# 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.*

Office of the Common Council
P.O. Box 100
401 North Morton Street
Bloomington, Indiana 47402
812.349.3409
council@bloomington.in.gov
http://www.bloomington.in.gov/council

**City of Bloomington Indiana**

City Hall
401 N. Morton St.
Post Office Box 100
Bloomington, Indiana 47402

**Office of the Common Council**
(812) 349-3409
Fax: (812) 349-3570
email: council@bloomington.in.gov

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

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  - Proposed *Bloomington Transportation Plan*
    *Contact*
    *Beth Rosenbarger, 812-349-3473, rosenbab@bloomington.in.gov*

## 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 2001[5] and the Bicycle and Pedestrian Transportation and Greenways System Plan, which is also part of the Growth Polices Plan, was last amended in 2008.[6]

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[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 transit[9] 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.

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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 Compressive 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:

**<u>Adopted</u>**

- **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**;

**<u>Defeated</u>**

**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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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.*

Posted: Friday, 11 January 2019

**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

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**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.

CITY OF BLOOMINGTON

# BLOOMINGTON TRANSPORTATION PLAN

Final Draft

November 8, 2018

Prepared by:

Toole Design Group

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## Executive Summary

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

*Bloomington's B-Line Trail*

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

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

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

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

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

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

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

The Plan recommends 67 new street connections, 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

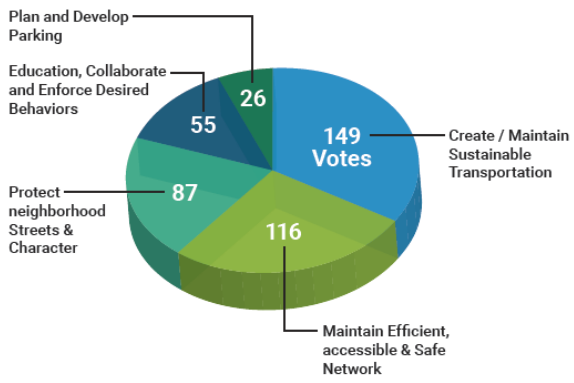
In responding to the Comprehensive Plan's call for the development of a truly multimodal transportation system, this Plan takes a place-based approach to developing the transportation network. This approach is shaped by the City's recognition of the community-wide costs of unequal planning and programming 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. Furthermore, in accordance with Indiana Code 36-7-4-506, this Plan provides guidance on, 1) the public ROW's preservation, 2) the implementation of the Comprehensive Plan's transportation-focused Vision Principle, and 3) the interdepartmental coordination within the City administration.

*Figure 1. Public Input on Transportation Planning Goals*




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

## 1.3 Planning Process

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

### *Planning Charrettes*

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

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

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

# 2. The State of Transportation in Bloomington

## 2.1 City Transportation History

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

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

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

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

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

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

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

## 2.2 Bloomington Today

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

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

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

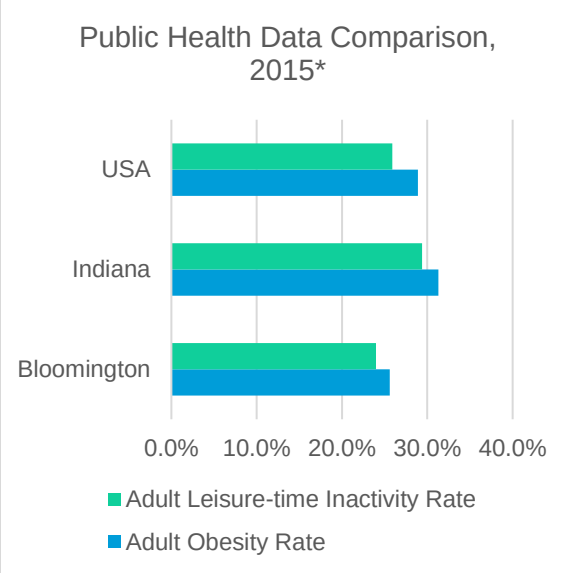
[4] U.S. Census Bureau. American Community Survey 2016 and 2010 5-Year Estimates.

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

### *Public Health*

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

*Figure 2: Public Health Data Comparison*




*National level data is from 2016

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

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

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

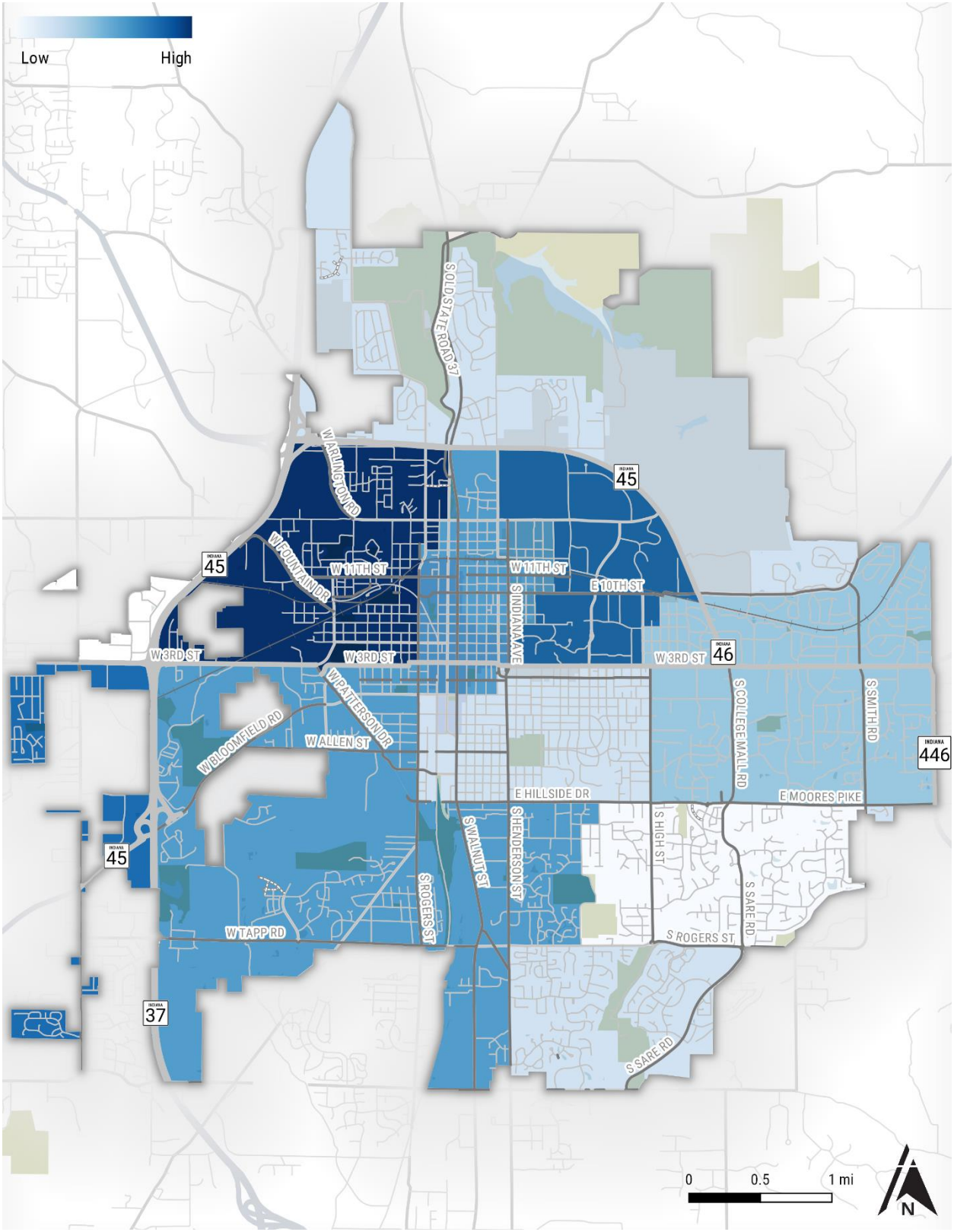
### *Access to Active Transportation Facilities*

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

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

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

*Figure 3. Adult Physical Inactivity Rates by Census Tract*




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

## *Access to Transit*

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

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

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

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

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

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

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

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

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

## 2.3 Review of Previous Plans

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

### *2018 Bloomington Comprehensive Plan*

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

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

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

### *2017 Bloomington/Monroe County MPO Metropolitan Transportation Plan: Transform2040*

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

### *2012 Monroe County Comprehensive Plan*

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

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

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

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

### *2010 Indiana University Bloomington Master Plan*

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

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

### *2008 Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan*

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

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

### *2002 Growth Policies Plan – Part 5, Master Thoroughfare Plan*

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

## 2.4 Existing Transportation Conditions

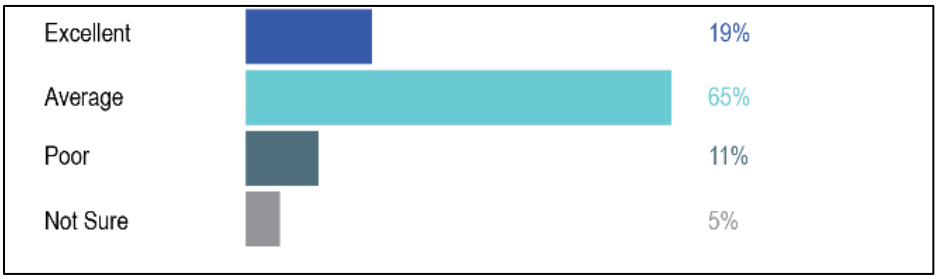
While travel modes other than private automobile continue to grow in the City of Bloomington, significant network gaps and safety concerns remain in the transportation system.

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

## *The Need for Multimodal Transportation Planning*

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

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




## *Voices of the Public: WikiMap Survey Summary*

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

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

## *Status of Autonomous Vehicles*

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

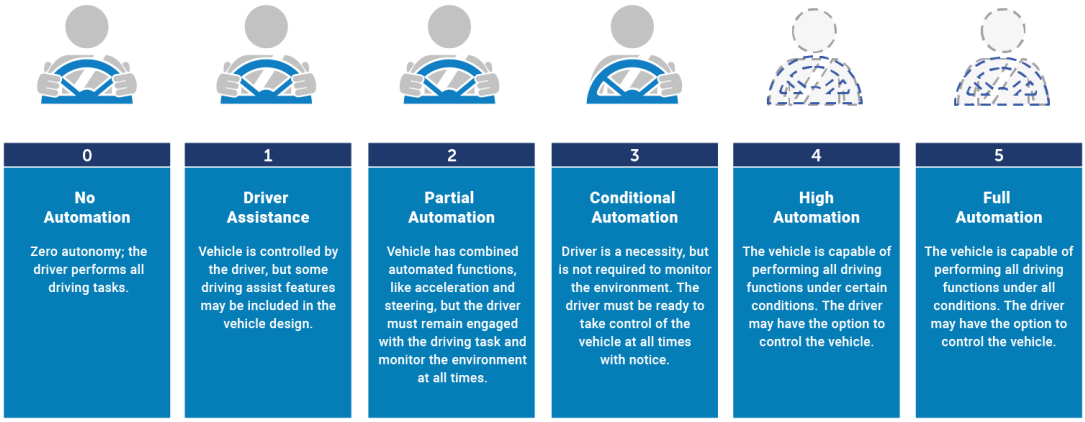
[19] Federal Highway Administration. "Transportation and Housing Costs." https://www.fhwa.dot.gov/livability/fact_sheets/transandhousing.cfm

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

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

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

*Figure 5. Society of Automotive Engineer's Automation Levels*




## *Signal and Communications Equipment*

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

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

## 2.5 Existing Street Network and Traffic Volumes

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

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

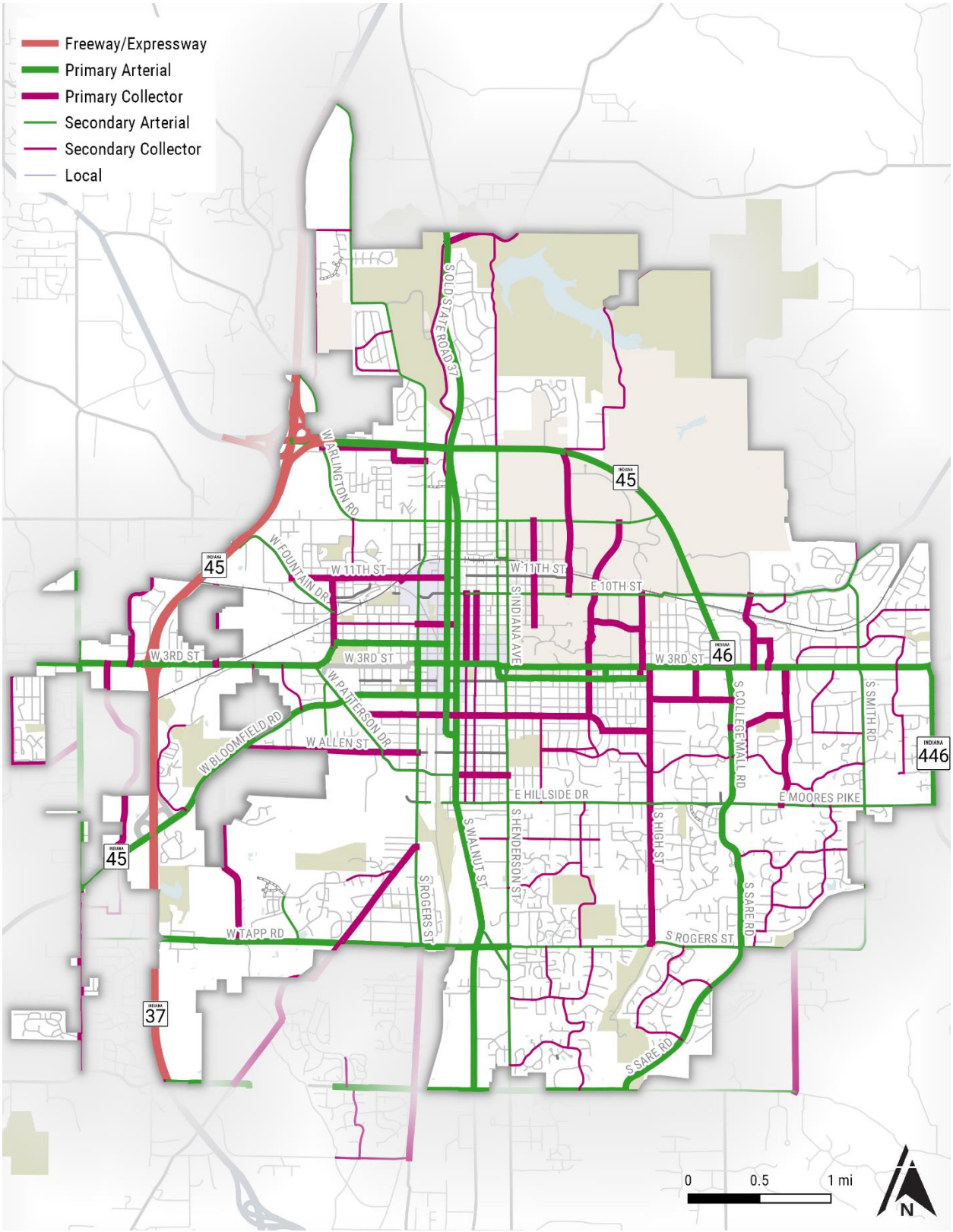
*Table 2. Traffic Volumes*

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

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

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

*Figure 6. Existing Roadway Functional Classifications*



## 2.6 Reported Crash Data

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

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

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

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

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

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

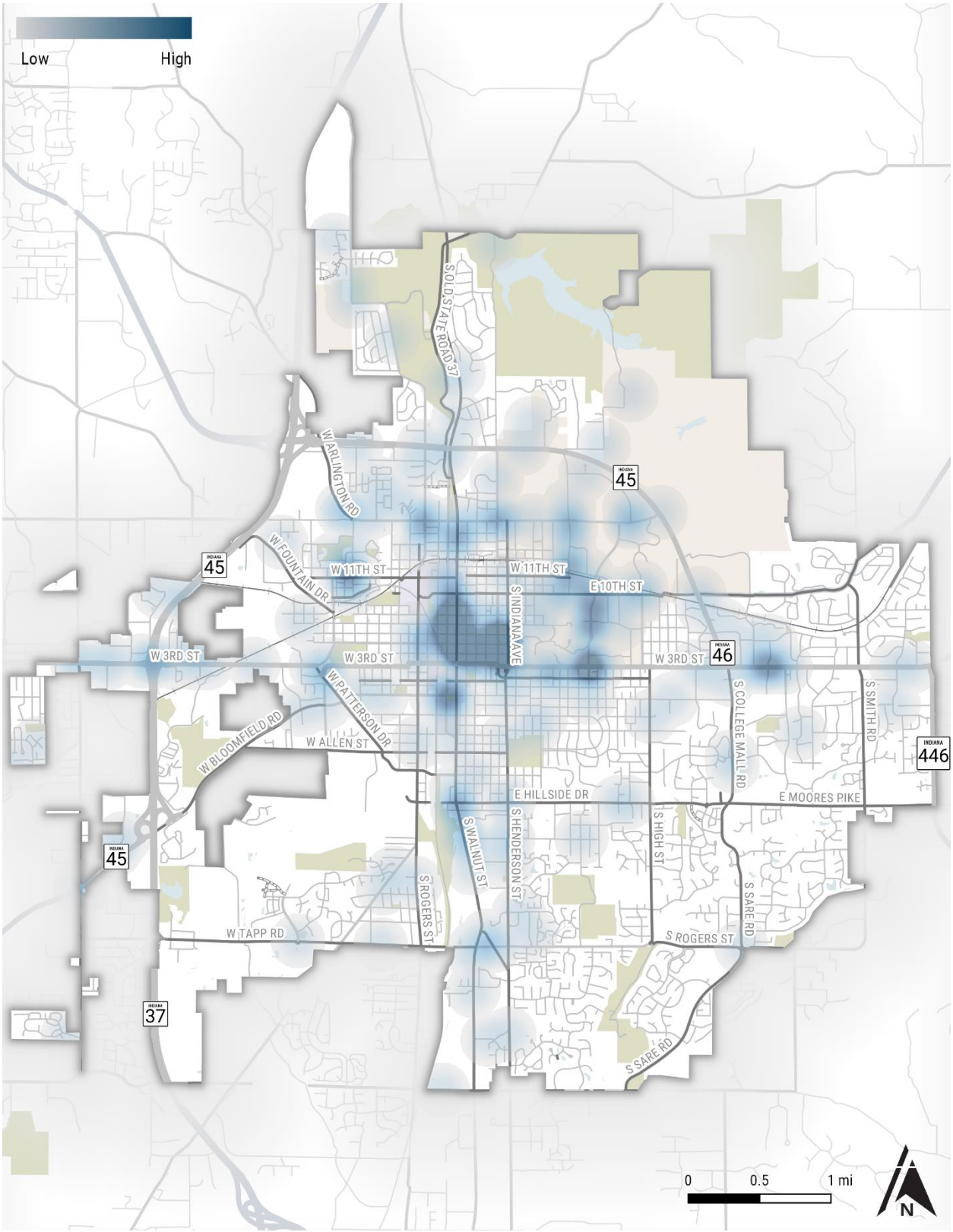


*Figure 8. Motor Vehicle-Bicycle Crash Density (2010-2015)*

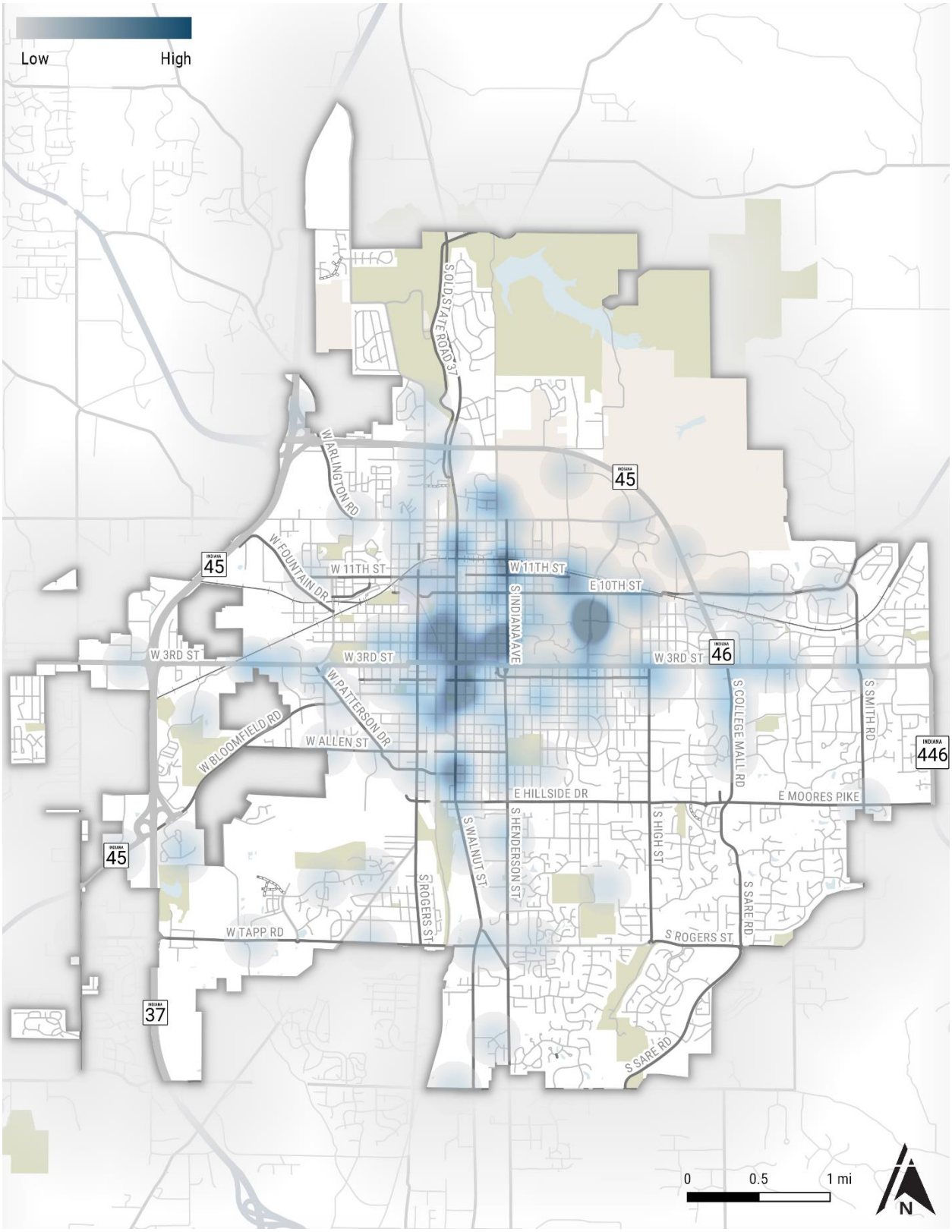
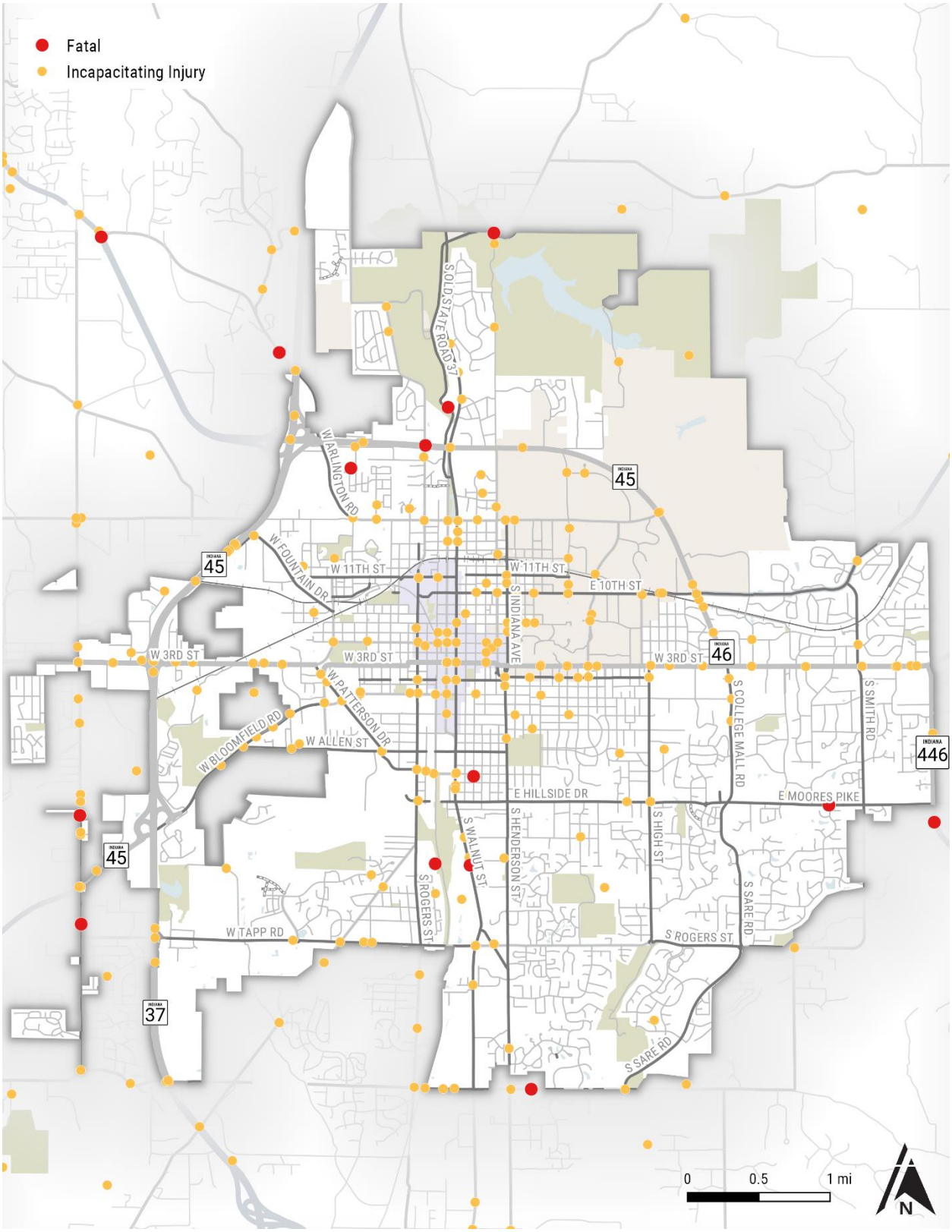


*Figure 9. Fatal and Incapacitating Injury Crashes (2010-2015)*



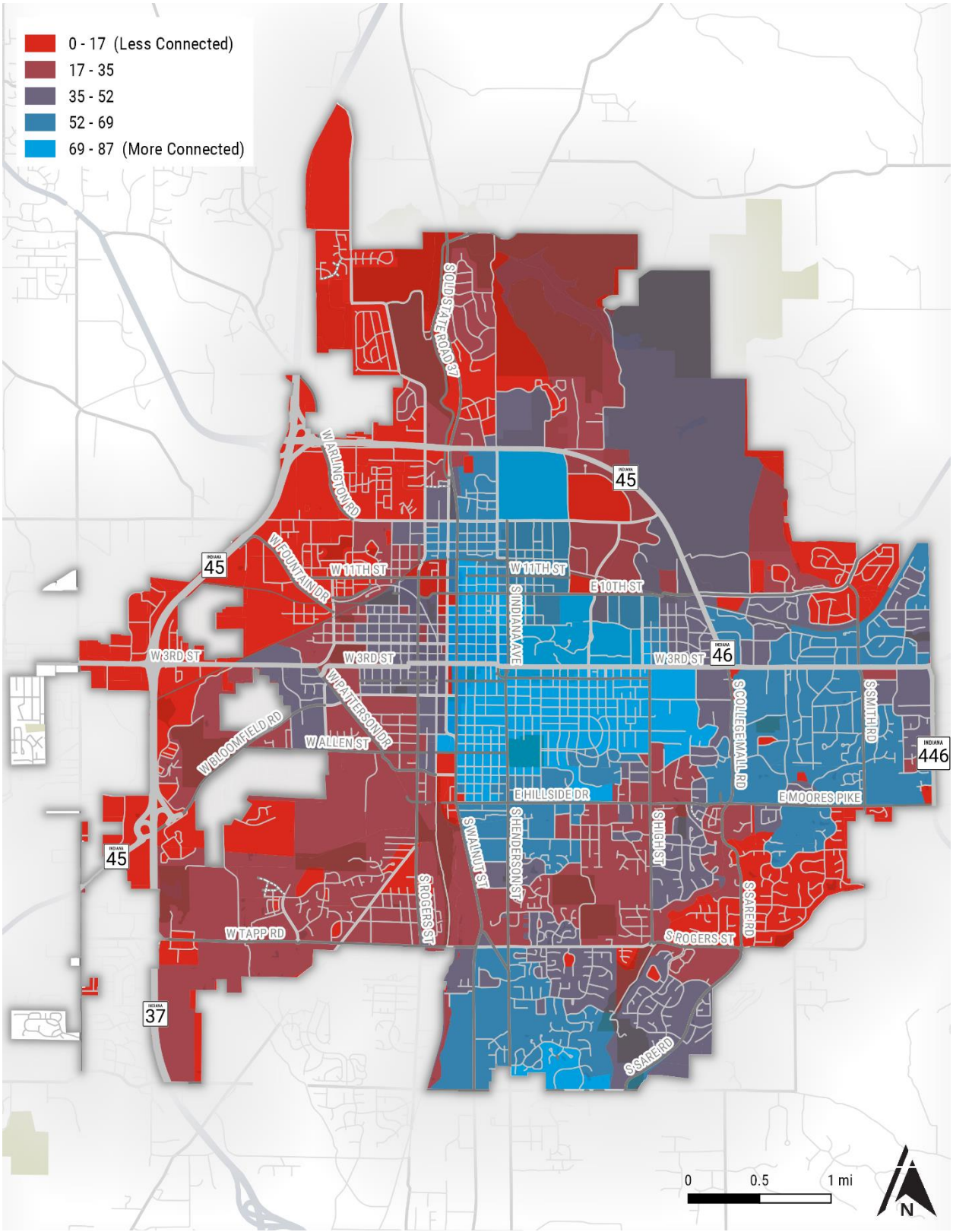
## 2.7 Existing Bicycle Network Analysis

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

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

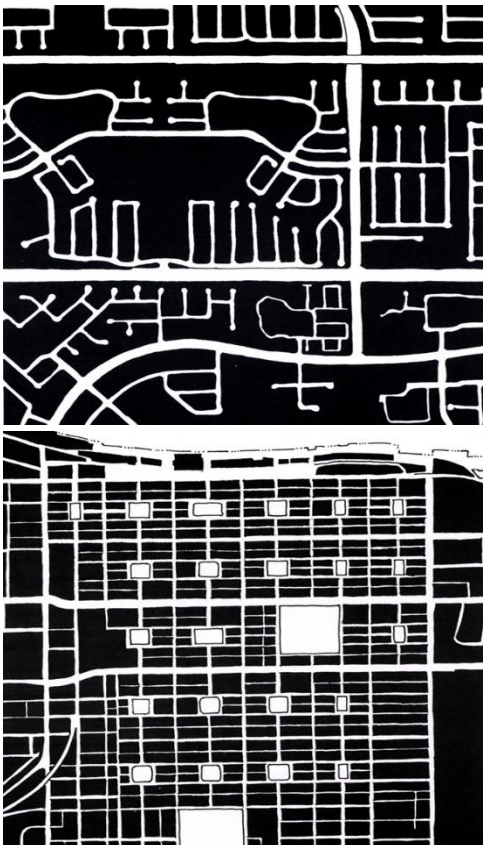
The BNA tool results were considered in combination with the reported adult physical inactivity rates, WikiMap results, existing motor vehicle traffic volumes, and crash data. Together the data and representative maps indicate travel patterns, barriers to active transportation, and opportunity sites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

*Figure 10. Bicycle Network Analysis Results*



## 3. Street Network and Classifications

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



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

### 3.1 Transportation Planning Approach

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

#### *Urban Grid Network*

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

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

#### *Coordinated Land Use and Transportation*

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

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

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

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

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

### *Complete Streets*

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

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

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

## 3.2 Street Typologies

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

*Shared street example*

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

### *Shared Streets*

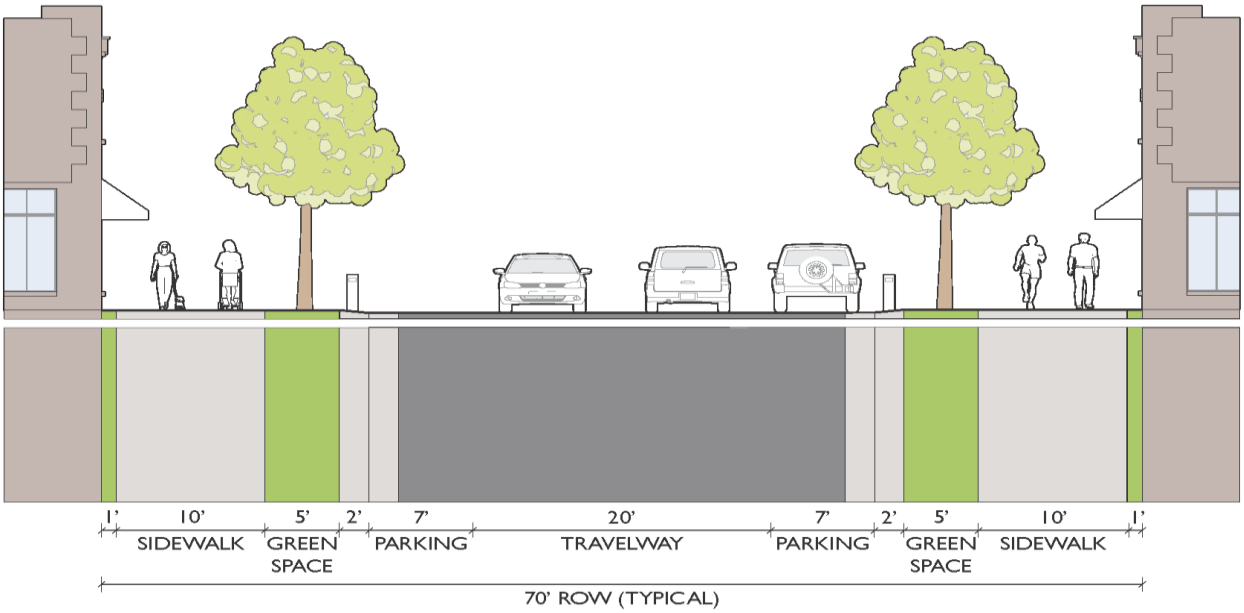
Designed for pedestrians, bicyclists, transit riders, and motorists to operate in a "shared" space, shared streets utilize design elements such as pavement treatments, planters, roadway widths, parking spaces, and other elements to direct traffic flow and to encourage cooperation among travel modes in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

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

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.

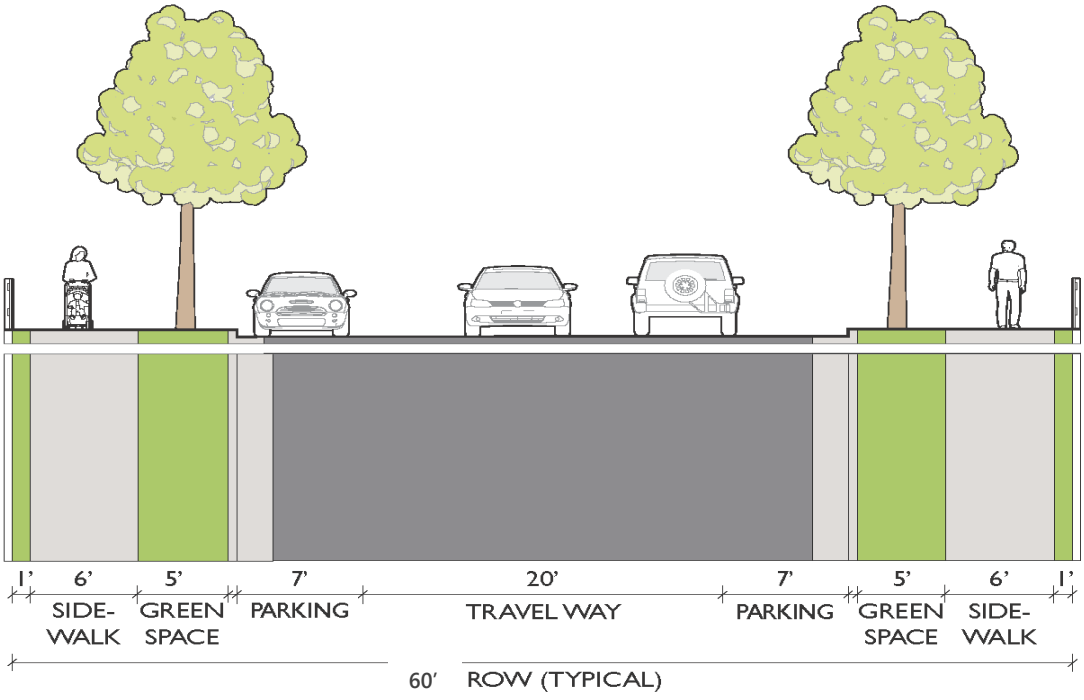
[31] FHWA. Accessible Shared Streets. 2017. Accessed 05/03/2018. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/accessible_shared_streets/fhwahep17096.pdf.

### *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.

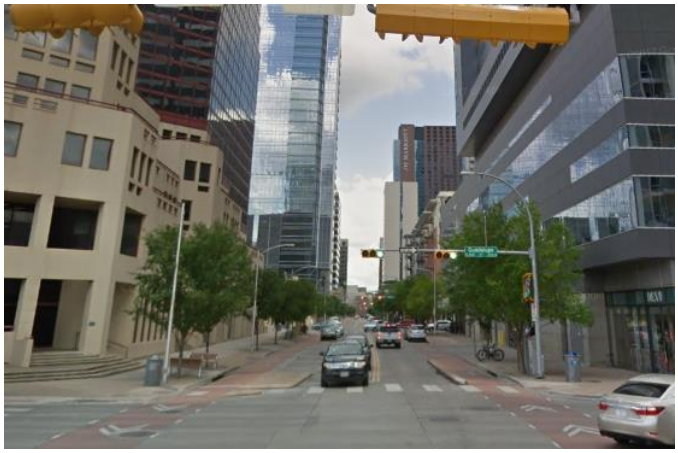
*Neighborhood residential street example*

*Figure 12. Neighborhood residential street typical cross-section*



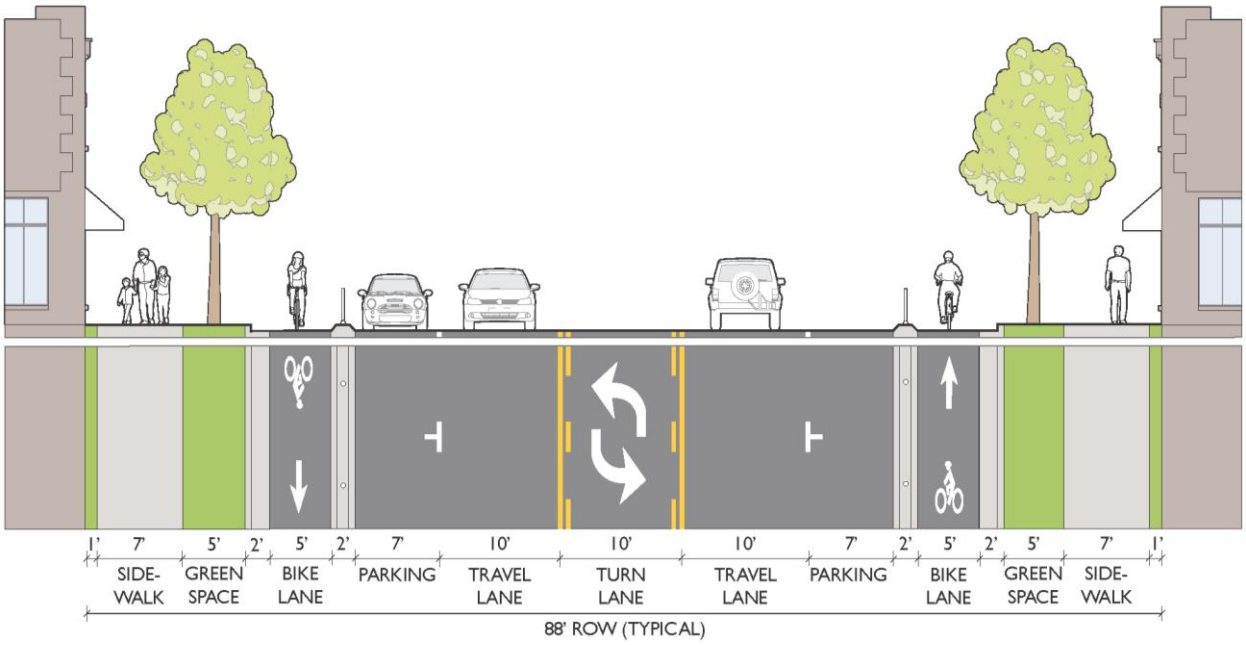
### *Main Street*

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*

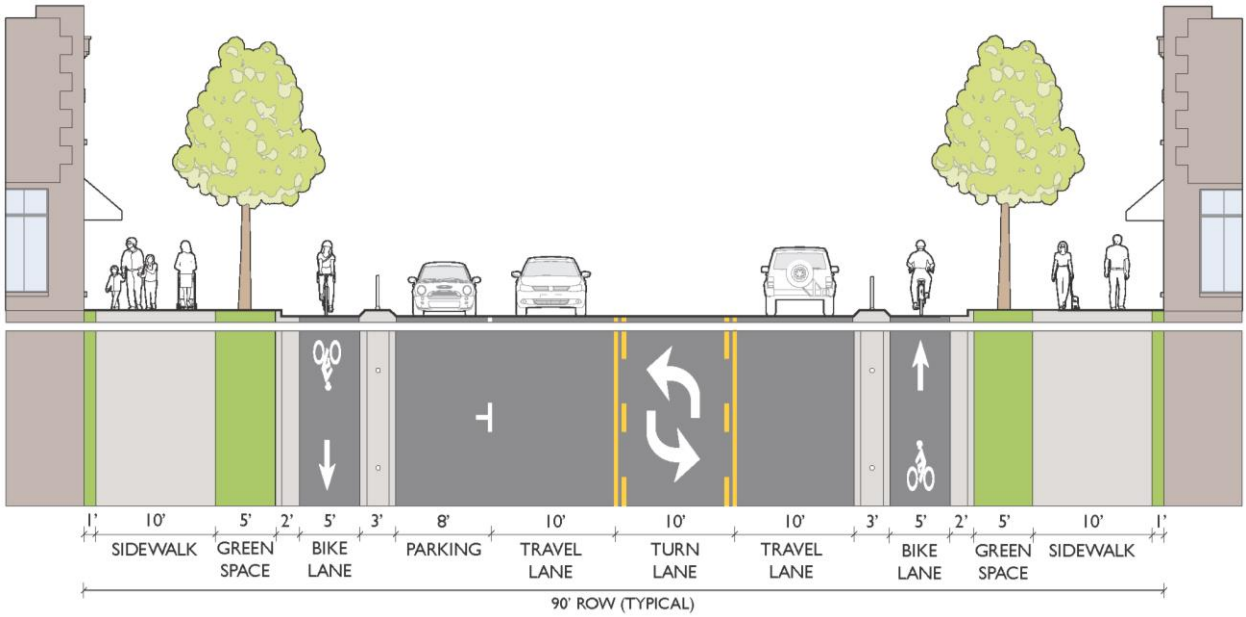


### *General Urban Street*

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*

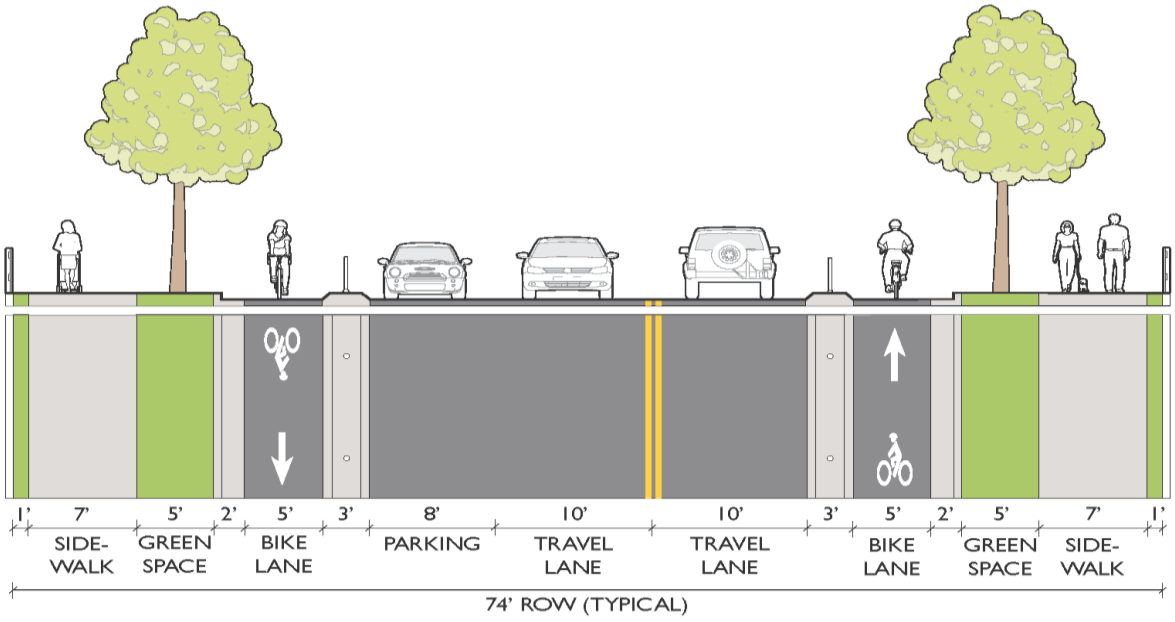


### *Neighborhood Connector Street*

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*

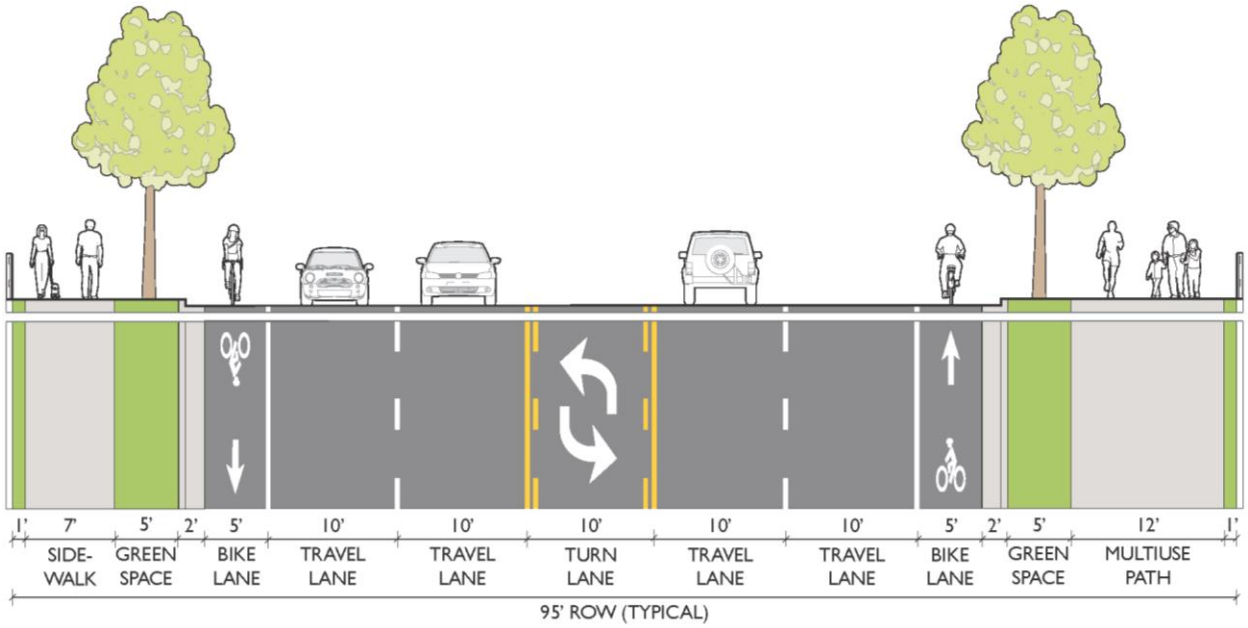


### *Suburban Connector Street*

*Suburban connector street example*

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

*Figure 16. Suburban connector street typical cross-section*



### *Street Typology Summary*

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

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

*Figure 17. Modal Priorities*

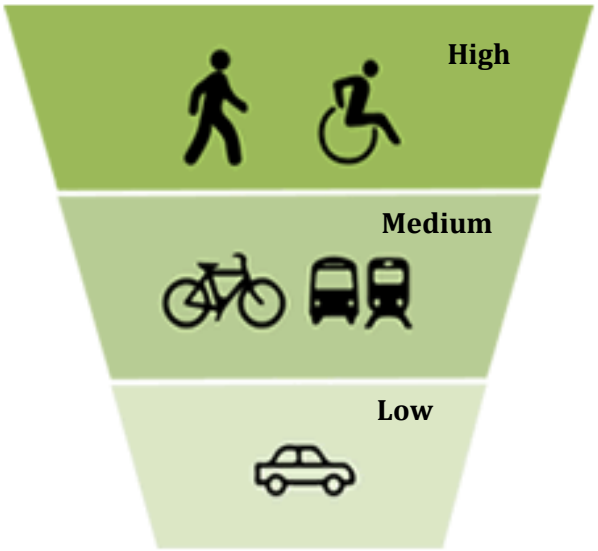
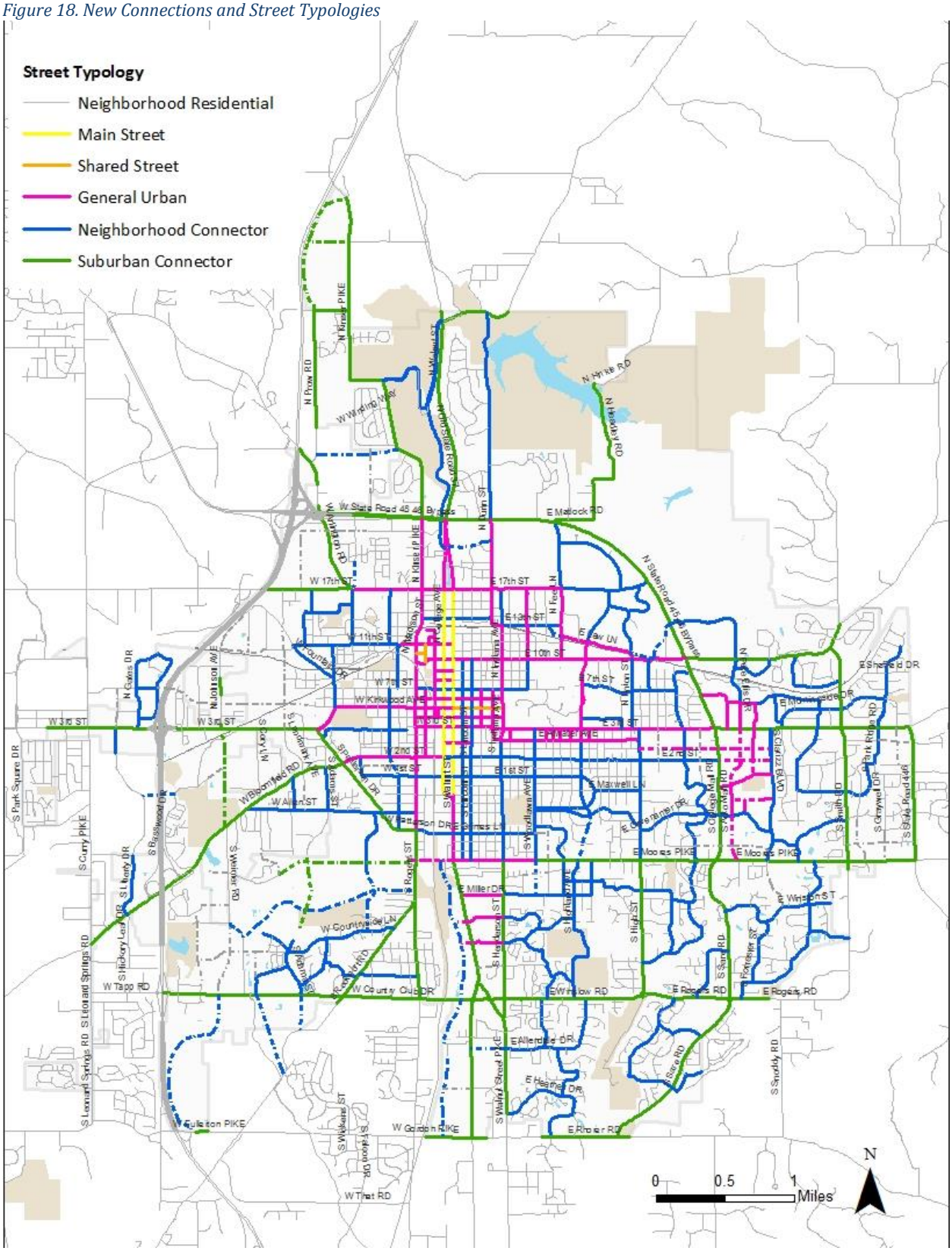


*Table 3. Street Typology Summary*

| Street Typology | Land Use Context and Function | Transportation Context and Function | Typical Features |
|---|---|---|---|
| Shared Street<br>Candidate Streets:<br>Selective local streets in the downtown and other denser urban commercial areas; Kirkwood<br><br>Default Width: 70 feet | • Medium to high density<br>• Mixed-use, retail, downtown office, dense residential<br>• Buildings close to street | • High volumes of pedestrian activity and bike traffic<br>• Low volumes of autos<br>• Little to no transit<br>• Extremely low speeds<br>• ADA-compliant slopes<br>• Blends transportation and public space | • Narrow, undelineated space shared by all modes in addition to pedestrian-only space.<br>• Designated parking stalls, street furniture, sidewalk cafes, small-scale lighting<br>• Street trees and landscaping<br>• Unique pavement |
| Neighborhood Residential Street<br>Candidate Streets:<br>Any local street in residential neighborhoods<br>Default Width: 60 feet | • Low to medium density<br>• Single-family and multi-family residential<br>• Buildings with moderate setbacks from the street | • Slow speeds<br>• Focus on pedestrian safety<br>• Traffic calming<br>• Typically allows on-street parking | • No centerline<br>• Sidewalks<br>• Neighborhood greenways<br>• Unmarked on-street parking<br>• Street trees and landscaping |
| Main Street<br>Candidate Streets:<br>College, Walnut, (from 17th St to 1st St)<br><br>Default Width: 88 feet | • Medium to high density<br>• Primarily commercial with small to medium businesses and mixed use<br>• Buildings close to street<br>• Outdoor events & dining<br>• Often has historic character | • High volumes of pedestrian activity and bike traffic<br>• Medium volumes of autos and transit<br>• Low speeds<br>• Facilitates access<br>• Often includes metered on-street parking | • 2 travel lanes and optional center turn lane<br>• Wide sidewalks<br>• Bike lanes or other bicycle facility<br>• On-street parking<br>• Street furniture, sidewalk cafes, small-scale lighting<br>• Street trees and landscaping |
| General Urban Street<br>Candidate Streets:<br>Rogers St<br>10th St<br><br>Default Width: 90 feet | • Medium to high density<br>• Mixed-use, downtown office, dense residential<br>• Buildings close to street | • Medium to high pedestrian activity and bike traffic<br>• Medium to high volumes of autos and transit<br>• Low speeds<br>• Facilitates access<br>• Often includes on-street parking | • 2 or 3 travel lanes<br>• Wide sidewalks<br>• Bike lanes<br>• Marked on-street parking<br>• Street trees and landscaping |
| Neighborhood Connector Street<br>Candidate Streets:<br>Henderson St<br>2nd St<br><br>Default Width: 74 feet | • Low to medium density<br>• Residential with occasional businesses<br>• Buildings with moderate setbacks from the street<br>• Connect multiple neighborhoods | • Medium to high pedestrian activity and bike traffic<br>• Medium volumes of autos and transit<br>• Low to moderate speeds<br>• Facilitates access while providing continuous walking and bicycling routes | • 2 travel lanes<br>• Sidewalks<br>• Bike lanes<br>• Some on-street parking<br>• Street trees and landscaping |

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

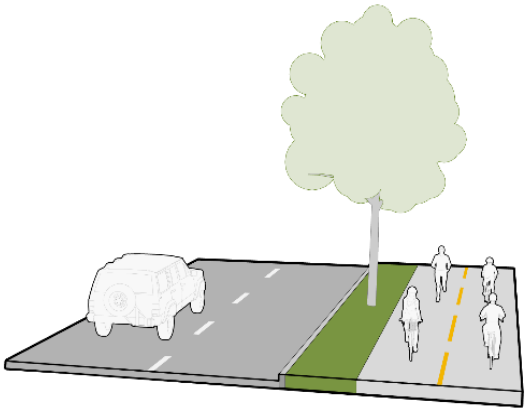
[1] Frontage zone may be accommodated within building setback requirement
[2] The Total Width is the Total Pedestrian Zone width for one side of the street.

## 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*

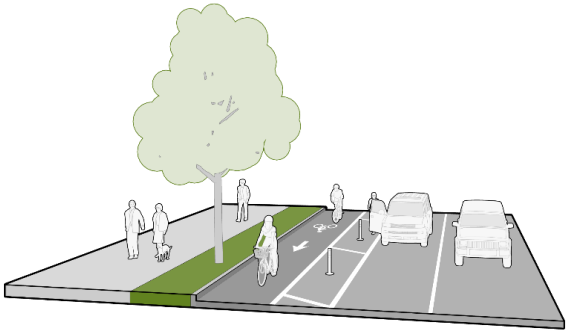
Multiuse paths are dedicated facilities for bicyclists and pedestrians that are typically located within the ROW of higher-speed roads with very few roadway or driveway crossings. Multiuse Paths and Trails are facilities that can accommodate all ages and abilities because of their separation from traffic.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

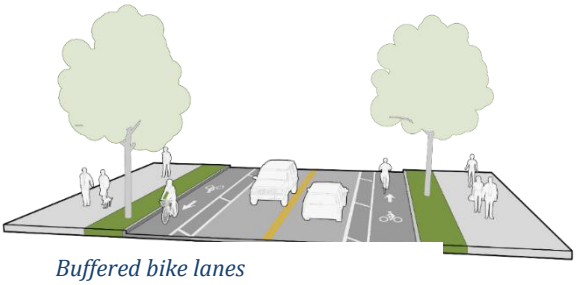
Protected bicycle lanes (PBLs) are street-adjacent bicycle lanes that are physically separated by barriers from motor vehicles and pedestrians. PBLs can be designed for one-way or two-way bicycle traffic. This bicycle facility type combines the user experience of a multiuse path with the on-street connectivity 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*

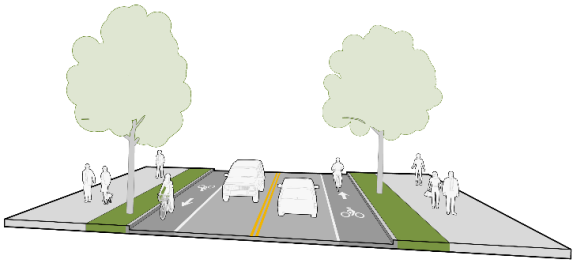
Buffered bike lanes provide a greater level of comfort for bicyclists than conventional bike lanes by providing a painted buffer between the bike lane and the travel lane, parking lane, or both. Maintenance considerations are similar to bike lanes except that buffered lanes have more striping that needs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



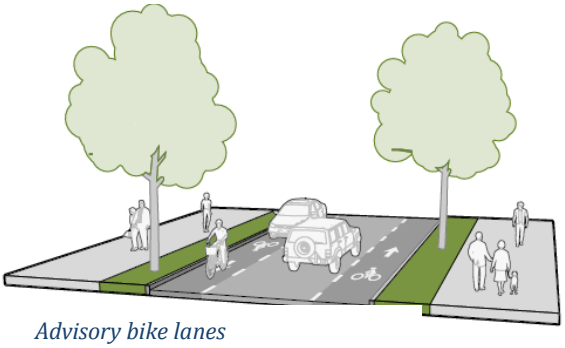
*Conventional bike lanes*

### *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*



*Advisory bike lanes*

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

## 3.4 Bicycle Network

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

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

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

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

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*

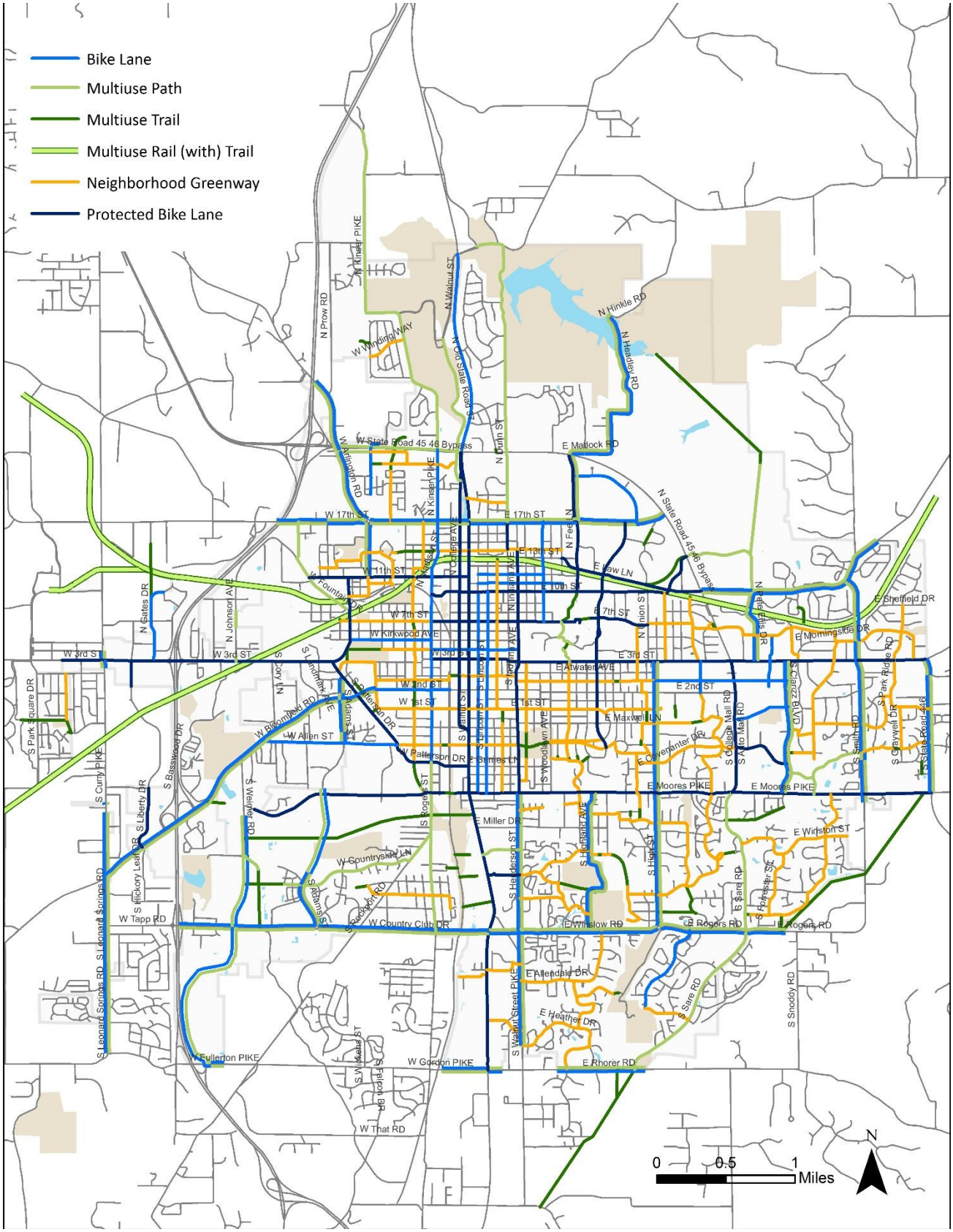
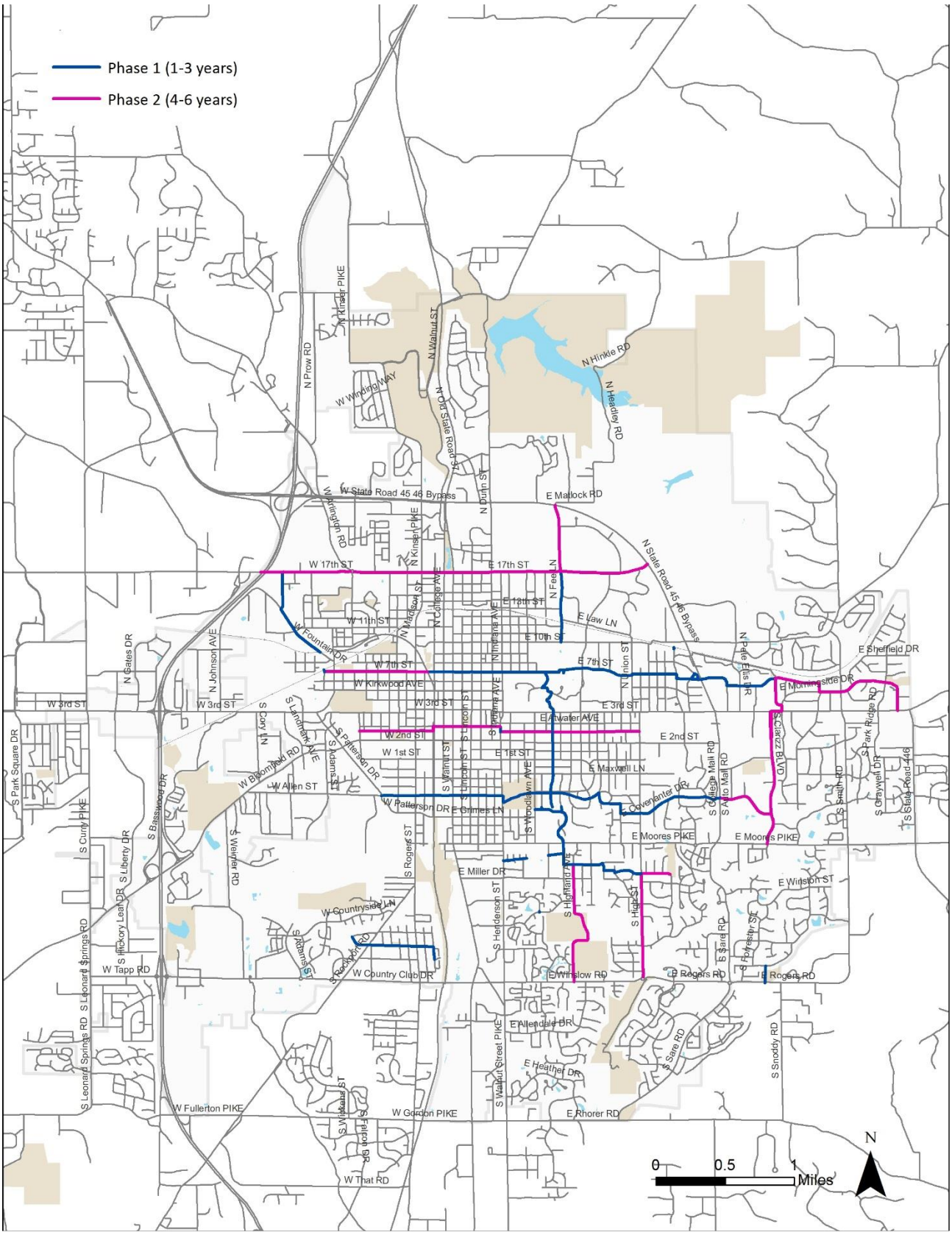


*Figure 20. Priority Bicycle Facilities Network*



## 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*

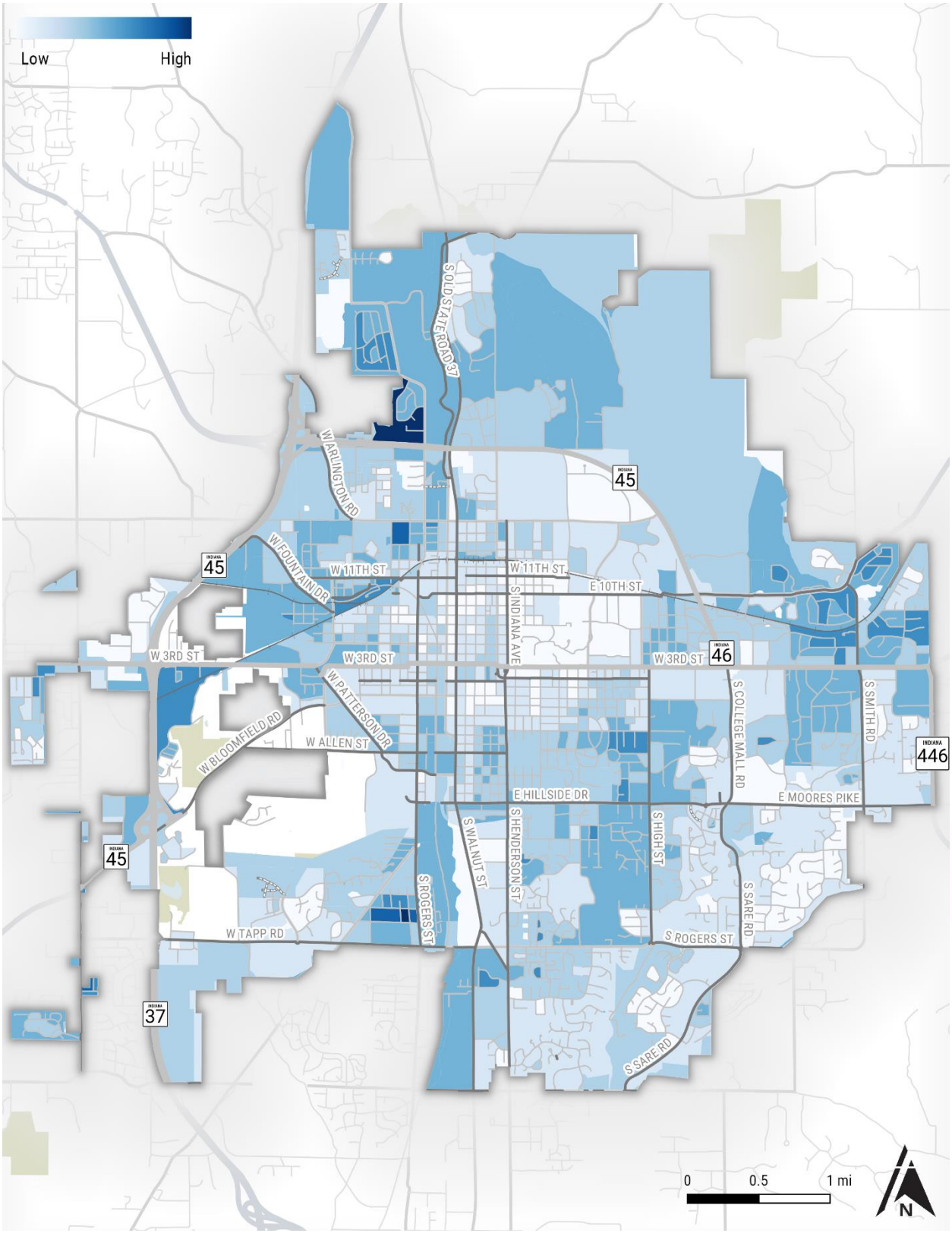
Transit and the pedestrian network are linked because most people access transit by walking. Several pedestrian priority areas represent the confluence of streets with higher traffic volumes and speeds, significant commercial activity, transit service routes, and high frequencies of crashes involving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

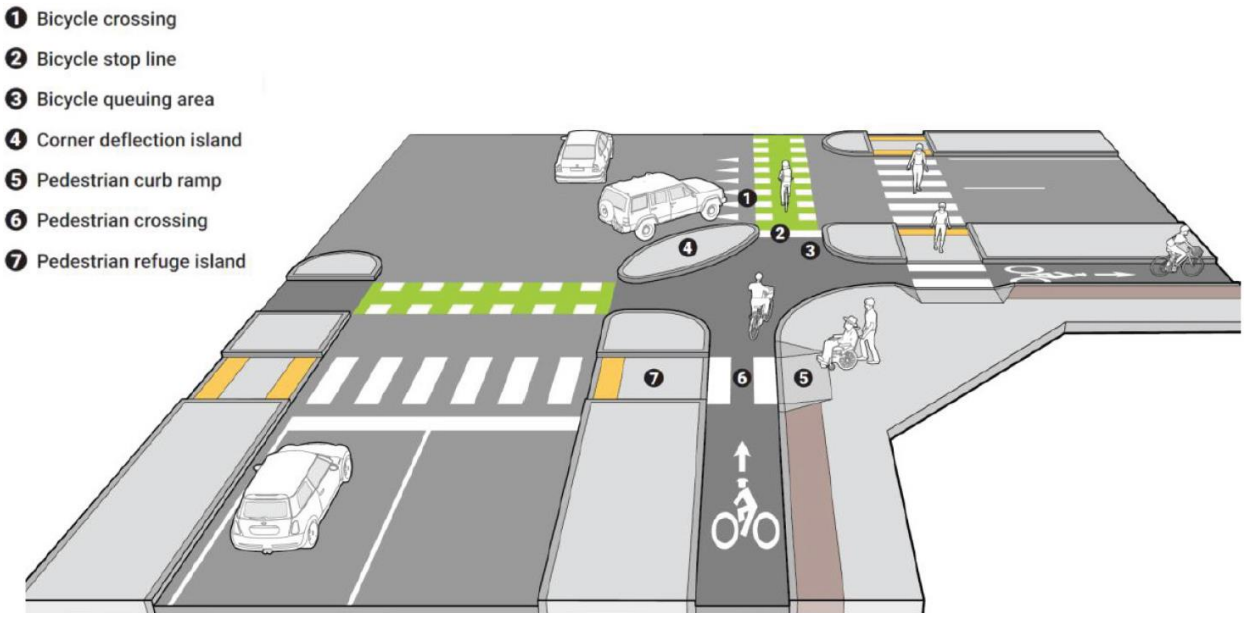



*Illustration of a Protected Intersection; protected intersections can also be applied on streets with fewer lanes.*

[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.

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

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

Traffic circles are used at uncontrolled or yield-control intersections to reduce speeds of motorists, which reduces collisions and improves bicycle and pedestrian safety. They can also encourage regional traffic to stay on larger streets, reducing the traffic volumes in neighborhoods. Traffic circles are appropriate for consideration on local streets not designated as emergency response

[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.

*Raised crosswalk example*

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

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

# 4. Recommended Projects

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

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

## 4.1 New Roadway Connections

Table 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<br>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<br>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<br>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<br>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

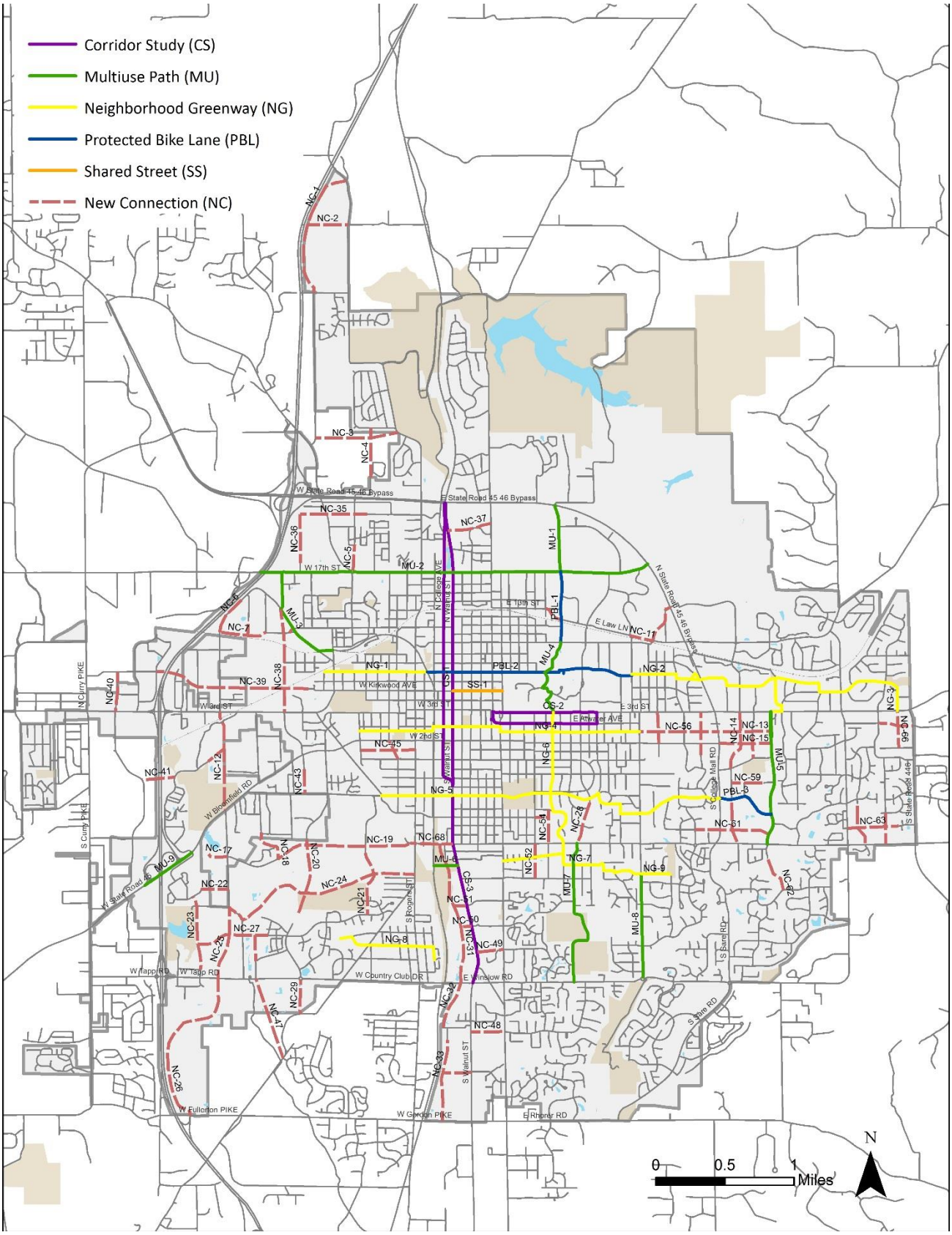
Table 7 shows proposed multimodal projects based on the planning approach and key treatments previously discussed in the Plan. It does not include location specific sidewalk projects due to lack of available data. Projects CC-5, SD-1, TN-1, and TR-1 are recommendations for future study. Figure 22 shows 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 | 10th St corridor study | Study 10th 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 |

*Figure 22. Recommended Projects*



# 5. Next Steps for Key Recommendations

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

## 5.1 Overall Approaches

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

### *Plan for Future Street Connections*

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

### *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 sustainability[1]. The Comprehensive Plan sets forth an aggressive agenda whose core principles commit Bloominton to:

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

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

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

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

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

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

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

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

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

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

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

## 2017 Bloomington/Monroe County MPO Metropolitan Plan: Transform 2040

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

### Monroe County Projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## City of Bloomington Projects

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

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

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

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

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

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

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

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

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

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

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

## Bloomington Transit (BT) Projects

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

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

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

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

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

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

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

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

## Indiana University Campus Bus Projects

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

## Indiana Department of Transportation Projects

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

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

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

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

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

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

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

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

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

    - Complete Streets: Exempt

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

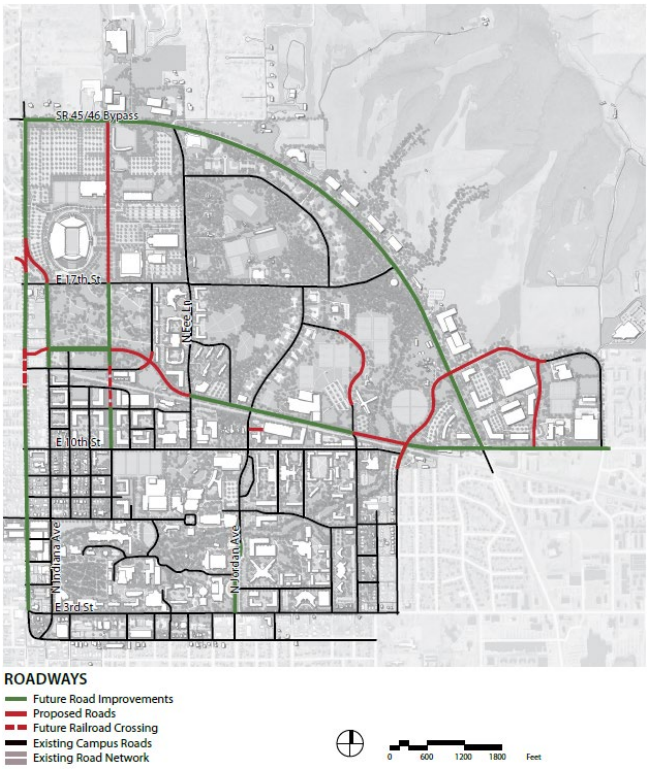
## Indiana University Bloomington 2010 Campus Master Plan

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

### Roads and Vehicular Traffic

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

*Figure 1. Indiana University Bloomington 2010 Master Plan Roadways Map*




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

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

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

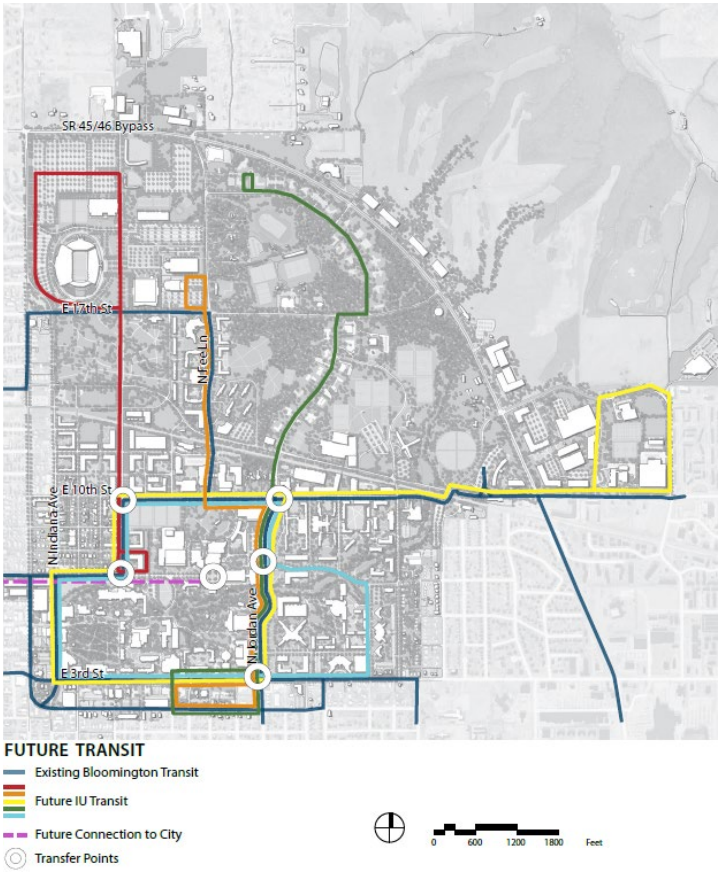
- **North Range Road Extension**
  - Start: E 10th St
  - End: SR 45 / 46 Bypass
  - Description: Extend North Range Rd north to a signaled intersection at the SR 45 / 46 Bypass, and connect with E 10th St.
- **Research Park Reconfiguration**
  - Start: E 10th St
  - End: N Range Rd
  - Description: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

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

## Transit

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

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




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

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

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

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

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

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

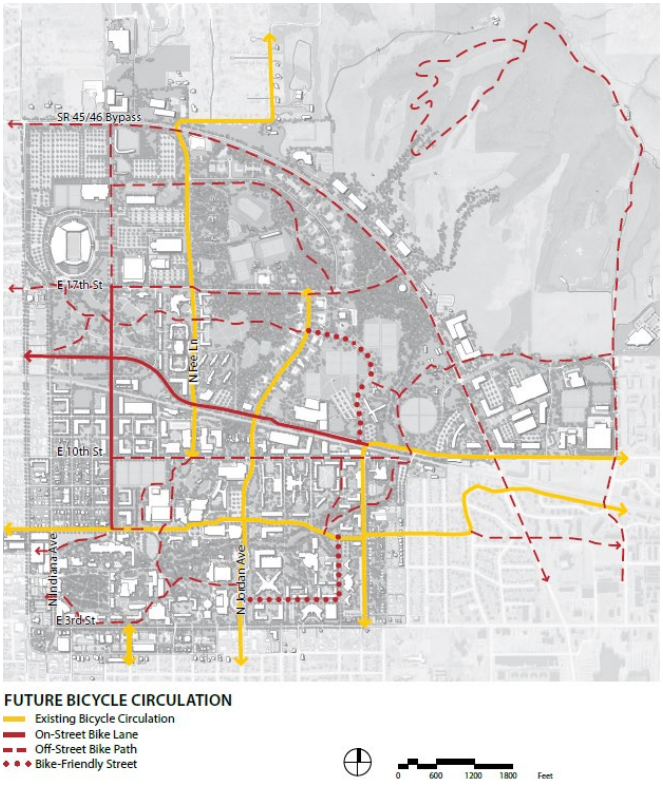
- **Bus Transfer Point Development**
    - Start: N.A.
    - End: N.A.
    - Description: Create a series of bus transfer points on campus to facilitate transit links.

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

## Bicycle Circulation

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

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




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

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

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

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

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

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

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

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

# Appendix B: Public Outreach

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

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

## Charrette #1

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

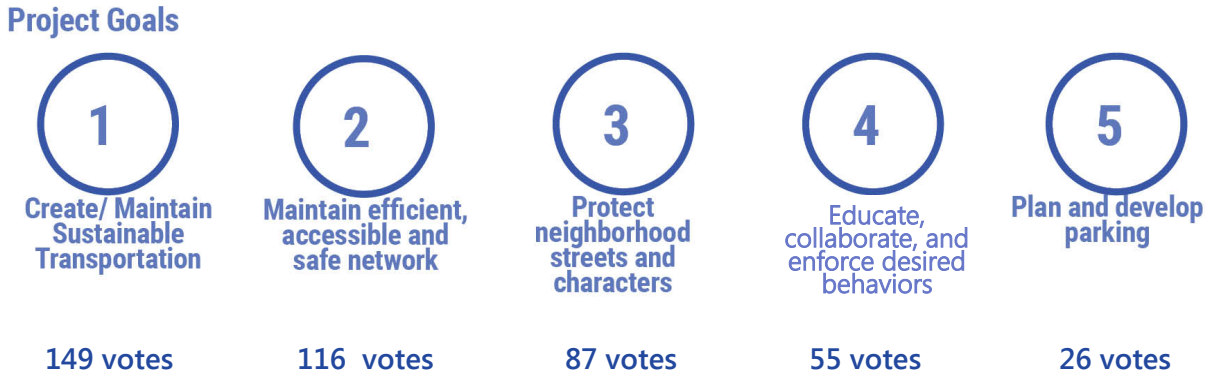
*Figure 4. Attendees at the Workshop during the Charrette #1*

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

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

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

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

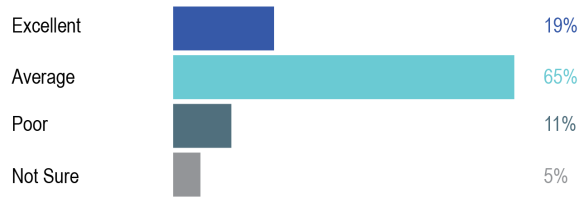


## WikiMap

### Online WikiMap Comments

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.

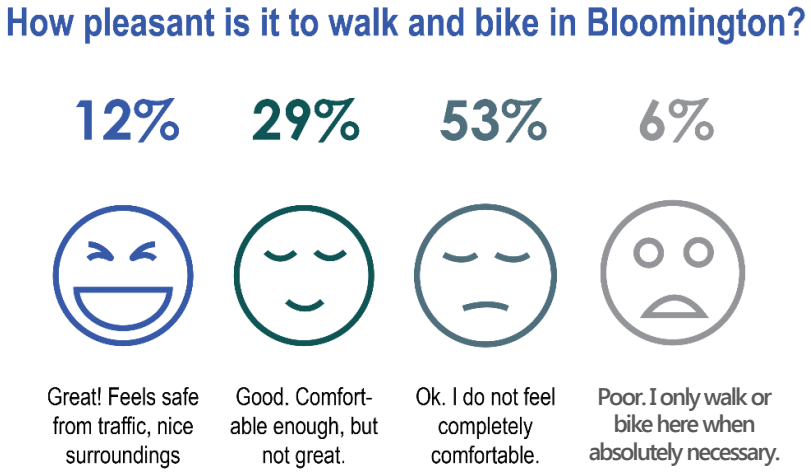
*Figure 7. WIkiMap Responses on City's Performance*




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

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

*Figure 8. WikiMap Responses on Comfort*



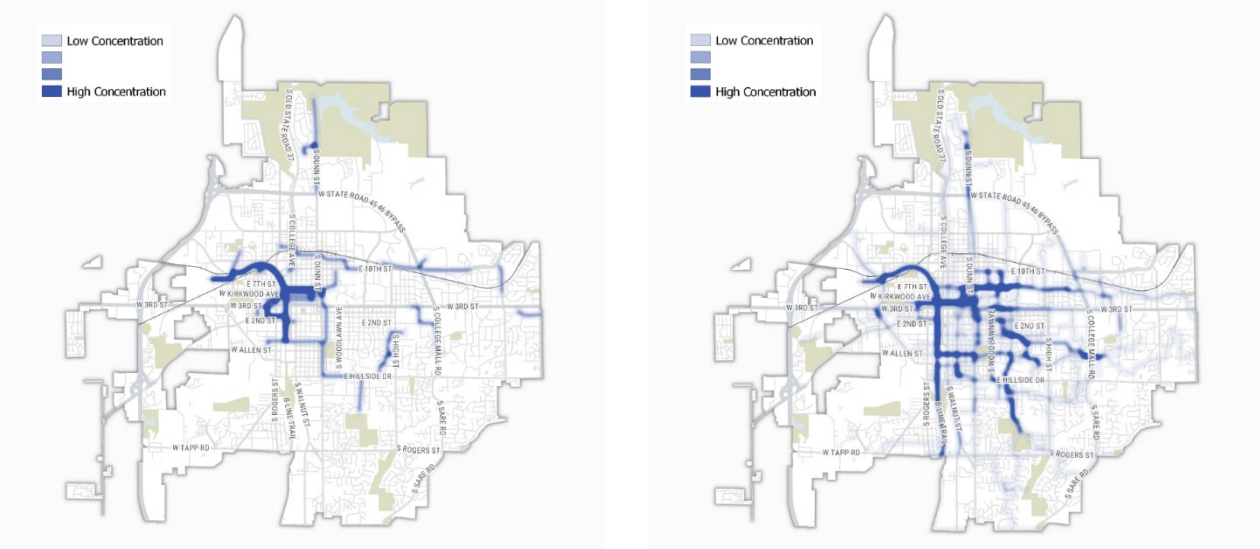

### *Popular Walking and Biking Routes, and Destinations*

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

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

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

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



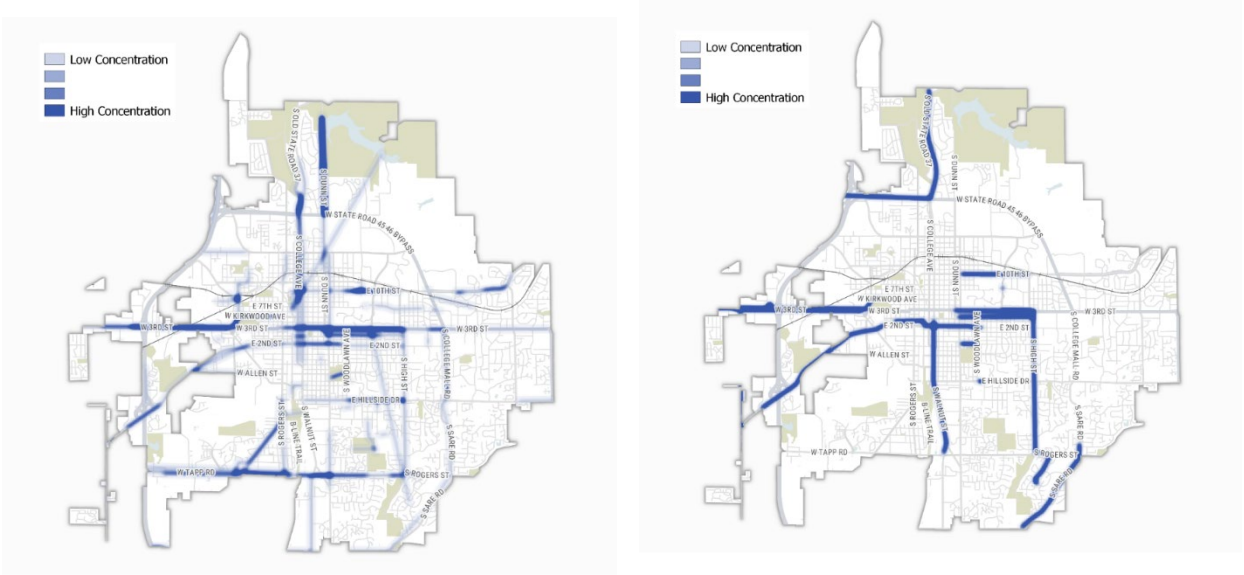

### *Difficult and High Traffic Routes*

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

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

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

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

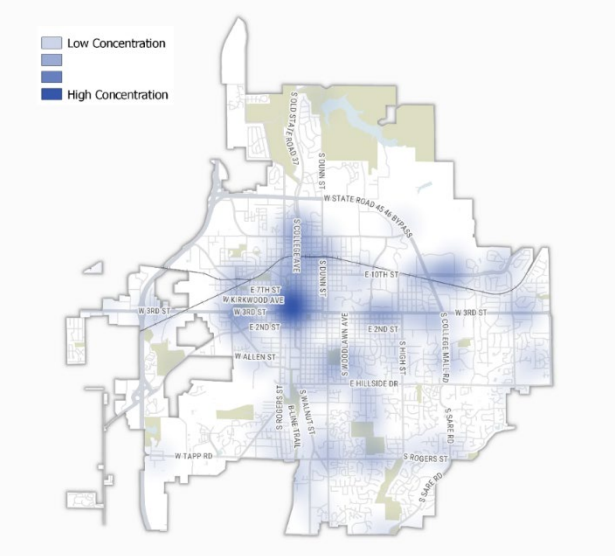



The limited amount of overlap between the popular active transportation routes and the high traffic routes suggests that routes with high traffic levels are deterring active transportation modes, which is consistent with research in other communities. Corridors with high traffic levels also have many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

### *Desired Improvements*

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

*Figure 9. WikiMap Desired Improvement Locations*




## Additional WikiMap Comments

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

*Figure 10. Public Paper WikiMap Comments*

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

| Type of Comment | Location | Comment |
|---|---|---|
| **Bike ped traffic safety** | | I wasn't able to stay past the initial presentation last night, so I didn't have a chance to have some input. Below are some suggestions for issues that might be covered in Transportation Plan.<br>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.<br>I also like that they too pics in places where the current transportation is bad, challenging, or silly.<br>Some issues that might be included:<br>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.<br>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.<br>3. Plans for transportation challenges that will arise from the development of Fullerton Pike and the new hospital.<br>4. The Plan should include all areas of the City including the southeast part to Rhorer Rd.<br>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.<br>I know you probably thought of most of these but I wanted to include my support for them.<br>Thanks for listening. I will be there on Thursday to hear what is developing with the Plan. |
| **Bike ped traffic safety** | | Thanks for considering these requests. I marked College Mall and Sare Rd on the Wiki over the weekend.<br>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.<br>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.<br>Thanks for listening. |
| **Bike ped traffic safety** | | For Sare Rd, the neighborhood association hears complaints that sometimes the wait to get onto Sare Rd from Spicewood is too long. During the fall, I once counted 32 cars going south while I was waiting to get on to Sare. We expect the waits to increase as more traffic uses Sare to get into and out of town after more of Fullerton is completed. Nobody really complains about the traffic after they get on Sare. It travels pretty well and fast and should for some time.<br>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.<br>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.<br>The two new multiuse paths makes it more important to develop some education on how bicycles and pedestrians interact with cars at intersections. I don't know who has the right of way at intersections when cars have to cross the multiuse paths when turning. |
| **Transit** | | I am a student at Indiana University. I am a senior in the social work program, and because of that, I split my year doing an internship and classes. My internship this year is at Crawford Homes and Rapid Re-Housing Project which provides permanent supportive housing for individuals who experience chronic homelessness and suffer from other related issues such as mental illness, addiction, substance abuse, and disabilities.<br><br>I am writing you today because I have been informed of the transportation plans that have been recently in the works. While I was unable to go to the meetings |

| Type of Comment | Location | Comment |
|---|---|---|
| | | due to scheduling, I wanted to ensure that I speak on behalf of our residents here at Crawford. Transportation is something we struggle with here. While we are extremely grateful for the services that are already provided, there are gaps which need to be addressed with this population.<br><br>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.<br><br>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.<br><br>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.<br><br>Thanks again for you time, and I look forward to hearing from you! |
| **Transit** | | I've been keeping up with the Bloomington transportation planning meetings and survey that have occurred over the past week and wanted to reach out to you with some community needs I believe are crucial for the city to consider while discussing plans for the upcoming years. As a Bloomington resident and social work intern at Amethyst House, a substance use recovery center here in town, I find myself compelled to speak on behalf of our lower-income neighbors who rely on our public transportation system.<br><br>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.<br><br>While you move forward with plans for the city, I encourage you to take these needs into account and consider the many voices who may not have been represented in the planning meetings and online survey. Affordable, reliable, and accessible public transportation is critical to many in our community as they work to sustain employment, fulfill basic needs, gain access to social services, and engage in our community. Thank you for your time and for all of the work that you do for our lovely little town. |
| **Bike ped traffic safety** | E. 10th / SR 45 | E 10th Street, the curve just west of Smith Road is so dangerous. I almost hit a bicyclist, and I try to watch for bicyclist. The road is so narrow, has a curve and then goes into a hill. We need space for bicyclists and/or pedestrians here. It is too tight and people use this area frequently |
| **None specified** | Green Acres | live in Green Acres; want to voice a concern. On 10th street there is a railroad bridge near Eigenman and campus view. It has presented a large problem. Big trucks and buses can't get through. So instead, the buses and heavy trucks come through our neighborhood, and it wears and tears on the streets more. I see this as a big priority, especially if ambulances will be coming down 10th Street in the future to go to the hospital. |
| **None specified** | N. Dunn Street | Blue Ridge, calling in support of a sidepath at South Dunn Street. My husband and I both walk or run down that run. There's no shoulder or sidewalks. Cars travel at high speeds, and it's dangerous. The sides are really uneven. My husband almost sprained his ankle one time |

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

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

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

## Charrette #2

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

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

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

### 2-Way Restoration

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

### Shared Street on Kirkwood

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

### Public Transportation

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

### New and Improved Connections

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

# Appendix C: Demographic Data

## General Demographics

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

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

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

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

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

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

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

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

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

## Commuter Mode Shift

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

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

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

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

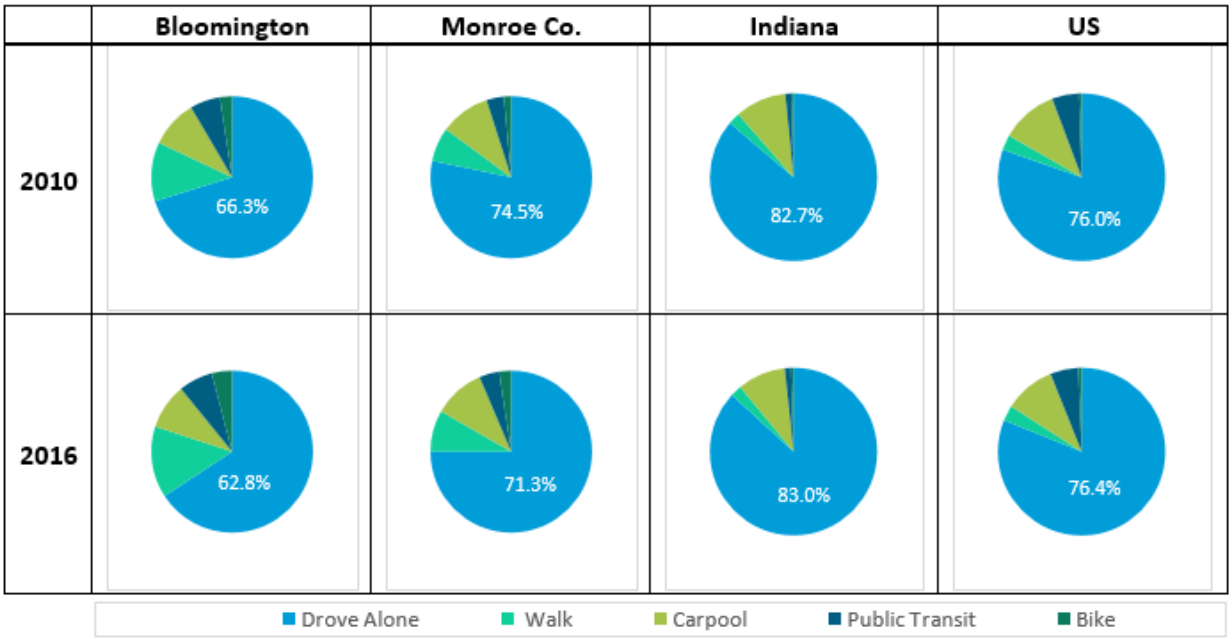
*Figure 11. Bloomington Commuter Mode Shift 2010-2016*

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

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

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

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




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

## Healthy Bloomington

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

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

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

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

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

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

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

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

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

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

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

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

# Appendix D: Bicycle Facility Selection Criteria

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

## Bicycle Facility Types

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

## Bicycle Facility Selection

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

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

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

### Step 1: Identify Design User

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

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

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

### Step 2: Consider Traffic Speed and Volume

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

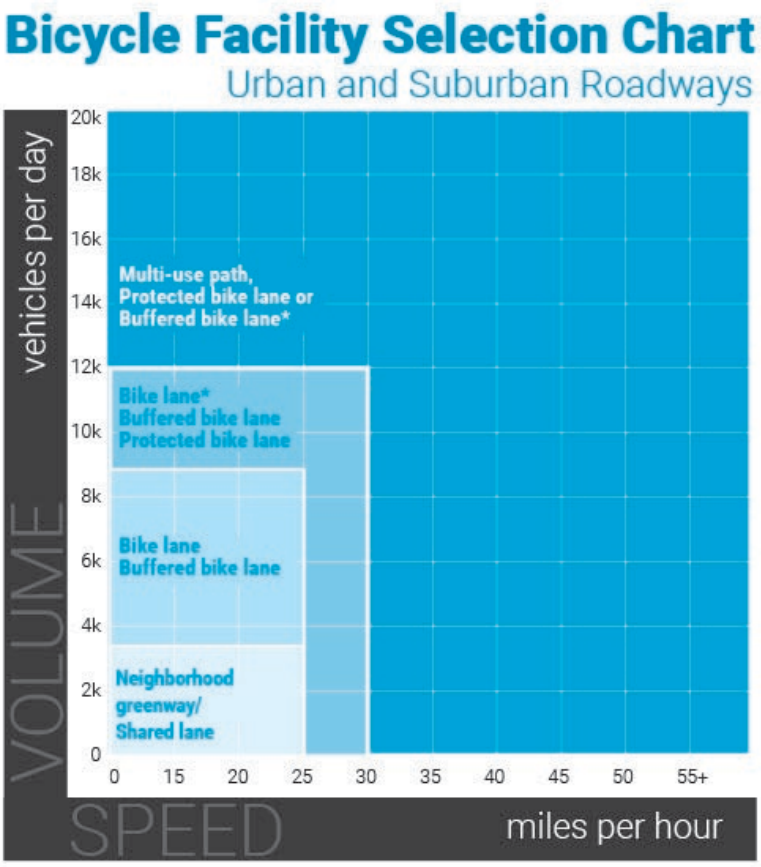



*Figure 14 Volume, Speed and Recommended Facility Type*
*Facility not likely to attract a broad spectrum of users given vehicle speed and volumes.
*Chart is based on Level of Traffic Stress (Mekuria, Furth, Nixon, 2012) and empirical behavioral research on cyclist route choice (Lowry, Furth, Hadden-Loh,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

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

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

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

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

### Step 3: Select a Bicycle Facility Type

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

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

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

### Step 4: Select Appropriate Intersection/Crossing Treatment

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

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

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

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

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

### *Intersection/Crossing Treatment Criteria*

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

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

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

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

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

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

## Design Framework

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

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

### Step 1: Typology Selection

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

Large-scale context zones are classified as follows:

### *Large-Scale Context Zones*

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

### *Functional Classification*

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

### *Typology Selection Matrix*

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

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

### *Typology Small-Scale Context*

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

## Step 2: Determine Design Parameters

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

*Figure 15 Roadway Zone Parameters*

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

### [1] *Number of Travel Lanes:*

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

### [2] *Lane Width:*

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

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

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

### [3] *Center Turn Lane/Median:*

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

### [4] *Bicycle Facility Type:*

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

### [5] *On-Street Parking:*

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

### [6] *Target Speed:*

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

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

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

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

*Figure 16 Pedestrian Zone Parameters*

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

### [1] *Frontage Zone:*

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

### [2] *Pedestrian Zone:*

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

### [3] *Greenscape/Furnishing Zone:*

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

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

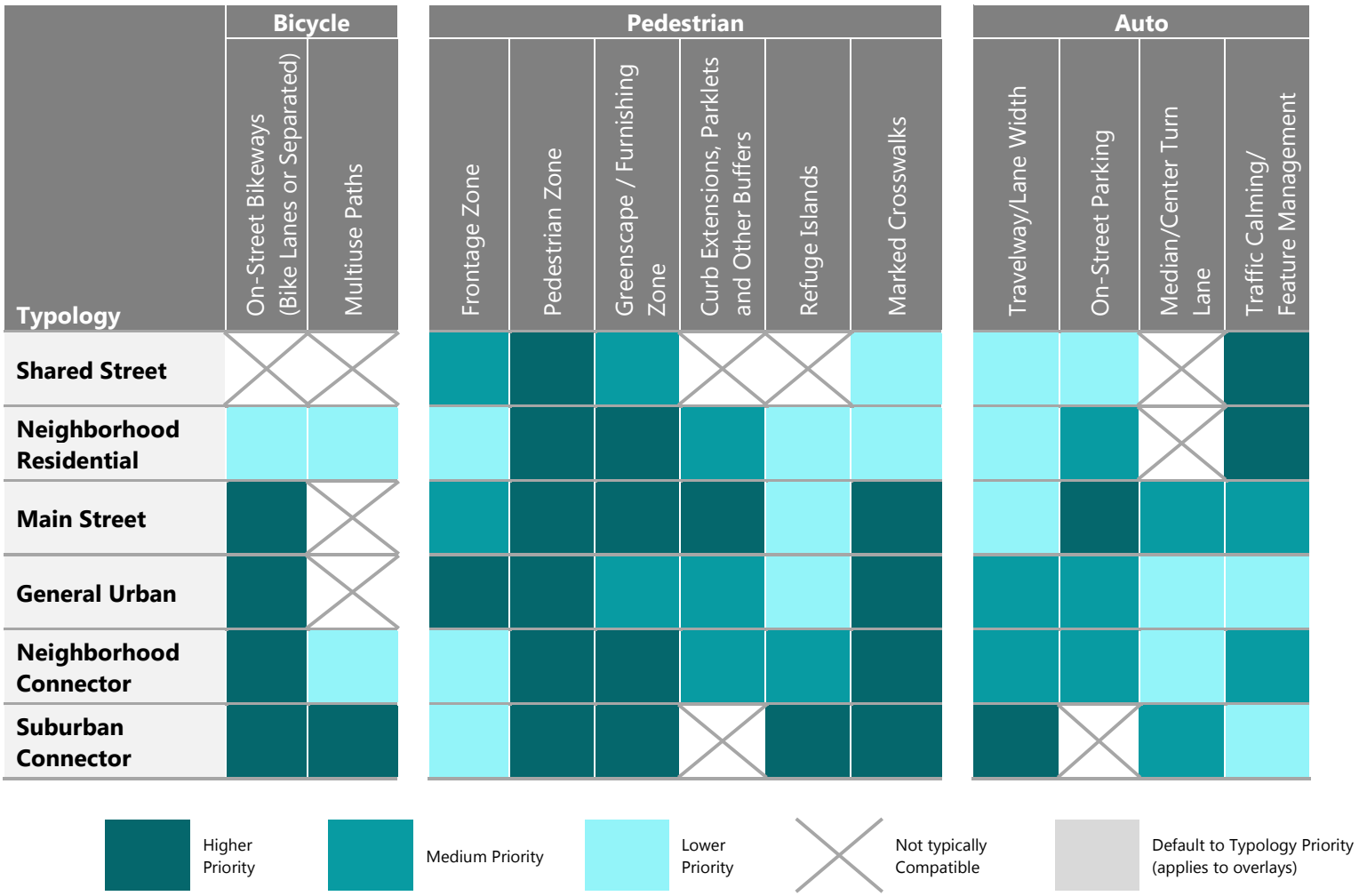
***[4] Total Width:***

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

## Step 3: Make Tradeoffs Based on Typology Priorities

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

*Figure 17 Typology Prioritization Matrix*



# Appendix F. Pedestrian Focus Area Methodology

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

*Table 1. Pedestrian Focus Area Factors*

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

## Percent Minority

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

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

## Percent of Households Below the Poverty Line

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

## Percent Without Vehicles

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

## Percent Inactive

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

## Percent with a Mobility Disability

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

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

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

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

## Population Density

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

## Employment Density

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

## Intersection Density

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

## Access to Parks and Schools

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

## Transit Routes

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

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[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 | stdir | stname | stsuffix | addblock | lowadd | highadd | leftlow | lefthigh | rightlow | righthig | lowxsts | highxsts | TOTWIDTH | BikeRec1 | Typology | WidthNew | Default | Reason1 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | E | Benson | CT | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Benson CT & Derby DR & Rhorer RD | Benson CT & Jamie LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 10 | E | Pepperridge | DR | 706 | 706 | 709 | 707 | 709 | 706 | 708 | Pepperridge DR & Sage CT | Baytree LN & Pepperridge 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 & Bainbridge DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1000 | W | 1st | ST | 900 | 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 NG 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 NG 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 NG 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 NG 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 NG BikeRec |
| 1005 | S | Rogers | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 2nd ST & Rogers ST | 1st ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites 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 | | 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 NG 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 |
| 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 | Woodlawn | AVE | 600 | 600 | 629 | 601 | 629 | 600 | 628 | 2nd ST & Woodlawn AVE | University ST & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1017 | 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 |
| 1018 | 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 |
| 1019 | E | University | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Jordan AVE & University ST | Swain 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 | Allendale DR & Westminster WAY | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1020 | E | University | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Highland AVE & University ST | Jordan AVE & University ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1021 | E | University | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Ballantine RD & University ST | Highland 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 | Ballantine RD & 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 | Hawthorne DR & 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 | University ST & Woodlawn AVE | 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 | Park AVE & University ST | 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 | Brownridge RD & Christopher DR | 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 & Ravencrest AVE | Brownridge RD & Fieldcrest AVE | 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 & Ravencrest AVE | Brownridge RD & Meadowbrook DR | 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 & Reisner RD | Brownridge RD & Meadowbrook DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG 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 | 4498 | Janet DR Dead End | Janet DR & State Road 446 | 58 | | 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 | 400 | 599 | 401 | 599 | 400 | 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 | Fess AVE & 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 | 4670 | 4601 | 4669 | 4600 | 4670 | Sunset AVE & Westwood DR | Park Square DR & Sunset AVE | 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 | Harvey DR & Sunset AVE | 58 | Neighborhood Greenway | 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 | Brownridge RD & Smith RD & Stonegate DR | 58 | | 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 | 58 | | NR | 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 & Woodscrest DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 105 | S | Walnut Street | PIKE | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Sherwood Hills DR & Sunny Slopes DR & Walnut Stree | Allendale DR & Walnut Street PIKE | 95 | 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 NG 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 | 1700 | 1704 | 2nd ST & Eastside DR | 2nd ST & Eastside DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1063 | E | 2nd | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | 2nd ST & Swain AVE | 2nd ST & Mitchell ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1064 | S | Woodscrest | DR | 450 | 300 | 599 | 301 | 599 | 300 | 598 | 3rd ST & Woodscrest DR | 2nd ST & Woodscrest DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1065 | S | College Mall | RD | 500 | 400 | 599 | 401 | 599 | 400 | 598 | College Mall RD & Access Drive to Eastland Plaza & | 2nd ST & College Mall RD | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1066 | E | 2nd | ST | 2600 | 2500 | 2699 | 2501 | 2699 | 2500 | 2698 | 2nd ST & Woodscrest DR | 2nd ST & College Mall RD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1067 | E | 2nd | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 2nd ST & Hawthorne DR | 2nd ST & Ballantine RD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1068 | S | Swain | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Hunter AVE & Swain AVE | 2nd ST & Swain AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1069 | S | Jordan | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Hunter AVE & Jordan AVE | 2nd ST & Jordan AVE | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 107 | S | Leonard Springs | RD | 2900 | 2900 | 2916 | 2901 | 2915 | 2900 | 2916 | Barge LN & Leonard Springs RD | Leonard Springs RD At Corporate Boundary | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1070 | S | Highland | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Highland AVE & Hunter AVE | 2nd ST & Highland AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1071 | S | Ballantine | RD | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Ballantine RD & Hunter AVE | 2nd ST & Ballantine RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1072 | E | 2nd | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | 2nd ST & Jordan AVE | 2nd ST & Swain AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1073 | E | 2nd | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | 2nd ST & Highland AVE | 2nd ST & Jordan AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1074 | E | 2nd | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 2nd ST & Ballantine RD | 2nd ST & Highland AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1075 | E | Stonegate | DR | 3900 | 3900 | 4015 | 3901 | 4015 | 3900 | 4014 | Brownridge RD & Smith RD & Stonegate DR | Stonegate CT & Stonegate DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1076 | S | Smith | RD | 470 | 330 | 599 | 331 | 599 | 330 | 598 | Hagan ST & Smith RD | Brownridge RD & Smith RD & Stonegate DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 1077 | S | Hawthorne | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Hawthorne DR & Hunter AVE | 2nd ST & Hawthorne DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1077 | S | Hawthorne | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Hawthorne DR & Hunter AVE | 2nd ST & Hawthorne DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1078 | S | Woodlawn | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Hunter AVE & Woodlawn AVE | 2nd ST & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1079 | S | Park | AVE | 550 | 550 | 599 | 551 | 599 | 550 | 598 | 2nd ST & Park AVE | 2nd ST & Park AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 108 | S | Dunstan | DR | 3500 | 3500 | 3599 | 3501 | 3599 | 3500 | 3598 | Dunstan DR Dead End | Allendale DR & Dunstan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1080 | S | Park | AVE | 500 | 500 | 549 | 501 | 549 | 500 | 548 | Hunter AVE & Park AVE | 2nd ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1081 | E | 2nd | ST | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | 2nd ST & Woodlawn AVE | 2nd ST & Hawthorne DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1082 | E | 2nd | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 2nd ST & Park AVE | 2nd ST & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1083 | E | 2nd | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 2nd ST & Fess AVE | 2nd ST & Park AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1084 | W | 2nd | ST | 200 | 200 | 275 | 201 | 275 | 200 | 274 | 2nd ST & College AVE | 2nd ST & B-Line Trail | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1085 | S | Henderson | ST | 420 | 420 | 499 | 421 | 499 | 420 | 498 | Henderson ST & Hunter AVE | 2nd ST & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1085 | S | Henderson | ST | 420 | 420 | 499 | 421 | 499 | 420 | 498 | Henderson ST & Hunter AVE | 2nd ST & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1086 | E | 2nd | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 2nd ST & Henderson ST | 2nd ST & Fess AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1087 | E | 2nd | ST | 520 | 436 | 599 | 437 | 599 | 436 | 598 | 2nd ST & Dunn ST | 2nd ST & Henderson ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1088 | E | 2nd | ST | 298 | 298 | 299 | 299 | 299 | 298 | 298 | 2nd ST & Lincoln ST | 2nd ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1089 | E | 2nd | ST | 200 | 200 | 297 | 201 | 297 | 200 | 296 | 2nd ST & Washington ST | 2nd ST & Lincoln ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 109 | S | Allendale | DR | 3500 | 3500 | 3599 | 3501 | 3599 | 3500 | 3598 | Allendale DR & Clairmont PL | Allendale DR & Dunstan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1090 | E | 2nd | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 2nd ST & Lincoln ST | 2nd ST & Grant ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1091 | S | Lincoln | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Lincoln ST & Smith AVE | 2nd ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1092 | S | Washington | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Smith AVE & Washington ST | 2nd ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1093 | E | 2nd | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 2nd ST & Walnut ST | 2nd ST & Washington ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1094 | S | Fess | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Fess AVE & Hunter AVE | 2nd ST & Fess AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1094 | S | Fess | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Fess AVE & Hunter AVE | 2nd ST & Fess AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1095 | S | Walnut | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Smith AVE & Walnut ST | 2nd ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1096 | E | 2nd | ST | 400 | 400 | 435 | 401 | 435 | 400 | 434 | 2nd ST & Grant ST | 2nd ST & Dunn ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1097 | W | 2nd | ST | 650 | 500 | 799 | 501 | 799 | 500 | 798 | 2nd ST & Rogers ST | 2nd ST & Maple ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1098 | W | 2nd | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 2nd ST & Morton ST | 2nd ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1099 | W | 2nd | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 2nd ST & Madison ST | 2nd ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 11 | E | Pepperridge | DR | 700 | 700 | 705 | 701 | 705 | 700 | 704 | Heather DR & Pepperridge DR | Pepperridge DR & Sage CT | 58 | | NR | 60 | no | 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 | Ashwood CT & Ashwood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1100 | W | 2nd | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 2nd ST & Maple ST | 2nd ST & Euclid AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1101 | W | 2nd | ST | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | 2nd ST & Euclid AVE | 2nd ST & Walker ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1102 | S | Rogers | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Howe ST & Rogers ST | 2nd ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1103 | S | Morton | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Howe ST & Morton ST | 2nd ST & Morton ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1104 | S | Madison | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Howe ST & Madison ST | 2nd ST & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1105 | S | Maple | ST | 500 | 500 | 520 | 501 | 519 | 500 | 520 | Howe ST & Maple ST | 2nd ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1105 | S | Maple | ST | 500 | 500 | 520 | 501 | 519 | 500 | 520 | Howe ST & Maple ST | 2nd ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1106 | S | Walker | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Howe ST & Walker ST | 2nd ST & Walker ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1107 | S | Euclid | AVE | 500 | 500 | 515 | 501 | 515 | 500 | 514 | Euclid AVE & Howe ST | 2nd ST & Euclid AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1108 | S | Village | CT | 400 | 400 | 535 | 401 | 535 | 400 | 534 | Belle AVE & Village CT | Village CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1109 | S | Clarizz | BLVD | 400 | 300 | 499 | 0 | 0 | 300 | 498 | 3rd ST & Clarizz BLVD | Clarizz BLVD SPLIT | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 111 | W | Pinewood | DR | 125 | 125 | 140 | 125 | 139 | 130 | 140 | Pinewood DR & Pinewood LN | Pinewood DR Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1110 | S | Reisner | RD | 300 | 300 | 440 | 301 | 439 | 300 | 440 | 3rd ST & Reisner RD | Meadowbrook DR & Reisner RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1111 | S | Meadowbrook | DR | 425 | 425 | 505 | 425 | 505 | 426 | 504 | Cameron AVE & Meadowbrook DR | Meadowbrook DR & Reisner RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1112 | E | Cameron | AVE | 3700 | 3700 | 3799 | 3701 | 3799 | 3700 | 3798 | Cameron AVE & Meadowbrook DR | Cameron AVE & Christopher DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1113 | E | Cameron | AVE | 3800 | 3800 | 3820 | 3801 | 3819 | 3800 | 3820 | Cameron AVE & Christopher DR | Cameron AVE Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1114 | S | Meadowbrook | DR | 400 | 400 | 424 | 401 | 423 | 400 | 424 | Meadowbrook DR & Randolph AVE | Cameron AVE & Meadowbrook DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1115 | S | High | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & High ST | High ST & Hunter AVE | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 1116 | S | Rose | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Rose AVE | Hunter AVE & Rose AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1117 | E | Hunter | AVE | 1915 | 1915 | 1999 | 1915 | 1999 | 1916 | 1998 | Anita ST & Hunter AVE | Clifton AVE & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1118 | E | Hunter | AVE | 1900 | 1900 | 1914 | 1901 | 1913 | 1900 | 1914 | Hunter AVE & Rose AVE | Anita ST & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1119 | E | Hunter | AVE | 1800 | 1700 | 1899 | 1701 | 1899 | 1700 | 1898 | Eastside DR & Hunter AVE | Hunter AVE & Rose AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 112 | W | Pinewood | DR | 100 | 100 | 128 | 101 | 123 | 100 | 128 | Pinewood DR & Walnut ST | Pinewood DR & Pinewood LN | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1120 | E | Hunter | AVE | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Hunter AVE & Swain AVE | Hunter AVE & Mitchell ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1121 | S | Clifton | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Clifton AVE | Clifton AVE & Hunter AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1122 | S | Mitchell | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Mitchell ST | Hunter AVE & Mitchell ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1123 | E | Hunter | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Hunter AVE & Park AVE | Hunter AVE & Woodlawn AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1124 | E | Hunter | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Fess AVE & Hunter AVE | Hunter AVE & Park AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1125 | S | Ballantine | RD | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Ballantine RD | Ballantine RD & Hunter AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1126 | S | Hawthorne | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Hawthorne DR | Hawthorne DR & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1127 | S | Faculty | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Faculty AVE | Faculty AVE & Hunter AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1128 | S | Woodlawn | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Woodlawn AVE | Hunter AVE & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1129 | S | Park | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Park AVE | Hunter AVE & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 113 | S | Walnut | ST | 2900 | 2900 | 2939 | 2901 | 2939 | 2900 | 2938 | Hoosier ST & Ridgeview DR & Walnut ST | Pinewood DR & Walnut ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 1130 | E | Hunter | AVE | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Hunter AVE & Woodlawn AVE | Faculty AVE & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1131 | E | Hunter | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Faculty AVE & Hunter AVE | Hawthorne DR & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1132 | E | Hunter | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Hawthorne DR & Hunter AVE | Ballantine RD & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1133 | E | Hunter | AVE | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Ballantine RD & Hunter AVE | Highland AVE & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1134 | S | Highland | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Highland AVE | Highland AVE & Hunter AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1135 | S | Jordan | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Jordan AVE | Hunter AVE & Jordan AVE | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1136 | S | Swain | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Swain AVE | Hunter AVE & Swain AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1137 | E | Hunter | AVE | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Highland AVE & Hunter AVE | Hunter AVE & Jordan AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1138 | E | Hunter | AVE | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Hunter AVE & Jordan AVE | Hunter AVE & Swain AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1139 | S | Fess | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Fess AVE | Fess AVE & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1139 | S | Fess | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Fess AVE | Fess AVE & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 114 | E | Tremont | WAY | 1200 | 1200 | 1335 | 1201 | 1235 | 1200 | 1234 | Bainbridge DR & Tremont WAY | S Tremont WAY & E Tremont WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1140 | E | Hunter | AVE | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Henderson ST & Hunter AVE | Fess AVE & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1141 | W | Howe | ST | 900 | 900 | 1020 | 901 | 1019 | 900 | 1020 | Euclid AVE & Howe ST | Davisson ST & Howe ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1142 | W | Howe | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Howe ST & Madison ST | Howe ST & Rogers ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1143 | W | Howe | ST | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Howe ST & Rogers ST | Fairview ST & Howe ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1144 | S | Rogers | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Rogers ST & Smith AVE | Howe ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1145 | W | Howe | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Howe ST & Maple ST | Euclid AVE & Howe ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1146 | W | Howe | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Fairview ST & Howe ST | Howe ST & Maple ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1147 | W | Howe | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Howe ST & Morton ST | Howe ST & Madison ST | 0 | Neighborhood Greenway | NR | 60 | no | No change from default |
| 1148 | S | Fairview | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Fairview ST & Smith AVE | Fairview ST & Howe ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1149 | W | Howe | ST | 1021 | 1021 | 1030 | 1021 | 1029 | 1022 | 1030 | Davisson ST & Howe ST | Howe ST & Walker ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 115 | S | Tremont | WAY | 3500 | 3500 | 3511 | 3501 | 3511 | 3500 | 3510 | Tremont WAY Dead End | S Tremont WAY & E Tremont WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1150 | E | Stonegate | CT | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Stonegate CT Dead End | Stonegate CT & Stonegate DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1151 | E | Stonegate | CT | 4000 | 4000 | 4025 | 4001 | 4025 | 4000 | 4024 | Stonegate CT & Stonegate DR | Stonegate CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1152 | E | Smith | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Smith AVE & Walnut ST | Smith AVE & Washington ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1153 | S | Walnut | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Walnut ST | Smith AVE & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1154 | E | Smith | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Smith AVE & Washington ST | Lincoln ST & Smith AVE | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1155 | S | Washington | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Washington ST | Smith AVE & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1156 | E | Smith | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Lincoln ST & Smith AVE | Grant ST & Smith AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1157 | S | Lincoln | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Lincoln ST | Lincoln ST & Smith AVE | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1158 | W | Smith | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Madison ST & Smith AVE | Rogers ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1159 | W | Smith | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Rogers ST & Smith AVE | Jackson ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 116 | S | Bainbridge | DR | 3500 | 3500 | 3511 | 3501 | 3511 | 3500 | 3510 | Bainbridge DR Dead End | Bainbridge DR & Tremont WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1160 | W | Smith | AVE | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Jackson ST & Smith AVE | Fairview ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1161 | S | Fairview | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Fairview ST | Fairview ST & Smith AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1162 | S | Buckner | ST | 300 | 300 | 350 | 301 | 349 | 300 | 350 | 3rd ST & Buckner ST | Buckner ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1163 | W | Belle | AVE | 4450 | 4450 | 4499 | 4451 | 4499 | 4450 | 4498 | Belle AVE At Corporate Boundary | Belle AVE & Parkway DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1164 | W | Belle | AVE | 4500 | 4500 | 4599 | 4501 | 4599 | 4500 | 4598 | Belle AVE & Parkway DR | Belle AVE & Westwood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1165 | W | Belle | AVE | 4600 | 4600 | 4649 | 4601 | 4649 | 4600 | 4648 | Belle AVE & Westwood DR | Belle AVE & Village CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1166 | W | Belle | AVE | 4650 | 4650 | 4699 | 4651 | 4699 | 4650 | 4698 | Belle AVE & Village CT | Belle AVE & Park Square DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1167 | E | Randolph | AVE | 3700 | 3700 | 3799 | 3701 | 3799 | 3700 | 3798 | Meadowbrook DR & Randolph AVE | Randolph AVE Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1168 | E | Atwater | AVE | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | Atwater AVE & Clifton AVE | Atwater AVE & High ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1169 | S | Clifton | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Clifton AVE | Atwater AVE & Clifton AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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| 117 | E | Clairmont | PL | 1400 | 1400 | 1535 | 1401 | 1534 | 1400 | 1534 | Allendale DR & Clairmont PL | Clairmont PL Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1170 | E | Atwater | AVE | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | Arbutus DR & Atwater AVE | Atwater AVE & Rose AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1171 | E | Atwater | AVE | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Atwater AVE & Swain AVE | Atwater AVE & Mitchell ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1172 | E | Atwater | AVE | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Atwater AVE & Rose AVE | Atwater AVE & Clifton AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1173 | S | High | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & High ST | Atwater AVE & High ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 1174 | S | Arbutus | DR | 300 | 300 | 330 | 301 | 329 | 300 | 330 | 3rd ST & Arbutus DR | Arbutus DR & Atwater AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1175 | S | Eastside | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Eastside DR | Atwater AVE & Eastside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1176 | S | Mitchell | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Mitchell ST | Atwater AVE & Mitchell ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1177 | S | College Mall | RD | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & College Mall RD & State Road 46 | College Mall RD & Access Drive to Eastland Plaza & | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1178 | E | Atwater | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Atwater AVE & Fess AVE | Atwater AVE & Park AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1179 | S | Ballantine | RD | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Ballantine RD | Atwater AVE & Ballantine RD | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 118 | E | Ridgeview | DR | 100 | 100 | 109 | 101 | 109 | 100 | 108 | Hoosier ST & Ridgeview DR & Walnut ST | Brookside DR & Ridgeview DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1180 | S | Faculty | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Faculty AVE | Atwater AVE & Faculty AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1181 | S | Woodlawn | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Woodlawn AVE | Atwater AVE & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1182 | E | Atwater | AVE | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Atwater AVE & Ballantine RD | Atwater AVE & Highland AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1183 | E | Atwater | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Atwater AVE & Hawthorne DR | Atwater AVE & Ballantine RD | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1184 | E | Atwater | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Atwater AVE & Park AVE | Atwater AVE & Woodlawn AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1185 | S | Highland | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Highland AVE | Atwater AVE & Highland AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1186 | S | Jordan | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Jordan AVE | Atwater AVE & Jordan AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1187 | E | Atwater | AVE | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Atwater AVE & Highland AVE | Atwater AVE & Jordan AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1188 | E | Atwater | AVE | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Atwater AVE & Jordan AVE | Atwater AVE & Swain AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1189 | S | Fess | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Fess AVE | Atwater AVE & Fess AVE | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 119 | S | Brookside | DR | 2810 | 2810 | 2899 | 2811 | 2899 | 2810 | 2898 | Brookside DR & Sunny Slopes DR | Brookside DR & Ridgeview DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1190 | S | Meadowbrook | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Meadowbrook DR | Meadowbrook DR & Randolph AVE | 74 | Neighborhood Greenway | NC | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 1192 | E | 3rd | ST | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | 3rd ST & Rose AVE | 3rd ST & Clifton AVE | 90 | Protected Bike Lane | GU | 90 | no | 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 | No change due to PBL as default |
| 1194 | E | 3rd | ST | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | 3rd ST & Arbutus DR | 3rd ST & Rose AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1195 | E | 3rd | ST | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | 3rd ST & Bryan AVE | 3rd ST & Jefferson ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1196 | E | 3rd | ST | 2022 | 2022 | 2030 | 2023 | 2029 | 2022 | 2030 | 3rd ST & Union ST | 3rd ST & High ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1197 | E | 3rd | ST | 2001 | 2001 | 2021 | 2001 | 2021 | 2018 | 2020 | 3rd ST & Union ST | 3rd ST & Union ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1198 | E | 3rd | ST | 1991 | 1991 | 2016 | 1991 | 1999 | 2000 | 2016 | 3rd ST & Clifton AVE | 3rd ST & Union ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1199 | E | 3rd | ST | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | 3rd ST & Eastside DR | 3rd ST & Arbutus DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 12 | S | Jamie | LN | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Jamie LN & Woods Edge WAY | Benson CT & Jamie LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 120 | E | Ridgeview | DR | 110 | 110 | 225 | 111 | 225 | 110 | 224 | Brookside DR & Ridgeview DR | Ridgeview DR & Sunny Slopes DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1200 | E | 3rd | ST | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | 3rd ST & Mitchell ST | 3rd ST & Eastside DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1201 | E | 3rd | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | 3rd ST & Swain AVE | 3rd ST & Mitchell ST | 90 | Protected Bike Lane | GU | 90 | no | 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 | no | 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 | no | 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 | 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 | No change due to PBL as default |
| 1206 | E | 3rd | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | 3rd ST & Highland AVE | 3rd ST & Jordan AVE | 90 | Protected Bike Lane | GU | 90 | no | 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 | No change due to PBL as default |
| 1208 | E | 3rd | ST | 1110 | 1020 | 1199 | 1021 | 1199 | 1020 | 1198 | 3rd ST & Hawthorne DR | 3rd ST & Ballantine RD | 90 | Protected Bike Lane | GU | 90 | no | 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 | 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 | no | 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 | No change due to PBL as default |
| 1211 | E | 3rd | ST | 800 | 700 | 899 | 701 | 899 | 700 | 898 | 3rd ST & Fess AVE | 3rd ST & Woodlawn AVE | 90 | Protected Bike Lane | GU | 90 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1218 | W | 3rd | ST | 600 | 600 | 697 | 601 | 697 | 600 | 696 | 3rd ST & Jackson ST | 3rd ST & Fairview ST | 74 | | NC | 60 | no | 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 | no | 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 | no | 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 & Davisson ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1221 | W | 3rd | ST | 1026 | 1026 | 1099 | 1027 | 1099 | 1026 | 1098 | 3rd ST & Davisson ST | 3rd ST & Walker ST | 74 | | NC | 60 | no | 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 | no | Increased width 3' due to PBL in BikeRec |
| 1223 | E | 3rd | ST | 3050 | 2900 | 3199 | 2901 | 3199 | 2900 | 3198 | 3rd ST & Pete Ellis DR | 3rd ST & Kingston DR | 95 | Protected Bike Lane | SC | 98 | no | 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 | no | 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 | no | 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 & Clarizz BLVD | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1227 | E | 3rd | ST | | 0 | 0 | 0 | 0 | 0 | 0 | 3rd ST & Clarizz BLVD | 3rd ST & Clarizz BLVD | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1228 | E | 3rd | ST | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | 3rd ST & Clarizz BLVD | 3rd ST & Morningside DR & Pleasant Ridge RD | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1229 | E | 3rd | ST | 3500 | 3500 | 3524 | 3501 | 3523 | 3500 | 3524 | 3rd ST & Morningside DR & Pleasant Ridge RD | 3rd ST & Reisner RD | 95 | Protected Bike Lane | SC | 98 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 1230 | E | 3rd | ST | 3620 | 3525 | 3699 | 3525 | 3699 | 3526 | 3698 | 3rd ST & Reisner RD | 3rd ST & Meadowbrook DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1231 | E | 3rd | ST | | 0 | 0 | 0 | 0 | 0 | 0 | 3rd ST & Meadowbrook DR | 3rd ST & Meadowbrook DR | 95 | Protected Bike Lane | SC | 98 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 1239 | E | Morningside | DR | 4536 | 4536 | 4650 | 4537 | 4649 | 4536 | 4650 | Indiana Bell CT & Morningside DR | 3rd ST & Morningside DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 124 | W | Hoosier | ST | 120 | 120 | 199 | 121 | 199 | 120 | 198 | Hoosier ST & Limestone DR | Hoosier ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1240 | E | 3rd | ST | 2400 | 2400 | 2497 | 2401 | 2497 | 2400 | 2496 | 3rd ST & Clark ST | 3rd ST & Hillsdale DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1241 | E | 3rd | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | 3rd ST & Roosevelt ST | 3rd ST & Clark ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1242 | E | 3rd | ST | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | 3rd ST & Jefferson ST | 3rd ST & Roosevelt ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1243 | S | Clark | ST | 200 | 200 | 225 | 201 | 225 | 200 | 224 | 4th ST & Clark ST | 3rd ST & Clark ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1244 | S | Jefferson | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Jefferson ST | 3rd ST & Jefferson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1245 | E | 3rd | ST | 2498 | 2498 | 2499 | 2499 | 2499 | 2498 | 2498 | 3rd ST & Hillsdale DR | 3rd ST & Woodscrest DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1246 | E | 3rd | ST | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | 3rd ST & Woodscrest DR | 3rd ST & Overhill DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1247 | E | 3rd | ST | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | 3rd ST & Williamsburg DR | 3rd ST & Pete Ellis DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1248 | E | 3rd | ST | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | 3rd ST & College Mall RD & State Road 46 | 3rd ST & Williamsburg DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 1249 | E | 3rd | ST | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | 3rd ST & Overhill DR | 3rd ST & College Mall RD & State Road 46 | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 125 | W | Hoosier | ST | 106 | 106 | 119 | 107 | 119 | 106 | 118 | Cherry ST & Hoosier ST | Hoosier ST & Limestone DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1250 | S | Overhill | DR | 200 | 200 | 225 | 201 | 225 | 200 | 224 | Edwards ROW & Overhill DR | 3rd ST & Overhill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1251 | S | Hillsdale | DR | 220 | 220 | 235 | 221 | 235 | 220 | 234 | Hillsdale CT & Hillsdale DR | 3rd ST & Hillsdale DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1252 | W | 3rd | ST | 300 | 200 | 399 | 201 | 399 | 200 | 398 | 3rd ST & College AVE | 3rd ST & Madison ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1253 | S | College | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & College AVE | 3rd ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1254 | S | Walnut | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Walnut ST | 3rd ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1255 | S | Washington | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Washington ST | 3rd ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1256 | S | Lincoln | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Lincoln ST | 3rd ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1257 | S | Grant | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Grant ST | 3rd ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1257 | S | Grant | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Grant ST | 3rd ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1258 | W | 3rd | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 3rd ST & Walnut ST | 3rd ST & College AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1259 | E | 3rd | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 3rd ST & Walnut ST | 3rd ST & Washington ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1259 | E | 3rd | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 3rd ST & Walnut ST | 3rd ST & Washington ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 126 | W | Hoosier | ST | 100 | 100 | 105 | 101 | 105 | 100 | 104 | Hoosier ST & Ridgeview DR & Walnut ST | Cherry ST & Hoosier ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1260 | E | 3rd | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 3rd ST & Washington ST | 3rd ST & Lincoln ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1260 | E | 3rd | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 3rd ST & Washington ST | 3rd ST & Lincoln ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1261 | E | 3rd | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Lincoln ST | 3rd ST & Grant ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1261 | E | 3rd | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Lincoln ST | 3rd ST & Grant ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1262 | S | Madison | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Madison ST | 3rd ST & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1263 | S | Jackson | ST | 200 | 200 | 249 | 201 | 249 | 200 | 248 | 4th ST & Jackson ST | 3rd ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1264 | W | 3rd | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 3rd ST & Madison ST | 3rd ST & Rogers ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1265 | W | 3rd | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 3rd ST & Rogers ST | 3rd ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1266 | S | Rogers | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Rogers ST | 3rd ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1267 | S | Morningside | DR | 111 | 111 | 199 | 111 | 199 | 112 | 198 | Morningside DR & Park LN | Glenwood AVE W & Morningside DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1268 | E | Jones | AVE | 1650 | 1400 | 1899 | 1401 | 1899 | 1400 | 1898 | Jones AVE & Jordan AVE | Jones AVE & Rose AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1269 | E | Edwards | ROW | 2600 | 2600 | 2631 | 2601 | 2631 | 2600 | 2630 | Edwards ROW & Overhill DR | Edwards ROW Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 127 | S | Walnut | ST | 2750 | 2600 | 2899 | 2601 | 2899 | 2600 | 2898 | Country Club DR & Walnut ST & Winslow RD | Hoosier ST & Ridgeview DR & Walnut ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 1270 | S | Hillsdale | CT | 200 | 200 | 230 | 201 | 229 | 200 | 230 | Hillsdale CT & Hillsdale DR | Hillsdale CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1271 | S | Overhill | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Overhill DR | Edwards ROW & Overhill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1272 | S | Hillsdale | DR | 200 | 200 | 219 | 201 | 219 | 200 | 218 | 4th ST & Hillsdale DR | Hillsdale CT & Hillsdale DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1273 | W | Marlene | DR | 2416 | 2416 | 2460 | 2417 | 2459 | 2416 | 2460 | Marlene DR Dead End | Kimble DR & Marlene DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1274 | S | Meadowbrook | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Meadowbrook DR & Morningside DR | Meadowbrook DR & Park LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1275 | S | Morningside | DR | 100 | 100 | 110 | 101 | 109 | 100 | 110 | Lexington DR & Morningside DR | Morningside DR & Park LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1276 | E | Park | LN | 3500 | 3500 | 3650 | 3501 | 3649 | 3500 | 3650 | Morningside DR & Park LN | Meadowbrook DR & Park LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1277 | E | Saratoga | DR | 4130 | 3920 | 4325 | 3921 | 4325 | 3920 | 4324 | Morningside DR & Saratoga DR | Park Ridge RD & Saratoga DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1278 | S | Union | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Union ST | 4th ST & Union ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1279 | E | 4th | ST | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | 4th ST Dead End | 4th ST & Hillsdale DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 128 | S | Westminster | WAY | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | Westminster WAY & Westminster WAY W | Westminster WAY W Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1280 | S | Clark | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Clark ST | 4th ST & Clark ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1281 | E | 4th | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | 4th ST & Roosevelt ST | 4th ST & Clark ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1282 | E | 4th | ST | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | 4th ST & Bryan AVE | 4th ST & Jefferson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1283 | S | Jefferson | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Jefferson ST | 4th ST & Jefferson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1284 | E | 4th | ST | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | 4th ST & Union ST | 4th ST & Bryan AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1285 | S | Roosevelt | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Roosevelt ST | 4th ST & Roosevelt ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1286 | S | Bryan | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Bryan AVE | 4th ST & Bryan AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1286 | S | Bryan | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Bryan AVE | 4th ST & Bryan AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1287 | S | Jordan | AVE | 170 | 170 | 199 | 171 | 199 | 170 | 198 | Access Drive to IU Simon Music & Jordan AVE | Jones AVE & Jordan AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1288 | E | 4th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 4th ST & Dunn ST | 4th ST & Indiana AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1289 | E | 4th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 4th ST & Grant ST | 4th ST & Dunn ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 129 | S | Allendale | DR | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | Allendale CT & Allendale DR | Allendale DR & Clairmont PL | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1290 | E | 4th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 4th ST & Lincoln ST | 4th ST & Grant ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1291 | E | 4th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Washington ST | 4th ST & Lincoln ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1292 | E | 4th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 4th ST & Walnut ST | 4th ST & Washington ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1293 | W | 4th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 4th ST & Walnut ST | 4th ST & College AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1294 | S | College | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | College AVE & Kirkwood AVE | 4th ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1295 | S | Walnut | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Walnut ST | 4th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1296 | S | Washington | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Washington ST | 4th ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1297 | S | Lincoln | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Lincoln ST | 4th ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1298 | S | Grant | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Grant ST & Kirkwood AVE | 4th ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1298 | S | Grant | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Grant ST & Kirkwood AVE | 4th ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1299 | S | Dunn | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Dunn ST & Kirkwood AVE | 4th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1299 | S | Dunn | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Dunn ST & Kirkwood AVE | 4th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 13 | S | Laurel | CT | 3800 | 3800 | 3899 | 3801 | 3899 | 3800 | 3898 | Heather DR & Laurel CT | Heather DR & Laurel CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 130 | S | Westminster | WAY | 3426 | 3426 | 3499 | 3427 | 3499 | 3426 | 3498 | Commons DR & Westminster WAY | Westminster WAY & Westminster WAY W | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1300 | S | Indiana | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Indiana AVE & Kirkwood AVE | 4th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1301 | W | 4th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 4th ST & Fairview ST | 4th ST & Maple ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1301 | W | 4th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 4th ST & Fairview ST | 4th ST & Maple ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1302 | S | Jackson | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Jackson ST & Kirkwood AVE | 4th ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1303 | W | 4th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 4th ST & Rogers ST | 4th ST & Jackson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1303 | W | 4th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 4th ST & Rogers ST | 4th ST & Jackson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1304 | W | 4th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 4th ST & Madison ST | 4th ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1305 | S | Madison | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Madison ST | 4th ST & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1306 | S | Rogers | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Rogers ST | 4th ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1307 | W | 4th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 4th ST & B-Line Trail | 4th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1308 | W | 4th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 4th ST & Jackson ST | 4th ST & Fairview ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1308 | W | 4th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 4th ST & Jackson ST | 4th ST & Fairview ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1309 | W | 4th | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 4th ST & Waldron ST | 4th ST & Elm ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1309 | W | 4th | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 4th ST & Waldron ST | 4th ST & Elm ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 131 | S | The Stands | DR | 3300 | 3300 | 3325 | 3301 | 3325 | 3300 | 3324 | Oakmont DR & The Stands DR | Linden Hill DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1310 | W | 4th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 4th ST & Maple ST | 4th ST & Waldron ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1311 | S | Maple | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Maple ST | 4th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1311 | S | Maple | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Maple ST | 4th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1312 | S | Fairview | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Fairview ST & Kirkwood AVE | 4th ST & Fairview ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1313 | S | Elm | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Elm ST & Kirkwood AVE | 4th ST & Elm ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1314 | S | Waldron | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Waldron ST | 4th ST & Waldron ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1315 | E | Morningside | DR | 3500 | 3500 | 3599 | 3501 | 3599 | 3500 | 3598 | Lexington DR & Morningside DR | Concord RD & Morningside DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1316 | E | Indiana Bell | CT | 4600 | 4500 | 4699 | 4501 | 4699 | 4500 | 4698 | Indiana Bell CT & Morningside DR | Indiana Bell CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1317 | E | Morningside | DR | 4500 | 4500 | 4535 | 4501 | 4535 | 4500 | 4534 | Elouise AVE & Morningside DR | Indiana Bell CT & Morningside DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1318 | E | 5th | ST | 2600 | 2600 | 2640 | 2601 | 2639 | 2600 | 2640 | 5th ST & Overhill DR | 5th ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1319 | E | 5th | ST | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | 5th ST & Hillsdale DR | 5th ST & Overhill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 132 | E | Linden Hill | DR | 2304 | 2304 | 2399 | 2305 | 2399 | 2304 | 2398 | Linden Hill DR Circle | Linden Hill DR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1320 | N | Overhill | DR | 100 | 100 | 125 | 101 | 125 | 100 | 124 | 5th ST & Overhill DR | Dekist ST & Overhill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1321 | S | Hillsdale | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 5th ST & Hillsdale DR | 4th ST & Hillsdale DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1322 | S | Jordan | AVE | 100 | 100 | 169 | 101 | 169 | 100 | 168 | Access Drive to IU Simon Music & Jordan AVE | Jordan AVE SPLIT | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1323 | E | Morningside | DR | 3700 | 3700 | 3801 | 3701 | 3801 | 3700 | 3800 | Meadowbrook DR & Morningside DR | Heritage RD & Morningside DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1324 | N | Glenwood | AVE | 100 | 100 | 125 | 101 | 125 | 100 | 124 | Glenwood AVE E & Morningside DR | Glenwood AVE E & Longview AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1325 | E | Morningside | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Glenwood AVE E & Morningside DR | Meadowbrook DR & Morningside DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1326 | E | Morningside | DR | 3600 | 3600 | 3689 | 3601 | 3689 | 3600 | 3688 | Concord RD & Morningside DR | Glenwood AVE E & Morningside DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1327 | N | Concord | RD | 100 | 100 | 130 | 101 | 129 | 100 | 130 | Concord RD & Morningside DR | Concord RD & Longview AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1328 | N | Park Ridge | RD | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Park Ridge RD & Saratoga DR | Morningside DR & Park Ridge RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1329 | E | Morningside | DR | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Morningside DR & Smith RD | Morningside DR & Saratoga DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 133 | E | Linden Hill | DR | 2300 | 2300 | 2303 | 2301 | 2303 | 2300 | 2302 | Linden Hill DR & The Stands DR | Linden Hill DR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1330 | E | Morningside | DR | 3802 | 3802 | 3899 | 3803 | 3899 | 3802 | 3898 | Heritage RD & Morningside DR | Morningside DR & Smith RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1331 | N | Hampton | CT | 100 | 100 | 130 | 101 | 129 | 100 | 130 | Hampton CT Dead End | Hampton CT & Morningside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1332 | E | Morningside | DR | 4000 | 4000 | 4019 | 4001 | 4019 | 4000 | 4018 | Morningside DR & Saratoga DR | Morningside DR & Sheffield DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1333 | W | Kirkwood | AVE | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Hopewell ST & Kirkwood AVE | Kirkwood AVE Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1334 | E | Kirkwood | AVE | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | Kirkwood AVE & Woodlawn AVE | Access Drive to IU Simon Music & Forrest AVE & Kir | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1335 | N | Forrest | AVE | 200 | 100 | 299 | 101 | 299 | 100 | 298 | Access Drive to IU Simon Music & Forrest AVE & Kir | 7th ST & Forrest AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1336 | E | Kirkwood | AVE | 750 | 602 | 899 | 603 | 899 | 602 | 898 | Kirkwood AVE Circle | Kirkwood AVE & Woodlawn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1337 | E | Kirkwood | AVE | 600 | 600 | 601 | 601 | 601 | 600 | 600 | Kirkwood AVE Circle | Kirkwood AVE Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1338 | N | Hopewell | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Hopewell ST & Kirkwood AVE | Hopewell ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1339 | E | 5th | ST | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | 5th ST & Clark ST | 5th ST & Hillsdale DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 134 | E | Sunny Slopes | DR | 200 | 200 | 220 | 201 | 219 | 200 | 220 | Ridgeview DR & Sunny Slopes DR | Sherwood Hills DR & Sunny Slopes DR & Walnut Stree | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1340 | N | Hillsdale | DR | 100 | 100 | 139 | 101 | 139 | 100 | 138 | 5th ST & Hillsdale DR | 7th ST & Hillsdale DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1341 | N | Jordan | AVE | 100 | 100 | 249 | 101 | 249 | 0 | 0 | Jordan AVE SPLIT | Jordan AVE SPLIT | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1342 | N | Jordan | AVE | 100 | 100 | 249 | 0 | 0 | 100 | 248 | Jordan AVE SPLIT | Jordan AVE SPLIT | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1343 | N | College | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | College AVE & Kirkwood AVE | 6th ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1344 | W | Kirkwood | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Walnut ST | College AVE & Kirkwood AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1345 | E | Kirkwood | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Walnut ST | Kirkwood AVE & Washington ST | 70 | | SS | 70 | no | No change from default |
| 1346 | E | Kirkwood | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Kirkwood AVE & Washington ST | Kirkwood AVE & Lincoln ST | 70 | | SS | 70 | no | No change from default |
| 1347 | E | Kirkwood | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Kirkwood AVE & Lincoln ST | Grant ST & Kirkwood AVE | 70 | | SS | 70 | no | No change from default |
| 1348 | E | Kirkwood | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Grant ST & Kirkwood AVE | Dunn ST & Kirkwood AVE | 70 | | SS | 70 | no | No change from default |
| 1349 | E | Kirkwood | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Dunn ST & Kirkwood AVE | Indiana AVE & Kirkwood AVE | 70 | | SS | 70 | no | No change from default |
| 135 | S | Walnut Street | PIKE | 2820 | 2820 | 2899 | 2821 | 2899 | 2820 | 2898 | Henderson ST & Walnut Street PIKE | Sherwood Hills DR & Sunny Slopes DR & Walnut Stree | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 1350 | N | Walnut | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Walnut ST | 6th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1351 | N | Washington | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Washington ST | 6th ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1352 | N | Lincoln | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Lincoln ST | 6th ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1353 | N | Grant | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Grant ST & Kirkwood AVE | 6th ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1353 | N | Grant | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Grant ST & Kirkwood AVE | 6th ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1354 | N | Dunn | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Dunn ST & Kirkwood AVE | 6th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1354 | N | Dunn | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Dunn ST & Kirkwood AVE | 6th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1355 | N | Indiana | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Indiana AVE & Kirkwood AVE | 6th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1356 | W | Kirkwood | AVE | 302 | 302 | 399 | 303 | 399 | 302 | 398 | B-Line Trail & Kirkwood AVE | Kirkwood AVE & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1357 | N | Waldron | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Waldron ST | 6th ST & Waldron ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1358 | N | Elm | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Elm ST & Kirkwood AVE | 6th ST & Elm ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1359 | N | Maple | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Maple ST | 6th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 136 | E | Commons | DR | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Commons DR & Eden DR | Commons DR & Westminster WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1360 | W | Kirkwood | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Kirkwood AVE & Rogers ST | Jackson ST & Kirkwood AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1361 | W | Kirkwood | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Kirkwood AVE & Madison ST | Kirkwood AVE & Rogers ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1362 | N | Jackson | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Jackson ST & Kirkwood AVE | 6th ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1363 | W | Kirkwood | AVE | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Jackson ST & Kirkwood AVE | Fairview ST & Kirkwood AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1364 | N | Fairview | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Fairview ST & Kirkwood AVE | 6th ST & Fairview ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1365 | W | Kirkwood | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Fairview ST & Kirkwood AVE | Kirkwood AVE & Maple ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1366 | W | Kirkwood | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Kirkwood AVE & Maple ST | Kirkwood AVE & Waldron ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1367 | W | Kirkwood | AVE | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Kirkwood AVE & Waldron ST | Elm ST & Kirkwood AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1368 | N | Madison | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Madison ST | 6th ST & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1369 | N | Rogers | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Rogers ST | 6th ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 137 | E | Commons | DR | 900 | 900 | 999 | 901 | 999 | 900 | 998 | S Commons DR & E Commons DR | Commons DR & Eden DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1370 | E | Longview | AVE | 3300 | 3300 | 3424 | 3301 | 3423 | 3300 | 3424 | Kingston DR & Longview AVE | Glenwood AVE W & Longview AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1371 | N | Sheffield | DR | 200 | 200 | 319 | 201 | 319 | 200 | 318 | Morningside DR & Sheffield DR | Providence CT & Sheffield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1372 | E | Morningside | DR | 4110 | 4020 | 4199 | 4021 | 4199 | 4020 | 4198 | Morningside DR & Sheffield DR | Hampton CT & Morningside DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1373 | N | Clark | ST | 200 | 100 | 299 | 101 | 299 | 100 | 298 | 5th ST & Clark ST | 7th ST & Clark ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1374 | E | 5th | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | 5th ST & Roosevelt ST | 5th ST & Clark ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1375 | N | Roosevelt | ST | 200 | 100 | 299 | 101 | 299 | 100 | 298 | 5th ST & Roosevelt ST | 7th ST & Roosevelt ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1376 | N | Jefferson | ST | 200 | 100 | 299 | 101 | 299 | 100 | 298 | 5th ST & Jefferson ST | 7th ST & Jefferson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1377 | E | 5th | ST | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | 5th ST & Union ST | 5th ST & Bryan AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1378 | N | Bryan | AVE | 200 | 100 | 299 | 101 | 299 | 100 | 298 | 5th ST & Bryan AVE | 7th ST & Bryan AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1378 | N | Bryan | AVE | 200 | 100 | 299 | 101 | 299 | 100 | 298 | 5th ST & Bryan AVE | 7th ST & Bryan AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1379 | N | Union | ST | 100 | 100 | 249 | 101 | 249 | 100 | 248 | 5th ST & Union ST | 7th ST & Union ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 138 | S | Commons | DR | 3280 | 3280 | 3399 | 3281 | 3399 | 3280 | 3398 | Commons DR & Eden DR | S Commons DR & E Commons DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1380 | E | 5th | ST | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | 5th ST & Bryan AVE | 5th ST & Jefferson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1381 | E | 5th | ST | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | 5th ST & Jefferson ST | 5th ST & Roosevelt ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1382 | N | Overhill | DR | 220 | 126 | 299 | 127 | 299 | 126 | 298 | Dekist ST & Overhill DR | 7th ST & Overhill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1383 | E | Dekist | ST | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Dekist ST & Overhill DR | Dekist ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1384 | E | Longview | AVE | 3501 | 3501 | 3599 | 3501 | 3599 | 3502 | 3598 | Lexington DR & Longview AVE | Concord RD & Longview AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1385 | E | Longview | AVE | 3600 | 3600 | 3670 | 3601 | 3669 | 3600 | 3670 | Concord RD & Longview AVE | Glenwood AVE E & Longview AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1386 | N | Park Ridge | RD | 200 | 200 | 216 | 201 | 215 | 200 | 216 | Morningside DR & Park Ridge RD | Cambridge CT & Park Ridge RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1387 | E | Morningside | DR | 4300 | 4200 | 4399 | 4201 | 4399 | 4200 | 4398 | Hampton CT & Morningside DR | Morningside DR & Park Ridge RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1388 | W | 6th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & College AVE | 6th ST & Morton ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1389 | N | College | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & College AVE | 7th ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 139 | E | Commons | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Commons DR & Westminster WAY | Commons DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1390 | N | Walnut | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Walnut ST | 7th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1391 | N | Washington | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Washington ST | 7th ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1392 | N | Lincoln | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Lincoln ST | 7th ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1393 | N | Grant | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Grant ST | 7th ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1393 | N | Grant | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Grant ST | 7th ST & Grant ST | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 1394 | N | Dunn | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Dunn ST | 7th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1394 | N | Dunn | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Dunn ST | 7th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1395 | N | Indiana | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Indiana AVE | 7th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1396 | E | 6th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 6th ST & Dunn ST | 6th ST & Indiana AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1397 | E | 6th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 6th ST & Grant ST | 6th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1398 | E | 6th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 6th ST & Lincoln ST | 6th ST & Grant ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1399 | E | 6th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Washington ST | 6th ST & Lincoln ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 14 | E | Heather | DR | 650 | 650 | 661 | 651 | 661 | 650 | 660 | Heather DR & Pepperridge DR | Heather DR & Laurel CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 140 | S | Eden | DR | 3300 | 3300 | 3375 | 3301 | 3375 | 3300 | 3374 | Commons DR & Eden DR | Commons DR & Eden DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1400 | E | 6th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 6th ST & Walnut ST | 6th ST & Washington ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1401 | W | 6th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 6th ST & Walnut ST | 6th ST & College AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1402 | N | Ritter | ST | 200 | 200 | 230 | 201 | 229 | 200 | 230 | 6th ST & Ritter ST | Ritter ST & 7th ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1403 | W | 6th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 6th ST & Fairview ST | 6th ST & Maple ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1404 | N | Maple | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Maple ST | 7th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1405 | W | 6th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 6th ST & Maple ST | 6th ST & Waldron ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1406 | W | 6th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 6th ST & Madison ST | 6th ST & Rogers ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1407 | W | 6th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 6th ST & Rogers ST | 6th ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1408 | W | 6th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 6th ST & Jackson ST | 6th ST & Fairview ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1409 | W | 6th | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 6th ST & Waldron ST | 6th ST & Elm ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 141 | S | Westminster | WAY | 3400 | 3400 | 3425 | 3401 | 3425 | 3400 | 3424 | Commons DR & Westminster WAY | Commons DR & Westminster WAY | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1410 | N | Morton | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Morton ST | 7th ST & Morton ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1411 | W | 6th | ST | 300 | 300 | 305 | 301 | 305 | 300 | 304 | 6th ST & Morton ST | 6th ST & B-Line Trail | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1412 | N | Madison | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Madison ST | 7th ST & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1413 | N | Rogers | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Rogers ST | 7th ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1414 | N | Jackson | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Jackson ST | 7th ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1415 | N | Waldron | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Waldron ST | 7th ST & Waldron ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1416 | N | Elm | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Elm ST | 7th ST & Elm ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1417 | E | Longview | AVE | 3425 | 3425 | 3499 | 3425 | 3499 | 3426 | 3498 | Glenwood AVE W & Longview AVE | Lexington DR & Longview AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1418 | N | Rose | AVE | 200 | 100 | 299 | 101 | 299 | 100 | 298 | Jones AVE & Rose AVE | 7th ST & Rose AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1419 | N | Jordan | AVE | 250 | 250 | 319 | 251 | 319 | 250 | 318 | Jordan AVE SPLIT | 7th ST & Jordan AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 142 | E | Browning | LN | 1500 | 1525 | 1501 | 1525 | 1500 | 1524 | 1524 | Browning LN & Browning PL | Browning LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1420 | E | 7th | ST | 2600 | 2600 | 2626 | 2601 | 2625 | 2600 | 2626 | 7th ST & Overhill DR | 7th ST Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1421 | N | Hillsdale | DR | 220 | 140 | 299 | 141 | 299 | 140 | 298 | 7th ST & Hillsdale DR | 7th ST & Hillsdale DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1422 | N | Overhill | DR | 300 | 300 | 315 | 301 | 315 | 300 | 314 | 7th ST & Overhill DR | Overhill DR & 8th ST | 58 | Neighborhood Greenway | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 1425 | N | Park Ridge | RD | 217 | 217 | 299 | 217 | 299 | 218 | 298 | Cambridge CT & Park Ridge RD | Cambridge DR & Park Ridge RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | 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 | 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 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 143 | E | Oakmont | DR | 2410 | 2410 | 2430 | 2411 | 2429 | 2410 | 2430 | Oakmont DR & Rolling Oak DR | Cedarwood CIR & Oakmont DR & Southern Oaks DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1430 | N | Union | ST | 250 | 250 | 299 | 251 | 299 | 250 | 298 | 7th ST & Union ST | 7th ST & Union ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1431 | N | Union | ST | 450 | 300 | 599 | 301 | 599 | 300 | 598 | 7th ST & Union ST | 10th ST & Union ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1432 | E | 7th | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | 7th ST & Roosevelt ST | 7th ST & Clark ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1433 | E | 7th | ST | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | 7th ST & Jefferson ST | 7th ST & Roosevelt ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1434 | E | 7th | ST | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | 7th ST & Bryan AVE | 7th ST & Jefferson ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1435 | E | 7th | ST | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | 7th ST & Union ST | 7th ST & Bryan AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1436 | E | Braeside | DR | 3200 | 3100 | 3299 | 3101 | 3299 | 3100 | 3298 | Braeside DR & Pete Ellis DR | Braeside DR Dead End | 58 | | NR | 60 | no | 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 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 1439 | E | Providence | CT | 4000 | 4000 | 4030 | 4001 | 4029 | 4000 | 4030 | Providence CT & Sheffield DR | Providence CT Dead End | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to no BikeRec |
| 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 | no | 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 & Forrest AVE | 58 | Protected Bike Lane | NR | 60 | no | 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 | no | 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 | 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 | no | 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 | 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 | 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 | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1448 | N | Park | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 7th ST & Park AVE | 8th ST & Park AVE | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | no | 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 | no | 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 | no | 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 | 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 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | 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 | 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 | 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 | 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 | 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 | no | 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 | 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 | 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 | 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 | no | 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 | 90 | Protected Bike Lane | GU | 90 | no | 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 | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1468 | N | Washington | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 7th ST & Washington ST | 8th ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 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 | 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 | no | 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 | 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 | no | 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 | NR | 60 | no | 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 | NC | 74 | no | 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 | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites 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 | no | 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 | no | 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 | no | 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 | no | 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 | 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 | no | 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 | | GU | 72 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 1482 | N | Maple | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 7th ST & Maple ST | 8th ST & Maple ST | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | 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 | no | 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 | no | 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 | no | 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 | no | 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 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1492 | W | 7th | ST | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | 7th ST & Hay ST | 7th ST & Spring ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1493 | N | Spring | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 7th ST & Spring ST | 8th ST & Spring ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1494 | E | Grandview | DR | 3600 | 3600 | 3749 | 3601 | 3749 | 3600 | 3748 | Grandview DR & Staats DR | Grandview DR & Post RD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1495 | N | Grandview | DR | 610 | 500 | 710 | 501 | 709 | 500 | 710 | N Grandview DR & E Grandview DR | Grandview DR & Kerry DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1496 | E | Grandview | DR | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | N Grandview DR & E Grandview DR | Grandview DR & Kerry DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1497 | N | Staats | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Grandview DR & Staats DR | Post RD & Staats DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1498 | E | Grandview | DR | 3500 | 3500 | 3599 | 3501 | 3599 | 3500 | 3598 | Grandview DR & Kerry DR | Grandview DR & Staats DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1499 | N | Kerry | DR | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Grandview DR & Kerry DR | Hollywood DR & Kerry DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 15 | E | Heather | DR | 606 | 606 | 649 | 607 | 649 | 606 | 648 | Heather DR & Laurel CT | Heather DR & Pepperridge DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 150 | S | Westminster | WAY | 3320 | 3320 | 3399 | 3321 | 3399 | 3320 | 3398 | Regency DR & Westminster WAY | Commons DR & Westminster WAY | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1500 | E | 7th | ST | 1500 | 1400 | 1599 | 1401 | 1599 | 1400 | 1598 | 7th ST & Jordan AVE | 7th ST & Campbell ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1501 | N | Campbell | ST | 450 | 300 | 599 | 301 | 599 | 300 | 598 | 7th ST & Campbell ST | 10th ST & Campbell ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1502 | N | Jordan | AVE | 460 | 320 | 599 | 321 | 599 | 320 | 598 | 7th ST & Jordan AVE | 10th ST & Jordan AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1503 | N | Smith | RD | 750 | 500 | 999 | 501 | 999 | 500 | 998 | Grandview DR & Smith RD | 10th ST & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 1504 | E | Post | RD | 3700 | 3700 | 3705 | 3701 | 3705 | 3700 | 3704 | Meadowlark LN & Post RD | Grandview DR & Post RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1505 | E | Grandview | DR | 3750 | 3750 | 3799 | 3751 | 3799 | 3750 | 3798 | Grandview DR & Post RD | Grandview DR & Smith RD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1506 | E | Blackstone | CT | 4500 | 4400 | 4599 | 4401 | 4599 | 4400 | 4598 | Blackstone CT & Park Ridge RD | Blackstone CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1507 | N | Park Ridge | RD | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Blackstone CT & Park Ridge RD | Park Ridge RD & Sheffield DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1508 | E | Penn | CT | 4200 | 4200 | 4245 | 4201 | 4245 | 4200 | 4244 | Cambridge DR & Penn CT | Penn CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1509 | E | Cambridge | DR | 4100 | 4100 | 4199 | 4101 | 4199 | 4100 | 4198 | Cambridge DR & Sheffield DR | Cambridge DR & Penn CT | 58 | | NR | 60 | no | 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 | Oakmont DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1510 | N | Sheffield | DR | 320 | 320 | 399 | 321 | 399 | 320 | 398 | Providence CT & Sheffield DR | Cambridge DR & Sheffield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1511 | E | Amy | LN | 3020 | 2940 | 3099 | 2941 | 3099 | 2940 | 3098 | Amy LN Dead End | Amy LN & Pete Ellis DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1512 | E | Eastgate | LN | 2536 | 2536 | 2554 | 0 | 0 | 2536 | 2554 | Eastgate LN SPLIT | Eastgate LN Dead End | 58 | | NR | 60 | no | 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 | John Hinkle PL & Pete Ellis DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 1514 | E | Eastgate | LN | 2537 | 2537 | 2625 | 2537 | 2625 | 2556 | 2624 | Eastgate LN & State Road 46 | Eastgate LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1515 | E | Post | RD | 3600 | 3600 | 3699 | 3601 | 3699 | 3600 | 3698 | Post RD & Staats DR | Meadowlark LN & Post RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1516 | N | Staats | DR | 600 | 600 | 640 | 601 | 639 | 600 | 640 | Post RD & Staats DR | Hollywood DR & Staats DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1517 | N | Meadowlark | LN | 650 | 650 | 698 | 651 | 699 | 650 | 698 | Meadowlark LN & Post RD | Meadowlark LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1518 | N | Rogers | ST | 550 | 550 | 599 | 551 | 599 | 550 | 598 | B-Line Trail & Rogers ST | 10th ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1519 | E | 8th | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 8th ST & Woodlawn AVE | Forrest AVE & 8th ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 152 | S | Coppertree | DR | 3200 | 3200 | 3250 | 3201 | 3249 | 3200 | 3250 | Coppertree DR SPLIT | Coppertree DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1520 | N | Oak | ST | 400 | 400 | 425 | 401 | 425 | 400 | 424 | 8th ST & Oak ST | Oak ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1521 | E | 8th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 8th ST & Park AVE | 8th ST & Woodlawn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1522 | E | 8th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 8th ST & Fess AVE | 8th ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1523 | N | Woodlawn | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Woodlawn AVE | 9th ST & Woodlawn AVE | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1523 | N | Woodlawn | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Woodlawn AVE | 9th ST & Woodlawn AVE | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1524 | N | Park | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Park AVE | 9th ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1525 | E | 8th | ST | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | 8th ST & Clark ST | 8th ST & Hillsdale DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1526 | N | Roosevelt | ST | 400 | 400 | 435 | 401 | 435 | 400 | 434 | 8th ST & Roosevelt ST | Roosevelt ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1527 | N | Clark | ST | 400 | 400 | 431 | 401 | 431 | 400 | 430 | 8th ST & Clark ST | Clark ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1528 | N | Jefferson | ST | 400 | 400 | 449 | 401 | 449 | 400 | 448 | 8th ST & Jefferson ST | 10th ST & Jefferson ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1529 | E | 8th | ST | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | 8th ST & Jefferson ST | 8th ST & Roosevelt ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 153 | E | Regency | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Regency DR & Westminster WAY | Regency DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1530 | E | 8th | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | 8th ST & Roosevelt ST | 8th ST & Clark ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1531 | N | Hillsdale | DR | 400 | 400 | 410 | 401 | 409 | 400 | 410 | 8th ST & Hillsdale DR | Eastgate LN & Hillsdale DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1532 | N | Dunn | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Dunn ST | 9th ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1533 | N | Harold | ST | 400 | 400 | 413 | 401 | 413 | 400 | 412 | 8th ST & Harold ST | Alice ST & Harold ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1534 | E | 8th | ST | 400 | 400 | 409 | 401 | 409 | 400 | 408 | 8th ST & Grant ST | 8th ST & Harold ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1535 | E | 8th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 8th ST & Indiana AVE | 8th ST & Fess AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1536 | E | 8th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 8th ST & Lincoln ST | 8th ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1537 | E | 8th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 8th ST & Washington ST | 8th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1538 | E | 8th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 8th ST & Walnut ST | 8th ST & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1539 | W | 8th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 8th ST & Walnut ST | 8th ST & College AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 154 | S | Acadia | CT | 3260 | 3006 | 3498 | 3006 | 3498 | 0 | 0 | Acadia CT Circle | Acadia CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1540 | W | 8th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 8th ST & College AVE | 8th ST & Morton ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1541 | N | Fess | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Fess AVE | 9th ST & Fess AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1542 | N | Indiana | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Indiana AVE | 9th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1543 | N | Grant | ST | 400 | 400 | 409 | 401 | 409 | 400 | 408 | 8th ST & Grant ST | Alice ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1543 | N | Grant | ST | 400 | 400 | 409 | 401 | 409 | 400 | 408 | 8th ST & Grant ST | Alice ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1544 | N | Lincoln | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Lincoln ST | 9th ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1545 | N | Washington | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Washington ST | 9th ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1546 | N | Walnut | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Walnut ST | 9th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1547 | W | 8th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 8th ST & Rogers ST | 8th ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1548 | W | 8th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 8th ST & Jackson ST | 8th ST & Fairview ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1549 | W | 8th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 8th ST & Fairview ST | 8th ST & Maple ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 155 | S | Westminster | WAY | 3300 | 3300 | 3319 | 3301 | 3319 | 3300 | 3318 | Buckingham East ST & Westminster WAY | Regency DR & Westminster WAY | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1550 | W | 8th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 8th ST & Maple ST | 8th ST & William ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1551 | W | 8th | ST | 900 | 900 | 909 | 901 | 909 | 900 | 908 | 8th ST & William ST | 8th ST & Waldron ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1552 | W | 8th | ST | 910 | 910 | 999 | 911 | 999 | 910 | 998 | 8th ST & Waldron ST | 8th ST & John ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1553 | W | 8th | ST | 1000 | 1000 | 1097 | 1001 | 1097 | 1000 | 1096 | 8th ST & John ST | 8th ST & Elm ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1554 | W | 8th | ST | 1098 | 1098 | 1099 | 1099 | 1099 | 1098 | 1098 | 8th ST & Elm ST | 8th ST & Elm ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1555 | W | 8th | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 8th ST & Elm ST | 8th ST & Oak ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1556 | N | Jackson | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Jackson ST | Jackson ST & 9th ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1557 | N | Fairview | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Fairview ST | 9th ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1558 | N | Maple | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Maple ST | 9th ST & Maple ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1559 | N | William | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & William ST | 9th ST & William ST | 58 | | NR | 60 | no | 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 | Henderson ST & Walnut Street PIKE | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 1560 | N | John | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & John ST | 9th ST & John ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1561 | N | Elm | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Elm ST | 9th ST & Elm ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1562 | W | 8th | ST | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | 8th ST & Spring ST | 8th ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1562 | W | 8th | ST | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | 8th ST & Spring ST | 8th ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1563 | N | Spring | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Spring ST | Spring ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1564 | N | Hopewell | ST | 400 | 400 | 431 | 401 | 431 | 400 | 430 | 8th ST & Hopewell ST | Hopewell ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1565 | W | 8th | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 8th ST & Oak ST | 8th ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1566 | W | 8th | ST | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | 8th ST & Hay ST | 8th ST & Spring ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1567 | W | 8th | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | 8th ST & Hopewell ST | 8th ST & Hay ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1567 | W | 8th | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | 8th ST & Hopewell ST | 8th ST & Hay ST | 58 | | NR | 60 | no | 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 | 10th ST & Adams ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1569 | E | John Hinkle | PL | 3340 | 3100 | 3579 | 3101 | 3579 | 3100 | 3578 | John Hinkle PL & Pete Ellis DR | Bell Trace DR & John Hinkle PL | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 157 | S | Brookside | DR | 2800 | 2800 | 2809 | 2801 | 2809 | 2800 | 2808 | Brookside DR Dead End | Brookside DR & Sunny Slopes DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1570 | N | Sheffield | DR | 400 | 400 | 425 | 401 | 425 | 400 | 424 | Cambridge DR & Sheffield DR | Plymouth RD & Sheffield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1571 | E | Eastgate | LN | 2500 | 2500 | 2533 | 2501 | 2533 | 2500 | 2532 | Eastgate LN & Hillsdale DR | Eastgate LN SPLIT | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1572 | N | Hillsdale | DR | 411 | 411 | 440 | 411 | 439 | 412 | 440 | Eastgate LN & Hillsdale DR | Hillsdale DR Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1573 | N | Harold | ST | 414 | 414 | 420 | 415 | 419 | 414 | 420 | Alice ST & Harold ST | 9th ST & Harold ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1574 | E | Alice | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Alice ST & Grant ST | Alice ST & Harold ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1575 | N | Grant | ST | 410 | 410 | 499 | 411 | 499 | 410 | 498 | Alice ST & Grant ST | 9th ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1575 | N | Grant | ST | 410 | 410 | 499 | 411 | 499 | 410 | 498 | Alice ST & Grant ST | 9th ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1576 | E | Sheffield | DR | 4526 | 4526 | 4540 | 4527 | 4539 | 4526 | 4540 | Hamilton CT & Sheffield DR | Sheffield DR Dead End | 58 | | NR | 60 | no | 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 | Park Ridge RD & Wiltshire CT | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1578 | N | Colony | CT | 500 | 500 | 520 | 501 | 519 | 500 | 520 | Colony CT & Sheffield DR | Colony CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1579 | N | Hamilton | CT | 500 | 500 | 519 | 501 | 519 | 500 | 518 | Hamilton CT & Sheffield DR | Hamilton CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 158 | S | Eden | DR | 3200 | 3200 | 3299 | 3201 | 3299 | 3200 | 3298 | Buckingham DR & Eden DR | Commons DR & Eden DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1580 | E | Sheffield | DR | 4500 | 4500 | 4525 | 4501 | 4525 | 4500 | 4524 | Colony CT & Sheffield DR | Hamilton CT & Sheffield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1581 | E | Sheffield | DR | 4400 | 4400 | 4499 | 4401 | 4499 | 4400 | 4498 | Park Ridge RD & Sheffield DR | Colony CT & Sheffield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1582 | N | Plymouth | RD | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Plymouth RD & Sheffield DR | Plymouth RD & Wembley CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1583 | N | Cabot | CT | 500 | 500 | 535 | 501 | 535 | 500 | 534 | Cabot CT & Sheffield DR | Cabot CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1584 | E | Sheffield | DR | 4200 | 4200 | 4299 | 4201 | 4299 | 4200 | 4298 | Plymouth RD & Sheffield DR | Cabot CT & Sheffield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1585 | E | Sheffield | DR | 4300 | 4300 | 4399 | 4301 | 4399 | 4300 | 4398 | Cabot CT & Sheffield DR | Park Ridge RD & Sheffield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1586 | E | 9th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 9th ST & Park AVE | 9th ST & Woodlawn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1587 | E | 9th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 9th ST & Fess AVE | 9th ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1588 | N | Woodlawn | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & Woodlawn AVE | 10th ST & Woodlawn AVE | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1588 | N | Woodlawn | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & Woodlawn AVE | 10th ST & Woodlawn AVE | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1589 | N | Park | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & Park AVE | 10th ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 159 | S | Coppertree | DR | 3156 | 3156 | 3199 | 3157 | 3199 | 3156 | 3198 | Coppertree DR SPLIT | Coppertree DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1590 | E | Eastgate | LN | 2534 | 2534 | 2535 | 2535 | 2535 | 2534 | 2534 | Eastgate LN SPLIT | Eastgate LN & Polly Grimshaw Trail & State Road 46 | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1591 | N | State Road 46 | | 450 | 450 | 599 | 451 | 599 | 450 | 598 | 10th ST & State Road 45 46 Bypass & State Road 46 | Eastgate LN & Polly Grimshaw Trail & State Road 46 | 95 | | SC | 95 | no | No change from default |
| 1592 | N | Walnut | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & Walnut ST | 10th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1593 | E | 9th | ST | 414 | 414 | 417 | 415 | 417 | 414 | 414 | 9th ST & Harold ST | 9th ST & Prow AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1594 | E | 9th | ST | 416 | 416 | 499 | 419 | 499 | 416 | 498 | 9th ST & Prow AVE | 9th ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1595 | N | Prow | AVE | 500 | 500 | 535 | 501 | 535 | 500 | 534 | 9th ST & Prow AVE | 10th 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 & Dunn ST | 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 | 9th ST & Washington 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 | 9th ST & Lincoln 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 | 9th ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 16 | E | Heather | DR | 600 | 600 | 605 | 601 | 605 | 600 | 604 | Heather DR & Walnut Street PIKE | Heather DR & Laurel CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 160 | S | Coppertree | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Coppertree DR SPLIT | 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 & Grant ST | 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 | 9th ST & Fess 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 | 10th 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 | 10th 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 | 10th 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 | 10th 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 | 10th ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1606 | W | 9th | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 9th ST & Elm ST | 9th ST Dead End | 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 | 9th ST & Elm 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 | 9th ST & John 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 | 9th ST & William 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 | Buckingham DR & Piccadilly ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1610 | W | 9th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 9th ST & Fairview ST | 9th ST & Maple 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 | Jackson ST & 9th ST | 9th ST & Fairview ST | 58 | | 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 | 10th ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1613 | N | Pete Ellis | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | John Hinkle PL & Pete Ellis DR | 10th ST & Pete Ellis DR & Range RD | 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 | Hollywood DR & Staats 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 | Grandview 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 | Cottage Grove AVE & Summit ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1617 | N | Adams | ST | 600 | 600 | 624 | 601 | 623 | 600 | 624 | 10th ST & Adams ST | 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 | 10th ST & Summit 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 | 11th ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 162 | E | Buckingham East | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Buckingham East ST & Westminster WAY | Buckingham East ST Dead End | 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 | 10th ST & Access Drive to Tulip Tree | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1621 | E | 10th | ST | 2050 | 1900 | 2199 | 1901 | 2199 | 1900 | 2198 | 10th ST & Union ST | 10th ST & Jefferson 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 | 10th ST & Monroe ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1623 | N | Monroe | ST | 600 | 600 | 622 | 601 | 621 | 600 | 622 | 10th ST & Monroe ST | Cottage Grove AVE & 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 | 10th ST & Grandview DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1625 | N | Woodbridge | DR | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 10th ST & John Hinkle PL & Woodbridge DR | Woodbridge DR Circle | 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 | 10th ST & John Hinkle PL & Woodbridge DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 1627 | E | Wiltshire | CT | 4500 | 4500 | 4599 | 4501 | 4599 | 4500 | 4598 | Park Ridge RD & Wiltshire CT | Wiltshire CT Dead End | 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 | Wembley CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1629 | | Access Drive to Tulip Tree | | | 0 | 0 | 0 | 0 | 0 | 0 | 10th ST & Access Drive to Tulip Tree | Access Drive to Tulip Tree Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 163 | E | Buckingham | DR | 916 | 916 | 979 | 917 | 979 | 916 | 978 | Buckingham DR & Piccadilly ST | Buckingham DR & Eden DR | 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 | Amy Robinson DR & Fairview ST | 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 | Jordan AVE & Law LN | 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 & Jordan AVE | 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 & Fee LN | 10th ST & Jordan AVE | 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 & Walnut Grove AVE | 10th ST & Fee 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 & Forrest AVE | 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 | 10th ST & Forrest 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 | 10th ST & Woodlawn 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 & Park AVE | 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 | Walnut Grove AVE & Cottage Grove AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 164 | E | Buckingham | DR | 900 | 900 | 915 | 901 | 915 | 900 | 914 | Buckingham DR & Piccadilly ST | 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 | Cottage Grove AVE & 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 | Cottage Grove AVE & Woodlawn AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1642 | N | Park | AVE | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 10th ST & Park AVE | Cottage Grove AVE & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1643 | E | 10th | ST | 2500 | 2400 | 2599 | 2401 | 2599 | 2400 | 2598 | 10th ST & Access Drive to Tulip Tree | 10th ST & State Road 45 46 Bypass & State Road 46 | 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 | 10th ST & Union ST | 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 & Campbell ST | 10th ST & Sunrise DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1646 | N | State Road 45 46 Bypass | | 850 | 600 | 1099 | 601 | 1099 | 600 | 1098 | 10th ST & State Road 45 46 Bypass & State Road 46 | Range RD & State Road 45 46 Bypass | 95 | | SC | 95 | 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 | 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 BikeRec |
| 1648 | E | 10th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 10th ST & Dunn ST | 10th ST & Indiana AVE | 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 | 10th ST & Washington 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 | Buckingham DR & Piccadilly ST | 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 | Cottage Grove AVE & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1650 | N | Walnut | ST | 600 | 600 | 623 | 601 | 623 | 600 | 622 | 10th ST & Walnut ST | Cottage Grove AVE & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1651 | E | 10th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 10th ST & Indiana AVE | 10th ST & Fess 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 | 10th ST & Dunn ST | 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 | 10th ST & Prow AVE | 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 | 10th ST & Grant 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 | Cottage Grove AVE & 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 | Cottage Grove AVE & 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 | Cottage Grove AVE & 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 | Cottage Grove AVE & 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 | 10th ST Dead End | 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 | Buckingham East ST & Westminster WAY | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1660 | W | 10th | ST | 700 | 700 | 709 | 701 | 709 | 700 | 708 | 10th ST & Fairview ST | 10th ST & Amy Robinson DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1661 | N | Fairview | ST | 600 | 600 | 625 | 601 | 625 | 600 | 624 | 10th ST & Fairview ST | Amy Robinson DR & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1662 | N | North | ST | 618 | 618 | 660 | 619 | 659 | 618 | 660 | North ST Dead End | Gray ST & North ST | 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 | Park Ridge RD & Walpole LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1664 | N | Plymouth | RD | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Plymouth RD & Wembley CT | Beacon CT & Plymouth RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1665 | N | Fairview | ST | 626 | 626 | 675 | 627 | 675 | 626 | 674 | B-Line Trail & Fairview ST | 11th ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1666 | N | Monroe | ST | 623 | 623 | 635 | 623 | 635 | 624 | 634 | Cottage Grove AVE & Monroe ST | Cottage Grove AVE & Monroe ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1667 | N | Adams | ST | 625 | 625 | 699 | 625 | 699 | 626 | 698 | Adams ST & Cottage Grove AVE | 11th ST & Adams ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1668 | W | Cottage Grove | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Cottage Grove AVE & Monroe ST | Cottage Grove AVE & Summit ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1669 | W | Gray | ST | 1700 | 1700 | 1820 | 1701 | 1819 | 1700 | 1820 | Gray ST & North ST | Gray ST & Lemon LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 167 | S | The Stands | DR | 3150 | 3150 | 3199 | 3151 | 3199 | 3150 | 3198 | Coppertree DR & The Stands DR | Autumn DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1670 | E | Beacon | CT | 4300 | 4300 | 4330 | 4301 | 4329 | 4300 | 4330 | Beacon CT & Plymouth RD | Beacon CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1671 | N | Park | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Park AVE | 11th ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1672 | N | Woodlawn | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Woodlawn AVE | 11th ST & Woodlawn AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1673 | N | Forrest | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Forrest AVE | 11th ST & Forrest AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1674 | E | Cottage Grove | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Cottage Grove AVE & Forrest AVE | Walnut Grove AVE & Cottage Grove AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1675 | E | Cottage Grove | AVE | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Cottage Grove AVE & Woodlawn AVE | Cottage Grove AVE & Forrest AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1676 | E | Cottage Grove | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Cottage Grove AVE & Park AVE | Cottage Grove AVE & Woodlawn AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1677 | E | Cottage Grove | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Fess AVE | Cottage Grove AVE & Park AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1678 | N | Grant | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Grant ST | 11th ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1678 | N | Grant | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Grant ST | 11th ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1679 | N | Lincoln | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Lincoln ST | 11th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 168 | S | Leonard Springs | RD | 2820 | 2820 | 2899 | 2821 | 2899 | 2820 | 2898 | Fairington DR & Leonard Springs RD | Barge LN & Leonard Springs RD | 58 | Bike Lane and Multi-use Path | NR | 60 | no | 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 | 11th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1680 | N | Walnut | ST | 624 | 624 | 712 | 625 | 699 | 624 | 712 | Cottage Grove AVE & Walnut ST | 11th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1681 | N | Fess | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Fess AVE | 11th ST & Fess AVE | 58 | | NR | 60 | no | 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 | 11th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1683 | N | Dunn | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Dunn ST | Cottage Grove AVE & Dunn ST | 58 | | NR | 60 | no | 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 | Cottage Grove AVE & Grant ST | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1685 | E | Cottage Grove | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Cottage Grove AVE & Walnut ST | Cottage Grove AVE & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1686 | E | Cottage Grove | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Cottage Grove AVE & Washington ST | Cottage Grove AVE & Lincoln ST | 58 | Bike Lane | NR | 60 | no | 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 | Cottage Grove AVE & Dunn ST | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1688 | E | Cottage Grove | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Cottage Grove AVE & Dunn ST | Cottage Grove AVE & Indiana AVE | 58 | Bike Lane | NR | 60 | no | 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 | Cottage Grove AVE & Fess AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 169 | S | Coppertree | DR | 3145 | 3145 | 3153 | 3145 | 3153 | 3146 | 3152 | Coppertree DR SPLIT | Coppertree DR SPLIT | 58 | | NR | 60 | no | 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 | Cottage Grove AVE & Lincoln ST | 58 | | NR | 60 | no | 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 | 11th ST & Orris DR | 58 | | NR | 60 | no | 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 | 11th ST & Diamond ST | 58 | Neighborhood Greenway | NR | 60 | no | 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 & Orris DR | Cottage Grove AVE & Monroe ST | 58 | Neighborhood Greenway | NR | 60 | no | 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 | 10th ST & Cottage Grove AVE & Orris DR | 58 | Neighborhood Greenway | NR | 60 | no | 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 | 11th ST & Monroe ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1696 | W | Gray | ST | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | Fountain DR & Gray ST | Gray ST & North ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1697 | N | Lemon | LN | 800 | 800 | 950 | 801 | 949 | 800 | 950 | Gray ST & Lemon LN | Fountain DR & Lemon LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1698 | N | Keystone | CT | 700 | 700 | 749 | 701 | 749 | 700 | 748 | Keystone CT Circle | Keystone CT Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1699 | N | Woodbridge | DR | 850 | 700 | 999 | 701 | 999 | 700 | 998 | Woodbridge DR Circle | Woodbridge DR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 17 | E | Pepperridge | DR | 726 | 726 | 799 | 727 | 799 | 726 | 798 | Baytree LN & Pepperridge DR | Heather DR & Pepperridge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 170 | S | Coppertree | DR | 3100 | 3100 | 3144 | 3101 | 3143 | 3100 | 3144 | Coppertree DR SPLIT | Coppertree DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1700 | E | Walpole | LN | 4300 | 4300 | 4410 | 4301 | 4409 | 4300 | 4410 | Plymouth RD & Walpole LN | Park Ridge RD & Walpole LN | 58 | | NR | 60 | no | 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 | Park Ridge CT & Park Ridge RD & Weymouth LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1702 | N | Plymouth | RD | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Beacon CT & Plymouth RD | Plymouth RD & Walpole LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1703 | E | Stephens | DR | 4300 | 4200 | 4399 | 4201 | 4399 | 4200 | 4398 | Stephens DR Dead End | Kinser DR & Stephens DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1704 | W | 11th | ST | 600 | 500 | 699 | 501 | 699 | 500 | 698 | 11th ST & Rogers ST | 11th ST & Fairview ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1705 | W | 11th | ST | 676 | 676 | 699 | 677 | 699 | 676 | 698 | 11th ST & Fairview ST | 11th ST & Fairview ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1706 | N | Maple | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Maple ST Dead End | 11th ST & Maple ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1707 | W | Fountain | DR | 1950 | 1950 | 1999 | 1951 | 1999 | 1950 | 1998 | Fountain DR & Gray ST | 11th ST & Fountain DR | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 1708 | E | Hector | DR | 4220 | 4110 | 4330 | 4111 | 4329 | 4110 | 4330 | Deckard DR & Hector DR | Hector DR & Kinser DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1709 | N | Union | ST | 960 | 800 | 1103 | 801 | 1103 | 800 | 898 | Law LN & Union ST | Union CT & Union ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 171 | E | Buckingham | DR | 980 | 980 | 1099 | 981 | 1099 | 980 | 1098 | Buckingham DR & Eden DR | Buckingham DR & Westminster WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1710 | N | Illinois | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Illinois ST | 12th ST & Illinois ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1711 | N | Walnut | ST | 701 | 701 | 811 | 701 | 811 | 714 | 810 | 11th ST & Walnut ST | 12th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1711 | N | Walnut | ST | 701 | 701 | 811 | 701 | 811 | 714 | 810 | 11th ST & Walnut ST | 12th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1712 | W | 11th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 11th ST & Walnut ST | 11th ST & College AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1713 | W | 11th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 11th ST & Morton ST | 11th ST & College AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1714 | N | College | AVE | 850 | 700 | 999 | 701 | 999 | 700 | 998 | 11th ST & College AVE | 14th ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1715 | N | Rogers | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Rogers ST | Rogers ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1715 | N | Rogers | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Rogers ST | Rogers ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1716 | W | 11th | ST | 1010 | 913 | 1099 | 913 | 1099 | 1000 | 1098 | 11th ST & Orris DR | 11th ST & Monroe ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1717 | N | Fairview | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Fairview ST | 12th ST & Fairview ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1718 | N | Maple | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Maple ST | 12th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1719 | W | 11th | ST | 911 | 911 | 911 | 911 | 911 | 0 | 0 | 11th ST & Orris DR | 11th ST & Orris DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 172 | S | Westminster | WAY | 3140 | 3140 | 3199 | 3141 | 3199 | 3140 | 3198 | Carnaby ST & Westminster WAY | Buckingham DR & Westminster WAY | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1720 | N | Blair | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Blair AVE | 12th CT & Blair AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1720 | N | Blair | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Blair AVE | 12th CT & Blair AVE | 58 | Neighborhood Greenway | NR | 60 | no | 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 | 11th ST & Rogers ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1722 | W | 11th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Fairview ST | 11th ST & Maple ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1723 | W | 11th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Maple ST | 11th ST & Blair AVE | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1724 | W | 11th | ST | 900 | 900 | 905 | 901 | 905 | 900 | 904 | 11th ST & Blair AVE | 11th ST & Diamond ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1725 | W | 11th | ST | 906 | 906 | 916 | 907 | 909 | 906 | 998 | 11th ST & Diamond ST | 11th ST & Orris DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1726 | N | Orris | DR | 920 | 800 | 1040 | 801 | 1039 | 800 | 1040 | 11th ST & Orris DR | Monroe ST & Orris DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1727 | W | 11th | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 11th ST & Monroe ST | 11th ST & Summit ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1728 | N | Oolitic | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Oolitic DR | 12th ST & Oolitic DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1728 | N | Oolitic | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Oolitic DR | 12th ST & Oolitic DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1729 | N | Lindbergh | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Lindbergh DR | 12th ST & Lindbergh DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1729 | N | Lindbergh | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Lindbergh DR | 12th ST & Lindbergh DR | 58 | | NR | 60 | no | 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 | Abby LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1730 | W | Fountain | DR | 2000 | 2000 | 2111 | 2001 | 2111 | 2000 | 2110 | 11th ST & Fountain DR | Crescent RD & Fountain DR | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1731 | W | 11th | ST | 1318 | 1318 | 1398 | 1301 | 1303 | 1318 | 1398 | 11th ST & Adams ST | 11th ST & Illinois ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1731 | W | 11th | ST | 1318 | 1318 | 1398 | 1301 | 1303 | 1318 | 1398 | 11th ST & Adams ST | 11th ST & Illinois ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1732 | W | 11th | ST | 1305 | 1305 | 1419 | 1305 | 1419 | 1400 | 1418 | 11th ST & Illinois ST | 11th ST & Lindbergh DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1732 | W | 11th | ST | 1305 | 1305 | 1419 | 1305 | 1419 | 1400 | 1418 | 11th ST & Illinois ST | 11th ST & Lindbergh DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1733 | W | 11th | ST | 1420 | 1420 | 1508 | 1421 | 1507 | 1420 | 1508 | 11th ST & Lindbergh DR | 11th ST & Oolitic DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1734 | W | 11th | ST | 1610 | 1509 | 1699 | 1509 | 1699 | 1510 | 1698 | 11th ST & Oolitic DR | 11th ST & Fountain DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1734 | W | 11th | ST | 1610 | 1509 | 1699 | 1509 | 1699 | 1510 | 1698 | 11th ST & Oolitic DR | 11th ST & Fountain DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1735 | N | Monroe | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Monroe ST | 12th ST & Monroe ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 1736 | N | Plymouth | RD | 800 | 800 | 835 | 801 | 835 | 800 | 834 | Plymouth RD & Walpole LN | Plymouth CT & Plymouth RD & Weymouth LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1737 | N | Jordan | AVE | 1000 | 800 | 1199 | 801 | 1199 | 800 | 1198 | Jordan AVE & Law LN | Jordan AVE & Lingelbach LN | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1738 | N | Walnut Grove | AVE | 900 | 800 | 999 | 801 | 999 | 800 | 898 | Walnut Grove AVE Dead End | 13th ST & Walnut Grove AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1739 | N | Forrest | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Forrest AVE | 12th ST & Forrest AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 174 | S | Bradshire | CT | 3200 | 3200 | 3250 | 3201 | 3249 | 3200 | 3250 | Bradshire CT & Bradshire ST | Bradshire CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1740 | N | Woodlawn | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Woodlawn AVE | 12th ST & Woodlawn AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1741 | N | Park | AVE | 800 | 800 | 830 | 801 | 829 | 800 | 830 | 11th ST & Park AVE | 12th ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1742 | E | 11th | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 11th ST & Forrest AVE | 11th ST & Walnut Grove AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1743 | E | 11th | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 11th ST & Woodlawn AVE | 11th ST & Forrest AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1744 | E | 11th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Park AVE | 11th ST & Woodlawn AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1745 | E | 11th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 11th ST & Fess AVE | 11th ST & Park AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1746 | E | 11th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 11th ST & Indiana AVE | 11th ST & Fess AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1747 | E | 11th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 11th ST & Washington ST | 11th ST & Lincoln ST | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1748 | E | 11th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 11th ST & Lincoln ST | 11th ST & Grant ST | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1749 | E | 11th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 11th ST & Grant ST | 11th ST & Dunn ST | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 175 | S | Henderson | ST | 2700 | 2600 | 2799 | 2601 | 2799 | 2600 | 2798 | Henderson ST & Winslow RD | Henderson ST & Sherwood Hills DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 1750 | E | 11th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 11th ST & Dunn ST | 11th ST & Indiana AVE | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1751 | N | Fess | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Fess AVE | 12th ST & Fess AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1752 | N | Indiana | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Indiana AVE | 12th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1753 | N | Dunn | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Dunn ST | 12th ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1754 | N | Grant | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Grant ST | 12th ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1754 | N | Grant | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Grant ST | 12th ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1755 | N | Lincoln | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Lincoln ST | 12th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1756 | N | Washington | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Washington ST | 12th ST & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1757 | N | Nuckles | RD | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Nuckles RD Dead End | Fountain DR & Nuckles RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1758 | N | Park Ridge | CT | 900 | 900 | 920 | 901 | 919 | 900 | 920 | Park Ridge CT & Park Ridge RD & Weymouth LN | Park Ridge CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1759 | E | Weymouth | LN | 4300 | 4300 | 4406 | 4301 | 4405 | 4300 | 4406 | Plymouth CT & Plymouth RD & Weymouth LN | Park Ridge CT & Park Ridge RD & Weymouth LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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| 176 | S | Coppertree | DR | 3154 | 3154 | 3155 | 3155 | 3155 | 3154 | 3154 | Coppertree DR SPLIT | 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 & Hector DR | Deckard DR & Kinser 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 & Tamarron DR | Deckard DR & Hector DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1762 | E | 10th | ST | 4100 | 4100 | 4221 | 4101 | 4221 | 4100 | 4220 | 10th ST & Deckard DR & Tamarron DR | 10th ST & Russell RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 1763 | N | Fee | LN | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Fee LN & Law LN | 13th ST & Fee LN | 90 | Protected Bike Lane | 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 | 12th ST & Forrest AVE | 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 | 14th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1765 | N | Madison | ST | 900 | 800 | 999 | 801 | 999 | 800 | 998 | Rogers ST & Madison ST | 14th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1766 | N | Blair | AVE | 900 | 900 | 923 | 901 | 923 | 900 | 922 | 12th CT & Blair AVE | 13th CT & Blair AVE | 58 | Neighborhood Greenway | 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 Dead End | 12th ST & Monroe ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1768 | W | 12th | CT | 820 | 820 | 899 | 821 | 899 | 820 | 898 | 12th CT Dead End | 12th CT & Blair AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1769 | W | 12th | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 12th ST & Monroe ST | 12th ST & Summit 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 | Carnaby ST & Westminster WAY | 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 | Monroe ST & Orris DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 1771 | E | 12th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 12th ST & Park AVE | 12th ST & Woodlawn 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 | 12th ST & Park 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 | Dunn ST Dead End | 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 | Grant ST Dead End | 58 | Neighborhood Greenway | 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 | Lincoln ST Dead End | 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 | 12th ST & Fess 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 | 12th ST & Indiana AVE | 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 | 12th ST & Dunn 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 & Lincoln ST | 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 | 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 | 12th ST & Lincoln 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 | 12th ST & Washington 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 | 13th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 1783 | N | Walnut | ST | 910 | 812 | 999 | 813 | 999 | 812 | 998 | 12th ST & Walnut ST | 14th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1783 | N | Walnut | ST | 910 | 812 | 999 | 813 | 999 | 812 | 998 | 12th ST & Walnut ST | 14th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1784 | W | 12th | ST | 800 | 800 | 819 | 801 | 819 | 800 | 818 | 12th ST & Maple ST | 12th ST Dead End | 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 | 13th ST & Jackson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1786 | N | Fairview | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 12th ST & Fairview ST | 13th 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 | 13th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1788 | W | 12th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Jackson ST & 12th ST | 12th ST & Fairview ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1789 | W | 12th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 12th ST & Fairview ST | 12th ST & Maple 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 | Piccadilly ST & Waterloo CT | 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 | 13th 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 | 13th ST & Illinois ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1792 | W | 12th | ST | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | 12th ST & Lindbergh DR | 12th ST & Oolitic DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1793 | W | 12th | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | 12th ST & Illinois ST | 12th ST & Lindbergh DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1794 | W | 12th | ST | 1406 | 1406 | 1499 | 1407 | 1499 | 1406 | 1498 | 12th ST & Illinois ST | 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 | 12th ST & Illinois 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 | 14th ST & Lindbergh DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1797 | N | Oolitic | DR | 910 | 800 | 1010 | 801 | 1005 | 800 | 1010 | 12th ST & Oolitic DR | 14th ST & Oolitic DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1798 | N | Plymouth | CT | 900 | 900 | 930 | 901 | 929 | 900 | 930 | Plymouth CT & Plymouth RD & Weymouth LN | Plymouth CT Dead End | 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 | Etter 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 | Berkshire CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 180 | E | Mercedes | DR | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Mercedes DR Dead End | 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 | Hector DR & Kinser DR | Kinser DR & Stephens DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1801 | E | Deckard | DR | 4300 | 4300 | 4395 | 4301 | 4395 | 4300 | 4394 | Deckard DR & Kinser DR | Deckard DR & Etter 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 | Hector DR & Kinser DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1803 | W | Fountain | DR | 2250 | 2112 | 2399 | 2113 | 2399 | 2112 | 2398 | Fountain DR & Lemon LN | Crescent RD & Fountain DR | 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 | 13th ST & Illinois ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1805 | N | Illinois | ST | 916 | 916 | 1013 | 917 | 1013 | 916 | 1012 | 13th ST & Illinois ST | 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 | Union CT & Union ST | 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 | 14th 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 | 13th ST & Forrest AVE | 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 | 13th ST & Fee LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 181 | S | Westminster | WAY | 3126 | 3126 | 3139 | 3127 | 3139 | 3126 | 3138 | Carnaby ST & Westminster WAY | Carnaby ST & Westminster WAY | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1810 | E | 13th | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 13th ST & Forrest AVE | 13th ST & Walnut Grove AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1811 | W | 13th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 13th ST Dead End | 13th ST & Rogers ST | 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 | 15th 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 | 15th ST & Jackson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1814 | N | Fairview | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 13th ST & Fairview ST | 15th 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 | 15th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1816 | N | Blair | AVE | 924 | 924 | 969 | 925 | 969 | 924 | 968 | 13th CT & Blair AVE | Blair AVE & Dyer DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1817 | W | 13th | CT | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 13th CT Dead End | 13th CT & Blair AVE | 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 | 13th ST & Maple 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 | 13th ST & Fairview 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 | Allendale DR & Mercedes DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1820 | W | 13th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 13th ST & Rogers ST | 13th ST & Jackson 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 | 14th ST & Monroe ST & Summit ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1822 | N | Monroe | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Monroe ST & Orris DR | 14th ST & Monroe ST & Summit ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 1823 | E | 10th | ST | 4310 | 4222 | 4399 | 4223 | 4399 | 4222 | 4398 | 10th ST & Russell RD | 10th ST & Etter DR | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1824 | N | Park | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 13th ST & Park AVE | 14th 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 | 14th 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 | 14th ST & Woodlawn AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1827 | E | 13th | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 13th ST & Woodlawn AVE | 13th ST & Forrest AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1828 | E | 13th | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 13th ST & Park AVE | 13th ST & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1829 | E | 13th | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 13th ST & Fess AVE | 13th ST & Park AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 183 | S | The Stands | DR | 3100 | 3100 | 3149 | 3101 | 3149 | 3100 | 3148 | Autumn DR & The Stands DR | Coppertree DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 1830 | E | Brownstone | DR | 300 | 300 | 450 | 301 | 449 | 300 | 350 | Brownstone DR & Lincoln ST | 14th ST & Brownstone DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1831 | E | 13th | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 13th ST & Indiana AVE | 13th ST & Fess AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1832 | E | 13th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 13th ST & Dunn ST | 13th ST & Indiana AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1833 | N | Indiana | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 13th ST & Indiana AVE | 14th ST & Indiana AVE | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 1834 | N | Dunn | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 13th ST & Dunn ST | 14th ST & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 1835 | N | Blair | AVE | 970 | 970 | 1099 | 971 | 1099 | 970 | 1098 | Blair AVE & Dyer DR | 14th ST & Blair AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1836 | E | Deckard | DR | 4500 | 4400 | 4599 | 4401 | 4599 | 4400 | 4598 | Deckard DR & Etter DR | Deckard DR & Stephens DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1837 | E | Stephens | DR | 4500 | 4500 | 4535 | 4501 | 4535 | 4500 | 4534 | Etter DR & Stephens DR | Deckard DR & Stephens DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1838 | E | Deckard | DR | 4396 | 4396 | 4399 | 4397 | 4399 | 4396 | 4398 | Deckard DR & Etter DR | Deckard DR & Etter DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1839 | E | Etter | DR | 4400 | 4400 | 4450 | 4401 | 4449 | 4400 | 4450 | Deckard DR & Etter DR | Etter DR & Stephens DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 184 | S | Autumn | LN | 3200 | 3200 | 3299 | 3201 | 3299 | 3200 | 3298 | Autumn LN Dead End | Autumn CT & Autumn DR & Autumn LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1840 | E | Etter | DR | 4300 | 4300 | 4399 | 4301 | 4399 | 4300 | 4398 | 10th ST & Etter DR | Deckard DR & Etter DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1841 | N | Lincoln | ST | 950 | 950 | 999 | 951 | 999 | 950 | 998 | Brownstone DR & Lincoln ST | 14th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1842 | W | 14th | ST | 1100 | 1100 | 1105 | 1101 | 1105 | 1100 | 1104 | 14th ST Dead End | 14th ST & Blair AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1843 | W | 14th | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 14th ST & Blair AVE | 14th ST & Monroe ST & Summit ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1844 | W | Illinois | CT | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Illinois CT Dead End | Illinois CT & Illinois ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1845 | N | Illinois | ST | 1110 | 1014 | 1199 | 1015 | 1199 | 1014 | 1198 | Illinois CT & Illinois ST | 15th ST & Illinois ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1846 | N | Monroe | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 14th ST & Monroe ST & Summit ST | 16th ST & Monroe ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1847 | W | 14th | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | 14th ST & Lindbergh DR | 14th ST & Oolitic 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 | 14th ST & Oolitic DR | Oolitic DR & 15th ST | 74 | | NC | 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 | Fountain DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 185 | E | Autumn | DR | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Autumn CT & Autumn DR & Autumn LN | Autumn DR & The Stands DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1850 | N | Union | ST | 1100 | 1000 | 1199 | 1105 | 1199 | 1000 | 1198 | Union CT & Union ST | Lingelbach LN & Union ST | 74 | | NC | 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 | 17th 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 | 17th 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 | 14th ST & Park AVE | 58 | Neighborhood Greenway | 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 | 14th ST & Woodlawn AVE | 58 | Neighborhood Greenway | 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 | 14th ST & Forrest AVE | 58 | Neighborhood Greenway | 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 & Forrest AVE | 14th ST & Walnut Grove AVE | 58 | Neighborhood Greenway | 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 | 17th 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 | 14th ST & Fess AVE | 58 | Neighborhood Greenway | 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 | 15th 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 | 14th ST & Walnut ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 186 | E | Durham | CT | 1600 | 1600 | 1610 | 1601 | 1609 | 1600 | 1610 | Durham CT Dead End | Abby LN & Durham CT & Durham DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1860 | E | 14th | ST | 202 | 202 | 299 | 203 | 299 | 202 | 298 | 14th ST & Brownstone DR & Washington ST | 14th ST & Lincoln ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1861 | W | 14th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 14th ST & Woodburn AVE | 14th ST & College AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1862 | E | 14th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 14th ST & Walnut ST | 14th ST & Brownstone DR & Washington ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1863 | E | 14th | ST | 450 | 450 | 499 | 451 | 499 | 450 | 498 | 14th ST & Brownstone DR | 14th ST & Dunn ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1864 | E | 14th | ST | 300 | 300 | 449 | 301 | 449 | 300 | 448 | 14th ST & Lincoln ST | 14th ST & Brownstone DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1865 | E | 14th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 14th ST & Dunn ST | 14th ST & Indiana AVE | 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 | 14th ST & Fess AVE | 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 | 15th ST & Indiana AVE | 74 | | NC | 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 | 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 | 15th 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 | Abby LN & Durham CT & Durham DR | Durham DR Dead End | 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 | 15th 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 | 15th ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1872 | W | 14th | ST | | 0 | 0 | 0 | 0 | 0 | 0 | 14th ST & Madison ST | 14th ST Dead End | 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 | 15th 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 | 15th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1874 | N | Madison | ST | 1000 | 1000 | 1049 | 1001 | 1049 | 1000 | 1048 | 14th ST & Madison ST | 15th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1875 | W | 14th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 14th ST & Woodburn AVE | 14th ST & Madison ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 1876 | W | Fountain | DR | 2400 | 2400 | 2530 | 2401 | 2529 | 2400 | 2530 | Fountain DR & Lemon LN | Fountain DR & Nuckles RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1879 | E | 10th | ST | 4400 | 4400 | 4499 | 4401 | 4499 | 4400 | 4498 | 10th ST & Etter DR | 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 | Abby LN & Durham CT & Durham DR | 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 | 15th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1880 | N | Madison | ST | 1050 | 1050 | 1099 | 1051 | 1099 | 1050 | 1098 | 15th ST & Madison ST | 15th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1881 | N | Jackson | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 15th ST & Jackson ST | 16th 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 | 17th ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1883 | W | 15th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 15th ST & Madison ST | 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 | 15th ST & Jackson 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 | 15th ST & Fairview 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 | 15th ST & Maple 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 | 15th ST & Lindbergh DR | 74 | | NC | 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 | Hancock DR & 16th ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1889 | W | 15th | ST | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1398 | Hancock DR & 15th ST | 15th ST & Illinois ST | 74 | | NC | 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 | Uppington CT Dead End | 58 | | 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 | Oolitic DR & 15th ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1891 | E | Lingelbach | LN | 2150 | 2000 | 2299 | 2001 | 2299 | 2000 | 2298 | Lingelbach LN & Union ST | 17th ST & Lingelbach LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1892 | E | Lingelbach | LN | 1800 | 1600 | 1999 | 1601 | 1999 | 1600 | 1998 | Jordan AVE & Lingelbach LN | Lingelbach LN & Union ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 1893 | N | Indiana | AVE | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1298 | 15th ST & Indiana AVE | 17th ST & Indiana AVE | 74 | | NC | 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 | 16th ST & Washington ST | 58 | | 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 | 17th 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 | 15th ST & Indiana AVE | 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 | 15th ST & Dunn 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 | 15th ST & Grant 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 | 15th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 19 | S | Woods Edge | BND | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Woods Edge BND & Woods Edge WAY | Woods Edge BND Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 190 | S | Coppertree | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Coppertree DR & The Stands DR | Coppertree DR SPLIT | 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 | 15th ST & Washington 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 | 15th ST & Walnut ST | 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 | 15th ST & College 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 | 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 | 16th 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 | 16th 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 | 16th 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 | 16th 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 | 16th 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 | 16th 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 | 16th ST & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 191 | S | Eden | DR | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Eden DR Dead End | 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 | 15th ST & Madison ST | 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 & Lingelbach LN | 17th ST & Jordan AVE | 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 | 16th 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 | Hancock DR & 16th ST | 74 | | NC | 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 | 17th 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 | 16th ST & Woodburn AVE | 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 | Kenwood DR & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1916 | N | Madison | ST | 1200 | 1200 | 1219 | 1201 | 1219 | 1200 | 1218 | 16th ST & Madison ST | Kenwood DR & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1917 | W | 16th | ST | 500 | 400 | 599 | 401 | 599 | 400 | 598 | 16th ST & Madison ST | 16th ST & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1918 | W | 16th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 16th ST & Woodburn AVE | 16th ST & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1919 | N | Dunn | ST | 1302 | 1302 | 1399 | 1303 | 1399 | 1302 | 1398 | 16th ST & Dunn ST | 17th ST & Dunn ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 192 | E | Waterloo | DR | 900 | 900 | 960 | 901 | 959 | 900 | 960 | Piccadilly ST & Waterloo DR | Eden DR & Waterloo DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1920 | N | Grant | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 16th ST & Grant ST | 17th ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1921 | N | Lincoln | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 16th ST & Lincoln ST | 17th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1922 | E | 16th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 16th ST & Walnut ST | 16th ST & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1923 | N | Washington | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 16th ST & Washington ST | 17th ST & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1924 | N | Walnut | ST | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1398 | 16th ST & Walnut ST | 17th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1924 | N | Walnut | ST | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1398 | 16th ST & Walnut ST | 17th ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 1925 | E | 16th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 16th ST & Washington ST | 16th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1926 | E | 16th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 16th ST & Lincoln ST | 16th ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1927 | E | 16th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 16th ST & Grant ST | 16th ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1928 | N | Woodburn | AVE | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Kenwood DR & Woodburn AVE | 17th ST & Woodburn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1929 | N | Madison | ST | 1220 | 1220 | 1230 | 1221 | 1229 | 1220 | 1230 | Kenwood DR & Madison ST | 17th ST & Kinser PIKE & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 1929 | N | Madison | ST | 1220 | 1220 | 1230 | 1221 | 1229 | 1220 | 1230 | Kenwood DR & Madison ST | 17th ST & Kinser PIKE & Madison ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 193 | S | Acadia | CT | 3000 | 3000 | 3004 | 0 | 0 | 3000 | 3004 | Acadia CT & Winslow RD | Acadia CT Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1930 | W | Kenwood | DR | 300 | 300 | 330 | 301 | 329 | 300 | 330 | Kenwood DR & Woodburn AVE | Kenwood DR & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 1498 | 17th ST & Jordan AVE | Balfour ST & Jordan AVE | 74 | Bike Lane | NC | 68 | 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 | 90 | 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 & Westminster WAY | 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 & Dunn ST | 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 |
| 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 |
| 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 | 1020 | 926 | 1099 | 927 | 1099 | 926 | 1098 | 17th ST & Willis DR | 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 | 925 | 801 | 925 | 800 | 924 | 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 & State Road 45 46 Bypass | 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 | 1399 | 1351 | 1399 | 1350 | 1398 | 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 | 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 & Dunn 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 | Longfellow DR & Lower 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 | Longfellow DR & Lower Valley RD | Lower Valley RD & Upper Valley RD & Westfield RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1973 | W | Westfield | RD | | 0 | 0 | 0 | 0 | 0 | 0 | Lower Valley RD & Upper Valley RD & Westfield RD | 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 | 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 | 202 | 202 | 297 | 203 | 297 | 202 | 296 | 19th ST & Washington 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 | 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 |
| 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 | 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 | 0 | 0 | 1700 | 1798 | 19th ST & Walnut ST | Old State Road 37 & 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 | 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 | 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 | 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 | 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 | 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 | 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 | Arlington Valley DR & Thorntree DR | Arlington Valley DR & Monroe ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1996 | W | Arlington Valley | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Sassafras DR | Arlington Valley DR & Monroe ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1997 | N | Sassafras | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Sassafras DR | 20th ST & Sassafras DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1998 | N | Bittersweet | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Bittersweet DR | Bittersweet DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 1999 | N | Thorntree | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Thorntree DR | Thorntree DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2 | S | Jamie | LN | 4000 | 4000 | 4055 | 4001 | 4055 | 4000 | 4054 | Benson CT & Jamie LN | Jamie LN & Rhorer RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 20 | E | Heather | DR | 662 | 662 | 681 | 663 | 681 | 662 | 680 | Heather DR & Laurel CT | Heather DR & PEPPER CHAS | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 200 | S | Allendale | DR | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Allendale DR & Winslow RD | Allendale DR & Bradshire ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2000 | W | Arlington Valley | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Willis DR | Arlington Valley DR & Bittersweet DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2001 | W | Arlington Valley | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Bittersweet DR | Arlington Valley DR & Thorntree DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2002 | E | Balfour | ST | | 0 | 0 | 0 | 0 | 0 | 0 | Balfour ST & Jordan AVE | Balfour ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2003 | N | Jordan | AVE | 1700 | 1500 | 1899 | 1501 | 1899 | 1500 | 1898 | Balfour ST & Jordan AVE | Fisher CT & Jordan AVE | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2004 | N | Monroe | ST | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Monroe ST | 20th ST & Monroe ST | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2005 | N | Longfellow | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Longfellow DR | Longfellow DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2006 | W | Arlington Valley | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Meridian DR | Arlington Valley DR & Willis DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2007 | W | Arlington Valley | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Arlington Valley DR & Longfellow DR | Arlington Valley DR & Meridian DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2008 | N | Willis | DR | 1601 | 1601 | 1609 | 1601 | 1609 | 1602 | 1608 | Arlington Valley DR & Willis DR | East Vine ST & West Vine ST & Willis DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2008 | N | Willis | DR | 1601 | 1601 | 1609 | 1601 | 1609 | 1602 | 1608 | Arlington Valley DR & Willis DR | East Vine ST & West Vine ST & Willis DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 201 | S | The Stands | DR | 3000 | 3000 | 3099 | 3001 | 3099 | 3000 | 3098 | Rogers RD & The Stands DR & Winding Brook CIR | Coppertree DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2010 | N | College | AVE | 2080 | 1950 | 2199 | 1951 | 2199 | 0 | 0 | College AVE & Old State Road 37 | College AVE & State Road 45 46 Bypass & Walnut ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2011 | W | East Vine | ST | | 0 | 0 | 0 | 0 | 0 | 0 | East Vine ST & West Vine ST & Willis DR | East Vine ST & West Vine ST & Willis DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2012 | W | West Vine | ST | | 0 | 0 | 0 | 0 | 0 | 0 | East Vine ST & West Vine ST & Willis DR | East Vine ST & West Vine ST & Willis DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2013 | N | Fisher | CT | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | Fisher CT & Jordan AVE | Fisher CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2014 | N | Fee | LN | 2030 | 1852 | 2199 | 1853 | 2199 | 1852 | 2198 | Fee LN & Jordan AVE | Fee LN & Matlock RD & State Road 45 46 Bypass | 74 | Protected Bike Lane and Multi-use Path | NC | 79 | no | Increased to 79 due to PBL + MUP BikeRec |
| 2015 | N | Jordan | AVE | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Fee LN & Jordan AVE | Fisher CT & Jordan AVE | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2016 | N | Willis | DR | 1610 | 1610 | 1699 | 1611 | 1699 | 1610 | 1698 | East Vine ST & West Vine ST & Willis DR | East Vine ST & West Vine ST & Willis DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2016 | N | Willis | DR | 1610 | 1610 | 1699 | 1611 | 1699 | 1610 | 1698 | East Vine ST & West Vine ST & Willis DR | East Vine ST & West Vine ST & Willis DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2017 | N | Monroe | ST | 1930 | 1800 | 2049 | 1801 | 2049 | 1800 | 2048 | 20th ST & Monroe ST | Gourley PIKE & Monroe ST | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2018 | W | Arlington | RD | 1910 | 1800 | 2019 | 1801 | 2019 | 1800 | 2018 | 20th ST & Arlington RD | Arlington RD & Hickory LN | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2019 | W | 20th | ST | 1210 | 1110 | 1299 | 1111 | 1299 | 1110 | 1298 | 20th ST & Sassafras DR | 20th ST & Arlington RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 202 | E | Autumn | DR | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | Autumn DR Dead End | Autumn CT & Autumn DR & Autumn LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2020 | W | 20th | ST | 1100 | 1100 | 1109 | 1101 | 1109 | 1100 | 1108 | 20th ST & Monroe ST | 20th ST & Sassafras DR | 58 | | NR | 60 | no | 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 | Gourley PIKE & Kinser PIKE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2022 | W | Cascade | AVE | 920 | 800 | 1026 | 801 | 1025 | 800 | 1026 | Cascade AVE & Gourley PIKE | Cascade AVE Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2023 | N | Kinser | PIKE | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | Gourley PIKE & Kinser PIKE | Kinser PIKE & State Road 45 46 Bypass | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2024 | W | Gourley | PIKE | 930 | 750 | 1099 | 751 | 1099 | 750 | 1098 | Cascade AVE & Gourley PIKE | Gourley PIKE & Monroe ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2025 | W | Gourley | PIKE | 630 | 500 | 749 | 501 | 749 | 500 | 748 | Gourley PIKE & Kinser PIKE | Cascade AVE & Gourley PIKE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2026 | W | Arlington | RD | 2020 | 2020 | 2023 | 2021 | 2023 | 2020 | 2022 | Arlington RD & Hickory LN | Arlington RD & Gourley PIKE | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Kinser PIKE & State Road 45 46 Bypass | 95 | | SC | 95 | no | 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 | Kinser PIKE & State Road 45 46 Bypass | 95 | Multi-use Path | SC | 84 | no | Reduced by 11' due to MUP only BikeRec |
| 2029 | N | Browncliff | LN | 2760 | 2200 | 3310 | 2201 | 3309 | 2200 | 3310 | Browncliff LN & Matlock RD | Browncliff LN Dead End | 58 | | NR | 60 | no | 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 | Autumn CT Dead End | 58 | | NR | 60 | no | 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 | Browncliff LN & Matlock RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Linden DR & Milo B Sampson LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2032 | E | Matlock | RD | 1520 | 1400 | 1625 | 1401 | 1625 | 1400 | 1624 | Browncliff LN & Matlock RD | Matlock RD & Headley RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Fee LN & Matlock RD & State Road 45 46 Bypass | 95 | | SC | 95 | no | 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 | Milo B Sampson LN & State Road 45 46 Bypass | 95 | | SC | 95 | no | 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 | Fritz DR & State Road 45 46 Bypass | 95 | | SC | 95 | no | 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 | Martha ST & State Road 45 46 Bypass | 95 | | SC | 95 | no | No change from default |
| 2037 | N | Fritz | DR | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | Fritz DR & State Road 45 46 Bypass | Fritz DR & Vernon AVE | 58 | | NR | 60 | no | 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 | Dunn ST & State Road 45 46 Bypass | 95 | | SC | 95 | no | No change from default |
| 2039 | N | Walnut | ST | 2300 | 2200 | 2389 | 2201 | 2389 | 2200 | 2388 | College AVE & State Road 45 46 Bypass & Walnut ST | Gilbert DR & Walnut ST | 95 | Bike Lane | SC | 90 | no | Reduced by 5' due to Bike Lane only BikeRec |
| 204 | E | Bradshire | ST | 1500 | 1500 | 1525 | 1501 | 1525 | 1500 | 1524 | Bradshire ST & Uppington CT | Bradshire CT & Bradshire ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2040 | W | Arlington | RD | 2024 | 2024 | 2025 | 2025 | 2025 | 2024 | 2024 | Arlington RD & Gourley PIKE | Arlington RD & Gourley PIKE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2041 | N | Monroe | ST | 2050 | 2050 | 2099 | 2051 | 2099 | 2050 | 2098 | Gourley PIKE & Monroe ST | Monroe ST & State Road 45 46 Bypass | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2042 | W | Gourley | PIKE | 1200 | 1100 | 1299 | 1101 | 1299 | 1100 | 1298 | Gourley PIKE & Monroe ST | Arlington RD & Gourley PIKE | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2042 | W | Gourley | PIKE | 1200 | 1100 | 1299 | 1101 | 1299 | 1100 | 1298 | Gourley PIKE & Monroe ST | Arlington RD & Gourley PIKE | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2043 | N | Headley | RD | 2350 | 2100 | 2599 | 2101 | 2599 | 2100 | 2598 | Matlock RD & Headley RD | Headley RD & Maplecrest DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Kinser PIKE & Parrish RD | 95 | Multi-use Path | SC | 64 | no | 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 | Monroe ST & State Road 45 46 Bypass & Stonelake DR | 95 | Multi-use Path | SC | 84 | no | 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 | Monroe ST & State Road 45 46 Bypass | 95 | | SC | 95 | no | No change from default |
| 2047 | N | Kinser | PIKE | | 0 | 0 | 0 | 0 | 0 | 0 | Kinser PIKE & State Road 45 46 Bypass | Kinser PIKE & State Road 45 46 Bypass | 58 | Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2048 | N | Monroe | ST | | 0 | 0 | 0 | 0 | 0 | 0 | Monroe ST & State Road 45 46 Bypass | Monroe ST & State Road 45 46 Bypass & Stonelake DR | 0 | Bike Lane | FW | 0 | no | No change from default |
| 2049 | N | Dunn | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Dunn ST & Vernon AVE | Dunn ST & Saville AVE | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 205 | S | Leonard Springs | RD | 2800 | 2800 | 2819 | 2801 | 2819 | 2800 | 2818 | Leonard Springs RD & Tapp RD | Fairington DR & Leonard Springs RD | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2050 | E | Vernon | AVE | 400 | 400 | 415 | 401 | 415 | 400 | 414 | Fritz DR & Vernon AVE | Dunn ST & Vernon AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2051 | N | Fritz | DR | 2300 | 2300 | 2375 | 2301 | 2375 | 2300 | 2374 | Fritz DR & Vernon AVE | Fritz DR & Saville AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2052 | N | Kinser | PIKE | 2200 | 1900 | 2499 | 1901 | 2499 | 1900 | 2498 | Kinser PIKE & Parrish RD | Kinser PIKE & Skyline DR | 95 | Multi-use Path | SC | 64 | no | 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 | Headley RD & Treadwell LN | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2054 | E | Maplecrest | DR | 1600 | 1600 | 1650 | 1601 | 1649 | 1600 | 1650 | Maplecrest DR Dead End | Headley RD & Maplecrest DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2055 | E | Gilbert | DR | 200 | 100 | 299 | 101 | 299 | 100 | 298 | Gilbert DR & Walnut ST | Gilbert DR & Laverne DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2056 | E | Saville | AVE | 400 | 400 | 415 | 401 | 415 | 400 | 414 | Fritz DR & Saville AVE | Barbara DR & Saville AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2057 | N | Fritz | DR | 2376 | 2376 | 2399 | 2377 | 2399 | 2376 | 2398 | Fritz DR & Saville AVE | Fritz DR & Gilbert DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2058 | N | Skyline | DR | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | W Skyline DR & N Skyline DR | Clover TER & Skyline DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2059 | W | Skyline | DR | 600 | 600 | 675 | 601 | 675 | 600 | 676 | Dogwood LN & Skyline DR | W Skyline DR & N Skyline DR | 58 | | NR | 60 | no | 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 | Camby LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2060 | W | Dogwood | LN | 525 | 525 | 570 | 525 | 569 | 526 | 570 | Dogwood LN Dead End | Dogwood LN & Skyline DR | 58 | | NR | 60 | no | 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 | Linden DR & Tamarack TRL | 58 | | NR | 60 | no | 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 | Milo B Sampson LN & Tamarack TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2063 | E | Saville | AVE | 416 | 416 | 425 | 417 | 425 | 416 | 424 | Barbara DR & Saville AVE | Dunn ST & Saville AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2064 | N | Barbara | DR | 2400 | 2400 | 2435 | 2401 | 2435 | 2400 | 2434 | Barbara DR & Saville AVE | Barbara DR & Glendora DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2065 | N | Fritz | DR | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | Fritz DR & Gilbert DR | Fritz DR & Glendora DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2066 | N | Laverne | DR | 2400 | 2400 | 2415 | 2401 | 2415 | 2400 | 2414 | Gilbert DR & Laverne DR | Glendora DR & Laverne DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2067 | N | Walnut | ST | 2390 | 2390 | 2399 | 2391 | 2399 | 2390 | 2398 | Gilbert DR & Walnut ST | Glendora DR & Walnut ST | 95 | Bike Lane | SC | 90 | no | Reduced by 5' due to Bike Lane only BikeRec |
| 2068 | E | Gilbert | DR | 300 | 300 | 315 | 301 | 315 | 300 | 314 | Gilbert DR & Laverne DR | Fritz DR & Gilbert DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2069 | W | Skyline | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Cascade DR & Skyline DR | Dogwood LN & Skyline DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 207 | E | Camby | CT | 1600 | 1600 | 1615 | 1601 | 1615 | 1600 | 1614 | Camby CT Dead End | Abby LN & Camby CT & Camby LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2070 | E | Treadwell | LN | 1600 | 1600 | 1630 | 1601 | 1629 | 1600 | 1630 | Treadwell LN Dead End | Headley RD & Treadwell LN | 58 | | NR | 60 | no | 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 | Juniper PL & Tamarack TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2072 | E | Juniper | PL | 900 | 900 | 950 | 901 | 949 | 900 | 950 | Juniper PL & Tamarack TRL | Juniper PL & Tamarack TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2073 | N | Tamarack | TRL | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Sassafras CIR & Tamarack TRL | Juniper PL & Tamarack TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2074 | N | Tamarack | TRL | 2450 | 2450 | 2499 | 2451 | 2499 | 2450 | 2498 | Linden DR & Tamarack TRL | Sassafras CIR & Tamarack TRL | 58 | | NR | 60 | no | 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 | Linden DR & Tamarack TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2076 | E | Sassafras | CIR | 1000 | 1000 | 1060 | 1001 | 1059 | 1000 | 1060 | Sassafras CIR Circle | Sassafras CIR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2077 | E | Tamarack | TRL | 900 | 900 | 929 | 901 | 929 | 900 | 928 | Juniper PL & Tamarack TRL | Milo B Sampson LN & Tamarack TRL | 58 | | NR | 60 | no | 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 | Milo B Sampson LN & Tamarack TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2079 | E | Sassafras | CIR | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Sassafras CIR & Tamarack TRL | Sassafras CIR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 208 | S | Abby | LN | 3100 | 3100 | 3149 | 3101 | 3149 | 3100 | 3148 | Abby LN & Winslow RD | Abby LN & Camby CT & Camby LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2080 | S | Gentry | ST | 100 | 100 | 125 | 101 | 125 | 100 | 124 | Gentry ST & Kirkwood AVE | 4th ST & Gentry ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2081 | W | 4th | ST | 200 | 200 | 215 | 201 | 215 | 200 | 214 | 4th ST & College AVE | 4th ST & Gentry ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2082 | N | Dunn | ST | 3500 | 3000 | 3999 | 3001 | 3999 | 3000 | 3998 | Dunn ST & Lakewood DR | Dunn ST & Old State Road 37 | 74 | Multi-use Path | NC | 62 | no | 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 | Dunn ST & Old State Road 37 | 95 | Multi-use Path | SC | 64 | no | 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 | Hillview DR & Old State Road 37 | 95 | Multi-use Path | SC | 64 | no | 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 & State Ro | Cascades Park Trail & Old State Road 37 & Stone Mi | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 2086 | N | Old State Road 37 | | 3350 | 2900 | 3799 | 2901 | 3799 | 2900 | 3798 | Cascades Park Trail & Club House DR & Old State Ro | Cascades Park Trail & Old State Road 37 & State Ro | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2087 | N | Walnut | ST | 3450 | 2900 | 3999 | 2901 | 3999 | 2900 | 3998 | Blue Ridge DR & Walnut ST | Cascades Park Trail & Old State Road 37 & State Ro | 95 | Bike Lane | SC | 90 | no | 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 | Bankers DR & Rusgan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2089 | E | Rusgan | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Bankers DR & Rusgan DR | Ramble RD E & Rusgan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 209 | S | Winslow | CT | 2400 | 2300 | 2499 | 2301 | 2499 | 2300 | 2498 | Graham DR & Winslow CT | Winslow CT & Winslow RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2090 | E | Lakewood | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Lakewood DR & Ramble RD E | Lakewood CT & Lakewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2091 | E | Lakewood | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Lakewood CT & Lakewood DR | Dunn ST & Lakewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2092 | N | Ramble | RD | 3000 | 3000 | 3029 | 3001 | 3029 | 3000 | 3028 | Ramble RD E & Rusgan DR | Lakewood DR & Ramble RD E | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2093 | N | Ramble | RD | 3030 | 3030 | 3099 | 3031 | 3099 | 3030 | 3098 | Lakewood DR & Ramble RD E | Oliver DR & Ramble RD E | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2094 | N | Ramble | RD | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Oliver DR & Ramble RD E | Kenler DR & Ramble RD E | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2095 | N | Ramble | RD | 3000 | 3000 | 3029 | 3001 | 3029 | 3000 | 3028 | Ramble RD W & Rusgan DR | Lakewood DR & Ramble RD W | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2096 | N | Ramble | RD | 3030 | 3030 | 3099 | 3031 | 3099 | 3030 | 3098 | Lakewood DR & Ramble RD W | Oliver DR & Ramble RD W | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2097 | N | Ramble | RD | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Oliver DR & Ramble RD W | Kenler DR & Ramble RD W | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2098 | N | Ramble Road | CT | 3300 | 3300 | 3340 | 3301 | 3339 | 3300 | 3340 | Ramble RD E & Ramble RD W & Ramble Road CT | Ramble Road CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2099 | E | Kenler | DR | 200 | 200 | 315 | 201 | 315 | 200 | 314 | Kenler DR & Ramble RD W | Kenler DR & Ramble RD E | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 21 | E | Sherbrooke | DR | 1016 | 1016 | 1025 | 1017 | 1025 | 1016 | 1024 | Allen CT & Sherbrooke DR | Berkshire CT & Sherbrooke DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 210 | S | Burberry | LN | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Brittany LN & Burberry LN | Burberry LN & Winslow RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2100 | E | Oliver | DR | 200 | 200 | 320 | 201 | 319 | 200 | 320 | Oliver DR & Ramble RD W | Oliver DR & Ramble RD E | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2101 | N | Ramble | RD | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Blue Ridge DR & Ramble RD W | Ramble RD W & Rusgan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2102 | N | Bankers | DR | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Bankers DR & Blue Ridge DR | Bankers DR & Rusgan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2103 | N | Ramble | RD | 2900 | 2900 | 2999 | 2901 | 2999 | 2901 | 2999 | Blue Ridge DR & Kenwood PL & Ramble RD E | Ramble RD E & Rusgan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2104 | N | Lakewood | CT | 2900 | 2900 | 3010 | 2901 | 3009 | 2900 | 3010 | Lakewood CT Dead End | Lakewood CT & Lakewood DR | 58 | | NR | 60 | no | 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 | Lakewood DR & Ramble RD E | 58 | | NR | 60 | no | 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 | Ramble RD E & Ramble RD W & Ramble Road CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2107 | N | Ramble | RD | 3200 | 3200 | 3299 | 3201 | 3299 | 3200 | 3298 | Kenler DR & Ramble RD W | Ramble RD E & Ramble RD W & Ramble Road CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2108 | N | Dunn | ST | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Dunn ST & Kenwood PL | Dunn ST & Lakewood DR | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2109 | N | Blue Ridge | CT | 2700 | 2700 | 2750 | 2701 | 2749 | 2700 | 2750 | Blue Ridge CT Dead End | Blue Ridge CT & Clover LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 211 | E | Winding Brook | CIR | 2200 | 2200 | 2249 | 2201 | 2249 | 2200 | 2248 | Rogers RD & The Stands DR & Winding Brook CIR | Winding Brook CIR & Winding Brook CT | 58 | | NR | 60 | no | 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 | Blue Ridge DR & Blue Slopes DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2111 | N | Walnut | ST | 2760 | 2606 | 2899 | 2607 | 2899 | 2606 | 2898 | Fritz DR & Walnut ST | Blue Ridge DR & Walnut ST | 95 | Bike Lane | SC | 90 | no | 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 | Blue Ridge DR & Blue Slopes DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2113 | E | Blue Ridge | DR | 109 | 109 | 199 | 109 | 199 | 110 | 198 | Blue Ridge DR & Blue Slopes DR | Blue Ridge DR & Ramble RD W | 58 | | NR | 60 | no | 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 | Clover LN & Dunn ST | 58 | | NR | 60 | no | 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 | Blue Ridge DR & Kenwood PL & Ramble RD E | 58 | | NR | 60 | no | 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 | Dunn ST & Kenwood PL | 58 | | NR | 60 | no | 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 | Bankers DR & Blue Ridge DR | 58 | | NR | 60 | no | 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 | Blue Ridge DR & Ramble RD W | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2119 | E | Clover | LN | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Blue Ridge DR & Clover LN | Blue Ridge CT & Clover LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 212 | E | Winslow | RD | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Henderson ST & Winslow RD | Piccadilly ST & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2120 | N | Dunn | ST | 2660 | 2510 | 2799 | 2511 | 2799 | 2510 | 2798 | Dunn ST & Tamarack TRL | Clover LN & Dunn ST | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2121 | N | Dunn | ST | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Clover LN & Dunn ST | Dunn ST & Kenwood PL | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2122 | N | Dunn | ST | 2500 | 2500 | 2509 | 2501 | 2509 | 2500 | 2508 | Dunn ST & Glendora DR | Dunn ST & Tamarack TRL | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2123 | N | Dunn | ST | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | Dunn ST & Saville AVE | Dunn ST & Glendora DR | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2124 | E | Glendora | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Fritz DR & Glendora DR | Barbara DR & Glendora DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2125 | E | Glendora | DR | 400 | 400 | 449 | 401 | 449 | 400 | 448 | Barbara DR & Glendora DR | Dunn ST & Glendora DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2126 | E | Glendora | DR | 210 | 210 | 299 | 211 | 299 | 210 | 298 | Glendora DR & Laverne DR | Fritz DR & Glendora DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2127 | E | Glendora | DR | 200 | 200 | 209 | 201 | 209 | 200 | 208 | Glendora DR & Walnut ST | Glendora DR & Laverne DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2128 | N | Walnut | ST | 2510 | 2400 | 2605 | 2401 | 2605 | 2400 | 2604 | Glendora DR & Walnut ST | Fritz DR & Walnut ST | 95 | Bike Lane | SC | 90 | no | Reduced by 5' due to Bike Lane only BikeRec |
| 2129 | N | Fritz | DR | 2500 | 2500 | 2535 | 2501 | 2535 | 2500 | 2534 | Fritz DR & Walnut ST | Fritz DR & Glendora DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 213 | E | Winslow | RD | 400 | 400 | 425 | 401 | 425 | 400 | 424 | Piccadilly ST & Winslow RD | Winslow CT & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2130 | W | Rosewood | DR | 911 | 911 | 1010 | 911 | 1009 | 912 | 1010 | Rosewood DR & Tulipwood CT | Feerwood CT & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2131 | W | Rosewood | DR | 800 | 700 | 899 | 701 | 899 | 700 | 898 | Rosewood CT & Rosewood DR | Rosewood CT & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2132 | N | Rosewood | CT | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Rosewood CT Dead End | Rosewood CT & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2133 | N | Feerwood | CT | 3950 | 3950 | 3959 | 3951 | 3959 | 3950 | 3958 | Feerwood CT Dead End | Feerwood CT & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2134 | N | Tulipwood | CT | 3950 | 3950 | 3959 | 3951 | 3959 | 3950 | 3958 | Tulipwood CT Dead End | Rosewood DR & Tulipwood CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2135 | W | Rosewood | DR | 1011 | 1011 | 1049 | 1011 | 1049 | 1012 | 1048 | Rosewood DR & Tulipwood CT | Ironwood CT & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2136 | N | Kinser | PIKE | 3730 | 3550 | 3899 | 3551 | 3899 | 3550 | 3898 | Club House DR & Kinser PIKE | Kinser PIKE & Access Drive to North HS | 95 | Multi-use Path | SC | 64 | no | 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 | Club House DR & Kinser PIKE | 95 | Multi-use Path | SC | 64 | no | 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 | Cascades Park Trail & Club House DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2139 | N | Kinser | PIKE | 3250 | 3100 | 3399 | 3101 | 3399 | 3100 | 3398 | Briarcliff DR & Kinser PIKE | Kinser PIKE & Winding WAY | 95 | Multi-use Path | SC | 64 | no | 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 | Burberry LN & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2140 | N | Kingsley | DR | 3100 | 3100 | 3212 | 3101 | 3199 | 3100 | 3212 | Briarcliff DR & Kingsley DR | Kingsley DR & Meadow LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2141 | W | Parkview | DR | 3700 | 3700 | 3735 | 3701 | 3735 | 3700 | 4734 | Parkview DR & Stoneycrest RD | Parkview DR & Windcrest DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2142 | W | Parkview | DR | 3736 | 3736 | 3755 | 3737 | 3755 | 3736 | 3754 | Parkview DR & Windcrest DR | Parkview CT & Parkview DR & Valleyview DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2143 | N | Stoneycrest | RD | 3400 | 3400 | 3540 | 3401 | 3539 | 3400 | 3540 | Stoneycrest RD & Winding WAY | Parkview DR & Stoneycrest RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2144 | W | Winding | WAY | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Kingsley DR & Winding WAY | Stoneycrest RD & Winding WAY | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2145 | W | Winding | WAY | 1000 | 1000 | 1049 | 1001 | 1049 | 1000 | 1048 | Stoneycrest RD & Winding WAY | Windcrest DR & Winding WAY | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2146 | N | Stoneycrest | RD | 3300 | 3300 | 3399 | 3301 | 3399 | 3300 | 3398 | Obrien PL & Stoneycrest RD | Stoneycrest RD & Winding WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2147 | W | Winding | WAY | 1050 | 1050 | 1112 | 1051 | 1111 | 1050 | 1112 | Windcrest DR & Winding WAY | Meadow LN & Winding WAY | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2148 | W | Winding | WAY | 1113 | 1113 | 1150 | 1113 | 1149 | 1114 | 1150 | Meadow LN & Winding WAY | Valleyview DR & Winding WAY | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Obrien PL & Stoneycrest RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 215 | E | Winslow | RD | 450 | 450 | 499 | 451 | 499 | 450 | 498 | Burberry LN & Winslow RD | Westminster WAY & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Meadow LN & Obrien PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2151 | N | Stoneycrest | CT | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Stoneycrest CT Dead End | Meadow LN & Stoneycrest CT & Stoneycrest RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2152 | N | Kingsley | DR | 3300 | 3201 | 3399 | 3201 | 3399 | 3214 | 3398 | Kingsley DR & Meadow LN | Kingsley DR & Winding WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2153 | W | Meadow | LN | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Kingsley DR & Meadow LN | Meadow LN & Stoneycrest CT & Stoneycrest RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2154 | W | Meadow | CT | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Meadow CT & Meadow LN | Meadow CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2155 | W | Meadow | LN | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Meadow LN & Obrien PL | Meadow CT & Meadow LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2156 | N | Meadow | LN | 3200 | 3200 | 3299 | 3201 | 3299 | 3200 | 3298 | Meadow CT & Meadow LN | Meadow LN & Winding WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2157 | W | Winding | WAY | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Kinser PIKE & Winding WAY | Kingsley DR & Winding WAY | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2158 | W | Parkview | DR | 3600 | 3600 | 3699 | 3601 | 3699 | 3600 | 3698 | Parkview DR & Kingsley DR | Parkview DR & Stoneycrest RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2159 | N | Kingsley | DR | 3500 | 3400 | 3599 | 3401 | 3599 | 3400 | 3598 | Kingsley DR & Winding WAY | Parkview DR & Kingsley DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 216 | E | Winslow | RD | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Acadia CT & Winslow RD | Highland AVE & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2160 | N | Windcrest | DR | 3430 | 3300 | 3560 | 3301 | 3559 | 3300 | 3560 | Windcrest DR & Winding WAY | Parkview DR & Windcrest DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2161 | N | Obrien | PL | 3200 | 3200 | 3275 | 3201 | 3275 | 3200 | 3274 | Meadow LN & Obrien PL | Obrien PL & Stoneycrest RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2162 | W | Briarcliff | DR | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Briarcliff DR & Kinser PIKE | Briarcliff DR & Kingsley DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2163 | W | Briarcliff | DR | 1020 | 900 | 1139 | 901 | 1139 | 900 | 1138 | Briarcliff DR & Kingsley DR | Briarcliff DR & Valleyview DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2164 | N | Kinser | PIKE | 2650 | 2500 | 2799 | 2501 | 2799 | 2500 | 2798 | Kinser PIKE & Skyline DR | Kinser PIKE & Skyline DR | 95 | Multi-use Path | SC | 64 | no | 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 | Cascade DR & Skyline DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2166 | N | Kinser | PIKE | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Kinser PIKE & Skyline DR | Kinser PIKE At Corporate Boundary | 95 | Multi-use Path | SC | 64 | no | 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 | Kinser PIKE & Skyline DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2168 | N | Skyline | DR | 2600 | 2500 | 2701 | 2501 | 2701 | 2500 | 2700 | Clover TER & Skyline DR | Cascade DR & Skyline DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2169 | W | Clover | TER | 590 | 500 | 665 | 501 | 665 | 500 | 664 | Cascade DR & Clover TER | Clover TER & Skyline DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 217 | E | Winslow | RD | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Highland AVE & Winslow RD | Allendale DR & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2170 | N | Cascade | DR | 2600 | 2600 | 2635 | 2601 | 2635 | 2600 | 2634 | Cascade DR & Clover TER | Cascade DR & Skyline DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2171 | N | Cascade | DR | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Cascade DR & Skyline DR | Cascade DR & Clover TER | 58 | | NR | 60 | no | 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 | Acuff RD & Kinser PIKE | 95 | Multi-use Path | SC | 64 | no | 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 | Bayles RD & Kinser PIKE | 95 | Multi-use Path | SC | 64 | no | 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 | Kinser PIKE & Rosewood DR | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2175 | W | Rosewood | DR | 1050 | 1050 | 1099 | 1051 | 1099 | 1050 | 1098 | Ironwood CT & Rosewood DR | Kinser PIKE & Rosewood DR | 58 | | NR | 60 | no | 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 | Parkview CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2177 | N | Valleyview | DR | 3200 | 3100 | 3299 | 3101 | 3299 | 3100 | 3298 | Briarcliff DR & Valleyview DR | Valleyview DR & Winding WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2178 | N | Valleyview | DR | 3430 | 3300 | 3550 | 3301 | 3549 | 3300 | 3550 | Valleyview DR & Winding WAY | Parkview CT & Parkview DR & Valleyview DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2179 | W | Briarcliff | DR | 1140 | 1140 | 1199 | 1141 | 1199 | 1140 | 1198 | Briarcliff DR & Valleyview DR | Briarcliff DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 218 | S | Somerset | PL | 2900 | 2900 | 2910 | 2901 | 2909 | 2900 | 2910 | Somerset CT & Somerset PL | Rogers RD & Somerset PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2181 | N | Ironwood | CT | 3950 | 3950 | 3959 | 3951 | 3959 | 3950 | 3958 | Ironwood CT Dead End | Ironwood CT & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2182 | E | Whitley | DR | 4313 | 4313 | 4399 | 4313 | 4399 | 4314 | 4398 | Maria CT & Whitley DR | S Whitley DR & E Whitley DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2183 | S | Kirby | ALY | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Kirby ALY | Kirby ALY & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2183 | S | Kirby | ALY | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Kirby ALY | Kirby ALY & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2184 | E | 3rd | ST | 400 | 400 | 419 | 401 | 419 | 400 | 418 | 3rd ST & Grant ST | 3rd ST & Kirby ALY | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2184 | E | 3rd | ST | 400 | 400 | 419 | 401 | 419 | 400 | 418 | 3rd ST & Grant ST | 3rd ST & Kirby ALY | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2185 | E | Smith | AVE | 400 | 400 | 419 | 401 | 419 | 400 | 418 | Grant ST & Smith AVE | Kirby ALY & Smith AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2186 | S | Rogers | ST | 300 | 300 | 325 | 301 | 325 | 300 | 324 | 3rd ST & Rogers ST | Prospect ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2187 | S | Rogers | ST | 326 | 326 | 399 | 327 | 399 | 326 | 398 | Prospect ST & Rogers ST | Rogers ST & Smith AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2188 | W | Prospect | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Prospect ST & Rogers ST | Jackson ST & Prospect ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2189 | W | Prospect | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Madison ST & Prospect ST | Prospect ST & Rogers ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 219 | S | Spicewood | LN | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Poplar DR & Spicewood LN | Rogers RD & Spicewood LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2190 | S | Jackson | ST | 326 | 326 | 351 | 327 | 351 | 326 | 350 | Jackson ST & Prospect ST | Jackson ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2191 | S | Jackson | ST | 300 | 300 | 325 | 301 | 325 | 300 | 324 | 3rd ST & Jackson ST | Jackson ST & Prospect ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2192 | S | Madison | ST | 326 | 326 | 399 | 327 | 399 | 326 | 398 | Madison ST & Prospect ST | Madison ST & Smith AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |

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| 2193 | S | Madison | ST | 300 | 300 | 325 | 301 | 325 | 300 | 324 | 3rd ST & Madison ST | Madison ST & Prospect ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2194 | S | Kings | CT | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Kings CT Dead End | Jordans WAY & Kings CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2195 | S | Olcott | BLVD | 2716 | 2716 | 2799 | 2717 | 2799 | 2716 | 2798 | Brigs BND & Olcott BLVD | Olcott BLVD & St Remy DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2196 | S | Olcott | BLVD | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Olcott BLVD & St Remy DR | Jordans WAY & Olcott BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2197 | S | Olcott | BLVD | 3000 | 3000 | 3012 | 3001 | 3011 | 3000 | 3012 | Kings CT & Olcott BLVD | Daniel ST & Olcott BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2198 | E | Moores | PIKE | 2650 | 2650 | 2698 | 2651 | 2699 | 2650 | 2698 | Moores PIKE & Sare RD | College Mall RD & Moores PIKE & Sare RD | 95 | Protected Bike Lane | 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 | Gentry ST & Kirkwood AVE | 90 | | 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 | Berkshire CT & 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 | Rogers RD & Sare RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2200 | W | Kirkwood | AVE | 214 | 214 | 299 | 215 | 299 | 214 | 298 | Gentry ST & Kirkwood AVE | Kirkwood AVE & Morton ST | 90 | | 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 | Dodds ST & Walnut ST | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 2202 | S | Whitley | DR | 800 | 800 | 830 | 801 | 829 | 800 | 830 | Bill Mallory BLVD & Whitley DR | S Whitley DR & E 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 | Hickory Stick CT & Hickory Stick DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2204 | E | Hickory Stick | DR | 534 | 534 | 540 | 535 | 539 | 534 | 540 | Hickory Stick CT & Hickory Stick DR | Hickory Stick DR & Winslow Farm DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2205 | E | Moss Creek | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Moss Creek CIR & Moss Creek CT & Moss Creek DR | Moss Creek DR & Winslow Farm 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 | Acadia CT & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2207 | E | Winslow | RD | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Westminster WAY & Winslow RD | Winslow Farm DR & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2208 | N | Tulipwood | CT | 3960 | 3960 | 3975 | 3961 | 3975 | 3960 | 3974 | Rosewood DR & Tulipwood CT | Tulipwood CT Dead End | 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 | Ironwood CT Dead End | 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 | Rogers RD & Somerset PL | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2210 | S | Kingston | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kingston DR & Longview AVE | 3rd ST & Kingston DR | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2211 | E | Cedarwood | DR | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | Ashwood LN & Cedarwood DR & The Stands DR | Cedarwood CT & Cedarwood 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 | Cedarwood CT & Cedarwood DR | 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 | Emilie CT Dead End | 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 | Allen CT Dead End | 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 | Allen CT & Sherbrooke DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2216 | N | Kinser | PIKE | 1625 | 1625 | 1699 | 1625 | 1699 | 1626 | 1698 | Hoosier Court AVE & Kinser PIKE | Gourley PIKE & Kinser PIKE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2217 | W | Rosewood | DR | 900 | 900 | 910 | 901 | 909 | 900 | 910 | Rosewood CT & Rosewood DR | Feerwood 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 | Highland AVE & Winslow RD | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2219 | E | Tamarron | DR | 3732 | 3732 | 3799 | 3733 | 3799 | 3732 | 3798 | Keystone CT & Tamarron DR | 10th ST & Deckard DR & Tamarron DR | 58 | | NR | 60 | 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 | Rogers RD & Spicewood LN | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2220 | N | Keystone | CT | 750 | 750 | 799 | 751 | 799 | 750 | 798 | Keystone CT Circle | Keystone CT & Tamarron DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2222 | N | Union | ST | 700 | 600 | 799 | 601 | 799 | 600 | 798 | 10th ST & Union ST | Law LN & 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 | Allen ST & 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 | Ross LN & Timothy CT | 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 | Ross LN & Ross 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 | Ross CT Dead End | 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 | Cota DR & Rex Grossman BLVD | 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 | Cota DR & Rex Grossman BLVD | 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 | Basswood DR & Ridge RD | 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 | Henderson ST & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2230 | S | Basswood | DR | 1050 | 1050 | 1075 | 1051 | 1075 | 1050 | 1074 | Basswood DR & Greenleaf CT | 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 | Julies WAY & Ridge RD | 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 | 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 | 3rd ST & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2234 | E | Moores | PIKE | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Moores PIKE & Smith RD | Moores PIKE & Wingfield DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2235 | W | Parrish | RD | 550 | 400 | 700 | 401 | 699 | 400 | 700 | Kinser PIKE & Parrish RD | Parrish RD & Maxine RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2236 | N | Maxine | RD | 1900 | 1900 | 1925 | 1901 | 1925 | 1900 | 1924 | Parrish RD & Maxine RD | Maxine RD Dead End | 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 | 11th ST & Adams ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2238 | W | 11th | ST | 1200 | 1200 | 1224 | 1201 | 1219 | 1200 | 1224 | 11th ST & Summit ST | 11th ST & Alexander ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2239 | W | Cottage Grove | AVE | 1200 | 1200 | 1218 | 1201 | 1217 | 1200 | 1218 | Cottage Grove AVE & Summit ST | Alexander ST & Cottage Grove AVE | 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 | Henderson ST & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2240 | N | Alexander | ST | 650 | 650 | 699 | 651 | 699 | 650 | 698 | Alexander ST & Central ST | 11th ST & Alexander ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2241 | N | Alexander | ST | 608 | 608 | 649 | 609 | 649 | 608 | 648 | Alexander ST & Cottage Grove AVE | 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 | Alexander ST & Central 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 | Central ST & 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 | 11th 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 | Atwater AVE & Hawthorne DR | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 2246 | E | Winslow Farm | DR | 500 | 500 | 605 | 501 | 605 | 500 | 604 | Moss Creek DR & Winslow Farm DR | Hickory Stick DR & Winslow Farm DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2247 | E | Winslow Farm | DR | 707 | 707 | 749 | 707 | 749 | 722 | 748 | Olde Mill CT & Winslow Farm DR | Moss Creek DR & Winslow Farm DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2248 | E | Winslow Farm | DR | 750 | 750 | 799 | 751 | 799 | 750 | 798 | Moss Creek DR & Winslow Farm DR | Highland AVE & Winslow Farm DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2249 | S | The Stands | DR | 3450 | 3450 | 3499 | 3451 | 3499 | 3450 | 3498 | Cedarwood CIR & The Stands DR | Ashwood LN & Cedarwood DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 225 | E | Winslow | RD | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Country Club DR & Walnut ST & Winslow RD | Walnut Street PIKE & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2250 | W | Allen | ST | 2000 | 2000 | 2015 | 2001 | 2015 | 2000 | 2014 | Allen ST & Timothy CT | Allen ST & Beechtree LN | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2251 | S | The Stands | DR | 3426 | 3426 | 3449 | 3427 | 3449 | 3426 | 3448 | Ashwood DR & The Stands DR | Cedarwood CIR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2252 | E | Moss Creek | DR | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Moss Creek DR & Winslow Farm DR | Moss Creek CIR & Moss Creek CT & Moss Creek 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 | Moss Creek CIR & Moss Creek CT & Moss Creek DR | 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 | Moss Creek CIR Dead End | 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 | Pinehurst DR & Southern Pines CT | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2256 | S | Pinehurst | DR | 2742 | 2742 | 2760 | 2743 | 2759 | 2742 | 2760 | Pinehurst DR & Pine Meadows DR | Pinehurst DR & Tapp RD | 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 | Pinehurst DR & Southern Pines 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 | Southern Pines CT & Southern Ridge CT | 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 | Pinehurst DR & Pine Meadows DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 226 | S | Madison | ST | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Madison ST & Watson ST | Country Club DR & Madison 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 | Southern Pines CT & Southern Ridge CT | 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 | Country Club DR & Rockport RD & Tapp 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 | Pinehurst DR & Tapp RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2263 | S | Sare | RD | 2830 | 2830 | 2909 | 2831 | 2909 | 2830 | 2908 | Hunters GLN & Sare RD | Sare RD & Spicewood LN | 95 | Multi-use Path | 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 & Spicewood LN | Buttonwood LN & Sare RD | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2265 | S | Sare | RD | 3000 | 3000 | 3015 | 3001 | 3015 | 3000 | 3014 | Buttonwood LN & Sare RD | David DR & Sare RD | 95 | Multi-use Path | 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 | Martha ST Dead End | 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 | Green Tree LN & 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 | East Branch RD & Larkspur LN | 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 | Jackson ST & Terry LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 227 | S | Rogers | ST | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Rogers ST & Watson ST | Country Club DR & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2270 | E | Wylie Farm | RD | 416 | 416 | 429 | 417 | 429 | 416 | 428 | White Tail RUN & Wylie Farm RD | Laurelwood CT & Wylie Farm RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2271 | E | Wylie Farm | RD | 430 | 430 | 455 | 431 | 455 | 430 | 454 | Laurelwood CT & Wylie Farm RD | Laurelwood DR & Wylie Farm RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2272 | E | Wylie Farm | RD | 456 | 456 | 499 | 457 | 499 | 456 | 498 | Laurelwood DR & Wylie Farm RD | Bent Tree DR & Wylie Farm RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2273 | S | Henderson | ST | 2800 | 2800 | 2819 | 2801 | 2819 | 2800 | 2818 | Henderson ST & Sherwood Hills DR | Henderson ST & Walnut Street PIKE | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2274 | S | Park Ridge | RD | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Hagan ST & Park Ridge RD | Bennington BLVD & Park Ridge RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2275 | E | Bennington | BLVD | 4040 | 4040 | 4099 | 4041 | 4099 | 4040 | 4098 | Bennington BLVD & Brighton CRST | Bennington BLVD & Park Ridge RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2276 | S | Romans | CT | 700 | 700 | 720 | 701 | 719 | 700 | 720 | Romans CT Dead End | Bennington BLVD & Romans CT & Romans WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2277 | E | Bennington | BLVD | 4000 | 4000 | 4039 | 4001 | 4039 | 4000 | 4038 | Bennington BLVD & Romans CT & Romans WAY | Bennington BLVD & Brighton CRST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2278 | E | Bill Mallory | BLVD | 4200 | 4100 | 4299 | 4101 | 4299 | 4100 | 4298 | Bill Mallory BLVD & Park Ridge RD | Bill Mallory BLVD & Graywell DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2279 | E | 10th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 10th ST & Washington ST | 10th ST & Lincoln ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 228 | S | Milton | DR | 2600 | 2600 | 2710 | 2601 | 2709 | 2600 | 2710 | Milton DR & Ralston DR | Country Club DR & Milton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2280 | E | Olcott | BLVD | 3300 | 3300 | 3399 | 3301 | 3399 | 3300 | 3398 | Forrester ST & Olcott BLVD & Tapps TURN | Mulberry LN & Olcott BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2281 | E | Mulberry | CT | 3300 | 3300 | 3320 | 3301 | 3319 | 3300 | 3320 | Mulberry CT Dead End | Mulberry CT & Mulberry LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2282 | E | Hickory Stick | CT | 500 | 500 | 520 | 501 | 519 | 500 | 520 | Hickory Stick CT Dead End | Hickory Stick CT & Hickory Stick DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2283 | S | Winslow Farm | DR | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Moss Creek DR & Winslow Farm DR | Winslow Farm DR & Winslow RD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2284 | E | Moss Creek | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Moss Creek DR Dead End | Moss Creek DR & Winslow Farm DR | 58 | | NR | 60 | no | 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 | Bill Mallory BLVD & Park Ridge RD | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2286 | S | Mulberry | LN | 3100 | 3100 | 3105 | 3101 | 3105 | 3100 | 3104 | Mulberry LN & Olcott BLVD | Mulberry CT & Mulberry LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2287 | E | Mulberry | DR | 3300 | 3300 | 3399 | 3301 | 3399 | 3300 | 3398 | Mulberry DR Dead End | Mulberry DR & Mulberry LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2288 | E | Mulberry | DR | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | Mulberry DR & Mulberry LN | Mulberry DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2289 | S | Mulberry | LN | 3106 | 3106 | 3115 | 3107 | 3115 | 3106 | 3114 | Mulberry CT & Mulberry LN | Mulberry DR & Mulberry LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 229 | S | Banta | AVE | 2700 | 2600 | 2799 | 2601 | 2799 | 2600 | 2798 | Banta AVE & Ralston DR | Banta AVE & Country Club DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2290 | S | Walnut | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Walnut ST | Grimes LN & Walnut ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2291 | N | Lindbergh | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 14th ST & Lindbergh DR | 15th ST & Lindbergh DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2291 | N | Lindbergh | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 14th ST & Lindbergh DR | 15th ST & Lindbergh DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2292 | E | Arden | DR | 2002 | 2002 | 2099 | 2003 | 2099 | 2002 | 2098 | Arden DR & Windsor DR | Arden DR & High ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2295 | E | Erin | CT | 1000 | 1000 | 1017 | 1001 | 1017 | 1000 | 1016 | Erin CT Dead End | Azalea LN & Erin CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2296 | E | Emery | CT | 1025 | 1025 | 1045 | 1025 | 1045 | 1026 | 1044 | Emery CT Dead End | Chris LN & Emery CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2297 | E | Chris | LN | 1000 | 1000 | 1035 | 1001 | 1035 | 1000 | 1034 | Chris LN Dead End | Chris LN & Emery CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2298 | S | College | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & College AVE | College AVE & Smith AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 2299 | W | Smith | AVE | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Smith AVE & Walnut ST | College AVE & Smith AVE | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 23 | S | Woods Edge | BND | 3800 | 3800 | 3899 | 3801 | 3899 | 3800 | 3898 | Woods Edge BND Dead End | Woods Edge BND & Woods Edge WAY | 58 | | NR | 60 | no | 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 | Country Club DR & Rockport RD & Tapp RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2300 | S | Forrester | ST | 3324 | 3324 | 3340 | 3325 | 3339 | 3324 | 3340 | Forrester ST & Kensington Park DR | Forrester ST & Rogers RD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2301 | W | 8th | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & B-Line Trail | 8th ST & Rogers ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2302 | W | Bloomfield | RD | 1950 | 1700 | 2199 | 1701 | 2199 | 1700 | 2198 | Bloomfield RD & Lakecrest DR | Bloomfield RD & Rolling Ridge WAY | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2303 | W | Bloomfield | RD | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | Bloomfield RD & Rolling Ridge WAY | Bloomfield RD & Weimer RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2304 | S | Smith | RD | 300 | 300 | 329 | 301 | 329 | 300 | 328 | 3rd ST & Smith RD | Hagan ST & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2305 | E | Hagan | ST | 4150 | 3900 | 4399 | 3901 | 4399 | 3900 | 4398 | Hagan ST & Smith RD | Hagan ST & Park Ridge RD | 58 | | NR | 60 | no | 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 | Allen ST & Larkspur LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2307 | S | Daniel | CT | 3300 | 3300 | 3399 | 3301 | 3399 | 3300 | 3398 | Daniel CT & Daniel ST | Daniel CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2308 | W | Hays | CT | 500 | 500 | 525 | 501 | 525 | 500 | 524 | Hays CT & Rogers ST | Hays CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2309 | S | Rogers | ST | 2220 | 2220 | 2220 | 0 | 0 | 2220 | 2220 | Jed ST & Rogers ST | Hays CT & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 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 | Banta AVE & Country Club DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2310 | W | 8th | ST | 1400 | 1300 | 1499 | 1301 | 1499 | 1300 | 1498 | 8th ST & Fountain DR | 8th ST & Hopewell ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2311 | W | Fountain | DR | 1300 | 1300 | 1305 | 1301 | 1305 | 1300 | 1304 | Adams ST & Fountain DR | 8th ST & Fountain DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2312 | W | Fountain | DR | 1630 | 1306 | 1949 | 1307 | 1949 | 1306 | 1948 | 8th ST & Fountain DR | Fountain DR & Gray ST | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2313 | E | Tylers | TURN | 1225 | 1225 | 1250 | 1225 | 1249 | 1226 | 1250 | Tylers TURN Dead End | Maxwell ST & Tylers TURN | 58 | | NR | 60 | no | 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 | Lexington DR & Morningside DR | 58 | | NR | 60 | no | 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 | Lexington DR & Longview AVE | 58 | | NR | 60 | no | 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 | Glenwood AVE W & Morningside DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2317 | N | Glenwood | AVE | 100 | 100 | 139 | 101 | 139 | 102 | 138 | S Glenwood AVE W & N Glenwood AVE W | Glenwood AVE W & Longview AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2318 | E | Dexter | ST | 1900 | 1900 | 1926 | 1901 | 1925 | 1900 | 1926 | Dexter ST & Rose AVE | Dexter ST & Anita ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2319 | S | Anita | ST | 800 | 800 | 815 | 801 | 815 | 800 | 814 | 1st ST & Anita ST | Dexter ST & Anita ST | 58 | | NR | 60 | no | 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 | Country Club DR & Milton DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2320 | W | Slate | DR | 600 | 600 | 615 | 601 | 615 | 600 | 614 | Slate DR & Jackson ST | Slate DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2321 | N | Jackson | ST | 1450 | 1450 | 1499 | 1451 | 1499 | 1450 | 1498 | Jackson ST & Marble LN | Slate DR & Jackson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2322 | S | Maxwell | ST | 1800 | 1800 | 1827 | 1801 | 1827 | 1800 | 1826 | Maxwell ST & Miller DR | Maxwell ST & Tylers TURN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2323 | W | Habitat | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Habitat ST Dead End | Habitat ST & Hopewell ST | 58 | | NR | 60 | no | 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 | Bayberry DR & Sweetbriar DR & Wylie Farm RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2325 | S | Sweetbriar | DR | 2210 | 2210 | 2250 | 2211 | 2249 | 2210 | 2250 | Sweetbriar CIR & Sweetbriar CT & Sweetbriar DR | Sweetbriar CIR & Sweetbriar DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2326 | S | Sweetbriar | DR | 2200 | 2200 | 2209 | 2201 | 2209 | 2200 | 2208 | Bayberry DR & Sweetbriar DR & Wylie Farm RD | Sweetbriar CIR & Sweetbriar CT & Sweetbriar DR | 58 | | NR | 60 | no | 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 | Sweetbriar CT Circle | 58 | | NR | 60 | no | 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 | Sweetbriar CIR & Sweetbriar DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2329 | S | Sweetbriar | CIR | 2250 | 2250 | 2260 | 2251 | 2259 | 2250 | 2260 | Sweetbriar CIR & Sweetbriar DR | Sweetbriar CIR & Sweetbriar CT | 58 | | NR | 60 | no | 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 | Country Club DR & Rogers ST | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2330 | S | Sweetbriar | CT | 2280 | 2280 | 2299 | 2281 | 2299 | 2280 | 2298 | Sweetbriar CIR & Sweetbriar CT | Sweetbriar CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2331 | S | Sweetbriar | CT | 2220 | 2220 | 2279 | 2221 | 2279 | 2220 | 2278 | Sweetbriar CT Circle | Sweetbriar CIR & Sweetbriar CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2332 | E | Winston | ST | 3700 | 3700 | 3799 | 3701 | 3799 | 3700 | 3798 | Olcott BLVD & Winston ST | Creekside CT & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2333 | S | Creekside | CT | 2700 | 2700 | 2710 | 2701 | 2709 | 2700 | 2710 | Creekside CT & Winston ST | Creekside CT Dead End | 58 | | NR | 60 | no | 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 | Leonard Springs RD & Woodhaven DR | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2335 | S | Leonard Springs | RD | 3200 | 3200 | 3225 | 3201 | 3225 | 3200 | 3224 | Leonard Springs RD & Maybury MALL | Leonard Springs RD At Corporate Boundary | 58 | Bike Lane and Multi-use Path | NR | 60 | no | 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 | Walnut Street PIKE & Winslow RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 2337 | S | Walnut | ST | 2520 | 2436 | 2599 | 2437 | 2599 | 2436 | 2598 | Walnut ST & Walnut Street PIKE | Country Club DR & Walnut ST & Winslow RD | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2338 | N | Stonelake | DR | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | Stonelake DR Circle | Rappel AVE & Stonelake DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2339 | N | Stonelake | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Rappel AVE & Stonelake DR | Monroe ST & State Road 45 46 Bypass & Stonelake DR | 58 | Bike Lane | NR | 60 | no | 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 | Leonard Springs RD & Tapp RD | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2340 | E | Callery | CT | 3800 | 3800 | 3899 | 3801 | 3899 | 3800 | 3898 | Callery CT Dead End | Callery CT & Callery DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2341 | N | Callery | DR | 800 | 800 | 809 | 801 | 809 | 800 | 808 | Callery DR & Tamarron DR | Callery CT & Callery DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2342 | N | Callery | DR | 810 | 810 | 820 | 811 | 819 | 810 | 820 | Callery CT & Callery DR | Callery DR & Tamarron DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2343 | E | Tamarron | DR | 3832 | 3832 | 3849 | 3833 | 3849 | 3832 | 3848 | Callery DR & Tamarron DR | Keystone CT & Tamarron CT & Tamarron DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2344 | E | Tamarron | DR | 3700 | 3700 | 3731 | 3701 | 3731 | 3700 | 3730 | Callery DR & Tamarron DR | Keystone CT & Tamarron DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2345 | E | Sherbrooke | DR | 1000 | 1000 | 1011 | 1001 | 1011 | 1000 | 1010 | Sherbrooke DR Dead End | Emilie CT & Sherbrooke DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2346 | S | Oakdale | DR | 2120 | 1940 | 2299 | 1941 | 2299 | 1940 | 2298 | Oakdale DR & Pecan LN | Oakdale DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2347 | S | Highland | AVE | 1834 | 1834 | 1899 | 1835 | 1899 | 1834 | 1898 | Azalea LN & Highland AVE | Highland AVE & Short ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2348 | E | Short | ST | 1200 | 1200 | 1239 | 1201 | 1239 | 1200 | 1238 | Highland AVE & Short ST | Short ST Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2349 | S | Highland | AVE | 2400 | 1900 | 2899 | 1901 | 2899 | 1900 | 2898 | Highland AVE & Short ST | Highland AVE & Winslow Farm DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 235 | S | Deborah | DR | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Deborah DR & Schmaltz BLVD | Deborah DR & Tapp RD | 58 | | NR | 60 | no | 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 | Oakdale DR Change of Custodian | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2351 | S | State Road 446 | | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Gentry BLVD & State Road 446 | Compton BLVD & State Road 446 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2352 | W | Cottage Grove | AVE | 1219 | 1219 | 1299 | 1219 | 1299 | 1220 | 1298 | Alexander ST & Cottage Grove AVE | Adams ST & Cottage Grove AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2353 | W | 10th | ST | 1230 | 1230 | 1299 | 1231 | 1299 | 1230 | 1298 | 10th ST & Alexander ST | 10th ST & Adams ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2354 | W | 10th | ST | 1200 | 1200 | 1229 | 1201 | 1229 | 1200 | 1228 | 10th ST & Summit ST | 10th ST & Alexander ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2355 | N | Alexander | ST | 600 | 600 | 607 | 601 | 607 | 600 | 606 | 10th ST & Alexander ST | Alexander ST & Cottage Grove AVE | 58 | | NR | 60 | no | 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 | Bayberry DR & Sweetbriar DR & Wylie Farm RD | 58 | | NR | 60 | no | 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 | Bayberry CT E Dead End | 58 | | NR | 60 | no | 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 | Bayberry CT E & Bayberry CT W & Bayberry DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2359 | W | 17th | ST | 1700 | 1700 | 1749 | 1701 | 1749 | 1700 | 1748 | 17th ST & Lindbergh DR | 17th ST & Arlington Park DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 236 | W | Tapp | RD | 2450 | 2300 | 2599 | 2301 | 2599 | 2300 | 2598 | Tapp RD & Weimer RD | Deborah DR & Tapp RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2360 | E | Elouise | AVE | 4400 | 4400 | 4440 | 4401 | 4439 | 4400 | 4440 | Elouise AVE Dead End | Elouise AVE & Morningside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2361 | E | Morningside | DR | 4400 | 4400 | 4499 | 4401 | 4499 | 4400 | 4498 | Morningside DR & Park Ridge RD | Elouise AVE & Morningside DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2362 | S | Silver Creek | DR | 2700 | 2700 | 2713 | 2701 | 2713 | 2700 | 2712 | Silver Creek DR & Winston ST | Silver Creek CT & Silver Creek DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2363 | E | Winston | ST | 3808 | 3808 | 3925 | 3809 | 3825 | 3808 | 3824 | Silver Creek DR & Winston ST | Winston ST Dead End | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2364 | E | Winston | ST | 3800 | 3800 | 3807 | 3801 | 3807 | 3800 | 3806 | Creekside CT & Winston ST | Silver Creek DR & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2365 | E | Silver Creek | CT | 3700 | 3700 | 3725 | 3701 | 3725 | 3700 | 3724 | Silver Creek CT Dead End | Silver Creek CT & Silver Creek DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2366 | S | Silver Creek | DR | 2728 | 2728 | 2750 | 2729 | 2750 | 2728 | 2749 | Bridgewater CT & Silver Creek DR | Silver Creek DR & St Remy CIR & St Remy DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2367 | E | Bridgewater | CT | 3700 | 3700 | 3715 | 3701 | 3715 | 3706 | 3714 | Bridgewater CT Dead End | Bridgewater CT & Silver Creek DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2368 | S | Silver Creek | DR | 2714 | 2714 | 2727 | 2715 | 2727 | 2714 | 2726 | Silver Creek CT & Silver Creek DR | Bridgewater CT & Silver Creek DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2369 | W | Bloomfield | RD | 1366 | 1366 | 1399 | 1367 | 1399 | 1366 | 1398 | Bloomfield RD & Landmark AVE | Bloomfield RD & Ransom LN | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 237 | S | Weimer | RD | 2550 | 2100 | 2999 | 2101 | 2999 | 2100 | 2998 | Wapehani RD & Weimer RD | Tapp RD & Weimer RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2370 | W | 3rd | ST | 1870 | 1740 | 1999 | 1741 | 1999 | 1740 | 1998 | 3rd ST & Landmark AVE | 3rd ST & Cory LN | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2371 | W | Smith | AVE | 1000 | 1000 | 1020 | 1001 | 1019 | 1000 | 1020 | Buckner ST & Smith AVE | Davisson ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2372 | S | Walker | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Smith AVE & Walker ST | Howe ST & Walker ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2373 | S | Walker | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Walker ST | Smith AVE & Walker ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2374 | W | Smith | AVE | 1021 | 1021 | 1099 | 1021 | 1099 | 1022 | 1098 | Davisson ST & Smith AVE | Smith AVE & Walker ST | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2376 | W | Smith | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Maple ST & Smith AVE | Euclid AVE & Smith AVE | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to no BikeRec |
| 2377 | S | Maple | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Maple ST & Smith AVE | Howe ST & Maple ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2378 | S | Maple | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Maple ST | Maple ST & Smith AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2378 | S | Maple | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Maple ST | Maple ST & Smith AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2379 | S | Davisson | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Davisson ST & Smith AVE | Davisson ST & Howe ST | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2380 | S | Davisson | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Davisson ST | Davisson ST & Smith AVE | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | Heather DR & Walnut Street PIKE | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2392 | S | Burks | CT | 3400 | 3400 | 3535 | 3401 | 3535 | 3400 | 3534 | Burks CT & Burks DR | Burks CT Dead End | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2397 | E | Goldin | CT | 2400 | 2400 | 2435 | 2401 | 2435 | 2400 | 2434 | Goldin CT Dead End | Goldin CT & Goldin DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2398 | E | Canada | DR | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Canada DR & Sare RD | Heirloom DR & Canada DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 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 | no | Reduced to 68' due to Bike Lane BikeRec |
| 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 | no | 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 | no | 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 | no | 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 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2402 | E | Pierson | CT | 2300 | 2300 | 2310 | 2301 | 2309 | 2300 | 2310 | Pierson CT Dead End | Pierson CT & The Stands DR | 58 | | NR | 60 | no | 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 CIR & Oakmont DR & Southern Oaks DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 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 | no | 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 | no | Width reduced to 60ft due to no BikeRec |
| 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 | no | 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 | no | Width reduced to 60ft due to no BikeRec |
| 2408 | E | Daniel | ST | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Daniel CT & Daniel ST | Daniel ST & Forrester ST | 58 | Neighborhood Greenway | NR | 60 | no | 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 | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | no | 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 | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2411 | E | Brookstone | CT | 3400 | 3400 | 3415 | 3401 | 3415 | 3400 | 3414 | Brookstone CT Dead End | Brookstone CT & Daniel ST | 58 | | NR | 60 | no | 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 | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2413 | E | Daniel | ST | 3000 | 3000 | 3099 | 3001 | 3099 | 3000 | 3098 | Daniel ST & Forrester ST | Brookstone CT & Daniel ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2414 | S | Dale | CT | 2800 | 2800 | 2920 | 2801 | 2919 | 2800 | 2920 | Dale CT Dead End | Dale CT & Olcott BLVD | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | Width reduced to 60ft due to no BikeRec |
| 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 | no | Width reduced to 60ft due to no BikeRec |
| 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 | no | Updated to 60ft. Extra width to trees or SW |
| 242 | S | Spicewood | LN | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Redwood CIR & Spicewood LN | Poplar DR & Spicewood LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2420 | S | Clarizz | BLVD | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Clarizz BLVD & Covenanter DR | Clarizz BLVD & Covenanter DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2421 | E | Covenanter | DR | 3540 | 3400 | 3670 | 3401 | 3669 | 3400 | 3670 | Clarizz BLVD & Covenanter DR | Covenanter DR & Fenbrook LN | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2422 | E | Moores | PIKE | 3550 | 3400 | 3699 | 3401 | 3699 | 3400 | 3698 | Fenbrook LN & Moores PIKE | Moores PIKE & Olcott BLVD | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2423 | E | Moores | PIKE | 3700 | 3700 | 3799 | 3701 | 3799 | 3700 | 3798 | Moores PIKE & Olcott BLVD | Moores PIKE & Regents CIR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2424 | S | Fenbrook | LN | 1420 | 1329 | 1499 | 1329 | 1499 | 1330 | 1498 | Covenanter DR & Fenbrook LN | Fenbrook LN & Moores PIKE | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2425 | E | John Hinkle | PL | 3580 | 3580 | 3599 | 3581 | 3599 | 3580 | 3598 | Bell Trace DR & John Hinkle PL | 10th ST & John Hinkle PL & Woodbridge DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2426 | E | 10th | ST | 3810 | 3710 | 3899 | 3711 | 3899 | 3710 | 3898 | 10th ST & Barrington DR | 10th ST & Grandview DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2427 | E | 10th | ST | 3600 | 3600 | 3709 | 3601 | 3709 | 3600 | 3708 | 10th ST & John Hinkle PL & Woodbridge DR | 10th ST & Barrington DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2428 | E | Barrington | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Barrington DR SPLIT | 10th ST & Barrington DR | 58 | | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2430 | S | Hearthstone | CT | 1200 | 1200 | 1216 | 1201 | 1215 | 1200 | 1216 | Hearthstone CT Dead End | Bridgestone DR & Hearthstone CT | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2432 | S | State Road 446 | | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2433 | E | Bridgestone | DR | 4400 | 4400 | 4425 | 4401 | 4425 | 4400 | 4424 | Bridgestone DR & Hearthstone CT | Bridgestone DR & State Road 446 | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2441 | N | Feerwood | CT | 3960 | 3960 | 3980 | 3961 | 3979 | 3960 | 3980 | Feerwood CT Dead End | Feerwood CT & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2442 | W | Iris | LN | 4400 | 4400 | 4425 | 4401 | 4425 | 4400 | 4424 | Heatherwood LN & Iris LN | Iris LN & Phlox LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2443 | S | Poppy | LN | 3600 | 3600 | 3615 | 3601 | 3615 | 3600 | 3614 | Heatherwood LN & Poppy LN | Poppy LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2444 | W | Phlox | LN | 4500 | 4500 | 4530 | 4501 | 4529 | 4500 | 4530 | Iris LN & Phlox LN | Phlox LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2445 | S | Violet | LN | 3500 | 3500 | 3515 | 3501 | 3515 | 3500 | 3514 | Violet LN Dead End | Heatherwood LN & Violet LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2446 | W | Heatherwood | LN | 4300 | 4300 | 4329 | 4301 | 4329 | 4300 | 4328 | Heatherwood LN & Peony LN | Heatherwood LN & Violet LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2447 | W | Heatherwood | LN | 4330 | 4330 | 4399 | 4331 | 4399 | 4330 | 4398 | Heatherwood LN & Violet LN | Heatherwood LN & Poppy LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2448 | S | Heatherwood | LN | 3500 | 3500 | 3525 | 3501 | 3525 | 3500 | 3524 | Heatherwood LN & Iris LN | Heatherwood LN & Poppy LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2449 | W | Heatherwood | LN | 4408 | 4408 | 4435 | 4409 | 4435 | 4408 | 4434 | Heatherwood LN & Iris LN | Heatherwood LN & Iris LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 245 | S | Somerset | CT | 2800 | 2800 | 2820 | 2801 | 2819 | 2800 | 2820 | Somerset CT Dead End | Somerset CT & Somerset PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2450 | W | Iris | LN | 4426 | 4426 | 4430 | 4427 | 4429 | 4426 | 4430 | Iris LN & Phlox LN | Heatherwood LN & Iris LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2451 | W | Cota | DR | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Cota DR & Rex Grossman BLVD | Cota DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2452 | W | Ridge | RD | 2926 | 2926 | 2999 | 2927 | 2999 | 2926 | 2998 | Julies WAY & Ridge RD | Basswood DR & Ridge RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2453 | W | Julies | WAY | 2900 | 2900 | 2915 | 2901 | 2915 | 2900 | 2914 | Julies WAY & Ridge RD | Julies WAY Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2454 | W | Ridge | WAY | 2900 | 2900 | 2909 | 2901 | 2909 | 2900 | 2908 | Ridge WAY Dead End | Ridge RD & Ridge WAY & Timbers TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2455 | W | Timbers | TRL | 2876 | 2876 | 2899 | 2877 | 2899 | 2876 | 2898 | Kellis WAY & Timbers TRL | Ridge RD & Ridge WAY & Timbers TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2456 | W | Timbers | TRL | 2800 | 2800 | 2815 | 2801 | 2815 | 2800 | 2814 | Timbers TRL Dead End | Kellis WAY & Timbers TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2457 | W | Kellis | WAY | 2800 | 2800 | 2815 | 2801 | 2815 | 2800 | 2814 | Kellis WAY Dead End | Kellis WAY & Timbers TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2458 | S | Bernard | DR | 2000 | 2000 | 2030 | 2001 | 2029 | 2000 | 2030 | Bernard DR Dead End | Bernard DR & RCA Park DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2459 | W | RCA Park | DR | 1250 | 1000 | 1499 | 1001 | 1499 | 1000 | 1498 | Bernard DR & RCA Park DR | RCA Park DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 246 | S | Somerset | PL | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Somerset PL Dead End | Somerset CT & Somerset PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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| 2460 | S | Cutter | CT | 2300 | 2300 | 2320 | 2301 | 2319 | 2300 | 2320 | Countryside LN & Cutter CT | Cutter CT Dead End | 58 | | NR | 60 | no | 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 | no | Reduced to 62' due to MUP BikeRec |
| 2462 | S | Zona | CT | 2330 | 2330 | 2399 | 2331 | 2399 | 2330 | 2398 | Terra CT & Zona CT | Zona CT Dead End | 58 | | NR | 60 | no | 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 & Zona CT | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 & Winridge CT & Woodhill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 247 | S | Spicewood | LN | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Hemlock CIR & Spicewood LN | Redwood CIR & Spicewood LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2470 | S | Larkspur | LN | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Larkspur LN Dead End | Larkspur LN & Woodhill DR | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2475 | N | Arlington Park | DR | 1350 | 1200 | 1499 | 1201 | 1499 | 1200 | 1498 | 17th ST & Arlington Park DR | Arlington Park DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2476 | W | Hoosier Court | AVE | 500 | 400 | 599 | 401 | 599 | 400 | 598 | Hoosier Court AVE & Kinser PIKE | Hoosier Court AVE Dead End | 58 | | NR | 60 | no | 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 | 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 | no | 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 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 248 | E | Redwood | CIR | 2700 | 2700 | 2710 | 2701 | 2709 | 2700 | 2710 | Redwood CIR & Spicewood LN | Redwood CIR Dead End | 58 | | NR | 60 | no | 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 | no | 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 | No change from default |
| 2482 | S | College | AVE | | 0 | 0 | 0 | 0 | 0 | 0 | College AVE SPLIT | College AVE & Dodds ST | 58 | | NR | 60 | no | 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 & Dodds ST | 88 | Protected Bike Lane | MS | 88 | no | 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 | no | 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 | 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 | no | 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 | 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 | no | 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 | no | 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 | no | 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 | 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 | 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 CIR & Olde Mill CT | 58 | | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2495 | E | Winslow Farm | DR | 706 | 706 | 720 | 0 | 0 | 706 | 720 | Winslow Farm DR Dead End | Olde Mill CT & Winslow Farm DR | 58 | | NR | 60 | no | 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 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 2498 | E | Winslow Farm | DR | 700 | 700 | 705 | 701 | 705 | 702 | 704 | Olde Mill DR & Winslow Farm DR | Olde Mill CT & Winslow Farm DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2499 | E | Laurelwood | DR | 400 | 400 | 439 | 401 | 439 | 400 | 438 | Laurelwood DR Dead End | Laurelwood CIR & Laurelwood DR | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 250 | E | Winding Brook | CIR | 2364 | 2364 | 2399 | 2365 | 2399 | 2364 | 2398 | Winding Brook CIR Circle | Winding Brook CIR Circle | 58 | | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2502 | E | Laurelwood | DR | 440 | 440 | 460 | 441 | 459 | 440 | 460 | Laurelwood CIR & Laurelwood DR | S Laurelwood DR & E Laurelwood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2503 | S | Laurelwood | DR | 2200 | 2200 | 2230 | 2201 | 2229 | 2200 | 2230 | Laurelwood DR & Wylie Farm RD | S Laurelwood DR & E Laurelwood DR | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 2508 | E | Azalea | LN | 900 | 900 | 1009 | 901 | 1009 | 900 | 1008 | Azalea LN & Summerwood CT | Azalea LN & Erin CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2509 | S | Summerwood | CT | 2100 | 2100 | 2120 | 2101 | 2119 | 2100 | 2120 | Azalea LN & Summerwood CT | Summerwood CT Dead End | 58 | | NR | 60 | no | 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 RD | 58 | Neighborhood Greenway | NR | 60 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | no | Width reduced to 60ft due to NG BikeRec |
| 2513 | E | Wylie Farm | RD | 350 | 350 | 399 | 351 | 399 | 350 | 398 | Bayberry DR & Sweetbriar DR & Wylie Farm RD | Azalea LN & Wylie Farm RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2514 | E | Keri Marie | LN | 1000 | 1000 | 1030 | 1001 | 1029 | 1000 | 1030 | Keri Marie LN Dead End | Azalea LN & Keri Marie LN | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 2516 | E | Chris | LN | 1036 | 1036 | 1050 | 1037 | 1049 | 1036 | 1050 | Chris LN & Emery CT | Azalea LN & Chris LN | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2524 | E | Cobblefield | CT | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Cobblefield CT & Weatherstone LN | Cobblefield CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2525 | E | Cobblefield | CT | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Cobblefield CT Dead End | Cobblefield CT & Weatherstone LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2526 | S | Weatherstone | LN | 1400 | 1300 | 1499 | 1301 | 1499 | 1300 | 1498 | Cobblefield CT & Weatherstone LN | Hillside DR & Olive ST & Weatherstone LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2527 | N | Forrest | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 14th ST & Forrest AVE | 15th ST & Forrest AVE | 58 | | NR | 60 | no | 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 | no | 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 | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 253 | S | Spicewood | LN | 2600 | 2500 | 2699 | 2501 | 2699 | 2500 | 2698 | Roundhill LN & Spicewood LN | Hemlock CIR & Spicewood LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2530 | N | Woodlawn | AVE | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 15th ST & Woodlawn AVE | 17th ST & Woodlawn AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2531 | E | 15th | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 15th ST & Woodlawn AVE | 15th ST & Forrest AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2532 | N | Headley | RD | 3060 | 2614 | 3499 | 2615 | 3499 | 2614 | 3498 | Headley RD & Treadwell LN | Hinkle RD & Headley RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2533 | S | Morton | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Morton ST & Smith AVE | Howe ST & Morton ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2534 | S | Madison | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Madison ST & Smith AVE | Howe ST & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2535 | W | Smith | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Morton ST & Smith AVE | Madison ST & Smith AVE | 0 | | NR | 60 | no | No change from default |
| 2536 | S | Morton | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Morton ST Dead End | Morton ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2537 | N | Hay | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Hay ST | Hay ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2538 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | State Road 37 & State Road 37 45 | 0 | | FW | 0 | no | No change from default |
| 2539 | S | State Road 37 45 | | 200 | 100 | 299 | 0 | 0 | 100 | 298 | State Road 37 & State Road 37 45 | State Road 37 & State Road 37 45 | 0 | | FW | 0 | no | No change from default |
| 254 | E | Hemlock | CIR | 2700 | 2700 | 2708 | 2701 | 2707 | 2700 | 2798 | Hemlock CIR Dead End | Hemlock CIR & Spicewood LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2540 | S | State Road 37 45 | | 200 | 100 | 299 | 101 | 299 | 0 | 0 | State Road 37 & State Road 37 45 | State Road 37 & State Road 37 45 | 0 | | FW | 0 | no | No change from default |
| 2541 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | State Road 37 & State Road 37 45 | 0 | | FW | 0 | no | No change from default |
| 2542 | S | Owens | DR | 313 | 313 | 460 | 313 | 459 | 400 | 460 | Owens DR & Wynnedale DR | Owens DR & Wynnedale DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2543 | S | Wynnedale | DR | 400 | 400 | 525 | 401 | 525 | 400 | 524 | Owens DR & Wynnedale DR | Owens DR & Wynnedale DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2544 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | 3rd ST & State Road 37 | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 2545 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | 3rd ST & State Road 37 | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 2546 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | 3rd ST & State Road 37 | 0 | | FW | 0 | no | No change from default |
| 2547 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | 3rd ST & State Road 37 | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 2548 | W | 3rd | ST | 3100 | 3000 | 3199 | 3001 | 3199 | 3000 | 3198 | 3rd ST & State Road 37 | 3rd ST & State Road 37 | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2549 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | 3rd ST & State Road 37 | 0 | | FW | 0 | no | No change from default |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 255 | S | Bryan | ST | 2620 | 2620 | 2630 | 2621 | 2629 | 2620 | 2630 | Bryan ST & Kendall DR | Bryan ST & Watson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2550 | W | 3rd | ST | 3200 | 3200 | 3299 | 3201 | 3299 | 3200 | 3298 | 3rd ST & State Road 37 | 3rd ST & Gates DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2551 | S | Franklin | RD | 276 | 276 | 299 | 277 | 299 | 276 | 298 | Fairfield DR & Franklin RD | 3rd ST & Franklin RD & Wynnedale DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2552 | W | 3rd | ST | 2800 | 2800 | 2949 | 2801 | 2949 | 2800 | 2948 | 3rd ST & Franklin RD & Wynnedale DR | 3rd ST & State Road 37 | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2553 | W | 3rd | ST | 2500 | 2500 | 2525 | 2501 | 2525 | 2500 | 2524 | 3rd ST & Kimble DR | 3rd ST & Yancy LN | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2554 | W | 3rd | ST | 2670 | 2526 | 2799 | 2527 | 2799 | 2526 | 2798 | 3rd ST & Yancy LN | 3rd ST & Franklin RD & Wynnedale DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2555 | S | Yancy | LN | 100 | 100 | 225 | 101 | 225 | 100 | 224 | Yancy LN Dead End | 3rd ST & Yancy LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2556 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | 3rd ST & State Road 37 | 0 | | FW | 0 | no | No change from default |
| 2557 | S | Fairfield | DR | 200 | 100 | 299 | 103 | 299 | 102 | 298 | Fairfield DR & Holiday DR | Fairfield DR & Franklin RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2558 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | 3rd ST & State Road 37 | 0 | | FW | 0 | no | No change from default |
| 2559 | W | 3rd | ST | 2950 | 2950 | 2999 | 2951 | 2999 | 2950 | 2998 | 3rd ST & State Road 37 | 3rd ST & State Road 37 | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 256 | S | Madison | ST | 2600 | 2500 | 2699 | 2501 | 2699 | 2500 | 2698 | Graham DR & Madison ST | Madison ST & Watson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2560 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | 3rd ST & State Road 37 | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 2561 | W | 3rd | ST | 4000 | 4000 | 4079 | 4001 | 4195 | 4000 | 4078 | 3rd ST & Curry PIKE | 3rd ST & Hickory DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2562 | W | 3rd | ST | 3800 | 3600 | 3999 | 3601 | 3999 | 3600 | 3998 | 3rd ST & Liberty DR | 3rd ST & Curry PIKE | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2563 | N | Jacob | DR | 420 | 341 | 499 | 341 | 499 | 342 | 498 | Jacob DR & Susan DR | Whitehall Crossing BLVD & Jacob DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2564 | W | Susan | DR | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Jacob DR & Susan DR | Gates DR & Susan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2565 | N | State Road 37 45 | | 1000 | 500 | 1699 | 301 | 1699 | 0 | 0 | State Road 37 & State Road 37 45 | State Road 37 45 & State Road 37 Ramp | 0 | | FW | 0 | no | No change from default |
| 2566 | N | Gates | DR | 451 | 451 | 499 | 451 | 499 | 452 | 498 | Gates DR & Susan DR | Gates DR & Whitehall Crossing BLVD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2568 | W | Whitehall Crossing | BLVD | 3100 | 3000 | 3199 | 3001 | 3199 | 3000 | 3198 | Whitehall Crossing BLVD & Jacob DR | Gates DR & Whitehall Crossing BLVD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2569 | N | Gates | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Gates DR & Whitehall Crossing BLVD | Gates DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 257 | S | Rogers | ST | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Ralston DR & Rogers ST | Rogers ST & Watson ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2573 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 & State Road 37 45 | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 2574 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 & State Road 37 45 | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 2575 | W | Jacob | DR | 3200 | 3200 | 3299 | 3201 | 3299 | 3200 | 3298 | W Jacob DR & N Jacob DR | Gates DR & Jacob DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2576 | N | State Road 37 45 | | 1000 | 300 | 1698 | 0 | 0 | 0 | 300 | 1698 | State Road 37 & State Road 37 45 | State Road 37 & State Road 37 45 & State Road 37 R | 0 | | FW | 0 | no | No change from default |
| 2578 | N | Jacob | DR | 300 | 300 | 340 | 301 | 339 | 300 | 340 | Alexander DR & Jacob DR | Jacob DR & Susan DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2579 | W | Alexander | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Alexander DR & Jacob DR | Alexander DR & Gates DR & Jonathan DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 258 | W | Watson | ST | 400 | 400 | 420 | 401 | 419 | 400 | 420 | Madison ST & Watson ST | Rogers ST & Watson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2580 | N | Gates | DR | 300 | 300 | 450 | 301 | 449 | 300 | 450 | Alexander DR & Gates DR & Jonathan DR | Gates DR & Susan DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2581 | E | Winslow | RD | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | High ST & Winslow RD | Jackson Creek Trail & Rogers RD & Winslow RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 2582 | E | Winslow | RD | 1910 | 1706 | 2099 | 1707 | 2099 | 1706 | 2098 | Abby LN & Winslow RD | High ST & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2583 | E | Rogers | RD | 2250 | 2250 | 2399 | 2251 | 2399 | 2250 | 2398 | Jackson Creek Trail & Rogers RD & Winslow RD | Rogers RD & The Stands DR & Winding Brook CIR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2584 | S | High | ST | | 0 | 0 | 0 | 0 | 0 | 0 | High ST & Rogers RD | High ST & Winslow RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 2585 | S | High | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | High ST & Wexley RD | High ST & Rogers RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2586 | E | Rogers | RD | 2200 | 2200 | 2249 | 2201 | 2249 | 2200 | 2248 | High ST & Rogers RD | Jackson Creek Trail & Rogers RD & Winslow RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 2587 | S | Stratford | DR | 3000 | 3000 | 3025 | 3001 | 3025 | 3000 | 3024 | Stratford DR & Wexley RD | Stratford DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2588 | E | Wexley | RD | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Caradon HL & Wexley RD | Stratford DR & Wexley RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2589 | E | Wexley | RD | 2000 | 2000 | 2025 | 2001 | 2025 | 2000 | 2024 | Stratford DR & Wexley RD | High ST & Wexley RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 259 | W | Watson | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Bryan ST & Watson ST | Madison ST & Watson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2590 | W | Hillside | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Hillside DR Dead End | Hillside DR & Madison ST | 58 | Protected Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2591 | E | 10th | ST | 4076 | 4076 | 4099 | 4077 | 4099 | 4076 | 4098 | 10th ST & Smith RD | 10th ST & Deckard DR & Tamarron DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2592 | E | 10th | ST | 3990 | 3900 | 4075 | 3901 | 4075 | 3900 | 4074 | 10th ST & Grandview DR | 10th ST & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2593 | S | Clarizz | BLVD | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Clarizz BLVD SPLIT | Buick Cadillac BLVD & Clarizz BLVD | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2594 | S | Park Ridge | RD | 400 | 300 | 499 | 301 | 499 | 300 | 498 | 3rd ST & Park Ridge RD | Hagan ST & Park Ridge RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2595 | W | Aspen | CT | 1200 | 1200 | 1215 | 1201 | 1215 | 1200 | 1214 | Aspen CT & Rosewood DR | Aspen CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2596 | S | Adams | ST | 600 | 600 | 709 | 601 | 709 | 600 | 708 | 2nd ST & Adams ST & Bloomfield RD | Adams ST & Woodhill DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2597 | W | Bloomfield | RD | 1300 | 1300 | 1365 | 1301 | 1365 | 1300 | 1364 | 2nd ST & Adams ST & Bloomfield RD | Bloomfield RD & Landmark AVE | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2598 | W | 2nd | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 2nd ST & Patterson DR | 2nd ST & Adams ST & Bloomfield RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2599 | S | Patterson | DR | 550 | 550 | 599 | 551 | 599 | 550 | 598 | Howe ST & Patterson DR | 2nd ST & Patterson DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 26 | S | Pepper | CHASE | 3800 | 3800 | 3820 | 3801 | 3819 | 3800 | 3820 | PEPPER CHAS Dead End | Heather DR & PEPPER CHAS | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 260 | S | Burberry | LN | 2400 | 2400 | 2409 | 2401 | 2409 | 2400 | 2408 | Burberry LN & Worthington LN | Brittany LN & Burberry LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2600 | W | 2nd | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 2nd ST & Walker ST | 2nd ST & Patterson DR | 90 | Bike Lane and Multi-use Path | GU | 86 | no | Reduced to 86 due to BL and MUP |
| 2601 | S | Patterson | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 3rd ST & Isaac DR & Patterson DR | Adams ST & Patterson DR & Prospect ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2602 | S | Patterson | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Adams ST & Patterson DR | 3rd ST & Isaac DR & Patterson DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2603 | W | 3rd | ST | 1250 | 1100 | 1399 | 1101 | 1399 | 1100 | 1398 | 3rd ST & Ronson ST | 3rd ST & Isaac DR & Patterson DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2604 | W | 3rd | ST | 1510 | 1400 | 1609 | 1401 | 1609 | 1400 | 1608 | 3rd ST & Adams ST & Patterson DR | 3rd ST & Westplex AVE | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2605 | W | 3rd | ST | 1610 | 1610 | 1739 | 1611 | 1739 | 1610 | 1738 | 3rd ST & Westplex AVE | 3rd ST & Landmark AVE | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2606 | S | Westplex | AVE | 100 | 100 | 220 | 101 | 219 | 100 | 220 | Westplex AVE Dead End | 3rd ST & Westplex AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2607 | N | Oak | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Oak ST | 6th ST & Oak ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2608 | W | Kirkwood | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Elm ST & Kirkwood AVE | Kirkwood AVE & Oak ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2609 | W | 6th | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 6th ST & Elm ST | 6th ST & Oak ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 261 | S | Kendall | DR | 2600 | 2600 | 2625 | 2601 | 2625 | 2600 | 2624 | Kendall DR Dead End | Bryan ST & Kendall DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2610 | N | Oak | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Oak ST | 7th ST & Oak ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2611 | N | Adams | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Adams ST | 7th ST & Adams ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2612 | W | 6th | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | 6th ST & Adams ST | 6th ST & Ritter ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2613 | W | Kirkwood | AVE | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Adams ST & Kirkwood AVE | Kirkwood AVE & Ritter ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2614 | N | Adams | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Adams ST & Kirkwood AVE | 6th ST & Adams ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2615 | W | Kirkwood | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Kirkwood AVE & Oak ST | Kirkwood AVE & Pine ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2616 | N | Ritter | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Ritter ST | 6th ST & Ritter ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2617 | W | Kirkwood | AVE | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Kirkwood AVE & Ritter ST | Hopewell ST & Kirkwood AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2618 | S | Adams | ST | 200 | 100 | 299 | 101 | 299 | 100 | 298 | Adams ST & Kirkwood AVE | 3rd ST & Adams ST & Patterson DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2619 | N | Bell Trace | DR | 514 | 514 | 599 | 515 | 599 | 514 | 598 | Bell Trace CIR & Bell Trace DR | Bell Trace CIR & Bell Trace CT & Bell Trace DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 262 | S | Leonard Springs | RD | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Leonard Springs RD & Walnut Leaf DR | Leonard Springs RD & Stapleton AVE | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2620 | N | Bell Trace | DR | 500 | 500 | 513 | 501 | 513 | 500 | 512 | Bell Trace DR & John Hinkle PL | Bell Trace CIR & Bell Trace DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2621 | N | Bell Trace | CT | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Bell Trace CT Dead End | Bell Trace CIR & Bell Trace CT & Bell Trace DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2622 | W | Runkle | WAY | 3400 | 3300 | 3499 | 3301 | 3499 | 3300 | 3498 | Gates DR & Runkle WAY | Runkle WAY Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2623 | W | 3rd | ST | 3450 | 3300 | 3599 | 3301 | 3599 | 3300 | 3598 | 3rd ST & Gates DR | 3rd ST & Liberty DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2624 | S | Gates | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Gates DR & Jacob DR | 3rd ST & Gates DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2625 | N | Gates | DR | 100 | 100 | 129 | 101 | 129 | 100 | 128 | Gates DR & Jacob DR | Gates DR & Runkle WAY | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2626 | N | Gates | DR | 220 | 130 | 299 | 131 | 299 | 130 | 298 | Gates DR & Runkle WAY | Alexander DR & Gates DR & Jonathan DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2627 | S | Rockport | RD | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | Duncan DR & Rockport RD | Guy AVE & Rockport RD | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2628 | S | Rockport | RD | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | Rockport RD & Rogers ST | Duncan DR & Rockport RD | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2629 | W | Duncan | DR | 500 | 500 | 630 | 501 | 629 | 500 | 630 | Duncan DR & Rockport RD | Duncan DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 263 | S | Worthington | LN | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Burberry LN & Worthington LN | Burberry LN & Worthington LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2630 | S | Rogers | ST | 2000 | 2000 | 2001 | 2001 | 2001 | 2000 | 2000 | Chambers DR & Rogers ST | Rockport RD & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2631 | S | Sare | RD | 3800 | 3700 | 3899 | 3701 | 3899 | 3700 | 3898 | Canada DR & Sare RD | Claybridge DR & Sare RD | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2632 | S | Claybridge | DR | 3870 | 3870 | 3899 | 3871 | 3899 | 3870 | 3898 | Claybridge DR & Clay CT | Claybridge DR & Sare RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2633 | E | Clay | CT | 2500 | 2500 | 2550 | 2501 | 2549 | 2500 | 2550 | Claybridge DR & Clay CT | Clay CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2634 | S | Rogers | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Driscoll DR & Rogers ST | Rogers ST & Wilson ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2635 | S | Madison | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Driscoll DR & Madison ST | Madison ST & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2636 | S | Madison | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Madison ST & Patterson DR | Driscoll DR & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2637 | S | Rogers | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Patterson DR & Rogers ST | Driscoll DR & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2638 | W | Driscoll | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Driscoll DR & Madison ST | Driscoll DR & Rogers ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2639 | W | Patterson | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Grimes LN & Morton ST & Patterson DR | Madison ST & Patterson DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 264 | S | Burberry | LN | 2340 | 2340 | 2399 | 2341 | 2399 | 2340 | 2398 | Burberry LN & Worthington LN | Burberry LN & Worthington LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2640 | W | Grimes | LN | 200 | 100 | 299 | 101 | 299 | 100 | 298 | Grimes LN & Walnut ST | Grimes LN & Morton ST & Patterson DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2641 | S | Morton | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Allen ST & Morton ST | Grimes LN & Morton ST & Patterson DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2642 | W | Patterson | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Madison ST & Patterson DR | Patterson DR & Rogers ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2643 | S | Rogers | ST | 1126 | 1126 | 1199 | 1127 | 1199 | 1126 | 1198 | Davis ST & Rogers ST | Patterson DR & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2644 | S | Fairview | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Allen ST & Fairview ST | Fairview ST & Patterson DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2644 | S | Fairview | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Allen ST & Fairview ST | Fairview ST & Patterson DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2644 | S | Fairview | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Allen ST & Fairview ST | Fairview ST & Patterson DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2645 | S | Patterson | DR | 1350 | 1100 | 1598 | 1101 | 1199 | 1100 | 1598 | Allen ST & Patterson DR | Fairview ST & Patterson DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2646 | S | Madison | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Allen ST & Madison ST | Madison ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2647 | W | Davis | ST | 500 | 500 | 525 | 501 | 525 | 500 | 524 | Davis ST & Rogers ST | Davis ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2648 | S | Rogers | ST | 1100 | 1100 | 1125 | 1101 | 1125 | 1100 | 1124 | Allen ST & Rogers ST | Davis ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2649 | S | Madison | ST | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | Dodds ST & Madison ST | Allen ST & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 265 | S | Buttonwood | LN | 2530 | 2530 | 2540 | 2531 | 2529 | 2530 | 2540 | Buttonwood LN & Elderberry CT | Buttonwood LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2650 | S | Morton | ST | 900 | 800 | 999 | 801 | 999 | 800 | 998 | Dodds ST & Morton ST | Allen ST & Morton ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2651 | W | Allen | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Allen ST & Madison ST | Allen ST & Rogers ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2652 | S | Fairview | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Dixie ST & Fairview ST | Allen ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2653 | S | Rogers | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Dixie ST & Rogers ST | Allen ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2654 | W | Allen | ST | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Allen ST & Rogers ST | Allen ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2655 | W | Allen | ST | 190 | 100 | 275 | 101 | 275 | 100 | 274 | Allen ST & Walnut ST | Jackson Creek Trail SPLIT | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2656 | S | Fairview | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Dodds ST & Fairview ST | Dixie ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2657 | S | Rogers | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Dodds ST & Rogers ST | Dixie ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2658 | W | Dixie | ST | 700 | 700 | 830 | 701 | 829 | 700 | 830 | Dixie ST & Fairview ST | Dixie ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2659 | W | Dixie | ST | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Dixie ST & Rogers ST | Dixie ST & Fairview ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 266 | S | Walnut | ST | 2320 | 2200 | 2435 | 2201 | 2435 | 2200 | 2434 | South DR & Walnut ST | Walnut ST & Walnut Street PIKE | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2660 | W | Allen | ST | 800 | 700 | 899 | 701 | 899 | 700 | 898 | Allen ST & Fairview ST | Allen ST & Patterson DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2661 | W | Kirkwood | AVE | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Kirkwood AVE & Pine ST | Adams ST & Kirkwood AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2662 | W | Patterson | DR | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Patterson DR & Rogers ST | Fairview ST & Patterson DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2663 | N | Thorntree | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Thorntree DR & Bittersweet DR | Arlington Valley DR & Thorntree DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2664 | N | Bittersweet | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Thorntree DR & Bittersweet DR | Arlington Valley DR & Bittersweet DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2665 | S | Claybridge | DR | 3800 | 3800 | 3869 | 3801 | 3869 | 3800 | 3868 | Canada DR & Claybridge DR | Claybridge DR & Clay CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2666 | E | Canada | DR | 2610 | 2514 | 2699 | 2515 | 2699 | 2514 | 2698 | Canada DR & Sare RD | Canada DR & Claybridge DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2667 | E | Canada | DR | 2500 | 2500 | 2513 | 2501 | 2513 | 2500 | 2512 | Canada DR & Goldin DR | Canada DR & Claybridge DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2668 | E | Goldin | DR | 2426 | 2426 | 2449 | 2427 | 2449 | 2426 | 2448 | Goldin CT & Goldin DR | Canada DR & Goldin DR | 58 | | NR | 60 | no | 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 | Canada DR & Goldin DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 267 | E | Graham | PL | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Graham DR & Graham PL Dead End | Graham DR & Graham PL & Henderson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2670 | S | Claybridge | DR | 3760 | 3760 | 3783 | 3761 | 3783 | 3760 | 3782 | Claybridge DR & Sandberg CT | Caray CT & Claybridge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2671 | E | Caray | CT | 2500 | 2500 | 2525 | 2501 | 2525 | 2500 | 2524 | Caray CT & Claybridge DR | Caray CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2672 | S | Claybridge | DR | 3630 | 3500 | 3759 | 3501 | 3759 | 3500 | 3758 | Cedarwood CIR & Claybridge DR | Claybridge DR & Sandberg CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2673 | E | Sandberg | CT | 2510 | 2510 | 2525 | 2511 | 2525 | 2510 | 2524 | Claybridge DR & Sandberg CT | Sandberg CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2674 | E | Cedarwood | DR | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Cedarwood CT & Cedarwood DR | Cedarwood CIR & Cedarwood DR | 58 | | NR | 60 | no | 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 | Cedarwood CIR & Claybridge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2676 | E | Cedarwood | CIR | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Cedarwood CIR & Cedarwood DR | Cedarwood CIR & Claybridge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2677 | S | Claybridge | DR | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | Claybridge DR Dead End | Cedarwood CIR & Claybridge DR | 58 | | NR | 60 | no | 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 | Cedarwood CIR & Cedarwood DR | 58 | | NR | 60 | no | 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 | Ashwood DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 268 | S | Brandon | CT | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Brandon CT & Graham DR | Brandon CT & Henderson ST | 58 | | NR | 60 | no | 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 | Rolling Oak DR & The Stands DR | 74 | Bike Lane | NC | 68 | no | 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 | Oakmont DR & Rolling Oak DR | 58 | | NR | 60 | no | 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 | Southern Oaks DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2683 | S | Clarizz | BLVD | 420 | 330 | 499 | 331 | 499 | 0 | 0 | Clarizz BLVD & Wilmington CT | Clarizz BLVD SPLIT | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2684 | S | Clarizz | BLVD | 300 | 300 | 329 | 301 | 329 | 0 | 0 | 3rd ST & Clarizz BLVD | Clarizz BLVD & Wilmington CT | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2685 | S | Wilmington | CT | 331 | 331 | 375 | 331 | 375 | 332 | 374 | Wilmington CT SPLIT | Wilmington CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2686 | S | Wilmington | CT | 300 | 300 | 330 | 301 | 329 | 300 | 330 | Wilmington CT Dead End | Wilmington CT SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2687 | S | Wilmington | CT | | 0 | 0 | 0 | 0 | 0 | 0 | Clarizz BLVD & Wilmington CT | Wilmington CT SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2688 | E | Moores | PIKE | 2100 | 2100 | 2203 | 2101 | 2203 | 2100 | 2202 | High ST & Hillside DR & Moores PIKE | Cape Cod DR & Moores PIKE | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2689 | E | Moores | PIKE | 2310 | 2204 | 2399 | 2205 | 2399 | 2204 | 2398 | Cape Cod DR & Moores PIKE | Moores PIKE & Valley Forge RD | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 269 | S | Buttonwood | LN | 2500 | 2500 | 2529 | 2501 | 2529 | 2500 | 2528 | Buttonwood LN & Cottonwood CIR | Buttonwood LN & Elderberry CT | 58 | | NR | 60 | no | 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 | Cape Cod DR Dead End | 58 | | NR | 60 | no | 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 | Cape Cod DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2692 | E | Cape Cod | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Cape Cod DR & Moores PIKE | Cape Cod DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2693 | S | Oaklawn | CIR | 3500 | 3400 | 3589 | 3401 | 3589 | 3400 | 3588 | Oaklawn CIR & Olson DR | Oaklawn CIR & Oaklawn CT | 58 | | NR | 60 | no | 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 | Henderson ST & Sherwood Hills DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2695 | S | Woodlawn | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Southdowns DR & Woodlawn AVE | Weatherstone LN & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2696 | S | Ravencrest | AVE | 600 | 600 | 725 | 601 | 725 | 600 | 724 | Brownridge RD & Ravencrest AVE | Brighton AVE & Ravencrest AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2697 | E | Brighton | AVE | 3600 | 3600 | 3649 | 3601 | 3649 | 3600 | 3648 | Brighton AVE & Meadowbrook DR | Brighton AVE & Ravencrest AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2698 | N | Keystone | CT | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Keystone CT & Tamarron DR | Keystone CT & Tamarron CT & Tamarron DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2699 | W | Carpenter | DR | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Carpenter DR Dead End | Bryan ST & Carpenter DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 27 | S | Laura | WAY | 3822 | 3822 | 3840 | 3823 | 3939 | 3822 | 3840 | Jennifer DR & Laura WAY | Heather DR & Jamie LN & Laura WAY | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 270 | E | Elderberry | CT | 2700 | 2700 | 2750 | 2701 | 2749 | 2700 | 2750 | Buttonwood LN & Elderberry CT | Elderberry CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2700 | S | Bryan | ST | 2600 | 2600 | 2619 | 2601 | 2619 | 2600 | 2618 | Bryan ST & Carpenter DR | Bryan ST & Kendall DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2701 | S | Bryan | ST | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Bryan ST & Camden DR | Bryan ST & Carpenter DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2702 | S | Liberty | DR | 1960 | 1700 | 2219 | 1701 | 2115 | 1700 | 2114 | Constitution AVE & Liberty DR | Hickory Leaf DR & Liberty DR & State Road 45 | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2703 | W | Gourley | PIKE | 1300 | 1300 | 1325 | 1301 | 1325 | 1300 | 1324 | Arlington RD & Gourley PIKE | Gourley PIKE Dead End | 0 | | FW | 0 | no | No change from default |
| 2703 | W | Gourley | PIKE | 1300 | 1300 | 1325 | 1301 | 1325 | 1300 | 1324 | Arlington RD & Gourley PIKE | Gourley PIKE Dead End | 0 | | FW | 0 | no | No change from default |
| 2704 | S | Claybridge | DR | 3784 | 3784 | 3799 | 3785 | 3799 | 3784 | 3798 | Caray CT & Claybridge DR | Canada DR & Claybridge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2705 | W | 3rd | ST | | 0 | 0 | 0 | 0 | 0 | 0 | 3rd ST & State Road 37 | 3rd ST & State Road 37 | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2706 | N | Old State Road 37 | | 2500 | 2100 | 2899 | 2101 | 2899 | 2100 | 2898 | Gourley PIKE & Old State Road 37 | Cascades Park Trail & Club House DR & Old State Ro | 74 | Multi-use Path | NC | 62 | no | 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 | State Road 37 Ramp & State Road 45 46 Bypass | 95 | | SC | 95 | no | 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 | State Road 37 Ramp & State Road 45 46 Bypass | 95 | | SC | 95 | no | 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 | State Road 37 Ramp & State Road 45 46 Bypass | 95 | Multi-use Path | SC | 84 | no | Reduced by 11' due to MUP only BikeRec |
| 271 | S | Henderson | ST | 2300 | 2300 | 2357 | 2301 | 2357 | 2300 | 2356 | Graham DR & Graham PL & Henderson ST | Brandon CT & Henderson ST | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2710 | N | State Road 37 45 | | 1930 | 1700 | 2149 | 1701 | 2149 | 0 | 0 | State Road 37 45 & State Road 37 Ramp | State Road 37 & State Road 37 45 & State Road 37 R | 0 | | FW | 0 | no | No change from default |
| 2713 | N | State Road 37 | | 2600 | 2600 | 2624 | 0 | 0 | 2600 | 2624 | State Road 37 & State Road 37 Ramp | State Road 37 & State Road 37 Ramp | 0 | | FW | 0 | no | No change from default |
| 2715 | S | Xavier | CT | 3000 | 3000 | 3025 | 3001 | 3025 | 3000 | 3024 | Xavier CT Dead End | Winslow RD & Xavier CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2716 | E | Winslow | RD | 1600 | 1600 | 1705 | 1601 | 1705 | 1600 | 1704 | Winslow RD & Xavier CT | Abby LN & Winslow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2717 | E | Winslow | RD | 1300 | 1000 | 1599 | 1001 | 1599 | 1000 | 1598 | Allendale DR & Winslow RD | Winslow RD & Xavier CT | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2718 | N | Stonelake | DR | 2050 | 1800 | 2299 | 1801 | 2299 | 1800 | 2298 | Stonelake DR Circle | Stonelake DR At Bloomington Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2719 | E | 7th | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | 7th ST Dead End | 7th ST & Jordan AVE | 58 | Protected Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 272 | S | Rogers | ST | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Graham DR & Rogers ST | Ralston DR & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2720 | E | Brighton | AVE | 3650 | 3650 | 3699 | 3651 | 3699 | 3650 | 3698 | Brighton AVE & Ravencrest AVE | Brighton AVE & Fieldcrest AVE & Fieldcrest CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2721 | N | Pine | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Pine ST | 6th ST & Pine ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2722 | W | 6th | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 6th ST & Oak ST | 6th ST & Pine ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2723 | W | 6th | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | 6th ST & Pine ST | 6th ST & Adams ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2724 | N | Pine | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 6th ST & Pine ST | 7th ST & Pine ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2725 | S | Fieldcrest | AVE | 600 | 600 | 730 | 601 | 729 | 600 | 730 | Brownridge RD & Fieldcrest AVE | Brighton AVE & Fieldcrest AVE & Fieldcrest CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2726 | S | Lincoln | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 1st ST & Lincoln ST | Lincoln ST & Wylie ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2727 | N | Dunn | ST | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | Dunn ST & State Road 45 46 Bypass | Dunn ST & Vernon AVE | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2728 | N | Dunn | ST | 2000 | 1800 | 2199 | 1801 | 2199 | 1800 | 2198 | Dunn ST & Varsity LN | Dunn ST & State Road 45 46 Bypass | 90 | Multi-use Path | GU | 74 | no | Reduced due to MUP from Bicycle Facilities rec |
| 2729 | E | Tamarron | DR | 3600 | 3600 | 3699 | 3601 | 3699 | 3600 | 3698 | Tamarron DR Circle | Callery DR & Tamarron DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 273 | S | Milton | DR | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Graham DR & Milton DR | Milton DR & Ralston DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2730 | E | Tamarron | DR | 3800 | 3800 | 3830 | 3801 | 3831 | 3800 | 3830 | Tamarron DR Circle | Callery DR & Tamarron DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2731 | | Access Drive to Hospital EMT | | | 0 | 0 | 0 | 0 | 0 | 0 | Access Drive to Hospital EMT Dead End | 1st ST & Access Drive to Hospital EMT | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2732 | N | Jacob | DR | 200 | 100 | 299 | 101 | 299 | 100 | 298 | W Jacob DR & N Jacob DR | Alexander DR & Jacob DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2733 | S | Huntington | DR | 1700 | 1600 | 1799 | 1601 | 1799 | 1600 | 1798 | Huntington DR & Thornton DR | 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 | Moody DR & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2735 | S | Henderson | ST | 1640 | 1640 | 1749 | 1641 | 1749 | 1640 | 1748 | Henderson ST & Thornton DR | Henderson ST & Moody DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2736 | E | Thornton | DR | 650 | 650 | 699 | 651 | 699 | 650 | 698 | Pinestone CT & Thornton DR | Buffstone CT & Thornton DR | 58 | Neighborhood Greenway | 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 Dead End | 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 | Pinestone CT Dead End | 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 | Buffstone CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 274 | S | Ford | AVE | 2500 | 2500 | 2525 | 2501 | 2525 | 2500 | 2524 | Ford AVE & Graham DR | Ford AVE & Ralston DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2740 | S | Henderson | ST | 1616 | 1616 | 1639 | 1617 | 1639 | 1616 | 1638 | Henderson ST & Melrose AVE | Henderson ST & Thornton DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2741 | E | Thornton | DR | 600 | 600 | 649 | 601 | 649 | 600 | 648 | Henderson ST & Thornton DR | Pinestone CT & Thornton DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2742 | S | Buffstone | CT | 1600 | 1600 | 1635 | 1601 | 1635 | 1600 | 1634 | Buffstone CT Dead End | Buffstone CT & Thornton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2743 | E | Thornton | DR | 700 | 700 | 723 | 701 | 723 | 700 | 722 | Buffstone CT & Thornton DR | Greystone CT & Thornton DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2744 | S | Greystone | CT | 1600 | 1600 | 1635 | 1601 | 1635 | 1600 | 1634 | Greystone CT Dead End | Greystone CT & Thornton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2745 | E | Thornton | DR | 724 | 724 | 799 | 725 | 799 | 724 | 798 | Greystone CT & Thornton DR | Park AVE & Thornton DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2746 | E | Thornton | DR | 800 | 800 | 849 | 801 | 849 | 800 | 848 | Park AVE & Thornton DR | Thornton DR & Troy CT | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2747 | S | Troy | CT | 1600 | 1600 | 1630 | 1601 | 1629 | 1600 | 1630 | Troy CT Dead End | Thornton DR & Troy CT | 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 | Thornton DR Dead End | 58 | Neighborhood Greenway | 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 | Henderson ST & Melrose AVE | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 275 | S | Rockport | RD | 2676 | 2676 | 2699 | 2677 | 2699 | 2676 | 2698 | Ralston DR & Rockport RD | Pinehurst DR & Rockport RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 2750 | E | Melrose | AVE | 410 | 300 | 515 | 301 | 515 | 300 | 514 | Vermilya AVE & Melrose AVE | Henderson ST & Melrose AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2751 | E | Thornton | DR | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Huntington DR & Thornton DR | Olive ST & Thornton DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2752 | S | Huntington | DR | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Hillside DR & Huntington DR | Huntington DR & Thornton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2753 | E | Southern | DR | 400 | 400 | 550 | 401 | 549 | 400 | 550 | Grant ST & Southern DR | Henderson ST & Southern DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2754 | S | Henderson | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Henderson ST & Hillside DR | Henderson ST & Southern DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2755 | E | Hillside | DR | 700 | 600 | 799 | 601 | 799 | 600 | 798 | Henderson ST & Hillside DR | Hillside DR & Park AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2755 | E | Hillside | DR | 700 | 600 | 799 | 601 | 799 | 600 | 798 | Henderson ST & Hillside DR | Hillside DR & Park AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2756 | E | Hillside | DR | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Hillside DR & Park AVE | Hillside DR & Woodlawn AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2756 | E | Hillside | DR | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Hillside DR & Park AVE | Hillside DR & Woodlawn AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2757 | S | Henderson | ST | 1410 | 1316 | 1499 | 1319 | 1499 | 1316 | 1498 | Brenda LN & Henderson ST | Henderson ST & Hillside DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2757 | S | Henderson | ST | 1410 | 1316 | 1499 | 1319 | 1499 | 1316 | 1498 | Brenda LN & Henderson ST | Henderson ST & Hillside DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2758 | S | Park | AVE | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Park AVE & Wilson ST | Hillside DR & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2759 | S | Woodlawn | AVE | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Wilson ST & Woodlawn AVE | Hillside DR & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2759 | S | Woodlawn | AVE | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Wilson ST & Woodlawn AVE | Hillside DR & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 276 | W | Ralston | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Ralston DR & Rogers ST | Milton DR & Ralston DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2760 | E | Hillside | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Hillside DR & Huntington DR | Hillside DR & Olive ST & Weatherstone LN | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2760 | E | Hillside | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Hillside DR & Huntington DR | Hillside DR & Olive ST & Weatherstone LN | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2761 | S | Brenda | LN | 1400 | 1400 | 1415 | 1401 | 1415 | 1400 | 1414 | Brenda LN & Brenda LN | Brenda LN & Stull AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2762 | S | Stull | AVE | 1400 | 1400 | 1405 | 1401 | 1405 | 1400 | 1404 | Stull AVE & Wilson ST | Brenda LN & Stull AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2763 | S | Woodlawn | AVE | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1398 | Grimes LN & Woodlawn AVE | Wilson ST & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2764 | E | Wilson | ST | 800 | 700 | 899 | 701 | 899 | 700 | 898 | Stull AVE & Wilson ST | Park AVE & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2765 | S | Stull | AVE | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1398 | Grimes LN & Stull AVE | Stull AVE & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2766 | E | Wilson | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Park AVE & Wilson ST | Wilson ST & Woodlawn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2767 | S | Park | AVE | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1398 | Grimes LN & Park AVE | Park AVE & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2768 | E | Brenda | LN | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Brenda LN & Fess AVE | Brenda LN & Brenda LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2769 | S | Henderson | ST | 1300 | 1300 | 1317 | 1301 | 1317 | 1300 | 1314 | Driscoll DR & Henderson ST | Brenda LN & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2769 | S | Henderson | ST | 1300 | 1300 | 1317 | 1301 | 1317 | 1300 | 1314 | Driscoll DR & Henderson ST | Brenda LN & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 277 | W | Ralston | DR | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Milton DR & Ralston DR | Ford AVE & Ralston DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2770 | S | Fess | AVE | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Fess AVE & Grimes LN | Brenda LN & Fess AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2771 | E | Brenda | LN | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Brenda LN & Henderson ST | Brenda LN & Fess AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2772 | S | Henderson | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Grimes LN & Henderson ST | Driscoll DR & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2772 | S | Henderson | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Grimes LN & Henderson ST | Driscoll DR & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 2773 | E | Driscoll | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Driscoll DR & Dunn ST | Driscoll DR & Henderson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2774 | E | Hillside | DR | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | Hillside DR & Woodlawn AVE | Hillside DR & Huntington DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2774 | E | Hillside | DR | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | Hillside DR & Woodlawn AVE | Hillside DR & Huntington DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2776 | N | Range | RD | 1300 | 600 | 2001 | 601 | 2001 | 600 | 2000 | 10th ST & Pete Ellis DR & Range RD | Range RD & State Road 45 46 Bypass | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 2777 | E | 17th | ST | 1200 | 1100 | 1299 | 1101 | 1299 | 1100 | 1298 | 17th ST & Walnut Grove AVE | 17th ST & Fee LN | 90 | Bike Lane and Multi-use Path | GU | 86 | no | Reduced to 86 due to BL and MUP |
| 2778 | E | Law | LN | 1650 | 1400 | 1899 | 1401 | 1899 | 1400 | 1898 | Jordan AVE & Law LN | Law LN & Union ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2779 | E | 8th | ST | 410 | 410 | 499 | 411 | 499 | 410 | 498 | 8th ST & Harold ST | 8th ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 278 | W | Ralston | DR | 850 | 700 | 999 | 701 | 999 | 700 | 998 | Ford AVE & Ralston DR | Banta AVE & Ralston DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2780 | E | 8th | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 8th ST & Dunn ST | 8th ST & Indiana AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2781 | N | Indiana | AVE | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 10th ST & Indiana AVE | Cottage Grove AVE & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2782 | N | Indiana | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & Indiana AVE | 10th ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2783 | N | Washington | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Cottage Grove AVE & Washington ST | 11th ST & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2784 | N | Washington | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & Washington ST | 10th ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 2785 | N | Washington | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 10th ST & Washington ST | Cottage Grove AVE & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2786 | N | Blair | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 14th ST & Blair AVE | Blair AVE & 15th ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2787 | W | 15th | ST | 1000 | 1000 | 1000 | 0 | 0 | 1000 | 1000 | 15th ST & Dyer DR | Blair AVE & 15th ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2788 | E | Brownstone | DR | 150 | 150 | 299 | 151 | 299 | 150 | 298 | 14th ST & Brownstone DR & Washington ST | Brownstone DR & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2789 | N | Washington | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 15th ST & Washington ST | 14th ST & Brownstone DR & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 279 | S | Forrester | ST | 3114 | 3114 | 3199 | 3115 | 3199 | 3114 | 3198 | Forrester ST & St James CT | David DR & Forrester ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2790 | N | Fess | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 13th ST & Fess AVE | 14th ST & Fess AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2791 | N | Fess | AVE | 900 | 900 | 999 | 901 | 999 | 900 | 998 | 12th ST & Fess AVE | 13th ST & Fess AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2792 | N | Lincoln | ST | 1600 | 1500 | 1699 | 1501 | 1699 | 1500 | 1698 | 19th ST & Lincoln ST | 20th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2793 | N | Lincoln | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | 18th ST & Lincoln ST | 19th ST & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2794 | N | Woodburn | AVE | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | 17th ST & Woodburn AVE | Woodburn AVE Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2795 | S | Fairview | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Fairview ST & Wylie ST | Dodds ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2795 | S | Fairview | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Fairview ST & Wylie ST | Dodds ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2795 | S | Fairview | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Fairview ST & Wylie ST | Dodds ST & Fairview ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2796 | S | Fairview | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 1st ST & Fairview ST | Fairview ST & Wylie ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2796 | S | Fairview | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 1st ST & Fairview ST | Fairview ST & Wylie ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2796 | S | Fairview | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 1st ST & Fairview ST | Fairview ST & Wylie ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2797 | S | Henderson | ST | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Henderson ST & Miller DR | Henderson ST & North DR & Summit View PL | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2798 | S | Henderson | ST | 1750 | 1750 | 1899 | 1751 | 1899 | 1750 | 1898 | Henderson ST & Moody DR | Henderson ST & Miller DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2799 | W | Southern | DR | 100 | 100 | 115 | 101 | 115 | 100 | 114 | Southern DR & Walnut ST | College AVE & Southern DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 28 | E | Heather | DR | 1050 | 1050 | 1099 | 1051 | 1099 | 1050 | 1098 | Heather DR & Sherbrooke DR | Heather DR & Jamie LN & Laura WAY | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 280 | E | David | DR | 3010 | 2810 | 3199 | 2811 | 3199 | 2810 | 3198 | David DR & Tapps TURN | David DR & Forrester ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2800 | E | 1st | ST | 500 | 400 | 599 | 401 | 599 | 400 | 598 | 1st ST & Grant ST | 1st ST & Henderson ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2800 | E | 1st | ST | 500 | 400 | 599 | 401 | 599 | 400 | 598 | 1st ST & Grant ST | 1st ST & Henderson ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2801 | E | 1st | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 1st ST & Henderson ST | 1st ST & Fess AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2802 | W | 2nd | ST | 100 | 100 | 197 | 101 | 197 | 100 | 196 | 2nd ST & Walnut ST | 2nd ST & College AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2803 | S | College | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | College AVE & Smith AVE | 2nd ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 2804 | S | College | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 2nd ST & College AVE | 1st ST & College AVE | 88 | Protected Bike Lane | MS | 88 | no | No change from default |
| 2805 | S | Grant | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Grant ST & Smith AVE | 2nd ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2806 | S | Grant | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Grant ST | Grant ST & Smith AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2807 | S | Longwood | DR | 1400 | 1400 | 1415 | 1401 | 1415 | 1400 | 1414 | Longwood CT E & Longwood DR | Dorchester DR & Hillside DR & Longwood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2808 | S | Dorchester | DR | 1500 | 1500 | 1640 | 1501 | 1639 | 1500 | 1640 | Dorchester DR & Hillside DR & Longwood DR | Dorchester DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2809 | S | State Road 46 | | 200 | 100 | 299 | 101 | 299 | 100 | 298 | S State Road 46 & N State Road 46 | 3rd ST & College Mall RD & State Road 46 | 95 | | SC | 95 | no | No change from default |
| 281 | E | Tapps | TURN | 3010 | 2800 | 3220 | 2801 | 3219 | 2800 | 3220 | David DR & Tapps TURN | Forrester ST & Olcott BLVD & Tapps TURN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2810 | N | State Road 46 | | 200 | 100 | 299 | 101 | 299 | 100 | 298 | S State Road 46 & N State Road 46 | 7th ST & State Road 46 | 95 | | | SC | 95 | no | No change from default |
| 2811 | E | Maxwell | LN | 2000 | 1900 | 2099 | 1913 | 2099 | 1900 | 2098 | Greenwood AVE & Maxwell LN | High ST & Maxwell LN | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2812 | E | Maxwell | LN | 2270 | 2100 | 2430 | 2101 | 2429 | 2100 | 2430 | High ST & Maxwell LN | Maxwell LN Dead End | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2813 | S | Rose | AVE | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Rose AVE | Atwater AVE & Rose AVE | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2814 | S | Rose | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Jones AVE & Rose AVE | 3rd ST & Rose AVE | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2815 | E | Atwater | AVE | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | Atwater AVE & Mitchell ST | Atwater AVE & Eastside DR | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2816 | S | Eastside | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Atwater AVE & Eastside DR | Eastside DR & Hunter AVE | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2817 | E | Atwater | AVE | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | Atwater AVE & Eastside DR | Arbutus DR & Atwater AVE | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2818 | S | Swain | AVE | 700 | 700 | 730 | 701 | 729 | 700 | 730 | Swain AVE & University ST | Swain AVE Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2819 | E | University | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Swain AVE & University ST | Mitchell ST & University ST | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 282 | S | Roundhill | CT | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Roundhill CT & Roundhill LN | Roundhill CT Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2820 | S | Swain | AVE | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 2nd ST & Swain AVE | Swain AVE & University ST | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2821 | E | Atwater | AVE | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Atwater AVE & Woodlawn AVE | Atwater AVE & Faculty AVE | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2822 | E | Atwater | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Atwater AVE & Faculty AVE | Atwater AVE & Hawthorne DR | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2823 | S | Hawthorne | DR | 830 | 830 | 899 | 831 | 899 | 830 | 898 | Hawthorne DR & Wylie ST | Hawthorne DR & Maxwell LN | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2823 | S | Hawthorne | DR | 830 | 830 | 899 | 831 | 899 | 830 | 898 | Hawthorne DR & Wylie ST | Hawthorne DR & Maxwell LN | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2824 | S | Hawthorne | DR | 900 | 900 | 997 | 901 | 997 | 900 | 996 | Hawthorne DR & Maxwell LN | Hawthorne DR & Sheridan DR | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2824 | S | Hawthorne | DR | 900 | 900 | 997 | 901 | 997 | 900 | 996 | Hawthorne DR & Maxwell LN | Hawthorne DR & Sheridan DR | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2825 | E | Maxwell | LN | 1216 | 1216 | 1299 | 1217 | 1299 | 1216 | 1298 | Ballantine RD & Maxwell LN | Highland AVE & Maxwell LN | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2826 | E | Maxwell | LN | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Highland AVE & Maxwell LN | Jordan AVE & Maxwell LN | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2827 | W | Allen | ST | 1350 | 1350 | 1499 | 1351 | 1499 | 1350 | 1498 | Allen ST & Larkspur LN | Adams ST & Allen ST | 74 | Bike Lane | | NC | 68 | no | 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 | State Road 37 Ramp & State Road 45 46 Bypass & Sta | 0 | | | FW | 0 | no | No change from default |
| 2829 | N | State Road 37 | | 2380 | 2150 | 2599 | 2151 | 2599 | 0 | 0 | State Road 37 & State Road 37 45 & State Road 37 R | State Road 37 & State Road 37 Ramp | 0 | | | FW | 0 | no | No change from default |
| 283 | S | Rockport | RD | 2600 | 2600 | 2675 | 2601 | 2675 | 2600 | 2674 | Graham DR & Rockport RD | Ralston DR & Rockport RD | 95 | | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 2830 | E | Southern | DR | 310 | 214 | 399 | 215 | 399 | 214 | 398 | Southern DR Dead End | Grant ST & Southern DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2831 | E | Southern | DR | 100 | 100 | 213 | 101 | 213 | 100 | 212 | Southern DR & Walnut ST | Southern DR Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2832 | S | Christopher | DR | 700 | 600 | 799 | 601 | 799 | 600 | 798 | Brownridge RD & Christopher DR | Brighton AVE & Christopher DR | 58 | | | NR | 60 | no | 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 | Brighton AVE & Christopher DR | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2834 | S | Pine Meadows | DR | 2700 | 2700 | 2755 | 2701 | 2755 | 2700 | 2754 | Pinehurst DR & Pine Meadows DR | Pinehurst DR & Pine Meadows DR | 58 | | | NR | 60 | no | 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 | Pinehurst DR & Pine Meadows DR | 58 | | | NR | 60 | no | 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 | Jalen CT Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2837 | W | Adams Hill | CIR | 1490 | 1490 | 1499 | 1491 | 1499 | 1490 | 1498 | Adams Hill CIR & Jalen CT | Adams Hill CIR & Adams ST | 74 | | | NC | 60 | no | 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 | Adams Hill CIR & Jalen CT | 74 | | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2839 | S | Maston | CT | 2400 | 2400 | 2485 | 2401 | 2485 | 2400 | 2484 | Maston CT Dead End | Adams Hill CIR & Maston CT & Woolery Mill DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 284 | S | Banta | AVE | 2500 | 2500 | 2599 | 2501 | 2599 | 2500 | 2598 | Banta AVE & Graham DR | Banta AVE & Ralston DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2840 | S | Coriander | CT | 900 | 900 | 940 | 901 | 939 | 900 | 940 | Brighton CRST & Coriander CT | Coriander CT Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2841 | E | Brighton | CRST | 3914 | 3914 | 3925 | 3915 | 3925 | 3914 | 3924 | Brighton CRST & Coriander CT | Brighton CRST & Romans WAY | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2842 | S | Brighton | CRST | 922 | 922 | 930 | 923 | 929 | 922 | 930 | Brighton CRST & Brumley CT | Brighton CRST & Romans WAY | 74 | Neighborhood Greenway | | NC | 60 | no | 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 | Brighton CRST & Romans WAY | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2844 | S | Brumley | CT | 920 | 920 | 940 | 921 | 939 | 920 | 940 | Brighton CRST & Brumley CT | Brumley CT Dead End | 58 | | | NR | 60 | no | 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 | Brighton CRST & Coriander CT | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2846 | S | Smith | RD | 708 | 708 | 799 | 709 | 799 | 708 | 798 | Bennington BLVD & Smith RD | Baldwin DR & Brighton CRST & Smith RD | 95 | Bike Lane and Multi-use Path | | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2847 | S | Coriander | CT | 850 | 850 | 899 | 851 | 899 | 850 | 898 | Coriander CT Dead End | Brighton CRST & Coriander CT | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2848 | S | Brighton | CRST | 912 | 912 | 921 | 913 | 921 | 912 | 920 | Brighton CRST & Cadbury CT | Brighton CRST & Brumley CT | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2849 | S | Brighton | CRST | 900 | 900 | 911 | 901 | 911 | 900 | 910 | Brighton CRST & Pembrook CT | Brighton CRST & Cadbury CT | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 285 | W | Ralston | DR | 1000 | 1000 | 1035 | 1001 | 1035 | 1000 | 1034 | Banta AVE & Ralston DR | Ralston DR & Rockport RD | 74 | | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2850 | E | Cadbury | CT | 4100 | 4100 | 4125 | 4101 | 4125 | 4100 | 4124 | Brighton CRST & Cadbury CT | Cadbury CT Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2851 | S | Brighton | CRST | 800 | 700 | 899 | 701 | 899 | 700 | 898 | Bennington BLVD & Brighton CRST | Brighton CRST & Pembrook CT | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2852 | E | Pembrook | CT | 4100 | 4100 | 4115 | 4101 | 4115 | 4100 | 4114 | Brighton CRST & Pembrook CT | Pembrook CT Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2853 | E | Bennington | BLVD | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Bennington BLVD & Smith RD | Bennington BLVD & Romans CT & Romans WAY | 58 | | | NR | 60 | no | 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 | Bennington BLVD & Smith RD | 95 | Bike Lane and Multi-use Path | | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2855 | E | Olson | DR | 2620 | 2650 | 2621 | 2649 | 2620 | 2650 | 2650 | Oaklawn CIR & Olson DR | Oaklawn CIR & Olson DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2856 | E | Olson | DR | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Olson DR & Sare RD | Oaklawn CIR & Olson DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2857 | S | Sare | RD | 3300 | 3200 | 3399 | 3201 | 3399 | 3200 | 3398 | Sare RD & Southern Oaks DR | Olson DR & Sare RD | 95 | Multi-use Path | | SC | 64 | no | 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 | State Road 37 Ramp & State Road 45 46 Bypass | 95 | | | SC | 95 | no | No change from default |
| 2859 | E | 11th | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 11th ST & Walnut Grove AVE | 11th ST & Fee LN | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 286 | S | Burberry | LN | 2300 | 2300 | 2339 | 2301 | 2339 | 2300 | 2338 | Burberry LN & Graham DR | Burberry LN & Worthington LN | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2860 | N | Fee | LN | 700 | 600 | 799 | 601 | 799 | 600 | 798 | 10th ST & Fee LN | 11th ST & Fee LN | 90 | Protected Bike Lane | | GU | 90 | no | No change due to PBL as default |
| 2861 | N | Fee | LN | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 11th ST & Fee LN | Fee LN & Law LN | 90 | Protected Bike Lane | | GU | 90 | no | No change due to PBL as default |
| 2862 | S | Swain | AVE | 311 | 311 | 399 | 311 | 399 | 312 | 398 | State CT & Swain AVE | Atwater AVE & Swain AVE | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2863 | E | State | CT | 1450 | 1450 | 1499 | 1451 | 1499 | 1450 | 1498 | State CT Dead End | State CT & Swain AVE | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2864 | S | Swain | AVE | 300 | 300 | 310 | 301 | 309 | 300 | 310 | 3rd ST & Swain AVE | State CT & Swain AVE | 90 | | | GU | 72 | no | 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 | State Road 37 & Tapp RD | 95 | Bike Lane and Multi-use Path | | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2866 | W | Tapp | RD | 2750 | 2600 | 2899 | 2601 | 2899 | 2600 | 2898 | Deborah DR & Tapp RD | Cooperative WAY & Rex Grossman BLVD & Tapp RD | 95 | Bike Lane and Multi-use Path | | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2867 | S | Deborah | DR | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Deborah DR & Tapp RD | Cota DR & Deborah DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2868 | W | Cota | DR | 2500 | 2400 | 2599 | 2401 | 2599 | 2400 | 2598 | Cota DR & Deborah DR | Cota DR & Mcintire DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2869 | S | Deborah | DR | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Cota DR & Deborah DR | Deborah DR Dead End | 58 | | | NR | 60 | no | 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 | Deep Well CT Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2870 | E | Thornton | DR | 1500 | 1300 | 1699 | 1301 | 1699 | 1300 | 1698 | Maxwell ST & Thornton DR | Oxford DR & Thornton DR | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2871 | W | 3rd | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | 3rd ST & Benham LN | 3rd ST & Johnson AVE | 95 | Protected Bike Lane | | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 2873 | E | Vermilya | AVE | 210 | 100 | 309 | 101 | 309 | 100 | 308 | Vermilya AVE & Walnut ST | Vermilya AVE & Melrose AVE | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2874 | E | Grimes | LN | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Grimes LN & Henderson ST | Fess AVE & Grimes LN | 74 | | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2875 | S | Fess | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Fess AVE Dead End | Fess AVE & Grimes LN | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2876 | E | Grimes | LN | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Fess AVE & Grimes LN | Grimes LN & Stull AVE | 74 | | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2877 | S | Stull | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Stull AVE Dead End | Grimes LN & Stull AVE | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2878 | S | Park | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Park AVE Dead End | Grimes LN & Park AVE | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2879 | E | Grimes | LN | 900 | 900 | 920 | 901 | 919 | 900 | 920 | Grimes LN & Park AVE | Grimes LN & Woodlawn AVE | 74 | | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 288 | E | Camden | DR | 2500 | 2500 | 2511 | 2501 | 2511 | 2500 | 2510 | Bryan ST & Camden DR | Camden DR Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2880 | E | Grimes | LN | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Grimes LN & Stull AVE | Grimes LN & Park AVE | 74 | | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2881 | E | Brighton | AVE | 3800 | 3800 | 3899 | 3801 | 3899 | 3800 | 3898 | Brighton AVE & Christopher DR | Baldwin DR & Brighton AVE | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2882 | S | Baldwin | DR | 850 | 850 | 879 | 851 | 879 | 850 | 878 | Baldwin DR & Brighton CRST & Smith RD | Baldwin DR & Brighton AVE | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2883 | N | Morton | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & Morton ST | 9th ST & Morton ST | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2884 | N | College | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 8th ST & College AVE | 9th ST & College AVE | 88 | Protected Bike Lane | | MS | 88 | no | No change from default |
| 2885 | N | Morton | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & Morton ST | 10th ST & Morton ST | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2886 | N | College | AVE | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 9th ST & College AVE | 10th ST & College AVE | 88 | Protected Bike Lane | | MS | 88 | no | No change from default |
| 2887 | W | 9th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 9th ST & Walnut ST | 9th ST & College AVE | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2888 | W | 9th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 9th ST & College AVE | 9th ST & Morton ST | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2889 | W | 10th | ST | 400 | 300 | 499 | 301 | 499 | 300 | 498 | 10th ST & Morton ST | 10th ST & Rogers ST | 90 | Protected Bike Lane | | GU | 90 | no | No change due to PBL as default |
| 289 | S | Forrester | ST | 3100 | 3100 | 3113 | 3101 | 3113 | 3100 | 3112 | Forrester ST & Olcott BLVD & Tapps TURN | Forrester ST & St James CT | 74 | Neighborhood Greenway | | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2890 | W | 10th | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 10th ST & College AVE | 10th ST & Morton ST | 90 | Protected Bike Lane | | GU | 90 | no | No change due to PBL as default |
| 2891 | N | Morton | ST | 600 | 600 | 650 | 601 | 649 | 600 | 650 | 10th ST & Morton ST | 11th ST & Morton ST | 90 | | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 2892 | W | 10th | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | 10th ST & Walnut ST | 10th ST & College AVE | 90 | Protected Bike Lane | | GU | 90 | no | No change due to PBL as default |
| 2893 | N | College | AVE | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 10th ST & College AVE | 11th ST & College AVE | 88 | Protected Bike Lane | | MS | 88 | no | No change from default |
| 2894 | S | High | ST | 2208 | 2208 | 2299 | 2209 | 2299 | 2208 | 2298 | High ST & Rock Creek DR | High ST & Wexley RD | 95 | Bike Lane and Multi-use Path | | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2895 | S | Stratford | DR | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Kensington CT & Kensington PL & Stratford DR | Stratford DR & Wexley RD | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2896 | E | Wexley | RD | 1800 | 1700 | 1899 | 1701 | 1899 | 1700 | 1898 | Kensington PL & Wexley RD | Caradon HL & Wexley RD | 58 | Neighborhood Greenway | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2897 | S | Stratford | DR | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Cheyanne LN & Stratford DR | Kensington CT & Kensington PL & Stratford DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2898 | E | Kensington | PL | 1800 | 1800 | 1915 | 1801 | 1915 | 1800 | 1914 | Kensington PL & Wexley RD | Kensington CT & Kensington PL & Stratford DR | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2899 | E | Kensington | CT | 2000 | 2000 | 2025 | 2001 | 2025 | 2000 | 2024 | Kensington CT & Kensington PL & Stratford DR | Kensington CT Dead End | 58 | | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | S | Christa | CT | 3800 | 3800 | 3820 | 3801 | 3819 | 3800 | 3820 | Christa CT Dead End | Christa CT & Heather DR | 58 | | NR | 60 | no | 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 | Forrester ST & St James CT | 58 | | NR | 60 | no | 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 | Kensington PL & Wexley RD | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Cheyanne LN & Stratford DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2902 | E | Cheyanne | LN | 2000 | 2000 | 2075 | 2001 | 2075 | 2000 | 2074 | Cheyanne LN & Stratford DR | Cheyanne LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2903 | E | Cheyanne | LN | 1900 | 1800 | 1999 | 1801 | 1999 | 1800 | 1998 | Cheyanne LN Dead End | Cheyanne LN & Stratford DR | 58 | | NR | 60 | no | 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 | High ST & Rock Creek DR | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Childs CT & Rock Creek DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 2906 | S | High | ST | 2110 | 2110 | 2207 | 2111 | 2207 | 2110 | 2206 | High ST & Meadowbluff CT | High ST & Rock Creek DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2907 | S | Stratford | DR | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Stratford DR Dead End | Rock Creek DR & Stratford DR | 58 | | NR | 60 | no | 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 | Rock Creek DR & Stratford DR | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Paiges WAY & Rock Creek DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 291 | E | Graham | DR | 350 | 350 | 360 | 351 | 359 | 350 | 360 | Brandon CT & Graham DR | Graham DR & Winslow CT | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2910 | S | Wexley | RD | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Wexley RD Dead End | Rock Creek DR & Wexley RD | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2911 | S | Paiges | WAY | 2600 | 2600 | 2680 | 2601 | 2679 | 2600 | 2680 | Paiges WAY Dead End | Paiges WAY & Rock Creek DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2912 | E | Oaklawn | CT | 2600 | 2600 | 2635 | 2601 | 2635 | 2600 | 2634 | Oaklawn CIR & Oaklawn CT | Oaklawn CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2913 | S | Oaklawn | CIR | 3590 | 3590 | 3599 | 3591 | 3599 | 3590 | 3598 | Oaklawn CIR & Oaklawn CT | Oaklawn CIR & Olson DR | 58 | | NR | 60 | no | 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 | 3rd ST & Williamsburg DR | 90 | | GU | 72 | no | 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 | 3rd ST & Pete Ellis DR | 90 | Bike Lane and Multi-use Path | GU | 86 | no | 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 | Longview AVE & Pete Ellis DR | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 2917 | E | 7th | ST | 2650 | 2650 | 2799 | 2651 | 2799 | 2650 | 2798 | 7th ST & State Road 46 | 7th ST & Longview AVE & Williamsburg DR | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 2918 | N | Pete Ellis | DR | 200 | 100 | 299 | 101 | 299 | 100 | 298 | Longview AVE & Pete Ellis DR | Braeside DR & Pete Ellis DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2919 | E | Longview | AVE | 3150 | 3000 | 3299 | 3001 | 3299 | 3000 | 3298 | Longview AVE & Pete Ellis DR | Kingston DR & Longview AVE | 90 | Neighborhood Greenway | GU | 72 | no | Reduced to 72 due to NG in Bicycle Facilites Rec |
| 292 | S | Cottonwood | CIR | 2400 | 2400 | 2442 | 2401 | 4241 | 2400 | 2442 | Cottonwood CIR Dead End | Buttonwood LN & Cottonwood CIR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2920 | S | Sare | RD | 3050 | 3050 | 3098 | 3051 | 3099 | 3050 | 3098 | Rogers RD & Sare RD | Boat House LN & Sare RD | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2921 | S | Sare | RD | 3150 | 3150 | 3199 | 3151 | 3199 | 3150 | 3198 | & Meadowcreek BLVD & Sare RD | Sare RD & Southern Oaks DR | 95 | Multi-use Path | SC | 64 | no | 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 | High ST & Hunter AVE | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Rhorer RD & Sare RD | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 2924 | S | Mill Stone | WAY | 3830 | 3830 | 3899 | 3831 | 3899 | 3830 | 3898 | Mill Stone CT & Mill Stone WAY | Mill Stone WAY & Sare RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2925 | S | Sare | RD | 3925 | 3925 | 3949 | 3925 | 3949 | 3926 | 3948 | Mill Stone CT & Sare RD | Mill Stone WAY & Sare RD | 95 | Multi-use Path | SC | 64 | no | 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 | Mill Stone CT & Sare RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2927 | S | Sare | RD | 3900 | 3900 | 3924 | 3901 | 3923 | 3900 | 3924 | Claybridge DR & Sare RD | Mill Stone CT & Sare RD | 95 | Multi-use Path | SC | 64 | no | 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 | Mill Stone CT & Mill Stone WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2929 | E | 18th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 18th ST & Lincoln ST | 18th ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 293 | E | Buttonwood | LN | 2725 | 2725 | 2752 | 2725 | 2751 | 2726 | 2752 | Buttonwood LN & Cottonwood CIR | Buttonwood LN & Sare RD | 58 | | NR | 60 | no | 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 | Smith RD & Stella DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2931 | S | Stella | DR | 1250 | 1250 | 1264 | 1251 | 1263 | 1250 | 1264 | Smith RD & Stella DR | Lydia LN & Stella DR | 58 | | NR | 60 | no | 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 | Cobble Creek DR & Smith RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2933 | S | Woolery Mill | DR | 2350 | 2350 | 2499 | 2351 | 2499 | 2350 | 2498 | Adams Hill CIR & Woolery Mill DR | Adams Hill CIR & Maston CT & Woolery Mill DR | 58 | | NR | 60 | no | 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 | Pine Meadows DR & Twin Oaks VLY | 74 | | NC | 60 | no | 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 | Twin Oaks VLY Dead End | 58 | | NR | 60 | no | 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 | Pine Meadows DR & Twin Oaks VLY | 74 | | NC | 60 | no | 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 | Adams Hill CIR & Twin Oaks RDG | 74 | | NC | 60 | no | 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 & Woolery Mill DR | Adams Hill CIR & Twin Oaks RDG | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2939 | E | Wyndam | CT | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Atlee ST & Wyndam CT | Wyndam CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 294 | E | Roundhill | LN | 2500 | 2500 | 2539 | 2501 | 2539 | 2500 | 2538 | Roundhill LN Dead End | Deep Well CT & Roundhill LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2940 | S | Atlee | ST | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Atlee ST Dead End | Atlee ST & Wyndam CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2941 | S | Atlee | ST | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Atlee CT & Atlee ST & Winston ST | Atlee ST & Bricklin CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2942 | S | Atlee | ST | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Atlee ST & Wyndam CT | Atlee ST & Bricklin CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2943 | E | Bricklin | CT | 3000 | 3000 | 3099 | 3001 | 3099 | 3000 | 3098 | Bricklin CT Dead End | Atlee ST & Bricklin CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2944 | | Access Drive to Eastland Plaza | | | 0 | 0 | 0 | 0 | 0 | 0 | Access Drive to Eastland Plaza Dead End | College Mall RD & Access Drive to Eastland Plaza & | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2945 | | Access Drive N to College Mall | | | 0 | 0 | 0 | 0 | 0 | 0 | College Mall RD & Access Drive to Eastland Plaza & | Access Drive N to College Mall Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2946 | S | Kingston | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 3rd ST & Kingston DR | Kingston DR Dead End | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2947 | N | Rosewood | DR | 4121 | 4121 | 4135 | 4121 | 4135 | 4122 | 4134 | Rosewood DR & Sugarberry CT | Acuff RD & Rosewood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2948 | N | Rosewood | DR | 4104 | 4104 | 4122 | 4105 | 4119 | 4104 | 4122 | Aspen CT & Rosewood DR | Rosewood DR & Sugarberry CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2949 | W | Sugarberry | CT | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Sugarberry CT Dead End | Rosewood DR & Sugarberry CT | 58 | | NR | 60 | no | 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 | Brandon CT & Graham DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2950 | W | Adams Hill | CIR | 1400 | 1400 | 1469 | 1401 | 1469 | 1400 | 1468 | Adams Hill CIR & Twin Oaks RDG | Adams Hill CIR & Isabel CT | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2951 | S | Isabel | CT | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Isabel CT Dead End | Adams Hill CIR & Isabel CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2952 | W | Twin Oaks | RDG | 1154 | 1154 | 1199 | 1155 | 1199 | 1154 | 1198 | Adams Hill CIR & Twin Oaks RDG | Twin Oaks RDG Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2953 | W | Petal | CT | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Petal CT Dead End | Petal CT & Sunflower DR | 58 | | NR | 60 | no | 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 | Kinser PIKE & Vaughn Clipp WAY | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2955 | N | Kinser | PIKE | 1500 | 1500 | 1509 | 1501 | 1509 | 1500 | 1508 | Kinser PIKE & Vaughn Clipp WAY | Kinser PIKE & Northlane DR | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2956 | W | Northlane | DR | 400 | 400 | 530 | 401 | 529 | 400 | 530 | Kinser PIKE & Northlane DR | Northlane DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2957 | N | Kinser | PIKE | 1510 | 1510 | 1549 | 1511 | 1549 | 1510 | 1548 | Kinser PIKE & Northlane DR | Brookdale DR & Kinser PIKE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2958 | N | Woodburn | AVE | 1500 | 1500 | 1539 | 1501 | 1539 | 1500 | 1538 | Woodburn AVE Dead End | Brookdale DR & Woodburn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2959 | N | Kinser | PIKE | 1550 | 1550 | 1599 | 1551 | 1599 | 1550 | 1598 | Brookdale DR & Kinser PIKE | Amaryllis DR & Kinser PIKE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 296 | S | Henderson | ST | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | Henderson ST & South DR & Wylie Farm RD | Graham DR & Graham PL & Henderson ST | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 2960 | W | Brookdale | DR | 300 | 300 | 301 | 301 | 301 | 300 | 300 | Brookdale DR & Kinser PIKE | Brookdale DR & Woodburn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2961 | W | Amaryllis | DR | 500 | 400 | 599 | 401 | 599 | 400 | 598 | Amaryllis DR & Kinser PIKE | Amaryllis DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2962 | N | Kinser | PIKE | 1600 | 1600 | 1624 | 1601 | 1623 | 1600 | 1624 | Amaryllis DR & Kinser PIKE | Hoosier Court AVE & Kinser PIKE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 2963 | W | Brookdale | DR | 302 | 302 | 305 | 303 | 305 | 302 | 304 | Brookdale DR & Woodburn AVE | Brookdale DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2964 | N | Foster | DR | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | Foster DR & Law LN | Fee LN & Foster DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2965 | E | Law | LN | 1300 | 1300 | 1359 | 1301 | 1359 | 1300 | 1358 | Fee LN & Law LN | Foster DR & Law LN | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2966 | E | Law | LN | 1360 | 1360 | 1399 | 1361 | 1399 | 1360 | 1398 | Foster DR & Law LN | Jordan AVE & Law LN | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2967 | N | Fee | LN | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | 13th ST & Fee LN | Fee LN & Foster DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2968 | N | Fee | LN | 1200 | 1100 | 1299 | 1101 | 1299 | 1100 | 1298 | Fee LN & Foster DR | 17th ST & Fee LN | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 2969 | S | Adams | ST | 810 | 710 | 899 | 711 | 899 | 710 | 898 | Adams ST & Woodhill DR | Adams ST & Allen ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 297 | E | Graham | DR | 361 | 361 | 399 | 361 | 399 | 362 | 398 | Graham DR & Winslow CT | Burberry LN & Graham DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2970 | S | Coleman | CT | 1520 | 1520 | 1599 | 1521 | 1599 | 1520 | 1598 | Coleman CT Dead End | Andrew CIR & Coleman CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2971 | S | Andrew | CIR | 1600 | 1600 | 1607 | 1601 | 1607 | 1600 | 1606 | Andrew CIR & Arbors LN | Andrew CIR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2972 | S | Andrew | CIR | 1608 | 1608 | 1699 | 1609 | 1699 | 1608 | 1698 | Andrew CIR Circle | Andrew CIR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2973 | S | Clarizz | BLVD | 1100 | 1100 | 1250 | 1101 | 1249 | 1100 | 1250 | Clarizz BLVD & Covenanter DR | Arbors LN & Clarizz BLVD & Moores PIKE | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 2974 | E | Moores | PIKE | 3310 | 3215 | 3399 | 3215 | 3399 | 3216 | 3398 | Arbors LN & Clarizz BLVD & Moores PIKE | Fenbrook LN & Moores PIKE | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2975 | S | Andrew | CIR | 1500 | 1500 | 1502 | 1501 | 1501 | 1500 | 1502 | Andrew CIR & Moores PIKE | Andrew CIR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2976 | | Access Drive to IU Simon Music | | | 0 | 0 | 0 | 0 | 0 | 0 | Access Drive to IU Simon Music & Ballantine RD | Access Drive to IU Simon Music & Jordan AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2977 | S | Ballantine | RD | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Ballantine RD Dead End | Access Drive to IU Simon Music & Ballantine RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2978 | | Access Drive to IU Simon Music | | | 0 | 0 | 0 | 0 | 0 | 0 | Access Drive to IU Simon Music & Forrest AVE & Kir | Access Drive to IU Simon Music & Ballantine RD | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2979 | E | Short | ST | 1300 | 1300 | 1325 | 1301 | 1325 | 1300 | 1324 | Maxwell ST & Short ST | Short ST Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 298 | S | Childs | CT | 2400 | 2400 | 2410 | 2401 | 2409 | 2400 | 2410 | Childs CT & Rock Creek DR | Childs CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2980 | N | Grant | ST | 1311 | 1311 | 1399 | 1311 | 1399 | 1312 | 1398 | Grant ST Dead End | 18th ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2981 | S | Copper Beech | WAY | 956 | 956 | 999 | 957 | 999 | 956 | 998 | Alder CT & Copper Beech WAY | Basswood DR & Copper Beech WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2982 | S | Copper Beech | WAY | 934 | 934 | 955 | 935 | 955 | 934 | 954 | Copper Beech WAY & Heartwood CT | Alder CT & Copper Beech WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2983 | W | Alder | CT | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Alder CT & Copper Beech WAY | Alder CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2984 | S | Copper Beech | WAY | 900 | 900 | 933 | 901 | 933 | 900 | 932 | Basswood DR & Copper Beech WAY | Copper Beech WAY & Heartwood CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2985 | W | Heartwood | CT | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Copper Beech WAY & Heartwood CT | Heartwood CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2986 | S | Patterson | DR | 850 | 600 | 1099 | 601 | 1099 | 600 | 1098 | 2nd ST & Patterson DR | Allen ST & Patterson DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 2987 | S | Strong | DR | 1230 | 900 | 1549 | 901 | 1549 | 900 | 1548 | Allen ST & Strong DR | Strong DR Dead End | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 2988 | S | Walnut | ST | 3650 | 3300 | 3999 | 3301 | 3999 | 3300 | 3998 | Burks DR & Walnut ST | Gordon PIKE & Old State Road 37 & Rhorer RD & Waln | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2989 | W | Maybury | MALL | 3900 | 3900 | 3911 | 3901 | 3911 | 3900 | 3910 | Maybury MALL At Bloomington Corporate Boundary | Market PL & Maybury MALL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 299 | S | Shadow Grove | CT | 2400 | 2400 | 2430 | 2401 | 2429 | 2400 | 2430 | Shadow Grove CT Dead End | Roundhill LN & Shadow Grove CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2990 | S | Market | PL | 3200 | 3200 | 3299 | 3201 | 3299 | 3200 | 3298 | Market PL At Bloomington Corporate Boundary | Market PL & Maybury MALL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2991 | S | Curry | PIKE | 2030 | 1910 | 2139 | 1911 | 2139 | 1910 | 2138 | Curry PIKE At Bloomington Corporate Boundary | Curry PIKE & Roll AVE | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2992 | W | Constitution | AVE | 3700 | 3700 | 3799 | 3701 | 3799 | 3700 | 3798 | Constitution AVE & Liberty DR | Constitution AVE At Bloomington Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2993 | S | Curry | PIKE | 300 | 300 | 379 | 301 | 379 | 300 | 378 | 3rd ST & Curry PIKE | Curry PIKE At Bloomington Corporate Boundary | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 2994 | 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 | 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 | no | 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 | 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 | 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 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 30 | E | Heather | DR | 1020 | 1020 | 1049 | 1021 | 1049 | 1020 | 1048 | Christa CT & Heather DR | Heather DR & Sherbrooke DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 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 | no | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3001 | W | Arlington | RD | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3002 | W | Arlington | RD | 2610 | 2422 | 2799 | 2423 | 2799 | 2422 | 2798 | Arlington RD At Bloomington Corporate Boundary | Arlington RD & Prow RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3003 | W | Arlington | RD | 2900 | 2800 | 2999 | 2801 | 2999 | 2800 | 2998 | Arlington RD & Prow RD | Arlington RD At Bloomington Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 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 | 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 | 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 | no | 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 | Wapehani RD & Weimer RD | 58 | Bike Lane and Multi-use Path | NR | 60 | no | 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 | no | 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 | Multi-use Path | NR | 60 | no | 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 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3013 | W | 3rd | ST | 4100 | 4100 | 4215 | 4201 | 4215 | 4100 | 4158 | 3rd ST & Western DR | 3rd ST At Bloomington Corporate Boundary | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 3014 | S | Kennedy | DR | 3500 | 3500 | 3523 | 3501 | 3523 | 3500 | 3522 | Kennedy DR & Willow CT | Kennedy DR At Bloomington Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3015 | N | State Road 37 Business | | 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 | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3018 | | Access Drive to Showplace West | | | 0 | 0 | 0 | 0 | 0 | 0 | Access Drive to Showplace West & Wynnedale DR | Access Drive to Showplace West Dead End | 58 | | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3020 | S | Hawthorne | DR | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Hawthorne DR Dead End | 3rd ST & Hawthorne DR | 58 | | NR | 60 | no | 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 | No change due to PBL as default |
| 3022 | N | Old State Road 37 | | 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 | no | Reduced to 62' due to MUP BikeRec |
| 3023 | N | Old State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | Old State Road 37 & Walnut ST | College AVE & Old State Road 37 | 58 | | NR | 60 | no | 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 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3025 | S | Madison | ST | 1500 | 1500 | 1501 | 1501 | 1501 | 1500 | 1500 | Hillside DR & Madison ST | Madison ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3026 | S | Andrew | CIR | 1503 | 1503 | 1557 | 1503 | 1557 | 1504 | 1556 | Andrew CIR & Coleman CT | Andrew CIR & Coleman CT | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3028 | S | Arbors | LN | 1500 | 1500 | 1504 | 1501 | 1503 | 1500 | 1504 | Arbors LN & Clarizz BLVD & Moores PIKE | Andrew CIR & Arbors LN | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 & Clarizz BLVD & Moores PIKE | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL Increased 3' |
| 3031 | E | Moores | PIKE | 3200 | 3200 | 3209 | 3201 | 3209 | 3200 | 3208 | Moores PIKE & Woodruff LN | Andrew CIR & Moores PIKE | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL Increased 3' |
| 3032 | N | Dyer | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | 14th CT & Dyer DR | 15th ST & Dyer DR | 58 | | NR | 60 | no | 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 | no | Reduced to 62' due to MUP BikeRec |
| 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 | no | Reduced to 62' due to MUP BikeRec |
| 3035 | S | Peoples | CT | 2300 | 2300 | 2355 | 2301 | 2355 | 2300 | 2354 | Countryside LN & Peoples CT | Peoples CT Dead End | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3037 | E | Wilson | ST | 500 | 500 | 549 | 501 | 549 | 500 | 548 | Dunn ST & Wilson ST | Wilson ST Dead End | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | No change due to PBL as default |
| 3041 | S | Renwick | BLVD | | 0 | 0 | 0 | 0 | 0 | 0 | Moores PIKE & Renwick BLVD | Moores PIKE & Renwick BLVD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 3042 | E | Moores | PIKE | | 0 | 0 | 0 | 0 | 0 | 0 | Moores PIKE & Winfield RD | Moores PIKE & Renwick BLVD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 3043 | S | Winfield | RD | | 0 | 0 | 0 | 0 | 0 | 0 | Moores PIKE & Winfield RD | Moores PIKE & Winfield RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 3044 | E | Moores | PIKE | | 0 | 0 | 0 | 0 | 0 | 0 | Moores PIKE & Winfield RD | Moores PIKE & Renwick BLVD | 95 | | SC | 75 | no | 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 RD | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3046 | W | Sunstone | DR | 1750 | 1750 | 1849 | 1751 | 1849 | 1750 | 1848 | Delila Star DR & Sunstone DR | Sunstone DR & Kegg RD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3047 | S | Delila Star | DR | 2650 | 2650 | 2699 | 2651 | 2699 | 2650 | 2698 | Addisyn LN & Delila Star DR | Delila Star DR & Sunstone DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3048 | W | Sunstone | DR | 1650 | 1650 | 1749 | 1651 | 1749 | 1650 | 1748 | Adams ST & Sunstone DR | Delila Star DR & Sunstone DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3049 | W | Addisyn | LN | 1800 | 1800 | 1849 | 1801 | 1849 | 1800 | 1848 | Addisyn LN & Flat Rock RD | Addisyn LN Dead End | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3050 | S | Delila Star | DR | 2567 | 2567 | 2649 | 2567 | 2649 | 2568 | 2648 | Delila Star DR & Eventide DR | Addisyn LN & Delila Star DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3051 | W | Addisyn | LN | 1750 | 1750 | 1799 | 1751 | 1799 | 1750 | 1798 | Addisyn LN & Delila Star DR | Addisyn LN & Flat Rock RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3052 | S | Addisyn | LN | 2550 | 2550 | 2565 | 2551 | 2565 | 2550 | 2564 | Addisyn LN & Countryside LN | Addisyn LN & Eventide DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3053 | W | Eventide | DR | 1700 | 1700 | 1749 | 1701 | 1749 | 1700 | 1748 | Addisyn LN & Eventide DR | Delila Star DR & Eventide DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3054 | S | Delila Star | DR | 2550 | 2550 | 2566 | 2551 | 2565 | 2550 | 2566 | Countryside LN & Delila Star DR | Delila Star DR & Eventide DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3055 | W | Countryside | LN | 1700 | 1700 | 1749 | 1701 | 1749 | 1700 | 1748 | Addisyn LN & Countryside LN | Countryside LN & Delila Star DR | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3056 | W | Countryside | LN | 1750 | 1750 | 1850 | 1751 | 1849 | 1750 | 1850 | Countryside LN & Delila Star DR | Countryside LN & Samuel LN | 58 | Multi-use Path | NR | 60 | no | 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 | No change in width |
| 3058 | S | Flat Rock | RD | 2550 | 2550 | 2649 | 2551 | 2649 | 2550 | 2648 | Eventide DR & Flat Rock RD | Addisyn LN & Flat Rock RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3059 | W | Eventide | DR | 1750 | 1750 | 1799 | 1751 | 1799 | 1750 | 1798 | Delila Star DR & Eventide DR | Eventide DR & Flat Rock RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 306 | S | Rogers | ST | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | Coolidge DR & Rogers ST | Graham DR & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 3060 | W | Addisyn | LN | 1700 | 1700 | 1749 | 1701 | 1749 | 1700 | 1748 | W Addisyn LN & S Addisyn LN | Addisyn LN & Delila Star DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3061 | S | Addisyn | LN | 2566 | 2566 | 2649 | 2567 | 2649 | 2566 | 2648 | Addisyn LN & Eventide DR | W Addisyn LN & S Addisyn LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3062 | S | Franklin | RD | 100 | 100 | 110 | 101 | 109 | 100 | 110 | Franklin RD Dead End | Franklin RD & Holiday DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3063 | S | Franklin | RD | 111 | 111 | 250 | 111 | 249 | 112 | 250 | Franklin RD & Holiday DR | Fairfield DR & Franklin RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3064 | W | Holiday | DR | 2800 | 2700 | 2899 | 2701 | 2899 | 2700 | 2898 | Fairfield DR & Holiday DR | Franklin RD & Holiday DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3065 | E | Railway | CIR | 2000 | 2000 | 2021 | 2001 | 2021 | 2000 | 2020 | Hawksmoore DR & Railway CIR | Railway CIR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3066 | S | Fairfield | DR | 100 | 100 | 101 | 101 | 101 | 100 | 100 | Fairfield DR Dead End | Fairfield DR & Holiday DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3067 | E | Rhorer | RD | 100 | 100 | 149 | 101 | 149 | 100 | 148 | Gordon PIKE & Old State Road 37 & Rhorer RD & Waln | Rhorer RD At Bloomington Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3068 | W | Gordon | PIKE | 100 | 100 | 225 | 101 | 225 | 100 | 224 | Gordon PIKE & Old State Road 37 & Rhorer RD & Waln | Gordon PIKE At Bloomington Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3069 | E | Regents | CIR | 3800 | 3800 | 3899 | 3801 | 3899 | 3800 | 3898 | Regents CIR & Regents CT | Regents CIR & Regents CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 307 | W | Graham | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Graham DR & Rogers ST | Graham DR & Milton DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3070 | E | Moores | PIKE | 3800 | 3800 | 3899 | 3801 | 3899 | 3800 | 3898 | Moores PIKE & Smith RD | Moores PIKE & Regents CIR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 3071 | E | Regents | CT | 3760 | 3760 | 3799 | 3761 | 3799 | 3760 | 3798 | Regents CT Dead End | Regents CIR & Regents CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3072 | E | Regents | CIR | | 0 | 0 | 0 | 0 | 0 | 0 | Moores PIKE & Regents CIR | Regents CIR & Regents CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3073 | E | Breckenmore | DR | 3900 | 3900 | 3935 | 3901 | 3935 | 3900 | 3934 | Breckenmore DR Dead End | Breckenmore DR & Wingfield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3074 | S | Wingfield | DR | 1500 | 1500 | 1535 | 1501 | 1535 | 1500 | 1534 | Breckenmore DR & Wingfield DR | Wingfield DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3075 | S | Wingfield | DR | 1400 | 1300 | 1499 | 1301 | 1499 | 1300 | 1498 | Moores PIKE & Wingfield DR | Breckenmore DR & Wingfield DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3076 | S | Smith | RD | 1300 | 1300 | 1339 | 1301 | 1339 | 1300 | 1318 | Moores PIKE & Smith RD | Smith RD At Bloomington Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3077 | S | Smith | RD | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Fenbrook LN & Smith RD | Smith RD & Stella DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3078 | S | Smith | RD | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Smith RD & Stella DR | Cobble Creek DR & Smith RD | 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 | Smith RD & Stella DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 308 | S | Bryan | ST | 2400 | 2400 | 2429 | 2401 | 2429 | 2400 | 2428 | Bryan ST & Coolidge DR | Bryan ST & Graham DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3080 | S | Smith | RD | 1250 | 1250 | 1299 | 1251 | 1299 | 1250 | 1298 | Smith RD & Stella DR | Moores PIKE & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3081 | W | Allen | ST | 900 | 900 | 1000 | 901 | 999 | 900 | 1000 | Allen ST & Patterson DR | Allen ST & Strong DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 3082 | W | Allen | ST | 1180 | 1001 | 1349 | 1001 | 1349 | 1002 | 1348 | Allen ST & Strong DR | Allen ST & Larkspur LN | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 3083 | S | Basswood | DR | 950 | 950 | 1049 | 951 | 1049 | 950 | 1048 | Basswood DR & Copper Beech WAY | Basswood DR & Greenleaf CT | 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 | Basswood DR & Copper Beech WAY | 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 | 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 | Dunn ST & Hillside DR | 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 | Dunn ST & Hillside DR | 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 | Dunn ST & 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 | Dunn ST & Hillside DR | 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 | Dunn ST & Hillside DR | 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 | Henderson 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 & Graham DR | 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 | Palmer AVE & Wilson ST | 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 & Wilson ST | Hillside DR & 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 | Creeks Edge 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 | Acuff RD & Rosewood DR | 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 | Acuff RD & Prow RD | 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 | Hawksmoore DR & Melville CIR & Rock Creek DR | 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 | Ramsey DR Circle | 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 | Nora Hill DR & Ramsey DR | 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 | Hawksmoore DR & Nora Hill DR | 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 | Hawksmoore DR & Renwick BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 31 | E | Heather | DR | 1008 | 1008 | 1019 | 1009 | 1019 | 1008 | 1018 | Heather DR & Preston CT | Christa CT & Heather DR | 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 | Graham 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 | Hawksmoore DR & Renwick BLVD | Queens WAY & Ramsey DR & Renwick BLVD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3101 | S | Renwick | BLVD | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | Ramsey DR & Renwick BLVD | Renwick BLVD & Seminary DR | 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 | Hawksmoore DR & Nora Hill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3103 | S | Hawksmoore | DR | 1922 | 1922 | 2023 | 1923 | 2023 | 1922 | 2022 | Hawksmoore DR & Nora Hill DR | Hawksmoore DR & Railway CIR | 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 | 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 | Hawksmoore DR & Melville CIR & Rock Creek DR | 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 | Hawksmoore DR & Melville CIR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3107 | E | Moores | PIKE | 2600 | 2600 | 2649 | 2601 | 2649 | 2600 | 2648 | Moores PIKE & Renwick BLVD | Moores PIKE & Sare RD | 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 | Countryside LN & Rockport RD | 95 | Multi-use Path | SC | 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 | Guy AVE Dead End | 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 | Graham 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 | 3rd ST & Opportunity LN | 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 | 3rd ST & Kimble DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 3112 | S | Opportunity | LN | 450 | 300 | 599 | 301 | 599 | 300 | 598 | 3rd ST & Opportunity LN | Opportunity LN Dead End | 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 | Mccracken WAY & Smith RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3114 | S | Mary Beth | DR | 975 | 975 | 999 | 975 | 999 | 976 | 998 | Fenbrook LN & Mary Beth DR | Mary Beth DR Dead End | 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 | Fenbrook LN & Mary Beth DR | 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 | Fenbrook LN & Mary Beth DR | 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 | Romans WAY Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3118 | E | Fenbrook | LN | 3920 | 3920 | 3948 | 3921 | 3947 | 3920 | 3948 | Fenbrook LN & Romans WAY | Fenbrook LN & Sara CT | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3119 | S | Sara | CT | 900 | 900 | 974 | 901 | 973 | 900 | 974 | Sara CT Dead End | 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 | Ford AVE & Graham DR | 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 | Fenbrook LN & 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 | Nora Hill DR & Eva 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 | Seminary DR & Eva Hill DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3123 | N | Washington | ST | 1690 | 1600 | 1775 | 1601 | 1775 | 1600 | 1774 | 20th ST & Washington ST | Washington ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3124 | W | Tapp | RD | 1450 | 1200 | 1699 | 1201 | 1699 | 1200 | 1698 | Pinehurst DR & Tapp RD | Tapp RD ROUNDABOUT | 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 | Kegg RD & 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 | Adams ST & Tapp RD | Tapp RD ROUNDABOUT | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 3127 | W | Tapp | RD | | 0 | 0 | 0 | 0 | 0 | 0 | Tapp RD ROUNDABOUT | Adams ST & Tapp RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 3128 | S | Adams | ST | | 0 | 0 | 0 | 0 | 0 | 0 | Adams ST & Tapp RD | 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 | Adams ST & Tapp RD | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 313 | S | Brown | AVE | 2400 | 2400 | 2420 | 2401 | 2419 | 2400 | 2420 | Brown AVE & Coolidge DR | Brown AVE & Graham 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 | Cathcart ST & Hathaway CT | 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 | Hathaway CT Dead End | 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 | Cathcart ST Dead End | 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 | Addisyn LN & 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 & Countryside LN | 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 | Adams Hill CIR & Adams ST | 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 | Fieldcrest CT Circle | 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 | 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 | Fenbrook CT & Fenbrook LN | 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 | Baldwin DR & 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 | Graham DR & Madison ST | 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 Dead End | 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 | Covenanter 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 | Bell Trace CIR & 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 | Baldwin DR & Fenbrook LN | 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 | Baldwin DR & Villa Glen CT | 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 | Baldwin DR & Villa Glen CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3146 | E | Lydia | LN | 3800 | 3800 | 3899 | 3801 | 3899 | 3800 | 3898 | Cobble Creek CIR & Lydia LN | 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 | Cobble Creek CIR & Lydia LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3148 | S | Cobble Creek | CIR | 1286 | 1286 | 1399 | 1287 | 1399 | 1286 | 1398 | Cobble Creek CIR & Lydia LN | Cobble Creek CIR & Cobble Creek CT & Cobble Creek | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3149 | E | Cobble Creek | CT | 3700 | 3700 | 3763 | 3701 | 3763 | 3700 | 3762 | Cobble Creek CT Dead End | Cobble Creek CIR & Cobble Creek CT & Cobble Creek | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 315 | W | Graham | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Graham DR & Madison ST | Graham DR & Rogers ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3150 | E | Cobble Creek | DR | 3764 | 3764 | 3833 | 3765 | 3833 | 3764 | 3832 | Cobble Creek CIR & Cobble Creek CT & Cobble Creek | Cobble Creek CIR & Cobble Creek DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3151 | S | Stella | DR | 1265 | 1265 | 1309 | 1265 | 1309 | 1266 | 1308 | Lydia LN & Stella DR | Cobble Creek DR & Stella DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3152 | E | Cobble Creek | DR | 3834 | 3834 | 3850 | 3835 | 3849 | 3834 | 3850 | Cobble Creek CIR & Cobble Creek DR | Cobble Creek DR & Stella DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3153 | W | Lilac | LN | 4200 | 4200 | 4249 | 4201 | 4249 | 4200 | 4248 | Heatherwood LN & Lilac LN | Heatherwood LN & Lilac LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3154 | S | Sare | RD | 3600 | 3600 | 3699 | 3601 | 3699 | 3600 | 3698 | Creeks Edge DR & Sare RD | Canada DR & Sare RD | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 3155 | E | Creeks Edge | DR | 2500 | 2500 | 2629 | 2501 | 2629 | 2500 | 2628 | Creeks Edge DR & Heirloom DR | Creeks Edge DR At Bloomington Corporate Boundary | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3156 | W | Arbor Ridge | WAY | 1900 | 1900 | 1959 | 1901 | 1959 | 1900 | 1958 | Arbor Ridge WAY Dead End | Arbor Ridge CT & Arbor Ridge WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3157 | S | Arbor Ridge | CT | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Arbor Ridge CT & Arbor Ridge WAY | Arbor Ridge CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3158 | W | Arbor Ridge | WAY | 1960 | 1960 | 2099 | 1961 | 2099 | 1960 | 2098 | Arbor Ridge CT & Arbor Ridge WAY | Arbor Ridge WAY & Sudbury DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3159 | W | Sudbury | DR | 2100 | 2100 | 2189 | 2101 | 2189 | 2100 | 2188 | Arbor Ridge WAY & Sudbury DR | Sudbury DR At Bloomington Corporate Boundary | 58 | Protected Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 316 | W | Graham | DR | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Graham DR & Milton DR | Ford AVE & Graham DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3160 | W | Sudbury | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Sudbury DR Dead End | Arbor Ridge WAY & Sudbury DR | 58 | Protected Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3164 | S | Landmark | AVE | 420 | 300 | 531 | 301 | 531 | 300 | 530 | 3rd ST & Landmark AVE | Arch Haven AVE & Landmark AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3165 | S | Landmark | AVE | 532 | 532 | 599 | 533 | 599 | 532 | 598 | Arch Haven AVE & Landmark AVE | Bloomfield RD & Landmark AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3166 | W | Rappel | AVE | | 0 | 0 | 0 | 0 | 0 | 0 | Rappel AVE & Stonelake DR | Rappel AVE BUMP OUT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3167 | W | Rappel | AVE | 1200 | 1100 | 1299 | 1101 | 1299 | 1100 | 1298 | Rappel AVE BUMP OUT | Rappel AVE At Bloomington Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3168 | W | Rappel | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Rappel AVE Dead End | Rappel AVE BUMP OUT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3169 | S | Covey | LN | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | Covey LN & Thornton DR | Covey LN & Miller DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 317 | W | Graham | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Ford AVE & Graham DR | Brown AVE & Graham DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3170 | S | Muller | PKWY | 450 | 300 | 599 | 301 | 599 | 300 | 598 | 3rd ST & Muller PKWY | Basswood DR & Muller PKWY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3171 | S | Basswood | DR | 450 | 450 | 499 | 451 | 499 | 450 | 498 | Basswood DR Dead End | Basswood DR & Muller PKWY | 58 | | NR | 60 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 3173 | E | Thornton | DR | 1225 | 1225 | 1299 | 1225 | 1299 | 1226 | 1298 | Covey LN & Thornton DR | Maxwell ST & Thornton DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3174 | S | Weatherstone | LN | 1200 | 1100 | 1299 | 1101 | 1299 | 1100 | 1298 | Weatherstone LN & Woodlawn AVE | Cobblefield CT & Weatherstone LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3175 | E | Moores | PIKE | 2500 | 2400 | 2599 | 2401 | 2599 | 2400 | 2598 | Moores PIKE & Valley Forge RD | Moores PIKE & Winfield RD | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 3176 | S | Eva Hill | DR | 1900 | 1900 | 1932 | 1901 | 1931 | 1900 | 1932 | Seminary DR & Eva Hill DR | Nora Hill DR & Eva Hill DR | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3178 | N | Dyer | DR | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Blair AVE & Dyer DR | 14th CT & Dyer DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3179 | N | State Road 37 Ramp | | | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3180 | N | State Road 37 | | 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 | no | No change from default |
| 3181 | W | Hickory | LN | 1300 | 1300 | 1421 | 1301 | 1421 | 1300 | 1420 | Arlington RD & Hickory LN | Hickory LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3182 | N | State Road 37 Ramp | | | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3185 | S | Adams | ST | 500 | 500 | 509 | 501 | 509 | 500 | 508 | Adams ST & Patterson DR & Prospect ST | Adams ST & Milieu DR | 58 | Bike Lane and Multi-use Path | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3188 | S | Allendale | DR | 3216 | 3216 | 3299 | 3217 | 3299 | 3216 | 3298 | Allendale DR & Mercedes DR | Allendale DR & Browning CT & Browning LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3189 | S | Allendale | DR | 3300 | 3300 | 3399 | 3301 | 3399 | 3300 | 3398 | Allendale DR & Browning CT & Browning LN | Allendale CT & Allendale DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 319 | S | Leonard Springs | RD | 2500 | 2500 | 2505 | 2501 | 2505 | 2500 | 2504 | Curry PIKE & Leonard Springs RD & State Road 45 | Leonard Springs RD At Corporate Boundary | 58 | Bike Lane and Multi-use Path | NR | 60 | no | 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 | no | 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 | no | Increased width 3' due to PBL in BikeRec |
| 3193 | S | Tarzian | LN | 1150 | 1000 | 1299 | 1001 | 1299 | 1000 | 1298 | Davis ST & Highland AVE & Tarzian LN | Tarzian LN Dead End | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3195 | S | Mitchell | ST | 1026 | 1026 | 1050 | 1027 | 1049 | 1026 | 1050 | Mitchell ST & Ruby LN | Mitchell ST Dead End | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3197 | E | Goodnight | WAY | 3200 | 3200 | 3249 | 3201 | 3249 | 3200 | 3248 | Goodnight WAY & Stratum WAY | Clarizz BLVD & Goodnight WAY | 90 | | GU | 72 | no | 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 | no | 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 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 32 | E | Heather | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Heather DR & Pepperridge DR | Grasstree CT & Heather DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 320 | W | Graham | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Graham DR & Rockport RD | Graham DR & Kissell DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3200 | E | Goodnight | WAY | 3100 | 3100 | 3199 | 3101 | 3199 | 3100 | 3198 | Goodnight WAY & Stratum WAY | Goodnight WAY & Stratum WAY | 90 | | GU | 72 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3208 | N | State Road 37 Ramp | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp & State Road 45 46 Bypass | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 3209 | N | State Road 37 Ramp | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | State Road 37 & State Road 37 Ramp | 0 | | FW | 0 | no | No change from default |
| 321 | E | Rock Creek | DR | 2200 | 2200 | 2299 | 2201 | 2299 | 2200 | 2298 | Childs CT & Rock Creek DR | Rock Creek DR & Woodbluff CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3210 | W | State Road 45 46 Bypass | | 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 | no | No change from default |
| 3211 | N | State Road 37 Ramp | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp & State Road 45 46 Bypass | State Road 37 Ramp SPLIT | 0 | | FW | 0 | no | No change from default |
| 3212 | S | Renwick | BLVD | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Moores PIKE & Renwick BLVD | Cathcart ST & Renwick BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3213 | S | Renwick | BLVD | 1700 | 1600 | 1799 | 1601 | 1799 | 1600 | 1798 | Cathcart ST & Renwick BLVD | Ramsey DR & Renwick BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3214 | S | Sare | RD | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | College Mall RD & Moores PIKE & Sare RD | Cathcart ST & Sare RD | 95 | Multi-use Path | SC | 64 | no | 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 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 3216 | E | Fenbrook | LN | 3900 | 3900 | 3919 | 3901 | 3919 | 3900 | 3918 | Fenbrook LN & Smith RD | Fenbrook LN & Romans WAY | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Fenbrook LN & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3218 | S | Smith | RD | 1196 | 1196 | 1199 | 1197 | 1199 | 1196 | 1198 | Fenbrook LN & Smith RD | Fenbrook LN & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3219 | N | Wintersweet | DR | 3600 | 3600 | 3699 | 3601 | 3699 | 3600 | 3698 | Hedge Apple LN & Wintersweet DR | Brady CT & Wintersweet DR | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 RD | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3224 | N | Wintersweet | DR | 3950 | 3950 | 3955 | 3951 | 3955 | 3950 | 3954 | Wintersweet CT & Wintersweet DR | Whitewood WAY & Wintersweet DR | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3228 | W | Rosewood | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Kinser PIKE & Rosewood DR | Rosewood DR & Wintersweet DR | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 3233 | S | Cooperative | WAY | 2750 | 2750 | 2799 | 2751 | 2799 | 2750 | 2798 | Cooperative WAY & Schmaltz BLVD | Cooperative WAY & Rex Grossman BLVD & Tapp RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3234 | W | Schmaltz | BLVD | 2700 | 2600 | 2799 | 2601 | 2799 | 2600 | 2798 | Deborah DR & Schmaltz BLVD | Cooperative WAY & Schmaltz BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3235 | W | Adams Hill | CIR | 1346 | 1346 | 1384 | 1347 | 1383 | 1346 | 1384 | Adams Hill CIR & Woolery Mill DR | Adams Hill CIR & Maston CT & Woolery Mill DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3236 | S | Clarizz | BLVD | 790 | 700 | 869 | 701 | 869 | 700 | 868 | Buick Cadillac BLVD & Clarizz BLVD | Clarizz BLVD & Goodnight WAY | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 3237 | S | Clarizz | BLVD | 870 | 870 | 999 | 871 | 999 | 870 | 998 | Clarizz BLVD & Goodnight WAY | Clarizz BLVD & Covenanter DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 3238 | E | Covenanter | DR | 3200 | 3000 | 3399 | 3001 | 3399 | 3000 | 3398 | Covenanter DR & Stratum WAY | Clarizz BLVD & Covenanter DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 3239 | E | Covenanter | DR | 2900 | 2800 | 2999 | 2801 | 2999 | 2800 | 2998 | Auto Mall RD & Covenanter DR | Covenanter DR & Stratum WAY | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 324 | W | Graham | DR | 816 | 816 | 949 | 817 | 949 | 816 | 948 | Broadview DR & Graham DR | Banta AVE & Graham DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3240 | W | Countryside | LN | 1400 | 1300 | 1499 | 1301 | 1499 | 1300 | 1498 | Adams Hill CIR & Countryside LN | Countryside LN & Sunflower DR | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 3241 | W | Adams Hill | CIR | 1300 | 1300 | 1345 | 1301 | 1345 | 1300 | 1344 | Adams Hill CIR & Countryside LN | Adams Hill CIR & Woolery Mill DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3242 | W | Adams Hill | CIR | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Fenbrook LN & Romans WAY | Adams Hill CIR & Countryside LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3243 | W | 17th | ST | 1750 | 1750 | 1799 | 1751 | 1799 | 1750 | 1798 | 17th ST & Arlington Park DR | 17th ST & Lismore DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3244 | W | 17th | ST | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | 17th ST & Lismore DR | 17th ST & Crescent RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3245 | N | Crescent | RD | 1060 | 900 | 1212 | 901 | 1211 | 900 | 1212 | Crescent RD & Fountain DR | Crescent RD & Marquis DR | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3246 | N | Crescent | RD | 1320 | 1213 | 1415 | 1213 | 1415 | 1214 | 1414 | Crescent RD & Marquis DR | 17th ST & Crescent RD | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3247 | W | Countryside | LN | 1248 | 1248 | 1299 | 1249 | 1299 | 1248 | 1298 | Romans WAY Dead End | Adams Hill CIR & Countryside LN | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 3248 | W | Countryside | LN | 1231 | 1231 | 1247 | 1231 | 1247 | 1232 | 1246 | Countryside LN & Quarry CT | Romans WAY Dead End | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 3249 | S | Star View | LN | 2200 | 2200 | 2260 | 2201 | 2259 | 2200 | 2260 | Fenbrook LN & Romans WAY | Romans WAY Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 325 | W | Graham | DR | 950 | 950 | 999 | 951 | 999 | 950 | 998 | Banta AVE & Graham DR | Graham DR & Rockport RD | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3250 | N | Smith | RD | 100 | 100 | 209 | 101 | 209 | 100 | 208 | Morningside DR & Smith RD | Mccracken WAY & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3251 | N | Smith | RD | 210 | 210 | 299 | 211 | 299 | 210 | 298 | Mccracken WAY & Smith RD | Grandview DR & Smith RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 3252 | S | Ramsey | DR | 1790 | 1790 | 1799 | 1791 | 1799 | 1790 | 1798 | Ramsey DR & Springhouse DR | Queens WAY & Ramsey DR & Renwick BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3253 | N | Fee | LN | 1580 | 1300 | 1851 | 1301 | 1851 | 1300 | 1850 | 17th ST & Fee LN | Fee LN & Jordan AVE | 74 | Protected Bike Lane and Multi-use Path | NC | 79 | no | Increased to 79 due to PBL + MUP BikeRec |
| 3254 | E | 17th | ST | 1400 | 1300 | 1499 | 1301 | 1499 | 1300 | 1498 | 17th ST & Fee LN | 17th ST & Jordan AVE | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 3255 | W | Vaughn Clipp | WAY | 200 | 200 | 299 | 201 | 299 | 200 | 298 | College AVE & Vaughn Clipp WAY | Riley DR & Vaughn Clipp WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3256 | W | Riley | DR | 300 | 300 | 349 | 301 | 349 | 300 | 348 | College AVE & Riley DR | Riley DR & Vaughn Clipp WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3257 | W | Vaughn Clipp | WAY | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Riley DR & Vaughn Clipp WAY | Kinser PIKE & Vaughn Clipp WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3258 | N | College | AVE | 1600 | 1400 | 1799 | 1401 | 1799 | 0 | 0 | 17th ST & College AVE | College AVE & Vaughn Clipp WAY | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 3259 | N | College | AVE | 1800 | 1800 | 1925 | 1801 | 1925 | 0 | 0 | College AVE & Vaughn Clipp WAY | College AVE & Riley DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 326 | S | Forrester | ST | 3004 | 3004 | 3099 | 3005 | 3099 | 3004 | 3098 | Forrester ST & Kristen CT | Forrester ST & Olcott BLVD & Tapps TURN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3260 | S | Rockport | RD | 2410 | 2320 | 2499 | 2321 | 2499 | 2320 | 2498 | Countryside LN & Rockport RD | Coolidge DR & Rockport RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 3261 | S | Boulder | CT | 2300 | 2300 | 2325 | 2301 | 2325 | 2300 | 2324 | Boulder CT & Countryside LN & RCA Park DR | Boulder CT Dead End | 58 | | NR | 60 | no | 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 | Countryside LN & Cutter CT | 74 | Multi-use Path | NC | 62 | no | 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 | Mary Beth DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3264 | W | Countryside | LN | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Countryside LN & Rockport RD | Boulder CT & Countryside LN & RCA Park DR | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 3265 | W | RCA Park | DR | 840 | 840 | 899 | 841 | 899 | 840 | 898 | Mary Beth DR Dead End | Cardinal CT & Harmony PL & RCA Park DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3266 | S | Susie | ST | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | Susie ST Dead End | Mary Beth DR Dead End | 58 | | NR | 60 | no | 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 | Bernard DR & RCA Park DR | 58 | | NR | 60 | no | 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 | Cardinal CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3269 | S | Harmony | PL | 2100 | 2100 | 2120 | 2101 | 2119 | 2100 | 2120 | Harmony PL Dead End | Cardinal CT & Harmony PL & RCA Park DR | 58 | | NR | 60 | no | 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 | Montclair AVE & Rock Creek DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3270 | S | Ramsey | DR | 1775 | 1775 | 1789 | 1775 | 1789 | 1776 | 1788 | Ramsey DR & Springhouse DR | Ramsey DR & Springhouse DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3271 | S | Ramsey | DR | 1700 | 1700 | 1774 | 1701 | 1773 | 1700 | 1774 | Ramsey DR & Renwick BLVD | Ramsey DR & Springhouse DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3272 | S | Springhouse | DR | 1700 | 1700 | 1739 | 1701 | 1739 | 1700 | 1724 | Springhouse DR Circle | Springhouse DR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3273 | S | Springhouse | DR | 1726 | 1726 | 1755 | 0 | 0 | 1726 | 1754 | Springhouse DR Circle | Springhouse DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3274 | S | Springhouse | DR | 1740 | 1740 | 1755 | 1741 | 1755 | 0 | 0 | Ramsey DR & Springhouse DR | Springhouse DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3275 | S | Springhouse | DR | 1756 | 1756 | 1799 | 1757 | 1799 | 1756 | 1798 | Springhouse DR SPLIT | Ramsey DR & Springhouse DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3276 | E | Tamarack | TRL | 800 | 700 | 899 | 701 | 899 | 700 | 898 | Juniper PL & Tamarack TRL | Dunn ST & Tamarack TRL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3277 | S | Roosevelt | ST | 200 | 200 | 225 | 201 | 225 | 200 | 224 | 4th ST & Roosevelt ST | 3rd ST & Roosevelt ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3278 | W | Petal | CT | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Petal CT & Sunflower DR | Petal CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3279 | S | Sunflower | DR | 2575 | 2575 | 2699 | 2575 | 2699 | 2576 | 2698 | Petal CT & Sunflower DR | Sunflower DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 328 | S | Woodbluff | CT | 2300 | 2300 | 2315 | 2301 | 2315 | 2300 | 2314 | Woodbluff CT Dead End | Rock Creek DR & Woodbluff CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3280 | S | Sunflower | DR | 2500 | 2500 | 2574 | 2501 | 2573 | 2500 | 2574 | Countryside LN & Sunflower DR | Petal CT & Sunflower DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3281 | W | Countryside | LN | 1500 | 1500 | 1649 | 1501 | 1649 | 1500 | 1648 | Countryside LN & Sunflower DR | Adams ST & Countryside LN | 74 | Multi-use Path | NC | 62 | no | Reduced to 62' due to MUP BikeRec |
| 3282 | S | Cooperative | WAY | 2630 | 2500 | 2749 | 2501 | 2749 | 2500 | 2748 | Cooperative WAY Dead End | Cooperative WAY & Schmaltz BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3283 | W | Hillside | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Hillside DR & Rogers ST | Hillside DR Dead End | 58 | Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3284 | N | Woodburn | AVE | 909 | 909 | 999 | 909 | 999 | 910 | 998 | 13th ST & Woodburn AVE | 14th ST & Woodburn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3285 | N | Woodburn | AVE | 900 | 900 | 908 | 901 | 907 | 900 | 908 | Woodburn AVE Dead End | 13th ST & Woodburn AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3286 | W | 13th | ST | 300 | 300 | 349 | 301 | 349 | 300 | 348 | 13th ST & Woodburn AVE | Hedge Apple LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3287 | E | Cathcart | ST | 2450 | 2450 | 2474 | 2451 | 2473 | 2450 | 2474 | Cathcart ST & Renwick BLVD | Cathcart ST & Ira ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3288 | E | Cargill | DR | 2550 | 2550 | 2601 | 2551 | 2601 | 2550 | 2600 | Cargill DR & Piazza DR | Cargill DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3289 | S | Piazza | DR | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Cargill DR & Piazza DR | Cathcart ST & Piazza DR & Wilcox ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 329 | S | Olcott | BLVD | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Jordans WAY & Olcott BLVD | Kings CT & Olcott BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 3290 | E | Cathcart | ST | 2475 | 2475 | 2499 | 2475 | 2499 | 2476 | 2498 | Cathcart ST & Ira ST | Cathcart ST & Piazza DR & Wilcox ST | 58 | | NR | 60 | no | 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 | Cathcart ST & Sare RD | 58 | | NR | 60 | no | 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 | Ira ST & Wilcox ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3293 | S | Ira | ST | 1641 | 1641 | 1699 | 1641 | 1699 | 1642 | 1698 | Ira ST & Wilcox ST | Ira ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3294 | S | Ira | ST | 1600 | 1600 | 1640 | 1601 | 1639 | 1600 | 1640 | Cathcart ST & Ira ST | Ira ST & Wilcox ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3295 | S | Ira | ST | 1500 | 1500 | 1599 | 1501 | 1599 | 1500 | 1598 | Ira ST & Cargill DR | Cathcart ST & Ira ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3296 | E | Cargill | DR | 2500 | 2500 | 2549 | 2501 | 2549 | 2500 | 2548 | Ira ST & Cargill DR | Cargill DR & Piazza DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3297 | W | Hedge Apple | LN | 1230 | 1230 | 1261 | 1231 | 1261 | 1230 | 1260 | Hedge Apple LN & Wintersweet DR | Hedge Apple LN Dead End | 58 | | NR | 60 | no | 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 | Hackberry ST & Hedge Apple LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3299 | N | Wintersweet | DR | 3830 | 3700 | 3949 | 3701 | 3949 | 3700 | 3948 | Brady CT & Wintersweet DR | Wintersweet DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 33 | E | Heather | DR | 682 | 682 | 699 | 683 | 699 | 682 | 698 | Heather DR & PEPPER CHAS | Heather DR & Pepperridge DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 330 | S | Kings | CT | 2900 | 2900 | 2920 | 2901 | 2919 | 2900 | 2920 | Jordans WAY & Kings CT | Kings CT & Olcott BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3300 | N | Morton | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Kirkwood AVE & Morton ST | 6th ST & Morton ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 3301 | N | Lindbergh | DR | 1200 | 1200 | 1259 | 1201 | 1259 | 1200 | 1258 | 15th ST & Lindbergh DR | Lindbergh DR One Way Change | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3302 | N | Lindbergh | DR | 1260 | 1260 | 1275 | 1261 | 1275 | 1260 | 1274 | Lindbergh DR One Way Change | 17th ST & Lindbergh DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 3303 | S | Dunn | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Dunn ST & Smith AVE | 2nd ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3304 | S | Henderson | ST | 400 | 400 | 419 | 403 | 419 | 400 | 418 | Henderson ST & Smith AVE | Henderson ST & Hunter AVE | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 3304 | S | Henderson | ST | 400 | 400 | 419 | 403 | 419 | 400 | 418 | Henderson ST & Smith AVE | Henderson ST & Hunter AVE | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 3305 | S | Dunn | ST | 329 | 329 | 399 | 329 | 399 | 330 | 398 | ATWATER TURN & Dunn ST | Dunn ST & Smith AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3306 | E | Smith | AVE | 420 | 420 | 499 | 421 | 499 | 420 | 498 | Kirby ALY & Smith AVE | Dunn ST & Smith AVE | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Henderson ST & Smith AVE | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 3308 | E | Smith | AVE | 500 | 500 | 550 | 501 | 549 | 500 | 550 | Dunn ST & Smith AVE | Henderson ST & Smith AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3309 | S | Indiana | AVE | 376 | 376 | 399 | 377 | 399 | 376 | 398 | Henderson ST & Indiana AVE | Atwater AVE & Henderson ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | Default stays due to BikeRec |
| 331 | W | Kissell | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Kissell DR & Rockport RD | Kissell DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3310 | E | Atwater | AVE | 410 | 320 | 499 | 321 | 499 | 320 | 498 | Atwater AVE & ATWATER TURN | Atwater AVE & Henderson ST & Indiana AVE | 90 | | GU | 72 | no | 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 | Atwater AVE & Fess AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 3312 | S | Indiana | AVE | 300 | 300 | 375 | 301 | 375 | 300 | 374 | 3rd ST & Indiana AVE | Henderson ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | Default stays due to BikeRec |
| 3313 | S | Henderson | ST | 300 | 300 | 375 | 301 | 375 | 300 | 374 | Henderson ST Dead End | Henderson ST & Indiana AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3314 | E | Atwater | TURN | | 0 | 0 | 0 | 0 | 0 | 0 | ATWATER TURN & Dunn ST | Atwater AVE & ATWATER TURN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3315 | S | Dunn | ST | 300 | 300 | 328 | 0 | 0 | 300 | 328 | Dunn ST Dead End | ATWATER TURN & Dunn ST | 58 | | NR | 60 | no | 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 | Atwater AVE & ATWATER TURN | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 3317 | E | 3rd | ST | 600 | 600 | 699 | 601 | 699 | 600 | 698 | 3rd ST & Indiana AVE | 3rd ST & Fess AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 3318 | E | 3rd | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | 3rd ST & Atwater AVE & Dunn ST | 3rd ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 3319 | S | Indiana | AVE | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Indiana AVE | 3rd ST & Indiana AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 332 | W | Kissell | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Kissell DR SPLIT | Graham DR & Kissell DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 3320 | E | 3rd | ST | 420 | 420 | 499 | 421 | 499 | 420 | 498 | 3rd ST & Kirby ALY | 3rd ST & Atwater AVE & Dunn ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 3320 | E | 3rd | ST | 420 | 420 | 499 | 421 | 499 | 420 | 498 | 3rd ST & Kirby ALY | 3rd ST & Atwater AVE & Dunn ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 3321 | S | Dunn | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Dunn ST | 3rd ST & Atwater AVE & Dunn ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 3321 | S | Dunn | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | 4th ST & Dunn ST | 3rd ST & Atwater AVE & Dunn ST | 90 | | GU | 72 | no | 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 | Falls Creek DR & State Road 446 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Janet DR & State Road 446 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Fairmount CT & Rock Creek DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 334 | S | Montclair | AVE | 2300 | 2300 | 2325 | 2301 | 2325 | 2300 | 2324 | Montclair AVE & Rock Creek DR | Edgehill CT & Montclair AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 335 | E | Spicewood | LN | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Spicewood CT & Spicewood LN | Sare RD & Spicewood LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 336 | E | Spicewood | CT | 2600 | 2600 | 2636 | 2601 | 2635 | 2600 | 2636 | Spicewood CT Dead End | Spicewood CT & Spicewood LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 337 | S | Rockport | RD | 2504 | 2504 | 2509 | 2505 | 2509 | 2506 | 2508 | Kissell DR & Rockport RD | Kissell DR & Rockport RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 338 | S | Forrester | ST | 2910 | 2910 | 3003 | 2911 | 3003 | 2910 | 3002 | Forrester ST & Gosport CT | Forrester ST & Kristen CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 339 | E | Kristen | CT | 3200 | 3200 | 3210 | 3201 | 3209 | 3200 | 3210 | Kristen CT Dead End | Forrester ST & Kristen CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 34 | S | Lilly | LN | 3600 | 3600 | 3610 | 3601 | 3609 | 3600 | 3610 | Heatherwood LN & Lilly LN | Lilly LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 340 | W | Kissell | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Kissell DR & Rockport RD | Kissell DR SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 341 | S | Madison | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Madison ST Dead End | Coolidge DR & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 342 | S | Bryan | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Bryan ST Dead End | Bryan ST & Coolidge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 343 | S | Rogers | ST | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Joy ST & Rogers ST | Coolidge DR & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 344 | W | Coolidge | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Coolidge DR & Madison ST | Coolidge DR & Rogers ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 345 | W | Coolidge | DR | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Brown AVE & Coolidge DR | Broadview DR & Coolidge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 346 | W | Coolidge | DR | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Broadview DR & Coolidge DR | Coolidge DR & Rockport RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 347 | W | Coolidge | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Coolidge DR & Ford AVE | Brown AVE & Coolidge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 348 | W | Coolidge | DR | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Coolidge DR & Milton DR | Coolidge DR & Ford AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 349 | W | Coolidge | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Coolidge DR & Rogers ST | Coolidge DR & Milton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 35 | S | Leonard Springs | RD | 3650 | 3650 | 3699 | 3651 | 3699 | 3650 | 3698 | Heatherwood LN & Leonard Springs RD | Leonard Springs RD & Sims LN | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 350 | W | Coolidge | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Coolidge DR & Madison ST | Bryan ST & Coolidge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 351 | S | Rockport | RD | 2500 | 2500 | 2503 | 2501 | 2503 | 2500 | 2502 | Coolidge DR & Rockport RD | Kissell DR & Rockport RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 352 | S | Brown | AVE | 2300 | 2200 | 2399 | 2201 | 2399 | 2200 | 2398 | Brown AVE Dead End | Brown AVE & Coolidge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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| 353 | S | Ford | AVE | 2300 | 2300 | 2399 | 2301 | 2399 | 2300 | 2398 | Ford AVE Dead End | Coolidge DR & Ford AVE | 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 | Coolidge DR & Milton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 355 | E | Gosport | CT | 3300 | 3300 | 3325 | 3301 | 3325 | 3300 | 3324 | Forrester ST & Gosport CT | Gosport CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 356 | S | Forrester | ST | 2900 | 2900 | 2909 | 2901 | 2909 | 2900 | 2908 | Forrester ST & Robins BOW | Forrester ST & Gosport CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 357 | E | Jordans | WAY | 3600 | 3600 | 3615 | 3601 | 3615 | 3600 | 3614 | Jordans WAY & Kings CT | Jordans WAY & Olcott BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 358 | S | Curry | PIKE | 2430 | 2330 | 2529 | 2331 | 2529 | 2330 | 2498 | Curry PIKE & Industrial BLVD | Curry PIKE & Leonard Springs RD & State Road 45 | 58 | Bike Lane and Multi-use Path | NR | 60 | no | 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 | Curry PIKE & Leonard Springs RD & State Road 45 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 36 | S | Grasstree | CT | 3700 | 3700 | 3725 | 3701 | 3725 | 3700 | 3724 | Grasstree CT Dead End | Grasstree CT & Heather DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 360 | S | Fairmount | CT | 2200 | 2200 | 2235 | 2201 | 2235 | 2200 | 2234 | Fairmount CT Dead End | Fairmount CT & Rock Creek DR | 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 | Fairmount CT & Rock Creek DR | Belhaven CT & Rock Creek DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 362 | S | Henderson | ST | 2100 | 2000 | 2199 | 2001 | 2199 | 2000 | 2198 | Henderson ST & North DR & Summit View PL | Henderson ST & South DR & Wylie Farm RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 363 | E | Edgehill | CT | 2300 | 2300 | 2315 | 2301 | 2315 | 2300 | 2314 | Edgehill CT Dead End | Edgehill CT & Montclair AVE | 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 | Edgehill CT & Montclair AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 365 | E | Meadowbluff | CT | 2100 | 2100 | 2150 | 2101 | 2149 | 2100 | 2150 | High ST & Meadowbluff CT | Meadowbluff CT Dead End | 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 | Elizabeth CT Dead End | 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 | Rock Creek CT & Rock Creek DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 368 | S | Belhaven | CT | 2200 | 2200 | 2220 | 2201 | 2219 | 2200 | 2220 | Belhaven CT Dead End | 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 | Joy ST & Rogers 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 | Heather DR & Preston CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 370 | S | Forrester | ST | 2800 | 2800 | 2899 | 2801 | 2899 | 2800 | 2898 | Forrester ST & Roy Schmalz CT | Forrester ST & Robins BOW | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 371 | S | Robins | BOW | 2900 | 2900 | 2905 | 2901 | 2904 | 2900 | 2904 | Melissa CT & Robins BOW | Forrester ST & 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 | Roy Schmalz CT Dead End | 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 | Joy ST & Jean ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 374 | S | Rogers | ST | 2221 | 2221 | 2299 | 2221 | 2299 | 2222 | 2298 | Hays CT & Rogers ST | Joy ST & 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 | Melissa 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 | Melissa CT & Robins BOW | 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 | Elizabeth CT & Robins BOW | 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 | Forrester ST & Roy Schmalz CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 379 | E | Montclair | CT | 2300 | 2300 | 2315 | 2301 | 2315 | 2300 | 2314 | Montclair CT Dead End | 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 | Heather DR & Preston CT | 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 | Montclair AVE & Montclair CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 381 | S | High | ST | 2100 | 2100 | 2109 | 2101 | 2109 | 2100 | 2108 | Greenbriar LN & High ST & Wimbleton LN | High ST & Meadowbluff CT | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 382 | E | Rock Creek | DR | 2696 | 2696 | 2705 | 2697 | 2705 | 2696 | 2704 | Rock Creek CT & Rock Creek DR | Hawksmoore DR & Melville CIR & Rock Creek DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 383 | E | Rock Creek | CT | 2700 | 2700 | 2716 | 2701 | 2715 | 2700 | 2716 | Rock Creek CT & Rock Creek DR | Rock Creek CT Dead End | 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 | Jed ST & Rogers ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 385 | S | Rogers | ST | 2110 | 2002 | 2219 | 2003 | 2219 | 2002 | 2218 | Rockport RD & Rogers ST | Jed 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 | Industrial BLVD & State Road 45 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 387 | E | Summit View | PL | 1000 | 1000 | 1050 | 1001 | 1049 | 1000 | 1050 | Knollwood CIR & Summit View PL | Summit View PL Dead End | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 388 | S | Georgetown | RD | 2110 | 2000 | 2220 | 2001 | 2219 | 2000 | 2220 | Georgetown RD & Greenbriar LN | Georgetown RD Dead End | 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 | Mcmillan CT Dead End | 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 & Lilly LN | Heatherwood LN & Peony LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 390 | E | Brigs | BND | 2700 | 2700 | 2750 | 2701 | 2749 | 2700 | 2750 | Brigs BND & Olcott BLVD | 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 | Brigs BND & Olcott BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 392 | S | Curry | PIKE | 2300 | 2300 | 2329 | 2301 | 2329 | 2300 | 2328 | Curry PIKE & Industrial BLVD | 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 | Wapehani RD At Corporate Boundary | 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 | Ridge Crest CT Dead End | 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 | Montclair AVE & Wimbleton LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 396 | E | Wimbleton | LN | 2210 | 2100 | 2315 | 2101 | 2315 | 2100 | 2314 | Greenbriar LN & High ST & Wimbleton LN | Montclair AVE & Wimbleton LN | 58 | | 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 | Locust CT Dead End | 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 | Forrester ST & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 399 | E | Winston | ST | 3300 | 3300 | 3399 | 3301 | 3399 | 3300 | 3398 | Forrester ST & Winston ST | Mcmillan CT & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 4 | S | Leonard Springs | RD | 3800 | 3700 | 3899 | 3701 | 3899 | 3700 | 3898 | Leonard Springs RD & Sims LN | Fullerton PIKE & Leonard Springs RD | 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 | Heatherwood LN & Peony LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 400 | E | Short | ST | 1240 | 1240 | 1299 | 1241 | 1299 | 1240 | 1298 | Short ST Dead End | Maxwell 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 | Maxwell ST & Short ST | 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 | Grovesnor PL & Hyde Park CIR | Hyde Park CIR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 403 | S | Grovesnor | PL | 2100 | 2100 | 2125 | 2101 | 2125 | 2100 | 2124 | Grovesnor PL & Hyde Park CIR | Grovesnor PL Dead End | 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 | Curry PIKE & Glen Oaks 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 | 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 | Alpine TRL & Summit View PL | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 407 | E | Knollwood | CIR | 1000 | 1000 | 1099 | 1001 | 1023 | 1025 | 1098 | Knollwood CIR & Summit View PL | Knollwood CIR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 408 | E | Summit View | PL | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Eminence WAY & Summit View PL | Knollwood CIR & Summit View PL | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 409 | E | Summit View | PL | 610 | 610 | 699 | 611 | 699 | 610 | 698 | Alpine TRL & Summit View PL | Ridge Crest CT & Summit View PL | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 41 | W | Heatherwood | LN | 4000 | 4000 | 4103 | 4001 | 4103 | 4000 | 4102 | Heatherwood LN & Leonard Springs RD | Heatherwood LN Circle | 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 | 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 | Greenbriar LN & Locust CT | 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 | Greenbriar LN & Locust CT | 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 | Greenbriar LN & High ST & Wimbleton LN | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 414 | E | Greenbriar | LN | 2018 | 2018 | 2022 | 2019 | 2021 | 2018 | 2022 | Greenbriar LN & Locust CT | Greenbriar LN & High ST & Wimbleton LN | 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 | Greenbriar LN & Locust CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 416 | S | Grovesnor | PL | 2005 | 2005 | 2099 | 2005 | 2099 | 2006 | 2098 | Grovesnor PL SPLIT | Grovesnor 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 | Mccartney LN & Sare RD | 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 | Robins BOW & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 419 | E | Winston | ST | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | Mcmillan CT & Winston ST | Heath ST & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 42 | S | Leonard Springs | RD | 3500 | 3500 | 3611 | 3501 | 3611 | 3500 | 3610 | Leonard Springs RD & Woodhaven DR | Leonard Springs RD At Corporate Boundary | 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 | 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 BikeRec |
| 421 | S | Oakdale | DR | 1850 | 1850 | 1939 | 1851 | 1939 | 1850 | 1938 | Oakdale DR & Spruce DR | 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 | Oakdale DR & Spruce DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 423 | E | Eminence | WAY | 920 | 825 | 999 | 825 | 999 | 826 | 998 | Eminence WAY & Summit View PL | Eminence WAY Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 424 | E | Summit View | PL | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Alpine TRL & Summit View PL | Eminence WAY & Summit View PL | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 425 | E | Alpine | TRL | 800 | 800 | 899 | 801 | 899 | 0 | 0 | Alpine TRL & Zenith TER | Alpine TRL & Summit View PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 426 | E | Alpine | TRL | 700 | 600 | 799 | 601 | 799 | 600 | 798 | Alpine TRL & Summit View PL | Alpine TRL & Zenith TER | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 427 | E | Summit View | PL | 600 | 600 | 609 | 601 | 609 | 600 | 608 | Henderson ST & North DR & Summit View PL | Alpine TRL & Summit View PL | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 428 | S | Grovesnor | PL | 2000 | 2000 | 2001 | 2001 | 2001 | 2000 | 2000 | Grovesnor PL SPLIT | Greenbriar LN & Grovesnor PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 429 | S | Grovesnor | PL | | 0 | 0 | 0 | 0 | 0 | 0 | Greenbriar LN & Grovesnor PL | Grovesnor PL SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 430 | S | Olcott | BLVD | 2700 | 2700 | 2705 | 2701 | 2705 | 2700 | 2704 | Olcott BLVD & Winston ST | Brigs BND & Olcott BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 431 | S | Pecan | LN | 1800 | 1700 | 1899 | 1701 | 1899 | 1700 | 1898 | Birch LN & Pecan LN | Oakdale DR & Pecan LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 432 | E | Zenith | TER | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Alpine TRL & Zenith TER | Zenith TER Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 433 | S | Covey | LN | 1800 | 1800 | 1861 | 1801 | 1861 | 1800 | 1860 | Covey LN & Miller DR | Covey LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 434 | E | Greenbriar | LN | 1700 | 1700 | 1715 | 1701 | 1715 | 1700 | 1714 | Berkley North CT & Berkley South CT & Greenbriar L | Greenbriar LN & Grovesnor PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 435 | S | Montclair | AVE | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Montclair AVE & Queens WAY | Montclair AVE & Sussex DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 436 | S | Wilton | DR | 1916 | 1916 | 1930 | 1917 | 1929 | 1916 | 1930 | Wilton CT & Wilton DR | Greenbriar LN & Wilton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 437 | E | Greenbriar | LN | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Georgetown RD & Greenbriar LN | Greenbriar LN & Wilton DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 438 | E | Greenbriar | LN | 1716 | 1716 | 1799 | 1717 | 1799 | 1716 | 1798 | Greenbriar LN & Grovesnor PL | Greenbriar LN & Grovesnor PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 439 | E | Greenbriar | LN | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | Greenbriar LN & Grovesnor PL | Georgetown RD & Greenbriar LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 44 | S | Walnut | ST | 3120 | 2940 | 3299 | 2941 | 3299 | 2940 | 3298 | Pinewood DR & Walnut ST | Burks DR & Walnut ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 440 | S | Berkley South | CT | 2000 | 2000 | 2015 | 2001 | 2015 | 2000 | 2014 | Berkley North CT & Berkley South CT & Greenbriar L | Berkley South CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 441 | E | Winston | ST | 2800 | 2800 | 2806 | 2801 | 2807 | 2800 | 2806 | Sare RD & Winston ST | Thatcher CT & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 442 | S | Sare | RD | 2670 | 2670 | 2699 | 2671 | 2699 | 2670 | 2698 | Mccartney LN & Sare RD | Sare RD & Winston ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 443 | S | Atlee | CT | 2900 | 2900 | 2916 | 2901 | 2915 | 2900 | 2916 | Atlee CT & Atlee ST & Winston ST | Atlee CT Dead End | 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 | Charles CT & Diana CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 445 | E | Winston | ST | 3000 | 3000 | 3099 | 3001 | 3099 | 3000 | 3098 | Atlee CT & Atlee ST & Winston ST | Diana CT & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 446 | E | Charles | CT | 3100 | 3100 | 3115 | 3101 | 3115 | 3100 | 3114 | Charles CT & Diana CT | Charles CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 447 | S | Curry | PIKE | 2140 | 2140 | 2165 | 2141 | 2165 | 2140 | 2164 | Curry PIKE & Roll AVE | Curry PIKE At Corporate Boundary | 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 | Oakdale DR & Spruce DR | 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 | Olive ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 45 | W | Heatherwood | LN | 4104 | 4104 | 4109 | 4105 | 4109 | 4104 | 4108 | Heatherwood LN Circle | Heatherwood LN & Lilly LN | 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 Dead End | 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 | Churchill CT & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 452 | S | Churchill | CT | 2800 | 2800 | 2898 | 0 | 0 | 2800 | 2898 | Churchill CT & Winston ST | Churchill CT Dead End | 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 Dead End | 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 | Atlee CT & Atlee ST & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 455 | S | Heath | ST | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Heath ST Dead End | Heath ST & Winston ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 456 | E | Diana | CT | 3112 | 3112 | 3125 | 3113 | 3125 | 3112 | 3124 | Charles CT & Diana CT | Diana CT Dead End | 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 | Trotters RUN & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 458 | E | Winston | ST | 3600 | 3600 | 3699 | 3601 | 3699 | 3600 | 3698 | Trotters RUN & Winston ST | Olcott BLVD & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 459 | S | Trotters | RUN | 2600 | 2600 | 2615 | 2601 | 2615 | 2600 | 2614 | Trotters RUN Dead End | 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 | Heatherwood LN & Peony LN | 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 | Wilton CT & Wilton 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 | Montclair AVE & 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 | Wilton CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 463 | S | Chelsey | CT | 1900 | 1900 | 1920 | 1901 | 1919 | 1900 | 1920 | Chelsey CT & Queens WAY | Chelsey CT Dead End | 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 | 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 | 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 | State Road 37 Ramp SPLIT | 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 | Bloomfield RD & State Road 37 & State Road 45 | State Road 37 & State Road 45 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 468 | S | Olcott | BLVD | 2600 | 2500 | 2699 | 2501 | 2699 | 2500 | 2698 | Edward CT & Olcott BLVD | Olcott BLVD & Winston ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 469 | S | Rogers | ST | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Cherokee DR & Rogers ST | Chambers DR & Rogers ST | 95 | Multi-use Path | SC | 64 | 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 | Heatherwood LN & Primrose 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 | Chambers DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 471 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | Bloomfield RD & 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 | Bloomfield RD & State Road 37 | 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 BikeRec |
| 473 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | 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 | Bloomfield RD & State Road 37 | Bloomfield RD & State Road 37 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 475 | S | Pecan | LN | 1582 | 1582 | 1627 | 1583 | 1627 | 1582 | 1626 | Oakdale DR & Pecan LN | Birch LN & 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 | Oakdale DR & Pecan LN | 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 | Chelsey CT & Queens WAY | 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 | Russell RD AT Corporate Boundary | 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 | Montclair AVE & Queens WAY | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 479 | E | Windsor | DR | 1900 | 1900 | 1998 | 1901 | 1915 | 1900 | 1998 | Wilton DR & Windsor DR | Windsor DR SPLIT | 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 | Jennifer DR & Laura WAY | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 480 | E | Queens | WAY | 2400 | 2400 | 2450 | 2401 | 2449 | 2400 | 2450 | Montclair AVE & Queens WAY | Queens WAY & Ramsey DR & Renwick BLVD | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 481 | E | Queens | WAY | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | High ST & Queens WAY | Queens WAY & Sussex DR | 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 | Old State Road 37 At Corporate Boundary | 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 | High ST & Queens WAY | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 483 | E | Windsor | DR | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | Wilton DR & Windsor DR | 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 | Montclair AVE & 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 | Bloomfield RD & State Road 37 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 486 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | Bloomfield RD & State Road 37 | State Road 37 Ramp SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 487 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 & State Road 37 45 | State Road 37 Ramp SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 488 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 & State Road 37 Ramp | State Road 37 Ramp SPLIT | 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 | Reed CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 49 | S | Bainbridge | DR | 3826 | 3826 | 3899 | 3827 | 3899 | 3826 | 3898 | Bainbridge DR & Lindas WAY | Bainbridge DR Dead End | 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 | Windsor DR Dead End | 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 | Arden DR & Windsor DR | 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 | Wilton DR & Windsor 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 | Windsor 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 | Wilton DR & Windsor 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 | Maxwell ST & Miller DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 496 | E | Miller | DR | 1250 | 1250 | 1260 | 1251 | 1259 | 1250 | 1260 | Covey LN & Miller DR | Maxwell ST & Miller DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 497 | S | Park | AVE | 1750 | 1750 | 1799 | 1751 | 1799 | 1750 | 1798 | Moody DR & Park AVE | Miller 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 | Miller DR & Olive ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 4986 | W | Profile | PKWY | 4000 | 4000 | 4099 | 4001 | 4099 | 4000 | 4098 | Curry PIKE & Profile PKWY | Loesch RD & 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 & Thornton DR | 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 | Laurel CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 50 | E | Jennifer | DR | 1056 | 1056 | 1070 | 1057 | 1069 | 1056 | 1070 | Jennifer CIR & Jennifer DR | 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 | Miller DR & Park AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 501 | E | Miller | DR | 850 | 730 | 959 | 731 | 959 | 730 | 958 | Miller DR & Park AVE | Huntington Gardens PL & Miller DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 502 | E | Miller | DR | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Huntington DR & Miller DR | Miller DR & Olive ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 503 | E | Miller | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Miller DR & Olive ST | Highland AVE & Miller DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 5039 | S | Park Square | DR | 1150 | 1000 | 1299 | 1001 | 1299 | 1000 | 1298 | Park Square DR & Woodside DR | Gifford RD & Park Square 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 | Covey LN & Miller DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 5040 | S | Park Square | DR | 850 | 700 | 999 | 701 | 999 | 700 | 998 | Park Square DR & Sunset AVE | Park Square DR & Woodside DR | 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 | Park Square DR & Sunset AVE | 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 | Henderson ST & Miller DR | 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 | Miller DR & 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 | Cherokee DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 508 | S | Rogers | ST | 1700 | 1500 | 1899 | 1501 | 1899 | 1500 | 1898 | Hillside DR & Rogers ST | Cherokee DR & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 509 | S | State Road 37 | | 1780 | 1550 | 1999 | 0 | 0 | 1550 | 1998 | State Road 37 & State Road 37 45 | State Road 37 & State Road 37 Ramp | 0 | | FW | 0 | no | No change from default |
| 51 | E | Jennifer | CIR | 1053 | 1053 | 1059 | 1053 | 1059 | 0 | 0 | Jennifer CIR Dead End | Jennifer CIR & Jennifer DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 510 | S | Olcott | BLVD | 2400 | 2400 | 2499 | 2401 | 2499 | 2400 | 2498 | Olcott BLVD & Reed CT | Edward CT & Olcott BLVD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 511 | E | Edward | CT | 3600 | 3600 | 3610 | 3601 | 3609 | 3600 | 3610 | Crandall CT & Edward CT | Edward CT & Olcott BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 512 | S | Olcott | BLVD | 2260 | 2110 | 2399 | 2111 | 2399 | 2110 | 2398 | Olcott BLVD & Taylor CT | Olcott BLVD & Reed CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 513 | S | Sycamore | CT | 1600 | 1600 | 1715 | 1601 | 1715 | 1600 | 1714 | Sycamore CT Dead End | Arden DR & Sycamore CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 514 | E | Arden | DR | 2306 | 2306 | 2316 | 2307 | 2315 | 2306 | 2316 | Arden DR & Sycamore CT | Montclair AVE & Arden DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 515 | S | Greenfield | CT | 1600 | 1600 | 1715 | 1601 | 1715 | 1600 | 1714 | Greenfield CT Dead End | Arden DR & Greenfield CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 516 | S | Williams | CT | 1620 | 1620 | 1721 | 1621 | 1721 | 1620 | 1720 | Williams CT Dead End | Arden DR & Williams CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 517 | E | Arden | DR | 2100 | 2100 | 2109 | 2101 | 2109 | 2100 | 2108 | Arden DR & High ST | Arden DR & Williams CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 518 | S | High | ST | 1650 | 1500 | 1799 | 1501 | 1799 | 1500 | 1798 | High ST & Hillside DR & Moores PIKE | Arden DR & High ST | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 5183 | W | Gifford | RD | 4190 | 4073 | 4299 | 4073 | 4299 | 4078 | 4298 | Gifford RD At County Boundary | Gifford RD & Woodside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 5189 | W | Belle | AVE | 4200 | 4200 | 4299 | 4201 | 4299 | 4200 | 4298 | Belle AVE & Hickory DR | Belle AVE & Western DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 519 | E | Arden | DR | 2210 | 2210 | 2305 | 2211 | 2305 | 2210 | 2304 | Arden DR & Greenfield CT | Arden DR & Sycamore CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 5190 | W | Gifford | RD | 4380 | 4380 | 4399 | 4381 | 4399 | 4380 | 4398 | Gifford RD & Hickory Grove LN | Gifford RD & Park Square DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 5191 | W | Gifford | RD | 4300 | 4300 | 4379 | 4301 | 4379 | 4300 | 4378 | Gifford RD & Woodside DR | Gifford RD & Hickory Grove LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 52 | E | Jennifer | CT | 1020 | 1020 | 1036 | 0 | 0 | 1020 | 1036 | Jennifer CT & Jennifer DR | Jennifer CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 520 | E | Arden | DR | 2110 | 2110 | 2209 | 2111 | 2209 | 2110 | 2208 | Arden DR & Williams CT | Arden DR & Greenfield CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 521 | E | Edward | CT | 3500 | 3500 | 3599 | 3501 | 3599 | 3500 | 3598 | Edward CT Dead End | Crandall CT & Edward CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 522 | S | Crandall | CT | 2000 | 2000 | 2102 | 2001 | 2101 | 2000 | 2102 | Crandall CT Dead End | Crandall CT & Edward CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 523 | E | Arden | DR | 1900 | 1800 | 2001 | 1801 | 2001 | 1800 | 2000 | Arden DR & Wilton DR | Arden DR & Windsor DR | 74 | Neighborhood Greenway | NC | 60 | no | 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 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 526 | S | Wilton | DR | 1776 | 1776 | 1799 | 1777 | 1799 | 1776 | 1798 | Arden DR & Wilton DR | Arden DR & Wilton DR | 74 | Neighborhood Greenway | NC | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 532 | S | Olcott | BLVD | 2010 | 1900 | 2109 | 1901 | 2109 | 1900 | 2108 | Chaudion CT & Olcott BLVD | Olcott BLVD & Taylor CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 533 | W | Bloomfield | RD | | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 534 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | Bloomfield RD & State Road 37 | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 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 Ramp | 0 | | FW | 0 | no | No change from default |
| 536 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | State Road 37 & State Road 37 Ramp | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 538 | S | Olive | ST | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | Olive ST & Thornton DR | Olive ST & Thornton DR | 74 | Neighborhood Greenway | NC | 60 | no | 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 | no | Width reduced to 60ft due to no BikeRec |
| 54 | W | Primrose | LN | 4200 | 4200 | 4225 | 4201 | 4225 | 4200 | 4224 | Heatherwood LN & Primrose LN | Heatherwood LN & Primrose LN | 58 | | NR | 60 | no | 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 | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 542 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | Bloomfield RD & State Road 37 | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 543 | W | Bloomfield | RD | | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 544 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 Ramp SPLIT | Bloomfield RD & State Road 37 | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 545 | W | Bloomfield | RD | | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 546 | E | Chaudion | CT | 3700 | 3700 | 3710 | 3701 | 3709 | 3700 | 3710 | Chaudion CT & Olcott BLVD | Chaudion CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 547 | S | Olcott | BLVD | 1800 | 1700 | 1899 | 1701 | 1899 | 1700 | 1898 | Olcott BLVD & William CT | Chaudion CT & Olcott BLVD | 74 | Neighborhood Greenway | NC | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 55 | W | Heatherwood | LN | 4218 | 4218 | 4219 | 4219 | 4219 | 4218 | 4218 | Heatherwood LN & Primrose LN | Heatherwood LN & Lilac LN | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 551 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 & State Road 37 45 | State Road 37 Ramp SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 552 | W | Bloomfield | RD | 2900 | 2900 | 2949 | 2901 | 2949 | 2900 | 2948 | Basswood DR & Bloomfield RD & Oakdale DR | Bloomfield RD & State Road 37 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 553 | S | State Road 37 | | | 0 | 0 | 0 | 0 | 0 | 0 | Bloomfield RD & State Road 37 | State Road 37 Ramp SPLIT | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 555 | S | Clifton | AVE | 1650 | 1500 | 1799 | 1501 | 1799 | 1500 | 1798 | Clifton AVE & Hillside DR | Clifton AVE Dead End | 58 | | NR | 60 | no | 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 | Neighborhood Greenway | NR | 60 | no | 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 | no | 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 | no | 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 & Walnut ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 559 | S | Olcott | BLVD | 1600 | 1600 | 1699 | 1601 | 1699 | 1600 | 1698 | Olcott BLVD & South CT | Olcott BLVD & William CT | 74 | Neighborhood Greenway | NC | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 560 | E | Skylark | CT | 1200 | 1200 | 1220 | 1201 | 1219 | 1200 | 1220 | Highland AVE & Skylark CT | Skylark CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 561 | S | Highland | AVE | 1522 | 1522 | 1527 | 1523 | 1527 | 1522 | 1526 | Highland AVE & Skylark CT | Highland AVE & Ridgemont CT | 74 | Bike Lane and Multi-use Path | NC | 74 | no | 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 | no | 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 | no | 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 & Skylark CT | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 565 | W | Bloomfield | RD | 2700 | 2500 | 2899 | 2501 | 2899 | 2500 | 2898 | Bloomfield RD & Stone DR | Basswood DR & Bloomfield RD & Oakdale DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 566 | S | Basswood | DR | 1900 | 1800 | 1999 | 1801 | 1999 | 1800 | 1998 | Basswood CIR & Basswood DR | Basswood DR & Bloomfield RD & Oakdale DR | 58 | | NR | 60 | no | 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 | no | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 5676 | E | Rhorer | RD | 2000 | 2000 | 2149 | 2001 | 2149 | 2000 | 2148 | Rhorer RD At Corporate Boundary | Rhorer RD At Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 5682 | E | Rogers | RD | 3320 | 3200 | 3425 | 3201 | 3425 | 3200 | 3424 | Forrester ST & Rogers RD | Rogers RD At County Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | no | 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 | no | 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 | no | 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 | No change in width |
| 5709 | S | Hickory | DR | 380 | 380 | 399 | 381 | 399 | 380 | 398 | Hickory DR At Bloomington Corporate Boundary | Belle AVE & Hickory DR | 58 | | NR | 60 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 5710 | W | Belle | AVE | 4300 | 4300 | 4349 | 4301 | 4349 | 4300 | 4348 | Belle AVE & Western DR | Belle AVE At Bloomington Corporate Boundary | 58 | | NR | 60 | no | 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 | Bike Lane and Multi-use Path | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 5742 | S | Kimble | DR | 190 | 190 | 249 | 191 | 249 | 190 | 248 | Kimble DR & Marlene DR | Kimble DR At Bloomington Corporate Boundary | 58 | | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 576 | E | Moores | PIKE | 4000 | 4000 | 4099 | 4001 | 4099 | 4000 | 4098 | Moores PIKE & Wingfield DR | Moores PIKE At Corporate Boundary | 95 | Protected Bike Lane | SC | 78 | no | 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 | no | 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 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 5773 | S | Cory | LN | 300 | 300 | 305 | 301 | 305 | 300 | 304 | 3rd ST & Cory LN | Cory LN At Corporate Boundary | 58 | | NR | 60 | no | 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 | 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 | no | 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 | Neighborhood Greenway | NR | 60 | no | 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 | no | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 58 | W | Heatherwood | LN | 4220 | 4220 | 4233 | 4221 | 4233 | 4220 | 4232 | Heatherwood LN & Lilac LN | Heatherwood LN & Lilac LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 580 | E | Hillside | DR | 2000 | 2000 | 2015 | 2001 | 2015 | 2000 | 2014 | Clifton AVE & Hillside DR | High ST & Hillside DR & Moores PIKE | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 580 | E | Hillside | DR | 2000 | 2000 | 2015 | 2001 | 2015 | 2000 | 2014 | Clifton AVE & Hillside DR | High ST & Hillside DR & Moores PIKE | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 581 | E | Hillside | DR | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Hillside DR & Nancy ST | Clifton AVE & Hillside DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 581 | E | Hillside | DR | 1900 | 1900 | 1999 | 1901 | 1999 | 1900 | 1998 | Hillside DR & Nancy ST | Clifton AVE & Hillside DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 5816 | W | Gordon | PIKE | 320 | 226 | 415 | 227 | 415 | 226 | 414 | Gordon PIKE At Bloomington Corporate Boundary | Gordon PIKE At Bloomington Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 582 | E | Hillside | DR | 1820 | 1724 | 1899 | 1725 | 1899 | 1724 | 1898 | Dorchester DR & Hillside DR & Longwood DR | Hillside DR & Nancy ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 582 | E | Hillside | DR | 1820 | 1724 | 1899 | 1725 | 1899 | 1724 | 1898 | Dorchester DR & Hillside DR & Longwood DR | Hillside DR & Nancy ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 583 | E | Hillside | DR | 1620 | 1500 | 1723 | 1501 | 1723 | 1500 | 1722 | Hillside DR & Maxwell ST | Dorchester DR & Hillside DR & Longwood DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 583 | E | Hillside | DR | 1620 | 1500 | 1723 | 1501 | 1723 | 1500 | 1722 | Hillside DR & Maxwell ST | Dorchester DR & Hillside DR & Longwood DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 584 | S | Sare | RD | 1400 | 1300 | 1499 | 1301 | 1499 | 1300 | 1498 | Sare RD Dead End | Moores PIKE & Sare RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 585 | S | Winfield | RD | 1400 | 1400 | 1450 | 1401 | 1449 | 1400 | 1450 | Pickwick PL & Winfield RD | Moores PIKE & Winfield RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 586 | S | Valley Forge | RD | 1420 | 1420 | 1499 | 1421 | 1499 | 1420 | 1498 | Boston RD & Valley Forge RD | Moores PIKE & Valley Forge RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 587 | E | Moores | PIKE | 2950 | 2700 | 3199 | 2701 | 3199 | 2700 | 3198 | College Mall RD & Moores PIKE & Sare RD | Moores PIKE & Woodruff LN | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 588 | E | Hillside | DR | 1350 | 1350 | 1499 | 1351 | 1499 | 1350 | 1498 | Highland AVE & Hillside DR | Hillside DR & Maxwell ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 588 | E | Hillside | DR | 1350 | 1350 | 1499 | 1351 | 1499 | 1350 | 1498 | Highland AVE & Hillside DR | Hillside DR & Maxwell ST | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 589 | E | Hillside | DR | 1200 | 1200 | 1349 | 1201 | 1349 | 1200 | 1348 | Hillside DR & Olive ST & Weatherstone LN | Highland AVE & Hillside DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 589 | E | Hillside | DR | 1200 | 1200 | 1349 | 1201 | 1349 | 1200 | 1348 | Hillside DR & Olive ST & Weatherstone LN | Highland AVE & Hillside DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 59 | S | Bainbridge | DR | 3800 | 3800 | 3825 | 3801 | 3825 | 3800 | 3824 | Bainbridge DR & Laura WAY | Bainbridge DR & Lindas WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 590 | S | Monon | DR | 1400 | 1300 | 1499 | 1301 | 1499 | 1300 | 1498 | Monon DR Circle | Hillside DR & Monon DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 591 | W | Hillside | DR | 200 | 200 | 299 | 201 | 299 | 200 | 298 | College AVE & Hillside DR | Hillside DR Dead End | 58 | Protected Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 592 | W | Hillside | DR | 116 | 116 | 199 | 117 | 199 | 116 | 198 | College AVE & Hillside DR | Hillside DR & Monon DR | 58 | Protected Bike Lane | NR | 60 | no | 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 | Ooley AVE Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 593 | E | Hillside | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Hillside DR & Lincoln ST | Grant ST & Hillside DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 593 | E | Hillside | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Hillside DR & Lincoln ST | Grant ST & Hillside DR | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 594 | S | Lincoln | ST | 1400 | 1400 | 1430 | 1401 | 1429 | 1400 | 1430 | Lincoln ST & Wilson ST | Hillside DR & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 595 | S | Grant | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Grant ST & Wilson ST | Grant ST & Hillside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 596 | S | Washington | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Washington ST & Wilson ST | Hillside DR & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 597 | S | Walnut | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Walnut ST & Wilson ST | Hillside DR & Walnut ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 598 | E | Hillside | DR | 400 | 400 | 413 | 401 | 413 | 400 | 412 | Grant ST & Hillside DR | Hillside DR & Palmer AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 598 | E | Hillside | DR | 400 | 400 | 413 | 401 | 413 | 400 | 412 | Grant ST & Hillside DR | Hillside DR & Palmer AVE | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 599 | E | Hillside | DR | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Hillside DR & Washington ST | Hillside DR & Lincoln ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 599 | E | Hillside | DR | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Hillside DR & Washington ST | Hillside DR & Lincoln ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 6 | S | Sage | CT | 3900 | 3900 | 3920 | 3901 | 3919 | 3900 | 3920 | Pepperridge DR & Sage CT | Sage CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 60 | S | Bainbridge | DR | 3710 | 3710 | 3799 | 3711 | 3799 | 3710 | 3798 | Bainbridge DR & Elliston DR | Bainbridge DR & Laura WAY | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 600 | E | Hillside | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Hillside DR & Walnut ST | Hillside DR & Washington ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 600 | E | Hillside | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Hillside DR & Walnut ST | Hillside DR & Washington ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 601 | W | Hillside | DR | 100 | 100 | 115 | 101 | 115 | 100 | 114 | Hillside DR & Walnut ST | Hillside DR & Monon DR | 58 | Protected Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 602 | W | Hillside | DR | 400 | 400 | 410 | 401 | 409 | 400 | 410 | Hillside DR & Madison ST | Hillside DR & Rogers ST | 58 | Protected Bike Lane | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 603 | S | Madison | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Madison ST & Wilson ST | Hillside DR & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 604 | S | Rogers | ST | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Rogers ST & Wilson ST | Hillside DR & Rogers ST | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 605 | W | Bloomfield | RD | 2400 | 2300 | 2499 | 2301 | 2499 | 2300 | 2498 | Bloomfield RD & Weimer RD | Bloomfield RD & Stone DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 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 | Boston RD Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 607 | S | Valley Forge | RD | 1400 | 1400 | 1419 | 1401 | 1419 | 1400 | 1418 | Pickwick PL & Valley Forge RD | Boston RD & Valley Forge RD | 58 | | NR | 60 | no | 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 | Longwood CT E & Longwood DR | 58 | | NR | 60 | no | 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 | Longwood CT E Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 61 | S | Lindas | WAY | 3813 | 3813 | 3831 | 3813 | 3831 | 0 | 0 | Bainbridge DR & Lindas WAY | Lindas WAY Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 610 | S | Walnut | ST | 1300 | 1300 | 1399 | 1305 | 1399 | 1300 | 1398 | Monon DR & Walnut ST | Walnut ST & Wilson ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 611 | S | Grant | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Driscoll DR & Grant ST | Grant ST & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 612 | S | Lincoln | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Driscoll DR & Lincoln ST | Lincoln ST & Wilson ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 613 | S | Washington | ST | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Driscoll DR & Washington ST | Washington ST & Wilson ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 614 | E | Wilson | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Walnut ST & Wilson ST | Washington ST & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 615 | E | Wilson | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Washington ST & Wilson ST | Lincoln ST & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 616 | E | Wilson | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Lincoln ST & Wilson ST | Grant ST & Wilson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 617 | W | Wilson | ST | 400 | 400 | 410 | 401 | 409 | 400 | 410 | Madison ST & Wilson ST | Rogers ST & Wilson ST | 58 | | NR | 60 | no | 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 | Pickwick PL & Valley Forge RD | 58 | | NR | 60 | no | 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 | College Mall RD & Moores PIKE & Sare RD | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 62 | W | Heatherwood | LN | 4400 | 4400 | 4407 | 4401 | 4407 | 4400 | 4406 | Heatherwood LN & Ivy LN | Heatherwood LN & Iris LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 620 | S | Winfield | RD | 1310 | 1310 | 1399 | 1311 | 1399 | 1310 | 1398 | Fairoaks LN & Winfield RD | Pickwick PL & Winfield RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 6202 | N | State Road 37 Ramp | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 45 & State Road 37 Ramp | State Road 37 Ramp | 0 | | FW | 0 | no | No change from default |
| 6207 | N | State Road 37 Ramp | | | 0 | 0 | 0 | 0 | 0 | 0 | State Road 37 & State Road 37 45 & State Road 37 R | State Road 37 & State Road 37 45 & State Road 45 46 Bypass & Sta | 58 | | NR | 60 | no | 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 | Pickwick PL & Winfield RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 622 | S | Pickwick | PL | 1450 | 1300 | 1599 | 1301 | 1599 | 1300 | 1598 | Pickwick PL & Pickwick PT | Pickwick PL & Valley Forge RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 623 | S | Basswood | CIR | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | Basswood CIR & Basswood DR | Basswood CIR Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 624 | S | Basswood | CIR | 1100 | 1100 | 1239 | 1101 | 1239 | 1100 | 1238 | Basswood CIR Dead End | Basswood CIR Circle | 58 | | NR | 60 | no | 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 | Rockport RD At Corporate Boundary | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 625 | S | Basswood | DR | 1200 | 1100 | 1299 | 1101 | 1299 | 1100 | 1298 | Basswood DR & Ridge RD | Basswood CIR & Basswood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 626 | S | Monon | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Monon DR Circle | Monon DR & Walnut ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 627 | S | Longwood | DR | 1300 | 1300 | 1309 | 1301 | 1309 | 1300 | 1308 | Longwood DR & Mark ST | Longwood CT W & Longwood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 628 | S | Brooks | DR | 1200 | 1200 | 1310 | 1201 | 1309 | 1200 | 1310 | Brooks DR & Covenanter DR | Brooks DR Dead End | 58 | | NR | 60 | no | 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 | Longwood CT W & Longwood DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 63 | W | Heatherwood | LN | 4250 | 4250 | 4299 | 4251 | 4299 | 4250 | 4298 | Heatherwood LN & Primrose LN | Heatherwood LN & Ivy LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 630 | S | Walnut | ST | 1210 | 1210 | 1303 | 1301 | 1303 | 1210 | 1298 | Driscoll DR & Walnut ST | Monon DR & Walnut ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 631 | E | Driscoll | DR | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Driscoll DR & Walnut ST | Driscoll DR & Washington ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 632 | S | Dunn | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Dunn ST & Grimes LN | Driscoll DR & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 633 | S | Palmer | AVE | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Grimes LN & Palmer AVE | Driscoll DR & Palmer AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 634 | S | Grant | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Grant ST & Grimes LN | Driscoll DR & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 635 | S | Lincoln | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Grimes LN & Lincoln ST | Driscoll DR & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 6357 | N | Prow | RD | 3270 | 3000 | 3535 | 3001 | 3535 | 3000 | 3534 | Prow RD AT Bloomington Corporate Boundary | Hedge Apple LN & Prow RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 6358 | N | Prow | RD | 3770 | 3536 | 3999 | 3537 | 3999 | 3736 | 3998 | Hedge Apple LN & Prow RD | Acuff RD & Prow RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 636 | S | Washington | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Grimes LN & Washington ST | Driscoll DR & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 637 | E | Driscoll | DR | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Driscoll DR & Grant ST | Driscoll DR & Palmer AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 638 | E | Driscoll | DR | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Driscoll DR & Lincoln ST | Driscoll DR & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 639 | E | Driscoll | DR | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Driscoll DR & Washington ST | Driscoll DR & Lincoln ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 64 | W | Heatherwood | LN | 4234 | 4234 | 4249 | 4235 | 4249 | 4234 | 4248 | Heatherwood LN & Lilac LN | Heatherwood LN & Primrose LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 640 | S | Nancy | ST | 1300 | 1300 | 1307 | 1301 | 1307 | 1300 | 1306 | Mark ST & Nancy ST | Nancy ST & Viva DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 641 | E | Viva | DR | 1900 | 1900 | 2025 | 1901 | 2025 | 1900 | 2024 | Nancy ST & Viva DR | High ST & Viva DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 642 | S | High | ST | 1300 | 1300 | 1315 | 1301 | 1315 | 1300 | 1314 | High ST & Marilyn DR | High ST & Viva DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 643 | S | Walnut | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1208 | Grimes LN & Walnut ST | Driscoll DR & Walnut ST | 90 | Protected Bike Lane | GU | 90 | no | 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 | State Road 37 & State Road 37 45 | 0 | | FW | 0 | no | No change from default |
| 645 | S | Pickwick | PT | 1200 | 1200 | 1235 | 1201 | 1235 | 1200 | 1234 | Pickwick PL & Pickwick PT | Pickwick PT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 646 | S | Nancy | ST | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Marilyn DR & Nancy ST | Mark ST & Nancy ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 647 | S | Longwood | DR | 1210 | 1114 | 1299 | 1115 | 1299 | 1114 | 1298 | Devon LN & Longwood DR | Longwood DR & Mark ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 648 | E | Mark | ST | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | Longwood DR & Mark ST | Mark ST & Nancy ST | 58 | | NR | 60 | no | 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 | Collinswood DR & Valley Forge RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 65 | S | Ivy | LN | 3400 | 3400 | 3415 | 3401 | 3415 | 3400 | 3414 | Ivy LN Dead End | Heatherwood LN & Ivy LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 650 | S | Collinswood | DR | 1200 | 1200 | 1230 | 1201 | 1229 | 1200 | 1230 | Collinswood DR Dead End | Collinswood DR & Valley Forge RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 651 | E | Fairoaks | LN | 2600 | 2600 | 2670 | 2601 | 2769 | 2600 | 2670 | Fairoaks LN & Winfield RD | Fairoaks LN Dead End | 58 | | NR | 60 | no | 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 | Fairoaks LN & Winfield RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 653 | S | State Road 37 45 | | 900 | 300 | 1499 | 301 | 1499 | 0 | 0 | State Road 37 & State Road 37 45 | State Road 37 & State Road 37 45 | 0 | | FW | 0 | no | No change from default |
| 654 | S | Pickwick | PL | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Covenanter DR & Pickwick PL | Pickwick PL & Pickwick PT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 655 | S | Winfield | RD | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Rechter RD & Winfield RD | Valley Forge RD & Winfield RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 656 | E | Grimes | LN | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Grimes LN & Walnut ST | Grimes LN & Washington ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 657 | S | Henderson | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Henderson ST | Grimes LN & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 657 | S | Henderson | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Henderson ST | Grimes LN & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 658 | S | Dunn | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Dunn ST | Dunn ST & Grimes LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 658 | S | Dunn | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Dunn ST | Dunn ST & Grimes LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 659 | S | Palmer | AVE | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Palmer AVE | Grimes LN & Palmer AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 66 | S | Hampshire | LN | 3700 | 3700 | 3730 | 3701 | 3729 | 3700 | 3730 | Elliston DR & Hampshire LN | Hampshire LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 660 | S | Grant | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Grant ST | Grant ST & Grimes LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 661 | S | Lincoln | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Lincoln ST | Grimes LN & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 662 | S | Washington | ST | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Davis ST & Washington ST | Grimes LN & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 663 | E | Grimes | LN | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Grimes LN & Washington ST | Grimes LN & Lincoln ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 664 | E | Grimes | LN | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Grimes LN & Lincoln ST | Grant ST & Grimes LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 665 | E | Grimes | LN | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Grant ST & Grimes LN | Grimes LN & Palmer AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 666 | E | Grimes | LN | 500 | 500 | 519 | 501 | 519 | 500 | 518 | Grimes LN & Palmer AVE | Dunn ST & Grimes LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 667 | E | Grimes | LN | 520 | 520 | 599 | 521 | 599 | 520 | 598 | Dunn ST & Grimes LN | Grimes LN & Henderson ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 668 | S | Graywell | DR | 1100 | 1100 | 1130 | 1101 | 1129 | 1100 | 1130 | Gentry BLVD & Graywell DR | Cricket KNL & Graywell DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 669 | E | Cricket | KNL | 4280 | 4280 | 4299 | 4281 | 4299 | 4280 | 4298 | Cricket KNL Dead End | Cricket KNL & Graywell DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 67 | E | Elliston | DR | 1300 | 1200 | 1399 | 1201 | 1399 | 1200 | 1398 | Bainbridge DR & Elliston DR | Elliston DR & Hampshire LN | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 2199 | 2100 | 2198 | Covenanter DR & High ST | Brooks DR & Covenanter DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 673 | S | Longwood | DR | 1100 | 1100 | 1113 | 1101 | 1113 | 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 | Neighborhood Greenway | 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 | Neighborhood Greenway | 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 | Bike Lane and Multi-use Path | NC | 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 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 679 | S | Woodside | DR | 1276 | 1276 | 1299 | 1277 | 1299 | 1276 | 1298 | 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 | Allendale DR & Bainbridge DR | Bainbridge DR & Elliston DR | 74 | Neighborhood Greenway | NC | 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 | Neighborhood Greenway | 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 & Cricket KNL | 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 | Neighborhood Greenway | NC | 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 | Protected Bike Lane | NC | 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 | Protected Bike Lane | NC | 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 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6894 | 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 |
| 6895 | S | Westplex | AVE | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Westplex AVE & Isaac DR | Milieu DR & Westplex AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6896 | W | 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 |
| 6904 | E | Rogers | RD | | 0 | 0 | 0 | 0 | 0 | 0 | Rogers RD & Sare RD | Rogers RD & Sare RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 6905 | S | Sare | RD | | 0 | 0 | 0 | 0 | 0 | 0 | Rogers RD & Sare RD | Rogers RD & Sare RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 6906 | S | Sare | RD | | 0 | 0 | 0 | 0 | 0 | 0 | Rogers RD & Sare RD | Rogers RD & Sare RD | 95 | | SC | 75 | no | 2-Lanes, reduced ROW by 20' |
| 6907 | E | Rogers | RD | | 0 | 0 | 0 | 0 | 0 | 0 | Rogers RD & Sare RD | Rogers RD & Sare RD | 95 | | 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 | 95 | | 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 | Bike Lane | NC | 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 | 90 | | 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 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 6918 | N | State Road 37 Ramp | | | 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 | Bike Lane | NC | 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 | Protected Bike Lane | GU | 90 | 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 & Dunn ST | Davis ST & Henderson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6942 | W | Milieu | DR | 1300 | 1300 | 1323 | 1301 | 1323 | 1300 | 1322 | Adams ST & Milieu DR | Dolimah AVE & Milieu DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6943 | W | Milieu | DR | 1324 | 1324 | 1353 | 1325 | 1353 | 1324 | 1352 | Dolimah AVE & Milieu DR | Junya ST & Milieu DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6944 | W | Milieu | DR | 1354 | 1354 | 1399 | 1355 | 1399 | 1354 | 1398 | Junya ST & Milieu DR | Milieu 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 & Milieu 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 & Milieu DR | Junya ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6947 | S | Ronson | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | 3rd ST & Ronson ST | Prospect ST & Ronson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6948 | S | Ronson | ST | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Prospect ST & Ronson ST | Howe ST & Ronson 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 & Ronson 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 | 1198 | Prospect ST & Ronson 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 & Ronson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6954 | N | Kinser | PIKE | 4640 | 4500 | 4769 | 4501 | 4769 | 4500 | 4768 | Bayles RD & Kinser PIKE | Kinser PIKE & Old Kinser PIKE | 95 | Multi-use Path | SC | 64 | 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 | Bike Lane | NC | 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 & Madison ST | 95 | Bike Lane and Multi-use Path | SC | 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 |
| 6960 | S | Kegg | RD | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | Sunstone DR & Kegg RD | Kegg RD & Tapp RD | 74 | | NC | 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 & Weimer RD | 95 | Bike Lane and Multi-use Path | SC | 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 | | Northshore | DR | 10000 | 10000 | 10099 | 10001 | 10099 | 10000 | 10098 | Beaver 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 |
| 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 |
| 6990 | N | Adams | ST | 401 | 401 | 499 | 401 | 499 | 402 | 498 | Adams ST & Fountain DR | Adams ST & B-Line Trail | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 6991 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | B-Line Trail & Moravec WAY | Adams ST & B-Line Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6992 | N | Rogers | ST | 400 | 400 | 549 | 401 | 549 | 400 | 548 | 8th ST & Rogers ST | B-Line Trail & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 6993 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | B-Line Trail & Fairview ST | B-Line Trail & Rogers ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6994 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | B-Line Trail & Rogers ST | 8th ST & B-Line Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6995 | W | 7th | ST | 376 | 376 | 399 | 377 | 399 | 376 | 399 | 7th ST & B-Line Trail | 7th ST & Madison ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 6996 | W | 6th | ST | 306 | 306 | 399 | 307 | 399 | 306 | 398 | 6th ST & B-Line Trail | 6th ST & Madison ST | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 6997 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | 6th ST & B-Line Trail | 7th ST & B-Line Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6998 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | 8th ST & B-Line Trail | 7th ST & B-Line Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 6999 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | 6th ST & B-Line Trail | B-Line Trail & Kirkwood AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7 | E | Benson | CT | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Benson CT & Jamie LN | Benson CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 70 | S | Fenway | PL | 3700 | 3700 | 3725 | 3701 | 3725 | 3700 | 3724 | Elliston DR & Fenway PL | Fenway PL Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 700 | W | Cherry Orchard | CT | 4200 | 4200 | 4330 | 4201 | 4329 | 4200 | 4330 | Cherry Orchard CT & Woodside DR | Cherry Orchard CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7000 | W | 4th | ST | 216 | 216 | 299 | 217 | 299 | 216 | 298 | 4th ST & Gentry ST | 4th ST & B-Line Trail | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 7001 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | B-Line Trail & Kirkwood AVE | 4th ST & B-Line Trail | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 7002 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | 2nd ST & B-Line Trail | 4th ST & B-Line Trail | 0 | | | 0 | no | No change from default |
| 7003 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | 1st ST & B-Line Trail | 2nd ST & B-Line Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7004 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | B-Line Trail & Dodds ST | 1st ST & B-Line Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7005 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Jackson Creek Trail SPLIT | B-Line Trail & Dodds ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7006 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Jackson Creek Trail SPLIT | B-Line Trail & Bloomington Rail Trail & Country Cl | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7007 | W | 2nd | ST | 276 | 276 | 299 | 277 | 299 | 276 | 298 | 2nd ST & B-Line Trail | 2nd ST & Morton ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7008 | W | 1st | ST | 276 | 276 | 299 | 277 | 299 | 276 | 298 | 1st ST & B-Line Trail | 1st ST & Morton ST | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Dodds ST & Morton ST | 58 | | NR | 60 | no | 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 | Apple Tree CT & Woodside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7010 | W | Allen | ST | 276 | 276 | 299 | 277 | 299 | 276 | 298 | Jackson Creek Trail SPLIT | Allen ST & Morton ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7011 | | Jackson Creek Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Jackson Creek Trail | Jackson Creek Trail & Rogers RD & Winslow RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7012 | | Jackson Creek Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Jackson Creek Trail Dead End | Jackson Creek Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7013 | | Jackson Creek Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Jackson Creek Trail | Jackson Creek Trail Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7014 | | Cascades Park Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Cascades Park Trail & Old State Road 37 & State Ro | Cascades Park Trail & Old State Road 37 & Stone Mi | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7015 | | Cascades Park Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Cascades Park Trail & Club House DR & Old State Ro | Cascades Park Trail & Old State Road 37 & State Ro | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 7016 | | Cascades Park Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Cascades Park Trail Dead End | Cascades Park Trail & Club House DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 7017 | | Cascades Park Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Cascades Park Trail & Club House DR | Cascades Park Trail & Club House DR & Old State Ro | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7018 | W | Club House | DR | 500 | 500 | 599 | 501 | 599 | 500 | 598 | Cascades Park Trail & Club House DR | Club House DR & Kinser PIKE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 702 | S | Woodside | DR | 1250 | 1250 | 1275 | 1251 | 1275 | 1250 | 1274 | Apple Tree CT & Woodside DR | Cherry Orchard CT & Woodside DR | 58 | | NR | 60 | no | 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 | Apple Tree CT & Woodside DR | 58 | | NR | 60 | no | 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 | B-Line Trail & Fairview ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 704 | S | Covenanter | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Covenanter DR & Ruby LN | Covenanter DR & High ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 7041 | W | 8th | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | 8th ST & B-Line Trail | 8th ST & B-Line Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7042 | W | Kirkwood | AVE | 300 | 300 | 301 | 301 | 301 | 300 | 300 | Kirkwood AVE & Morton ST | B-Line Trail & Kirkwood AVE | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 7044 | | Polly Grimshaw Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Eastgate LN & Polly Grimshaw Trail & State Road 46 | Pete Ellis DR & Polly Grimshaw Trail | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7045 | | Polly Grimshaw Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Pete Ellis DR & Polly Grimshaw Trail | Polly Grimshaw Trail & Glenwood AVE W | 58 | | NR | 60 | no | 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 | Pete Ellis DR & Polly Grimshaw Trail | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 7047 | | Renwick Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Renwick Trail Dead End | Renwick Trail Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 705 | S | High | ST | 1100 | 1100 | 1225 | 1101 | 1225 | 1100 | 1224 | High ST & Southdowns DR | Covenanter DR & High ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 706 | E | Rechter | RD | 2516 | 2516 | 2549 | 2517 | 2549 | 2516 | 2548 | Rechter CT & Rechter RD | Covenanter CT & Rechter RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 7060 | W | 3rd | ST | 1230 | 1100 | 1349 | 1101 | 1349 | 1100 | 1348 | 3rd ST & Walker ST | 3rd ST & Ronson ST | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 7062 | S | Patterson | DR | 500 | 500 | 549 | 501 | 549 | 500 | 548 | Adams ST & Patterson DR & Prospect ST | Howe ST & Patterson DR | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 7063 | W | 17th | ST | | 0 | 0 | 0 | 0 | 0 | 0 | 17th ST & Monroe ST | 17th ST & Arlington RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7064 | W | Arlington | RD | | 0 | 0 | 0 | 0 | 0 | 0 | 17th ST & Arlington RD | 17th ST & Arlington RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7065 | W | 17th | ST | | 0 | 0 | 0 | 0 | 0 | 0 | 17th ST & Monroe ST | 17th ST & Arlington RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7066 | N | Monroe | ST | | 0 | 0 | 0 | 0 | 0 | 0 | 17th ST & Monroe ST | 17th ST & Monroe ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7067 | S | Adams | ST | 510 | 510 | 575 | 511 | 575 | 510 | 574 | Adams ST & Millieu DR | Adams ST & Arch Haven AVE | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 707 | E | Rechter | RD | 2400 | 2400 | 2515 | 2401 | 2515 | 2400 | 2414 | Rechter RD & Winfield RD | Rechter CT & Rechter RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 7070 | W | Moravec | WAY | 900 | 900 | 905 | 901 | 905 | 900 | 904 | Cottage Grove AVE & Diamond ST & Moravec WAY | B-Line Trail & Moravec WAY | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7071 | W | Moravec | WAY | 900 | 900 | 969 | 901 | 969 | 900 | 932 | B-Line Trail & Moravec WAY | Moravec WAY Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7072 | W | Moravec | WAY | 933 | 933 | 999 | 971 | 999 | 934 | 998 | Moravec WAY Circle | Moravec WAY Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7079 | | B-Line Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | B-Line Trail & Fairview ST | B-Line Trail & Moravec WAY | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 708 | E | Rechter | RD | 2318 | 2318 | 2399 | 2319 | 2399 | 2318 | 2398 | Rechter PL & Rechter RD | Rechter RD & Winfield RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7087 | W | Industrial Park | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Industrial Park DR Dead End | Industrial Park DR Dead End | 58 | | NR | 60 | no | 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 | Rechter PL & Rechter RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7091 | W | 17th | ST | 2100 | 1900 | 2299 | 1901 | 2299 | 1900 | 2298 | 17th ST & Crescent RD | 17th ST At Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 7099 | W | Tapp | RD | | 0 | 0 | 0 | 0 | 0 | 0 | | | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 71 | S | Kingsbury | AVE | 3600 | 3600 | 3655 | 3601 | 3655 | 3600 | 3654 | Allendale DR & Kingsbury AVE | Kingsbury AVE Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 710 | S | Ballantine | RD | 1000 | 1000 | 1040 | 1001 | 1039 | 1000 | 1040 | Ballantine RD & Southdowns DR | Ballantine RD Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 711 | S | Hawthorne | DR | 1000 | 1000 | 1035 | 1001 | 1035 | 1000 | 1040 | Hawthorne DR & Southdowns DR | Hawthorne DR Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 711 | S | Hawthorne | DR | 1000 | 1000 | 1035 | 1001 | 1035 | 1000 | 1040 | Hawthorne DR & Southdowns DR | Hawthorne DR Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7115 | | Interstate 69 Ramp | | | 0 | 0 | 0 | 0 | 0 | 0 | Interstate 69 Ramp SPLIT | Interstate 69 Ramp & State Road 37 | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7116 | | Interstate 69 Ramp | | | 0 | 0 | 0 | 0 | 0 | 0 | Interstate 69 Ramp & State Road 37 | Interstate 69 Ramp SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 712 | S | Manor | RD | 1000 | 1000 | 1050 | 1001 | 1049 | 1000 | 1050 | Manor RD & Southdowns DR | Manor RD Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7129 | S | Heirloom | DR | 3600 | 3600 | 3698 | 3601 | 3699 | 3600 | 3698 | Creeks Edge DR & Heirloom DR | Heirloom DR & Canada DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 713 | S | Jordan | AVE | 1016 | 1016 | 1099 | 1017 | 1099 | 1016 | 1098 | Jordan AVE & Southdowns DR | Davis ST & Jordan AVE | 58 | | NR | 60 | no | 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 | Creeks Edge DR & Heirloom DR | 58 | | NR | 60 | no | 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 | Hastings DR & State Road 446 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 7137 | N | Woodlawn | AVE | 900 | 900 | 998 | 901 | 999 | 900 | 998 | 12th ST & Woodlawn AVE | 13th ST & Woodlawn AVE | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 7139 | S | Delilla Star | DR | 2430 | 2300 | 2548 | 2301 | 2549 | 2300 | 2548 | Delilla Star DR & Victoria LN | Countryside LN & Delila Star DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 714 | S | Highland | AVE | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Highland AVE & Southdowns DR | Davis ST & Highland AVE & Tarzian LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7140 | W | Ezekiel | DR | 1700 | 1700 | 1724 | 1701 | 1725 | 1700 | 1724 | Ezekiel DR Dead End | Ezekiel DR & Victoria LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 7141 | W | Ezekiel | DR | 1726 | 1726 | 1798 | 1727 | 1799 | 1726 | 1798 | Ezekiel DR & Victoria LN | Ezekiel DR & Samuel LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 7142 | W | Ezekiel | DR | 1800 | 1800 | 1811 | 1801 | 1811 | 1800 | 1810 | Ezekiel DR & Samuel LN | Ezekiel DR Circle | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 7143 | W | Victoria | LN | 1700 | 1700 | 1748 | 1701 | 1749 | 1700 | 1748 | Ezekiel DR & Victoria LN | Delila Star DR & Victoria LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7144 | W | Victoria | LN | 1750 | 1750 | 1798 | 1751 | 1799 | 1750 | 1798 | Delila Star DR & Victoria LN | Samuel LN & Victoria LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7145 | W | Victoria | LN | 1800 | 1800 | 1848 | 1801 | 1849 | 1800 | 1848 | Samuel LN & Victoria LN | Victoria LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7146 | S | Samuel | LN | 2300 | 2300 | 2348 | 2301 | 2349 | 2300 | 2348 | Samuel LN & Victoria LN | Countryside LN & Samuel LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7147 | S | Samuel | LN | 2250 | 2250 | 2298 | 2251 | 2299 | 2250 | 2298 | Ezekiel DR & Samuel LN | Samuel LN & Victoria LN | 58 | | NR | 60 | no | 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 | Apple Tree CT & Apple Tree PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7154 | W | Ezekiel | DR | 1812 | 1812 | 1848 | 1813 | 1849 | 1812 | 1848 | Ezekiel DR Circle | Ezekiel DR Dead End | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 716 | W | Apple Tree | CT | 4100 | 4100 | 4123 | 4101 | 4123 | 4100 | 4122 | Apple Tree CT Dead End | Apple Tree CT & Apple Tree PL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 717 | E | Homestead | DR | 3400 | 3400 | 3499 | 3401 | 3499 | 3400 | 3498 | Homestead DR Dead End | Homestead DR & Pleasant Ridge RD | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Constance AVE & Sare RD | 95 | Multi-use Path | SC | 64 | no | 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 | & Meadowcreek BLVD & Sare RD | 95 | Multi-use Path | SC | 64 | no | 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 | Walnut Grove AVE Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7179 | N | Jordan | AVE | 750 | 750 | 799 | 751 | 799 | 750 | 798 | Jordan AVE & Jordan AVE | Jordan AVE & Law LN | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 718 | S | Meadowbrook | DR | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Bradley ST & Meadowbrook DR | Homestead DR & Meadowbrook DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7187 | N | Glenwood | AVE | | 0 | 0 | 0 | 0 | 0 | 0 | Glenwood AVE W & Longview AVE | Polly Grimshaw Trail & Glenwood AVE W | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 719 | E | Homestead | DR | 3600 | 3600 | 3641 | 3601 | 3641 | 3600 | 3640 | Homestead DR & Meadowbrook DR | Homestead DR Dead End | 58 | | NR | 60 | no | 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 | Kennedy DR AT Bloomington Corporate Boundary | 58 | | NR | 60 | no | 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 | Cory LN At Bloomington Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 72 | S | Sowder | SQ | 3676 | 3676 | 3699 | 3677 | 3699 | 3676 | 3698 | Allendale DR & Sowder SQ | Sowder SQ Circle | 58 | | NR | 60 | no | 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 | Homestead DR & Meadowbrook DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 721 | S | Pleasant Ridge | RD | 910 | 910 | 1020 | 911 | 1019 | 910 | 1020 | Bradley ST & Pleasant Ridge RD | Homestead DR & Pleasant Ridge RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7212 | S | Leonard Springs | RD | 3612 | 3612 | 3649 | 3613 | 3649 | 3612 | 3648 | Leonard Springs RD At Corporate Boundary | Heatherwood LN & Leonard Springs RD | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7213 | S | Leonard Springs | RD | 2506 | 2506 | 2599 | 2507 | 2599 | 2506 | 2598 | Leonard Springs RD At Corporate Boundary | Leonard Springs RD & Walnut Leaf DR | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7214 | E | Moores | PIKE | 4300 | 4100 | 4499 | 4101 | 4499 | 4100 | 4498 | Moores PIKE At Corporate Boundary | Lampkins Ridge RD & Moores PIKE & State Road 446 | 95 | Protected Bike Lane | SC | 78 | no | 2-Lanes, reduced by 20', PBL increased 3' |
| 7215 | W | Belle | AVE | 4400 | 4400 | 4449 | 4401 | 4449 | 4400 | 4448 | Belle AVE & Harvey DR | Belle AVE At Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7216 | N | Kinser | PIKE | 3950 | 3950 | 3967 | 3951 | 3967 | 3950 | 3966 | Kinser PIKE & Rosewood DR | Kinser PIKE At Corporate Boundary | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 722 | S | Chaseway | CT | 1100 | 1100 | 1119 | 1101 | 1119 | 1100 | 1118 | Chaseway CT & Duncaster CT & Gentry BLVD | Chaseway CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7224 | | Jackson Creek Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Jackson Creek Trail Dead End | Jackson Creek Trail AT Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7228 | | Clear Creek Trail | | | 0 | 0 | 0 | 0 | 0 | 0 | Clear Creek Trail Dead End | Clear Creek Trail At Corporate Boundary | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7229 | S | Leonard Springs | RD | 3050 | 2916 | 3175 | 2917 | 3175 | 2916 | 3174 | Leonard Springs RD At Corporate Boundary | Leonard Springs RD At Corporate Boundary | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 723 | S | Cricket | KNL | 1100 | 1100 | 1115 | 1101 | 1115 | 1100 | 1114 | Cricket KNL & Gentry BLVD | Clayton CT & Cricket KNL | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7230 | S | Leonard Springs | RD | 3176 | 3176 | 3199 | 3177 | 3199 | 3176 | 3198 | Leonard Springs RD At Corporate Boundary | Leonard Springs RD & Maybury MALL | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7232 | S | Curry | PIKE | 2166 | 2166 | 2199 | 2167 | 2199 | 2166 | 2198 | Curry PIKE At Corporate Boundary | Curry PIKE & Woodlyn DR | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7233 | S | Curry | PIKE | 1822 | 1822 | 1827 | 1823 | 1827 | 1822 | 1826 | Curry PIKE At Corporate Boundary | Curry PIKE At Corporate Boundary | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7236 | W | Arlington | RD | 2120 | 2120 | 2199 | 2121 | 2199 | 2120 | 2198 | Arlington RD At Corporate Boundary | Arlington RD At Bloomington Corporate Boundary | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 7237 | N | Kinser | PIKE | 2900 | 2900 | 2925 | 2901 | 2925 | 2900 | 2924 | Kinser PIKE At Corporate Boundary | Kinser PIKE At Corporate Boundary | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 7238 | N | Kinser | PIKE | 3020 | 2926 | 3099 | 2927 | 3099 | 2926 | 3098 | Kinser PIKE At Corporate Boundary | Briarcliff DR & Kinser PIKE | 95 | Multi-use Path | SC | 64 | no | 2-Lanes, reduced by 20', MUP only, reduced by 11' |
| 724 | E | Clayton | CT | 4400 | 4400 | 4420 | 4401 | 4419 | 4400 | 4420 | Clayton CT & Cricket KNL | Clayton CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7240 | W | Wapehani | RD | 3240 | 3050 | 3425 | 3051 | 3425 | 3050 | 3424 | Wapehani RD At Corporate Boundary | Wapehani RD Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7241 | S | Leonard Springs | RD | 3226 | 3226 | 3299 | 3227 | 3299 | 3226 | 3298 | Leonard Springs RD At Corporate Boundary | Cedar Chase DR & Leonard Springs RD | 58 | Bike Lane and Multi-use Path | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 7246 | S | State Road 37 | | 3800 | 0 | 3948 | 0 | 0 | 3800 | 3948 | Interstate 69 Ramp & State Road 37 | Interstate 69 Ramp & State Road 37 | 0 | | FW | 0 | no | No change from default |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7247 | S | State Road 37 | | 3950 | 0 | 3958 | 0 | 0 | 3950 | 3958 | Interstate 69 Ramp & State Road 37 | State Road 37 At Bloomington Corporate Boundary | 0 | | FW | 0 | no | No change from default |
| 725 | E | Covenanter | CT | 2600 | 2600 | 2699 | 2601 | 2699 | 2600 | 2698 | Covenanter CT & Rechter RD | Covenanter CT & Covenanter DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 726 | E | Circle | DR | 1714 | 1714 | 1799 | 1715 | 1799 | 1714 | 1798 | Circle DR & Ruby LN | Circle DR & Southdowns DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 727 | E | Ruby | LN | 1910 | 1820 | 1999 | 1821 | 1999 | 1820 | 1998 | Nancy ST & Ruby LN | Covenanter DR & Ruby LN | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 728 | S | Covenanter | DR | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Covenanter DR & Southdowns DR | Covenanter DR & Ruby LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 729 | S | Mitchell | ST | 1000 | 1000 | 1025 | 1001 | 1025 | 1000 | 1024 | Mitchell ST & Southdowns DR | Mitchell ST & Ruby LN | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 73 | S | Sowder | SQ | 3600 | 3600 | 3645 | 3601 | 3645 | 3600 | 3644 | Allendale DR & Sowder SQ | Sowder SQ Circle | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 730 | E | Ruby | LN | 1708 | 1708 | 1819 | 1709 | 1819 | 1708 | 1818 | Circle DR & Ruby LN | Nancy ST & Ruby LN | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Willow Tree PL Circle | 58 | | NR | 60 | no | 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 | Paper Birch CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 733 | S | Paper Birch | CT | 1200 | 1200 | 1207 | 1201 | 1207 | 1200 | 1206 | Paper Birch CT Dead End | Paper Birch CT SPLIT | 58 | | NR | 60 | no | 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 | Paper Birch CT SPLIT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 735 | W | Bloomfield | RD | 1670 | 1670 | 1699 | 1671 | 1699 | 1670 | 1698 | Bloomfield RD & Shadeland DR | Bloomfield RD & Lakecrest DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 736 | S | Graywell | DR | 1006 | 1006 | 1099 | 1007 | 1099 | 1006 | 1098 | Cardigan CT & Graywell DR | Gentry BLVD & Graywell DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 737 | S | Duncaster | CT | 1028 | 1028 | 1050 | 1029 | 1049 | 1028 | 1050 | Duncaster CT Dead End | Chaseway CT & Duncaster CT & Gentry BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 738 | E | Gentry | BLVD | 4300 | 4300 | 4323 | 4301 | 4323 | 4300 | 4322 | Gentry BLVD & Graywell DR | Chaseway CT & Duncaster CT & Gentry BLVD | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 739 | E | Gentry | BLVD | 4324 | 4324 | 4399 | 4325 | 4399 | 4324 | 4398 | Chaseway CT & Duncaster CT & Gentry BLVD | Cricket KNL & Gentry BLVD | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 74 | E | Ashwood | LN | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | Ashwood DR & Ashwood LN | Ashwood LN & Cedarwood DR & The Stands DR | 58 | | NR | 60 | no | 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 | Covenanter DR & Windermere Woods DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 741 | E | Covenanter | DR | 2212 | 2212 | 2299 | 2213 | 2299 | 2212 | 2298 | Covenanter DR & Pickwick PL | Covenanter DR & Nota DR & Rechter RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 742 | E | Covenanter | DR | 2650 | 2650 | 2670 | 2651 | 2669 | 2650 | 2670 | Covenanter CT & Covenanter DR | Covenanter DR & Windermere Woods DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 743 | E | Covenanter | DR | 2671 | 2671 | 2699 | 2671 | 2699 | 2672 | 2698 | Covenanter DR & Windermere Woods DR | College Mall RD & Covenanter DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 744 | E | Covenanter | DR | 2600 | 2600 | 2649 | 2601 | 2649 | 2600 | 2648 | Covenanter DR & Rechter RD & Woodbine AVE | Covenanter CT & Covenanter DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 745 | S | Auto Mall | RD | 900 | 800 | 999 | 801 | 999 | 800 | 998 | Auto Mall RD & Buick Cadillac BLVD | Auto Mall RD & Covenanter DR | 90 | | GU | 72 | no | Updated to 72 due to no Bicycle Facilities Rec |
| 746 | S | College Mall | RD | 900 | 800 | 999 | 801 | 999 | 800 | 998 | Buick Cadillac BLVD & College Mall RD | College Mall RD & Covenanter DR | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 747 | E | Covenanter | DR | 2700 | 2700 | 2799 | 2701 | 2799 | 2700 | 2798 | College Mall RD & Covenanter DR | Auto Mall RD & Covenanter DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 748 | E | Rechter | RD | 2550 | 2550 | 2599 | 2551 | 2599 | 2500 | 2598 | Covenanter DR & Rechter RD & Woodbine AVE | Covenanter CT & Rechter RD | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 749 | E | Southdowns | DR | 1400 | 1400 | 1549 | 1401 | 1549 | 1400 | 1548 | Jordan AVE & Southdowns DR | Mitchell ST & Southdowns DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 75 | S | Ashwood | DR | 3500 | 3500 | 3599 | 3501 | 3599 | 3500 | 3598 | Ashwood CIR & Ashwood DR | Ashwood DR & Ashwood LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 750 | E | Southdowns | DR | 1320 | 1320 | 1399 | 1321 | 1399 | 1320 | 1398 | Karen ST & Southdowns DR | Jordan AVE & Southdowns DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 751 | S | Jordan | AVE | 1000 | 1000 | 1015 | 1001 | 1015 | 1000 | 1014 | Jordan AVE & Sheridan DR | Jordan AVE & Southdowns DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 752 | W | Bloomfield | RD | 1660 | 1660 | 1669 | 1661 | 1669 | 1660 | 1668 | Allen ST & Bloomfield RD | Bloomfield RD & Shadeland DR | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 753 | E | Gentry | BLVD | 4400 | 4400 | 4409 | 4401 | 4409 | 4400 | 4408 | Cricket KNL & Gentry BLVD | Gentry BLVD & Gentry CT | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 754 | S | Karen | ST | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Karen ST & Sheridan DR | Karen ST & Southdowns DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 755 | E | Circle | DR | 1706 | 1706 | 1713 | 1707 | 1713 | 1706 | 1712 | Circle DR & Eastside DR | Circle DR & Southdowns DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 756 | E | Southdowns | DR | 1900 | 1800 | 1999 | 1801 | 1999 | 1800 | 1998 | Circle DR & Southdowns DR | Covenanter DR & Southdowns DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 757 | S | High | ST | 1020 | 938 | 1099 | 939 | 1099 | 938 | 1098 | High ST & Woodstock PL | High ST & Southdowns DR | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 758 | E | Southdowns | DR | 2000 | 2000 | 2025 | 2001 | 2025 | 2000 | 2024 | Covenanter DR & Southdowns DR | High ST & Southdowns DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 759 | E | Covenanter | DR | 2450 | 2300 | 2599 | 2301 | 2599 | 2300 | 2598 | Covenanter DR & Nota DR & Rechter RD | Covenanter DR & Rechter RD & Woodbine AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 76 | E | Ashwood | LN | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | Ashwood LN Dead End | Ashwood DR & Ashwood LN | 58 | | NR | 60 | no | 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 | Covenanter DR & Rechter RD & Woodbine AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 761 | S | Nota | DR | 1100 | 1100 | 1125 | 1101 | 1125 | 1100 | 1124 | Nota DR & Woodbine AVE | Covenanter DR & Nota DR & Rechter RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 762 | E | Southdowns | DR | 1300 | 1300 | 1319 | 1301 | 1319 | 1300 | 1318 | Highland AVE & Southdowns DR | Karen ST & Southdowns DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 763 | E | Southdowns | DR | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Ballantine RD & Southdowns DR | Highland AVE & Southdowns DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 764 | S | Highland | AVE | 998 | 998 | 999 | 999 | 999 | 998 | 998 | Highland AVE & Sheridan DR | Highland AVE & Southdowns DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 765 | S | Henderson | ST | 920 | 920 | 999 | 921 | 999 | 920 | 998 | Dixie ST & Henderson ST | Allen ST & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 765 | S | Henderson | ST | 920 | 920 | 999 | 921 | 999 | 920 | 998 | Dixie ST & Henderson ST | Allen ST & Henderson ST | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 766 | S | Dunn | ST | 916 | 916 | 999 | 917 | 999 | 916 | 998 | Dixie ST & Dunn ST | Allen ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 766 | S | Dunn | ST | 916 | 916 | 999 | 917 | 999 | 916 | 998 | Dixie ST & Dunn ST | Allen ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 767 | S | Palmer | AVE | 900 | 900 | 999 | 931 | 999 | 900 | 930 | Dixie ST & Palmer AVE | Allen ST & Palmer AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 768 | S | Grant | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Dixie ST & Grant ST | Allen ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 769 | S | Lincoln | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Dixie ST & Lincoln ST | Allen ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 77 | E | Elliston | DR | 1400 | 1400 | 1525 | 1401 | 1525 | 1400 | 1524 | Elliston DR & Hampshire LN | Elliston DR & Fenway PL | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 770 | S | Washington | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Dixie ST & Washington ST | Allen ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 771 | S | Walnut | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Dixie ST & Walnut ST | Allen ST & Walnut ST | 90 | Protected Bike Lane | GU | 90 | no | No change due to PBL as default |
| 772 | E | Allen | ST | 500 | 500 | 510 | 501 | 509 | 500 | 510 | Allen ST & Dunn ST | Allen ST & Henderson ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 773 | E | Allen | ST | 416 | 416 | 499 | 417 | 499 | 416 | 498 | Allen ST & Palmer AVE | Allen ST & Dunn ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 774 | E | Allen | ST | 400 | 400 | 415 | 401 | 415 | 400 | 414 | Allen ST & Grant ST | Allen ST & Palmer AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 775 | E | Allen | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Allen ST & Lincoln ST | Allen ST & Grant ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 776 | E | Allen | ST | 200 | 200 | 299 | 201 | 299 | 200 | 298 | Allen ST & Washington ST | Allen ST & Lincoln ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 777 | E | Allen | ST | 100 | 100 | 199 | 101 | 199 | 100 | 198 | Allen ST & Walnut ST | Allen ST & Washington ST | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Sugar Maple PL & Woodside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 779 | S | Woodside | DR | 1100 | 1100 | 1119 | 1101 | 1119 | 1100 | 1118 | Sugar Maple CIR & Woodside DR | Sugar Maple PL & Woodside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 78 | E | Elliston | DR | 1526 | 1526 | 1600 | 1527 | 1599 | 1526 | 1598 | Elliston DR & Fenway PL | Elliston DR Dead End | 58 | Neighborhood Greenway | NR | 60 | no | 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 | Willow Tree PL Circle | 58 | | NR | 60 | no | 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 | Sugar Maple CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 782 | W | Allen | ST | 2020 | 2020 | 2029 | 2021 | 2029 | 2020 | 2028 | Allen ST & Cory LN | Allen ST & Tall Oaks DR | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 783 | W | Allen | ST | 2016 | 2016 | 2019 | 2017 | 2019 | 2016 | 2018 | Allen ST & Beechtree LN | Allen ST & Cory LN | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 784 | W | Allen | ST | 2030 | 2030 | 2099 | 2031 | 2099 | 2030 | 2098 | Allen ST & Tall Oaks DR | Allen ST & Bloomfield RD | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 785 | W | Bloomfield | RD | 1600 | 1600 | 1659 | 1601 | 1659 | 1600 | 1658 | Bloomfield RD & Cory LN | Allen ST & Bloomfield RD | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 786 | S | Gentry | CT | 1000 | 1000 | 1049 | 1001 | 1049 | 1000 | 1048 | Gentry CT Dead End | Gentry BLVD & Gentry CT | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 787 | E | Gentry | BLVD | 4410 | 4410 | 4475 | 4411 | 4475 | 4410 | 4474 | Gentry BLVD & Gentry CT | Carleton CT & Gentry BLVD | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 788 | S | State Road 446 | | 1000 | 900 | 1099 | 901 | 1099 | 900 | 1098 | Hastings DR & State Road 446 | Gentry BLVD & State Road 446 | 95 | Bike Lane and Multi-use Path | SC | 75 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 789 | S | Carleton | CT | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Carleton CT & Rainier CT | Carleton CT & Gentry BLVD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 79 | E | Eddington | CT | 700 | 700 | 817 | 701 | 817 | 700 | 816 | Eddington CT & Eddington DR | Eddington CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 790 | E | Gentry | BLVD | 4476 | 4476 | 4499 | 4477 | 4499 | 4476 | 4498 | Carleton CT & Gentry BLVD | Gentry BLVD & State Road 446 | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 791 | E | Southdowns | DR | 1550 | 1550 | 1599 | 1551 | 1599 | 1550 | 1598 | Mitchell ST & Southdowns DR | Southdowns DR & Circle DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 792 | E | Circle | DR | 1600 | 1600 | 1705 | 1601 | 1705 | 1600 | 1704 | Southdowns DR & Circle DR | Circle DR & Eastside DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 793 | S | Mitchell | ST | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Maxwell LN & Mitchell ST | Mitchell ST & Southdowns DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 794 | S | Eastside | DR | 900 | 900 | 931 | 901 | 931 | 900 | 930 | Eastside DR & Maxwell LN | Circle DR & Eastside DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 795 | S | Highland | AVE | 900 | 900 | 997 | 901 | 997 | 900 | 996 | Highland AVE & Maxwell LN | Highland AVE & Sheridan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 796 | E | Sheridan | DR | 1200 | 1200 | 1299 | 1201 | 1299 | 1200 | 1298 | Ballantine RD & Sheridan DR | Highland AVE & Sheridan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 797 | S | Ballantine | RD | 998 | 998 | 999 | 999 | 999 | 998 | 998 | Ballantine RD & Sheridan DR | Ballantine RD & Southdowns DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 798 | E | Southdowns | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Hawthorne DR & Southdowns DR | Ballantine RD & Southdowns DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 799 | E | Southdowns | DR | 1016 | 1016 | 1099 | 1017 | 1099 | 1016 | 1098 | Manor RD & Southdowns DR | Hawthorne DR & Southdowns DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 8 | S | Baytree | LN | 3900 | 3900 | 3999 | 3901 | 3999 | 3900 | 3998 | Baytree LN & Pepperridge DR | Baytree LN & Pepperridge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 80 | S | Pinewood | LN | 2900 | 2900 | 2999 | 2901 | 2999 | 2900 | 2998 | Pinewood DR & Pinewood LN | Pinewood LN Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 800 | E | Southdowns | DR | 1000 | 1000 | 1015 | 1001 | 1015 | 1000 | 1014 | Southdowns DR & Woodlawn AVE | Manor RD & Southdowns DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 801 | E | Sheridan | DR | 1000 | 1000 | 1015 | 1001 | 1015 | 1000 | 1014 | Sheridan DR & Woodlawn AVE | Manor RD & Sheridan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 802 | E | Sheridan | DR | 1016 | 1016 | 1099 | 1017 | 1099 | 1016 | 1098 | Manor RD & Sheridan DR | Hawthorne DR & Sheridan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 803 | E | Sheridan | DR | 1100 | 1100 | 1199 | 1101 | 1199 | 1100 | 1198 | Hawthorne DR & Sheridan DR | Ballantine RD & Sheridan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 804 | E | Sheridan | DR | 1300 | 1300 | 1325 | 1301 | 1325 | 1300 | 1324 | Highland AVE & Sheridan DR | Karen ST & Sheridan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 805 | E | Sheridan | DR | 1326 | 1326 | 1399 | 1327 | 1399 | 1326 | 1398 | Karen ST & Sheridan DR | Jordan AVE & Sheridan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 806 | S | Ballantine | RD | 900 | 900 | 997 | 901 | 997 | 900 | 996 | Ballantine RD & Maxwell LN | Ballantine RD & Sheridan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 807 | S | Hawthorne | DR | 998 | 998 | 999 | 999 | 999 | 998 | 998 | Hawthorne DR & Sheridan DR | Hawthorne DR & Southdowns DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 808 | S | Manor | RD | 998 | 998 | 999 | 999 | 999 | 998 | 998 | Manor RD & Sheridan DR | Manor RD & Southdowns DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 809 | S | Manor | RD | 900 | 900 | 997 | 901 | 997 | 900 | 996 | Manor RD & Maxwell LN | Manor RD & Sheridan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 81 | S | Eddington | DR | 3600 | 3630 | 3601 | 3629 | 3600 | 3630 | 3630 | Allendale DR & Eddington DR | Eddington CT & Eddington DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 810 | S | Woodlawn | AVE | 998 | 998 | 999 | 999 | 999 | 998 | 998 | Sheridan DR & Woodlawn AVE | Southdowns DR & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 1998 | 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 |
| 82 | 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 |
| 820 | S | Greenwood | AVE | 1000 | 1000 | 1030 | 1001 | 1029 | 1000 | 1030 | Greenwood AVE & Maxwell LN | Greenwood AVE Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 821 | 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 |
| 822 | S | Woodscrest | DR | 886 | 886 | 1030 | 887 | 1029 | 886 | 1030 | Woodscrest DR & Wynnwood LN | Woodbine AVE & Woodscrest DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 823 | 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 |
| 824 | E | Woodbine | AVE | 2400 | 2400 | 2425 | 2401 | 2425 | 2400 | 2424 | Woodbine AVE & Woodscrest DR | Windermere Woods DR & Woodbine AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 825 | S | Nota | DR | 1000 | 1000 | 1099 | 1001 | 1099 | 1000 | 1098 | Nota DR Dead End | Nota DR & Woodbine AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 826 | E | Woodbine | AVE | 2326 | 2326 | 2399 | 2327 | 2399 | 2326 | 2398 | Woodbine AVE & Woodbine CT | Woodbine AVE & Woodscrest DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 827 | E | Woodbine | AVE | 2300 | 2300 | 2325 | 2301 | 2325 | 2300 | 2324 | Nota DR & Woodbine AVE | Woodbine AVE & Woodbine CT | 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 |
| 83 | 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 |
| 830 | 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 |
| 831 | S | Rolling Rock | DR | 900 | 900 | 999 | 901 | 999 | 900 | 998 | Rolling Rock DR & Winridge CT & Woodhill DR | Rolling Rock DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 832 | W | Woodside | DR | | 0 | 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 |
| 833 | 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 |
| 834 | W | Woodside | DR | | 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 |
| 835 | W | Woodside | DR | | 0 | 0 | 0 | 0 | 0 | 0 | Paper Birch CT & Persimmon Tree CIR & Woodside DR | Park Square DR & 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 DR | 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 | Latimer 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 |
| 84 | 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 |
| 840 | 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 |
| 840 | 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 |
| 841 | 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 |
| 841 | 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 |
| 842 | 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 |
| 843 | 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 |
| 844 | 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 |
| 845 | 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 |
| 846 | 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 |
| 847 | 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 |
| 848 | 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 |
| 849 | 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 |
| 85 | E | Allendale | DR | 1300 | 1300 | 1399 | 1301 | 1399 | 1300 | 1398 | Allendale DR & Essex CT | Allendale DR & Dunstan DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 850 | E | Dixie | ST | 520 | 520 | 605 | 601 | 605 | 520 | 530 | Dixie ST & Dunn ST | Dixie ST & Henderson ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 851 | 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 |
| 852 | E | Cardigan | CT | 4200 | 4200 | 4299 | 4201 | 4299 | 4200 | 4298 | Cardigan CT Dead End | Cardigan CT & Graywell DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 853 | S | Graywell | DR | 1000 | 1000 | 1005 | 1001 | 1005 | 1000 | 1004 | Chadwick CT & Graywell DR | Cardigan CT & Graywell DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 854 | 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 |
| 855 | 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 |
| 856 | 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 |
| 857 | 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 |
| 858 | 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 |
| 859 | S | 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 |
| 86 | 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 |
| 860 | 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 |
| 861 | 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 |
| 862 | E | Latimer | RD | 3400 | 3400 | 3425 | 3401 | 3425 | 3400 | 3424 | Latimer RD Dead End | Latimer RD & Pleasant Ridge RD | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 863 | S | Pleasant Ridge | RD | 700 | 700 | 819 | 701 | 819 | 700 | 818 | Adair LN & Pleasant Ridge RD | Latimer RD & Pleasant Ridge RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 864 | E | Chadwick | CT | 4300 | 4300 | 4313 | 4301 | 4313 | 4300 | 4312 | Chadwick CT & Graywell DR | Chadwick CT Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 865 | 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 |
| 866 | 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 |
| 867 | 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 |
| 868 | S | Dunn | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Dunn ST & Wylie ST | Dodds ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 868 | S | Dunn | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Dunn ST & Wylie ST | Dodds ST & Dunn ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 869 | 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 |
| 869 | 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 |
| 87 | 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 |
| 870 | S | Grant | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Grant ST & Wylie ST | Dodds ST & Grant ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 871 | S | Lincoln | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Lincoln ST & Wylie ST | Dodds ST & Lincoln ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 872 | S | Washington | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Washington ST & Wylie ST | Dodds ST & Washington ST | 74 | Bike Lane | NC | 68 | no | Reduced to 68' due to Bike Lane BikeRec |
| 873 | 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 |
| 874 | 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 |
| 875 | E | Dodds | ST | | 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 |
| 876 | 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 |
| 877 | 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 |
| 878 | 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 |
| 879 | W | Dodds | ST | 400 | 400 | 499 | 401 | 499 | 400 | 498 | Dodds ST & Madison ST | Dodds ST & Rogers ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 88 | E | Allendale | DR | 1216 | 1216 | 1285 | 1217 | 1285 | 1216 | 1284 | Allendale DR & Bainbridge DR | Allendale DR & Essex CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 880 | S | Rogers | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Rogers ST & Wylie ST | Dodds ST & Rogers ST | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 881 | W | Dodds | ST | 600 | 500 | 699 | 501 | 699 | 500 | 698 | Dodds ST & Rogers ST | Dodds ST & Fairview ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 882 | W | Dodds | ST | 300 | 300 | 399 | 301 | 399 | 300 | 398 | Dodds ST & Morton ST | Dodds ST & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 883 | W | Dodds | ST | 200 | 200 | 289 | 201 | 289 | 200 | 288 | College AVE & Dodds ST | B-Line Trail & Dodds ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 884 | S | Morton | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 1st ST & Morton ST | Dodds ST & Morton ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 885 | W | Dodds | ST | 800 | 700 | 899 | 701 | 899 | 700 | 898 | Dodds ST & Fairview ST | Dodds ST Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 886 | S | Madison | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | Madison ST Dead End | Dodds ST & Madison ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 887 | S | Meadowbrook | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Brownridge RD & Meadowbrook DR | Brighton AVE & Meadowbrook DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 888 | S | Mitchell | ST | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 1st ST & Mitchell ST | Maxwell LN & Mitchell ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 889 | E | Maxwell | LN | 1700 | 1700 | 1799 | 1701 | 1799 | 1700 | 1798 | Eastside DR & Maxwell LN | Maxwell LN & Maxwell TER | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 89 | E | Allendale | DR | 1286 | 1286 | 1299 | 1287 | 1299 | 1286 | 1298 | Allendale DR & Essex CT | Allendale DR & Essex CT | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 890 | E | Maxwell | LN | 1500 | 1500 | 1513 | 1501 | 1513 | 1500 | 1512 | Maxwell LN & Sheridan DR | Maxwell LN & Mitchell ST | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 891 | E | Maxwell | LN | 1802 | 1802 | 1911 | 1901 | 1911 | 1802 | 1890 | Maxwell LN & Rose AVE | Greenwood AVE & Maxwell LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 892 | E | Maxwell | LN | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1800 | Maxwell LN & Maxwell TER | Maxwell LN & Rose AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 893 | E | Maxwell | LN | 1610 | 1514 | 1699 | 1515 | 1699 | 1514 | 1698 | Maxwell LN & Mitchell ST | Eastside DR & Maxwell LN | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 894 | E | Maxwell | LN | 1400 | 1400 | 1499 | 1401 | 1499 | 1400 | 1498 | Jordan AVE & Maxwell LN | Maxwell LN & Sheridan DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 895 | S | Sheridan | DR | 830 | 830 | 899 | 831 | 899 | 830 | 898 | 1st ST & Sheridan DR | Maxwell LN & Sheridan DR | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 896 | S | Eastside | DR | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 1st ST & Eastside DR | Eastside DR & Maxwell LN | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 897 | S | Jordan | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 1st ST & Jordan AVE & Sheridan DR | Jordan AVE & Maxwell LN | 74 | Protected Bike Lane | NC | 74 | no | No change in width |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 898 | S | Highland | AVE | 850 | 850 | 897 | 851 | 897 | 850 | 896 | Highland AVE & Wylie ST | Highland AVE & Maxwell LN | 58 | | NR | 60 | no | 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 | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 9 | E | Pepperridge | DR | 710 | 710 | 725 | 711 | 725 | 710 | 724 | Baytree LN & Pepperridge DR | Baytree LN & Pepperridge DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 90 | E | Allendale | DR | 1200 | 1200 | 1215 | 1201 | 1215 | 1200 | 1214 | Allendale DR & Bainbridge DR | Allendale DR & Bainbridge DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 900 | S | Stull | AVE | 800 | 800 | 899 | 801 | 899 | 800 | 898 | 1st ST & Stull AVE | Maxwell LN & Stull AVE | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 906 | E | Maxwell | LN | 1110 | 1018 | 1199 | 1019 | 1199 | 1018 | 1198 | Manor RD & Maxwell LN | Hawthorne DR & Maxwell LN | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | 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 | No change in width |
| 91 | E | Allendale | DR | 950 | 950 | 1001 | 951 | 1001 | 950 | 1000 | Allendale DR & Sowder SQ | Allendale DR & Roxbury CIR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 910 | E | Maxwell | LN | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Henderson ST & Maxwell LN | Fess AVE & Maxwell LN | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | No change in width |
| 916 | S | Rose | AVE | 817 | 817 | 925 | 817 | 925 | 900 | 924 | Dexter ST & Rose AVE | Maxwell LN & Rose AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 917 | S | Woodscrest | DR | 750 | 600 | 885 | 601 | 885 | 600 | 884 | 2nd ST & Woodscrest DR | Woodscrest DR & Wynnwood LN | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 918 | W | Middle | CT | 4400 | 4400 | 4499 | 4401 | 4499 | 4400 | 4498 | Harvey DR & Middle CT | Middle CT & Parkway DR | 58 | | NR | 60 | no | 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 | no | 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 | no | Width reduced to 60ft due to NG 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 | no | Updated to 60ft. Extra width to trees or SW |
| 921 | S | Maria | CT | 802 | 802 | 820 | 803 | 819 | 802 | 820 | Maria CT Dead End | Maria CT & Whitley DR | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 922 | S | College Mall | RD | 700 | 600 | 799 | 601 | 799 | 600 | 798 | 2nd ST & College Mall RD | Buick Cadillac BLVD & College Mall RD | 95 | Protected Bike Lane | SC | 98 | no | Increased width 3' due to PBL in BikeRec |
| 923 | S | Wynnwood | LN | 700 | 700 | 715 | 701 | 715 | 700 | 714 | Wynnwood LN Dead End | Woodscrest DR & Wynnwood LN | 58 | | NR | 60 | no | 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 & Clarizz BLVD | 90 | Bike Lane | GU | 84 | no | Reduced to 84 due to BL in Bicycle Facilites 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 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 926 | S | Highland | AVE | 800 | 800 | 849 | 801 | 849 | 800 | 848 | 1st ST & Highland AVE | Highland AVE & Wylie ST | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Width reduced to 60ft due to NG BikeRec |
| 930 | E | Wylie | ST | 1100 | 1000 | 1199 | 1001 | 1199 | 1000 | 1198 | Woodlawn AVE & Wylie ST | Hawthorne DR & Wylie ST | 58 | | NR | 60 | no | 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 | no | 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 | 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 | 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 | no | 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 | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 937 | E | Wylie | ST | 300 | 300 | 319 | 301 | 319 | 300 | 318 | Lincoln ST & Wylie ST | Grant ST & Wylie ST | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Reduced to 84 due to BL in Bicycle Facilites Rec |
| 942 | W | Middle | CT | 4500 | 4500 | 4599 | 4501 | 4599 | 4500 | 4598 | Middle CT & Parkway DR | Middle CT & Westwood DR | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 946 | E | Adair | LN | 3400 | 3400 | 3430 | 3401 | 3429 | 3400 | 3430 | Adair LN Dead End | Adair LN & Pleasant Ridge RD | 58 | | NR | 60 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 949 | E | Dexter | ST | 1800 | 1800 | 1899 | 1801 | 1899 | 1800 | 1898 | Dexter ST & Rose AVE | Dexter ST & Rose AVE | 58 | | NR | 60 | no | 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 | no | 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 | no | 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 | no | 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 | no | Width reduced to 60ft due to NG 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 960 | S | Meadowbrook | DR | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Brownridge RD & Meadowbrook DR | Brownridge RD & Meadowbrook DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 961 | 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 | no | 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 | no | 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 | no | Updated to 60ft. Extra width to trees or SW |
| 964 | S | State Road 446 | | 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 | no | 2-Lanes, reduced by 20' no change needed BikeRec |
| 965 | S | Mitchell | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Mitchell ST & University ST | 1st ST & Mitchell ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 966 | E | 1st | ST | 2100 | 2100 | 2199 | 2101 | 2199 | 2100 | 2198 | 1st ST & High ST | 1st ST Dead End | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 967 | S | Anita | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Anita ST Dead End | 1st ST & Anita ST | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 968 | S | High | ST | 700 | 600 | 799 | 601 | 799 | 600 | 798 | 2nd ST & High ST | 1st ST & High ST | 74 | Bike Lane and Multi-use Path | NC | 74 | no | No change in width |
| 969 | E | 1st | ST | 2000 | 2000 | 2099 | 2001 | 2099 | 2000 | 2098 | 1st ST & Clifton AVE | 1st ST & High ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 97 | E | Allendale | DR | 600 | 600 | 699 | 601 | 699 | 600 | 698 | Allendale DR & Walnut Street PIKE | Allendale DR & Eddington DR | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 970 | E | 1st | ST | 1920 | 1920 | 1999 | 1921 | 1999 | 1920 | 1998 | 1st ST & Anita ST | 1st ST & Clifton AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 971 | E | 1st | ST | 1800 | 1800 | 1919 | 1801 | 1919 | 1800 | 1918 | 1st ST & Rose AVE | 1st ST & Anita ST | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 972 | S | Clifton | AVE | 600 | 600 | 715 | 601 | 715 | 600 | 714 | 2nd ST & Clifton AVE | 1st ST & Clifton AVE | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 973 | S | Rose | AVE | 700 | 600 | 799 | 601 | 799 | 600 | 798 | 2nd ST & Rose AVE | 1st ST & Rose AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 974 | S | Jordan | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Jordan AVE & University ST | 1st ST & Jordan AVE & Sheridan DR | 74 | Protected Bike Lane | NC | 74 | no | No change in width |
| 975 | S | Highland | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Highland AVE & University ST | 1st ST & Highland AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 976 | S | Ballantine | RD | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Ballantine RD & University ST | 1st ST & Ballantine RD | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 977 | S | Hawthorne | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Hawthorne DR & University ST | 1st ST & Hawthorne DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 977 | S | Hawthorne | DR | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Hawthorne DR & University ST | 1st ST & Hawthorne DR | 58 | Neighborhood Greenway | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 978 | S | Woodlawn | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | University ST & Woodlawn AVE | 1st ST & Woodlawn AVE | 74 | | NC | 60 | no | Width reduced to 60ft due to no BikeRec |
| 979 | S | Park | AVE | 700 | 700 | 799 | 701 | 799 | 700 | 798 | Park AVE & University ST | 1st ST & Park AVE | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 98 | E | Dunstan | DR | 1500 | 1400 | 1599 | 1401 | 1599 | 1400 | 1598 | Allendale DR & Dunstan DR | Dunstan DR Dead End | 58 | | NR | 60 | no | Updated to 60ft. Extra width to trees or SW |
| 980 | E | 1st | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 1st ST & Fess AVE | 1st ST & Stull AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 980 | E | 1st | ST | 700 | 700 | 799 | 701 | 799 | 700 | 798 | 1st ST & Fess AVE | 1st ST & Stull AVE | 74 | Neighborhood Greenway | NC | 60 | no | Width reduced to 60ft due to NG BikeRec |
| 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 |

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| 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 | 300 | 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 |