1300	1307	1301	1307	1300	1306	Mark ST & Nancy ST		58	Nancy ST & Viva DR	NR	60	Updated to 60ft. Extra width to trees or SW
641	E	Viva	DR	1900	1900	2025	1901	2025	1900	2024	Nancy ST & Viva DR		58	High ST & Viva DR	NR	60	Updated to 60ft. Extra width to trees or SW
642	S	High	ST	1300	1300	1315	1301	1315	1300	1314	High ST & Marilyn DR		74	High ST & Viva DR	NR	60	Updated to 60ft. Extra width to trees or SW
643	S	Walnut	ST	1200	1200	1299	1201	1299	1200	1208	Grimes LN & Walnut ST		90	Driscoll DR & Walnut ST	NR	60	No change due to PBL as default
644	S	State Road 37 45		930	300	1549	0	0	300	1548	State Road 37 & State Road 37 45		0	State Road 37 & State Road 37 45	FW	0	No change from default
645	S	Pickwick	PT	1200	1200	1235	1201	1235	1200	1234	Pickwick PL & Pickwick PT		58	Pickwick PT Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
646	S	Nancy	ST	1200	1200	1299	1201	1299	1200	1298	Marilyn DR & Nancy ST		58	Mark ST & Nancy ST	NR	60	Updated to 60ft. Extra width to trees or SW
647	S	Longwood	DR	1210	1114	1299	1115	1299	1114	1298	Devon LN & Longwood DR		58	Longwood DR & Mark ST	NR	60	Updated to 60ft. Extra width to trees or SW
648	E	Mark	ST	1800	1800	1899	1801	1899	1800	1898	Longwood DR & Mark ST		58	Mark ST & Nancy ST	NR	60	Updated to 60ft. Extra width to trees or SW
649	S	Valley Forge	RD	1300	1300	1325	1301	1325	1300	1324	Valley Forge RD & Winfield RD		58	Collinswood DR & Valley Forge RD	NR	60	Updated to 60ft. Extra width to trees or SW
65	S	Ivy	LN	3400	3400	3415	3401	3415	3400	3414	Ivy LN Dead End		58	Heatherwood LN & Ivy LN	NR	60	Updated to 60ft. Extra width to trees or SW
650	S	Collinswood	DR	1200	1200	1230	1201	1229	1200	1230	Collinswood DR Dead End		58	Collinswood DR & Valley Forge RD	NR	60	Updated to 60ft. Extra width to trees or SW
651	E	Fairoaks	LN	2600	2600	2670	2601	2769	2600	2670	Fairoaks LN & Winfield RD		58	Fairoaks LN Dead End	NR	60	Updated to 60ft. Extra width to trees or SW
652	S	Winfield	RD	1300	1300	1309	1301	1309	1300	1308	Valley Forge RD & Winfield RD		74	Fairoaks LN & Winfield RD	NC	60	Width reduced to 60ft due to NG BikeRec
653	S	State															

670	E	Cricket	KNL	4300	4300	4340	4301	4339	4300	4340	Cricket KNL & Graywell DR	Carrington CT & Cricket KNL	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
671	E	Carrington	CT	4300	4300	4424	4401	4423	4400	4424	Carrington CT & Cricket KNL	Carrington CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
672	E	Covenanter	DR	2100	2100	2199	2101	2129	2100	2198	Covenanter DR & High ST	Brooks DR & Covenanter DR	74	NR	60	no	Width reduced to 60ft due to NG BikeRec
673	S	Longwood	DR	1100	1100	1113	1101	1123	1100	1112	Longwood DR Dead End	Devon LN & Longwood DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
674	E	Marilyn	DR	1900	1900	2020	1901	2019	1900	2020	Marilyn DR & Nancy ST	High ST & Marilyn DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
675	E	Devon	LN	1700	1700	1760	1701	1759	1700	1760	Devon LN Dead End	Devon LN & Longwood DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
676	S	Nancy	ST	1100	1100	1199	1101	1199	1100	1198	Nancy ST & Ruby LN	Marilyn DR & Nancy ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
677	S	High	ST	1298	1298	1299	1299	1299	1298	1298	Covenanter DR & High ST	High ST & Marilyn DR	74	NR	74	no	No change in width
678	S	High	ST	1226	1226	1297	1227	1297	1226	1296	Covenanter DR & High ST	Covenanter DR & High ST	74	NR	74	no	No change in width
679	S	Woodside	DR	1276	1276	1276	1299	1277	1299	1276	Cherry Orchard CT & Woodside DR	Gifford RD & Woodside DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
68	S	Bainbridge	DR	3600	3600	3709	3601	3709	3600	3708	Alleensdale DR & Bainbridge DR	Bainbridge DR & Ellison DR	74	NR	60	no	Width reduced to 60ft due to NG BikeRec
680	S	Meadowbrook	DR	1000	1000	1025	1001	1025	1000	1024	Homestead DR & Meadowbrook DR	Meadowbrook DR Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
681	S	Cricket	KNL	1116	1116	1129	1117	1129	1116	1128	Clayton CT & Cricket KNL	Carrington CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
682	E	Covenanter	DR	2200	2200	2211	2201	2211	2200	2210	Brooks DR & Covenanter DR	Covenanter DR & Pickwick PL	74	NR	60	no	Width reduced to 60ft due to NG BikeRec
683	S	Brooks	DR	1100	1100	1199	1101	1199	1100	1198	Brooks DR Dead End	Brooks DR & Covenanter DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
684	S	Rechter	PL	1300	1300	1310	1301	1309	1300	1310	Rechter PL & Rechter RD	Rechter PL Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
685	S	Rechter	CT	1300	1300	1315	1301	1315	1300	1314	Rechter CT & Rechter RD	Rechter CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
686	E	Davis	ST	1300	1300	1399	1301	1399	1300	1398	Davis ST & Highland AVE & Tarzian LN	Davis ST & Jordan AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
687	S	Henderson	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Henderson ST	Davis ST & Henderson ST	74	NR	74	no	No change in width
687	S	Henderson	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Henderson ST	Davis ST & Henderson ST	74	NR	74	no	No change in width
688	S	Dunn	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Dunn ST	Davis ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
688	S	Dunn	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Dunn ST	Davis ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
689	S	Palmer	AVE	1000	1000	1099	1001	1099	1000	1098	Allen ST & Palmer AVE	Davis ST & Palmer AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
689A	S	Westplex	AVE	300	300	399	301	399	300	398	Westplex AVE Dead End	Westplex AVE Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
689S	S	Westplex	AVE	400	400	499	401	499	400	498	Westplex AVE & Isaac DR	Millie DR & Westplex AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
689W	S	Isaac	DR	1500	1400	1599	1401	1599	1400	1598	3rd ST & Isaac DR & Patterson DR	Westplex AVE & Isaac DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
69	S	Sowder	SQ	3646	3646	3675	3647	3675	3646	3674	Sowder SQ Circle	Sowder SQ Circle	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
690	S	Grant	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Grant ST	Davis ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
690A	E	Rogers	RD	0	0	0	0	0	0	0	Rogers RD & Sare RD	Rogers RD & Sare RD	75	SC	75	no	2-Lanes, reduced ROW by 20'
690S	S	Sare	RD	0	0	0	0	0	0	0	Rogers RD & Sare RD	Rogers RD & Sare RD	75	SC	75	no	2-Lanes, reduced ROW by 20'
690S	S	Sare	RD	0	0	0	0	0	0	0	Rogers RD & Sare RD	Rogers RD & Sare RD	75	SC	75	no	2-Lanes, reduced ROW by 20'
690E	E	Rogers	RD	0	0	0	0	0	0	0	Rogers RD & Sare RD	Rogers RD & Sare RD	75	SC	75	no	2-Lanes, reduced ROW by 20'
6909	N	State Road 45 46 Bypass		1250	1100	1399	1101	1399	1100	1398	Range RD & State Road 45 46 Bypass	17th ST & State Road 45 46 Bypass	58	SC	95	no	No change from default
691	S	Lincoln	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Lincoln ST	Davis ST & Lincoln ST	74	NR	68	no	Reduced to 68' due to Bike Lane BikeRec
6910	N	State Road 46		300	300	399	301	399	300	398	7th ST & State Road 46	Eastgate LN & State Road 46	95	SC	95	no	No change from default
6911	N	State Road 46		400	400	449	401	449	400	448	Eastgate LN & State Road 46	Eastgate LN & Polly Grimshaw Trail & State Road 46	95	SC	95	no	No change from default
6912	N	Morton	ST	700	700	799	701	799	700	798	11th ST & Morton ST	12th ST & Morton ST	58	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
6913	N	Morton	ST	800	800	835	801	835	800	834	12th ST & Morton ST	Morton ST & Georgia AVE	90	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
6914	W	12th	ST	300	300	330	301	329	300	330	12th ST & Morton ST	12th ST & Ashlynn Park DR	90	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
6915	W	Georgia	AVE	300	300	350	301	349	300	350	Morton ST & Georgia AVE	Georgia AVE Dead End	90	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
6916	N	Ashlynn Park	DR	700	700	799	701	799	700	798	11th ST & Ashlynn Park DR	12th ST & Ashlynn Park DR	90	GU	72	no	Updated to 72 due to no Bicycle Facilities Rec
6917	W	11th	ST	300	300	330	301	329	300	330	11th ST & Morton ST	11th ST & Ashlynn Park DR	90	GU	90	no	No change due to PBL as default
6918	N	State Road 37 Ramp		0	0	0	0	0	0	0	State Road 37 Ramp & State Road 45 46 Bypass	State Road 37 Ramp & State Road 45 46 Bypass	0	FW	0	no	No change from default
6919	W	State Road 45 46 Bypass		1400	1400	1475	1401	1475	0	0	State Road 37 Ramp & State Road 45 46 Bypass	State Road 37 Ramp & State Road 45 46 Bypass & Sta	0	FW	0	no	No change from default
692	S	Washington	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Washington ST	Davis ST & Washington ST	74	NR	68	no	Reduced to 68' due to Bike Lane BikeRec
693	S	Walnut	ST	1000	1000	1099	1001	1099	1000	1098	Allen ST & Walnut ST	Davis ST & Walnut ST	90	NR	60	no	No change due to PBL as default
694	E	Davis	ST	500	500	599	501	599	500	598	Davis ST & Dunn ST	Davis ST & Henderson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
694	E	Davis	ST	500	500	599	501	599	500	598	Davis ST & Henderson ST	Davis ST & Henderson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
694E	W	Millieu	DR	1300	1300	1323	1301	1323	1300	1322	Adams ST & Millieu DR	Dolimah AVE & Millieu DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6943	W	Millieu	DR	1324	1324	1353	1325	1353	1324	1352	Dolimah AVE & Millieu DR	Junya ST & Millieu DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6944	W	Millieu	DR	1354	1354	1399	1355	1399	1354	1398	Junya ST & Millieu DR	Millieu DR & Westplex AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6945	S	Dolimah	AVE	540	540	599	541	599	540	598	Dolimah AVE & Millieu DR	Dolimah AVE Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6946	S	Junya	ST	540	540	599	541	599	540	598	Junya ST & Millieu DR	Junya ST Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6947	S	Ransom	ST	400	400	499	401	499	400	498	Prospect ST & Ransom ST	Prospect ST & Ransom ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6948	S	Ransom	ST	500	500	599	501	599	500	598	Prospect ST & Ransom ST	Howe ST & Ransom ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6949	W	Howe	ST	1250	1250	1299	1251	1299	1250	1298	Howe ST & Ransom ST	Howe ST & Patterson DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
695	E	Davis	ST	410	410	499	411	499	410	498	Davis ST & Palmer AVE	Davis ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
695	E	Davis	ST	410	410	499	411	499	410	498	Davis ST & Palmer AVE	Davis ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6950	W	Prospect	ST	1178	1178	1199	1179	1199	1178	1196	Prospect ST & Ransom ST	Adams ST & Patterson DR & Prospect ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6951	W	Prospect	ST	1100	1100	1177	1101	1177	1100	1176	Prospect ST Dead End	Prospect ST & Ransom ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6954	N	Kinser	PKE	4540	4540	4769	4541	4769	4540	4768	Kinser PKE & Old Kinser PKE	Kinser PKE & Old Kinser PKE	74	NR	68	no	2-Lanes, reduced by 20' MUP only, reduced by 11'
6958	W	Allen	ST	1650	1500	1799	1501	1799	1500	1798	Adams ST & Allen ST	Allen ST & Ransom LN	74	NR	68	no	Reduced to 68' due to Bike Lane BikeRec
6959	W	Country Club	DR	290	290	399	291	399	290	398	B-Line Trail & Bloomington Rail Trail & Country Cl	Country Club DR & State Road 45 46 Bypass	95	NR	75	no	2-Lanes, reduced by 20' no change needed BikeRec
696	E	Davis	ST	400	400	409	401	409	400	408	Davis ST & Grant ST	Davis ST & Palmer AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
696	E	Davis	ST	400	400	409	401	409	400	408	Davis ST & Grant ST	Davis ST & Palmer AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
696S	S	Kegg	RD	2700	2700	2799	2701	2799	2700	2798	Sunstone DR & Kegg RD	Kegg RD & Tapp RD	74	NR	60	no	Width reduced to 60ft due to no BikeRec
6961	W	Tapp	RD	2200	2200	2299	2201	2299	2200	2298	Kegg RD & Tapp RD	Tapp RD & Weiner RD	95	NR	75	no	2-Lanes, reduced by 20' no change needed BikeRec
6962	E	Varsity	LN	350	190	499	191	499	190	498	Varsity LN & Lincoln ST	Dunn ST & Varsity LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6963	N	Lincoln	ST	1700	1700	1750	1701	1749	1700	1750	20th ST & Lincoln ST	Varsity LN & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
697	E	Davis	ST	300	300	399	301	399	300	398	Davis ST & Lincoln ST	Davis ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
698	E	Davis	ST	200	200	299	201	299	200	298	Davis ST & Washington ST	Davis ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
698	E	Davis	ST	200	200	299	201	299	200	298	Davis ST & Washington ST	Davis ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6984	N	Northshore	DR	1000	1000	1099	1001	1099	1000	1098	Weaver Lodge RD & Northshore DR	Lakewood DR SPLIT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6985	N	Lakewood	DR	8100	8000	8199	8001	8199	8000	8198	Lakewood DR SPLIT	Lakewood DR SPLIT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6986	N	Lakewood	DR	8060	8060	8199	8061	8199	8060	8198	Lakewood DR At County Boundary	Lakewood DR SPLIT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
6987	N	Lakewood	DR	7810	7620	7999	7621	7999	7620	7998	Lakewood DR At County Boundary	Lakewood DR SPLIT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW
699	E	Davis	ST	100	100	199	101	199	100	198	Davis ST & Walnut ST	Davis ST & Washington ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW

7008	W	1st	ST	276	276	299	277	299	276	298	1st ST & B-Line Trail	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
7009	W	Dodds	ST	290	290	299	291	299	290	298	B-Line Trail & Dodds ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
701	W	Apple Tree	CT	4124	4124	4199	4125	4199	4124	4198	Apple Tree CT & Apple Tree PL	58		NR	60	Updated to 60ft. Extra width to trees or SW
7010	W	Allen	ST	276	276	299	277	299	276	298	Allen ST & Morton ST SPLIT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
7011		Jackson Creek Trail		0	0	0	0	0	0	0	Jackson Creek Trail	58		NR	60	Updated to 60ft. Extra width to trees or SW
7012		Jackson Creek Trail		0	0	0	0	0	0	0	Jackson Creek Trail Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
7013		Jackson Creek Trail		0	0	0	0	0	0	0	Jackson Creek Trail	58		NR	60	Updated to 60ft. Extra width to trees or SW
7014		Cascades Park Trail		0	0	0	0	0	0	0	Cascades Park Trail & Old State Road 37 & State Ro	58		NR	60	Updated to 60ft. Extra width to trees or SW
7015		Cascades Park Trail		0	0	0	0	0	0	0	Cascades Park Trail & Club House DR & Old State Ro	58		NR	60	Updated to 60ft. Extra width to trees or SW
7016		Cascades Park Trail		0	0	0	0	0	0	0	Cascades Park Trail & Club House DR	74		NC	60	Width reduced to 60ft due to no Bike/Rec
7017		Cascades Park Trail		0	0	0	0	0	0	0	Cascades Park Trail & Club House DR	74		NC	60	Width reduced to 60ft due to no Bike/Rec
7018	W	Club House	DR	500	500	599	501	599	500	598	Cascades Park Trail & Club House DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
702	S	Woodside	DR	1250	1250	1275	1251	1275	1250	1274	Apple Tree CT & Woodside DR	74		NR	60	Updated to 60ft. Extra width to trees or SW
703	S	Woodside	DR	1120	1120	1249	1121	1249	1120	1248	Sugar Maple PL & Woodside DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
7038	N	Fairview	ST	620	620	625	621	625	620	624	Amy Robinson DR & Fairview ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
704	S	Covenanter	DR	1100	1100	1199	1101	1199	1100	1198	Covenanter DR & Ruby LN	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no Bike/Rec
7041	W	8th	ST	300	300	399	301	399	300	398	8th ST & B-Line Trail	58		NR	60	Updated to 60ft. Extra width to trees or SW
7042	W	Kirkwood	AVE	300	300	301	301	301	300	300	Kirkwood AVE & Morton ST	74		NC	72	Updated to 72 due to no Bicycle Facilities Rec
7044		Polly Grimshaw Trail		0	0	0	0	0	0	0	Eastgate LN & Polly Grimshaw Trail & State Road 46	58		NR	60	Updated to 60ft. Extra width to trees or SW
7045		Polly Grimshaw Trail		0	0	0	0	0	0	0	Polly Grimshaw Trail & Glenwood AVE W	58		NR	60	Updated to 60ft. Extra width to trees or SW
7046	N	Pete Ellis	DR	400	400	425	401	425	400	424	Amy LN & Pete Ellis DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
7047		Renwick Trail		0	0	0	0	0	0	0	Renwick Trail Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
705	S	High	ST	1100	1100	1225	1101	1225	1100	1224	High ST & Southdowns DR	74	Bike Lane and Multi-use Path	NC	74	No change in width
706	S	Rechter	RD	2516	2516	2549	2517	2549	2516	2548	Rechter CT & Rechter RD	58		NR	60	Width reduced to 60ft due to no Bike/Rec
7060	W	3rd	ST	1230	1100	1349	1101	1349	1100	1348	3rd ST & Walker ST	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no Bike/Rec
7062	S	Patterson	DR	500	500	549	501	549	500	548	Adams ST & Patterson DR & Prospect ST	58	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL increased 3'
7063	W	17th	ST	0	0	0	0	0	0	0	17th ST & Monroe ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
7064	W	Arlington	DR	0	0	0	0	0	0	0	17th ST & Arlington RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
7065	W	17th	ST	0	0	0	0	0	0	0	17th ST & Arlington RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
7066	N	Monroe	ST	0	0	0	0	0	0	0	17th ST & Monroe ST	58		NR	60	Updated to 60ft. Extra width to trees or SW
7067	S	Adams	ST	510	510	575	511	575	510	574	Adams ST & Millie DR	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
707	E	Rechter	RD	2400	2400	2515	2401	2515	2400	2414	Rechter RD & Winfield RD	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no Bike/Rec
7070	W	Moravec	WAY	900	900	905	901	905	900	904	Cottage Grove AVE & Diamond ST & Moravec WAY	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
7071	W	Moravec	WAY	900	900	905	901	905	900	932	B-Line Trail & Moravec WAY	58		NR	60	Updated to 60ft. Extra width to trees or SW
7072	W	Moravec	WAY	933	933	999	971	999	934	998	Moravec WAY Circle	58		NR	60	Updated to 60ft. Extra width to trees or SW
7079		B-Line Trail		0	0	0	0	0	0	0	B-Line Trail & Moravec WAY	58		NR	60	Updated to 60ft. Extra width to trees or SW
708	E	Rechter	RD	2318	2318	2399	2319	2399	2318	2398	Rechter PL & Rechter RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
7087	W	Industrial Park	DR	0	0	0	0	0	0	0	Industrial Park DR Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
709	E	Rechter	RD	2300	2300	2317	2301	2317	2300	2316	Covenanter DR & Nota DR & Rechter RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
7091	W	17th	ST	2100	1900	2299	1901	2299	1900	2298	17th ST & Crescent RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bike/Rec
7099	W	Tapp	RD	0	0	0	0	0	0	0		58		NR	60	Updated to 60ft. Extra width to trees or SW
71	S	Kingsbury	AVE	3600	3600	3651	3601	3651	3600	3654	Allendale DR & Kingsbury AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
710	S	Ballantine	DR	1000	1000	1040	1001	1039	1000	1040	Ballantine RD & Southdowns DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
711	S	Hawthorne	DR	1000	1000	1035	1001	1035	1000	1040	Hawthorne DR & Southdowns DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
711	S	Hawthorne	DR	1000	1000	1035	1001	1035	1000	1040	Hawthorne DR Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
7115		Interstate 69 Ramp		0	0	0	0	0	0	0	Interstate 69 Ramp SPLIT	58		NR	60	Updated to 60ft. Extra width to trees or SW
7116		Interstate 69 Ramp		0	0	0	0	0	0	0	Interstate 69 Ramp & State Road 37	58		NR	60	Updated to 60ft. Extra width to trees or SW
712	S	Maner	RD	1000	1000	1001	1001	1049	1000	1059	Maner RD Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
7122	S	Heirloom	RD	3600	3600	3698	3601	3699	3600	3698	Creeks Edge DR & Heirloom RD	74		NC	60	Width reduced to 60ft due to no Bike/Rec
713	S	Jordan	AVE	1016	1016	1099	1017	1099	1016	1098	Jordan AVE & Southdowns DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
7130	E	Creeks Edge	DR	2500	2500	2598	2501	2599	2500	2598	Creeks Edge DR & Sare RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
7136	S	State Road 446		750	750	899	751	899	750	899	Bill Mallory BLVD & State Road 446	58		NR	60	Updated to 60ft. Extra width to trees or SW
7137	N	Woodlawn	AVE	900	900	998	901	999	900	998	12th ST & Woodlawn AVE	90	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed Bike/Rec
7139	S	Della Star	DR	2430	2430	2548	2431	2548	2430	2547	Della Star DR & Victoria LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
714	S	Highland	AVE	1000	1000	1099	1001	1099	1000	1098	Highland AVE & Southdowns DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
7140	W	Ezekiel	DR	1700	1700	1724	1701	1725	1700	1724	Ezekiel DR Dead End	74		NR	60	Width reduced to 60ft due to no Bike/Rec
7141	W	Ezekiel	DR	1726	1726	1798	1727	1799	1726	1798	Ezekiel DR & Victoria LN	74		NR	60	Width reduced to 60ft due to no Bike/Rec
7142	W	Ezekiel	DR	1800	1800	1811	1801	1811	1800	1810	Ezekiel DR & Samuel LN	74		NR	60	Width reduced to 60ft due to no Bike/Rec
7143	W	Victoria	LN	1700	1700	1748	1701	1749	1700	1748	Ezekiel DR & Victoria LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
7144	W	Victoria	LN	1750	1750	1798	1751	1799	1750	1798	Della Star DR & Victoria LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
7145	W	Victoria	LN	1800	1800	1848	1801	1849	1800	1848	Samuel LN & Victoria LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
7146	S	Samuel	LN	2300	2300	2348	2301	2349	2300	2348	Samuel LN & Victoria LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
7147	S	Samuel	LN	2250	2250	2298	2251	2299	2250	2298	Samuel LN & Samuel LN	58		NR	60	Updated to 60ft. Extra width to trees or SW
715	S	Apple Tree	PL	1200	1200	1299	1201	1299	1200	1298	Apple Tree PL Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
7154	W	Ezekiel	DR	1812	1812	1848	1813	1849	1812	1848	Ezekiel DR Circle	74		NR	60	Width reduced to 60ft due to no Bike/Rec
716	W	Apple Tree	CT	4100	4100	4123	4101	4123	4100	4122	Apple Tree CT Dead End	58		NR	60	Updated to 60ft. Extra width to trees or SW
717	E	Homestead	DR	3400	3400	3499	3401	3499	3400	3498	Homestead DR & Pleasant Ridge RD	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
7175	S	Sare	RD	3100	3100	3125	3101	3125	3100	3125	Boat House LN & Sare RD	58	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
7176	S	Sare	RD	3126	3126	3148	3127	3149	3126	3148	Constance AVE & Sare RD	58	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
7177	N	Walnut Grove	AVE	800	800	879	801	879	800	878	11th ST & Walnut Grove AVE	58		NR	60	Updated to 60ft. Extra width to trees or SW
7179	N	Jordan	AVE	750	750	799	751	799	750	798	Jordan AVE & Jordan AVE	90	Protected Bike Lane	GU	90	No change due to PBL as default
718	S	Meadowbrook	DR	900	900	999	901	999	900	998	Bradley ST & Meadowbrook DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
7187	N	Glenwood	AVE	0	0	0	0	0	0	0	Polly Grimshaw Trail & Glenwood AVE W	58		NR	60	Updated to 60ft. Extra width to trees or SW
719	E	Homestead	DR	3600	3600	3641	3601	3641	3600	3640	Homestead DR & Meadowbrook DR	58		NR	60	Updated to 60ft. Extra width to trees or SW
7195	S	Kennedy	DR	3524	3524	3599	3525	3599	3524	3598	Kennedy DR At Bloomington Corporate Boundary	58		NR	60	Updated to 60ft. Extra width to trees or SW
7196	S	Cory	LN	306	306	409	307	409	306	408	Cory LN At Corporate Boundary	58		NR	60	Updated to 60ft. Extra width to trees or SW
72	S	Sowder	SQ	3676	3676	3699	3677	3699	3676	3698	Allendale DR & Sowder SQ	58		NR	60	Updated to 60ft. Extra width to trees or SW
720	E	Homestead	DR	3500	3500	3599	3501	3599	3500	3598	Homestead DR & Pleasant Ridge RD	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
721	S	Pleasant Ridge	RD	910	910	1010	911	1010	910	1009	Bradley ST & Pleasant Ridge RD	58		NR	60	Updated to 60ft. Extra width to trees or SW
722	S	Leonard Springs	RD	3612	3612	3649	3613	3649	3612	3648	Leonard Springs RD At Corporate Boundary	58		NR	60	Updated to 60ft. Extra width to trees or SW
723	S	Leonard Springs	RD	2506	2506	2599	2507	2599	2506	2598	Leonard Springs RD At Corporate Boundary	58	Bike Lane and Multi-use Path	NR	60	Updated to 60ft. Extra width to trees or SW
7214	E	Moore	PIKE	4300	4100	4499	4101	4499	4100	4498	Moore PIKE At Corporate Boundary	95	Protected Bike Lane	SC	78	2-Lanes, reduced by 20' PBL increased 3'
7215	W	Belle	AVE	4400	4400	4449	4401	4449	4400	4448	Belle AVE At Corporate Boundary	58		NR	60	Updated to 60ft. Extra width to trees or SW
7216	N	Kinser	PIKE	3950	3950	3967	3951	3967	3950	3966	Kinser PIKE & Rosewood DR	58	Multi-use Path	SC	64	2-Lanes, reduced by 20', MUP only, reduced by 11'
722	S	Chesaway	CT	1100	1100	1119	1101	1119	1100	1118	Chesaway CT & Duncaister CT & Gentry BLVD	58		NR	60</	

7247	S	State Road 37		3950	0	3958	0	0	3950	3955	Interstate 69 Ramp & State Road 37		0	FW	0	No change from default
725	E	Covenanter	CT	2600	2600	2699	2601	2699	2600	2698	Covenanter CT & Rechter RD		58	NR	60	Updated to 60ft. Extra width to trees or SW
726	E	Circle	DR	1714	1714	1799	1715	1799	1714	1798	Circle DR & Southdowns DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
727	E	Ruby	LN	1090	1020	1099	1021	1099	1020	1098	Nancy ST & Ruby LN		58	NR	60	Updated to 60ft. Extra width to trees or SW
728	S	Covenanter	DR	1000	1000	1099	1001	1099	1000	1098	Covenanter DR & Southdowns DR		74	NR	60	Updated to 60ft. Extra width to trees or SW
729	S	Mitchell	ST	1000	1000	1025	1001	1025	1000	1024	Mitchell ST & Southdowns DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
73	S	Sowder	SQ	3600	3600	3645	3601	3645	3600	3644	Allendale DR & Sowder SQ		58	NR	60	Updated to 60ft. Extra width to trees or SW
730	E	Ruby	LN	1708	1708	1819	1709	1819	1708	1818	Circle DR & Ruby LN		58	NR	60	Updated to 60ft. Extra width to trees or SW
731	S	Willow Tree	PL	1116	1116	1230	1117	1229	1116	1230	Willow Tree PL Circle		58	NR	60	Updated to 60ft. Extra width to trees or SW
732	S	Paper Birch	CT	1208	1208	1215	1209	1215	1208	1214	Paper Birch CT SPLIT		58	NR	60	Updated to 60ft. Extra width to trees or SW
733	S	Paper Birch	CT	1207	1207	1201	1201	1207	1207	1206	Paper Birch CT Dead End		58	NR	60	Updated to 60ft. Extra width to trees or SW
734	S	Paper Birch	CT	1100	1100	1199	1101	1199	1100	1198	Paper Birch CT & Persimmon Tree CIR & Woodside DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
735	W	Bloomfield	RD	1670	1670	1699	1671	1699	1670	1698	Bloomfield RD & Shadeland DR		95	SC	75	2-Lanes, reduced by 20' no change needed Bikelec
736	S	Graywell	DR	1006	1006	1099	1007	1099	1006	1098	Cardigan CT & Graywell DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
737	S	Duncaster	CT	1028	1028	1050	1029	1049	1028	1050	Duncaster CT Dead End		58	NR	60	Updated to 60ft. Extra width to trees or SW
738	E	Gentry	BLVD	4300	4300	4323	4301	4323	4300	4322	Gentry BLVD & Graywell DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
739	E	Gentry	BLVD	4324	4324	4399	4325	4399	4324	4398	Chesawey CT & Duncaster CT & Gentry BLVD		58	NR	60	Updated to 60ft. Extra width to trees or SW
74	E	Ashwood	LN	2100	2100	2199	2101	2199	2100	2198	Ashwood LN & Ashwood LN		58	NR	60	Updated to 60ft. Extra width to trees or SW
740	E	Windermere Woods	DR	2600	2600	2660	2601	2659	2600	2660	Windermere Woods DR & Woodbine AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
741	E	Covenanter	DR	2212	2212	2299	2213	2299	2212	2298	Covenanter DR & Pickwick PL		74	NR	60	Width reduced to 60ft due to NG Bikelec
742	E	Covenanter	DR	2650	2650	2670	2651	2669	2650	2670	Covenanter CT & Covenanter DR		74	NR	60	Width reduced to 60ft due to NG Bikelec
743	E	Covenanter	DR	2671	2671	2699	2671	2699	2672	2698	Covenanter DR & Windermere Woods DR		74	NR	60	Width reduced to 60ft due to NG Bikelec
744	E	Covenanter	DR	2600	2600	2649	2601	2649	2600	2648	Covenanter DR & Rechter RD & Woodbine AVE		74	NR	60	Width reduced to 60ft due to NG Bikelec
745	S	Auto Mall	RD	900	800	999	801	999	800	998	Auto Mall RD & Buck's Cadillac BLVD		90	GLU	72	Updated to 72 due to no Bicycle Facilities Rec
746	S	College Mail	RD	900	800	999	801	999	800	998	Buck Cadillac BLVD & College Mail RD		95	NR	98	Increased width 3' due to PBL in Facilities Rec
747	E	Covenanter	DR	2700	2700	2799	2701	2799	2700	2798	College Mail RD & Covenanter DR		74	NR	60	No change in width
748	E	Rechter	RD	2550	2550	2599	2551	2599	2500	2598	Covenanter DR & Rechter RD & Woodbine AVE		74	NR	60	Width reduced to 60ft due to NG Bikelec
749	E	Southdowns	DR	1400	1400	1549	1401	1549	1400	1548	Jordan AVE & Southdowns DR		74	NR	60	Width reduced to 60ft due to NG Bikelec
75	S	Ashwood	LN	3500	3500	3599	3501	3599	3500	3598	Ashwood DR & Ashwood LN		58	NR	60	Updated to 60ft. Extra width to trees or SW
750	S	Southdowns	DR	1320	1320	1399	1321	1399	1320	1398	Jordan AVE & Southdowns DR		74	NR	60	Width reduced to 60ft due to NG Bikelec
751	S	Jordan	AVE	1000	1000	1015	1001	1015	1000	1014	Jordan AVE & Sheridan DR		74	NR	60	No change in width
752	W	Bloomfield	RD	1660	1660	1669	1661	1669	1660	1668	Allen ST & Bloomfield RD		95	SC	75	2-Lanes, reduced by 20' no change needed Bikelec
753	E	Gentry	BLVD	4400	4400	4409	4401	4409	4400	4408	Crickel KNL & Gentry BLVD		58	NR	60	Updated to 60ft. Extra width to trees or SW
754	S	Karen	ST	1000	1000	1099	1001	1099	1000	1098	Karen ST & Sheridan DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
755	E	Circle	DR	1706	1706	1713	1707	1713	1706	1712	Circle DR & Eastside DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
756	E	Southdowns	DR	1800	1800	1999	1801	1999	1800	1998	Circle DR & Southdowns DR		74	NR	60	Width reduced to 60ft due to no Bikelec
757	S	High	ST	1020	938	1099	939	1099	938	1098	High ST & Woodstock PL		74	NR	74	No change in width
758	E	Southdowns	DR	2000	2000	2025	2001	2025	2000	2024	Covenanter DR & Southdowns DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
759	E	Covenanter	DR	2450	2300	2599	2301	2599	2300	2598	Covenanter DR & Rechter RD & Woodbine AVE		74	NR	60	Width reduced to 60ft due to NG Bikelec
76	E	Ashwood	LN	2000	2000	2099	2001	2099	2000	2098	Ashwood LN Dead End		58	NR	60	Updated to 60ft. Extra width to trees or SW
760	E	Woodbine	AVE	2426	2426	2435	2427	2435	2426	2434	Windermere Woods DR & Woodbine AVE		74	NR	60	Width reduced to 60ft due to NG Bikelec
761	S	Nota	DR	1100	1100	1125	1101	1125	1100	1124	Nota DR & Woodbine AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
762	E	Southdowns	DR	1300	1300	1319	1301	1319	1300	1318	Highland AVE & Southdowns DR		74	NR	60	Width reduced to 60ft due to NG Bikelec
763	E	Southdowns	DR	1200	1200	1299	1201	1299	1200	1298	Ballantine RD & Southdowns DR		74	NR	60	Width reduced to 60ft due to NG Bikelec
764	S	Highland	AVE	998	998	999	999	999	998	998	Highland AVE & Southdowns DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
765	S	Henderson	ST	920	920	999	921	999	920	998	Dixie ST & Henderson ST		74	NR	74	No change in width
766	S	Henderson	ST	920	920	999	921	999	920	998	Dixie ST & Henderson ST		74	NR	74	No change in width
767	S	Dunn	ST	916	916	999	917	999	916	998	Allen ST & Dunn ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
768	S	Dunn	ST	916	916	999	917	999	916	998	Dixie ST & Dunn ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
767	S	Palmer	AVE	900	900	999	931	999	900	930	Dixie ST & Palmer AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
768	S	Grant	ST	900	900	999	901	999	900	998	Dixie ST & Grant ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
769	S	Lincoln	ST	900	900	999	901	999	900	998	Dixie ST & Lincoln ST		74	NR	68	Reduced to 68' due to Bike Lane Bikelec
77	E	Elliston	DR	1400	1400	1525	1401	1525	1400	1524	Elliston DR & Fenway PL		58	NR	60	Updated to 60ft. Extra width to trees or SW
770	S	Washington	ST	900	900	999	901	999	900	998	Allen ST & Washington ST		74	NR	60	Reduced to 68' due to Bike Lane Bikelec
771	S	Walnut	ST	900	900	999	901	999	900	998	Dixie ST & Walnut ST		90	GLU	90	No change due to PBL as default
772	E	Allen	ST	500	500	510	501	509	500	510	Allen ST & Dunn ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
773	E	Allen	ST	416	416	499	417	499	416	498	Allen ST & Palmer AVE		58	NR	60	Updated to 60ft. Extra width to trees or SW
774	E	Allen	ST	400	400	415	401	415	400	414	Allen ST & Grant ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
775	E	Allen	ST	300	300	399	301	399	300	398	Allen ST & Lincoln ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
776	E	Allen	ST	200	200	299	201	299	200	298	Allen ST & Washington ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
777	E	Allen	ST	100	100	199	101	199	100	198	Allen ST & Walnut ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
778	S	Sugar Maple	PL	1100	1100	1199	1101	1199	1100	1198	Sugar Maple CIR & Sugar Maple CT & Sugar Maple PL		58	NR	60	Updated to 60ft. Extra width to trees or SW
779	S	Woodside	DR	1100	1100	1110	1101	1110	1100	1118	Sugar Maple CIR & Woodside DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
78	E	Elliston	DR	1526	1526	1600	1527	1599	1526	1598	Elliston DR & Fenway PL		58	NR	60	Updated to 60ft. Extra width to trees or SW
780	S	Willow Tree	PL	1100	1100	1115	1101	1115	1100	1114	Persimmon Tree CIR & Willow Tree PL & Woodside DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
781	S	Sugar Maple	CT	1100	1100	1130	1101	1129	1100	1130	Sugar Maple CIR & Sugar Maple CT & Sugar Maple PL		58	NR	60	Updated to 60ft. Extra width to trees or SW
782	W	Allen	ST	2020	2020	2029	2021	2029	2020	2028	Allen ST & Cory LN		74	NR	68	Reduced to 68' due to Bike Lane Bikelec
783	W	Allen	ST	2016	2016	2019	2017	2019	2016	2018	Allen ST & Beechtree LN		74	NR	68	Reduced to 68' due to Bike Lane Bikelec
784	W	Allen	ST	2030	2030	2099	2031	2099	2030	2098	Allen ST & Tall Oaks DR		74	NR	68	Reduced to 68' due to Bike Lane Bikelec
785	W	Bloomfield	RD	1600	1600	1659	1601	1659	1600	1658	Bloomfield RD & Cory LN		95	SC	75	2-Lanes, reduced by 20' no change needed Bikelec
786	S	Gentry	CT	1000	1000	1049	1001	1049	1000	1048	Gentry CT Dead End		58	NR	60	Updated to 60ft. Extra width to trees or SW
787	E	Gentry	BLVD	4410	4410	4475	4411	4475	4410	4474	Gentry BLVD & Gentry CT		58	NR	60	Updated to 60ft. Extra width to trees or SW
788	S	State Road 446	DR	1000	900	1099	901	1099	900	1098	Hastings DR & State Road 446		95	SC	75	2-Lanes, reduced by 20' no change needed Bikelec
789	S	Carleton	CT	1000	1000	1099	1001	1099	1000	1098	Carleton CT & Ranier CT		58	NR	60	Updated to 60ft. Extra width to trees or SW
79	E	Eddington	CT	700	700	817	701	817	700	816	Eddington CT & Eddington DR		58	NR	60	Updated to 60ft. Extra width to trees or SW
790	E	Gentry	BLVD	4476	4476	4499	4477	4499	4476	4498	Carleton CT & Gentry BLVD		58	NR	60	Updated to 60ft. Extra width to trees or SW
791	E	Southdowns	DR	1550	1550	1599	1551	1599	1550	1598	Mitchell ST & Southdowns DR		74	NR	60	Width reduced to 60ft due to no Bikelec
792	E	Circle	DR	1600	1600	1705	1601	1705	1600	1704	Southdowns DR & Circle DR		58	NR	60	Width reduced to 60ft due to no Bikelec
793	S	Mitchell	ST	900	900	999	901	999	900	998	Maxwell LN & Mitchell ST		58	NR	60	Updated to 60ft. Extra width to trees or SW
794	E	Eastside	DR	900	900	931	901	931	900	930	Eastside DR & Maxwell LN		58	NR	60	Updated to 60ft. Extra width to trees or SW
795	S	Highland	AVE	900	900	997	901	997	900	996	Highland AVE & Maxwell LN		58	NR	60	Updated to 60ft. Extra width to trees or SW
796	E	Sheridan	DR	1200	1200	1299	1201	1299	1200	1298	Ballantine RD & Sheridan DR		74	NR	60	Width reduced to 60ft due to NG Bikelec
797	S	Ballantine	RD	998	998	999	999	999	998	998	Ballantine RD & Southdowns DR		74	NR	60	Updated to 60ft. Extra width to trees or SW
798	E	Southdowns	DR	1100	1100	1199	1101	1199	1100	1198	Hawthorne DR & Southdowns DR		74	NR	60	

811	S	Woodlawn	AVE	900	900	997	901	997	900	996	Maxwell LN & Woodlawn AVE	Sheridan DR & Woodlawn AVE	74	NC	60	no	Width reduced to 60ft due to no BikeRec	
812	W	Allen	ST	1800	1800	1875	1801	1875	1800	1874	Allen ST & Ransom LN	Allen ST & Christopher LN	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
813	W	Allen	ST	1876	1876	1899	1877	1899	1876	1898	Allen ST & Christopher LN	Allen ST & Peachtree LN	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
814	W	Allen	ST	1900	1900	1999	1901	1999	1900	1999	Allen ST & Peachtree LN	Allen ST & Timothy CT	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
815	S	Peachtree	LN	800	800	935	801	935	800	934	Peachtree LN & Ransom LN	Allen ST & Peachtree LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
816	S	Ransom	LN	800	800	935	801	935	800	934	Peachtree LN & Ransom LN	Allen ST & Ransom LN	74	NC	60	no	Width reduced to 60ft due to no BikeRec	
817	W	Green Tree	LN	1200	1200	1225	1201	1225	1200	1224	Green Tree LN Dead End	Green Tree LN & Larkspur LN	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
818	S	Sugar Maple	CIR	1000	1000	1035	1001	1034	1000	1048	Sugar Maple CIR & Woodside DR	Sugar Maple CIR & Sugar Maple CT & Sugar Maple PL	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
819	S	Sugar Maple	PL	1050	1050	1099	1051	1099	1050	1098	Sugar Maple PL Dead End	Sugar Maple CIR & Sugar Maple CT & Sugar Maple PL	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
820	S	Essex	CT	3600	3600	3620	3601	3620	3600	3619	Allendale DR & Essex CT	Allendale DR & Essex CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
821	S	Greenwood	AVE	1000	1000	1009	1001	1009	1000	1009	Greenwood AVE & Maxwell LN	Greenwood AVE Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
822	S	Maxwell	TER	900	900	960	901	959	900	960	Maxwell LN & Maxwell TER	Maxwell TER Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
823	S	Woodcrest	DR	886	886	1030	887	1029	886	1030	Woodcrest DR & Wynwood LN	Woodbine AVE & Woodcrest DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
824	S	Woodbine	CT	1000	1000	1030	1001	1029	1000	1030	Woodbine CT Dead End	Woodbine AVE & Woodbine CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
825	E	Woodbine	AVE	2400	2400	2425	2401	2425	2400	2424	Woodbine AVE & Woodcrest DR	Windermere Woods DR & Woodbine AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
826	S	Nora	DR	1000	1000	1099	1001	1099	1000	1098	Nora DR Dead End	Nora DR & Woodbine AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
827	E	Woodbine	AVE	2325	2325	2399	2327	2399	2325	2398	Woodbine AVE & Woodbine CT	Woodbine AVE & Woodcrest DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
828	S	Sheridan	DR	900	900	999	901	999	900	998	Maxwell LN & Sheridan DR	Jordan AVE & Sheridan DR	74	NC	60	no	Width reduced to 60ft due to no BikeRec	
829	S	Jordan	AVE	900	900	999	901	999	900	998	Jordan AVE & Maxwell LN	Jordan AVE & Sheridan DR	74	Protected Bike Lane	NC	74	no	No change in width
830	E	Ashwood	CIR	2200	2200	2299	2201	2299	2200	2298	Ashwood CIR & Ashwood DR	Ashwood CIR Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
831	S	Westhill	CT	900	900	925	901	925	900	924	Gatewood DR & Westhill CT & Woodhill DR	Westhill CT Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
832	S	Rolling Rock	DR	900	900	999	901	999	900	998	Rolling Rock DR Dead End	Rolling Rock DR Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
833	W	Woodside	DR	900	900	0	0	0	0	0	Sugar Maple CIR & Woodside DR	Persimmon Tree CIR & Willow Tree PL & Woodside DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
834	S	Persimmon Tree	CIR	900	900	1050	901	1049	900	1050	Paper Birch CT & Persimmon Tree CIR & Woodside DR	Persimmon Tree CIR & Willow Tree PL & Woodside DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
835	W	Woodside	DR	0	0	0	0	0	0	0	Persimmon Tree CIR & Willow Tree PL & Woodside DR	Paper Birch CT & Persimmon Tree CIR & Woodside DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
836	E	Bradley	ST	3500	3500	3520	3501	3599	3500	3598	Bradley ST & Meadowbrook RD	Bradley ST & Pleasant Ridge RD	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
837	S	Pleasant Ridge	RD	820	820	900	821	899	820	900	Lattimer RD & Pleasant Ridge RD	Bradley ST & Pleasant Ridge RD	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
838	E	Woodstock	PL	2220	2100	2335	2101	2335	2100	2334	High ST & Woodstock PL	Woodstock PL Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
839	S	High	ST	900	900	937	901	937	900	936	High ST & Maxwell LN	High ST & Woodstock PL	74	Bike Lane and Multi-use Path	NC	74	no	No change in width
840	E	Allendale	DR	700	700	799	701	799	700	798	Allendale DR & Eddington DR	Allendale DR & Wellington DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
841	S	Henderson	ST	900	900	919	901	919	900	918	Dodds ST & Henderson ST	Dixie ST & Henderson ST	74	Protected Bike Lane	NC	74	no	No change in width
842	S	Henderson	ST	900	900	919	901	919	900	918	Dodds ST & Henderson ST	Dixie ST & Henderson ST	74	Protected Bike Lane	NC	74	no	No change in width
843	S	Dunn	ST	900	900	915	901	915	900	914	Dodds ST & Dunn ST	Dixie ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
844	S	Dunn	ST	900	900	915	901	915	900	914	Dodds ST & Dunn ST	Dixie ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
845	S	Palmer	AVE	900	900	929	901	929	900	928	Dodds ST & Palmer AVE	Dixie ST & Palmer AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
846	S	Grant	ST	800	800	899	801	899	800	898	Dodds ST & Grant ST	Dixie ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
847	S	Lincoln	ST	800	800	899	801	899	800	898	Dodds ST & Lincoln ST	Dixie ST & Lincoln ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
848	S	Washington	ST	800	800	899	801	899	800	898	Dodds ST & Washington ST	Dixie ST & Washington ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
849	E	Dixie	ST	200	200	299	201	299	200	298	Dixie ST & Washington ST	Dixie ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
850	E	Dixie	ST	300	300	399	301	399	300	398	Dixie ST & Lincoln ST	Dixie ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
851	E	Dixie	ST	400	400	499	401	499	400	498	Dixie ST & Grant ST	Dixie ST & Palmer AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
852	E	Dixie	ST	500	500	599	501	599	500	518	Dixie ST & Palmer AVE	Dixie ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
853	E	Allendale	DR	1300	1300	1399	1301	1399	1300	1398	Allendale DR & Dunstan DR	Allendale DR & Dunstan DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
854	E	Dixie	ST	520	520	605	521	605	520	530	Dixie ST & Dunn ST	Dixie ST & Henderson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
855	S	Meadowbrook	DR	800	800	899	801	899	800	898	Brighton AVE & Meadowbrook DR	Bradley ST & Meadowbrook DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
856	E	Carlton	CT	4200	4200	4299	4201	4299	4200	4298	Carlton CT & Graywell DR	Carlton CT & Graywell DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
857	S	Graywell	DR	1000	1000	1005	1001	1005	1000	1004	Chadwick CT & Graywell DR	Carlton CT & Graywell DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
858	S	Rainier	CT	900	900	920	901	919	900	920	Rainier CT Dead End	Carleton CT & Rainier CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
859	S	Carleton	CT	900	900	999	901	999	900	998	Carleton CT Dead End	Carleton CT & Rainier CT	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
860	S	Stull	AVE	900	900	999	901	999	900	998	Maxwell LN & Stull AVE	Stull AVE Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
861	S	Fess	AVE	900	900	999	901	999	900	998	Fess AVE & Maxwell LN	Fess AVE Dead End	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
862	W	Woodhill	DR	1496	1496	1499	1497	1499	1496	1498	Gatewood DR & Westhill CT & Woodhill DR	Adams ST & Woodhill DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
863	E	Winridge	CT	800	800	821	801	821	800	820	Winridge CT Dead End	Rolling Rock DR & Winridge CT & Woodhill DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
864	E	Allendale	DR	1002	1002	1049	1003	1049	1002	1048	Allendale DR & Roxbury CIR	Allendale DR & Sowder SQ	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
865	S	Gatewood	DR	800	800	825	801	825	800	824	Gatewood DR Dead End	Gatewood DR & Westhill CT & Woodhill DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
866	W	Woodhill	DR	1490	1490	1495	1491	1495	1490	1494	Rolling Rock DR & Winridge CT & Woodhill DR	Gatewood DR & Westhill CT & Woodhill DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
867	E	Lattimer	RD	3400	3400	3425	3401	3425	3400	3424	Lattimer RD Dead End	Lattimer RD & Pleasant Ridge RD	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
868	E	Pleasant Ridge	RD	700	700	719	701	719	700	718	Adair LN & Pleasant Ridge RD	Lattimer RD & Pleasant Ridge RD	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
869	E	Chadwick	CT	4300	4300	4313	4301	4313	4300	4312	Chadwick CT & Graywell DR	Chadwick CT & Graywell DR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
870	S	Graywell	DR	900	900	999	901	999	900	998	Graywell DR & Whitley DR	Chadwick CT & Graywell DR	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
871	S	Park	AVE	900	900	999	901	999	900	998	Maxwell LN & Park AVE	Park AVE Dead End	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
872	S	Palmer	AVE	700	700	799	701	799	700	798	Palmer AVE Dead End	Dodds ST & Palmer AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
873	S	Dunn	ST	800	800	899	801	899	800	898	Dunn ST & Willie ST	Dodds ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
874	S	Dunn	ST	800	800	899	801	899	800	898	Dunn ST & Willie ST	Dodds ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
875	S	Henderson	ST	836	836	899	837	899	836	898	Henderson ST & Maxwell LN	Dodds ST & Henderson ST	74	Protected Bike Lane	NC	74	no	No change in width
876	S	Henderson	ST	836	836	899	837	899	836	898	Henderson ST & Maxwell LN	Dodds ST & Henderson ST	74	Protected Bike Lane	NC	74	no	No change in width
877	S	Roxbury	CIR	3500	3500	3599	3501	3599	3500	3598	Roxbury CIR Dead End	Allendale DR & Roxbury CIR	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
878	S	Grant	ST	700	700	799	701	799	700	798	Grant ST & Willie ST	Dodds ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
879	S	Lincoln	ST	700	700	799	701	799	700	798	Lincoln ST & Willie ST	Dodds ST & Lincoln ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
880	S	Washington	ST	700	700	799	701	799	700	798	Washington ST & Willie ST	Dodds ST & Washington ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
881	E	Dodds	ST	200	200	299	201	299	200	298	Dodds ST & Washington ST	Dodds ST & Lincoln ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
882	E	Dodds	ST	300	300	316	301	315	300	316	Dodds ST & Lincoln ST	Dodds ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
883	E	Dodds	ST	0	0	0	0	0	0	0	Dodds ST & Grant ST	Dodds ST & Grant ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
884	E	Dodds	ST	317	317	419	317	419	318	418	Dodds ST & Grant ST	Dodds ST & Palmer AVE	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
885	E	Dodds	ST	420	420	499	421	499	420	498	Dodds ST & Palmer AVE	Dodds ST & Dunn ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
886	E	Dodds	ST	500	500	510	501	509	500	510	Dodds ST & Dunn ST	Dodds ST & Henderson ST	58	NR	60	no	Updated to 60ft. Extra width to trees or SW	
887	W	Dodds</																

898	S	Highland	AVE	850	850	897	851	897	850	896	Highland AVE & Wylie ST	Highland AVE & Maxwell LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
899	S	Woodlawn	AVE	826	826	899	827	899	826	898	Woodlawn AVE & Wylie ST	Maxwell LN & Woodlawn AVE	58	NR	60	Width reduced to 60ft due to no BikeRec	
9	E	Pepperidge	DR	710	710	725	711	725	710	724	Baytree LN & Pepperidge DR	Baytree LN & Pepperidge DR	58	NC	60	Updated to 60ft. Extra width to trees or SW	
90	E	Allendale	DR	1200	1200	1215	1201	1215	1200	1214	Allendale DR & Weinbridge DR	Allendale DR & Weinbridge DR	74	NC	60	Width reduced to 60ft due to no BikeRec	
900	S	Stull	AVE	800	800	899	801	899	800	898	1st ST & Stull AVE	Maxwell LN & Stull AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
901	S	Park	AVE	800	800	899	801	899	800	898	1st ST & Park AVE	Maxwell LN & Park AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
902	E	Maxwell	LN	700	700	799	701	799	700	798	Fess AVE & Maxwell LN	Maxwell LN & Stull AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
903	E	Maxwell	LN	800	800	899	801	899	800	898	Maxwell LN & Stull AVE	Maxwell LN & Park AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
904	E	Maxwell	LN	900	900	999	901	999	900	998	Maxwell LN & Park AVE	Maxwell LN & Woodlawn AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
905	E	Maxwell	LN	1000	1000	1017	1001	1017	1000	1016	Maxwell LN & Woodlawn AVE	Manor RD & Maxwell LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
906	E	Maxwell	LN	1100	1100	1018	1019	1018	1100	1198	Manor RD & Maxwell LN	Hawthorne RD & Maxwell LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
907	E	Maxwell	LN	1202	1202	1215	1203	1215	1202	1214	Hawthorne DR & Maxwell LN	Ballantine RD & Maxwell LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
908	S	Fess	AVE	800	800	899	801	899	800	898	1st ST & Fess AVE	Fess AVE & Maxwell LN	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
909	S	Henderson	ST	820	820	835	821	835	820	834	Henderson ST & Wylie ST	Henderson ST & Maxwell LN	74	Protected Bike Lane	NC	74	No change in width
909	S	Henderson	ST	820	820	835	821	835	820	834	Henderson ST & Wylie ST	Henderson ST & Maxwell LN	74	Protected Bike Lane	NC	74	No change in width
911	E	Allendale	DR	950	950	1001	951	1001	950	1000	Allendale DR & Sowder SQ	Allendale DR & Roxbury CIR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
910	E	Maxwell	LN	600	600	699	601	699	600	698	Henderson ST & Maxwell LN	Fess AVE & Maxwell LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
911	S	Ransom	LN	700	700	799	701	799	700	798	Bloomfield RD & Ransom LN	Peachtree LN & Ransom LN	74	NC	60	Width reduced to 60ft due to no BikeRec	
912	W	Bloomfield	RD	1400	1400	1499	1401	1499	1400	1478	Bloomfield RD & Ransom LN	Anna Lee LN & Bloomfield RD	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
913	E	Whitley	DR	4300	4300	4312	4301	4311	4300	4312	Graywell DR & Whitley DR	Maria CT & Whitley DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
914	S	Graywell	DR	800	800	899	801	899	800	898	Bill Mallory BLVD & Graywell DR	Graywell DR & Whitley DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
915	S	High	ST	800	800	899	801	899	800	898	1st ST & High ST	High ST & Maxwell LN	74	Bike Lane and Multi-use Path	NC	74	No change in width
916	S	Rose	AVE	817	817	925	817	925	800	924	Maxwell LN & Rose AVE	Maxwell LN & Rose AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
917	S	Woodcrest	DR	750	600	885	601	885	600	884	2nd ST & Woodcrest DR	Woodcrest DR & Wynnwood LN	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
918	W	Middle	CT	4400	4400	4499	4401	4499	4400	4498	Harvey DR & Middle CT	Middle CT & Parkway DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
919	S	Harvey	DR	800	800	849	801	849	800	848	Harvey DR & Middle CT	Harvey DR & Middle CT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
92	E	Allendale	DR	900	900	949	901	949	900	948	Allendale DR & Tudor LN	Allendale DR & Sowder SQ	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
920	S	Harvey	DR	850	850	950	851	949	850	950	Harvey DR & Middle CT	Harvey DR Dead End	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
921	S	Maria	CT	802	802	803	801	819	802	820	Maria CT & Whitley DR	Maria CT & Whitley DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
922	S	College Mall	RD	700	600	799	601	799	600	798	Buick Cadillac BLVD & College Mall RD	Buick Cadillac BLVD & College Mall RD	95	Protected Bike Lane	SC	98	increased width 3' due to PBL in BikeRec
923	S	Wynnwood	LN	700	700	715	701	715	700	714	Wynnwood LN Dead End	Woodcrest DR & Wynnwood LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
924	E	Buick Cadillac	BLVD	3000	2900	3099	2901	3099	2900	3098	Auto Mall RD & Buick Cadillac BLVD	Buick Cadillac BLVD & Claritz BLVD	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
925	E	Buick Cadillac	BLVD	2800	2800	2899	2801	2899	2800	2898	Buick Cadillac BLVD & College Mall RD	Auto Mall RD & Buick Cadillac BLVD	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
926	S	Highland	AVE	800	800	849	801	849	800	848	1st ST & Highland AVE	Highland AVE & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
927	S	Hawthorne	DR	800	800	829	801	829	800	828	1st ST & Hawthorne DR	Hawthorne DR & Wylie ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
928	S	Hawthorne	DR	800	800	829	801	829	800	828	1st ST & Hawthorne DR	Hawthorne DR & Wylie ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
928	S	Woodlawn	AVE	800	800	825	801	825	800	824	1st ST & Woodlawn AVE	Woodlawn AVE & Wylie ST	74	NC	60	Width reduced to 60ft due to no BikeRec	
929	E	Wylie	ST	1200	1200	1299	1201	1299	1200	1298	Hawthorne DR & Wylie ST	Highland AVE & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
93	E	Allendale	DR	800	800	899	801	899	800	898	Allendale DR & Wellington DR	Allendale DR & Tudor LN	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
930	E	Wylie	ST	1100	1000	1199	1001	1199	1000	1198	Woodlawn AVE & Wylie ST	Hawthorne DR & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
931	E	Wylie	ST	200	200	297	201	297	200	296	Washington ST & Wylie ST	Lincoln ST & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
932	S	Henderson	ST	800	800	819	801	819	800	818	1st ST & Henderson ST	Henderson ST & Wylie ST	74	Protected Bike Lane	NC	74	No change in width
932	S	Henderson	ST	800	800	819	801	819	800	818	1st ST & Henderson ST	Henderson ST & Wylie ST	74	Protected Bike Lane	NC	74	No change in width
933	S	Washington	ST	600	600	699	601	699	600	698	1st ST & Washington ST	Washington ST & Wylie ST	74	Bike Lane	NC	68	Reduced to 68' due to Bike Lane BikeRec
934	S	Walnut	ST	600	600	699	601	699	600	698	1st ST & Walnut ST	Walnut ST & Wylie ST	88	Protected Bike Lane	MS	88	No change from default
935	E	Wylie	ST	500	500	599	501	599	500	598	Dunn ST & Wylie ST	Henderson ST & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
936	E	Wylie	ST	410	320	499	321	499	320	498	Grant ST & Wylie ST	Dunn ST & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
937	W	Wylie	ST	300	300	319	301	319	300	318	Lincoln ST & Wylie ST	Grant ST & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
938	E	Wylie	ST	100	100	199	101	199	100	198	Walnut ST & Wylie ST	Washington ST & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
939	W	Wylie	ST	600	500	697	501	697	500	696	Rogers ST & Wylie ST	Fairview ST & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
94	S	Tudor	LN	3500	3500	3540	3501	3539	3500	3540	Tudor LN Dead End	Allendale DR & Tudor LN	58	NR	60	Updated to 60ft. Extra width to trees or SW	
940	W	Wylie	ST	800	700	899	701	899	700	898	Fairview ST & Wylie ST	1st ST & Wylie ST	58	NR	60	Updated to 60ft. Extra width to trees or SW	
941	S	Rogers	ST	700	700	799	701	799	700	798	1st ST & Rogers ST	Rogers ST & Wylie ST	90	Bike Lane	GU	84	Reduced to 84 due to BL in Bicycle Facilities Rec
942	W	Middle	CT	4500	4500	4599	4501	4599	4500	4598	Middle CT & Westwood DR	Middle CT & Westwood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
943	S	Westwood	DR	780	700	860	701	859	700	860	Sunset AVE & Westwood DR	Middle CT & Westwood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
944	S	Parkway	DR	700	700	825	701	825	700	824	Parkway DR & Sunset AVE	Middle CT & Parkway DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
945	W	Middle	CT	4600	4600	4699	4601	4699	4600	4698	Middle CT & Westwood DR	Middle CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
946	F	Adair	LN	3400	3400	3410	3401	3429	3400	3430	Adair LN Pleasant Ridge RD	Adair LN & Pleasant Ridge RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
947	S	Anthony	CT	800	800	899	801	899	800	898	Anthony CT & Bill Mallory BLVD	Anthony CT Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
948	S	Walker	ST	700	700	750	701	749	700	750	1st ST & Walker ST	Walker ST Dead End	58	NR	60	Updated to 60ft. Extra width to trees or SW	
949	F	Dexter	ST	1800	1800	1899	1801	1899	1800	1898	Dexter ST & Rose AVE	Dexter ST & Rose AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
95	S	Wellington	DR	3500	3500	3540	3501	3539	3500	3540	Wellington DR & Wellington CT	Allendale DR & Wellington DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
950	S	Rose	AVE	800	800	899	801	815	800	898	1st ST & Rose AVE	Dexter ST & Rose AVE	58	NR	60	Updated to 60ft. Extra width to trees or SW	
951	E	1st	ST	1500	1500	1599	1501	1599	1500	1598	1st ST & Sheridan DR	1st ST & Mitchell ST	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
952	S	Sheridan	DR	800	800	829	801	829	800	828	1st ST & Jordan AVE & Sheridan DR	1st ST & Sheridan DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
953	S	Harvey	DR	700	700	799	701	799	700	798	Harvey DR & Sunset AVE	Harvey DR & Middle CT	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
954	S	Pleasant Ridge	RD	626	626	699	627	699	626	698	Brownridge RD & Pleasant Ridge RD	Adair LN & Pleasant Ridge RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
955	S	Eastside	DR	700	700	799	701	799	700	798	Eastside DR & University ST	1st ST & Eastside DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
956	E	1st	ST	1600	1600	1699	1601	1699	1600	1698	1st ST & Mitchell ST	1st ST & Eastside DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
957	E	1st	ST	1700	1700	1799	1701	1799	1700	1798	1st ST & Eastside DR	1st ST & Rose AVE	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
958	S	Pleasant Ridge	RD	470	300	625	301	625	300	624	3rd ST & Morningside DR & Pleasant Ridge RD	Brownridge RD & Pleasant Ridge RD	58	NR	60	Updated to 60ft. Extra width to trees or SW	
959	E	Brownridge	RD	3500	3500	3599	3501	3599	3500	3598	Brownridge RD & Pleasant Ridge RD	Brownridge RD & Meadowbrook DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
96	S	Ashwood	DR	3434	3434	3499	3435	3499	3434	3498	Ashwood CT & Ashwood DR	Ashwood CIR & Ashwood DR	58	NR	60	Updated to 60ft. Extra width to trees or SW	
961	S	Meadowbrook	DR	600	600	699	601	699	600	698	Brownridge RD & Meadowbrook DR	Brownridge RD & Meadowbrook DR	74	Neighborhood Greenway	NC	60	Width reduced to 60ft due to no BikeRec
960	E	Bill Mallory	BLVD	4400	4400	4419	4401	4419	4400	4418	Bill Mallory BLVD & Whitley DR	Anthony CT & Bill Mallory BLVD	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
962	E	Bill Mallory	BLVD	4300	4300	4399	4301	4399	4300	4398	Bill Mallory BLVD & Graywell DR	Bill Mallory BLVD & Whitley DR	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
963	E	Bill Mallory	BLVD	4420	4420	4499	4421	4499	4420	4498	Anthony CT & Bill Mallory BLVD	Bill Mallory BLVD & State Road 446	58	Neighborhood Greenway	NR	60	Updated to 60ft. Extra width to trees or SW
964	S	State Road 446	AVE	740	740	749	741	749	740	748	Heritage Woods RD & State Road 446	Bill Mallory BLVD & State Road 446	95	Bike Lane and Multi-use Path	SC	75	2-Lanes, reduced by 20' no change needed BikeRec
965	S	Mitchell	ST	7													

981	E	1st	ST	800	800	819	801	819	800	818	1st ST & Stull AVE	1st ST & Park AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
982	E	1st	ST	820	820	899	821	899	820	898	1st ST & Park AVE	1st ST & Park AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
983	E	1st	ST	900	900	999	901	999	900	998	1st ST & Park AVE	1st ST & Woodlawn AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
983	E	1st	ST	900	900	999	901	999	900	998	1st ST & Park AVE	1st ST & Woodlawn AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
984	E	1st	ST	1000	1000	1121	1001	1121	1000	1120	1st ST & Woodlawn AVE	1st ST & Hawthorne DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
985	E	1st	ST	1122	1122	1199	1123	1199	1122	1198	1st ST & Hawthorne DR	1st ST & Ballantine RD	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
985	E	1st	ST	1122	1122	1199	1123	1199	1122	1198	1st ST & Hawthorne DR	1st ST & Ballantine RD	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
986	E	1st	ST	1200	1200	1299	1201	1299	1200	1298	1st ST & Ballantine RD	1st ST & Highland AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
986	E	1st	ST	1200	1200	1299	1201	1299	1200	1298	1st ST & Ballantine RD	1st ST & Highland AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
987	E	1st	ST	1300	1300	1399	1301	1399	1300	1398	1st ST & Highland AVE	1st ST & Jordan AVE & Sheridan DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
987	E	1st	ST	1300	1300	1399	1301	1399	1300	1398	1st ST & Highland AVE	1st ST & Jordan AVE & Sheridan DR	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
988	S	Fess	AVE	700	700	799	701	799	700	798	Fess AVE & University ST	1st ST & Fess AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
988	S	Fess	AVE	700	700	799	701	799	700	798	Fess AVE & University ST	1st ST & Fess AVE	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
989	S	Henderson	ST	700	700	797	701	797	700	796	Henderson ST & University ST	1st ST & Henderson ST	74	Protected Bike Lane	NC	74	no	No change in width
99	S	Bainbridge	DR	3512	3512	3599	3513	3599	3512	3598	Bainbridge DR & Tremont WAY	Allendale DR & Bainbridge DR	58		NR	60	no	Updated to 60ft. Extra width to trees or SW
990	S	Grant	ST	600	600	699	601	699	600	698	Grant ST & University ST	1st ST & Grant ST	58	Neighborhood Greenway	NR	60	no	Updated to 60ft. Extra width to trees or SW
991	S	Lincoln	ST	526	526	599	527	599	526	598	Lincoln ST & University ST	1st ST & Lincoln ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
992	S	Washington	ST	500	500	599	501	599	500	598	2nd ST & Washington ST	1st ST & Washington ST	74	Bike Lane	NC	68	no	Reduced to 68' due to Bike Lane BikeRec
993	S	Walnut	ST	500	500	599	501	599	500	598	2nd ST & Walnut ST	1st ST & Walnut ST	88	Protected Bike Lane	MS	88	no	No change from default
994	W	1st	ST	200	200	275	201	275	200	274	1st ST & College AVE	1st ST & B-Line Trail	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
995	W	1st	ST	100	100	199	101	199	100	198	1st ST & Walnut ST	1st ST & College AVE	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
996	E	1st	ST	100	100	199	101	199	100	198	1st ST & Walnut ST	1st ST & Washington ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
997	E	1st	ST	200	200	299	201	299	200	298	1st ST & Washington ST	1st ST & Lincoln ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
997	E	1st	ST	200	200	299	201	299	200	298	1st ST & Washington ST	1st ST & Lincoln ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
998	E	1st	ST	300	300	399	301	399	300	398	1st ST & Lincoln ST	1st ST & Grant ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
998	E	1st	ST	300	300	399	301	399	300	398	1st ST & Lincoln ST	1st ST & Grant ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec
999	W	1st	ST	400	400	499	301	499	300	498	1st ST & Morton ST	1st ST & Rogers ST	74	Neighborhood Greenway	NC	60	no	Width reduced to 60ft due to NG BikeRec