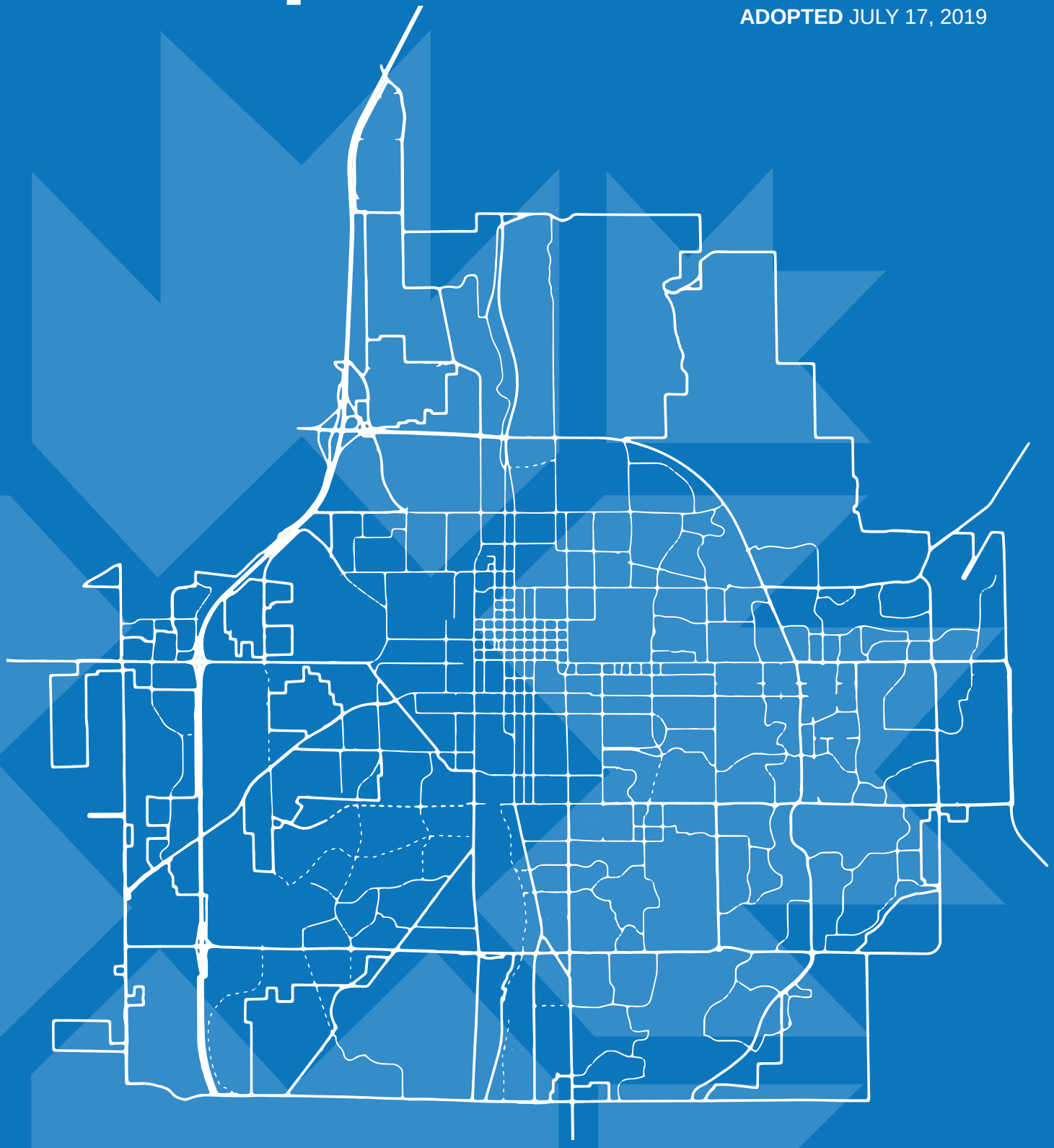
Transportation Plan

ADOPTED JULY 17, 2019



CITY OF
BLOOMINGTON
PLANNING AND TRANSPORTATION

Passed 7-0 (Ruff, Chopra absent)

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 22 day of MAY, 2019.

DAVE ROLLO, President
Bloomington Common Council

SIGNED and APPROVED by me upon this 17th day of July, 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.

Distributed to: Mayor, Council, Clerk, Controller, Legal, Planning, Public Works

****Report to the Common Council****

In accordance with IC 36-7-4-510, I hereby file this Report to the Common Council on the action of the Plan Commission in regard to the Return of Resolution 19-01 on May 31, 2019. Resolution 19-01 adopted the City's Transportation Plan, an amendment to the Comprehensive Plan, as amended by the Common Council and was accompanied by the amendments and a statement of reasons for those amendments. I certify that the Plan Commission considered the aforementioned materials via Case Number MP-28-18 and approved the Transportation Plan, an amendment to the Comprehensive Plan, by a unanimous vote of 7 ayes at a public hearing held on July 8, 2019.

Note on Legislative History: The Plan Commission certified the proposed Transportation Plan, an amendment to the Comprehensive Plan, to the Common Council on November 15, 2018. The Common Council then considered and adopted amendments to the Transportation Plan over several months in 2019 and completed its deliberations on May 22, 2019 under Resolution 19-01.

Date: July 9, 2019

Terri Porter, AICP, Secretary Plan Commission

Received by the Common Council Office this 10th day of July, 2019

Nicole Bolden, City Clerk

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Executive Summary

In October of 2018 the Intergovernmental Panel on Climate Change (IPCC) reported that it is a necessity for the governments of the world to bring about a 45% reduction of greenhouse gas emissions by 2030 and a 100% reduction by 2050. If we do not hit these targets, the IPCC said we could start seeing "catastrophic" consequences as early as 2040 that will make the world uninhabitable for many species and do irreparable harm to our ecosystems.

Bloomington's B-Line Trail

The City of Bloomington is a government of the world, and we have to do our part to reduce emissions. According to the EPA, the Transportation sector accounts for 28% of US greenhouse gas emissions. Of Transportation emissions, 60% -- meaning 16.8% of total US emissions -- are caused by "light duty vehicles," meaning personal cars and trucks. The City of Bloomington can directly impact our transportation emissions through the infrastructure we build, the modes of transportation we prioritize, and the behaviors we incentivize.

As stated in the Comprehensive Master Plan goals, which were agreed upon after a thorough and lengthy public vetting process, the City must "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." This must be the guiding principle of our Transportation Plan.

Bloomington's growing population presents immense 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. We have renewed concerns about the link between transportation and healthy lifestyles. Meanwhile, the growing urgency of addressing climate change makes moving away from individual automobile use more imperative.

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 carefully consider its space, funding, and time to prioritize infrastructure for people who take the bus, bicycle, or walk for transportation. Since some residents are not able to use these transportation modes, and electric cars are becoming a more feasible option (even powered by renewable energy), infrastructure for cars should not be neglected. However, as stated in our Comprehensive Plan, investment in nonautomotive modes must be prioritized. 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 7 policy recommendations. Below is a summary of the major sections of this Plan.

Overarching Goals and Approaches

- Plan for future street connections
- Integrate transportation and land use
- Maintain the street grid network and expand it to new developments
- Adopt a Complete Streets policy

Specific Suggestions for Improvement

- Redesign Kirkwood Avenue as a shared street with focus on pedestrians
- Improve multimodal travel along major E-W and N-S corridors
  - This mainly focuses on two pairs of one-way street corridors: College Avenue and Walnut Street, and 3rd Street and Atwater Avenue
- Extend the B-Line and invest in high-priority multimodal routes
- Expand the neighborhood greenway network with resident input
- Update the neighborhood traffic calming policy and procedures

Integrate New Trends and Transit Expansion

- Place a high priority on public transit
- Work on curbside management
- Plan for dockless mobility options
- Integrate ride-hailing services in the transportation system
- Plan for the use of autonomous vehicles

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.

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

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. Although the Plan has a 20-year horizon, the City intends for it to be reviewed, and possibly amended, every 5 years to remain current.

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 Statement 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 Statement Principle, this Plan also supports the following six guiding principles from the Comprehensive Plan:

- Nurture a resilient, environmentally responsible community by judiciously using our scarce resources, enhancing our natural assets, protecting our historic resources, and supporting a vital local food system.

[1] City of Bloomington. 2018 Comprehensive Plan.

    - In particular, the goal "reduce greenhouse gas emissions" from Chapter 3 of the Comprehensive Plan is relevant.
- 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

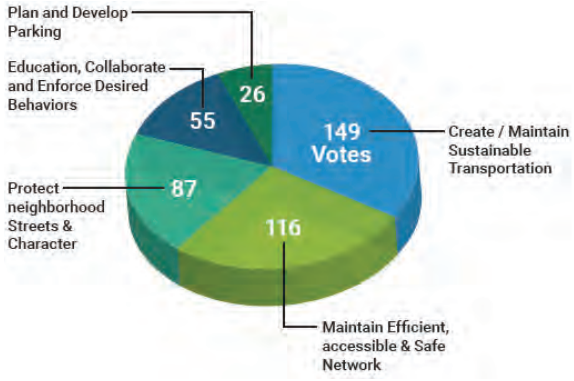
In responding to the Comprehensive Plan's call for the development of a truly multimodal transportation system, this Plan takes a place-based approach to developing the transportation network. This approach is shaped by the City's recognition of the community-wide costs of unequal planning and programming 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 character of streets often change from block to block. As new streets are designed and existing streets are redesigned with various projects, the focus should be on livability and the pivotal role streets play in social, public, and economic vitality.

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 Development of the Plan

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 sectors 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 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

[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.

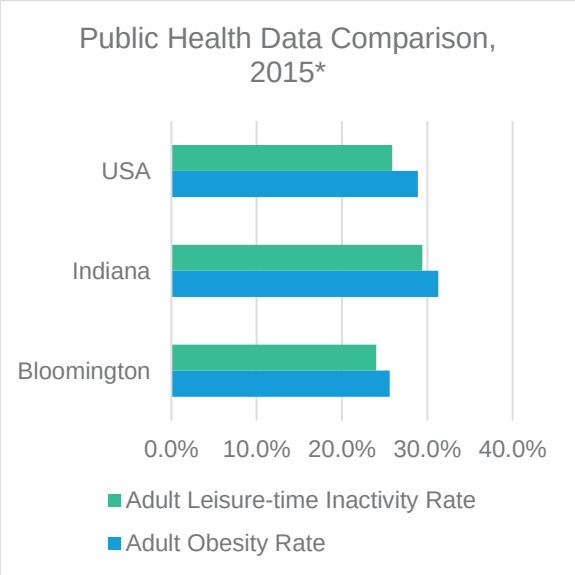
[4] U.S. Census Bureau. American Community Survey 2016 and 2010 5-Year Estimates.

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. See Appendix C. 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 2.4E.

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

[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.

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 farmers' 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.

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 a.m. 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.

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[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.

[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.

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 a.m. to midnight on weekdays and limited service on weekends. The ridership for the Campus Bus has also decreased in recent years.

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 A, along with relevant details from all the plans summarized in this section.

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;[14] and, approximately 7

[13] Joseph P. Schwieterman, Mallory Livingston, and Stijn Van Der Slot. Partners in Transit. August 1, 2018.
[14] Federal Highway Administration. "Transportation and Housing Costs."
https://www.fhwa.dot.gov/livability/fact_sheets/transandhousing.cfm

percent of Bloomington's population under 65 years old has a disability.[15] 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.

2017 Bloomington/Monroe County MPO Metropolitan Transportation Plan: Transform2040

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) 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."[16] The projects recommended in the Transform2040 plan which are within a 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,[17] and urban residential land 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 I-69). 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.[18] 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 the SR 45/46 Bypass with crossing improvements at East 10th Street.

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

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

[17] 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.

[18] Indiana University Bloomington, 2010 Master Plan.

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.[19] 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.*[20]

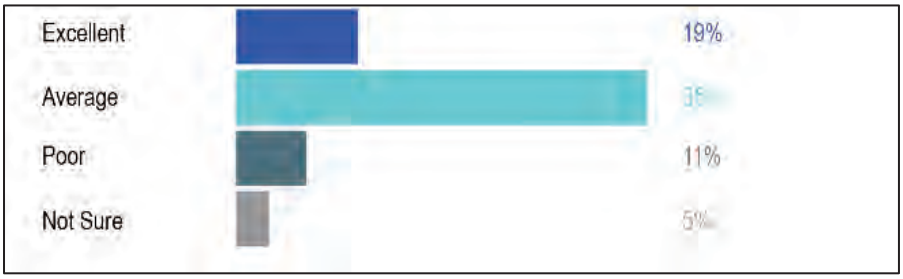
2002 Growth Policies Plan – Part 5, Master Thoroughfare Plan

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.

Figure 3. Responses to survey question: How would you rate Bloomington's performance in providing appropriate bicycle and pedestrian facilities?



2.4. A 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 11 percent said that the City provides facilities on a "poor" level of service. In the face of upcoming pressure on the City's

[19] City of Bloomington. 2018 Bloomington Comprehensive Plan. Pg. 70.
[20] City of Bloomington. 2018 Bloomington Comprehensive Plan. Pg. 70.

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 B.

2.4.B 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.

2.4.C Existing Street Network and Traffic Volumes

The Bloomington/Monroe County Metropolitan Planning Organization categorizes roadways according to Federal Highway Administration (FHWA) definitions, which determine federal funding eligibility.[21] Bloomington's roadway functional classifications are illustrated in Figure 6.

FHWA guidelines indicate that a two-lane roadway with a center-turn lane can carry approximately 20,000 vehicles per day.[22] 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.

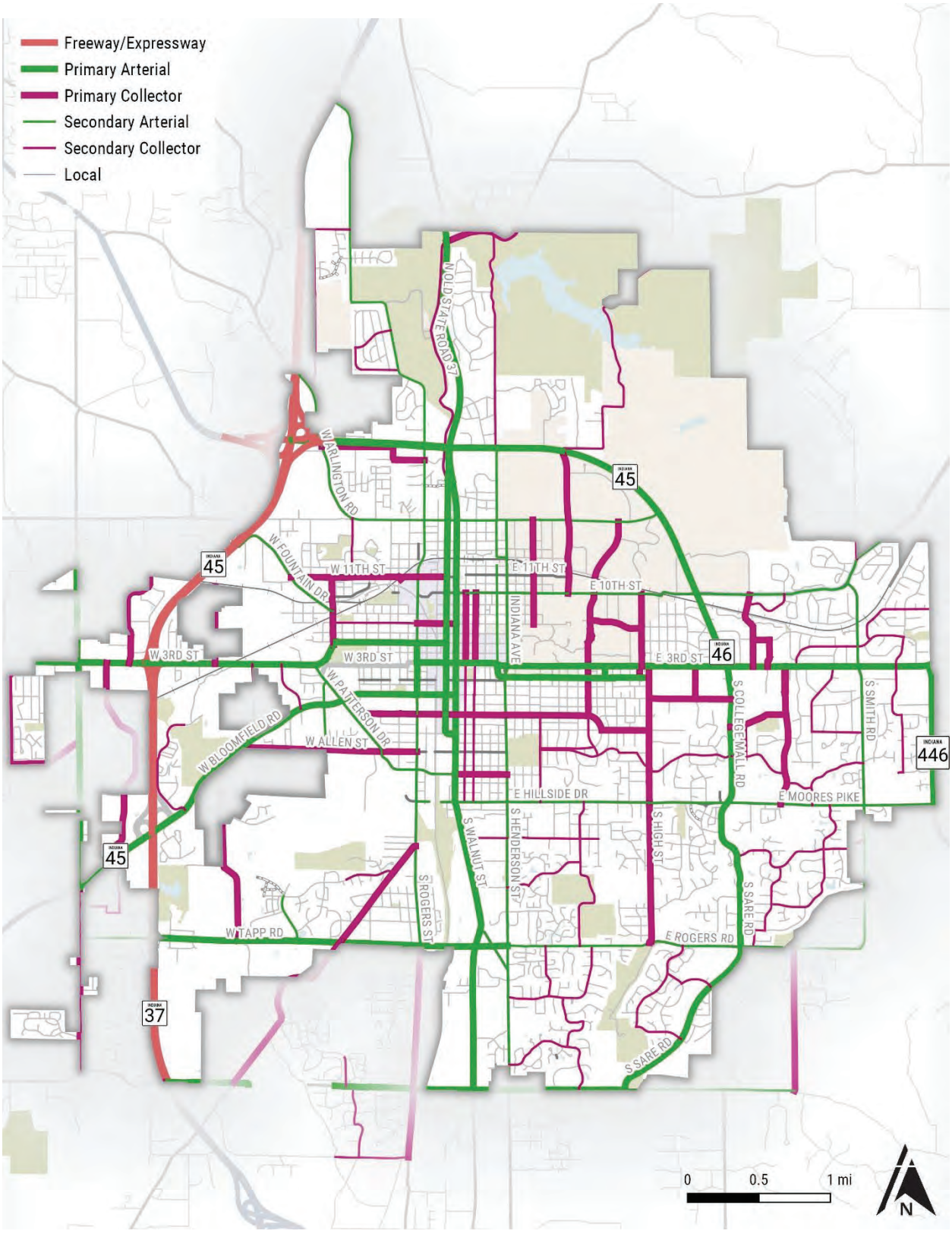
[21] Federal Highway Administration. Highway Functional Classification Concepts, Criteria and Procedures. https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm

[22] 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

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 I-69	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

Figure 4. Roadway Functional Classifications



2.4.D 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 5. Motor Vehicle-Pedestrian Crash Density (2010-2015)

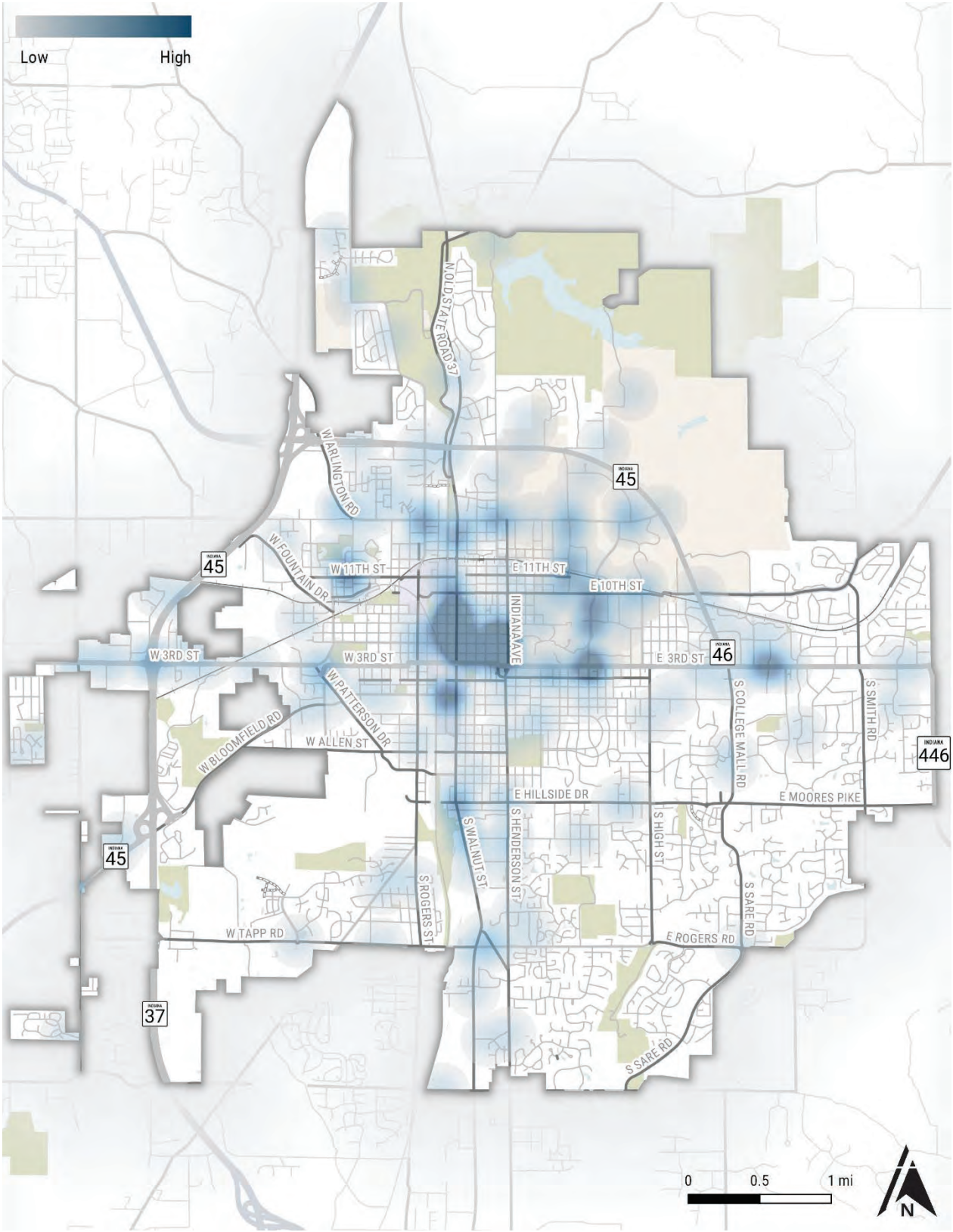


Figure 6. Motor Vehicle-Bicycle Crash Density (2010-2015)

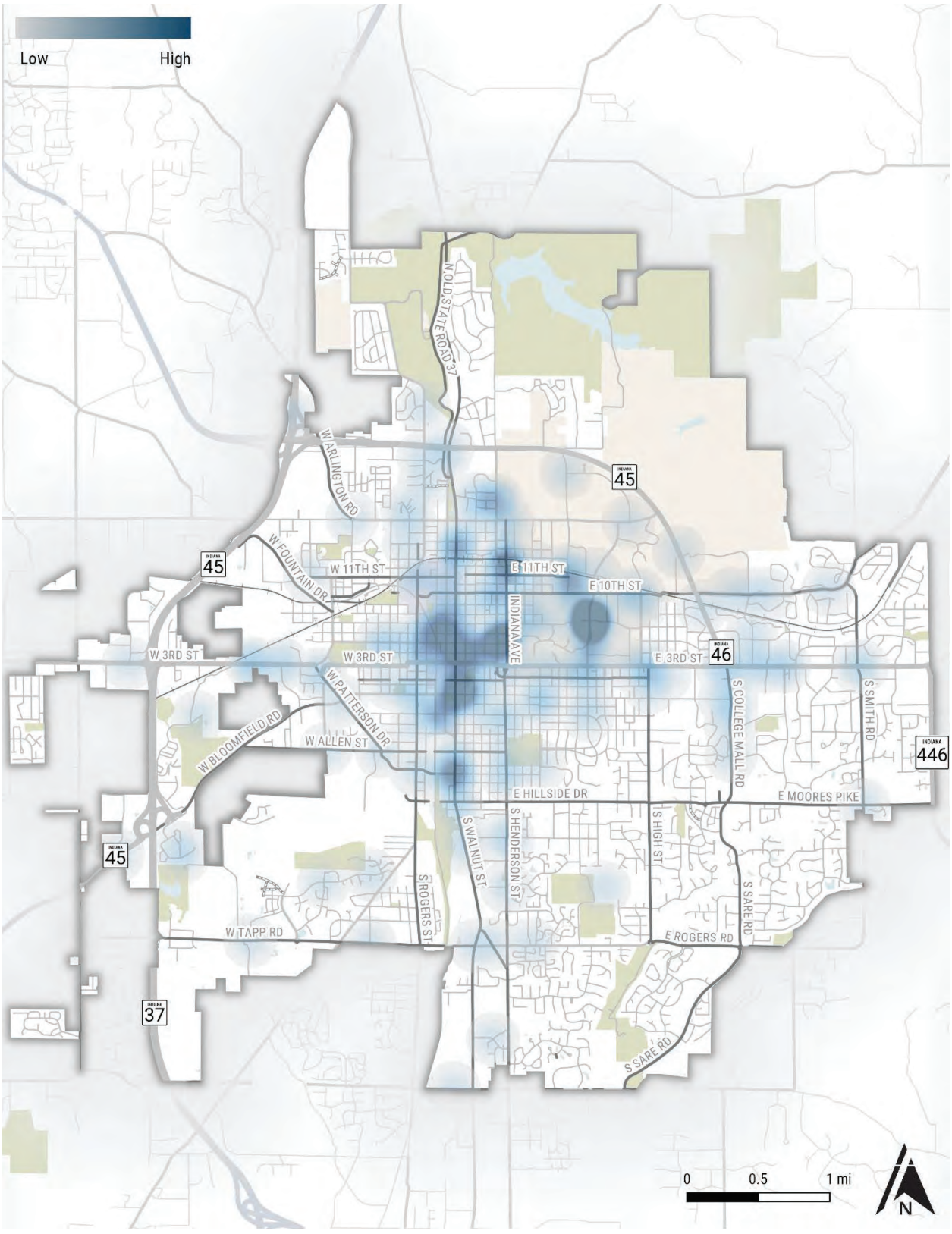
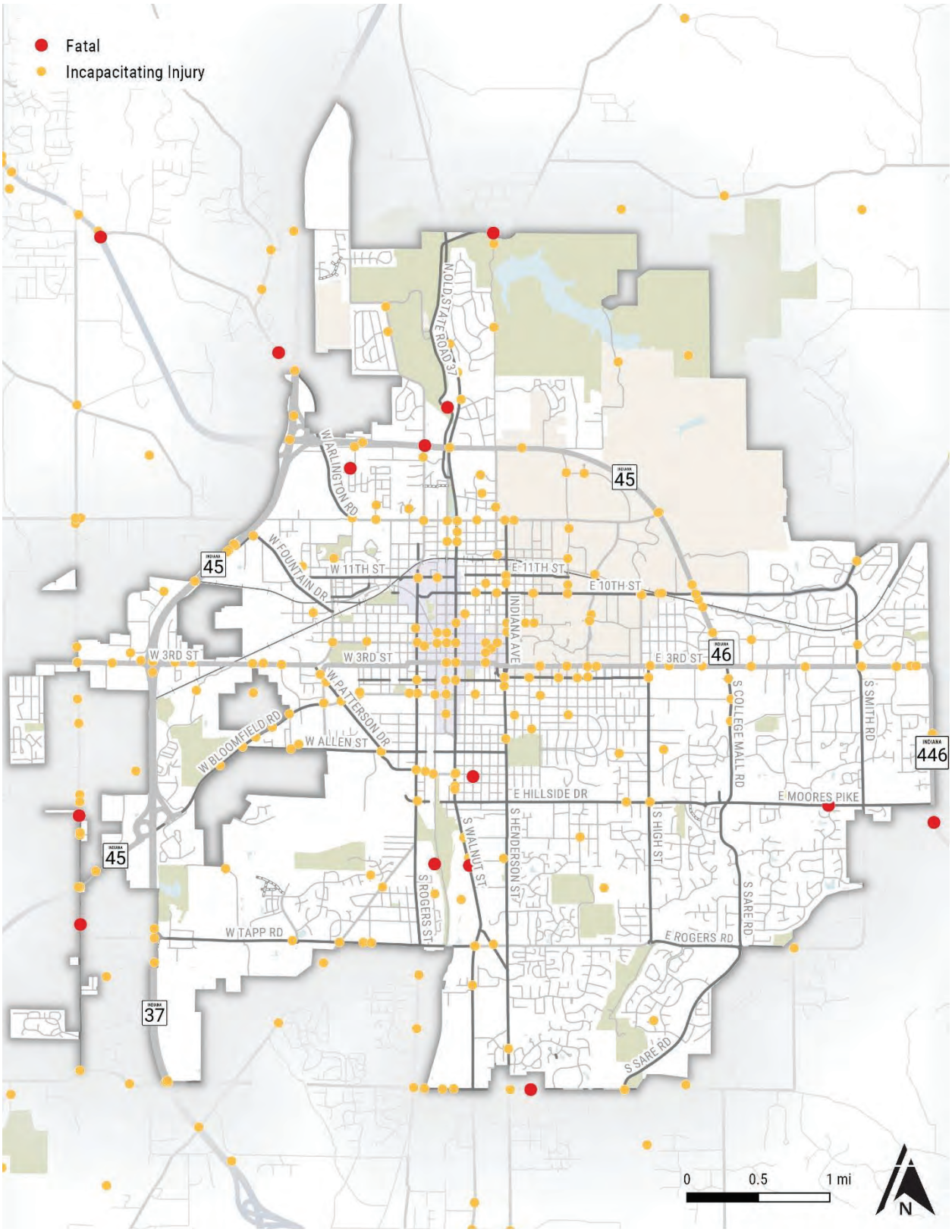


Figure 7. Fatal and Incapacitating Injury Crashes (2010-2015)



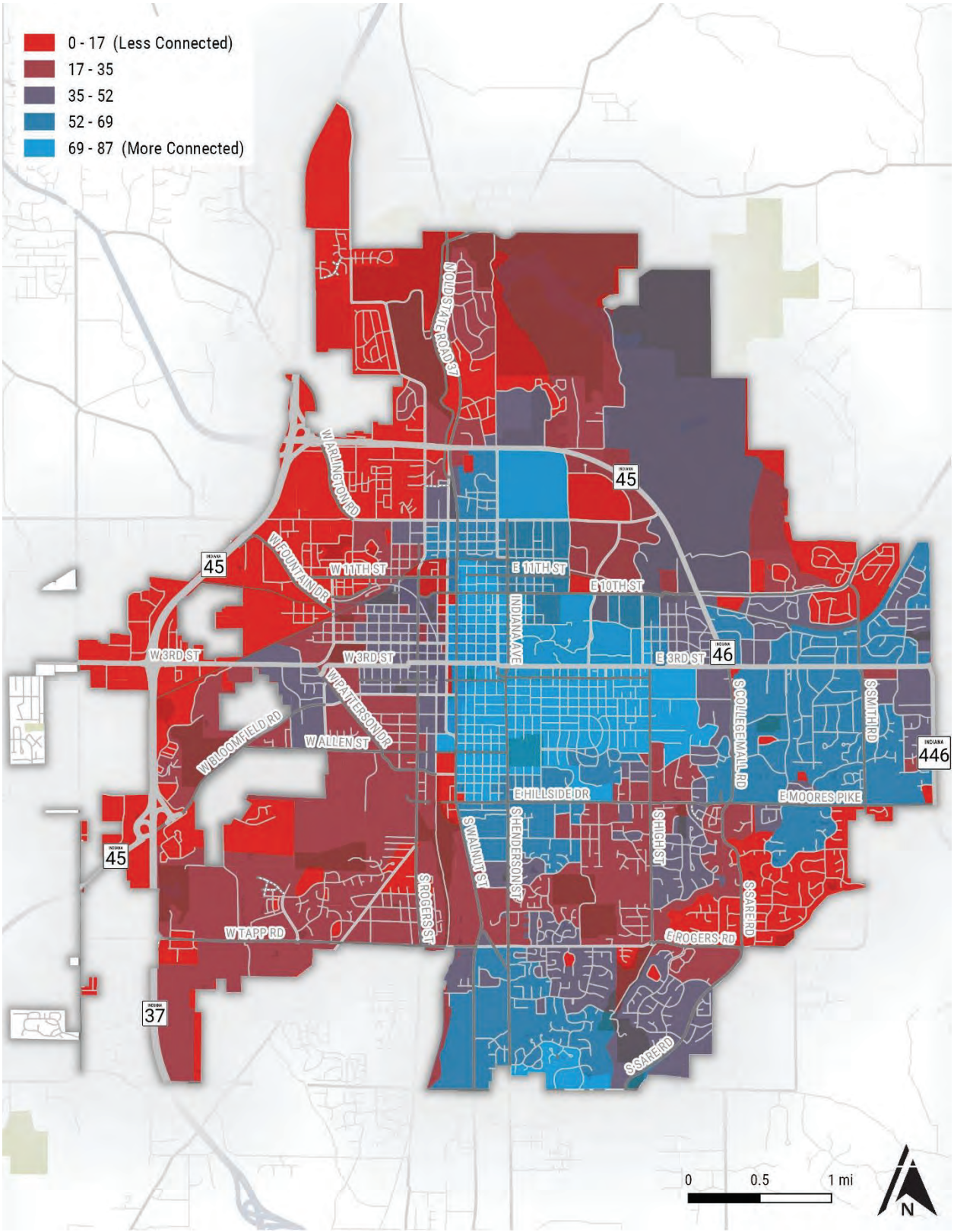
2.4.E Existing Bicycle Network Analysis

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 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 8. Bicycle Network Analysis Results



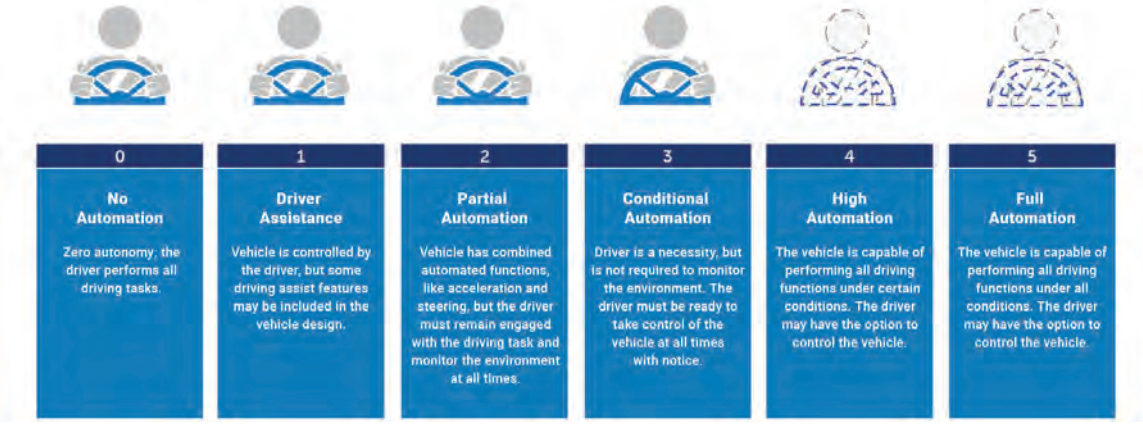
2.5 Planning for New and Future Transportation Options

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 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 11.[23]

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 9. Society of Automotive Engineer's Automation Levels



Ride-Sharing

Ride-sharing options include Transportation Network Companies such as Uber and Lyft as well as non-profit or community-based endeavors to share cars. Uber and Lyft drivers have proliferated in Bloomington largely due to the presence of Indiana University, and they already present some problems in taking up curb space otherwise used by transit buses. Ride-sharing can be a good way for individuals to give up their personal cars or for families to make do with a single vehicle. The development of this mode of transport should be monitored to ensure public ROW is not abused by these users.

Dockless Scooters and Bicycles

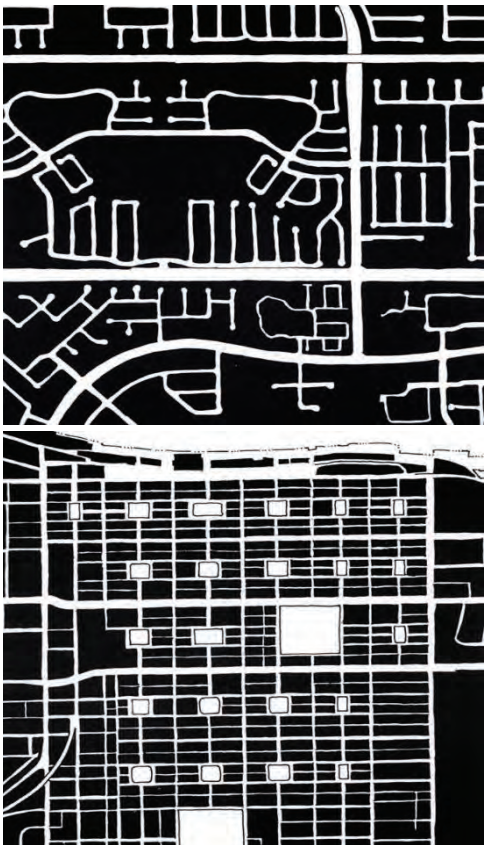
In 2018, Bloomington saw the arrival of both a dockless bike-share program through Pace (in collaboration with the City and IU), and two dockless scooter programs through Lime and Bird (without prior notification to the City). Although both provide alternatives to individual automobile

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

use, there have been complaints about the scooters blocking sidewalks and littering the streetscape. The City is currently exploring legislation to regulate scooter use and parking.

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 of 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;
- Improves 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.

The Comprehensive Plan provides Development Themes for Land Use Classifications: Maintain, Enhance, or Transform. For street redesign projects, the street typologies provide guidance, but deviations from the conceptual typology cross-sections will be necessary, and sometimes desired. The Development Themes provide additional guidance to determine if the street re-design should enhance the existing character and context or if the re-design should contribute to the transformation of an area. While maintain is a development theme, it should not be considered an option for street projects, as all projects can serve to enhance the public realm, contribute to the context, and improve safety. Finally, street redesign projects should focus on prioritizing pedestrians, enhancing the public realm, improving livability, and providing safe access to bicyclists.

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 County Metropolitan Planning Organization (MPO) 2018 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;
- Improved access to schools, community centers, businesses, trails, and parks; and
- More opportunities for community members to be physically active in their everyday lives.

[27] Bloomington/Monroe County Metropolitan Planning Organization. Resolution Adopting a Complete Streets Policy. November 9, 2018.

3.2 Street Typologies

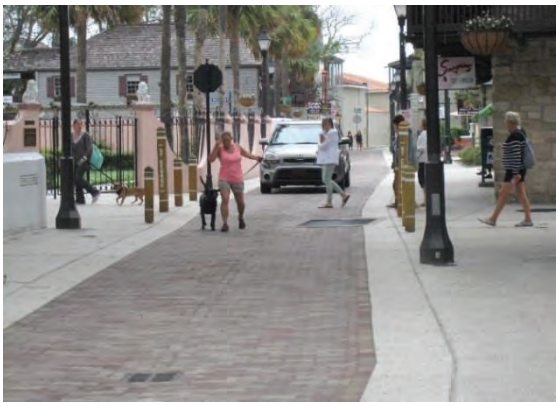
This section describes new street typologies developed for the Plan. These typologies align with the multimodal transportation policies outlined in the Comprehensive Plan and are intended to complement the traditional functional classifications. Traditionally, surface streets are generally classified 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.

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.

If the elements of the typical cross-section cannot be accommodated within the right-of-way, developments must dedicate easements or right-of-way and provide the improvements for pedestrian and bicycle facilities, as required with redevelopment or new development. Even when the immediate user of the property is not intending to use the pedestrian space, it ensures connectivity and provides space for the pedestrian realm in the long term. The UDO should be updated to require easements or dedicated right-of-way, where legally feasible.

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.

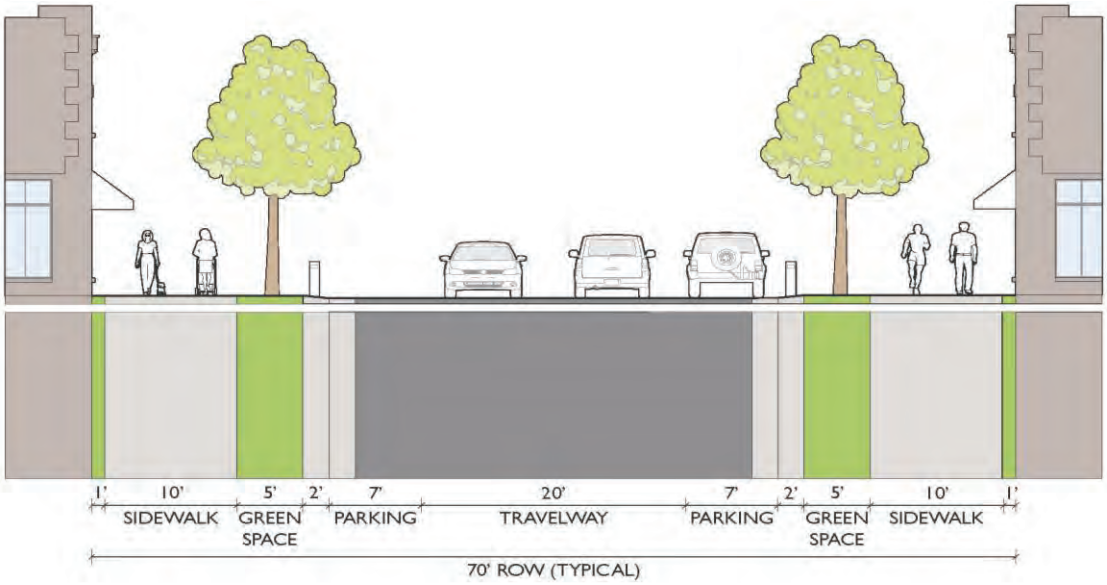


Shared street example

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 10. 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 10. 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.

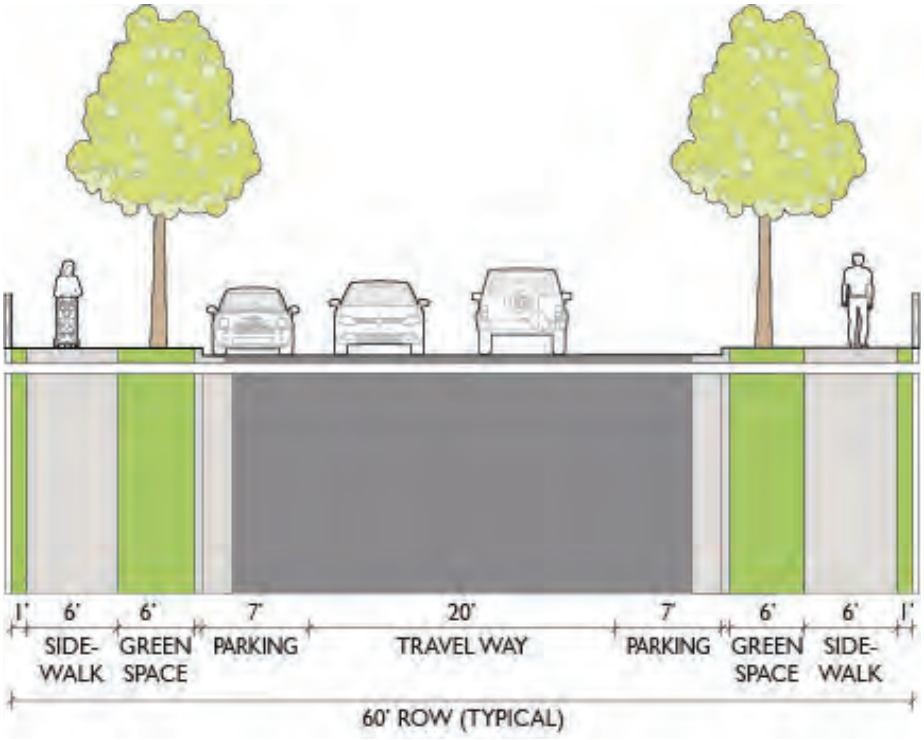
Neighborhood Residential Streets

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 11 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

Many existing Neighborhood Residential Streets are quite narrow in width. In order to preserve neighborhood fabric, existing streets shall not be required to conform to these cross-section standards. Priority for Neighborhood Residential Streets is on maintaining calm streets that create a safe and comfortable environment for walking, even if there are no sidewalks.

Figure 11. 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 12 shows one option for a 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-sections in Figure 12 and Figure 13 are conceptual. They provide two examples of possible options for Main Streets.

Main Street Example: This is an example of a Main Street configuration, which includes a center turn lane at the cost of a wider sidewalk. The preferred option would include wider sidewalks and more space for outdoor dining adjacent to businesses along the sidewalk.

Figure 12. Main Street conceptual cross-section

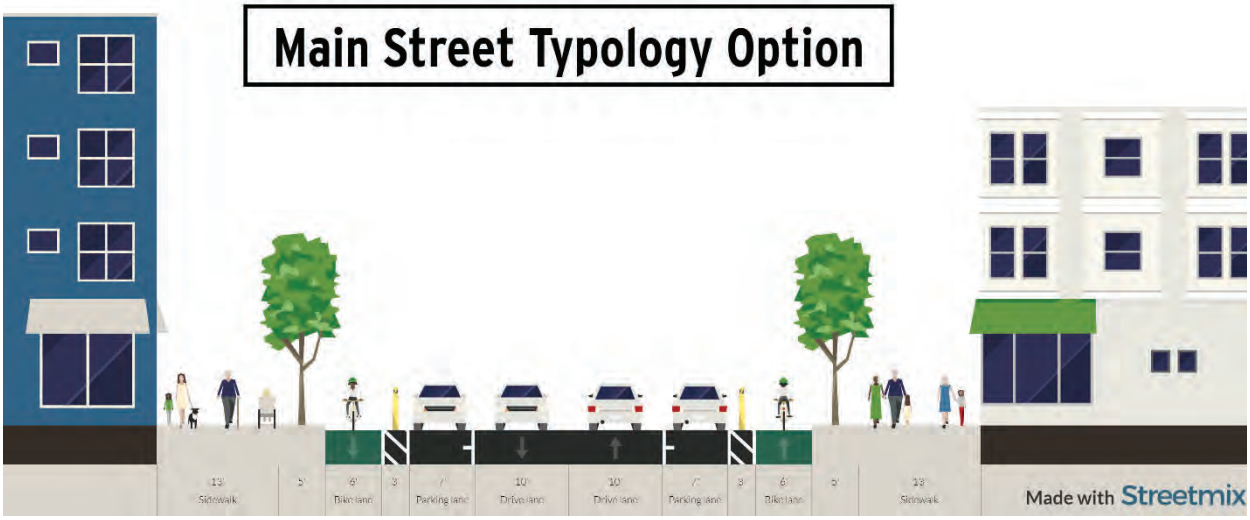
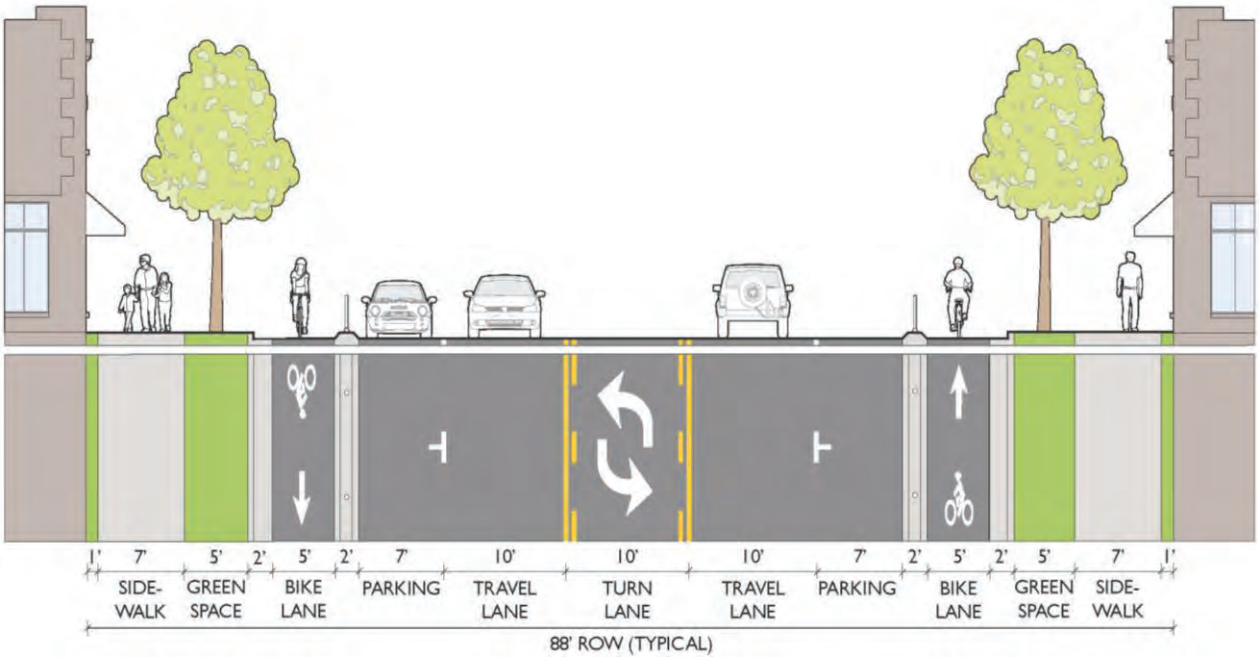


Figure 13. Main Street conceptual cross-section



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. Due to high traffic volumes, bicycle facilities on general urban streets include physical separation to improve safety and comfort for bicyclists of all ages and abilities. The cross-sections in Figure 14 and Figure 15 provide two examples of options for General Urban Streets.

General Urban Street Example: This is an example of the elements of a General Urban Street. In this example street image, the widths of each element in the example image do not necessarily match the conceptual cross-section. This example image includes sidewalks, street trees, a protected bike lane, parallel on-street parking, and travel lanes. While the example image is a one-way street, the General Urban Street Typology does not recommend one-way streets. The sidewalk area includes space for outdoor seating.

Figure 14. General Urban Street typical cross-section

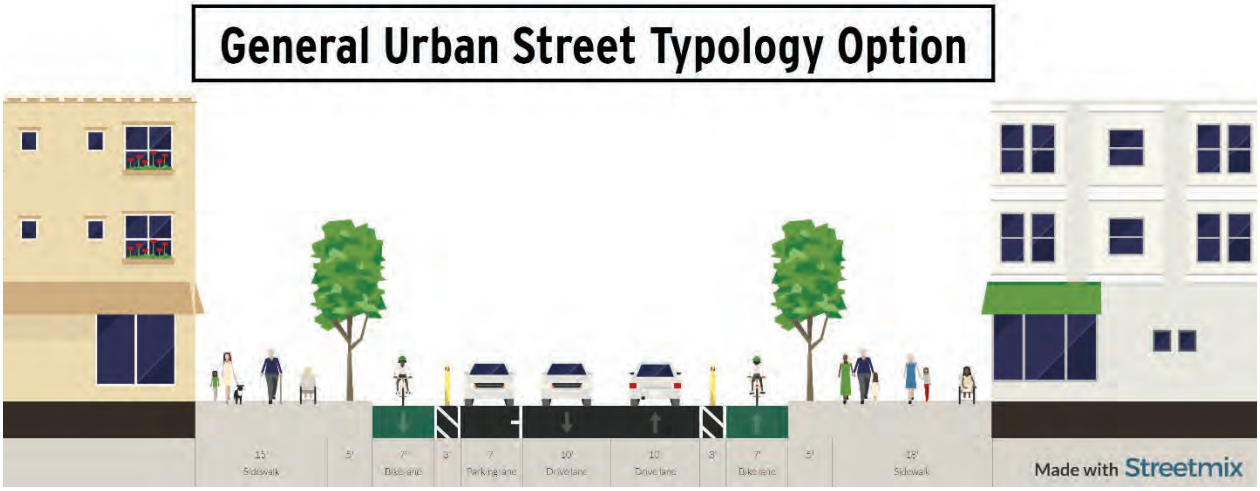
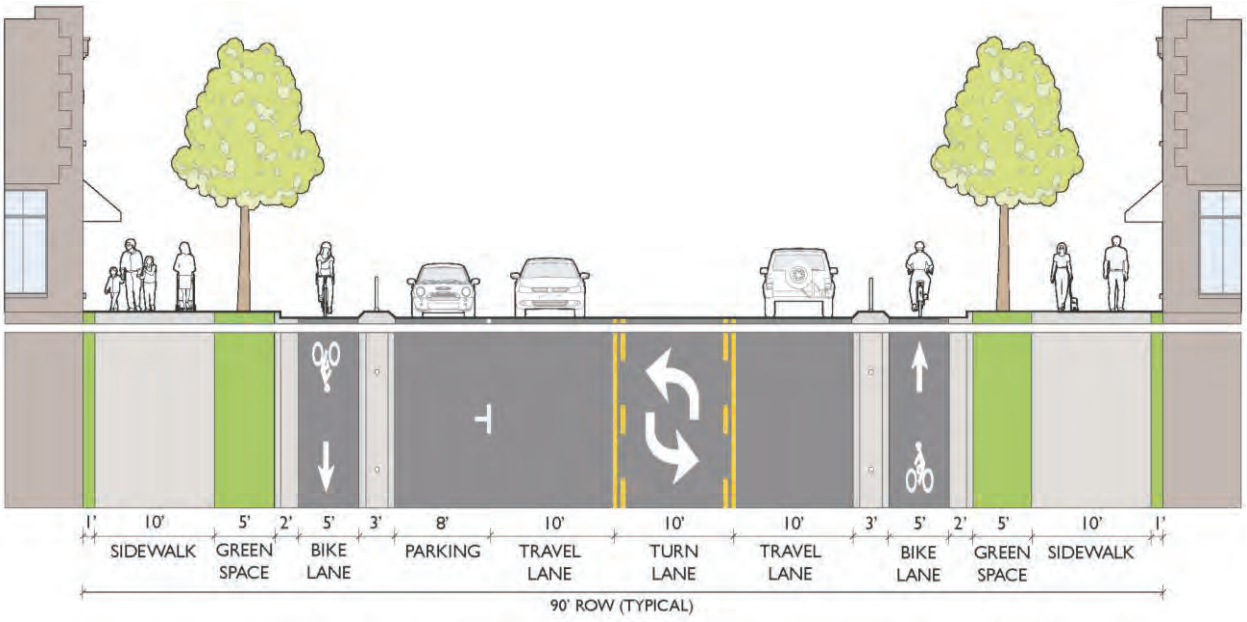
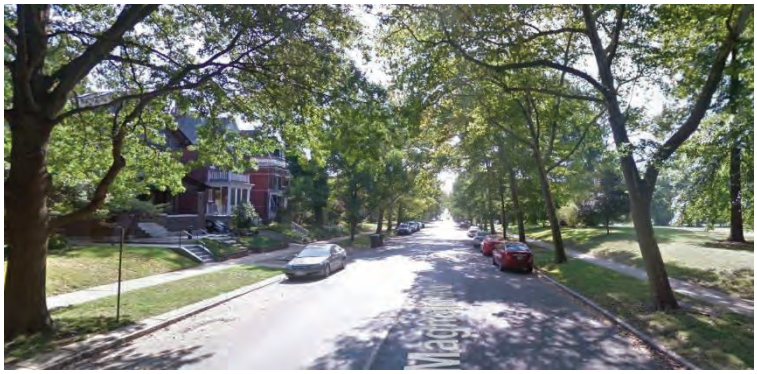


Figure 15. General Urban Street typical cross-section



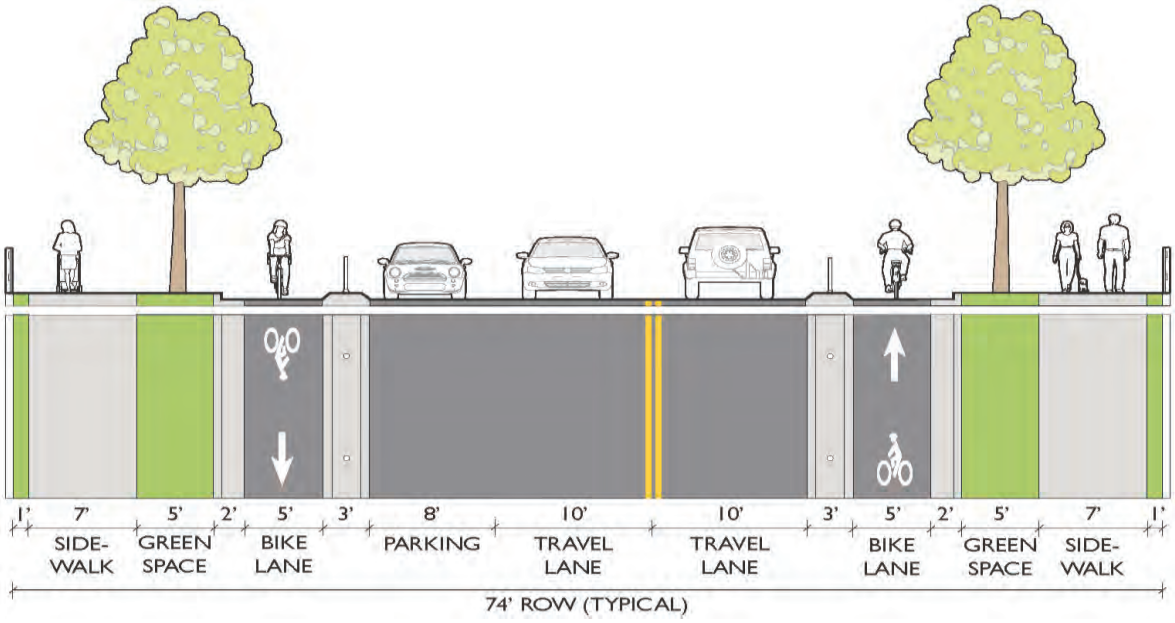
Neighborhood Connector Street

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 16 shows the typical cross-section of the street type.



Neighborhood connector street example

Figure 16. Neighborhood Connector Street typical cross-section

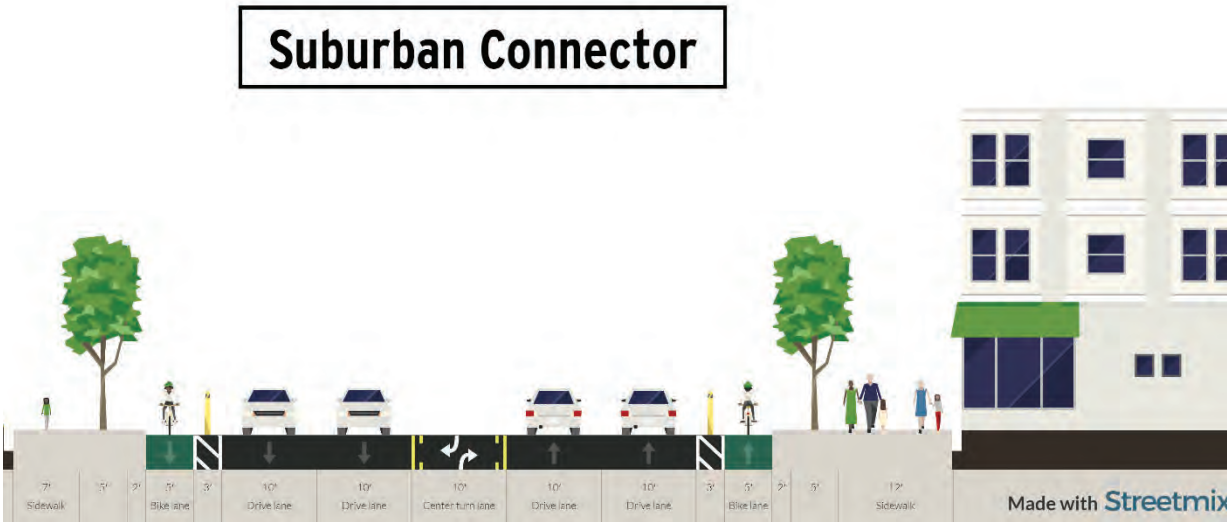


Suburban Connector Street

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 17 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 17. 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 18, 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 19 shows the map of new street types for Bloomington based on the above typologies. Table provides additional guidance for each street typology. Appendix E provides a detailed design framework as well as step-by-step guidance on the typologies that were selected for specific streets.

Figure 18. Modal Priorities

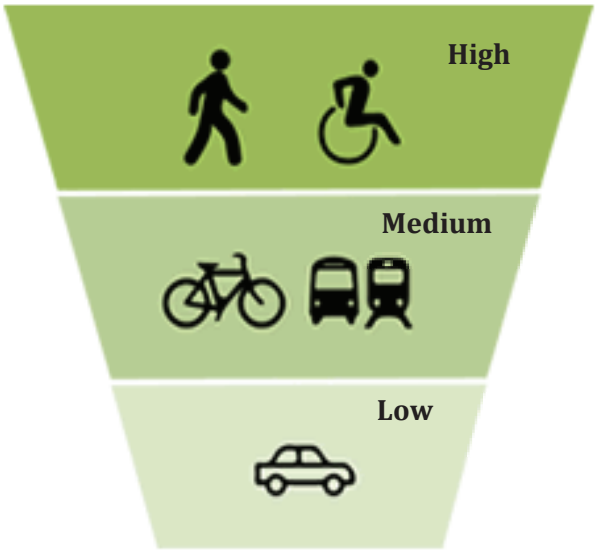
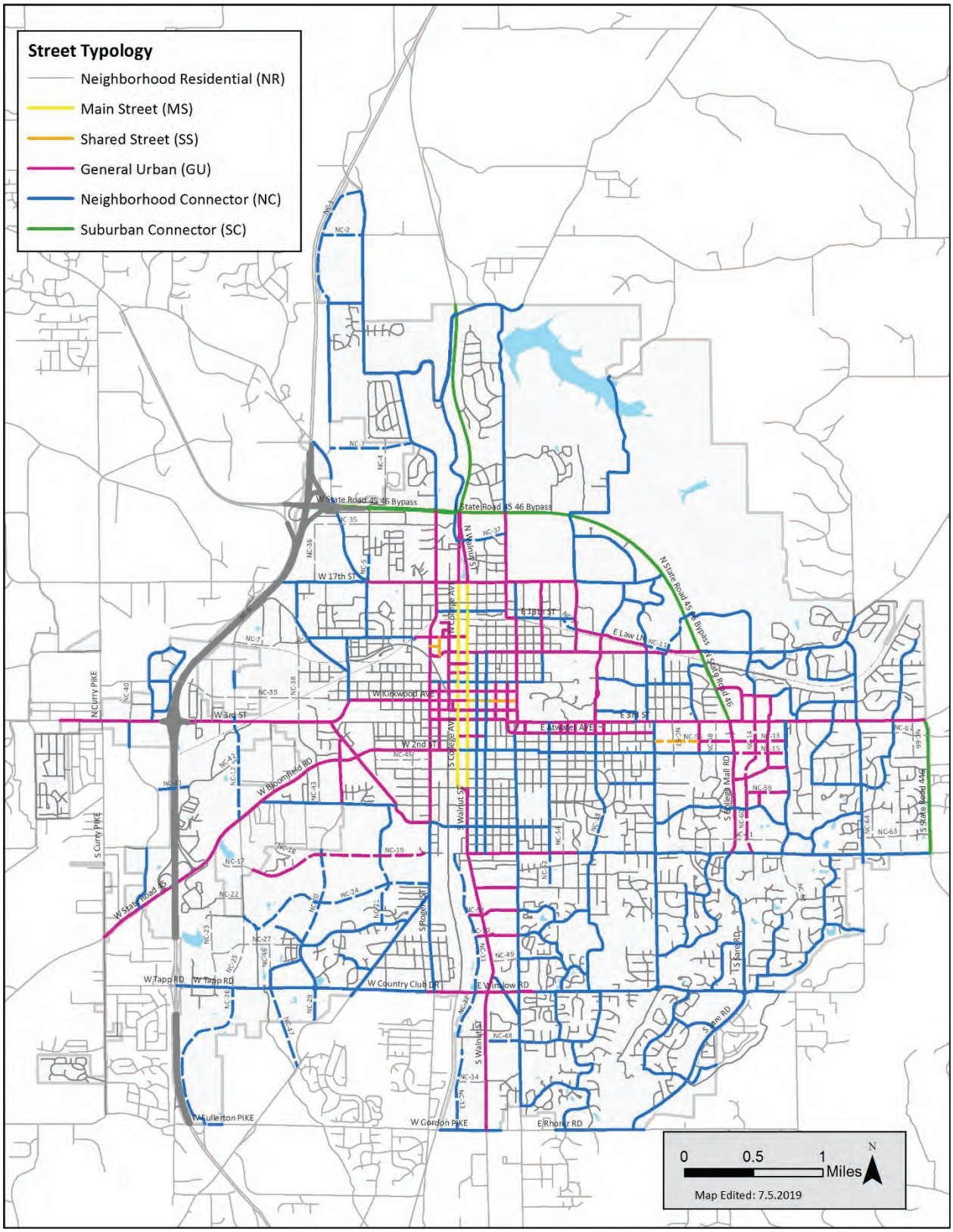


Table 3. Street Typology Summary

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

Street Typology	Land Use Context and Function	Transportation Context and Function	Typical Features
Suburban Connector Street Candidate Streets: SR 45/46 Bypass SR 446 N. Walnut Street Default Width: 101 feet	• Low to medium density • Suburban commercial, residential, and institutional areas • Buildings with moderate to deep setbacks	• High volumes of autos and transit • Low to mid pedestrian activity (higher on transit routes) • Low bike traffic Moderate to high speeds	• 2 or 4 travel lanes • Median or center turn lane • Sidewalks or multiuse path • Protected bike lanes and multiuse path • Street trees and landscaping

Figure 19. 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 E 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 and 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'

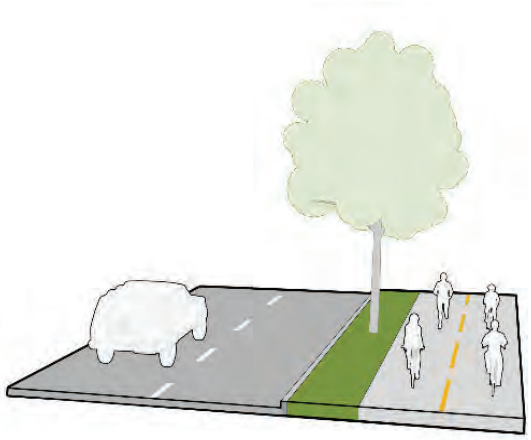
[1] Frontage zone may be accommodated within building setback requirement
[2] The Total Width is the Total Pedestrian Zone width for one side of the street.

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

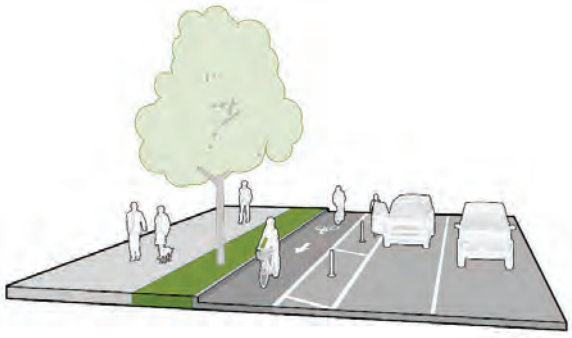
Multiuse paths are dedicated facilities for bicyclists and pedestrians that are typically located within the ROW of higher-speed roads with very few roadway or driveway crossings. Multiuse Paths and Trails are facilities that can accommodate all ages and abilities because of their separation from traffic.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

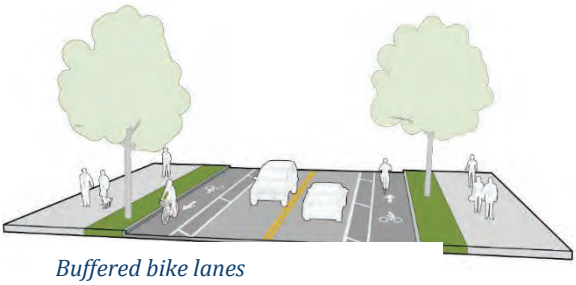
Protected bicycle lanes (PBLs) are street-adjacent bicycle lanes that are physically separated by barriers from motor vehicles and pedestrians. PBLs can be designed for one-way or two-way bicycle traffic. This bicycle facility type combines the user experience of a multiuse path with the on-street connectivity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

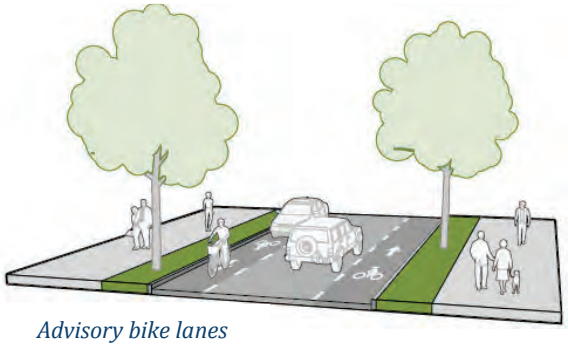
Neighborhood greenways (also referred to as bicycle boulevards or neighborhood bikeways) are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often 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

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. The Plan also acknowledges that preferences of residents and owners of properties along neighborhood greenways must be ascertained and given due regard in the design and installation of these facilities.

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 a 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 20 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 20. 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 20 should be included. Similarly, development and redevelopment projects must construct the facilities as outlined in Figure 20, 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 21 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. Small connections could be pursued on existing utility easements, and these small connections should be designed as multiuse trails. These small connections are not all 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, including covered bicycle parking, to support an increase in bicycle mode share.

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 Trail. 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 20. Bicycle Facilities Network

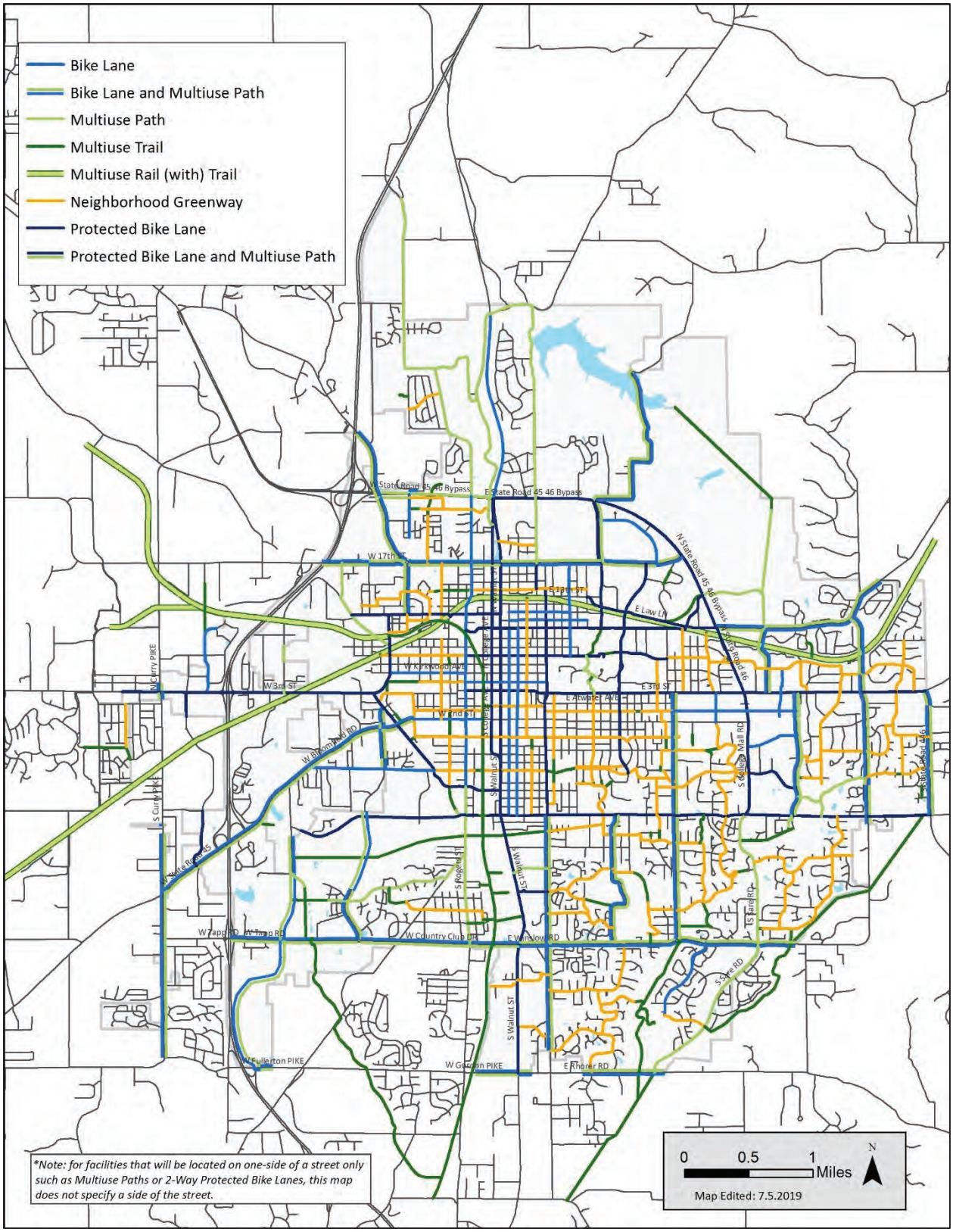
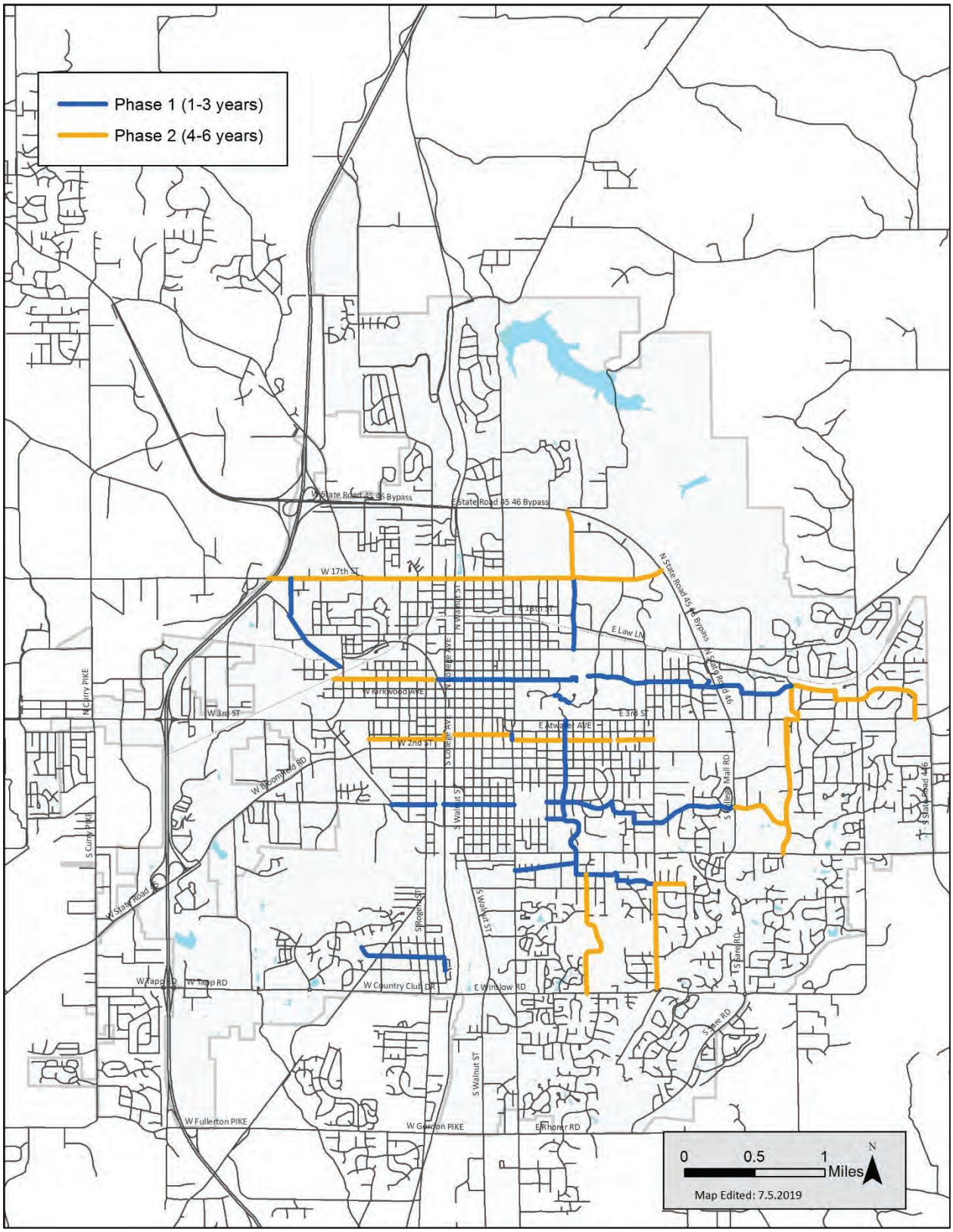


Figure 21. Priority Bicycle Facilities Network



3.5 Transit Network

Transit is an integral part of Bloomington's transportation network. Bloomington Transit and IU Campus Bus are each responsible for the operations of their transit agency. While the City of Bloomington cannot impact the operations of transit, the City does control the public right-of-way, where transit operates. The City can pursue several options within the right-of-way in order to prioritize and improve transit. Prioritizing transit with changes to the right-of-way, access to transit, and funding to improve transit are ways that Bloomington can work to meet the goals of the Comprehensive Plan, such as:

- Goal 6.1 Increase Sustainability;
- Goal 6.2 Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system; and
- 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.

Prioritize space for transit to increase efficiency

Buses are a space-efficient form of transportation. One Bloomington Transit bus fits approximately 75 people. One bus occupies the same street space as approximately two cars, but the bus can carry 7.5 times as many people as the two cars. In order to prioritize transit and transportation efficiency, Bloomington can consider ways to improve transit by dedicating space to buses only. Dedicating street space to buses allows the transit to maintain a more predictable schedule, to save time by not waiting in traffic, and to reduce the total route time, thereby potentially increasing bus frequency. Bloomington can consider dedicating space by creating transit-only streets, transit-only lanes, and transit-only curb space.

In order to improve transit efficiency, Bloomington should conduct a pilot project to examine 10th Street as a transit-only corridor from Woodlawn Avenue to Union Street, while still allowing walking and bicycling. This segment of the corridor is greatly congested and it serves as one of the primary transit corridors. The congestion makes it very difficult for transit to provide service in a

reliable and competitive manner. Making this segment bus only would reduce travel time on transit, thus making it more competitive with the automobile and other modes. The pilot project is recommended for one year in order to examine how exclusive transit access on 10th Street can improve transit reliability and ridership. The pilot project should examine the benefits of a transit-only street for certain times of the day, such as 8:00 a.m. to 5:00 p.m., in order to allow motor vehicle access at other times of the day.

Bloomington can also consider introducing bus-only lanes in other areas of the community. Dedicated bus lanes provide more reliability and predictability in the provision of transit service in heavily congested corridors. Adding reliability and faster speeds to transit service in congested corridors will make transit more attractive to greater numbers of residents. Additionally, increasing the number of transit users within a corridor increases the number of people that can move along a street. Streets with multiple lanes and high-transit activity are candidates, especially when it can be coordinated with transit-oriented development. Bus-only lanes should be considered during corridor studies and as a tool for improving transit.

In recent years, Bloomington Transit and IU Campus Bus are facing more and more competition for curb space at transit stops, especially on campus and in the downtown area. Currently, there are no rules—whoever arrives first at a bus stop gets the space. Bloomington should regulate and enforce bus stops and curb space access at key transit stops in the public right-of-ways on campus and downtown. This would help ensure public transit operators have clear access to bus stops without competition from privately operated shuttles, ride-hailing services, private automobiles, and commercial vehicles.

Improve Pedestrian Access to Transit

Transit and the pedestrian network are linked because most people access transit by walking. The pedestrian environment can present significant barriers to people using transit. The City should focus investments and resources toward improving pedestrian access, especially near transit stops, to make our community more walkable and, in turn, more transit friendly. When improving pedestrian infrastructure, especially along transit corridors, the following factors should be considered:

- Prioritize sidewalk connections to bus stops and provide safe mid-block crossings where needed. In situations where mid-block 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.

- 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.

Increase funding to improve transit service

In the last fifteen years, there's been a proliferation of off-campus apartment complexes that offer private shuttle services to and from campus. These privately operated shuttle services are exclusively provided for the residents of the complexes and often compete with public transit for limited curb space at transit stops. Moreover, these services are likely impacting public transit ridership. As large new apartment developments are considered for approval by the City, developers should be encouraged or required where possible to contract with Bloomington Transit to provide general public shuttle service to all residents in lieu of a privately operated shuttle that exclusively benefits the residents of the development. In cases where the City is able to do so, the City should strengthen the public transportation route network instead of contributing to private shuttle transportation. This will help transit provide broader access to more residents.

The most important consideration for improving transit services in the community is the provision of adequate local resources. Transit systems across the country are struggling for resources. Federal and State funding make up about 60 percent of the Bloomington Transit budget. Locally derived taxes currently only generate about 18 percent of Bloomington Transit's budget. It is unlikely that funding from the federal or state level will increase in the near future. If transit services are to grow significantly in Bloomington, as promoted in the Comprehensive Plan, then it will be up to the local community to invest additional resources in transit. The City can consider new and innovative methods to provide more local resources to grow and expand transit in Bloomington.

3.6 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. In order to improve walking conditions throughout the City, street design should prioritize the safety and comfort of pedestrians, our most vulnerable roadway users.

In the interest of assuring a strong pedestrian network, the City should adopt a comprehensive system for evaluating pedestrian facilities. Such comprehensive system for evaluation should be adopted after the City's Planning and Transportation Department and the Bicycle and Pedestrian Safety Commission have examined evaluative approaches based on both planning literature and best practices from other communities.

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.

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 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

3.7 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.

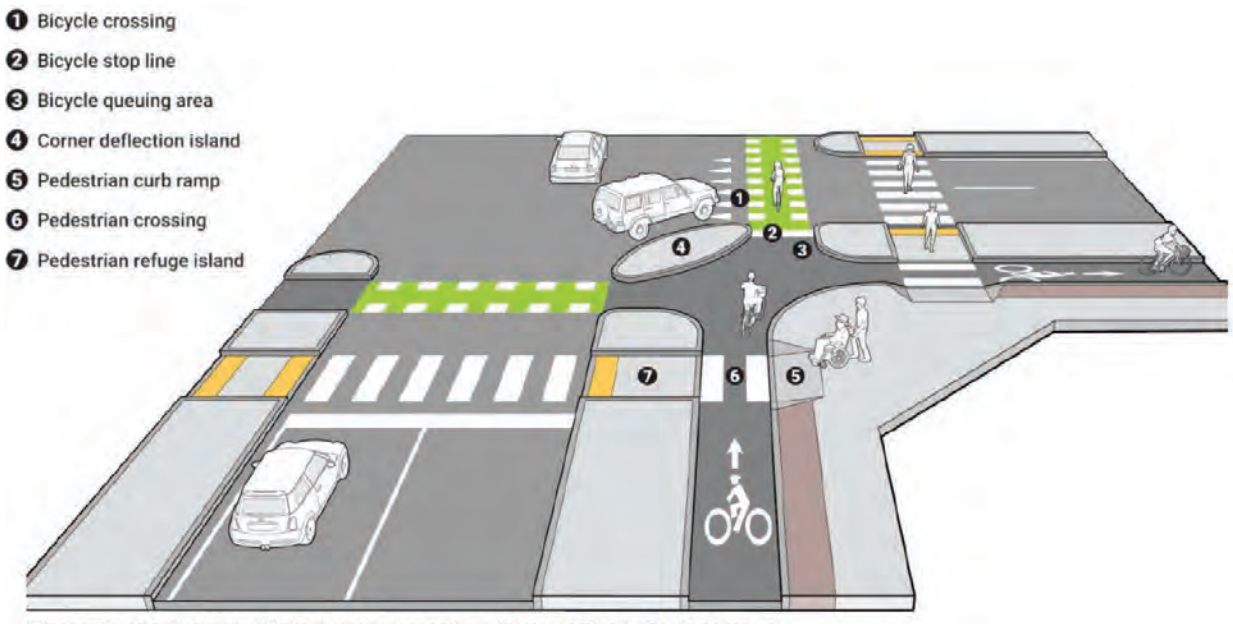


Illustration of a Protected Intersection; protected intersections can also be applied on streets with fewer lanes.

[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 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 toward 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.

In addition to "promoting safe, reasonably convenient, accessible and pleasant conditions" for the many users of neighborhood streets, the City's current traffic calming program as codified in Title 15 (Vehicles and Traffic) also strives to "[i]mprove neighborhood livability by mitigating the negative impact of vehicular traffic on residential neighborhoods" and "encourage citizen involvement in all phases [of the program]." These objectives should be carried forward into the future.

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-

[36] Federal Highway Administration. Speed Management Toolkit.

street parking in spot locations. Chicanes can be designed to minimize impacts to stormwater drainage. The size of chicanes will vary based on the targeted design speed and roadway width.

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

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 22 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 N-S connection
NC-19	Hillside Drive Extension	Extend Hillside Drive from S Rogers St to W Sudbury Dr as a new major E-W connection
NC-20	Adams St Extension	Provide new road from S Adams St to W Countryside Ln to improve N-S connectivity
NC-21	Strong Dr neighborhood connector extension	Provide new road from S Strong Road to W Countryside Lane to improve local connectivity

Project ID	Project Name	Description
NC-22	Oakdale Dr E-W local extension	Provide connection from S Oakdale Dr to S Weimer Rd to improve local circulation
NC-23	Oakdale Dr N-S 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 E-W 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 N-S 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
NC-43	S Landmark Ave extension	Extend S Landmark Ave from current southern terminus to W Allen St
NC-44	S Fairview St extension	Connect S Fairview St from current terminus at W 1st St to W 2nd St

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

Project ID	Project Name	Description
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

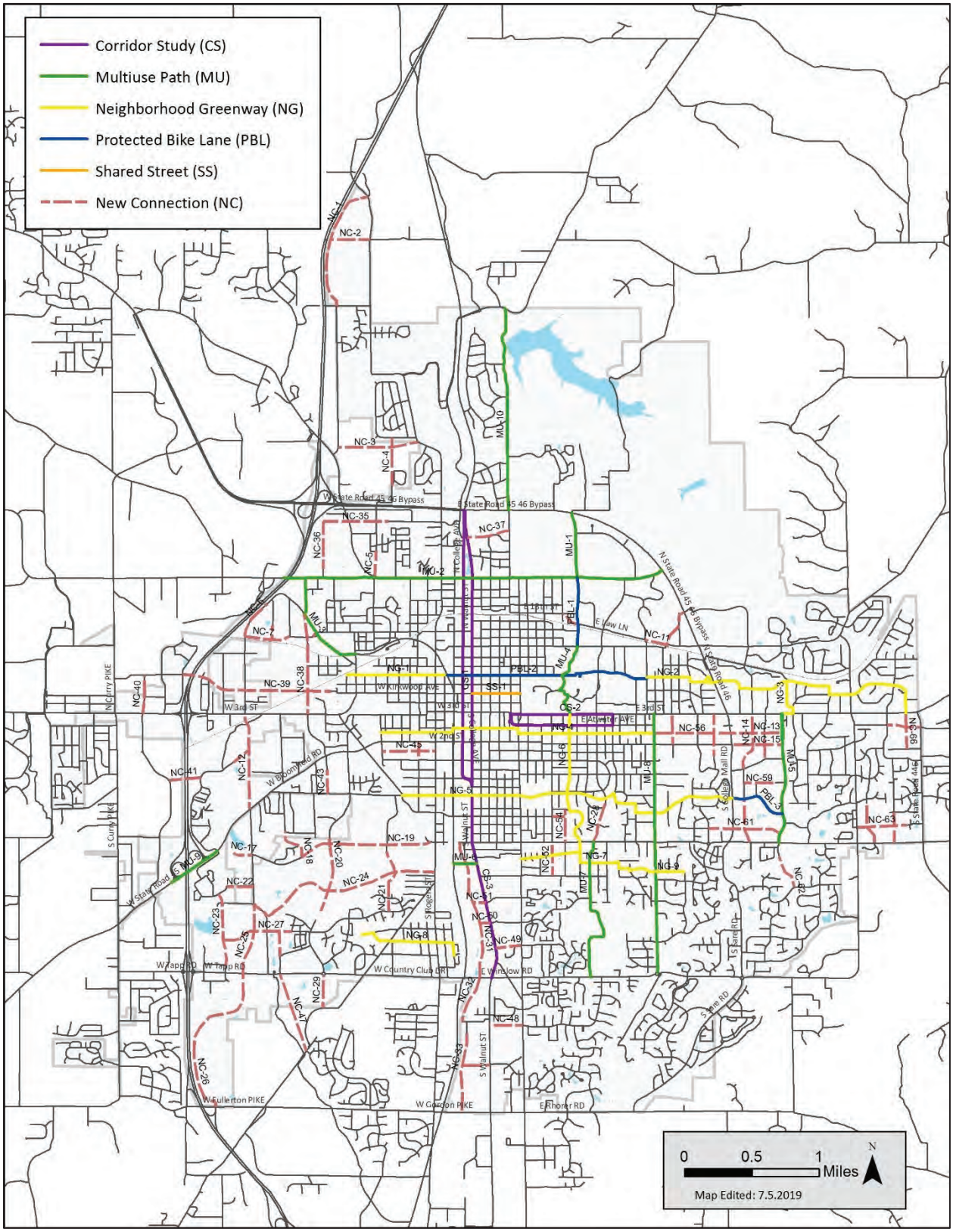
Table 7 shows proposed multimodal projects based on the planning approach and key treatments previously discussed in the Plan. It does not include location specific sidewalk projects due to lack of available data. Projects CC-5, SD-1, TN-1, and TR-1 are recommendations for future study. Figure 22 shows 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 Allen 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 I-69/Hwy 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 3rd St
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
MU-10	Multiuse Path	N Dunn St Multiuse Path	Provide a multiuse path on N Dunn Street from Hwy 45/46 to N Old State Road 37
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

Project ID	Category	Project Name	Description
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 Hawthorne Dr and S Weatherstone Ln from E 3rd St to E Thornton Dr
NG-7	Neighborhood Greenway	E Thornton Dr Neighborhood Greenway	Provide a neighborhood greenway on E Thornton Dr and Arden Dr from S Henderson St to S High St
NG-8	Neighborhood Greenway	W Graham Dr Neighborhood Greenway	Provide a neighborhood greenway on W Graham Dr and S Bryan St from W Kissell Dr to the B-Line Trail
NG-9	Neighborhood Greenway	E Arden Dr Neighborhood Greenway	Provide a neighborhood greenway on E Arden Dr from S High St to S Montclair Ave
PBL-1	Protected Bike Lane	N Fee Lane Protected Bike Lanes	Provide protected bike lanes on N Fee Ln from E 10th St to the 45/46 Bypass
PBL-2	Protected Bike Lane	7th St Protected Bike Lanes	Provide protected bike lanes on 7th St from the B-Line Trail to N 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
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 Walnut 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 (UDO) 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. The City should recognize the infrastructure improvements recommended by these studies as optimal approaches to these corridors and should place priority on funding these improvements. 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.

The Corridor Studies focus on busy streets where there is a lot of automobile traffic, but where safety and comfort improvements are needed for pedestrians and bicyclists. College Avenue and Walnut Street, as well as 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 pedestrians with safe passage and safe access along and across the length of the corridors;
2) Provide bicyclists with safe, protected bicycle paths throughout 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.

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

A new Complete Streets policy was adopted by the BMCMPO in 2018, and several key initiatives have been completed by the City and MPO recently, like the 2018 Comprehensive Plan, Transform 2040, and others. Bloomington needs to develop its own Complete Streets policy that will 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.

As a next step, the City should develop and formally adopt a Complete Streets policy that establishes a transportation hierarchy as follows: pedestrians, bicyclists, public transit, and private automobiles; and provides guidance for reviewing transportation projects. Additionally, the policy should distinguish between developing new streets consistent with the typologies in this Plan and redesigning existing streets where there are space limitations, varying contexts, and, often, competing goals. Overall, for all projects, the policy should focus on prioritizing pedestrians, enhancing the public realm, and improving livability.

Develop a Street Grid Network Policy

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

Improve Curbside Management

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

- Setting priorities for the use of curb space based on street typology, e.g., transit space over metered parking on urban streets;
- Dedicating space to transit vehicles at critical locations and times of day;
- Locating and time-restricting freight loading zones to balance proximity and loading times;
- Redesigning facilities to physically restrict access to the curb using protected bicycle lanes or other design features;
- 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 financial support for Bloomington Transit equipment and/or services, creating slightly wider lane widths along high-frequency routes, implementing intersection improvements such as signal priority and queue jumps,

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

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 the installation of temporary, proactive traffic calming measures as well as the installation of longer term measures as a result of a reactive process in response to local 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. In addition, the updated policies shall carry forward the objectives of the existing policy including, but not limited to, improving neighborhood livability and encouraging citizen involvement in all phases of the program.

Update Unified Development Ordinance

The Plan includes new street typologies and bicycle facility types. As the City updates the Unified Development Ordinance, various elements of the ordinance 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 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

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

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.

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

6. Conclusion

The Bloomington Transportation Plan strives to help our city reduce its greenhouse gas emissions as we must do our part to heed the call of the IPCC to reduce emissions by 45% by 2030. Since about 28% of emissions come from the transportation sector, our community's transportation priorities can have a major impact.

The community's transportation priorities were clearly delineated in the 2018 Comprehensive Plan, with the guiding principle on transportation:

> 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, the Transportation Plan gets us closer to another guiding principle of the Comprehensive Plan:

> Nurture a resilient, environmentally responsible community by judiciously using our scarce resources, enhancing our natural assets, protecting our historic resources, and supporting a vital local food system.

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

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 identifies 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 principles of the 2018 Comprehensive Plan 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.

Contents

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.

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]:

[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

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

- "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.

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

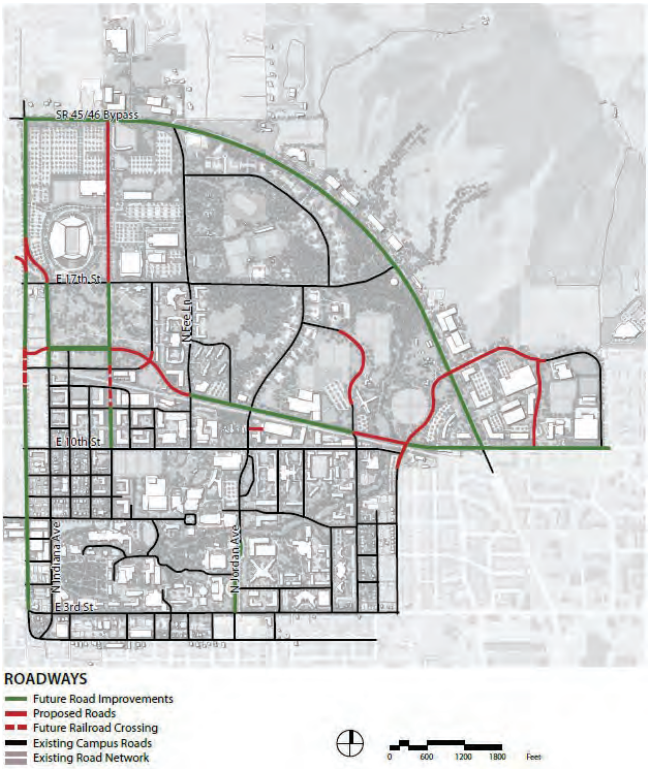
Indiana University Bloomington 2010 Campus Master Plan

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.

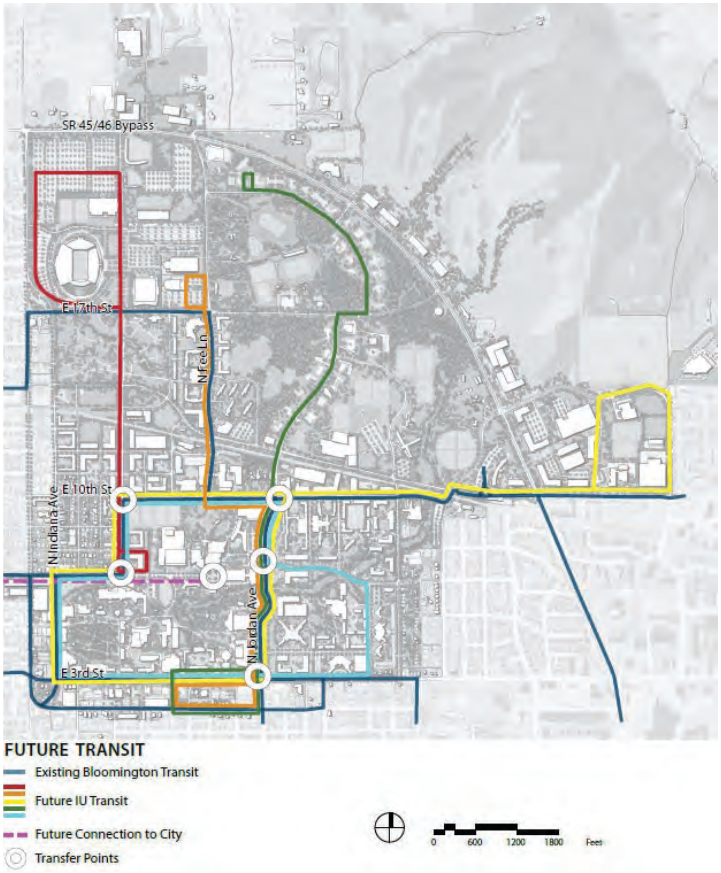
- **East 12th Street Reconfiguration**
  - Start: N Walnut Grove St
  - End: N Woodlawn Ave
  - Description: Reconfigure and / or remove parts of E 12th St at N Woodlawn Ave and N Walnut Grove St to create larger development parcels.

- **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.

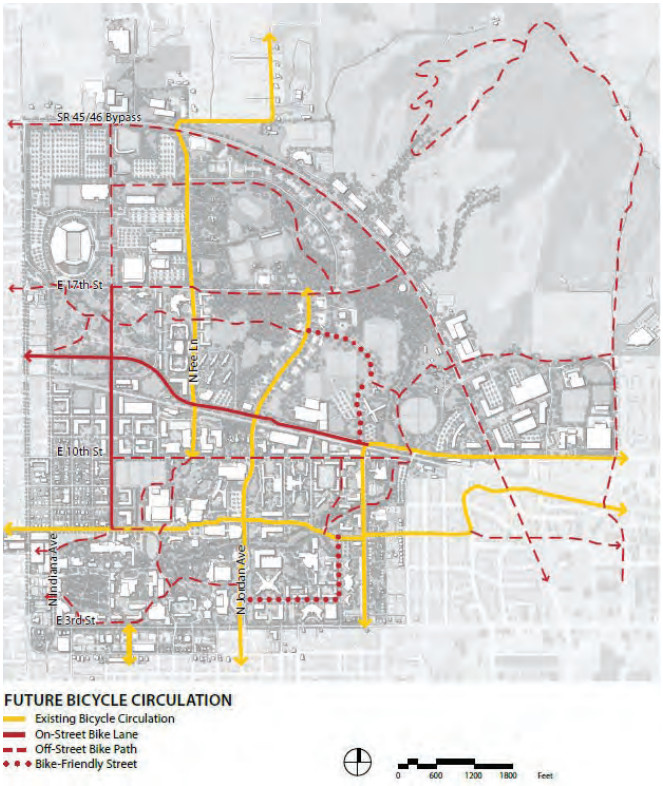
- **Bus Transfer Point Development**
  - Start: N.A.
  - End: N.A.
  - Description: Create a series of bus transfer points on campus to facilitate transit links.

- **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."

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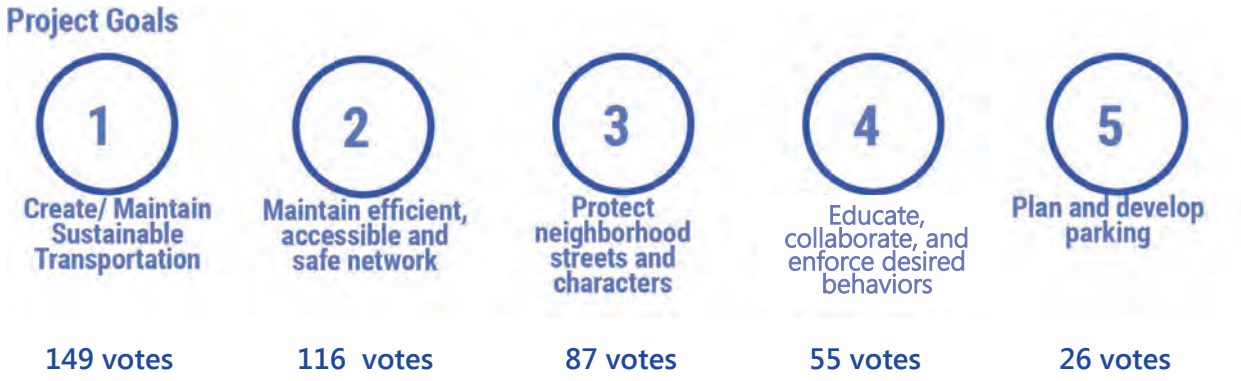
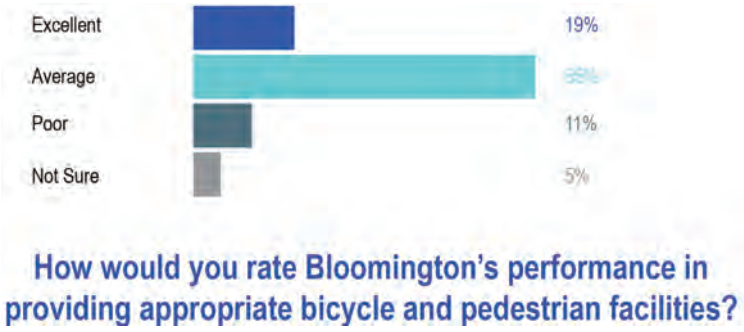
Figure 6. Ranked Goals from the first public meeting during Charrette #1



WikiMap

Online WikiMap Comments

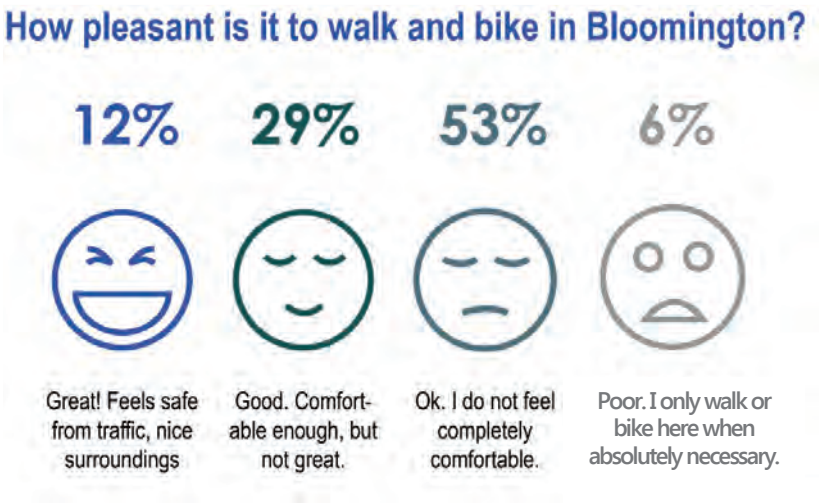
Figure 7. WIkiMap Responses on City's Performance



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

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

Figure 8. WikiMap Responses on Comfort



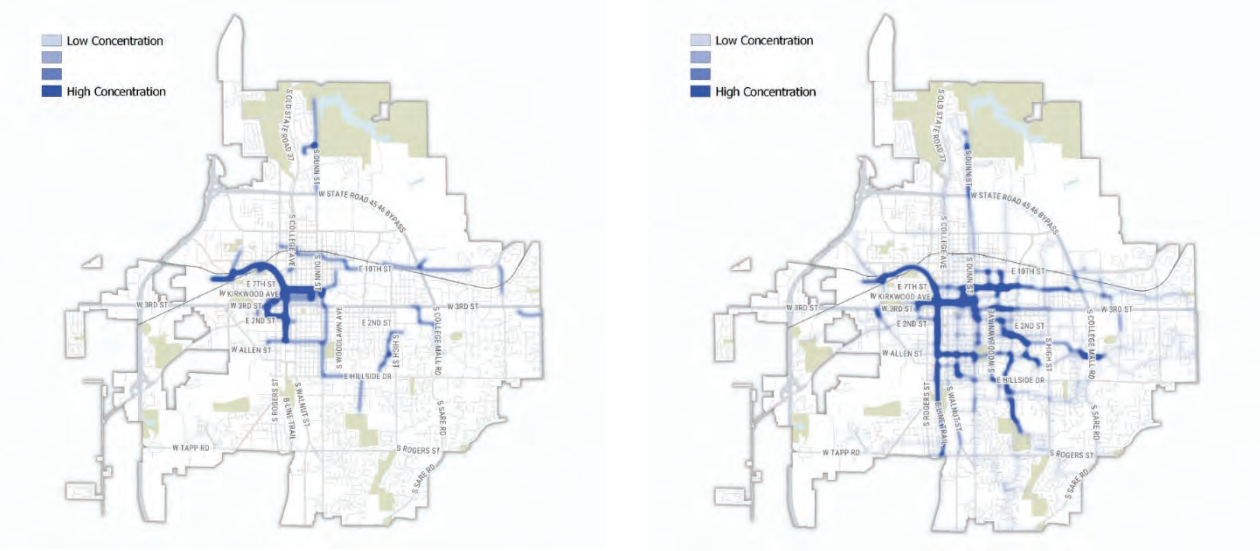
Popular Walking and Biking Routes, and Destinations

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

side, including West and East Allen Street. Finally, the WikiMap responses also show the importance of establishing a well-connected active transportation network, as the most popular routes link together, primarily via the B-Line.

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

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

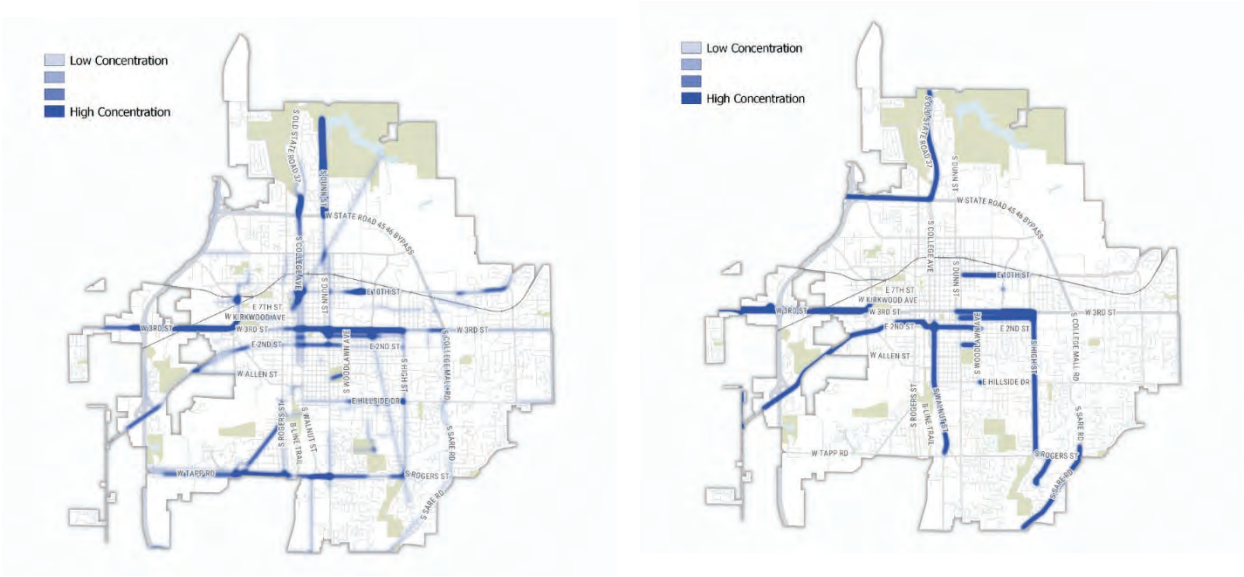


Difficult and High Traffic Routes

Figure 8 shows difficult and high traffic routes in Bloomington. The WikiMap survey respondents identified West 3rd Street and East 3rd Street west of South High Street as one of the primary difficult routes in the city. The survey respondents also identified North College Avenue, North Dunn Street, portions of East Tenth Street, East Second Street, West Tapp Road, and East Winslow Road as difficult routes. The identified difficult routes are concentrated along east-west roads in the center and south sides of the city. The most prominent north-south difficult routes are located on the north sides of the city, north of the SR 45/46 Bypass. As discussed above, West 3rd Street appears as the most prominent difficult route on the west side of the city.

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

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

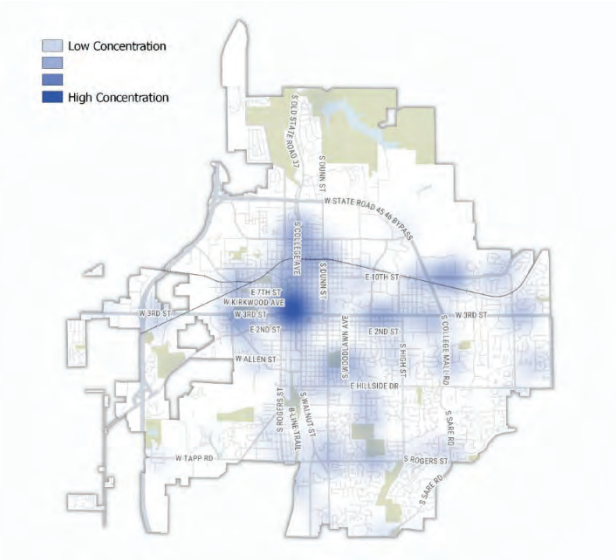


The limited amount of overlap between the popular active transportation routes and the high traffic routes suggests that routes with high traffic levels are deterring active transportation modes, which is consistent with research in other communities. Corridors with high traffic levels also have many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

Desired Improvements

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

Figure 9. WikiMap Desired Improvement Locations



Additional WikiMap Comments

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

Figure 10. Public Paper WikiMap Comments

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

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

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

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

Type of Comment	Location	Comment
		4S bus skips the YMCA stop or drives very quickly past the stops More buseson Route 3 and 4 Route 3E does not get close enough to apartment complex until after 8PM, particpant has multiple children and walking to the mall to catch the bus there was dangerous Bus 1 is blocked by construction, causing peole to be late to work Route 2 only runs once an hour after 6PM which is not often enough Lines 1, 2, 3, and 4 need extended hours on Saturdays, especially since many participants rely on the buses on Saturdays for transportation to work New Bus Shelters -- outside WalMart, Williams Brothers Pharmacy, and at the intersection of Leonard Springs and Bloomfield Road near the Circle K Add stop at Alrington Valley Park Overall more connection points between routes -- participants wanted the ability to transfer without having to go downtown to the bus station More consistent announcements, "next stop" to orient passengers to upcoming stops so stops are not missed Longer hours on Saturdays Bus routes on Sundays Consistent schedules across weekdays and weekends More shelters at stops City bus service to local schools More buses generally to reduce crowding Partnerships with local employers (especially Cook) to provide bus/shuttle services to employees -- currently Cook is inaccessible by bus; parternships for late night bus services for 2nd and 3rd shift workers Routes that go out further (specifically Tapp Road to Southern Indiana Medical Park) Add more bicycle lanes Children under high school age should be able to ride free, high school students should automatically be eligible for reduced fare without a pass Construction zones need to be well-marked For low-income peole who are unable to afford cars, transportaiton is a significant, on-going issue that can drastically affect quality of life. Lack of bus service often negatively impacts employment opportunities -- participants are limited in the positions and shifts they are able tto take because of lack of transportation to and from work. Lack of transportation also affects participants' ability to travel for necessary personal errands such as grocery shopping, medical and other appointments for themselves and their children, community resources and events (such as the library or farmer's market) and school and extracurricular events and activities for their children. Many of our participants have multiple young children and/or physical disabilities and challenges that make walking to their destinations difficult or impossible. The main request that participants ahd was for expanded bus service, aprticularly on the weekends. Lack of bus service on Sundays means that participants are not able to pick up work shifts or attend church services without arranging for alternate transportation. Participants requested additional bus shelters at bus stops to protect them and their children from the elements while waiting for the bus, which can sometimes be for up to an hour. Participants also expressed a need for expanded bus service on the far west side of town to make getting to Cook and Ivy Tech for work and school more feasible without a car. In addition, participants expressed significant concern about how they would obtain both emergency and non-emergency healthcare after the relocation of Bloomington Hospital away from a centralized location to somewhere that may require a car to access.
		Clients like that we have a transportation system for them to use in Blooming Double Map App Only 2 buses in one hour -- should be more frequent limited bus route is confusing Bus lines are limited to a certain area Buses are dirty and sketchy Creepy men hit on me (a minor) and the driver does nothing Staff is rude Transfers are tricky Long routes takes an hour to get anywhere not downtown

Type of Comment	Location	Comment
		Driver drives away when someone is trying to catch the bus (not all the way at the stop yet) New connections More frequent bus schedules More safety precautions for teens Stop at middle and high schools Benches at stops where there are no shelters More shelters for stops that are in unsafe locations Heaters in the shelters -- sometimes I have to stand outside a long time waiting for the bus Many streets do not have sidewalks lack of safety on the bus Construction on roads Tickets are too expensive Lack of assistance in purchasing bus tickets when clients can't afford them Getting a bus pass from the bus station is difficult because I am a minor and needed a paper to prove I am in adult ed but I still had to pay
		I like that you guys cover almost all areas of Btown. I don't like that it is difficult to figure at which buses will take you to where. Also, they don't come enough. One time an hour is tricky. Yes! New connections to/from campus. Bus shelters when entering campus. Sidewalks for all stops. A route that goes to College or Walnut. We need to keep in mind people who have dementia, canes/walkers
		New statios are much better than the old one Bus routes take too long Always late Bus tickets are expensive All the drivers have bad attitudes They never wait for us to transfer Seats on bus are too low More accessibility to bus tickets "We need a bus to get to Monroe Hospital" More access to Rural Transit tickets "The bus should go down Curry Pike for those who need a bus the need to walk up to 3rd with is a lot" "Please give us accessibility on Sundays" Larger bus signs "Sometimes the sidewalk just ends, and we feel unsafe" "We need more shelters to stand under at bus stops, especially with the bad weather/ at night we would feel safer" "I am basically stranded on Sundays, and need to walk everywhere" "I don't liking home in the dark, we need more streetlights by us" "the bus has blown right by me many times."

Charrette #2

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

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

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

2-Way Restoration

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

Shared Street on Kirkwood

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

Public Transportation

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

New and Improved Connections

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

Appendix C: Demographic Data

General Demographics

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

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

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

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

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

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

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

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

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.

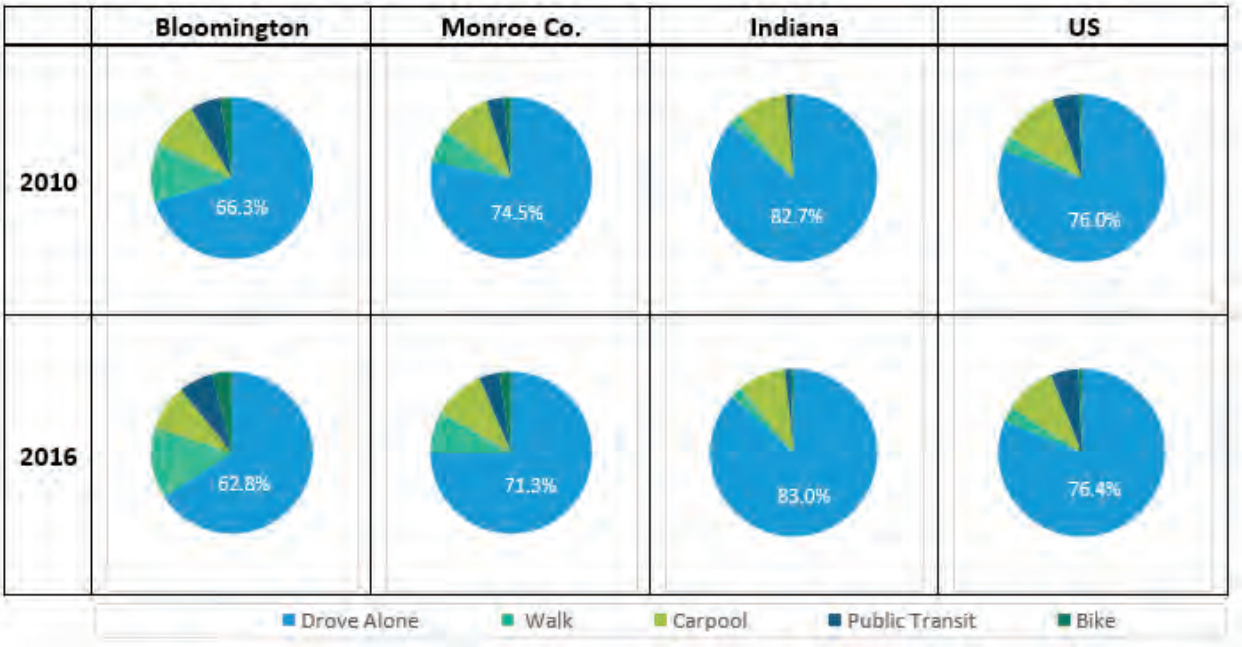
As Bloomington's population and economy has grown over the past 20 years so too have individual transportation habits across the community. It is estimated that the percentage of Bloomingtonians who drove alone to work decreased 5.3 percent, from 66.3 percent to 62.8 percent, between 2010 and 2016. During 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%

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

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.



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

[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.

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 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;

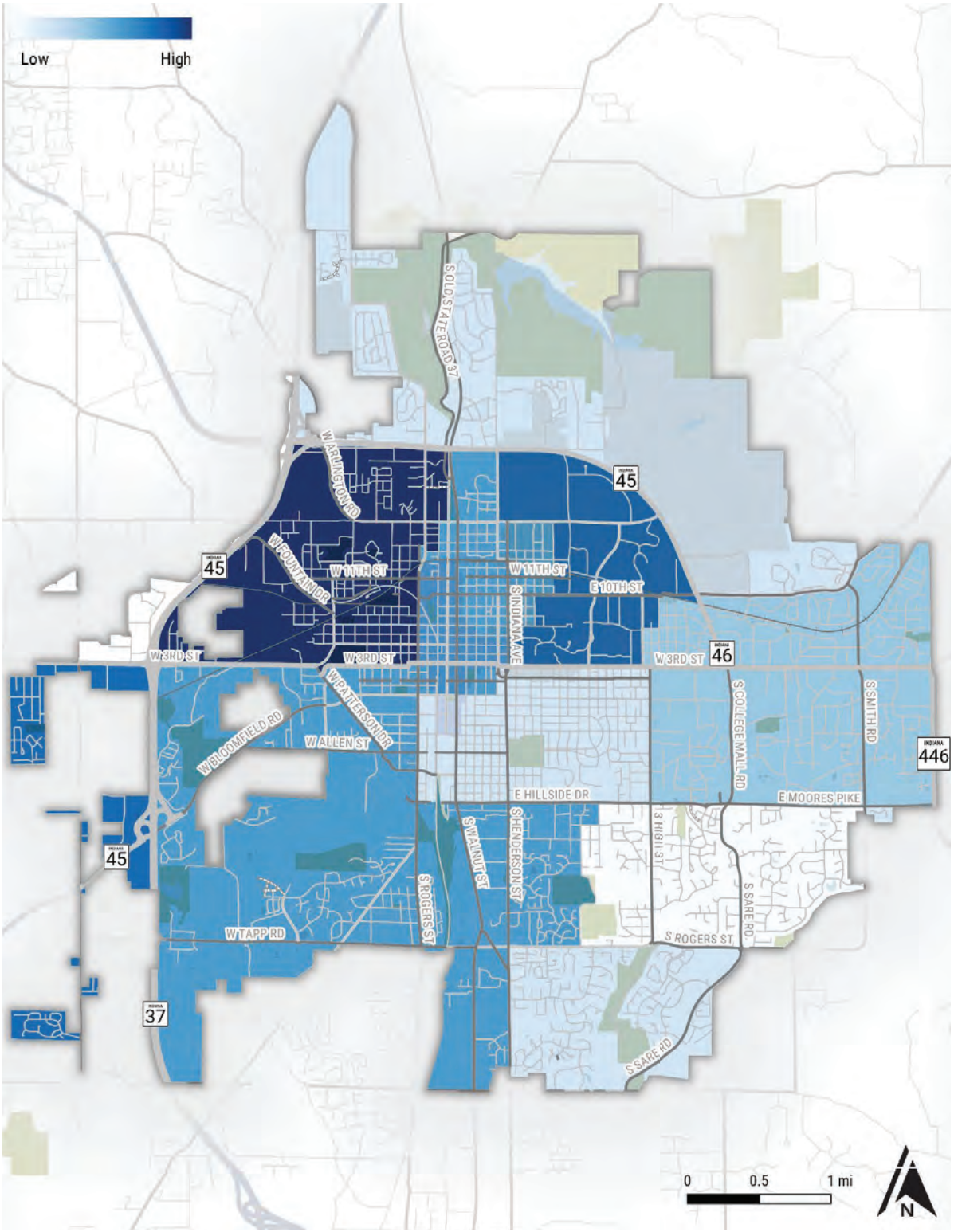
[14] The State of Obesity, "Physical Inactivity in the United States," n.d., https://stateofobesity.org/physical-inactivity/.
[15] 500 Cities Project. Center for Disease Control and Prevention.
[16] City of Bloomington. Resolution 13-01, Attachment, Vision Statement.
[17] U.S. Department of Health and 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).

- Motor vehicle use is associated with higher obesity rates at the county and individual levels; and
- 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).

Figure 1. Adult Physical Inactivity Rates by Census Tract



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

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.

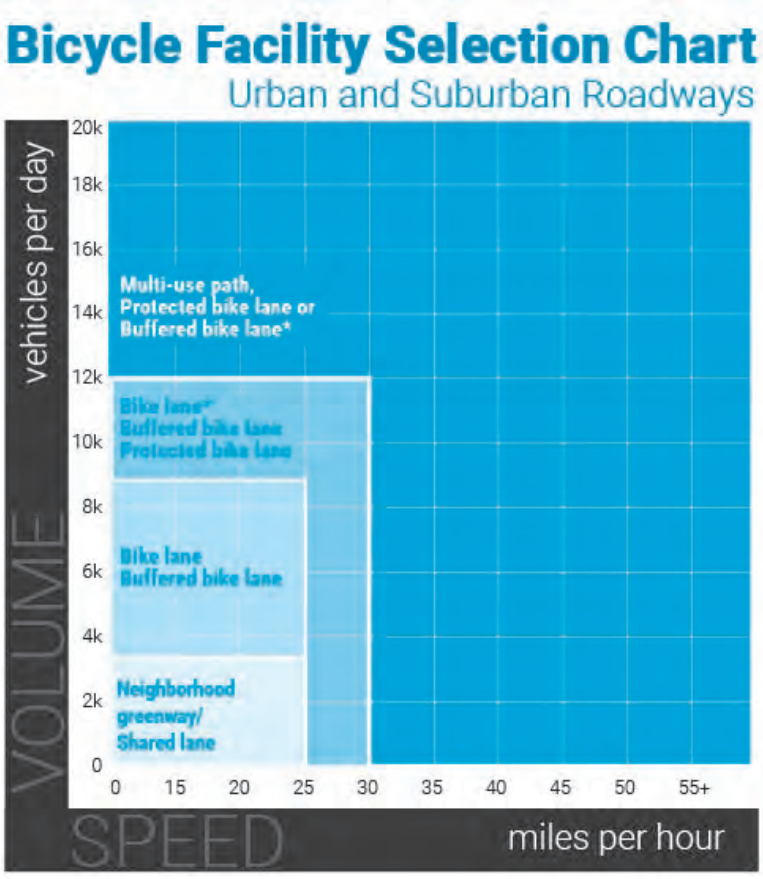


Figure 14 Volume, Speed and Recommended Facility Type
*Facility not likely to attract a broad spectrum of users given vehicle speed and volumes.
Chart is based on Level of Traffic Stress (Mekuria, Furth, Nixon, 2012) and empirical behavioral research on cyclist route choice (Lowry, Furth, Hadden-Loh, 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 Candidate Streets: Selective local streets in the downtown and other denser urban commercial areas; Kirkwood Width: 70 feet	• Medium to high density • Mixed-use, retail, downtown office, dense residential • Buildings close to street	• High volumes of pedestrian activity and bike traffic • Low volumes of autos • Little to no transit • Extremely low speeds • ADA-compliant slopes • Blends transportation and public space	• Narrow, undelineated space shared by all modes in addition to pedestrian-only space. • Designated parking stalls, street furniture, sidewalk cafes, small-scale lighting • Street trees and landscaping • Unique pavement
Neighborhood Residential Street Candidate Streets: Any local street in residential neighborhoods Width: 59 feet	• Low to medium density • Single-family and multi-family residential • Buildings with moderate setbacks from the street	• Slow speeds • Focus on pedestrian safety • Traffic calming • Typically allows on-street parking	• No centerline • Sidewalks • Neighborhood greenways • Unmarked on-street parking • Street trees and landscaping
Main Street Candidate Streets: College, Walnut, (from 17th St to 1st St) Typical ROW Width: 88 feet	• Medium to high density • Primarily commercial with small to medium businesses and mixed use • Buildings close to street • Outdoor events & dining • Often has historic character	• High volumes of pedestrian activity and bike traffic • Medium volumes of autos and transit • Low speeds • Facilitates access • Often includes metered on-street parking	• 2 travel lanes and optional center turn lane • Wide sidewalks • Bike lanes or other bicycle facility • On-street parking • Street furniture, sidewalk cafes, small-scale lighting • Street trees and landscaping
General Urban Street Candidate Streets: Rogers St 10th St Width: 90 feet	• Medium to high density • Mixed-use, downtown office, dense residential • Buildings close to street	• Medium to high pedestrian activity and bike traffic • Medium to high volumes of autos and transit • Low speeds • Facilitates access • Often includes on-street parking	• 2 or 3 travel lanes • Wide sidewalks • Bike lanes • Marked on-street parking • Street trees and landscaping

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

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

Design Framework

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

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

Step 1: Typology Selection

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

Large-scale context zones are classified as follows:

Large-Scale Context Zones

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

Functional Classification

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

Typology Selection Matrix

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

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

Typology Small-Scale Context

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

Step 2: Determine Design Parameters

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

Figure 15 Roadway Zone Parameters

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

[1] *Number of Travel Lanes:*

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

[2] *Lane Width:*

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

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

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

[3] *Center Turn Lane/Median:*

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

[4] *Bicycle Facility Type:*

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

[5] *On-Street Parking:*

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

[6] *Target Speed:*

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

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

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

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

Figure 16 Pedestrian Zone Parameters

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

[1] *Frontage Zone:*

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

[2] *Pedestrian Zone:*

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

[3] *Greenscape/Furnishing Zone:*

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

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

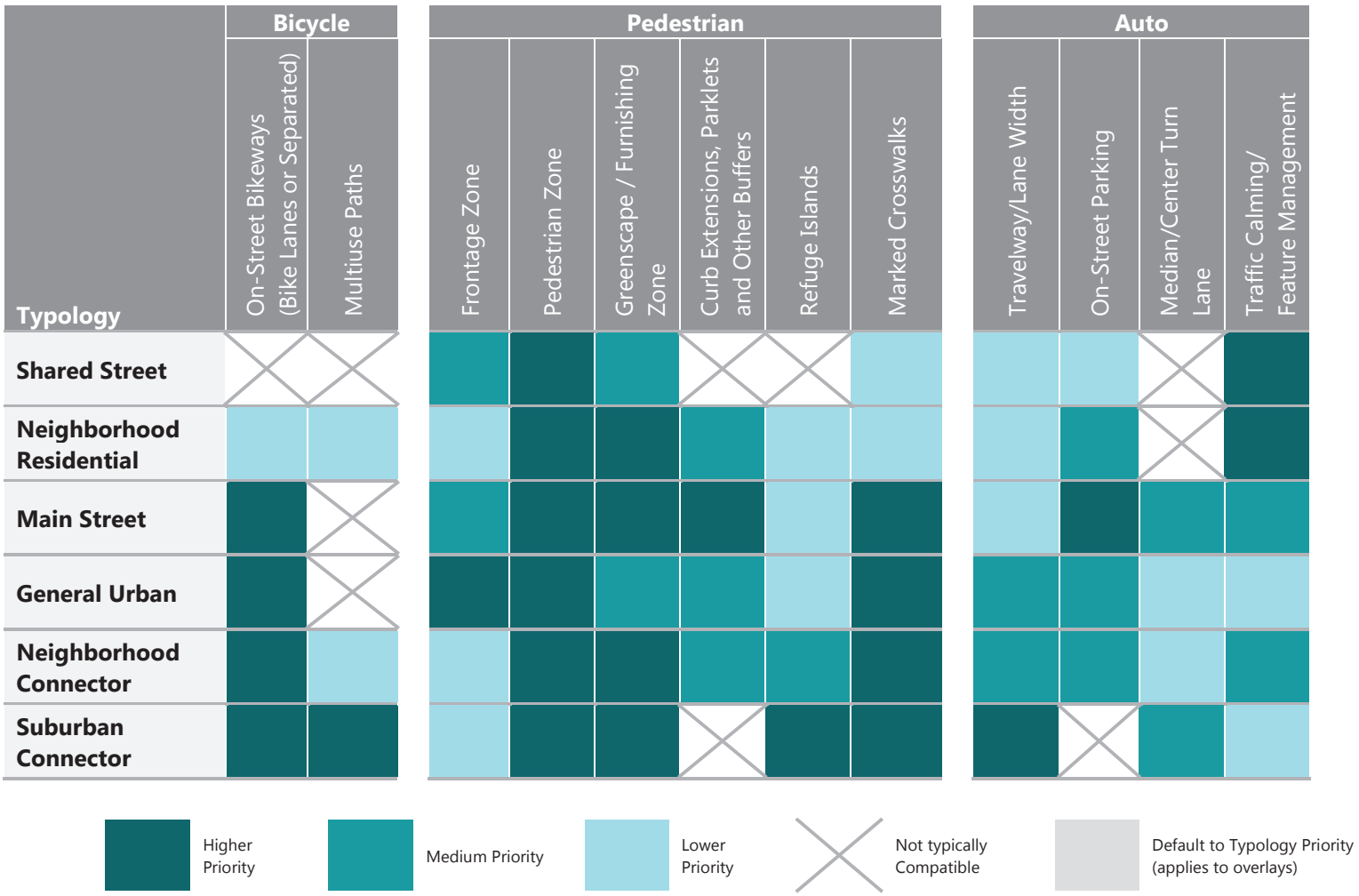
[4] Total Width:

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

Step 3: Make Tradeoffs Based on Typology Priorities

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

Figure 17 Typology Prioritization Matrix



Appendix F: Available online only

Appendix F: Proposed Right-of-Way Widths for All Street Segments

Appendix G outlines the proposed right-of-way widths for all street segments in the City of Bloomington based on the Street Typology and bicycle facility recommendation. Each street typology has a default width based on the proposed typical section. Each of the street segments has been refined by editing the proposed width based on the actual bicycle facility recommendation.

Explanation of columns:

- ID: The segment ID number used in the City's mapping software.
- Street Direction: East (E), West (W), North (N), or South (S)
- Street Name: The name of the street.
- Street Suffix: Street (ST), Avenue (Ave), Road (Rd), Lane (LN), etc.
- Address Block: The address number by the hundred, corresponding to that street segment.
- Bicycle Facility Recommendation: The bicycle facility recommendation from Figure 19 in the Plan.
- Street Typology: One of the six street typologies as defined in Section 3.2: Neighborhood Residential (NR), Neighborhood Connector (NC), General Urban (GU), Main Street (MS), Suburban Connector (SC), Shared Street (SS).
- Default Right-of-Way (ROW) Width: This is the default width for the particular Street Typology as defined in Section 3.2. This figure is used for planning purposes such as building setbacks, build-to lines, and subdivision regulations; it does not necessarily reflect the existing right-of-way width.
- Proposed ROW Width: This figure was determined by adjusting the Default ROW Width based on the Bicycle Facility Recommendation. Additionally, for Suburban Connector street segments only, the Proposed ROW Width may have been reduced based on its existing number of travel lanes, so as not to imply that the segment should be expanded to the maximum allowed under the description of the Typology.
- Are Proposed and Default the Same?: this category just helps to quickly see if the proposed width is the same as the default. It is intended to aid in mapping.
- Reason for Change in Proposed ROW Width: this category documents the reason for changing the proposed ROW width from the default. Due to character limitations in the mapping software, the reasons are brief.

ID	Street Direction	Street Name	Street Suffix	Address Block	Bicycle Facility Recommendation	Street Typology	Default Right-of-Way (ROW) Width	Proposed ROW Width	Are Proposed and Default the Same?	Reason for Change in Proposed ROW Width
1645	E	10th	ST	1600	Protected Bike Lane	GU	90	90	Yes	No change in width
1632	E	10th	ST	1500	Protected Bike Lane	GU	90	90	Yes	No change in width
1634	E	10th	ST	1200	Protected Bike Lane	GU	90	90	Yes	No change in width
1636	E	10th	ST	900	Protected Bike Lane	GU	90	90	Yes	No change in width
1635	E	10th	ST	1000	Protected Bike Lane	GU	90	90	Yes	No change in width
1633	E	10th	ST	1300	Protected Bike Lane	GU	90	90	Yes	No change in width
1620	E	10th	ST	2300	Protected Bike Lane	GU	90	90	Yes	No change in width
1626	E	10th	ST	3350	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1621	E	10th	ST	2050	Protected Bike Lane	GU	90	90	Yes	No change in width
1644	E	10th	ST	1800	Protected Bike Lane	GU	90	90	Yes	No change in width
1648	E	10th	ST	500	Protected Bike Lane	GU	90	90	Yes	No change in width
2426	E	10th	ST	3810	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2592	E	10th	ST	3990	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1653	E	10th	ST	400	Protected Bike Lane	GU	90	90	Yes	No change in width
1652	E	10th	ST	412	Protected Bike Lane	GU	90	90	Yes	No change in width
1654	E	10th	ST	300	Protected Bike Lane	GU	90	90	Yes	No change in width
2279	E	10th	ST	200	Protected Bike Lane	GU	90	90	Yes	No change in width
2427	E	10th	ST	3600	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1647	E	10th	ST	2850	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1651	E	10th	ST	600	Protected Bike Lane	GU	90	90	Yes	No change in width
1638	E	10th	ST	700	Protected Bike Lane	GU	90	90	Yes	No change in width
1637	E	10th	ST	800	Protected Bike Lane	GU	90	90	Yes	No change in width
2591	E	10th	ST	4076	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1823	E	10th	ST	4310	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
1762	E	10th	ST	4100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1622	W	10th	ST	1000		NR	60	60	Yes	No change in width
1618	W	10th	ST	1100	Neighborhood Greenway	NR	60	60	Yes	No change in width
2353	W	10th	ST	1230	Neighborhood Greenway	NR	60	60	Yes	No change in width
2890	W	10th	ST	200	Protected Bike Lane	GU	90	90	Yes	No change in width
2354	W	10th	ST	1200	Neighborhood Greenway	NR	60	60	Yes	No change in width
1660	W	10th	ST	700		NR	60	60	Yes	No change in width
2892	W	10th	ST	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1649	E	10th	ST	100	Protected Bike Lane	GU	90	90	Yes	No change in width
2889	W	10th	ST	400	Protected Bike Lane	GU	90	90	Yes	No change in width
1643	E	10th	ST	2500	Protected Bike Lane	GU	90	90	Yes	No change in width
1659	W	10th	ST	710		NR	60	60	Yes	No change in width
1879	E	10th	ST	4400	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
2859	E	11th	ST	1100		NR	60	60	Yes	No change in width
1742	E	11th	ST	1000		NR	60	60	Yes	No change in width
2238	W	11th	ST	1200	Protected Bike Lane	NC	74	74	Yes	No change in width
1727	W	11th	ST	1100	Protected Bike Lane	NC	74	74	Yes	No change in width
6917	W	11th	ST	300	Protected Bike Lane	GU	90	90	Yes	No change in width
1732	W	11th	ST	1305	Protected Bike Lane	NC	74	74	Yes	No change in width
1734	W	11th	ST	1610	Protected Bike Lane	NC	74	74	Yes	No change in width
1719	W	11th	ST	911	Protected Bike Lane	NC	74	74	Yes	No change in width

1731	W	11th	ST	1318	Protected Bike Lane	NC	74	74	Yes	No change in width
1725	W	11th	ST	906	Protected Bike Lane	NC	74	74	Yes	No change in width
1716	W	11th	ST	1010	Protected Bike Lane	NC	74	74	Yes	No change in width
1731	W	11th	ST	1318	Protected Bike Lane	NC	74	74	Yes	No change in width
1724	W	11th	ST	900	Protected Bike Lane	NC	74	74	Yes	No change in width
1723	W	11th	ST	800	Protected Bike Lane	NC	74	74	Yes	No change in width
2237	W	11th	ST	1221	Protected Bike Lane	NC	74	74	Yes	No change in width
1743	E	11th	ST	900		NR	60	60	Yes	No change in width
1745	E	11th	ST	700	Bike Lane	NR	60	75	No	Change due to BL rec
1748	E	11th	ST	300	Bike Lane	NR	60	75	No	Change due to BL rec
1749	E	11th	ST	400	Bike Lane	NR	60	75	No	Change due to BL rec
1747	E	11th	ST	200	Bike Lane	NR	60	75	No	Change due to BL rec
1750	E	11th	ST	500	Bike Lane	NR	60	75	No	Change due to BL rec
1746	E	11th	ST	600	Bike Lane	NR	60	75	No	Change due to BL rec
1721	W	11th	ST	420	Protected Bike Lane	GU	90	90	Yes	No change in width
1712	W	11th	ST	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1704	W	11th	ST	600	Protected Bike Lane	GU	90	90	Yes	No change in width
1722	W	11th	ST	700	Protected Bike Lane	NC	74	74	Yes	No change in width
1705	W	11th	ST	676	Protected Bike Lane	NC	74	74	Yes	No change in width
1713	W	11th	ST	200	Protected Bike Lane	GU	90	90	Yes	No change in width
1744	E	11th	ST	800	Bike Lane	NR	60	75	No	Change due to BL rec
1733	W	11th	ST	1420	Protected Bike Lane	NC	74	74	Yes	No change in width
1732	W	11th	ST	1305	Protected Bike Lane	NC	74	74	Yes	No change in width
1734	W	11th	ST	1610	Protected Bike Lane	NC	74	74	Yes	No change in width
1764	E	12th	ST	900		NR	60	60	Yes	No change in width
1793	W	12th	ST	1500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1794	W	12th	ST	1406		NR	60	60	Yes	No change in width
1792	W	12th	ST	1600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1788	W	12th	ST	600		NR	60	60	Yes	No change in width
1768	W	12th	CT	820		NR	60	60	Yes	No change in width
1784	W	12th	ST	800		NR	60	60	Yes	No change in width
1789	W	12th	ST	700		NR	60	60	Yes	No change in width
1769	W	12th	ST	1100		NR	60	60	Yes	No change in width
1767	W	12th	ST	1000		NR	60	60	Yes	No change in width
1771	E	12th	ST	800		NR	60	60	Yes	No change in width
1778	E	12th	ST	400		NR	60	60	Yes	No change in width
1777	E	12th	ST	500		NR	60	60	Yes	No change in width
1780	E	12th	ST	200		NR	60	60	Yes	No change in width
1779	E	12th	ST	300		NR	60	60	Yes	No change in width
1795	W	12th	ST	1310		NR	60	60	Yes	No change in width
6914	W	12th	ST	300		GU	90	72	No	Changed due to no Bike Rec
1781	E	12th	ST	100		NR	60	60	Yes	No change in width
1772	E	12th	ST	700		NR	60	60	Yes	No change in width
1776	E	12th	ST	600		NR	60	60	Yes	No change in width
1809	E	13th	ST	1100		NC	74	60	No	Change due to no bike rec
1828	E	13th	ST	800		NC	74	60	No	Change due to no bike rec
1827	E	13th	ST	900		NC	74	60	No	Change due to no bike rec
1810	E	13th	ST	1000		NC	74	60	No	Change due to no bike rec
1831	E	13th	ST	600		NC	74	60	No	Change due to no bike rec
1829	E	13th	ST	700		NC	74	60	No	Change due to no bike rec

1804	W	13th	ST	1350	Neighborhood Greenway	NR	60	60	Yes	No change in width
3286	W	13th	ST	300		NR	60	60	Yes	No change in width
1819	W	13th	ST	600		NR	60	60	Yes	No change in width
1818	W	13th	ST	700		NR	60	60	Yes	No change in width
1817	W	13th	CT	800		NR	60	60	Yes	No change in width
1811	W	13th	ST	400		NR	60	60	Yes	No change in width
1820	W	13th	ST	500		NR	60	60	Yes	No change in width
1832	E	13th	ST	500		GU	90	72	No	Changed due to no Bike Rec
1855	E	14th	ST	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1854	E	14th	ST	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1847	W	14th	ST	1500		NR	60	60	Yes	No change in width
1865	E	14th	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1857	E	14th	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1852	E	14th	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1866	E	14th	ST		Neighborhood Greenway	NR	60	60	Yes	No change in width
1863	E	14th	ST	450	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1872	W	14th	ST		Neighborhood Greenway	NR	60	60	Yes	No change in width
1875	W	14th	ST	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3177	W	14th	CT	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1842	W	14th	ST	1100		NR	60	60	Yes	No change in width
1843	W	14th	ST	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1860	E	14th	ST	202	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1864	E	14th	ST	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1859	W	14th	ST	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1861	W	14th	ST	200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1862	E	14th	ST	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1853	E	14th	ST	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2787	W	15th	ST	1000		NR	60	60	Yes	No change in width
1884	W	15th	ST	500		NR	60	60	Yes	No change in width
1889	W	15th	ST	1300		NR	74	60	No	No change in width
1885	W	15th	ST	600		NR	60	60	Yes	No change in width
1886	W	15th	ST	700		NR	60	60	Yes	No change in width
1910	W	15th	ST	300		NR	60	60	Yes	No change in width
1883	W	15th	ST	400		NR	60	60	Yes	No change in width
1899	E	15th	ST	200		NR	60	60	Yes	No change in width
1896	E	15th	ST	500		NR	60	60	Yes	No change in width
1897	E	15th	ST	400		NR	60	60	Yes	No change in width
1898	E	15th	ST	300		NR	60	60	Yes	No change in width
1890	W	15th	ST	1500		NR	74	60	No	No change in width
1887	W	15th	ST	1400		NR	74	60	No	No change in width
1901	W	15th	ST	100		NR	60	60	Yes	No change in width
1902	W	15th	ST	200		NR	60	60	Yes	No change in width
1900	E	15th	ST	100		NR	60	60	Yes	No change in width
2531	E	15th	ST	900		NR	60	60	Yes	No change in width
1913	W	16th	ST	1100		NR	74	60	No	No change in width
1926	E	16th	ST	300		NR	60	60	Yes	No change in width
1925	E	16th	ST	200		NR	60	60	Yes	No change in width
1927	E	16th	ST	400		NR	60	60	Yes	No change in width
1918	W	16th	ST	300		NR	60	60	Yes	No change in width
1922	E	16th	ST	100		NR	60	60	Yes	No change in width

1917	W	16th	ST	500		NR	60	60	Yes	No change in width
1935	E	17th	ST	1700	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3254	E	17th	ST	1400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1956	E	17th	ST	1800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1936	E	17th	ST	1500	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1931	E	17th	ST	900	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1932	E	17th	ST	800	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
7065	W	17th	ST			NR	60	60	Yes	No change in width
1947	E	17th	ST	600	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
3244	W	17th	ST	1800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3243	W	17th	ST	1750	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2359	W	17th	ST	1700	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1933	E	17th	ST	1000	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1946	E	17th	ST	500	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1955	W	17th	ST	1400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1943	E	17th	ST	200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1945	E	17th	ST	400	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1944	E	17th	ST	300	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2777	E	17th	ST	1200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
7091	W	17th	ST	2100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1942	E	17th	ST	100	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
7063	W	17th	ST			NR	60	60	Yes	No change in width
1941	W	17th	ST	100	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1940	W	17th	ST	200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1953	W	17th	ST	500	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1948	W	17th	ST	300	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1952	W	17th	ST	700	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1950	W	17th	ST	1020	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1951	W	17th	ST	800	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1966	E	18th	ST	400		NR	60	60	Yes	No change in width
2929	E	18th	ST	300		NR	60	60	Yes	No change in width
1979	E	19th	ST	202	Neighborhood Greenway	NR	60	60	Yes	No change in width
1977	E	19th	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1980	E	19th	ST	116	Neighborhood Greenway	NR	60	60	Yes	No change in width
1978	E	19th	ST	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1982	E	19th	ST	100	Neighborhood Greenway	NR	60	60	Yes	No change in width
1982	E	19th	ST	100	Neighborhood Greenway	NR	60	60	Yes	No change in width
971	E	1st	ST	1800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1003	W	1st	ST	620	Neighborhood Greenway	NR	74	60	No	No change in width
1001	W	1st	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
1000	W	1st	ST	900	Neighborhood Greenway	NR	74	60	No	No change in width
969	E	1st	ST	2000	Neighborhood Greenway	NR	60	60	Yes	No change in width
966	E	1st	ST	2100	Neighborhood Greenway	NR	60	60	Yes	No change in width
983	E	1st	ST	900	Neighborhood Greenway	NR	74	60	No	No change in width
986	E	1st	ST	1200	Neighborhood Greenway	NR	74	60	No	No change in width
983	E	1st	ST	900	Neighborhood Greenway	NR	74	60	No	No change in width
970	E	1st	ST	1920	Neighborhood Greenway	NR	60	60	Yes	No change in width
1002	W	1st	ST	500	Neighborhood Greenway	NR	74	60	No	No change in width
998	E	1st	ST	300	Neighborhood Greenway	NR	74	60	No	No change in width
997	E	1st	ST	200	Neighborhood Greenway	NR	74	60	No	No change in width

997	E	1st	ST	200	Neighborhood Greenway	NR	74	60	No	No change in width
984	E	1st	ST	1000	Neighborhood Greenway	NR	74	60	No	No change in width
985	E	1st	ST	1122	Neighborhood Greenway	NR	74	60	No	No change in width
951	E	1st	ST	1500	Neighborhood Greenway	NR	60	60	Yes	No change in width
987	E	1st	ST	1300	Neighborhood Greenway	NR	74	60	No	No change in width
987	E	1st	ST	1300	Neighborhood Greenway	NR	74	60	No	No change in width
986	E	1st	ST	1200	Neighborhood Greenway	NR	74	60	No	No change in width
957	E	1st	ST	1700	Neighborhood Greenway	NR	60	60	Yes	No change in width
956	E	1st	ST	1600	Neighborhood Greenway	NR	60	60	Yes	No change in width
2801	E	1st	ST	600	Neighborhood Greenway	NR	74	60	No	No change in width
981	E	1st	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
980	E	1st	ST	700	Neighborhood Greenway	NR	74	60	No	No change in width
2800	E	1st	ST	500	Neighborhood Greenway	NR	74	60	No	No change in width
2800	E	1st	ST	500	Neighborhood Greenway	NR	74	60	No	No change in width
981	E	1st	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
998	E	1st	ST	300	Neighborhood Greenway	NR	74	60	No	No change in width
980	E	1st	ST	700	Neighborhood Greenway	NR	74	60	No	No change in width
982	E	1st	ST	820	Neighborhood Greenway	NR	74	60	No	No change in width
985	E	1st	ST	1122	Neighborhood Greenway	NR	74	60	No	No change in width
999	W	1st	ST	400	Neighborhood Greenway	NR	74	60	No	No change in width
995	W	1st	ST	100	Neighborhood Greenway	NR	74	60	No	No change in width
7008	W	1st	ST	276	Neighborhood Greenway	NR	60	60	Yes	No change in width
996	E	1st	ST	100	Neighborhood Greenway	NR	74	60	No	No change in width
994	W	1st	ST	200	Neighborhood Greenway	NR	74	60	No	No change in width
1986	E	20th	ST	200		NR	60	60	Yes	No change in width
2019	W	20th	ST	1210		NR	60	60	Yes	No change in width
2020	W	20th	ST	1100		NR	60	60	Yes	No change in width
1987	E	20th	ST	300		NR	60	60	Yes	No change in width
1049	E	2nd	ST	2400		NC	74	60	No	Change due to no bike rec
1073	E	2nd	ST	1300		NC	74	60	No	Change due to no bike rec
1088	E	2nd	ST	298	Bike Lane	NC	74	68	No	Change due to BL rec
1090	E	2nd	ST	300		NC	74	60	No	Change due to no bike rec
1087	E	2nd	ST	520		NC	74	60	No	Change due to no bike rec
1096	E	2nd	ST	400		NC	74	60	No	Change due to no bike rec
1086	E	2nd	ST	600		NC	74	60	No	Change due to no bike rec
1082	E	2nd	ST	800		NC	74	60	No	Change due to no bike rec
1074	E	2nd	ST	1200		NC	74	60	No	Change due to no bike rec
1063	E	2nd	ST	1500		NC	74	60	No	Change due to no bike rec
1072	E	2nd	ST	1400		NC	74	60	No	Change due to no bike rec
1055	E	2nd	ST	2200		NC	74	60	No	Change due to no bike rec
1058	E	2nd	ST	1900		NC	74	60	No	Change due to no bike rec
1056	E	2nd	ST	1600		NC	74	60	No	Change due to no bike rec
1057	E	2nd	ST	1924	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1060	E	2nd	ST	1800		NC	74	60	No	Change due to no bike rec
1061	E	2nd	ST	1706		NC	74	60	No	Change due to no bike rec
1062	E	2nd	ST	1700		NC	74	60	No	Change due to no bike rec
1059	E	2nd	ST	1810		NC	74	60	No	Change due to no bike rec
1047	E	2nd	ST	2000		NC	74	60	No	Change due to no bike rec
1081	E	2nd	ST	1000		NC	74	60	No	Change due to no bike rec
1067	E	2nd	ST	1100		NC	74	60	No	Change due to no bike rec

1083	E	2nd	ST	700		NC	74	60	No	Change due to no bike rec
1097	W	2nd	ST	650	Bike Lane	GU	90	84	No	Change due to BL rec
1100	W	2nd	ST	800	Bike Lane	GU	90	84	No	Change due to BL rec
1099	W	2nd	ST	400	Bike Lane	GU	90	84	No	Change due to BL rec
1098	W	2nd	ST	300	Bike Lane	GU	90	84	No	Change due to BL rec
7007	W	2nd	ST	276	Bike Lane	GU	90	84	No	Change due to BL rec
1089	E	2nd	ST	200		NC	74	60	No	Change due to no bike rec
1084	W	2nd	ST	200		GU	90	72	No	Changed due to no Bike Rec
2802	W	2nd	ST	100		NC	74	60	No	Change due to no bike rec
1093	E	2nd	ST	100		NC	74	60	No	Change due to no bike rec
2598	W	2nd	ST	1200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2600	W	2nd	ST	1100	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
1101	W	2nd	ST	1000	Bike Lane	GU	90	84	No	Change due to BL rec
1066	E	2nd	ST	2600		NC	74	60	No	Change due to no bike rec
1241	E	3rd	ST	2300	Protected Bike Lane	GU	90	90	Yes	No change in width
3110	W	3rd	ST	2400	Protected Bike Lane	GU	90	90	Yes	No change in width
2871	W	3rd	ST	2300	Protected Bike Lane	GU	90	90	Yes	No change in width
1211	E	3rd	ST	800	Protected Bike Lane	GU	90	90	Yes	No change in width
1210	E	3rd	ST	900	Protected Bike Lane	GU	90	90	Yes	No change in width
1208	E	3rd	ST	1110	Protected Bike Lane	GU	90	90	Yes	No change in width
1209	E	3rd	ST	1000	Protected Bike Lane	GU	90	90	Yes	No change in width
1234	E	3rd	ST	3800	Protected Bike Lane	GU	90	90	Yes	No change in width
1205	E	3rd	ST	1400	Protected Bike Lane	GU	90	90	Yes	No change in width
2605	W	3rd	ST	1610	Protected Bike Lane	GU	90	90	Yes	No change in width
1196	E	3rd	ST	2022	Protected Bike Lane	GU	90	90	Yes	No change in width
1224	E	3rd	ST	3700	Protected Bike Lane	GU	90	90	Yes	No change in width
1230	E	3rd	ST	3620	Protected Bike Lane	GU	90	90	Yes	No change in width
1231	E	3rd	ST		Protected Bike Lane	GU	90	90	Yes	No change in width
1236	E	3rd	ST	4400	Protected Bike Lane	GU	90	90	Yes	No change in width
1229	E	3rd	ST	3500	Protected Bike Lane	GU	90	90	Yes	No change in width
2550	W	3rd	ST	3200	Protected Bike Lane	GU	90	90	Yes	No change in width
2623	W	3rd	ST	3450	Protected Bike Lane	GU	90	90	Yes	No change in width
2548	W	3rd	ST	3100	Protected Bike Lane	GU	90	90	Yes	No change in width
1192	E	3rd	ST	1900	Protected Bike Lane	GU	90	90	Yes	No change in width
1228	E	3rd	ST	3400	Protected Bike Lane	GU	90	90	Yes	No change in width
1197	E	3rd	ST	2001	Protected Bike Lane	GU	90	90	Yes	No change in width
1242	E	3rd	ST	2200	Protected Bike Lane	GU	90	90	Yes	No change in width
1193	E	3rd	ST	2031	Protected Bike Lane	GU	90	90	Yes	No change in width
1195	E	3rd	ST	2100	Protected Bike Lane	GU	90	90	Yes	No change in width
1194	E	3rd	ST	1800	Protected Bike Lane	GU	90	90	Yes	No change in width
1199	E	3rd	ST	1700	Protected Bike Lane	GU	90	90	Yes	No change in width
1198	E	3rd	ST	1991	Protected Bike Lane	GU	90	90	Yes	No change in width
1200	E	3rd	ST	1600	Protected Bike Lane	GU	90	90	Yes	No change in width
1201	E	3rd	ST	1500	Protected Bike Lane	GU	90	90	Yes	No change in width
1214	W	3rd	ST	800		NR	74	60	No	No change in width
1220	W	3rd	ST	1000		NR	74	60	No	No change in width
1213	W	3rd	ST	700		NR	74	60	No	No change in width
1215	W	3rd	ST	900		NR	74	60	No	No change in width
1219	W	3rd	ST	698		NR	74	60	No	No change in width
1252	W	3rd	ST	300	Protected Bike Lane	GU	90	90	Yes	No change in width

1264	W	3rd	ST	400	Protected Bike Lane	GU	90	90	Yes	No change in width
1206	E	3rd	ST	1300	Protected Bike Lane	GU	90	90	Yes	No change in width
1207	E	3rd	ST	1200	Protected Bike Lane	GU	90	90	Yes	No change in width
1265	W	3rd	ST	500		NR	60	60	Yes	No change in width
2184	E	3rd	ST	400	Protected Bike Lane	GU	90	90	Yes	No change in width
2184	E	3rd	ST	400	Protected Bike Lane	GU	90	90	Yes	No change in width
1260	E	3rd	ST	200	Protected Bike Lane	GU	90	90	Yes	No change in width
3317	E	3rd	ST	600	Protected Bike Lane	GU	90	90	Yes	No change in width
1218	W	3rd	ST	600		NR	74	60	No	No change in width
3320	E	3rd	ST	420	Protected Bike Lane	GU	90	90	Yes	No change in width
3320	E	3rd	ST	420	Protected Bike Lane	GU	90	90	Yes	No change in width
3318	E	3rd	ST	500	Protected Bike Lane	GU	90	90	Yes	No change in width
1261	E	3rd	ST	300	Protected Bike Lane	GU	90	90	Yes	No change in width
1258	W	3rd	ST	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1261	E	3rd	ST	300	Protected Bike Lane	GU	90	90	Yes	No change in width
1259	E	3rd	ST	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1259	E	3rd	ST	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1260	E	3rd	ST	200	Protected Bike Lane	GU	90	90	Yes	No change in width
2603	W	3rd	ST	1250	Neighborhood Greenway	NR	74	60	No	No change in width
7060	W	3rd	ST	1230	Neighborhood Greenway	NR	74	60	No	No change in width
2604	W	3rd	ST	1510	Protected Bike Lane	GU	90	90	Yes	No change in width
1223	E	3rd	ST	3050	Protected Bike Lane	GU	90	90	Yes	No change in width
1226	E	3rd	ST	3300	Protected Bike Lane	GU	90	90	Yes	No change in width
1247	E	3rd	ST	2800	Protected Bike Lane	GU	90	90	Yes	No change in width
1248	E	3rd	ST	2700	Protected Bike Lane	GU	90	90	Yes	No change in width
1227	E	3rd	ST		Protected Bike Lane	GU	90	90	Yes	No change in width
1249	E	3rd	ST	2600	Protected Bike Lane	GU	90	90	Yes	No change in width
1246	E	3rd	ST	2500	Protected Bike Lane	GU	90	90	Yes	No change in width
1245	E	3rd	ST	2498	Protected Bike Lane	GU	90	90	Yes	No change in width
3111	W	3rd	ST	2426	Protected Bike Lane	GU	90	90	Yes	No change in width
2553	W	3rd	ST	2500	Protected Bike Lane	GU	90	90	Yes	No change in width
2559	W	3rd	ST	2950	Protected Bike Lane	GU	90	90	Yes	No change in width
2705	W	3rd	ST		Protected Bike Lane	GU	90	90	Yes	No change in width
2552	W	3rd	ST	2800	Protected Bike Lane	GU	90	90	Yes	No change in width
2554	W	3rd	ST	2670	Protected Bike Lane	GU	90	90	Yes	No change in width
2370	W	3rd	ST	1870	Protected Bike Lane	GU	90	90	Yes	No change in width
3191	W	3rd	ST	2120	Protected Bike Lane	GU	90	90	Yes	No change in width
1221	W	3rd	ST	1026		NR	74	60	No	No change in width
1240	E	3rd	ST	2400	Protected Bike Lane	GU	90	90	Yes	No change in width
2562	W	3rd	ST	3800	Protected Bike Lane	GU	90	90	Yes	No change in width
2561	W	3rd	ST	4000	Protected Bike Lane	GU	90	90	Yes	No change in width
3013	W	3rd	ST	4100	Protected Bike Lane	GU	90	90	Yes	No change in width
1222	W	3rd	ST	4080	Protected Bike Lane	GU	90	90	Yes	No change in width
1237	E	3rd	ST	4150	Protected Bike Lane	GU	90	90	Yes	No change in width
1235	E	3rd	ST	4505	Protected Bike Lane	GU	90	90	Yes	No change in width
1301	W	4th	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1281	E	4th	ST	2300		NR	60	60	Yes	No change in width
1309	W	4th	ST	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1301	W	4th	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1279	E	4th	ST	2400		NR	60	60	Yes	No change in width

1282	E	4th	ST	2100		NR	60	60	Yes	No change in width
1284	E	4th	ST	2000		NR	60	60	Yes	No change in width
1308	W	4th	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1308	W	4th	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1309	W	4th	ST	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1310	W	4th	ST	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1303	W	4th	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1303	W	4th	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1293	W	4th	ST	100	Bike Lane	GU	90	84	No	Change due to BL rec
7000	W	4th	ST	216	Bike Lane	GU	90	84	No	Change due to BL rec
1307	W	4th	ST	300	Bike Lane	GU	90	84	No	Change due to BL rec
1291	E	4th	ST	200	Bike Lane	GU	90	84	No	Change due to BL rec
1290	E	4th	ST	300	Bike Lane	GU	90	84	No	Change due to BL rec
2081	W	4th	ST	200	Bike Lane	GU	90	84	No	Change due to BL rec
1292	E	4th	ST	100	Bike Lane	GU	90	84	No	Change due to BL rec
1288	E	4th	ST	500	Bike Lane	GU	90	84	No	Change due to BL rec
1289	E	4th	ST	400	Bike Lane	GU	90	84	No	Change due to BL rec
1304	W	4th	ST	400	Bike Lane	GU	90	84	No	Change due to BL rec
1339	E	5th	ST	2400		NR	60	60	Yes	No change in width
1319	E	5th	ST	2500		NR	60	60	Yes	No change in width
1380	E	5th	ST	2100		NR	60	60	Yes	No change in width
1381	E	5th	ST	2200		NR	60	60	Yes	No change in width
1374	E	5th	ST	2300		NR	60	60	Yes	No change in width
1377	E	5th	ST	2000		NR	60	60	Yes	No change in width
1318	E	5th	ST	2600		NR	60	60	Yes	No change in width
1405	W	6th	ST	800		NR	60	60	Yes	No change in width
1409	W	6th	ST	900		NR	60	60	Yes	No change in width
2609	W	6th	ST	1000		NR	60	60	Yes	No change in width
1403	W	6th	ST	700		NR	60	60	Yes	No change in width
2612	W	6th	ST	1300		NR	60	60	Yes	No change in width
1408	W	6th	ST	600		NR	60	60	Yes	No change in width
1407	W	6th	ST	500		NR	60	60	Yes	No change in width
2722	W	6th	ST	1100		NR	60	60	Yes	No change in width
2723	W	6th	ST	1200		NR	60	60	Yes	No change in width
2472	W	6th	ST	1400		NR	60	60	Yes	No change in width
1406	W	6th	ST	400		GU	90	72	No	Changed due to no Bike Rec
1411	W	6th	ST	300		GU	90	72	No	Changed due to no Bike Rec
6996	W	6th	ST	306		GU	90	72	No	Changed due to no Bike Rec
1397	E	6th	ST	400		GU	90	72	No	Changed due to no Bike Rec
1401	W	6th	ST	100		GU	90	72	No	Changed due to no Bike Rec
1396	E	6th	ST	500		GU	90	72	No	Changed due to no Bike Rec
1400	E	6th	ST	100		GU	90	72	No	Changed due to no Bike Rec
1388	W	6th	ST	200		GU	90	72	No	Changed due to no Bike Rec
1399	E	6th	ST	200		GU	90	72	No	Changed due to no Bike Rec
1398	E	6th	ST	300		GU	90	72	No	Changed due to no Bike Rec
1440	E	7th	ST	1000	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
1492	W	7th	ST	1600		NR	60	60	Yes	No change in width
1426	E	7th	ST	1800	Protected Bike Lane	NC	74	74	Yes	No change in width
1500	E	7th	ST	1500	Protected Bike Lane	NC	74	74	Yes	No change in width
1443	E	7th	ST	1600	Protected Bike Lane	NC	74	74	Yes	No change in width

2719	E	7th	ST	1300	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
1441	E	7th	ST	900	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
1446	E	7th	ST	700	Protected Bike Lane	NC	74	74	Yes	No change in width
3183	E	7th	ST	1140	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
1460	E	7th	ST	400	Protected Bike Lane	NC	74	74	Yes	No change in width
1462	E	7th	ST	600	Protected Bike Lane	NC	74	74	Yes	No change in width
1461	E	7th	ST	500	Protected Bike Lane	NC	74	74	Yes	No change in width
1423	E	7th	ST	2500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1449	E	7th	ST	2400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1433	E	7th	ST	2200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1432	E	7th	ST	2300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1420	E	7th	ST	2600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1434	E	7th	ST	2100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1435	E	7th	ST	2000	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1427	E	7th	ST	1900	Protected Bike Lane	NC	74	74	Yes	No change in width
2917	E	7th	ST	2650	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1476	W	7th	ST	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1478	W	7th	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1471	W	7th	ST	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1472	W	7th	ST	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1477	W	7th	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1485	W	7th	ST	1100	Neighborhood Greenway	NR	60	60	Yes	No change in width
1479	W	7th	ST	400	Protected Bike Lane	NC	74	74	Yes	No change in width
1475	W	7th	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
6995	W	7th	ST	376	Protected Bike Lane	NC	74	74	Yes	No change in width
1473	W	7th	ST	300	Protected Bike Lane	NC	74	74	Yes	No change in width
1459	E	7th	ST	300	Protected Bike Lane	NC	74	74	Yes	No change in width
1455	W	7th	ST	200	Protected Bike Lane	NC	74	74	Yes	No change in width
1456	W	7th	ST	100	Protected Bike Lane	NC	74	74	Yes	No change in width
1445	E	7th	ST	800	Protected Bike Lane	NC	74	74	Yes	No change in width
1458	E	7th	ST	200	Protected Bike Lane	NC	74	74	Yes	No change in width
1457	E	7th	ST	100	Protected Bike Lane	NC	74	74	Yes	No change in width
1488	W	7th	ST	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1489	W	7th	ST	1200	Neighborhood Greenway	NR	60	60	Yes	No change in width
1490	W	7th	ST	1500		NR	60	60	Yes	No change in width
1566	W	8th	ST	1600		NR	60	60	Yes	No change in width
1519	E	8th	ST	900		NR	60	60	Yes	No change in width
1522	E	8th	ST	700		NR	60	60	Yes	No change in width
1535	E	8th	ST	600		NR	60	60	Yes	No change in width
1521	E	8th	ST	800		NR	60	60	Yes	No change in width
1549	W	8th	ST	700		NR	60	60	Yes	No change in width
1562	W	8th	ST	1700		NR	60	60	Yes	No change in width
2780	E	8th	ST	500		NR	60	60	Yes	No change in width
1534	E	8th	ST	400		NR	60	60	Yes	No change in width
1536	E	8th	ST	300		NR	60	60	Yes	No change in width
2310	W	8th	ST	1400		NR	60	60	Yes	No change in width
1567	W	8th	ST	1500		NR	60	60	Yes	No change in width
1525	E	8th	ST	2400		NR	60	60	Yes	No change in width
1551	W	8th	ST	900		NR	60	60	Yes	No change in width
1565	W	8th	ST	1200		NR	60	60	Yes	No change in width

1453	E	8th	ST	2500		NR	60	60	Yes	No change in width
1530	E	8th	ST	2300		NR	60	60	Yes	No change in width
1529	E	8th	ST	2200		NR	60	60	Yes	No change in width
1555	W	8th	ST	1100		NR	60	60	Yes	No change in width
1554	W	8th	ST	1098		NR	60	60	Yes	No change in width
1552	W	8th	ST	910		NR	60	60	Yes	No change in width
1550	W	8th	ST	800		NR	60	60	Yes	No change in width
1553	W	8th	ST	1000		NR	60	60	Yes	No change in width
7041	W	8th	ST	300		NR	60	60	Yes	No change in width
1540	W	8th	ST	200		GU	90	72	No	Changed due to no Bike Rec
1547	W	8th	ST	500		NR	60	60	Yes	No change in width
1548	W	8th	ST	600		NR	60	60	Yes	No change in width
1562	W	8th	ST	1700		NR	60	60	Yes	No change in width
2301	W	8th	ST	400		NR	60	60	Yes	No change in width
1537	E	8th	ST	200		NR	60	60	Yes	No change in width
1539	W	8th	ST	100		GU	90	72	No	Changed due to no Bike Rec
1538	E	8th	ST	100		NR	60	60	Yes	No change in width
2779	E	8th	ST	410		NR	60	60	Yes	No change in width
1567	W	8th	ST	1500		NR	60	60	Yes	No change in width
1607	W	9th	ST	1000		NR	60	60	Yes	No change in width
1600	E	9th	ST	400		NR	60	60	Yes	No change in width
1596	E	9th	ST	500		NR	60	60	Yes	No change in width
1601	E	9th	ST	600		NR	60	60	Yes	No change in width
1594	E	9th	ST	416		NR	60	60	Yes	No change in width
1599	E	9th	ST	300		NR	60	60	Yes	No change in width
1587	E	9th	ST	700		NR	60	60	Yes	No change in width
1586	E	9th	ST	800		NR	60	60	Yes	No change in width
1606	W	9th	ST	1100		NR	60	60	Yes	No change in width
1609	W	9th	ST	800		NR	60	60	Yes	No change in width
1608	W	9th	ST	900		NR	60	60	Yes	No change in width
1610	W	9th	ST	700		NR	60	60	Yes	No change in width
1611	W	9th	ST	600		NR	60	60	Yes	No change in width
2888	W	9th	ST	200		GU	90	72	No	Changed due to no Bike Rec
2887	W	9th	ST	100		GU	90	72	No	Changed due to no Bike Rec
1597	E	9th	ST	100		NR	60	60	Yes	No change in width
1598	E	9th	ST	200		NR	60	60	Yes	No change in width
1593	E	9th	ST	414		NR	60	60	Yes	No change in width
208	S	Abby	LN	3100		NR	60	60	Yes	No change in width
173	S	Abby	LN	3200		NR	60	60	Yes	No change in width
188	S	Abby	LN	3150		NR	60	60	Yes	No change in width
2440	W	Acacia	CT	1200		NR	60	60	Yes	No change in width
154	S	Acadia	CT	3260		NR	60	60	Yes	No change in width
146	S	Acadia	CT	3250		NR	60	60	Yes	No change in width
193	S	Acadia	CT	3000		NR	60	60	Yes	No change in width
2945		Access Drive N to College Mall				NR	60	60	Yes	No change in width
2944		Access Drive to Eastland Plaza				NR	60	60	Yes	No change in width
2731		Access Drive to Hospital EMT				NR	74	60	No	No change in width

2976		Access Drive to IU Simon Music				NR	60	60	Yes	No change in width
2978		Access Drive to IU Simon Music			Multi-use Path	NR	60	64	No	Change due to MUP rec
3018		Access Drive to Showplace West				NR	60	60	Yes	No change in width
1629		Access Drive to Tulip Tree				NR	60	60	Yes	No change in width
3093	W	Acuff	RD	1000		NC	74	60	No	Change due to no bike rec
3094	W	Acuff	RD	1160		NC	74	60	No	Change due to no bike rec
946	E	Adair	LN	3400		NR	60	60	Yes	No change in width
3134	S	Adams	ST	2400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3135	S	Adams	ST	2610	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3128	S	Adams	ST			NC	74	60	No	Change due to no bike rec
3129	S	Adams	ST	2770	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3057	S	Adams	ST	2300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1568	N	Adams	ST	500	Protected Bike Lane	NC	74	74	Yes	No change in width
6990	N	Adams	ST	401	Protected Bike Lane	NC	74	74	Yes	No change in width
1667	N	Adams	ST	625	Protected Bike Lane	NC	74	74	Yes	No change in width
1617	N	Adams	ST	600	Protected Bike Lane	NC	74	74	Yes	No change in width
3185	S	Adams	ST	500	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2596	S	Adams	ST	600	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
7067	S	Adams	ST	510	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2618	S	Adams	ST	200	Protected Bike Lane	GU	90	90	Yes	No change in width
2614	N	Adams	ST	100	Protected Bike Lane	NC	74	74	Yes	No change in width
2611	N	Adams	ST	200	Protected Bike Lane	NC	74	74	Yes	No change in width
1487	N	Adams	ST	300	Protected Bike Lane	NC	74	74	Yes	No change in width
2969	S	Adams	ST	810	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
3045	S	Adams	ST	576	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2838	W	Adams Hill	CIR	1470		NR	74	60	No	No change in width
2938	W	Adams Hill	CIR	1385		NR	74	60	No	No change in width
3241	W	Adams Hill	CIR	1300		NR	74	60	No	No change in width
2950	W	Adams Hill	CIR	1400		NR	74	60	No	No change in width
2837	W	Adams Hill	CIR	1490		NR	74	60	No	No change in width
3242	W	Adams Hill	CIR	1200		NR	60	60	Yes	No change in width
3235	W	Adams Hill	CIR	1346		NR	74	60	No	No change in width
3051	W	Addisyn	LN	1750		NR	60	60	Yes	No change in width
3052	S	Addisyn	LN	2550		NR	60	60	Yes	No change in width
3060	W	Addisyn	LN	1700		NR	60	60	Yes	No change in width
3061	S	Addisyn	LN	2566		NR	60	60	Yes	No change in width
3049	W	Addisyn	LN	1800		NR	60	60	Yes	No change in width
2983	W	Alder	CT	2900		NR	60	60	Yes	No change in width
2579	W	Alexander	DR			NC	74	60	No	Change due to no bike rec
2355	N	Alexander	ST	600		NR	60	60	Yes	No change in width
2241	N	Alexander	ST	608		NR	60	60	Yes	No change in width
2240	N	Alexander	ST	650		NR	60	60	Yes	No change in width
1574	E	Alice	ST	400		NR	60	60	Yes	No change in width
7010	W	Allen	ST	276	Neighborhood Greenway	NR	60	60	Yes	No change in width
2214	S	Allen	CT	3900		NR	60	60	Yes	No change in width
3082	W	Allen	ST	1180	Bike Lane	NC	74	68	No	Change due to BL rec

2827	W	Allen	ST	1350	Bike Lane	NC	74	68	No	Change due to BL rec
2654	W	Allen	ST	600	Neighborhood Greenway	NR	74	60	No	No change in width
782	W	Allen	ST	2020	Bike Lane	NC	74	68	No	Change due to BL rec
784	W	Allen	ST	2030	Bike Lane	NC	74	68	No	Change due to BL rec
814	W	Allen	ST	1900	Bike Lane	NC	74	68	No	Change due to BL rec
2250	W	Allen	ST	2000	Bike Lane	NC	74	68	No	Change due to BL rec
783	W	Allen	ST	2016	Bike Lane	NC	74	68	No	Change due to BL rec
773	E	Allen	ST	416	Neighborhood Greenway	NR	60	60	Yes	No change in width
772	E	Allen	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
775	E	Allen	ST	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
774	E	Allen	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
776	E	Allen	ST	200	Neighborhood Greenway	NR	60	60	Yes	No change in width
2651	W	Allen	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
2660	W	Allen	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
2655	W	Allen	ST	190	Neighborhood Greenway	NR	60	60	Yes	No change in width
777	E	Allen	ST	100	Neighborhood Greenway	NR	60	60	Yes	No change in width
3081	W	Allen	ST	900	Bike Lane	NC	74	68	No	Change due to BL rec
812	W	Allen	ST	1800	Bike Lane	NC	74	68	No	Change due to BL rec
813	W	Allen	ST	1876	Bike Lane	NC	74	68	No	Change due to BL rec
6958	W	Allen	ST	1650	Bike Lane	NC	74	68	No	Change due to BL rec
84	E	Allendale	DR	700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
182	S	Allendale	DR	3200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3189	S	Allendale	DR	3300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
148	E	Allendale	CT	1300		NR	60	60	Yes	No change in width
3188	S	Allendale	DR	3216	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
200	S	Allendale	DR	3100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
90	E	Allendale	DR	1200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
86	E	Allendale	DR	1002	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
88	E	Allendale	DR	1216	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
89	E	Allendale	DR	1286	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
91	E	Allendale	DR	950	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
93	E	Allendale	DR	800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
92	E	Allendale	DR	900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
97	E	Allendale	DR	600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
100	E	Allendale	DR	1150	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
129	S	Allendale	DR	3400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
85	E	Allendale	DR	1300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
101	E	Allendale	DR	1100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
102	E	Allendale	DR	1050	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
109	S	Allendale	DR	3500	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
426	E	Alpine	TRL	700		NR	60	60	Yes	No change in width
425	E	Alpine	TRL	800		NR	60	60	Yes	No change in width
2961	W	Amaryllis	DR	500		NR	60	60	Yes	No change in width
1511	E	Amy	LN	3020		NR	60	60	Yes	No change in width
1630	W	Amy Robinson	DR	600		NR	60	60	Yes	No change in width
2975	S	Andrew	CIR	1500		NR	60	60	Yes	No change in width
2972	S	Andrew	CIR	1608		NR	60	60	Yes	No change in width
3027	S	Andrew	CIR	1558		NR	60	60	Yes	No change in width
2971	S	Andrew	CIR	1600		NR	60	60	Yes	No change in width
3026	S	Andrew	CIR	1503		NR	60	60	Yes	No change in width

967	S	Anita	ST	700		NR	60	60	Yes	No change in width
2319	S	Anita	ST	800		NR	60	60	Yes	No change in width
1051	S	Anita	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
5784	S	Anna Lee	LN	500		NR	60	60	Yes	No change in width
947	S	Anthony	CT	800		NR	60	60	Yes	No change in width
701	W	Apple Tree	CT	4124		NR	60	60	Yes	No change in width
716	W	Apple Tree	CT	4100		NR	60	60	Yes	No change in width
715	S	Apple Tree	PL	1200		NR	60	60	Yes	No change in width
3157	S	Arbor Ridge	CT	1500		NR	60	60	Yes	No change in width
3158	W	Arbor Ridge	WAY	1960		NR	60	60	Yes	No change in width
3156	W	Arbor Ridge	WAY	1900		NR	60	60	Yes	No change in width
3028	S	Arbors	LN	1500		NR	60	60	Yes	No change in width
3029	S	Arbors	LN	1505		NR	60	60	Yes	No change in width
1174	S	Arbutus	DR	300		NR	60	60	Yes	No change in width
1048	S	Arbutus	DR	500		NR	60	60	Yes	No change in width
3184	W	Arch Haven	AVE	1300		NR	60	60	Yes	No change in width
517	E	Arden	DR	2100	Neighborhood Greenway	NR	74	60	No	No change in width
2292	E	Arden	DR	2002	Neighborhood Greenway	NR	74	60	No	No change in width
527	E	Arden	DR	1700	Neighborhood Greenway	NR	74	60	No	No change in width
523	E	Arden	DR	1900	Neighborhood Greenway	NR	74	60	No	No change in width
514	E	Arden	DR	2306	Neighborhood Greenway	NR	74	60	No	No change in width
519	E	Arden	DR	2210	Neighborhood Greenway	NR	74	60	No	No change in width
520	E	Arden	DR	2110	Neighborhood Greenway	NR	74	60	No	No change in width
2040	W	Arlington	RD	2024		NC	74	60	No	Change due to no bike rec
3003	W	Arlington	RD	2900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
7236	W	Arlington	RD	2120	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1954	W	Arlington	RD	1450	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3001	W	Arlington	RD	2026	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2018	W	Arlington	RD	1910	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2026	W	Arlington	RD	2020	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
7064	W	Arlington	RD			NR	60	60	Yes	No change in width
3002	W	Arlington	RD	2610	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2475	N	Arlington Park	DR	1350		NR	60	60	Yes	No change in width
1995	W	Arlington Valley	DR			NR	60	60	Yes	No change in width
2006	W	Arlington Valley	DR			NR	60	60	Yes	No change in width
2001	W	Arlington Valley	DR			NR	60	60	Yes	No change in width
2000	W	Arlington Valley	DR			NR	60	60	Yes	No change in width
2007	W	Arlington Valley	DR			NR	60	60	Yes	No change in width
1996	W	Arlington Valley	DR			NR	60	60	Yes	No change in width
6916	N	Ashlynn Park	DR	700		GU	90	72	No	Changed due to no Bike Rec
75	S	Ashwood	DR	3500		NR	60	60	Yes	No change in width
104	E	Ashwood	CT	2300		NR	60	60	Yes	No change in width
74	E	Ashwood	LN	2100		NR	60	60	Yes	No change in width
76	E	Ashwood	LN	2000		NR	60	60	Yes	No change in width
110	S	Ashwood	DR	3400		NR	60	60	Yes	No change in width
83	E	Ashwood	CIR	2200		NR	60	60	Yes	No change in width
96	S	Ashwood	DR	3434		NR	60	60	Yes	No change in width
2595	W	Aspen	CT	1200		NR	60	60	Yes	No change in width
2940	S	Atlee	ST	2600		NR	60	60	Yes	No change in width
2942	S	Atlee	ST	2700		NR	60	60	Yes	No change in width

2941	S	Atlee	ST	2800		NR	60	60	Yes	No change in width
443	S	Atlee	CT	2900		NR	60	60	Yes	No change in width
3311	E	Atwater	AVE	600		GU	90	72	No	Changed due to no Bike Rec
3310	E	Atwater	AVE	410		GU	90	72	No	Changed due to no Bike Rec
3314	E	Atwater	TURN			NR	60	60	Yes	No change in width
1184	E	Atwater	AVE	800		GU	90	72	No	Changed due to no Bike Rec
2821	E	Atwater	AVE	900		GU	90	72	No	Changed due to no Bike Rec
2822	E	Atwater	AVE	1000		GU	90	72	No	Changed due to no Bike Rec
1183	E	Atwater	AVE	1100		GU	90	72	No	Changed due to no Bike Rec
1187	E	Atwater	AVE	1300		GU	90	72	No	Changed due to no Bike Rec
1168	E	Atwater	AVE	2000		GU	90	72	No	Changed due to no Bike Rec
2817	E	Atwater	AVE	1700		GU	90	72	No	Changed due to no Bike Rec
2815	E	Atwater	AVE	1600		GU	90	72	No	Changed due to no Bike Rec
1172	E	Atwater	AVE	1900		GU	90	72	No	Changed due to no Bike Rec
1170	E	Atwater	AVE	1800		GU	90	72	No	Changed due to no Bike Rec
1188	E	Atwater	AVE	1400		GU	90	72	No	Changed due to no Bike Rec
1171	E	Atwater	AVE	1500		GU	90	72	No	Changed due to no Bike Rec
3316	E	Atwater	AVE	300		GU	90	72	No	Changed due to no Bike Rec
1182	E	Atwater	AVE	1200		GU	90	72	No	Changed due to no Bike Rec
1178	E	Atwater	AVE	700		GU	90	72	No	Changed due to no Bike Rec
745	S	Auto Mall	RD	900		GU	90	72	No	Changed due to no Bike Rec
203	S	Autumn	CT	3100		NR	60	60	Yes	No change in width
184	S	Autumn	LN	3200		NR	60	60	Yes	No change in width
185	E	Autumn	DR	2300		NR	60	60	Yes	No change in width
202	E	Autumn	DR	2200		NR	60	60	Yes	No change in width
2517	E	Azalea	LN	1100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2510	S	Azalea	LN	2100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2508	E	Azalea	LN	900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2511	E	Azalea	LN	1010	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2515	E	Azalea	LN	1026	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
60	S	Bainbridge	DR	3710	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
59	S	Bainbridge	DR	3800		NR	60	60	Yes	No change in width
49	S	Bainbridge	DR	3826		NR	60	60	Yes	No change in width
116	S	Bainbridge	DR	3500		NR	60	60	Yes	No change in width
68	S	Bainbridge	DR	3600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
99	S	Bainbridge	DR	3512		NR	60	60	Yes	No change in width
3143	S	Baldwin	DR	908		NR	60	60	Yes	No change in width
2882	S	Baldwin	DR	850	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3144	S	Baldwin	DR	880		NR	60	60	Yes	No change in width
2002	E	Balfour	ST			NR	60	60	Yes	No change in width
2977	S	Ballantine	RD	100		NR	60	60	Yes	No change in width
710	S	Ballantine	RD	1000		NR	60	60	Yes	No change in width
797	S	Ballantine	RD	998		NR	60	60	Yes	No change in width
1179	S	Ballantine	RD	300		GU	90	72	No	Changed due to no Bike Rec
1125	S	Ballantine	RD	400		NR	60	60	Yes	No change in width
806	S	Ballantine	RD	900		NR	60	60	Yes	No change in width
976	S	Ballantine	RD	700		NR	60	60	Yes	No change in width
1071	S	Ballantine	RD	500		NR	60	60	Yes	No change in width
1014	S	Ballantine	RD	600		NR	60	60	Yes	No change in width
2102	N	Bankers	DR	2900		NR	60	60	Yes	No change in width

284	S	Banta	AVE	2500		NR	60	60	Yes	No change in width
229	S	Banta	AVE	2700		NR	60	60	Yes	No change in width
2064	N	Barbara	DR	2400		NR	60	60	Yes	No change in width
2429	E	Barrington	DR	3701		NR	60	60	Yes	No change in width
2428	E	Barrington	DR			NR	60	60	Yes	No change in width
3196	E	Barrington	DR	3800		NR	60	60	Yes	No change in width
3171	S	Basswood	DR	450		NR	60	60	Yes	No change in width
2229	S	Basswood	DR	1076		NR	60	60	Yes	No change in width
624	S	Basswood	CIR	1100		NR	60	60	Yes	No change in width
625	S	Basswood	DR	1200		NR	60	60	Yes	No change in width
575	S	Basswood	CIR	1370		NR	60	60	Yes	No change in width
574	S	Basswood	DR	1550		NR	60	60	Yes	No change in width
623	S	Basswood	CIR	1000		NR	60	60	Yes	No change in width
3085	S	Basswood	DR	900		NR	60	60	Yes	No change in width
3084	S	Basswood	DR	700		NR	60	60	Yes	No change in width
566	S	Basswood	DR	1900		NR	60	60	Yes	No change in width
2230	S	Basswood	DR	1050		NR	60	60	Yes	No change in width
3083	S	Basswood	DR	950		NR	60	60	Yes	No change in width
2357	E	Bayberry	CT	700		NR	60	60	Yes	No change in width
2356	S	Bayberry	DR	2100		NR	60	60	Yes	No change in width
2358	E	Bayberry	CT	600		NR	60	60	Yes	No change in width
8	S	Baytree	LN	3900		NR	60	60	Yes	No change in width
1670	E	Beacon	CT	4300		NR	60	60	Yes	No change in width
368	S	Belhaven	CT	2200		NR	60	60	Yes	No change in width
2620	N	Bell Trace	DR	500		NR	60	60	Yes	No change in width
2621	N	Bell Trace	CT	600		NR	60	60	Yes	No change in width
2619	N	Bell Trace	DR	514		NR	60	60	Yes	No change in width
3142	N	Bell Trace	CIR	700		NR	60	60	Yes	No change in width
5189	W	Belle	AVE	4200		NR	60	60	Yes	No change in width
5710	W	Belle	AVE	4300		NR	60	60	Yes	No change in width
1165	W	Belle	AVE	4600		NR	60	60	Yes	No change in width
1166	W	Belle	AVE	4650		NR	60	60	Yes	No change in width
1164	W	Belle	AVE	4500		NR	60	60	Yes	No change in width
7215	W	Belle	AVE	4400		NR	60	60	Yes	No change in width
1163	W	Belle	AVE	4450		NR	60	60	Yes	No change in width
3012	W	Belle	AVE	4350		NR	60	60	Yes	No change in width
2853	E	Bennington	BLVD	3900		NR	60	60	Yes	No change in width
2277	E	Bennington	BLVD	4000		NR	60	60	Yes	No change in width
2275	E	Bennington	BLVD	4040	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
7	E	Benson	CT	1200		NR	60	60	Yes	No change in width
1	E	Benson	CT	1100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2506	S	Bent Tree	DR	2100		NR	60	60	Yes	No change in width
2504	S	Bent Tree	DR	2200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
450	S	Berkley North	CT	1900		NR	60	60	Yes	No change in width
440	S	Berkley South	CT	2000		NR	60	60	Yes	No change in width
18	E	Berkshire	CT	1100		NR	60	60	Yes	No change in width
2458	S	Bernard	DR	2000		NR	60	60	Yes	No change in width
963	E	Bill Mallory	BLVD	4420	Neighborhood Greenway	NR	60	60	Yes	No change in width
962	E	Bill Mallory	BLVD	4300	Neighborhood Greenway	NR	60	60	Yes	No change in width
961	E	Bill Mallory	BLVD	4400	Neighborhood Greenway	NR	60	60	Yes	No change in width

2278	E	Bill Mallory	BLVD	4200	Neighborhood Greenway	NR	60	60	Yes	No change in width
465	S	Birch	LN	1700		NR	60	60	Yes	No change in width
2664	N	Bittersweet	DR			NR	60	60	Yes	No change in width
1998	N	Bittersweet	DR			NR	60	60	Yes	No change in width
1506	E	Blackstone	CT	4500		NR	60	60	Yes	No change in width
1766	N	Blair	AVE	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1720	N	Blair	AVE	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2786	N	Blair	AVE	1100		NR	60	60	Yes	No change in width
1835	N	Blair	AVE	970	Neighborhood Greenway	NR	60	60	Yes	No change in width
1816	N	Blair	AVE	924	Neighborhood Greenway	NR	60	60	Yes	No change in width
1720	N	Blair	AVE	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
7005		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
7006		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
7004		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
7002		B-Line Trail			Multi-use Trail		0	0	Yes	
6991		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
6997		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
6994		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
6998		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
7003		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
7079		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
6993		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
6999		B-Line Trail			Multi-use Trail	NR	60	60	Yes	
7001		B-Line Trail			Multi-use Trail	GU	90	90	Yes	
543	W	Bloomfield	RD		Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2302	W	Bloomfield	RD	1950	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
485	W	Bloomfield	RD	2950	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
474	W	Bloomfield	RD		Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
472	W	Bloomfield	RD		Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
545	W	Bloomfield	RD		Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
552	W	Bloomfield	RD	2900	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
565	W	Bloomfield	RD	2700	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
605	W	Bloomfield	RD	2400	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2303	W	Bloomfield	RD	2200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
735	W	Bloomfield	RD	1670	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
5772	W	Bloomfield	RD	1480	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2369	W	Bloomfield	RD	1366	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2597	W	Bloomfield	RD	1300	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
533	W	Bloomfield	RD		Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
752	W	Bloomfield	RD	1660	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
785	W	Bloomfield	RD	1600	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
912	W	Bloomfield	RD	1400	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2109	N	Blue Ridge	CT	2700		NR	60	60	Yes	No change in width
2113	E	Blue Ridge	DR	109		NR	60	60	Yes	No change in width
2117	E	Blue Ridge	DR	300		NR	60	60	Yes	No change in width
2118	N	Blue Ridge	DR	2800		NR	60	60	Yes	No change in width
2115	E	Blue Ridge	DR	430		NR	60	60	Yes	No change in width
2112	E	Blue Ridge	DR	100		NR	60	60	Yes	No change in width
2110	N	Blue Slopes	DR	2800		NR	60	60	Yes	No change in width
548	E	Bluff	CT	2700		NR	60	60	Yes	No change in width

606	E	Boston	RD	2400		NR	60	60	Yes	No change in width
3261	S	Boulder	CT	2300		NR	60	60	Yes	No change in width
836	E	Bradley	ST	3500	Neighborhood Greenway	NR	60	60	Yes	No change in width
174	S	Bradshire	CT	3200		NR	60	60	Yes	No change in width
197	E	Bradshire	ST	1400		NR	60	60	Yes	No change in width
204	E	Bradshire	ST	1500		NR	60	60	Yes	No change in width
199	E	Bradshire	ST	1324		NR	60	60	Yes	No change in width
3220	W	Brady	CT	1200		NR	60	60	Yes	No change in width
1436	E	Braeside	DR	3200		NR	60	60	Yes	No change in width
268	S	Brandon	CT	2300		NR	60	60	Yes	No change in width
3073	E	Breckenmore	DR	3900		NR	60	60	Yes	No change in width
2768	E	Brenda	LN	700		NR	60	60	Yes	No change in width
2771	E	Brenda	LN	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
2761	S	Brenda	LN	1400		NR	60	60	Yes	No change in width
2163	W	Briarcliff	DR	1020		NR	60	60	Yes	No change in width
2162	W	Briarcliff	DR	800		NR	60	60	Yes	No change in width
2179	W	Briarcliff	DR	1140		NR	60	60	Yes	No change in width
2943	E	Bricklin	CT	3000		NR	60	60	Yes	No change in width
2433	E	Bridgestone	DR	4400		NR	60	60	Yes	No change in width
2435	E	Bridgestone	DR	4380		NR	60	60	Yes	No change in width
2434	E	Bridgestone	DR	4300		NR	60	60	Yes	No change in width
2367	E	Bridgewater	CT	3700		NR	60	60	Yes	No change in width
2849	S	Brighton	CRST	900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2720	E	Brighton	AVE	3650	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2848	S	Brighton	CRST	912	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2845	E	Brighton	CRST	3900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2697	E	Brighton	AVE	3600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2881	E	Brighton	AVE	3800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2833	E	Brighton	AVE	3700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2842	S	Brighton	CRST	922	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2841	E	Brighton	CRST	3914	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2851	S	Brighton	CRST	800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
390	E	Brigs	BND	2700		NR	60	60	Yes	No change in width
238	S	Brittany	LN	2400		NR	60	60	Yes	No change in width
322	S	Broadview	DR	2400		NR	60	60	Yes	No change in width
2963	W	Brookdale	DR	302		NR	60	60	Yes	No change in width
2960	W	Brookdale	DR	300		NR	60	60	Yes	No change in width
683	S	Brooks	DR	1100		NR	60	60	Yes	No change in width
628	S	Brooks	DR	1200		NR	60	60	Yes	No change in width
157	S	Brookside	DR	2800		NR	60	60	Yes	No change in width
119	S	Brookside	DR	2810		NR	60	60	Yes	No change in width
2411	E	Brookstone	CT	3400		NR	60	60	Yes	No change in width
313	S	Brown	AVE	2400		NR	60	60	Yes	No change in width
352	S	Brown	AVE	2300		NR	60	60	Yes	No change in width
2029	N	Browncliff	LN	2760		NR	60	60	Yes	No change in width
142	E	Browning	LN	1500		NR	60	60	Yes	No change in width
3186	E	Browning	LN	1400		NR	60	60	Yes	No change in width
3187	E	Browning	CT	1300		NR	60	60	Yes	No change in width
149	S	Browning	PL	3300		NR	60	60	Yes	No change in width
1026	E	Brownridge	RD	3716		NR	60	60	Yes	No change in width

1027	E	Brownridge	RD	3700		NR	60	60	Yes	No change in width
959	E	Brownridge	RD	3500		NR	60	60	Yes	No change in width
1028	E	Brownridge	RD	3600		NR	60	60	Yes	No change in width
1044	E	Brownridge	RD	3800		NR	60	60	Yes	No change in width
2788	E	Brownstone	DR	150		NR	60	60	Yes	No change in width
1830	E	Brownstone	DR	300		NR	60	60	Yes	No change in width
2844	S	Brumley	CT	920		NR	60	60	Yes	No change in width
255	S	Bryan	ST	2620		NR	60	60	Yes	No change in width
308	S	Bryan	ST	2400		NR	60	60	Yes	No change in width
342	S	Bryan	ST	2300		NR	60	60	Yes	No change in width
309	S	Bryan	ST	2430	Neighborhood Greenway	NR	60	60	Yes	No change in width
2701	S	Bryan	ST	2500	Neighborhood Greenway	NR	60	60	Yes	No change in width
2700	S	Bryan	ST	2600		NR	60	60	Yes	No change in width
1286	S	Bryan	AVE	100		NR	60	60	Yes	No change in width
1378	N	Bryan	AVE	200		NR	60	60	Yes	No change in width
1450	N	Bryan	AVE	300		NR	60	60	Yes	No change in width
1286	S	Bryan	AVE	100		NR	60	60	Yes	No change in width
1202	S	Bryan	AVE	200		NR	60	60	Yes	No change in width
1378	N	Bryan	AVE	200		NR	60	60	Yes	No change in width
171	E	Buckingham	DR	980		NR	60	60	Yes	No change in width
164	E	Buckingham	DR	900		NR	60	60	Yes	No change in width
163	E	Buckingham	DR	916		NR	60	60	Yes	No change in width
165	E	Buckingham	DR	800		NR	60	60	Yes	No change in width
162	E	Buckingham East	ST	1100		NR	60	60	Yes	No change in width
1162	S	Buckner	ST	300		NR	60	60	Yes	No change in width
2739	S	Buffstone	CT	1700		NR	60	60	Yes	No change in width
2742	S	Buffstone	CT	1600		NR	60	60	Yes	No change in width
925	E	Buick Cadillac	BLVD	2800	Bike Lane	GU	90	84	No	Change due to BL rec
924	E	Buick Cadillac	BLVD	3000	Bike Lane	GU	90	84	No	Change due to BL rec
260	S	Burberry	LN	2400		NR	60	60	Yes	No change in width
210	S	Burberry	LN	2500		NR	60	60	Yes	No change in width
286	S	Burberry	LN	2300		NR	60	60	Yes	No change in width
239	S	Burberry	LN	2410		NR	60	60	Yes	No change in width
264	S	Burberry	LN	2340		NR	60	60	Yes	No change in width
2393	E	Burks	DR	236	Neighborhood Greenway	NR	60	60	Yes	No change in width
2394	E	Burks	DR	220	Neighborhood Greenway	NR	60	60	Yes	No change in width
2384	E	Burks	DR	200	Neighborhood Greenway	NR	60	60	Yes	No change in width
2395	S	Burks	CT	3370		NR	60	60	Yes	No change in width
2392	S	Burks	CT	3400		NR	60	60	Yes	No change in width
2387	E	Burks	DR	150	Neighborhood Greenway	NR	60	60	Yes	No change in width
265	S	Buttonwood	LN	2530		NR	60	60	Yes	No change in width
269	S	Buttonwood	LN	2500		NR	60	60	Yes	No change in width
293	E	Buttonwood	LN	2725		NR	60	60	Yes	No change in width
1583	N	Cabot	CT	500		NR	60	60	Yes	No change in width
2850	E	Cadbury	CT	4100		NR	60	60	Yes	No change in width
2341	N	Callery	DR	800		NR	60	60	Yes	No change in width
2342	N	Callery	DR	810		NR	60	60	Yes	No change in width
2340	E	Callery	CT	3800		NR	60	60	Yes	No change in width
1437	E	Cambridge	DR	4200		NR	60	60	Yes	No change in width
1509	E	Cambridge	DR	4100		NR	60	60	Yes	No change in width

1424	E	Cambridge	CT	4400		NR	60	60	Yes	No change in width
206	E	Camby	LN	1700		NR	60	60	Yes	No change in width
207	E	Camby	CT	1600		NR	60	60	Yes	No change in width
288	S	Camden	DR	2500		NR	60	60	Yes	No change in width
1113	E	Cameron	AVE	3800		NR	60	60	Yes	No change in width
1112	E	Cameron	AVE	3700		NR	60	60	Yes	No change in width
1501	N	Campbell	ST	450		NR	60	60	Yes	No change in width
2398	E	Canada	DR	2700		NC	74	60	No	Change due to no bike rec
2666	E	Canada	DR	2610	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2667	E	Canada	DR	2500	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2669	E	Canada	DR	2400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2692	E	Cape Cod	DR			NR	60	60	Yes	No change in width
2691	E	Cape Cod	DR	2240		NR	60	60	Yes	No change in width
2690	E	Cape Cod	DR	2200		NR	60	60	Yes	No change in width
251	E	Caradon	HL	1700	Neighborhood Greenway	NR	60	60	Yes	No change in width
2671	E	Caray	CT	2500		NR	60	60	Yes	No change in width
852	E	Cardigan	CT	4200		NR	60	60	Yes	No change in width
3268	W	Cardinal	CT	900		NR	60	60	Yes	No change in width
3288	E	Cargill	DR	2550		NR	60	60	Yes	No change in width
3296	E	Cargill	DR	2500		NR	60	60	Yes	No change in width
855	S	Carleton	CT	900		NR	60	60	Yes	No change in width
789	S	Carleton	CT	1000		NR	60	60	Yes	No change in width
194	E	Carnaby	ST	1100		NR	60	60	Yes	No change in width
177	S	Carnaby	ST	3100		NR	60	60	Yes	No change in width
2699	W	Carpenter	DR	200		NR	60	60	Yes	No change in width
671	E	Carrington	CT	4300		NR	60	60	Yes	No change in width
2022	W	Cascade	AVE	920	Neighborhood Greenway	NR	60	60	Yes	No change in width
2170	N	Cascade	DR	2600		NR	60	60	Yes	No change in width
2171	N	Cascade	DR	2500		NR	60	60	Yes	No change in width
7014		Cascades Park Trail				NR	60	60	Yes	No change in width
7015		Cascades Park Trail			Multi-use Path	NC	74	62	No	Change due to MUP rec
7016		Cascades Park Trail			Multi-use Path	NC	74	62	No	Change due to MUP rec
7017		Cascades Park Trail			Multi-use Path	NR	60	64	No	Change due to MUP rec
3132	E	Cathcart	ST	2400		NR	60	60	Yes	No change in width
3291	E	Cathcart	ST	2600		NR	60	60	Yes	No change in width
3287	E	Cathcart	ST	2450		NR	60	60	Yes	No change in width
3290	E	Cathcart	ST	2475		NR	60	60	Yes	No change in width
2676	E	Cedarwood	CIR	2500		NR	60	60	Yes	No change in width
2675	S	Cedarwood	CIR	3300		NR	60	60	Yes	No change in width
2678	E	Cedarwood	CIR	2400		NR	60	60	Yes	No change in width
2211	E	Cedarwood	DR	2400		NR	60	60	Yes	No change in width
2212	E	Cedarwood	CT	2400		NR	60	60	Yes	No change in width
2674	E	Cedarwood	DR	2500		NR	60	60	Yes	No change in width
2242	W	Central	ST	1200		NR	60	60	Yes	No change in width
864	E	Chadwick	CT	4300		NR	60	60	Yes	No change in width
470	W	Chambers	DR	670		NR	60	60	Yes	No change in width
446	E	Charles	CT	3100		NR	60	60	Yes	No change in width
722	S	Chaseway	CT	1100		NR	60	60	Yes	No change in width
546	E	Chaudion	CT	3700		NR	60	60	Yes	No change in width
463	S	Chelsey	CT	1900		NR	60	60	Yes	No change in width

507	W	Cherokee	DR	710		NR	60	60	Yes	No change in width
122	S	Cherry	ST	2800		NR	60	60	Yes	No change in width
700	W	Cherry Orchard	CT	4200		NR	60	60	Yes	No change in width
569	E	Chestnut	CT	1200		NR	60	60	Yes	No change in width
2903	E	Cheyanne	LN	1900		NR	60	60	Yes	No change in width
2902	E	Cheyanne	LN	2000		NR	60	60	Yes	No change in width
298	S	Childs	CT	2400		NR	60	60	Yes	No change in width
2516	E	Chris	LN	1036		NR	60	60	Yes	No change in width
2297	E	Chris	LN	1000		NR	60	60	Yes	No change in width
29	S	Christa	CT	3800		NR	60	60	Yes	No change in width
1045	S	Christopher	DR	500		NR	60	60	Yes	No change in width
2832	S	Christopher	DR	700		NR	60	60	Yes	No change in width
452	S	Churchill	CT	2800		NR	60	60	Yes	No change in width
726	E	Circle	DR	1714		NR	60	60	Yes	No change in width
755	E	Circle	DR	1706		NR	74	60	No	No change in width
792	E	Circle	DR	1600		NR	74	60	No	No change in width
117	E	Clairmont	PL	1400		NR	60	60	Yes	No change in width
2683	S	Clarizz	BLVD	420	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3237	S	Clarizz	BLVD	870	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2420	S	Clarizz	BLVD	1000	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2973	S	Clarizz	BLVD	1100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2593	S	Clarizz	BLVD	600	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3236	S	Clarizz	BLVD	790	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2684	S	Clarizz	BLVD	300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1109	S	Clarizz	BLVD	400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1451	N	Clark	ST	300		NR	60	60	Yes	No change in width
1280	S	Clark	ST	100		NR	60	60	Yes	No change in width
1527	N	Clark	ST	400		NR	60	60	Yes	No change in width
1373	N	Clark	ST	200		NR	60	60	Yes	No change in width
1243	S	Clark	ST	200		NR	60	60	Yes	No change in width
2633	E	Clay	CT	2500		NR	60	60	Yes	No change in width
2632	S	Claybridge	DR	3870		NR	60	60	Yes	No change in width
2672	S	Claybridge	DR	3630		NR	60	60	Yes	No change in width
2665	S	Claybridge	DR	3800		NR	60	60	Yes	No change in width
2704	S	Claybridge	DR	3784		NR	60	60	Yes	No change in width
2670	S	Claybridge	DR	3760		NR	60	60	Yes	No change in width
2677	S	Claybridge	DR	3400		NR	60	60	Yes	No change in width
724	E	Clayton	CT	4400		NR	60	60	Yes	No change in width
7228		Clear Creek Trail				NR	60	60	Yes	No change in width
		Clear Creek Trail			Multi-use Trail		0	0	Yes	
555	S	Clifton	AVE	1650		NR	60	60	Yes	No change in width
1121	S	Clifton	AVE	400		NR	60	60	Yes	No change in width
972	S	Clifton	AVE	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1169	S	Clifton	AVE	300		NR	60	60	Yes	No change in width
2114	E	Clover	LN	300		NR	60	60	Yes	No change in width
2119	E	Clover	LN	200		NR	60	60	Yes	No change in width
2169	W	Clover	TER	590		NR	60	60	Yes	No change in width
7018	W	Club House	DR	500		NC	74	60	No	Change due to no bike rec
2138	W	Club House	DR	300		NC	74	60	No	Change due to no bike rec
3147	S	Cobble Creek	CIR	1200		NR	60	60	Yes	No change in width

3150	E	Cobble Creek	DR	3764		NR	60	60	Yes	No change in width
2932	E	Cobble Creek	DR	3851		NR	60	60	Yes	No change in width
3152	E	Cobble Creek	DR	3834		NR	60	60	Yes	No change in width
3148	S	Cobble Creek	CIR	1286		NR	60	60	Yes	No change in width
3149	E	Cobble Creek	CT	3700		NR	60	60	Yes	No change in width
2525	E	Cobblefield	CT	1100		NR	60	60	Yes	No change in width
2524	E	Cobblefield	CT	1200		NR	60	60	Yes	No change in width
2970	S	Coleman	CT	1520		NR	60	60	Yes	No change in width
557	S	College	AVE	1600		NR	60	60	Yes	No change in width
2886	N	College	AVE	500	Protected Bike Lane	MS	88	0	No	
2884	N	College	AVE	400	Protected Bike Lane	MS	88	0	No	
2483	S	College	AVE	700	Protected Bike Lane	MS	88	0	No	
2482	S	College	AVE			NR	60	60	Yes	No change in width
2893	N	College	AVE	600	Protected Bike Lane	MS	88	0	No	
2298	S	College	AVE	300	Protected Bike Lane	MS	88	0	No	
1470	N	College	AVE	300	Protected Bike Lane	MS	88	0	No	
2803	S	College	AVE	400	Protected Bike Lane	MS	88	0	No	
573	S	College	AVE	1500		NR	60	60	Yes	No change in width
2485	S	College	AVE	150	Protected Bike Lane	MS	88	0	No	
2487	S	College	AVE	800	Protected Bike Lane	GU	90	90	Yes	No change in width
1895	N	College	AVE	1250	Protected Bike Lane	MS	88	0	No	
1871	N	College	AVE	1000	Protected Bike Lane	MS	88	0	No	
1714	N	College	AVE	850	Protected Bike Lane	MS	88	0	No	
3258	N	College	AVE	1600	Protected Bike Lane	GU	90	90	Yes	No change in width
2010	N	College	AVE	2080	Protected Bike Lane	GU	90	90	Yes	No change in width
3040	N	College	AVE	1926	Protected Bike Lane	GU	90	90	Yes	No change in width
3259	N	College	AVE	1800	Protected Bike Lane	GU	90	90	Yes	No change in width
1343	N	College	AVE	100	Protected Bike Lane	MS	88	0	No	
1389	N	College	AVE	200	Protected Bike Lane	MS	88	0	No	
1294	S	College	AVE	100	Protected Bike Lane	MS	88	0	No	
1253	S	College	AVE	200	Protected Bike Lane	MS	88	0	No	
2481	S	College	AVE	600	Protected Bike Lane	MS	88	0	No	
2804	S	College	AVE	500	Protected Bike Lane	MS	88	0	No	
922	S	College Mall	RD	700	Protected Bike Lane	GU	90	90	Yes	No change in width
619	S	College Mall	RD	1250	Protected Bike Lane	GU	90	90	Yes	No change in width
746	S	College Mall	RD	900	Protected Bike Lane	GU	90	90	Yes	No change in width
1065	S	College Mall	RD	500	Protected Bike Lane	GU	90	90	Yes	No change in width
1177	S	College Mall	RD	300	Protected Bike Lane	GU	90	90	Yes	No change in width
650	S	Collinswood	DR	1200		NR	60	60	Yes	No change in width
1578	N	Colony	CT	500		NR	60	60	Yes	No change in width
138	S	Commons	DR	3280		NR	60	60	Yes	No change in width
137	E	Commons	DR	900		NR	60	60	Yes	No change in width
139	E	Commons	DR	1100		NR	60	60	Yes	No change in width
136	E	Commons	DR	1000		NR	60	60	Yes	No change in width
1327	N	Concord	RD	100		NR	60	60	Yes	No change in width
2992	W	Constitution	AVE	3700		NR	60	60	Yes	No change in width
346	W	Coolidge	DR	900		NR	60	60	Yes	No change in width
350	W	Coolidge	DR	300		NR	60	60	Yes	No change in width
344	W	Coolidge	DR	400		NR	60	60	Yes	No change in width
349	W	Coolidge	DR	500		NR	60	60	Yes	No change in width

347	W	Coolidge	DR	700		NR	60	60	Yes	No change in width
348	W	Coolidge	DR	600		NR	60	60	Yes	No change in width
345	W	Coolidge	DR	800		NR	60	60	Yes	No change in width
3233	S	Cooperative	WAY	2750		NR	60	60	Yes	No change in width
3282	S	Cooperative	WAY	2630		NR	60	60	Yes	No change in width
2982	S	Copper Beech	WAY	934		NR	60	60	Yes	No change in width
2984	S	Copper Beech	WAY	900		NR	60	60	Yes	No change in width
2981	S	Copper Beech	WAY	956		NR	60	60	Yes	No change in width
169	S	Coppertree	DR	3145		NR	60	60	Yes	No change in width
176	S	Coppertree	DR	3154		NR	60	60	Yes	No change in width
160	S	Coppertree	DR			NR	60	60	Yes	No change in width
190	S	Coppertree	DR			NR	60	60	Yes	No change in width
159	S	Coppertree	DR	3156		NR	60	60	Yes	No change in width
170	S	Coppertree	DR	3100		NR	60	60	Yes	No change in width
152	S	Coppertree	DR	3200		NR	60	60	Yes	No change in width
2847	S	Coriander	CT	850		NR	60	60	Yes	No change in width
2840	S	Coriander	CT	900		NR	60	60	Yes	No change in width
5750	S	Cory	LN	834		NR	60	60	Yes	No change in width
5773	S	Cory	LN	300		NR	60	60	Yes	No change in width
7196	S	Cory	LN	306		NR	60	60	Yes	No change in width
2868	W	Cota	DR	2500		NR	60	60	Yes	No change in width
2228	W	Cota	DR	2750		NR	60	60	Yes	No change in width
2451	W	Cota	DR	2900		NR	60	60	Yes	No change in width
1674	E	Cottage Grove	AVE	1000	Bike Lane	NR	60	75	No	Change due to BL rec
1689	E	Cottage Grove	AVE	600	Bike Lane	NR	60	75	No	Change due to BL rec
1688	E	Cottage Grove	AVE	500	Bike Lane	NR	60	75	No	Change due to BL rec
2239	W	Cottage Grove	AVE	1200		NR	60	60	Yes	No change in width
1693	W	Cottage Grove	AVE	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
2352	W	Cottage Grove	AVE	1219		NR	60	60	Yes	No change in width
1676	E	Cottage Grove	AVE	800	Bike Lane	NR	60	75	No	Change due to BL rec
1677	E	Cottage Grove	AVE	700	Bike Lane	NR	60	75	No	Change due to BL rec
1675	E	Cottage Grove	AVE	900	Bike Lane	NR	60	75	No	Change due to BL rec
1687	E	Cottage Grove	AVE	400	Bike Lane	NR	60	75	No	Change due to BL rec
1684	E	Cottage Grove	AVE	300	Bike Lane	NR	60	75	No	Change due to BL rec
1686	E	Cottage Grove	AVE	200	Bike Lane	NR	60	75	No	Change due to BL rec
1685	E	Cottage Grove	AVE	100		NR	60	60	Yes	No change in width
1668	W	Cottage Grove	AVE	1100		NR	60	60	Yes	No change in width
1694	W	Cottage Grove	AVE	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
292	S	Cottonwood	CIR	2400		NR	60	60	Yes	No change in width
6959	W	Country Club	DR	290	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
230	W	Country Club	DR	1000	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
232	W	Country Club	DR	500	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
233	W	Country Club	DR	400	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
3000	W	Country Club	DR	200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
231	W	Country Club	DR	800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3056	W	Countryside	LN	1750	Multi-use Path	NR	60	64	No	Change due to MUP rec
3133	W	Countryside	LN	1650	Multi-use Path	NR	60	64	No	Change due to MUP rec
3055	W	Countryside	LN	1700	Multi-use Path	NR	60	64	No	Change due to MUP rec
3281	W	Countryside	LN	1500	Multi-use Path	NC	74	62	No	Change due to MUP rec
3247	W	Countryside	LN	1248	Multi-use Path	NC	74	62	No	Change due to MUP rec

3240	W	Countryside	LN	1400	Multi-use Path	NC	74	62	No	Change due to MUP rec
3264	W	Countryside	LN	800	Multi-use Path	NC	74	62	No	Change due to MUP rec
3248	W	Countryside	LN	1231	Multi-use Path	NC	74	62	No	Change due to MUP rec
3033	W	Countryside	LN	1100	Multi-use Path	NC	74	62	No	Change due to MUP rec
3262	W	Countryside	LN	900	Multi-use Path	NC	74	62	No	Change due to MUP rec
3034	W	Countryside	LN	1200	Multi-use Path	NC	74	62	No	Change due to MUP rec
2461	W	Countryside	LN	1000	Multi-use Path	NC	74	62	No	Change due to MUP rec
742	E	Covenanter	DR	2650	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
728	S	Covenanter	DR	1000	Neighborhood Greenway	NR	74	60	No	No change in width
704	S	Covenanter	DR	1100	Neighborhood Greenway	NR	74	60	No	No change in width
725	E	Covenanter	CT	2600		NR	60	60	Yes	No change in width
682	E	Covenanter	DR	2200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
672	E	Covenanter	DR	2100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
759	E	Covenanter	DR	2450	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
741	E	Covenanter	DR	2212	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
744	E	Covenanter	DR	2600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3238	E	Covenanter	DR	3200	Protected Bike Lane	NC	74	74	Yes	No change in width
2421	E	Covenanter	DR	3540	Multi-use Path	NC	74	62	No	Change due to MUP rec
743	E	Covenanter	DR	2671	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
747	E	Covenanter	DR	2700	Protected Bike Lane	NC	74	74	Yes	No change in width
3239	E	Covenanter	DR	2900	Protected Bike Lane	NC	74	74	Yes	No change in width
3169	S	Covey	LN	1700		NR	60	60	Yes	No change in width
433	S	Covey	LN	1800		NR	60	60	Yes	No change in width
522	S	Crandall	CT	2000		NR	60	60	Yes	No change in width
3155	E	Creeks Edge	DR	2500		NC	74	60	No	Change due to no bike rec
7130	E	Creeks Edge	DR	2500		NR	60	60	Yes	No change in width
2333	S	Creekside	CT	2700		NR	60	60	Yes	No change in width
3246	N	Crescent	RD	1320	Multi-use Path	NC	74	62	No	Change due to MUP rec
3245	N	Crescent	RD	1060	Multi-use Path	NC	74	62	No	Change due to MUP rec
723	S	Cricket	KNL	1100		NR	60	60	Yes	No change in width
681	S	Cricket	KNL	1116		NR	60	60	Yes	No change in width
670	E	Cricket	KNL	4300		NR	60	60	Yes	No change in width
669	E	Cricket	KNL	4280		NR	60	60	Yes	No change in width
392	S	Curry	PIKE	2300	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
358	S	Curry	PIKE	2430	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
7233	S	Curry	PIKE	1822	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
404	S	Curry	PIKE	2200	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
447	S	Curry	PIKE	2140	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
7232	S	Curry	PIKE	2166	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
2991	S	Curry	PIKE	2030	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
5712	S	Curry	PIKE	200	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
2993	S	Curry	PIKE	300	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
2460	S	Cutter	CT	2300		NR	60	60	Yes	No change in width
2414	S	Dale	CT	2800		NR	60	60	Yes	No change in width
2307	S	Daniel	CT	3300		NR	60	60	Yes	No change in width
2410	E	Daniel	ST	2900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2408	E	Daniel	ST	2800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2413	E	Daniel	ST	3000	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2412	S	Daniel	ST	3100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2519	E	David	DR	2800		NR	60	60	Yes	No change in width

280	E	David	DR	3010		NR	60	60	Yes	No change in width
695	E	Davis	ST	410		NR	60	60	Yes	No change in width
686	E	Davis	ST	1300		NR	60	60	Yes	No change in width
2647	W	Davis	ST	500		NR	60	60	Yes	No change in width
697	E	Davis	ST	300		NR	60	60	Yes	No change in width
695	E	Davis	ST	410		NR	60	60	Yes	No change in width
696	E	Davis	ST	400		NR	60	60	Yes	No change in width
696	E	Davis	ST	400		NR	60	60	Yes	No change in width
694	E	Davis	ST	500		NR	60	60	Yes	No change in width
694	E	Davis	ST	500		NR	60	60	Yes	No change in width
698	E	Davis	ST	200		NR	60	60	Yes	No change in width
698	E	Davis	ST	200		NR	60	60	Yes	No change in width
699	E	Davis	ST	100		NR	60	60	Yes	No change in width
699	E	Davis	ST	100		NR	60	60	Yes	No change in width
2379	S	Davisson	ST	400		NR	60	60	Yes	No change in width
2380	S	Davisson	ST	300		NR	60	60	Yes	No change in width
2867	S	Deborah	DR	2800		NR	60	60	Yes	No change in width
235	S	Deborah	DR	2700		NR	60	60	Yes	No change in width
2869	S	Deborah	DR	2300		NR	60	60	Yes	No change in width
1761	E	Deckard	DR	4100		NR	60	60	Yes	No change in width
1836	E	Deckard	DR	4500		NR	60	60	Yes	No change in width
1801	E	Deckard	DR	4300		NR	60	60	Yes	No change in width
1760	E	Deckard	DR	4200		NR	60	60	Yes	No change in width
1838	E	Deckard	DR	4396		NR	60	60	Yes	No change in width
287	S	Deep Well	CT	2500		NR	60	60	Yes	No change in width
1383	E	Dekist	ST	2600		NR	60	60	Yes	No change in width
3047	S	Delila Star	DR	2650		NR	60	60	Yes	No change in width
3054	S	Delila Star	DR	2550		NR	60	60	Yes	No change in width
3050	S	Delila Star	DR	2567		NR	60	60	Yes	No change in width
7139	S	Delila Star	DR	2430		NR	60	60	Yes	No change in width
675	E	Devon	LN	1700		NR	60	60	Yes	No change in width
2318	E	Dexter	ST	1900		NR	60	60	Yes	No change in width
949	E	Dexter	ST	1800		NR	60	60	Yes	No change in width
1692	N	Diamond	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
444	E	Diana	CT	3100		NR	60	60	Yes	No change in width
456	E	Diana	CT	3112		NR	60	60	Yes	No change in width
2658	W	Dixie	ST	700		NR	60	60	Yes	No change in width
846	E	Dixie	ST	200		NR	60	60	Yes	No change in width
850	E	Dixie	ST	520		NR	60	60	Yes	No change in width
849	E	Dixie	ST	500		NR	60	60	Yes	No change in width
848	E	Dixie	ST	400		NR	60	60	Yes	No change in width
847	E	Dixie	ST	300		NR	60	60	Yes	No change in width
2659	W	Dixie	ST	600		NR	60	60	Yes	No change in width
2488	E	Dixie	ST	100		NR	60	60	Yes	No change in width
874	E	Dodds	ST	300		NR	60	60	Yes	No change in width
875	E	Dodds	ST			NR	60	60	Yes	No change in width
877	E	Dodds	ST	420		NR	60	60	Yes	No change in width
878	E	Dodds	ST	500		NR	60	60	Yes	No change in width
873	E	Dodds	ST	200		NR	60	60	Yes	No change in width
879	W	Dodds	ST	400		NR	60	60	Yes	No change in width

881	W	Dodds	ST	600		NR	60	60	Yes	No change in width
885	W	Dodds	ST	800		NR	60	60	Yes	No change in width
7009	W	Dodds	ST	290		NR	60	60	Yes	No change in width
882	W	Dodds	ST	300		NR	60	60	Yes	No change in width
876	E	Dodds	ST	317		NR	60	60	Yes	No change in width
2484	W	Dodds	ST	176		NR	60	60	Yes	No change in width
883	W	Dodds	ST	200		NR	60	60	Yes	No change in width
2489	E	Dodds	ST	100		NR	60	60	Yes	No change in width
2486	W	Dodds	ST	100		NR	60	60	Yes	No change in width
2060	W	Dogwood	LN	525		NR	60	60	Yes	No change in width
6945	S	Dolimah	AVE	540		NR	60	60	Yes	No change in width
2808	S	Dorchester	DR	1500		NR	60	60	Yes	No change in width
2638	W	Driscoll	DR	400		NR	60	60	Yes	No change in width
2773	E	Driscoll	DR	500		NR	60	60	Yes	No change in width
639	E	Driscoll	DR	200		NR	60	60	Yes	No change in width
638	E	Driscoll	DR	300		NR	60	60	Yes	No change in width
637	E	Driscoll	DR	400		NR	60	60	Yes	No change in width
3038	E	Driscoll	DR	400		NR	60	60	Yes	No change in width
631	E	Driscoll	DR	100		NR	60	60	Yes	No change in width
2629	W	Duncan	DR	500		NR	60	60	Yes	No change in width
737	S	Duncaster	CT	1028		NR	60	60	Yes	No change in width
2121	N	Dunn	ST	2800	Multi-use Path	NC	74	62	No	Change due to MUP rec
766	S	Dunn	ST	916		NR	60	60	Yes	No change in width
3303	S	Dunn	ST	400		NR	60	60	Yes	No change in width
3305	S	Dunn	ST	329		NR	60	60	Yes	No change in width
1656	N	Dunn	ST	600		NR	60	60	Yes	No change in width
1465	N	Dunn	ST	300		NR	60	60	Yes	No change in width
1532	N	Dunn	ST	400		NR	60	60	Yes	No change in width
1603	N	Dunn	ST	500		NR	60	60	Yes	No change in width
1603	N	Dunn	ST	500		NR	60	60	Yes	No change in width
1868	N	Dunn	ST	1100	Protected Bike Lane	GU	90	90	Yes	No change in width
1965	N	Dunn	ST	1500	Multi-use Path	GU	90	74	No	Change due to MUP rec
1988	N	Dunn	ST	1700	Multi-use Path	GU	90	74	No	Change due to MUP rec
2120	N	Dunn	ST	2660	Multi-use Path	NC	74	62	No	Change due to MUP rec
2122	N	Dunn	ST	2500	Multi-use Path	NC	74	62	No	Change due to MUP rec
2108	N	Dunn	ST	2900	Multi-use Path	NC	74	62	No	Change due to MUP rec
2049	N	Dunn	ST	2300	Multi-use Path	NC	74	62	No	Change due to MUP rec
2123	N	Dunn	ST	2400	Multi-use Path	NC	74	62	No	Change due to MUP rec
2727	N	Dunn	ST	2200	Multi-use Path	NC	74	62	No	Change due to MUP rec
2082	N	Dunn	ST	3500	Multi-use Path	NC	74	62	No	Change due to MUP rec
3039	S	Dunn	ST	1300		NR	60	60	Yes	No change in width
3086	S	Dunn	ST	1400		NR	60	60	Yes	No change in width
3086	S	Dunn	ST	1400		NR	60	60	Yes	No change in width
688	S	Dunn	ST	1000		NR	60	60	Yes	No change in width
688	S	Dunn	ST	1000		NR	60	60	Yes	No change in width
658	S	Dunn	ST	1100		NR	60	60	Yes	No change in width
658	S	Dunn	ST	1100		NR	60	60	Yes	No change in width
632	S	Dunn	ST	1200		NR	60	60	Yes	No change in width
3039	S	Dunn	ST	1300		NR	60	60	Yes	No change in width
868	S	Dunn	ST	800		NR	60	60	Yes	No change in width

841	S	Dunn	ST	900		NR	60	60	Yes	No change in width
841	S	Dunn	ST	900		NR	60	60	Yes	No change in width
868	S	Dunn	ST	800		NR	60	60	Yes	No change in width
1773	N	Dunn	ST	900		NR	60	60	Yes	No change in width
1753	N	Dunn	ST	800		NR	60	60	Yes	No change in width
1869	N	Dunn	ST	1102	Protected Bike Lane	GU	90	90	Yes	No change in width
1904	N	Dunn	ST	1200	Protected Bike Lane	GU	90	90	Yes	No change in width
1903	N	Dunn	ST	1198	Protected Bike Lane	GU	90	90	Yes	No change in width
1919	N	Dunn	ST	1302	Protected Bike Lane	GU	90	90	Yes	No change in width
3315	S	Dunn	ST	300		NR	60	60	Yes	No change in width
766	S	Dunn	ST	916		NR	60	60	Yes	No change in width
1394	N	Dunn	ST	200		GU	90	72	No	Changed due to no Bike Rec
1394	N	Dunn	ST	200		GU	90	72	No	Changed due to no Bike Rec
1299	S	Dunn	ST	100		GU	90	72	No	Changed due to no Bike Rec
1299	S	Dunn	ST	100		GU	90	72	No	Changed due to no Bike Rec
1354	N	Dunn	ST	100		GU	90	72	No	Changed due to no Bike Rec
1354	N	Dunn	ST	100		GU	90	72	No	Changed due to no Bike Rec
3321	S	Dunn	ST	200		GU	90	72	No	Changed due to no Bike Rec
3321	S	Dunn	ST	200		GU	90	72	No	Changed due to no Bike Rec
1465	N	Dunn	ST	300		NR	60	60	Yes	No change in width
1683	N	Dunn	ST	700		NR	60	60	Yes	No change in width
1834	N	Dunn	ST	1000		GU	90	72	No	Changed due to no Bike Rec
1939	N	Dunn	ST	1400	Multi-use Path	GU	90	74	No	Change due to MUP rec
1976	N	Dunn	ST	1600	Multi-use Path	GU	90	74	No	Change due to MUP rec
2728	N	Dunn	ST	2000	Multi-use Path	GU	90	74	No	Change due to MUP rec
108	S	Dunstan	DR	3500		NR	60	60	Yes	No change in width
98	E	Dunstan	DR	1500		NR	60	60	Yes	No change in width
187	E	Durham	DR	1700		NR	60	60	Yes	No change in width
186	E	Durham	CT	1600		NR	60	60	Yes	No change in width
3178	N	Dyer	DR	1000		NR	60	60	Yes	No change in width
3032	N	Dyer	DR	1100		NR	60	60	Yes	No change in width
2268	W	East Branch	RD	1200		NR	60	60	Yes	No change in width
2011	W	East Vine	ST			NR	60	60	Yes	No change in width
1571	E	Eastgate	LN	2500		NC	74	60	No	Change due to no bike rec
1590	E	Eastgate	LN	2534		NR	60	60	Yes	No change in width
1514	E	Eastgate	LN	2537		NR	60	60	Yes	No change in width
1512	E	Eastgate	LN	2536		NR	60	60	Yes	No change in width
896	S	Eastside	DR	800		NR	60	60	Yes	No change in width
955	S	Eastside	DR	700		NR	60	60	Yes	No change in width
1175	S	Eastside	DR	300		NR	60	60	Yes	No change in width
1054	S	Eastside	DR	500		NR	60	60	Yes	No change in width
2816	S	Eastside	DR	400		NR	60	60	Yes	No change in width
794	S	Eastside	DR	900		NR	60	60	Yes	No change in width
1010	S	Eastside	DR	600		NR	60	60	Yes	No change in width
81	S	Eddington	DR	3600		NR	60	60	Yes	No change in width
79	E	Eddington	CT	700		NR	60	60	Yes	No change in width
158	S	Eden	DR	3200		NR	60	60	Yes	No change in width
140	S	Eden	DR	3300		NR	60	60	Yes	No change in width
191	S	Eden	DR	3100		NR	60	60	Yes	No change in width
363	E	Edgehill	CT	2300		NR	60	60	Yes	No change in width

521	E	Edward	CT	3500		NR	60	60	Yes	No change in width
511	E	Edward	CT	3600		NR	60	60	Yes	No change in width
1269	E	Edwards	ROW	2600		NR	60	60	Yes	No change in width
270	E	Elderberry	CT	2700		NR	60	60	Yes	No change in width
366	S	Elizabeth	CT	2800		NR	60	60	Yes	No change in width
78	E	Elliston	DR	1526	Neighborhood Greenway	NR	60	60	Yes	No change in width
67	E	Elliston	DR	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
77	E	Elliston	DR	1400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1313	S	Elm	ST	100		NR	60	60	Yes	No change in width
1561	N	Elm	ST	400		NR	60	60	Yes	No change in width
1484	N	Elm	ST	300		NR	60	60	Yes	No change in width
1416	N	Elm	ST	200		NR	60	60	Yes	No change in width
1358	N	Elm	ST	100		NR	60	60	Yes	No change in width
2360	E	Elouise	AVE	4400		NR	60	60	Yes	No change in width
2296	E	Emery	CT	1025		NR	60	60	Yes	No change in width
2213	S	Emilie	CT	3910		NR	60	60	Yes	No change in width
423	E	Eminence	WAY	920		NR	60	60	Yes	No change in width
2295	E	Erin	CT	1000		NR	60	60	Yes	No change in width
82	S	Essex	CT	3600		NR	60	60	Yes	No change in width
1840	E	Etter	DR	4300		NR	60	60	Yes	No change in width
1839	E	Etter	DR	4400		NR	60	60	Yes	No change in width
2382	S	Euclid	AVE	400		NR	60	60	Yes	No change in width
1107	S	Euclid	AVE	500		NR	60	60	Yes	No change in width
2381	S	Euclid	AVE	300		NR	60	60	Yes	No change in width
3176	S	Eva Hill	DR	1900		NR	60	60	Yes	No change in width
3053	W	Eventide	DR	1700		NR	60	60	Yes	No change in width
3059	W	Eventide	DR	1750		NR	60	60	Yes	No change in width
7142	W	Ezekiel	DR	1800		NC	74	60	No	Change due to no bike rec
7154	W	Ezekiel	DR	1812		NC	74	60	No	Change due to no bike rec
7140	W	Ezekiel	DR	1700		NC	74	60	No	Change due to no bike rec
7141	W	Ezekiel	DR	1726		NC	74	60	No	Change due to no bike rec
1180	S	Faculty	AVE	300		GU	90	72	No	Changed due to no Bike Rec
1127	S	Faculty	AVE	400		NR	60	60	Yes	No change in width
2557	S	Fairfield	DR	200		NR	60	60	Yes	No change in width
3066	S	Fairfield	DR	100		NR	60	60	Yes	No change in width
360	S	Fairmount	CT	2200		NR	60	60	Yes	No change in width
651	E	Fairoaks	LN	2600		NR	60	60	Yes	No change in width
2644	S	Fairview	ST	1100	Neighborhood Greenway	NR	74	60	No	No change in width
2644	S	Fairview	ST	1100	Neighborhood Greenway	NR	74	60	No	No change in width
1312	S	Fairview	ST	100		NR	60	60	Yes	No change in width
2644	S	Fairview	ST	1100	Neighborhood Greenway	NR	74	60	No	No change in width
2656	S	Fairview	ST	900	Neighborhood Greenway	NR	74	60	No	No change in width
2652	S	Fairview	ST	1000	Neighborhood Greenway	NR	74	60	No	No change in width
2796	S	Fairview	ST	700	Neighborhood Greenway	NR	74	60	No	No change in width
2795	S	Fairview	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
2795	S	Fairview	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
2796	S	Fairview	ST	700	Neighborhood Greenway	NR	74	60	No	No change in width
2796	S	Fairview	ST	700	Neighborhood Greenway	NR	74	60	No	No change in width
2795	S	Fairview	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
1364	N	Fairview	ST	100		NR	60	60	Yes	No change in width

1217	S	Fairview	ST	200		NR	60	60	Yes	No change in width
1481	N	Fairview	ST	300		NR	74	60	No	No change in width
1814	N	Fairview	ST	900		NR	60	60	Yes	No change in width
1786	N	Fairview	ST	800		NR	60	60	Yes	No change in width
1161	S	Fairview	ST	300		NR	60	60	Yes	No change in width
1148	S	Fairview	ST	400		NR	60	60	Yes	No change in width
1557	N	Fairview	ST	400		NR	74	60	No	No change in width
1717	N	Fairview	ST	700		NR	60	60	Yes	No change in width
1665	N	Fairview	ST	626		NR	74	60	No	No change in width
7038	N	Fairview	ST	620		NR	60	60	Yes	No change in width
1661	N	Fairview	ST	600		NR	74	60	No	No change in width
1612	N	Fairview	ST	500		NR	74	60	No	No change in width
2861	N	Fee	LN	800	Protected Bike Lane	GU	90	90	Yes	No change in width
2968	N	Fee	LN	1200	Protected Bike Lane	GU	90	90	Yes	No change in width
2860	N	Fee	LN	700	Protected Bike Lane	GU	90	90	Yes	No change in width
1763	N	Fee	LN	900	Protected Bike Lane	GU	90	90	Yes	No change in width
3253	N	Fee	LN	1580	Protected Bike Lane and Multi-use Path	NC	74	79	No	Change due to PBL and MUP rec
2014	N	Fee	LN	2030	Protected Bike Lane and Multi-use Path	NC	74	79	No	Change due to PBL and MUP rec
2967	N	Fee	LN	1000	Protected Bike Lane	GU	90	90	Yes	No change in width
2441	N	Feerwood	CT	3960		NR	60	60	Yes	No change in width
2133	N	Feerwood	CT	3950		NR	60	60	Yes	No change in width
2424	S	Fenbrook	LN	1420	Multi-use Path	NC	74	62	No	Change due to MUP rec
3141	S	Fenbrook	LN	1220	Multi-use Path	NC	74	62	No	Change due to MUP rec
3138	S	Fenbrook	LN	1000	Multi-use Path	NC	74	62	No	Change due to MUP rec
3139	S	Fenbrook	LN	1050	Multi-use Path	NC	74	62	No	Change due to MUP rec
3140	S	Fenbrook	CT	900		NR	60	60	Yes	No change in width
3216	E	Fenbrook	LN	3900	Neighborhood Greenway	NR	60	60	Yes	No change in width
3116	E	Fenbrook	LN	3949	Neighborhood Greenway	NR	60	60	Yes	No change in width
3118	E	Fenbrook	LN	3920	Neighborhood Greenway	NR	60	60	Yes	No change in width
70	S	Fenway	PL	3700		NR	60	60	Yes	No change in width
1463	N	Fess	AVE	300		NR	60	60	Yes	No change in width
1139	S	Fess	AVE	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1541	N	Fess	AVE	400		NR	60	60	Yes	No change in width
1189	S	Fess	AVE	300	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1032	S	Fess	AVE	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1139	S	Fess	AVE	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1094	S	Fess	AVE	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1094	S	Fess	AVE	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1602	N	Fess	AVE	500		NR	60	60	Yes	No change in width
2790	N	Fess	AVE	1000		NR	60	60	Yes	No change in width
1856	N	Fess	AVE	1200		NR	60	60	Yes	No change in width
2875	S	Fess	AVE	1100	Neighborhood Greenway	NR	60	60	Yes	No change in width
2770	S	Fess	AVE	1200	Neighborhood Greenway	NR	60	60	Yes	No change in width
908	S	Fess	AVE	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
988	S	Fess	AVE	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
988	S	Fess	AVE	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1032	S	Fess	AVE	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1681	N	Fess	AVE	700		NR	60	60	Yes	No change in width
1655	N	Fess	AVE	600		NR	60	60	Yes	No change in width
857	S	Fess	AVE	900	Neighborhood Greenway	NR	60	60	Yes	No change in width

1751	N	Fess	AVE	800		NR	60	60	Yes	No change in width
2791	N	Fess	AVE	900		NR	60	60	Yes	No change in width
3137	S	Fieldcrest	CT	1000		NR	60	60	Yes	No change in width
3136	S	Fieldcrest	CT	900		NR	60	60	Yes	No change in width
2725	S	Fieldcrest	AVE	600		NR	60	60	Yes	No change in width
2013	N	Fisher	CT	2000		NR	60	60	Yes	No change in width
3058	S	Flat Rock	RD	2550		NR	60	60	Yes	No change in width
274	S	Ford	AVE	2500		NR	60	60	Yes	No change in width
353	S	Ford	AVE	2300		NR	60	60	Yes	No change in width
312	S	Ford	AVE	2400		NR	60	60	Yes	No change in width
2527	N	Forrest	AVE	1100		NR	60	60	Yes	No change in width
1640	N	Forrest	AVE	600		NR	60	60	Yes	No change in width
1739	N	Forrest	AVE	800		NR	60	60	Yes	No change in width
2528	N	Forrest	AVE	1200		NR	60	60	Yes	No change in width
1673	N	Forrest	AVE	700		NR	60	60	Yes	No change in width
1808	N	Forrest	AVE	900		NR	60	60	Yes	No change in width
1335	N	Forrest	AVE	200		NR	60	60	Yes	No change in width
1444	N	Forrest	AVE	300		NR	60	60	Yes	No change in width
1825	N	Forrest	AVE	1000		NR	60	60	Yes	No change in width
326	S	Forrester	ST	3004	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
370	S	Forrester	ST	2800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
356	S	Forrester	ST	2900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
378	S	Forrester	ST	2700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
338	S	Forrester	ST	2910	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2409	S	Forrester	ST	3200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2407	S	Forrester	ST	3300		NC	74	60	No	Change due to no bike rec
289	S	Forrester	ST	3100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2300	S	Forrester	ST	3324		NC	74	60	No	Change due to no bike rec
279	S	Forrester	ST	3114	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2964	N	Foster	DR	1000		NR	60	60	Yes	No change in width
1707	W	Fountain	DR	1950	Multi-use Path	NC	74	62	No	Change due to MUP rec
2311	W	Fountain	DR	1300		NC	74	60	No	Change due to no bike rec
1849	W	Fountain	DR	2531		NR	60	60	Yes	No change in width
1730	W	Fountain	DR	2000	Multi-use Path	NC	74	62	No	Change due to MUP rec
1876	W	Fountain	DR	2400		NR	60	60	Yes	No change in width
1803	W	Fountain	DR	2260		NR	60	60	Yes	No change in width
2312	W	Fountain	DR	1630	Multi-use Path	NC	74	62	No	Change due to MUP rec
2551	S	Franklin	RD	276		NR	60	60	Yes	No change in width
3062	S	Franklin	RD	100		NR	60	60	Yes	No change in width
3063	S	Franklin	RD	111		NR	60	60	Yes	No change in width
2051	N	Fritz	DR	2300		NR	60	60	Yes	No change in width
2037	N	Fritz	DR	2200		NR	60	60	Yes	No change in width
2057	N	Fritz	DR	2376		NR	60	60	Yes	No change in width
2129	N	Fritz	DR	2500		NR	60	60	Yes	No change in width
2065	N	Fritz	DR	2400		NR	60	60	Yes	No change in width
2998	W	Fullerton	PIKE	2200	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2624	S	Gates	DR	100	Bike Lane	NC	74	68	No	Change due to BL rec
2566	N	Gates	DR	451		NC	74	60	No	Change due to no bike rec
2625	N	Gates	DR	100	Bike Lane	NC	74	68	No	Change due to BL rec
2626	N	Gates	DR	220	Bike Lane	NC	74	68	No	Change due to BL rec

2580	N	Gates	DR	300	Bike Lane	NC	74	68	No	Change due to BL rec
2569	N	Gates	DR	500		NR	60	60	Yes	No change in width
860	S	Gatewood	DR	800		NR	60	60	Yes	No change in width
790	E	Gentry	BLVD	4476	Neighborhood Greenway	NR	60	60	Yes	No change in width
2080	S	Gentry	ST	100		GU	90	72	No	Changed due to no Bike Rec
786	S	Gentry	CT	1000		NR	60	60	Yes	No change in width
753	E	Gentry	BLVD	4400	Neighborhood Greenway	NR	60	60	Yes	No change in width
787	E	Gentry	BLVD	4410	Neighborhood Greenway	NR	60	60	Yes	No change in width
739	E	Gentry	BLVD	4324	Neighborhood Greenway	NR	60	60	Yes	No change in width
738	E	Gentry	BLVD	4300	Neighborhood Greenway	NR	60	60	Yes	No change in width
388	S	Georgetown	RD	2110		NR	60	60	Yes	No change in width
6915	W	Georgia	AVE	300		GU	90	72	No	Changed due to no Bike Rec
5191	W	Gifford	RD	4300		NR	60	60	Yes	No change in width
5183	W	Gifford	RD	4190		NR	60	60	Yes	No change in width
5190	W	Gifford	RD	4380		NR	60	60	Yes	No change in width
2055	E	Gilbert	DR	200		NR	60	60	Yes	No change in width
2068	E	Gilbert	DR	300		NR	60	60	Yes	No change in width
3204	N	Glandore	DR	1200		NR	60	60	Yes	No change in width
2125	E	Glendora	DR	400		NR	60	60	Yes	No change in width
2127	E	Glendora	DR	200		NR	60	60	Yes	No change in width
2126	E	Glendora	DR	210		NR	60	60	Yes	No change in width
2124	E	Glendora	DR	300		NR	60	60	Yes	No change in width
1324	N	Glenwood	AVE	100	Neighborhood Greenway	NR	74	60	No	No change in width
2316	S	Glenwood	AVE	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
7187	N	Glenwood	AVE			NR	60	60	Yes	No change in width
2317	N	Glenwood	AVE	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2396	E	Goldin	DR	2400		NR	60	60	Yes	No change in width
2668	E	Goldin	DR	2426		NR	60	60	Yes	No change in width
2397	E	Goldin	CT	2400		NR	60	60	Yes	No change in width
3197	E	Goodnight	WAY	3200		GU	90	72	No	Changed due to no Bike Rec
3200	E	Goodnight	WAY	3100		GU	90	72	No	Changed due to no Bike Rec
5816	W	Gordon	PIKE	320	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3068	W	Gordon	PIKE	100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
355	E	Gosport	CT	3300		NR	60	60	Yes	No change in width
2021	W	Gourley	PIKE	350	Neighborhood Greenway	NR	60	60	Yes	No change in width
2042	W	Gourley	PIKE	1200	Multi-use Path	NR	60	64	No	Change due to MUP rec
2703	W	Gourley	PIKE	1300		FW	0	0	Yes	
2042	W	Gourley	PIKE	1200	Multi-use Path	NR	60	64	No	Change due to MUP rec
2024	W	Gourley	PIKE	930	Neighborhood Greenway	NR	60	60	Yes	No change in width
2025	W	Gourley	PIKE	630	Neighborhood Greenway	NR	60	60	Yes	No change in width
2703	W	Gourley	PIKE	1300		FW	0	0	Yes	
325	W	Graham	DR	950	Neighborhood Greenway	NR	60	60	Yes	No change in width
267	E	Graham	PL	500		NR	60	60	Yes	No change in width
291	E	Graham	DR	350	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2505	E	Graham	DR	400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
295	E	Graham	DR	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
315	W	Graham	DR	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
314	W	Graham	DR	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
320	W	Graham	DR		Neighborhood Greenway	NR	60	60	Yes	No change in width
324	W	Graham	DR	816	Neighborhood Greenway	NR	60	60	Yes	No change in width

317	W	Graham	DR	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
318	W	Graham	DR	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
316	W	Graham	DR	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
307	W	Graham	DR	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
297	E	Graham	DR	361	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1505	E	Grandview	DR	3750		NC	74	60	No	Change due to no bike rec
1498	E	Grandview	DR	3500		NC	74	60	No	Change due to no bike rec
1495	N	Grandview	DR	610		NC	74	60	No	Change due to no bike rec
1494	E	Grandview	DR	3600		NC	74	60	No	Change due to no bike rec
1624	N	Grandview	DR	711		NC	74	60	No	Change due to no bike rec
1496	E	Grandview	DR	3400		NC	74	60	No	Change due to no bike rec
1961	W	Granite	DR	500		NR	60	60	Yes	No change in width
1575	N	Grant	ST	410	Neighborhood Greenway	NR	60	60	Yes	No change in width
2805	S	Grant	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1466	N	Grant	ST	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1393	N	Grant	ST	200	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1257	S	Grant	ST	200	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1298	S	Grant	ST	100	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1575	N	Grant	ST	410	Neighborhood Greenway	NR	60	60	Yes	No change in width
1543	N	Grant	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1604	N	Grant	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1466	N	Grant	ST	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1968	N	Grant	ST	1400		NR	60	60	Yes	No change in width
2980	N	Grant	ST	1311		NR	60	60	Yes	No change in width
571	S	Grant	ST	1500		NR	60	60	Yes	No change in width
611	S	Grant	ST	1300		NR	60	60	Yes	No change in width
595	S	Grant	ST	1400		NR	60	60	Yes	No change in width
870	S	Grant	ST	700		NR	60	60	Yes	No change in width
843	S	Grant	ST	800		NR	60	60	Yes	No change in width
690	S	Grant	ST	1000		NR	60	60	Yes	No change in width
768	S	Grant	ST	900		NR	60	60	Yes	No change in width
634	S	Grant	ST	1200		NR	60	60	Yes	No change in width
660	S	Grant	ST	1100		NR	60	60	Yes	No change in width
1774	N	Grant	ST	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1678	N	Grant	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1754	N	Grant	ST	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1657	N	Grant	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1678	N	Grant	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1754	N	Grant	ST	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1905	N	Grant	ST	1100		NR	60	60	Yes	No change in width
1920	N	Grant	ST	1200		NR	60	60	Yes	No change in width
1353	N	Grant	ST	100	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
2806	S	Grant	ST	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1393	N	Grant	ST	200	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1298	S	Grant	ST	100	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1257	S	Grant	ST	200	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1353	N	Grant	ST	100	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1034	S	Grant	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
990	S	Grant	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1543	N	Grant	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width

36	S	Grasstree	CT	3700		NR	60	60	Yes	No change in width
1696	W	Gray	ST	1600		NR	60	60	Yes	No change in width
1669	W	Gray	ST	1700		NR	60	60	Yes	No change in width
865	S	Graywell	DR	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
853	S	Graywell	DR	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
914	S	Graywell	DR	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
668	S	Graywell	DR	1100		NR	60	60	Yes	No change in width
736	S	Graywell	DR	1006	Neighborhood Greenway	NR	60	60	Yes	No change in width
817	W	Green Tree	LN	1200		NR	60	60	Yes	No change in width
437	E	Greenbriar	LN	1900		NR	60	60	Yes	No change in width
415	E	Greenbriar	LN	2011		NR	60	60	Yes	No change in width
438	E	Greenbriar	LN	1716		NR	60	60	Yes	No change in width
434	E	Greenbriar	LN	1700		NR	60	60	Yes	No change in width
412	E	Greenbriar	LN	2000		NR	60	60	Yes	No change in width
414	E	Greenbriar	LN	2018		NR	60	60	Yes	No change in width
439	E	Greenbriar	LN	1800		NR	60	60	Yes	No change in width
515	S	Greenfield	CT	1600		NR	60	60	Yes	No change in width
2232	S	Greenleaf	CT	700		NR	60	60	Yes	No change in width
820	S	Greenwood	AVE	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
2744	S	Greystone	CT	1600		NR	60	60	Yes	No change in width
664	E	Grimes	LN	300		NC	74	60	No	Change due to no bike rec
2880	E	Grimes	LN	800		NC	74	60	No	Change due to no bike rec
2874	E	Grimes	LN	600		NC	74	60	No	Change due to no bike rec
2876	E	Grimes	LN	700		NC	74	60	No	Change due to no bike rec
665	E	Grimes	LN	400		NC	74	60	No	Change due to no bike rec
667	E	Grimes	LN	520		NC	74	60	No	Change due to no bike rec
666	E	Grimes	LN	500		NC	74	60	No	Change due to no bike rec
2879	E	Grimes	LN	900		NC	74	60	No	Change due to no bike rec
663	E	Grimes	LN	200		NC	74	60	No	Change due to no bike rec
2640	W	Grimes	LN	200	Protected Bike Lane	NC	74	74	Yes	No change in width
656	E	Grimes	LN	100		NC	74	60	No	Change due to no bike rec
429	S	Grovesnor	PL			NR	60	60	Yes	No change in width
428	S	Grovesnor	PL	2000		NR	60	60	Yes	No change in width
403	S	Grovesnor	PL	2100		NR	60	60	Yes	No change in width
416	S	Grovesnor	PL	2005		NR	60	60	Yes	No change in width
3109	W	Guy	AVE	600		NR	60	60	Yes	No change in width
2323	W	Habitat	ST	1400		NR	60	60	Yes	No change in width
3231	N	Hackberry	ST	3500		NR	60	60	Yes	No change in width
3229	N	Hackberry	ST	3536		NR	60	60	Yes	No change in width
2305	E	Hagan	ST	4150		NR	60	60	Yes	No change in width
1579	N	Hamilton	CT	500		NR	60	60	Yes	No change in width
66	S	Hampshire	LN	3700		NR	60	60	Yes	No change in width
1331	N	Hampton	CT	100		NR	60	60	Yes	No change in width
1888	N	Hancock	DR	1250		NR	74	60	No	No change in width
3269	S	Harmony	PL	2100		NR	60	60	Yes	No change in width
1533	N	Harold	ST	400		NR	60	60	Yes	No change in width
1573	N	Harold	ST	414		NR	60	60	Yes	No change in width
920	S	Harvey	DR	850	Neighborhood Greenway	NR	60	60	Yes	No change in width
919	S	Harvey	DR	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1043	S	Harvey	DR	550	Neighborhood Greenway	NR	60	60	Yes	No change in width

953	S	Harvey	DR	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
3130	S	Hathaway	CT	1500		NR	60	60	Yes	No change in width
3131	S	Hathaway	CT	1570		NR	60	60	Yes	No change in width
3098	S	Hawksmoore	DR	1900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3103	S	Hawksmoore	DR	1922	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3095	S	Hawksmoore	DR	2126	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3106	S	Hawksmoore	DR	2024	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
807	S	Hawthorne	DR	998	Neighborhood Greenway	NR	60	60	Yes	No change in width
3020	S	Hawthorne	DR	200		NR	60	60	Yes	No change in width
2245	S	Hawthorne	DR	300	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
711	S	Hawthorne	DR	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
711	S	Hawthorne	DR	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
927	S	Hawthorne	DR	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2823	S	Hawthorne	DR	830	Neighborhood Greenway	NR	60	60	Yes	No change in width
927	S	Hawthorne	DR	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2823	S	Hawthorne	DR	830	Neighborhood Greenway	NR	60	60	Yes	No change in width
2824	S	Hawthorne	DR	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
2824	S	Hawthorne	DR	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
977	S	Hawthorne	DR	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1015	S	Hawthorne	DR	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1015	S	Hawthorne	DR	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1077	S	Hawthorne	DR	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1077	S	Hawthorne	DR	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1126	S	Hawthorne	DR	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
977	S	Hawthorne	DR	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1491	N	Hay	ST	300		NR	60	60	Yes	No change in width
2537	N	Hay	ST	400		NR	60	60	Yes	No change in width
2308	W	Hays	CT	500		NR	60	60	Yes	No change in width
2053	N	Headley	RD	2600	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2043	N	Headley	RD	2350	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2532	N	Headley	RD	3060	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2431	S	Hearthstone	CT	1300		NR	60	60	Yes	No change in width
2430	S	Hearthstone	CT	1200		NR	60	60	Yes	No change in width
2985	W	Heartwood	CT	2800		NR	60	60	Yes	No change in width
455	S	Heath	ST	2600		NR	60	60	Yes	No change in width
37	E	Heather	DR	1000	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
31	E	Heather	DR	1008	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
28	E	Heather	DR	1050	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
16	E	Heather	DR	600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
32	E	Heather	DR	700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
20	E	Heather	DR	662	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
30	E	Heather	DR	1020	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
14	E	Heather	DR	650	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
15	E	Heather	DR	606	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
33	E	Heather	DR	682	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
55	W	Heatherwood	LN	4218		NR	60	60	Yes	No change in width
46	W	Heatherwood	LN	4200		NR	60	60	Yes	No change in width
2446	W	Heatherwood	LN	4300		NR	60	60	Yes	No change in width
2449	W	Heatherwood	LN	4408		NR	60	60	Yes	No change in width
2448	S	Heatherwood	LN	3500		NR	60	60	Yes	No change in width

47	W	Heatherwood	LN	4206		NR	60	60	Yes	No change in width
64	W	Heatherwood	LN	4234		NR	60	60	Yes	No change in width
63	W	Heatherwood	LN	4250		NR	60	60	Yes	No change in width
41	W	Heatherwood	LN	4000		NR	60	60	Yes	No change in width
45	W	Heatherwood	LN	4104		NR	60	60	Yes	No change in width
62	W	Heatherwood	LN	4400		NR	60	60	Yes	No change in width
58	W	Heatherwood	LN	4220		NR	60	60	Yes	No change in width
39	W	Heatherwood	LN	4110		NR	60	60	Yes	No change in width
2447	W	Heatherwood	LN	4330		NR	60	60	Yes	No change in width
1708	E	Hector	DR	4220		NR	60	60	Yes	No change in width
3297	W	Hedge Apple	LN	1230		NR	60	60	Yes	No change in width
3298	W	Hedge Apple	LN	1262		NR	60	60	Yes	No change in width
3222	W	Hedge Apple	LN	1270		NR	60	60	Yes	No change in width
7129	S	Heirloom	DR	3600		NC	74	60	No	Change due to no bike rec
254	E	Hemlock	CIR	2700		NR	60	60	Yes	No change in width
3307	S	Henderson	ST	401	Protected Bike Lane	NC	74	74	Yes	No change in width
2273	S	Henderson	ST	2800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
175	S	Henderson	ST	2700	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
296	S	Henderson	ST	2200	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3304	S	Henderson	ST	400	Protected Bike Lane	NC	74	74	Yes	No change in width
2798	S	Henderson	ST	1750	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2797	S	Henderson	ST	1900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
362	S	Henderson	ST	2100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2754	S	Henderson	ST	1500	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1085	S	Henderson	ST	420	Protected Bike Lane	NC	74	74	Yes	No change in width
1085	S	Henderson	ST	420	Protected Bike Lane	NC	74	74	Yes	No change in width
3304	S	Henderson	ST	400	Protected Bike Lane	NC	74	74	Yes	No change in width
2749	S	Henderson	ST	1600	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2772	S	Henderson	ST	1200	Protected Bike Lane	NC	74	74	Yes	No change in width
2772	S	Henderson	ST	1200	Protected Bike Lane	NC	74	74	Yes	No change in width
765	S	Henderson	ST	920	Protected Bike Lane	NC	74	74	Yes	No change in width
687	S	Henderson	ST	1000	Protected Bike Lane	NC	74	74	Yes	No change in width
657	S	Henderson	ST	1100	Protected Bike Lane	NC	74	74	Yes	No change in width
657	S	Henderson	ST	1100	Protected Bike Lane	NC	74	74	Yes	No change in width
687	S	Henderson	ST	1000	Protected Bike Lane	NC	74	74	Yes	No change in width
765	S	Henderson	ST	920	Protected Bike Lane	NC	74	74	Yes	No change in width
2769	S	Henderson	ST	1300	Protected Bike Lane	NC	74	74	Yes	No change in width
2769	S	Henderson	ST	1300	Protected Bike Lane	NC	74	74	Yes	No change in width
2757	S	Henderson	ST	1410	Protected Bike Lane	NC	74	74	Yes	No change in width
2757	S	Henderson	ST	1410	Protected Bike Lane	NC	74	74	Yes	No change in width
271	S	Henderson	ST	2300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
909	S	Henderson	ST	820	Protected Bike Lane	NC	74	74	Yes	No change in width
932	S	Henderson	ST	800	Protected Bike Lane	NC	74	74	Yes	No change in width
869	S	Henderson	ST	836	Protected Bike Lane	NC	74	74	Yes	No change in width
909	S	Henderson	ST	820	Protected Bike Lane	NC	74	74	Yes	No change in width
869	S	Henderson	ST	836	Protected Bike Lane	NC	74	74	Yes	No change in width
840	S	Henderson	ST	900	Protected Bike Lane	NC	74	74	Yes	No change in width
840	S	Henderson	ST	900	Protected Bike Lane	NC	74	74	Yes	No change in width
1033	S	Henderson	ST	600	Protected Bike Lane	NC	74	74	Yes	No change in width
989	S	Henderson	ST	700	Protected Bike Lane	NC	74	74	Yes	No change in width

1033	S	Henderson	ST	600	Protected Bike Lane	NC	74	74	Yes	No change in width
932	S	Henderson	ST	800	Protected Bike Lane	NC	74	74	Yes	No change in width
223	S	Henderson	ST	2480	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2735	S	Henderson	ST	1640	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2740	S	Henderson	ST	1616	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3313	S	Henderson	ST	300		NR	60	60	Yes	No change in width
1233	S	Heritage	RD	200		NR	60	60	Yes	No change in width
3181	W	Hickory	LN	1300		NR	60	60	Yes	No change in width
3011	S	Hickory	DR	300		NR	60	60	Yes	No change in width
5709	S	Hickory	DR	380		NR	60	60	Yes	No change in width
2204	E	Hickory Stick	DR	534	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2203	E	Hickory Stick	DR	500	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2282	E	Hickory Stick	CT	500		NR	60	60	Yes	No change in width
518	S	High	ST	1650	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2584	S	High	ST			NC	74	60	No	Change due to no bike rec
2585	S	High	ST	2300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2894	S	High	ST	2208	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
578	S	High	ST	1410	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
839	S	High	ST	900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
677	S	High	ST	1298	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
642	S	High	ST	1300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2906	S	High	ST	2110	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
482	S	High	ST	1800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
413	S	High	ST	1960	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
381	S	High	ST	2100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
678	S	High	ST	1226	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
757	S	High	ST	1020	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
705	S	High	ST	1100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1173	S	High	ST	300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1115	S	High	ST	400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1050	S	High	ST	500	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
968	S	High	ST	700	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
915	S	High	ST	800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
499	S	Highland	AVE	1700	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
764	S	Highland	AVE	998		NR	60	60	Yes	No change in width
714	S	Highland	AVE	1000		NR	60	60	Yes	No change in width
795	S	Highland	AVE	900		NR	60	60	Yes	No change in width
2347	S	Highland	AVE	1834	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2349	S	Highland	AVE	2400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2218	S	Highland	AVE	2900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2518	S	Highland	AVE	1800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
564	S	Highland	AVE	1514	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
570	S	Highland	AVE	1500	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
561	S	Highland	AVE	1522	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
540	S	Highland	AVE	1620	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1185	S	Highland	AVE	300		GU	90	72	No	Changed due to no Bike Rec
926	S	Highland	AVE	800		NR	60	60	Yes	No change in width
898	S	Highland	AVE	850		NR	60	60	Yes	No change in width
1013	S	Highland	AVE	600		NR	60	60	Yes	No change in width
1070	S	Highland	AVE	500		NR	60	60	Yes	No change in width

975	S	Highland	AVE	700		NR	60	60	Yes	No change in width
1134	S	Highland	AVE	400		NR	60	60	Yes	No change in width
1340	N	Hillsdale	DR	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1421	N	Hillsdale	DR	220	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1272	S	Hillsdale	DR	200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1251	S	Hillsdale	DR	220	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1531	N	Hillsdale	DR	400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1321	S	Hillsdale	DR	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1270	S	Hillsdale	CT	200		NR	60	60	Yes	No change in width
1454	N	Hillsdale	DR	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1572	N	Hillsdale	DR	411	Neighborhood Greenway	NR	60	60	Yes	No change in width
582	E	Hillside	DR	1820	Protected Bike Lane	NC	74	74	Yes	No change in width
588	E	Hillside	DR	1350	Protected Bike Lane	NC	74	74	Yes	No change in width
2774	E	Hillside	DR	1000	Protected Bike Lane	GU	90	90	Yes	No change in width
582	E	Hillside	DR	1820	Protected Bike Lane	NC	74	74	Yes	No change in width
583	E	Hillside	DR	1620	Protected Bike Lane	NC	74	74	Yes	No change in width
583	E	Hillside	DR	1620	Protected Bike Lane	NC	74	74	Yes	No change in width
589	E	Hillside	DR	1200	Protected Bike Lane	NC	74	74	Yes	No change in width
2760	E	Hillside	DR	1100	Protected Bike Lane	GU	90	90	Yes	No change in width
588	E	Hillside	DR	1350	Protected Bike Lane	NC	74	74	Yes	No change in width
2774	E	Hillside	DR	1000	Protected Bike Lane	GU	90	90	Yes	No change in width
581	E	Hillside	DR	1900	Protected Bike Lane	NC	74	74	Yes	No change in width
581	E	Hillside	DR	1900	Protected Bike Lane	NC	74	74	Yes	No change in width
580	E	Hillside	DR	2000	Protected Bike Lane	NC	74	74	Yes	No change in width
2760	E	Hillside	DR	1100	Protected Bike Lane	GU	90	90	Yes	No change in width
602	W	Hillside	DR	400	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
3283	W	Hillside	DR	500	Multi-use Path	NR	60	64	No	Change due to MUP rec
598	E	Hillside	DR	400	Protected Bike Lane	GU	90	90	Yes	No change in width
3089	E	Hillside	DR	500	Protected Bike Lane	GU	90	90	Yes	No change in width
2755	E	Hillside	DR	700	Protected Bike Lane	GU	90	90	Yes	No change in width
2590	W	Hillside	DR	300	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
3088	E	Hillside	DR	414	Protected Bike Lane	GU	90	90	Yes	No change in width
599	E	Hillside	DR	200	Protected Bike Lane	GU	90	90	Yes	No change in width
599	E	Hillside	DR	200	Protected Bike Lane	GU	90	90	Yes	No change in width
3088	E	Hillside	DR	414	Protected Bike Lane	GU	90	90	Yes	No change in width
2756	E	Hillside	DR	800	Protected Bike Lane	GU	90	90	Yes	No change in width
2755	E	Hillside	DR	700	Protected Bike Lane	GU	90	90	Yes	No change in width
593	E	Hillside	DR	300	Protected Bike Lane	GU	90	90	Yes	No change in width
593	E	Hillside	DR	300	Protected Bike Lane	GU	90	90	Yes	No change in width
2756	E	Hillside	DR	800	Protected Bike Lane	GU	90	90	Yes	No change in width
598	E	Hillside	DR	400	Protected Bike Lane	GU	90	90	Yes	No change in width
580	E	Hillside	DR	2000	Protected Bike Lane	NC	74	74	Yes	No change in width
601	W	Hillside	DR	100	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
600	E	Hillside	DR	100	Protected Bike Lane	GU	90	90	Yes	No change in width
600	E	Hillside	DR	100	Protected Bike Lane	GU	90	90	Yes	No change in width
591	W	Hillside	DR	200	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
592	W	Hillside	DR	116	Protected Bike Lane	NR	60	79	No	Change due to PBL rec
589	E	Hillside	DR	1200	Protected Bike Lane	NC	74	74	Yes	No change in width
3064	W	Holiday	DR	2800		NR	60	60	Yes	No change in width
1614	E	Hollywood	DR	3500		NR	60	60	Yes	No change in width

3019	E	Hollywood	DR	3600		NR	60	60	Yes	No change in width
720	E	Homestead	DR	3500	Neighborhood Greenway	NR	60	60	Yes	No change in width
717	E	Homestead	DR	3400	Neighborhood Greenway	NR	60	60	Yes	No change in width
719	E	Homestead	DR	3600		NR	60	60	Yes	No change in width
126	W	Hoosier	ST	100		NR	60	60	Yes	No change in width
124	W	Hoosier	ST	120		NR	60	60	Yes	No change in width
125	W	Hoosier	ST	106		NR	60	60	Yes	No change in width
2476	W	Hoosier Court	AVE	500		NR	60	60	Yes	No change in width
1338	N	Hopewell	ST	100		NR	60	60	Yes	No change in width
2474	N	Hopewell	ST	320		NR	60	60	Yes	No change in width
2473	N	Hopewell	ST	300		NR	60	60	Yes	No change in width
1564	N	Hopewell	ST	400		NR	60	60	Yes	No change in width
1145	W	Howe	ST	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1146	W	Howe	ST	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1143	W	Howe	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1141	W	Howe	ST	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1147	W	Howe	ST	300	Neighborhood Greenway	NR	0	60	No	No change in width
1142	W	Howe	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
6949	W	Howe	ST	1250		NR	60	60	Yes	No change in width
1149	W	Howe	ST	1021	Neighborhood Greenway	NR	60	60	Yes	No change in width
1140	E	Hunter	AVE	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1124	E	Hunter	AVE	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
1123	E	Hunter	AVE	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1133	E	Hunter	AVE	1200	Neighborhood Greenway	NR	60	60	Yes	No change in width
1138	E	Hunter	AVE	1400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1137	E	Hunter	AVE	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1120	E	Hunter	AVE	1500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1118	E	Hunter	AVE	1900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1119	E	Hunter	AVE	1800	Neighborhood Greenway	NR	60	60	Yes	No change in width
1117	E	Hunter	AVE	1915	Neighborhood Greenway	NR	60	60	Yes	No change in width
2922	E	Hunter	AVE	2000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1132	E	Hunter	AVE	1100	Neighborhood Greenway	NR	60	60	Yes	No change in width
1131	E	Hunter	AVE	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1130	E	Hunter	AVE	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
2522	E	Hunters	GLN	2800		NR	60	60	Yes	No change in width
2752	S	Huntington	DR	1500		NR	60	60	Yes	No change in width
2733	S	Huntington	DR	1700		NR	60	60	Yes	No change in width
3206	S	Huntington Gardens	PL	1800		NR	60	60	Yes	No change in width
402	E	Hyde Park	CIR	1800		NR	60	60	Yes	No change in width
1805	N	Illinois	ST	916		NR	60	60	Yes	No change in width
1844	W	Illinois	CT	1400		NR	60	60	Yes	No change in width
1791	N	Illinois	ST	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1845	N	Illinois	ST	1110		NR	60	60	Yes	No change in width
1710	N	Illinois	ST	800		NR	60	60	Yes	No change in width
3309	S	Indiana	AVE	376	Protected Bike Lane	GU	90	90	Yes	No change in width
1542	N	Indiana	AVE	400	Protected Bike Lane	GU	90	90	Yes	No change in width
1464	N	Indiana	AVE	300	Protected Bike Lane	GU	90	90	Yes	No change in width
2782	N	Indiana	AVE	500	Protected Bike Lane	GU	90	90	Yes	No change in width
1782	N	Indiana	AVE	900	Protected Bike Lane	GU	90	90	Yes	No change in width
1893	N	Indiana	AVE	1300		NC	74	60	No	Change due to no bike rec

1833	N	Indiana	AVE	1000	Protected Bike Lane	NC	74	74	Yes	No change in width
1682	N	Indiana	AVE	700	Protected Bike Lane	GU	90	90	Yes	No change in width
2781	N	Indiana	AVE	600	Protected Bike Lane	GU	90	90	Yes	No change in width
1752	N	Indiana	AVE	800	Protected Bike Lane	GU	90	90	Yes	No change in width
1395	N	Indiana	AVE	200	Protected Bike Lane	GU	90	90	Yes	No change in width
3312	S	Indiana	AVE	300	Protected Bike Lane	GU	90	90	Yes	No change in width
3319	S	Indiana	AVE	200	Protected Bike Lane	GU	90	90	Yes	No change in width
1300	S	Indiana	AVE	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1355	N	Indiana	AVE	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1867	N	Indiana	AVE	1100		NC	74	60	No	Change due to no bike rec
1316	E	Indiana Bell	CT	4600		NR	60	60	Yes	No change in width
7087	W	Industrial Park	DR			NR	60	60	Yes	No change in width
7116		Interstate 69 Ramp				NR	60	60	Yes	No change in width
7115		Interstate 69 Ramp				NR	60	60	Yes	No change in width
3294	S	Ira	ST	1600		NR	60	60	Yes	No change in width
3293	S	Ira	ST	1641		NR	60	60	Yes	No change in width
3295	S	Ira	ST	1500		NR	60	60	Yes	No change in width
2442	W	Iris	LN	4400		NR	60	60	Yes	No change in width
2450	W	Iris	LN	4426		NR	60	60	Yes	No change in width
2209	N	Ironwood	CT	3960		NR	60	60	Yes	No change in width
2181	N	Ironwood	CT	3950		NR	60	60	Yes	No change in width
6896	W	Isaac	DR	1500		NR	60	60	Yes	No change in width
2951	S	Isabel	CT	2600		NR	60	60	Yes	No change in width
65	S	Ivy	LN	3400		NR	60	60	Yes	No change in width
1959	N	Jackson	ST	1300		NR	60	60	Yes	No change in width
1962	N	Jackson	ST	1350		NR	60	60	Yes	No change in width
2321	N	Jackson	ST	1450		NR	60	60	Yes	No change in width
1263	S	Jackson	ST	200		NR	60	60	Yes	No change in width
1414	N	Jackson	ST	200		NR	60	60	Yes	No change in width
1785	N	Jackson	ST	800		NR	60	60	Yes	No change in width
1813	N	Jackson	ST	900		NR	60	60	Yes	No change in width
2191	S	Jackson	ST	300		NR	60	60	Yes	No change in width
2190	S	Jackson	ST	326		NR	60	60	Yes	No change in width
1212	S	Jackson	ST	250		NR	60	60	Yes	No change in width
1556	N	Jackson	ST	400		NR	60	60	Yes	No change in width
1362	N	Jackson	ST	100		NR	60	60	Yes	No change in width
1302	S	Jackson	ST	100		NR	60	60	Yes	No change in width
2269	N	Jackson	ST	1200		NR	60	60	Yes	No change in width
1914	N	Jackson	ST	1100		NR	60	60	Yes	No change in width
1881	N	Jackson	ST	1000		NR	60	60	Yes	No change in width
1970	N	Jackson	ST	1400		NR	60	60	Yes	No change in width
7012		Jackson Creek Trail			Multi-use Trail	NR	60	60	Yes	
7224		Jackson Creek Trail			Multi-use Trail	NR	60	60	Yes	
7011		Jackson Creek Trail			Multi-use Trail	NR	60	60	Yes	
7013		Jackson Creek Trail			Multi-use Trail	NR	60	60	Yes	
		Jackson Creek Trail			Multi-use Trail		0	0	Yes	
2563	N	Jacob	DR	420		NC	74	60	No	Change due to no bike rec
2575	W	Jacob	DR	3200		NC	74	60	No	Change due to no bike rec
2732	N	Jacob	DR	200		NC	74	60	No	Change due to no bike rec
2578	N	Jacob	DR	300		NC	74	60	No	Change due to no bike rec

2836	S	Jalen	CT	2700		NR	60	60	Yes	No change in width
25	E	Jamie	LN	1100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
12	S	Jamie	LN	3900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2	S	Jamie	LN	4000		NR	60	60	Yes	No change in width
1030	E	Janet	DR	4390		NR	60	60	Yes	No change in width
373	S	Jean	ST	2200		NR	60	60	Yes	No change in width
384	W	Jed	ST	388		NR	60	60	Yes	No change in width
1244	S	Jefferson	ST	200	Neighborhood Greenway	NR	60	60	Yes	No change in width
1528	N	Jefferson	ST	400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1376	N	Jefferson	ST	200	Neighborhood Greenway	NR	60	60	Yes	No change in width
1283	S	Jefferson	ST	100	Neighborhood Greenway	NR	60	60	Yes	No change in width
1429	N	Jefferson	ST	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
51	E	Jennifer	CIR	1053		NR	60	60	Yes	No change in width
52	E	Jennifer	CT	1020		NR	60	60	Yes	No change in width
53	E	Jennifer	DR	1030		NR	60	60	Yes	No change in width
56	E	Jennifer	DR	1000		NR	60	60	Yes	No change in width
50	E	Jennifer	DR	1056		NR	60	60	Yes	No change in width
1560	N	John	ST	400		NR	60	60	Yes	No change in width
2425	E	John Hinkle	PL	3580		NC	74	60	No	Change due to no bike rec
1569	E	John Hinkle	PL	3340		NC	74	60	No	Change due to no bike rec
3009	S	Johnson	AVE	226	Multi-use Path	NC	74	62	No	Change due to MUP rec
3010	N	Johnson	AVE	220	Multi-use Path	NC	74	62	No	Change due to MUP rec
1268	E	Jones	AVE	1650		NC	74	60	No	Change due to no bike rec
2003	N	Jordan	AVE	1700	Bike Lane	NC	74	68	No	Change due to BL rec
1737	N	Jordan	AVE	1000	Protected Bike Lane	NC	74	74	Yes	No change in width
1631	N	Jordan	AVE	700	Protected Bike Lane	GU	90	90	Yes	No change in width
7179	N	Jordan	AVE	750	Protected Bike Lane	GU	90	90	Yes	No change in width
1287	S	Jordan	AVE	170	Protected Bike Lane	GU	90	90	Yes	No change in width
1322	S	Jordan	AVE	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1502	N	Jordan	AVE	460	Protected Bike Lane	GU	90	90	Yes	No change in width
1342	N	Jordan	AVE	100	Protected Bike Lane	GU	90	90	Yes	No change in width
1419	N	Jordan	AVE	250	Protected Bike Lane	GU	90	90	Yes	No change in width
1204	S	Jordan	AVE	200	Protected Bike Lane	GU	90	90	Yes	No change in width
2015	N	Jordan	AVE	1900	Bike Lane	NC	74	68	No	Change due to BL rec
1934	N	Jordan	AVE	1400	Bike Lane	NC	74	68	No	Change due to BL rec
713	S	Jordan	AVE	1016		NR	60	60	Yes	No change in width
974	S	Jordan	AVE	700	Protected Bike Lane	NC	74	74	Yes	No change in width
897	S	Jordan	AVE	800	Protected Bike Lane	NC	74	74	Yes	No change in width
1069	S	Jordan	AVE	500	Protected Bike Lane	NC	74	74	Yes	No change in width
1012	S	Jordan	AVE	600	Protected Bike Lane	NC	74	74	Yes	No change in width
1135	S	Jordan	AVE	400	Protected Bike Lane	NC	74	74	Yes	No change in width
829	S	Jordan	AVE	900	Protected Bike Lane	NC	74	74	Yes	No change in width
1186	S	Jordan	AVE	300	Protected Bike Lane	GU	90	90	Yes	No change in width
1911	N	Jordan	AVE	1300	Protected Bike Lane	NC	74	74	Yes	No change in width
1341	N	Jordan	AVE	100	Protected Bike Lane	GU	90	90	Yes	No change in width
751	S	Jordan	AVE	1000	Protected Bike Lane	NC	74	74	Yes	No change in width
357	E	Jordans	WAY	3600		NR	60	60	Yes	No change in width
369	W	Joy	ST	400		NR	60	60	Yes	No change in width
2453	W	Julies	WAY	2900		NR	60	60	Yes	No change in width
2072	E	Juniper	PL	900		NR	60	60	Yes	No change in width

6946	S	Junya	ST	540		NR	60	60	Yes	No change in width
754	S	Karen	ST	1000		NR	60	60	Yes	No change in width
6960	S	Kegg	RD	2700		NC	74	60	No	Change due to no bike rec
2457	W	Kellis	WAY	2800		NR	60	60	Yes	No change in width
261	S	Kendall	DR	2600		NR	60	60	Yes	No change in width
2099	E	Kenler	DR	200		NR	60	60	Yes	No change in width
2390	S	Kennedy	DR	3400		NR	60	60	Yes	No change in width
3014	S	Kennedy	DR	3500		NR	60	60	Yes	No change in width
7195	S	Kennedy	DR	3524		NR	60	60	Yes	No change in width
2389	E	Kennedy	CT	100		NR	60	60	Yes	No change in width
5720	S	Kennedy	DR	3760		NR	60	60	Yes	No change in width
2899	E	Kensington	CT	2000		NR	60	60	Yes	No change in width
2898	E	Kensington	PL	1800		NR	60	60	Yes	No change in width
2406	E	Kensington Park	DR	3100		NR	60	60	Yes	No change in width
2116	E	Kenwood	PL	456		NR	60	60	Yes	No change in width
1930	W	Kenwood	DR	300		NR	60	60	Yes	No change in width
2514	E	Keri Marie	LN	1000		NR	60	60	Yes	No change in width
1615	N	Kerry	DR	700		NR	60	60	Yes	No change in width
1499	N	Kerry	DR	600		NR	60	60	Yes	No change in width
2220	N	Keystone	CT	750		NR	60	60	Yes	No change in width
1698	N	Keystone	CT	700		NR	60	60	Yes	No change in width
2698	N	Keystone	CT	800		NR	60	60	Yes	No change in width
5742	S	Kimble	DR	190		NR	60	60	Yes	No change in width
3008	S	Kimble	DR	250		NR	60	60	Yes	No change in width
2194	S	Kings	CT	2800		NR	60	60	Yes	No change in width
330	S	Kings	CT	2900		NR	60	60	Yes	No change in width
71	S	Kingsbury	AVE	3600		NR	60	60	Yes	No change in width
2152	N	Kingsley	DR	3300		NR	60	60	Yes	No change in width
2159	N	Kingsley	DR	3500		NR	60	60	Yes	No change in width
2140	N	Kingsley	DR	3100		NR	60	60	Yes	No change in width
2210	S	Kingston	DR	100	Bike Lane	GU	90	84	No	Change due to BL rec
2946	S	Kingston	DR	300	Bike Lane	GU	90	84	No	Change due to BL rec
2166	N	Kinser	PIKE	2800	Multi-use Path	NC	74	62	No	Change due to MUP rec
2136	N	Kinser	PIKE	3730	Multi-use Path	NC	74	62	No	Change due to MUP rec
2139	N	Kinser	PIKE	3250	Multi-use Path	NC	74	62	No	Change due to MUP rec
1802	E	Kinser	DR	4300		NR	60	60	Yes	No change in width
1800	E	Kinser	DR	4400		NR	60	60	Yes	No change in width
2955	N	Kinser	PIKE	1500	Bike Lane	GU	90	84	No	Change due to BL rec
2962	N	Kinser	PIKE	1600	Bike Lane	GU	90	84	No	Change due to BL rec
2959	N	Kinser	PIKE	1550	Bike Lane	GU	90	84	No	Change due to BL rec
2044	N	Kinser	PIKE	1800	Multi-use Path	NC	74	62	No	Change due to MUP rec
2052	N	Kinser	PIKE	2200	Multi-use Path	NC	74	62	No	Change due to MUP rec
2164	N	Kinser	PIKE	2650	Multi-use Path	NC	74	62	No	Change due to MUP rec
2137	N	Kinser	PIKE	3400	Multi-use Path	NC	74	62	No	Change due to MUP rec
7238	N	Kinser	PIKE	3020	Multi-use Path	NC	74	62	No	Change due to MUP rec
2172	N	Kinser	PIKE	3968	Multi-use Path	NC	74	62	No	Change due to MUP rec
7216	N	Kinser	PIKE	3950	Multi-use Path	NC	74	62	No	Change due to MUP rec
2954	N	Kinser	PIKE	1400	Bike Lane	GU	90	84	No	Change due to BL rec
2216	N	Kinser	PIKE	1625	Bike Lane	GU	90	84	No	Change due to BL rec
2047	N	Kinser	PIKE		Bike Lane	NR	60	75	No	Change due to BL rec

2023	N	Kinser	PIKE	1700	Bike Lane	GU	90	84	No	Change due to BL rec
7237	N	Kinser	PIKE	2900	Multi-use Path	NC	74	62	No	Change due to MUP rec
6954	N	Kinser	PIKE	4640	Multi-use Path	NC	74	62	No	Change due to MUP rec
2173	N	Kinser	PIKE	4250	Multi-use Path	NC	74	62	No	Change due to MUP rec
2174	N	Kinser	PIKE	3900	Multi-use Path	NC	74	62	No	Change due to MUP rec
2957	N	Kinser	PIKE	1510	Bike Lane	GU	90	84	No	Change due to BL rec
2183	S	Kirby	ALY	300		NR	60	60	Yes	No change in width
2183	S	Kirby	ALY	300		NR	60	60	Yes	No change in width
1337	E	Kirkwood	AVE	600		NR	60	60	Yes	No change in width
1336	E	Kirkwood	AVE	750		NR	60	60	Yes	No change in width
1334	E	Kirkwood	AVE	1000		NR	60	60	Yes	No change in width
2615	W	Kirkwood	AVE	1100	Bike Lane	GU	90	84	No	Change due to BL rec
1346	E	Kirkwood	AVE	200		SS	70	70	Yes	No change in width
1333	W	Kirkwood	AVE	1500		NR	60	60	Yes	No change in width
2608	W	Kirkwood	AVE	1000	Bike Lane	GU	90	84	No	Change due to BL rec
1366	W	Kirkwood	AVE	800	Bike Lane	GU	90	84	No	Change due to BL rec
1367	W	Kirkwood	AVE	900	Bike Lane	GU	90	84	No	Change due to BL rec
1365	W	Kirkwood	AVE	700	Bike Lane	GU	90	84	No	Change due to BL rec
2617	W	Kirkwood	AVE	1400		NR	60	60	Yes	No change in width
2661	W	Kirkwood	AVE	1200	Bike Lane	GU	90	84	No	Change due to BL rec
2613	W	Kirkwood	AVE	1300		NR	60	60	Yes	No change in width
1360	W	Kirkwood	AVE	500	Bike Lane	GU	90	84	No	Change due to BL rec
1363	W	Kirkwood	AVE	600	Bike Lane	GU	90	84	No	Change due to BL rec
1361	W	Kirkwood	AVE	400		GU	90	72	No	Changed due to no Bike Rec
1356	W	Kirkwood	AVE	302		GU	90	72	No	Changed due to no Bike Rec
2199	W	Kirkwood	AVE	200		GU	90	72	No	Changed due to no Bike Rec
2200	W	Kirkwood	AVE	214		GU	90	72	No	Changed due to no Bike Rec
7042	W	Kirkwood	AVE	300		GU	90	72	No	Changed due to no Bike Rec
1344	W	Kirkwood	AVE	100		GU	90	72	No	Changed due to no Bike Rec
1345	E	Kirkwood	AVE	100		SS	70	70	Yes	No change in width
1349	E	Kirkwood	AVE	500		SS	70	70	Yes	No change in width
1348	E	Kirkwood	AVE	400		SS	70	70	Yes	No change in width
1347	E	Kirkwood	AVE	300		SS	70	70	Yes	No change in width
340	W	Kissell	DR			NR	60	60	Yes	No change in width
331	W	Kissell	DR			NR	60	60	Yes	No change in width
332	W	Kissell	DR			NR	60	60	Yes	No change in width
407	E	Knollwood	CIR	1000		NR	60	60	Yes	No change in width
339	E	Kristen	CT	3200		NR	60	60	Yes	No change in width
2090	E	Lakewood	DR	400		NR	60	60	Yes	No change in width
2104	N	Lakewood	CT	2900		NR	60	60	Yes	No change in width
2091	E	Lakewood	DR	500		NR	60	60	Yes	No change in width
2105	E	Lakewood	DR	300		NR	60	60	Yes	No change in width
2471	S	Landmark	AVE	700		NR	60	60	Yes	No change in width
3165	S	Landmark	AVE	532		NR	60	60	Yes	No change in width
3164	S	Landmark	AVE	420		NR	60	60	Yes	No change in width
2306	S	Larkspur	LN	915		NR	60	60	Yes	No change in width
2468	S	Larkspur	LN	900		NR	60	60	Yes	No change in width
2470	S	Larkspur	LN	800		NR	60	60	Yes	No change in width
2267	S	Larkspur	LN	904		NR	60	60	Yes	No change in width
862	E	Latimer	RD	3400	Neighborhood Greenway	NR	60	60	Yes	No change in width

27	S	Laura	WAY	3822	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
48	S	Laura	WAY	3800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
5	S	Laurel	CT	3900		NR	60	60	Yes	No change in width
13	S	Laurel	CT	3800		NR	60	60	Yes	No change in width
2503	S	Laurelwood	DR	2200		NR	60	60	Yes	No change in width
2501	S	Laurelwood	CIR	2200		NR	60	60	Yes	No change in width
2502	E	Laurelwood	DR	440		NR	60	60	Yes	No change in width
2499	E	Laurelwood	DR	400		NR	60	60	Yes	No change in width
2500	E	Laurelwood	CT	400		NR	60	60	Yes	No change in width
1969	W	Lava	WAY	500		NR	60	60	Yes	No change in width
2066	N	Laverne	DR	2400		NR	60	60	Yes	No change in width
2966	E	Law	LN	1360	Protected Bike Lane	GU	90	90	Yes	No change in width
2965	E	Law	LN	1300	Protected Bike Lane	GU	90	90	Yes	No change in width
2778	E	Law	LN	1650	Protected Bike Lane	GU	90	90	Yes	No change in width
1697	N	Lemon	LN	800		NR	60	60	Yes	No change in width
234	S	Leonard Springs	RD	2736	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
2334	S	Leonard Springs	RD	3400	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
205	S	Leonard Springs	RD	2800	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
168	S	Leonard Springs	RD	2820	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
262	S	Leonard Springs	RD	2600	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
249	S	Leonard Springs	RD	2700	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
7213	S	Leonard Springs	RD	2506	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
35	S	Leonard Springs	RD	3650	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
42	S	Leonard Springs	RD	3500	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
4	S	Leonard Springs	RD	3800	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
7212	S	Leonard Springs	RD	3612	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
2335	S	Leonard Springs	RD	3200	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
7230	S	Leonard Springs	RD	3176	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
7241	S	Leonard Springs	RD	3226	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
107	S	Leonard Springs	RD	2900	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
7229	S	Leonard Springs	RD	3050	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
319	S	Leonard Springs	RD	2500	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
2315	N	Lexington	DR	100		NR	60	60	Yes	No change in width
2314	S	Lexington	DR	100		NR	60	60	Yes	No change in width
2994	S	Liberty	DR	450	Protected Bike Lane	NC	74	74	Yes	No change in width
2702	S	Liberty	DR	1960	Protected Bike Lane	NC	74	74	Yes	No change in width
3153	W	Lilac	LN	4200		NR	60	60	Yes	No change in width
34	S	Lilly	LN	3600		NR	60	60	Yes	No change in width
123	S	Limestone	DR	2800		NR	60	60	Yes	No change in width
635	S	Lincoln	ST	1200	Bike Lane	NC	74	68	No	Change due to BL rec
1031	S	Lincoln	ST	500	Bike Lane	NC	74	68	No	Change due to BL rec
1690	N	Lincoln	ST	698		NR	60	60	Yes	No change in width
1658	N	Lincoln	ST	600		NR	60	60	Yes	No change in width
1544	N	Lincoln	ST	400	Bike Lane	NC	74	68	No	Change due to BL rec
6963	N	Lincoln	ST	1700		NR	60	60	Yes	No change in width
2792	N	Lincoln	ST	1600		NR	60	60	Yes	No change in width
2793	N	Lincoln	ST	1400		NR	60	60	Yes	No change in width
769	S	Lincoln	ST	900	Bike Lane	NC	74	68	No	Change due to BL rec
612	S	Lincoln	ST	1300	Bike Lane	NC	74	68	No	Change due to BL rec
871	S	Lincoln	ST	700	Bike Lane	NC	74	68	No	Change due to BL rec

2726	S	Lincoln	ST	600	Bike Lane	NC	74	68	No	Change due to BL rec
691	S	Lincoln	ST	1000	Bike Lane	NC	74	68	No	Change due to BL rec
661	S	Lincoln	ST	1100	Bike Lane	NC	74	68	No	Change due to BL rec
844	S	Lincoln	ST	800	Bike Lane	NC	74	68	No	Change due to BL rec
991	S	Lincoln	ST	526	Bike Lane	NC	74	68	No	Change due to BL rec
594	S	Lincoln	ST	1400	Bike Lane	NC	74	68	No	Change due to BL rec
1775	N	Lincoln	ST	900		NR	60	60	Yes	No change in width
1679	N	Lincoln	ST	700		NR	60	60	Yes	No change in width
1755	N	Lincoln	ST	800		NR	60	60	Yes	No change in width
1938	N	Lincoln	ST	1300		NR	60	60	Yes	No change in width
1841	N	Lincoln	ST	950		NR	60	60	Yes	No change in width
1870	N	Lincoln	ST	1000		NR	60	60	Yes	No change in width
1921	N	Lincoln	ST	1200		NR	60	60	Yes	No change in width
1906	N	Lincoln	ST	1100		NR	60	60	Yes	No change in width
1467	N	Lincoln	ST	300	Bike Lane	NC	74	68	No	Change due to BL rec
1091	S	Lincoln	ST	400	Bike Lane	NC	74	68	No	Change due to BL rec
1157	S	Lincoln	ST	300	Bike Lane	NC	74	68	No	Change due to BL rec
1392	N	Lincoln	ST	200	Bike Lane	NC	74	68	No	Change due to BL rec
1297	S	Lincoln	ST	100	Bike Lane	NC	74	68	No	Change due to BL rec
1256	S	Lincoln	ST	200	Bike Lane	NC	74	68	No	Change due to BL rec
1352	N	Lincoln	ST	100	Bike Lane	NC	74	68	No	Change due to BL rec
1605	N	Lincoln	ST	500	Bike Lane	NC	74	68	No	Change due to BL rec
61	S	Lindas	WAY	3813		NR	60	60	Yes	No change in width
2291	N	Lindbergh	DR	1100		NR	60	60	Yes	No change in width
2291	N	Lindbergh	DR	1100		NR	60	60	Yes	No change in width
1796	N	Lindbergh	DR	950		NR	60	60	Yes	No change in width
1729	N	Lindbergh	DR	700		NR	60	60	Yes	No change in width
3302	N	Lindbergh	DR	1260		NR	74	60	No	No change in width
1729	N	Lindbergh	DR	700		NR	60	60	Yes	No change in width
3301	N	Lindbergh	DR	1200		NR	74	60	No	No change in width
2061	E	Linden	DR	1100		NR	60	60	Yes	No change in width
132	E	Linden Hill	DR	2304		NR	60	60	Yes	No change in width
133	E	Linden Hill	DR	2300		NR	60	60	Yes	No change in width
1892	E	Lingelbach	LN	1800		NC	74	60	No	Change due to no bike rec
1891	E	Lingelbach	LN	2150		NC	74	60	No	Change due to no bike rec
3202	N	Lismore	DR	1250		NR	60	60	Yes	No change in width
411	S	Locust	CT	1900		NR	60	60	Yes	No change in width
397	S	Locust	CT	2018		NR	60	60	Yes	No change in width
2005	N	Longfellow	DR			NR	60	60	Yes	No change in width
1992	N	Longfellow	DR			NR	60	60	Yes	No change in width
1963	N	Longfellow	DR			NR	60	60	Yes	No change in width
1981	N	Longfellow	DR			NR	60	60	Yes	No change in width
1971	N	Longfellow	DR			NR	60	60	Yes	No change in width
1384	E	Longview	AVE	3501	Neighborhood Greenway	NR	74	60	No	No change in width
1385	E	Longview	AVE	3600	Neighborhood Greenway	NR	74	60	No	No change in width
1417	E	Longview	AVE	3425	Neighborhood Greenway	NR	74	60	No	No change in width
1370	E	Longview	AVE	3300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2916	E	Longview	AVE	2900	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
2919	E	Longview	AVE	3150	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
629	E	Longwood	CT	1700		NR	60	60	Yes	No change in width

647	S	Longwood	DR	1210		NR	60	60	Yes	No change in width
627	S	Longwood	DR	1300		NR	60	60	Yes	No change in width
608	S	Longwood	DR	1310		NR	60	60	Yes	No change in width
673	S	Longwood	DR	1100		NR	60	60	Yes	No change in width
609	E	Longwood	CT	1800		NR	60	60	Yes	No change in width
2807	S	Longwood	DR	1400		NR	60	60	Yes	No change in width
1972	W	Lower Valley	RD			NR	60	60	Yes	No change in width
3146	E	Lydia	LN	3800		NR	60	60	Yes	No change in width
226	S	Madison	ST	2700		NR	60	60	Yes	No change in width
341	S	Madison	ST	2300		NR	60	60	Yes	No change in width
310	S	Madison	ST	2400		NR	60	60	Yes	No change in width
2635	S	Madison	ST	1300		NR	60	60	Yes	No change in width
2636	S	Madison	ST	1200		NR	60	60	Yes	No change in width
886	S	Madison	ST	800		NR	60	60	Yes	No change in width
256	S	Madison	ST	2600		NR	60	60	Yes	No change in width
3025	S	Madison	ST	1500		NR	60	60	Yes	No change in width
603	S	Madison	ST	1400		NR	60	60	Yes	No change in width
2649	S	Madison	ST	1000		NR	60	60	Yes	No change in width
2646	S	Madison	ST	1100		NR	60	60	Yes	No change in width
1880	N	Madison	ST	1050	Bike Lane	GU	90	84	No	Change due to BL rec
1874	N	Madison	ST	1000	Bike Lane	GU	90	84	No	Change due to BL rec
1909	N	Madison	ST	1100	Bike Lane	GU	90	84	No	Change due to BL rec
1880	N	Madison	ST	1050	Bike Lane	GU	90	84	No	Change due to BL rec
1874	N	Madison	ST	1000	Bike Lane	GU	90	84	No	Change due to BL rec
1412	N	Madison	ST	200		GU	90	72	No	Changed due to no Bike Rec
2193	S	Madison	ST	300		GU	90	72	No	Changed due to no Bike Rec
2534	S	Madison	ST	400		GU	90	72	No	Changed due to no Bike Rec
2192	S	Madison	ST	326		GU	90	72	No	Changed due to no Bike Rec
1104	S	Madison	ST	500		GU	90	72	No	Changed due to no Bike Rec
1916	N	Madison	ST	1200	Bike Lane	GU	90	84	No	Change due to BL rec
1765	N	Madison	ST	900	Bike Lane	GU	90	84	No	Change due to BL rec
1916	N	Madison	ST	1200	Bike Lane	GU	90	84	No	Change due to BL rec
1929	N	Madison	ST	1220	Bike Lane	GU	90	84	No	Change due to BL rec
1929	N	Madison	ST	1220	Bike Lane	GU	90	84	No	Change due to BL rec
1765	N	Madison	ST	900	Bike Lane	GU	90	84	No	Change due to BL rec
1262	S	Madison	ST	200		GU	90	72	No	Changed due to no Bike Rec
1305	S	Madison	ST	100		GU	90	72	No	Changed due to no Bike Rec
1368	N	Madison	ST	100		GU	90	72	No	Changed due to no Bike Rec
		Madison	St			SS	0	70	No	No change in width
		Maker's	Way			SS	0	70	No	No change in width
712	S	Manor	RD	1000		NR	60	60	Yes	No change in width
808	S	Manor	RD	998		NR	60	60	Yes	No change in width
809	S	Manor	RD	900		NR	60	60	Yes	No change in width
1706	N	Maple	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1216	S	Maple	ST	200	Neighborhood Greenway	NR	74	60	No	No change in width
1482	N	Maple	ST	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1404	N	Maple	ST	200	Neighborhood Greenway	NR	74	60	No	No change in width
1558	N	Maple	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1787	N	Maple	ST	800	Neighborhood Greenway	NR	74	60	No	No change in width
1718	N	Maple	ST	700	Neighborhood Greenway	NR	74	60	No	No change in width

1815	N	Maple	ST	900	Neighborhood Greenway	NR	74	60	No	No change in width
2378	S	Maple	ST	300	Neighborhood Greenway	NR	74	60	No	No change in width
2377	S	Maple	ST	400	Neighborhood Greenway	NR	74	60	No	No change in width
2377	S	Maple	ST	400	Neighborhood Greenway	NR	74	60	No	No change in width
2378	S	Maple	ST	300	Neighborhood Greenway	NR	74	60	No	No change in width
1105	S	Maple	ST	500	Neighborhood Greenway	NR	74	60	No	No change in width
1105	S	Maple	ST	500	Neighborhood Greenway	NR	74	60	No	No change in width
1359	N	Maple	ST	100	Neighborhood Greenway	NR	74	60	No	No change in width
1311	S	Maple	ST	100	Neighborhood Greenway	NR	74	60	No	No change in width
1311	S	Maple	ST	100	Neighborhood Greenway	NR	74	60	No	No change in width
1882	N	Maple	ST	1200	Neighborhood Greenway	NR	74	60	No	No change in width
2054	E	Maplecrest	DR	1600		NR	60	60	Yes	No change in width
1957	W	Marble	LN	607		NR	60	60	Yes	No change in width
1960	W	Marble	LN	600		NR	60	60	Yes	No change in width
921	S	Maria	CT	802		NR	60	60	Yes	No change in width
674	E	Marilyn	DR	1900	Neighborhood Greenway	NR	60	60	Yes	No change in width
648	E	Mark	ST	1800		NR	60	60	Yes	No change in width
2990	S	Market	PL	3200		NR	60	60	Yes	No change in width
1273	W	Marlene	DR	2416		NR	60	60	Yes	No change in width
3205	W	Marquis	DR	1700		NR	60	60	Yes	No change in width
3201	W	Marquis	DR	1840		NR	60	60	Yes	No change in width
3203	W	Marquis	DR	1780		NR	60	60	Yes	No change in width
2266	N	Martha	ST	2300		NR	60	60	Yes	No change in width
3115	S	Mary Beth	DR	950		NR	60	60	Yes	No change in width
3114	S	Mary Beth	DR	975		NR	60	60	Yes	No change in width
2839	S	Maston	CT	2400		NR	60	60	Yes	No change in width
2032	E	Matlock	RD	1520	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2030	E	Matlock	RD	1300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2236	N	Maxine	RD	1900		NR	60	60	Yes	No change in width
904	E	Maxwell	LN	900		NR	60	60	Yes	No change in width
891	E	Maxwell	LN	1802		NC	74	60	No	Change due to no bike rec
910	E	Maxwell	LN	600		NR	60	60	Yes	No change in width
902	E	Maxwell	LN	700		NR	60	60	Yes	No change in width
2322	S	Maxwell	ST	1800		NR	60	60	Yes	No change in width
401	S	Maxwell	ST	1930		NR	60	60	Yes	No change in width
821	S	Maxwell	TER	900		NR	60	60	Yes	No change in width
495	S	Maxwell	ST	1700		NR	74	60	No	No change in width
539	S	Maxwell	ST	1600		NR	74	60	No	No change in width
906	E	Maxwell	LN	1110		NR	60	60	Yes	No change in width
2811	E	Maxwell	LN	2000	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2812	E	Maxwell	LN	2270	Neighborhood Greenway	NR	60	60	Yes	No change in width
2826	E	Maxwell	LN	1300		NR	60	60	Yes	No change in width
890	E	Maxwell	LN	1500		NC	74	60	No	Change due to no bike rec
892	E	Maxwell	LN	1800		NC	74	60	No	Change due to no bike rec
893	E	Maxwell	LN	1610		NC	74	60	No	Change due to no bike rec
907	E	Maxwell	LN	1202		NR	60	60	Yes	No change in width
2825	E	Maxwell	LN	1216		NR	60	60	Yes	No change in width
905	E	Maxwell	LN	1000		NR	60	60	Yes	No change in width
894	E	Maxwell	LN	1400		NR	60	60	Yes	No change in width
889	E	Maxwell	LN	1700		NC	74	60	No	Change due to no bike rec

903	E	Maxwell	LN	800		NR	60	60	Yes	No change in width
106	W	Maybury	MALL	3912		NR	60	60	Yes	No change in width
2989	W	Maybury	MALL	3900		NR	60	60	Yes	No change in width
410	S	Mccartney	LN	2650		NR	60	60	Yes	No change in width
3113	E	Mccracken	WAY	3750		NR	60	60	Yes	No change in width
2383	S	Mcintire	DR	2900		NR	60	60	Yes	No change in width
389	S	Mcmillan	CT	2700		NR	60	60	Yes	No change in width
2150	W	Meadow	LN	1000		NR	60	60	Yes	No change in width
2156	N	Meadow	LN	3200		NR	60	60	Yes	No change in width
2155	W	Meadow	LN	1100		NR	60	60	Yes	No change in width
2154	W	Meadow	CT	1100		NR	60	60	Yes	No change in width
2153	W	Meadow	LN	900		NR	60	60	Yes	No change in width
365	E	Meadowbluff	CT	2100		NR	60	60	Yes	No change in width
718	S	Meadowbrook	DR	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
1029	S	Meadowbrook	DR	506	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
680	S	Meadowbrook	DR	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1114	S	Meadowbrook	DR	400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
887	S	Meadowbrook	DR	700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1111	S	Meadowbrook	DR	425	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
851	S	Meadowbrook	DR	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
960	S	Meadowbrook	DR	600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1232	S	Meadowbrook	DR	200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1190	S	Meadowbrook	DR	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1274	S	Meadowbrook	DR	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1517	N	Meadowlark	LN	650		NR	60	60	Yes	No change in width
376	S	Melissa	CT	2700		NR	60	60	Yes	No change in width
2750	E	Melrose	AVE	410		NR	60	60	Yes	No change in width
3105	E	Melville	CIR	2100	Neighborhood Greenway	NR	60	60	Yes	No change in width
180	E	Mercedes	DR	1300		NR	60	60	Yes	No change in width
1993	N	Meridian	DR			NR	60	60	Yes	No change in width
945	W	Middle	CT	4600		NR	60	60	Yes	No change in width
942	W	Middle	CT	4500		NR	60	60	Yes	No change in width
3006	W	Middle	CT	4350		NR	60	60	Yes	No change in width
918	W	Middle	CT	4400		NR	60	60	Yes	No change in width
6944	W	Milieu	DR	1354		NR	60	60	Yes	No change in width
6943	W	Milieu	DR	1324		NR	60	60	Yes	No change in width
6942	W	Milieu	DR	1300		NR	60	60	Yes	No change in width
2926	S	Mill Stone	CT	3840		NR	60	60	Yes	No change in width
2924	S	Mill Stone	WAY	3830		NR	60	60	Yes	No change in width
2928	S	Mill Stone	CT	3800		NR	60	60	Yes	No change in width
505	E	Miller	DR	350		GU	90	72	No	Changed due to no Bike Rec
3207	E	Miller	DR	960		NR	74	60	No	No change in width
501	E	Miller	DR	850		NR	74	60	No	No change in width
496	E	Miller	DR	1250		NR	74	60	No	No change in width
502	E	Miller	DR	1000		NR	74	60	No	No change in width
503	E	Miller	DR	1100		NR	74	60	No	No change in width
500	E	Miller	DR	600		NR	74	60	No	No change in width
504	E	Miller	DR	1200		NR	74	60	No	No change in width
2031	N	Milo B Sampson	LN	2300		NR	60	60	Yes	No change in width
2078	N	Milo B Sampson	LN	2426		NR	60	60	Yes	No change in width

2062	N	Milo B Sampson	LN	2400		NR	60	60	Yes	No change in width
273	S	Milton	DR	2500		NR	60	60	Yes	No change in width
311	S	Milton	DR	2400		NR	60	60	Yes	No change in width
228	S	Milton	DR	2600		NR	60	60	Yes	No change in width
354	S	Milton	DR	2300		NR	60	60	Yes	No change in width
729	S	Mitchell	ST	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1122	S	Mitchell	ST	400		NR	60	60	Yes	No change in width
965	S	Mitchell	ST	700		NR	60	60	Yes	No change in width
888	S	Mitchell	ST	800		NR	60	60	Yes	No change in width
1176	S	Mitchell	ST	300		NR	60	60	Yes	No change in width
3195	S	Mitchell	ST	1026		NR	60	60	Yes	No change in width
1053	S	Mitchell	ST	500		NR	60	60	Yes	No change in width
793	S	Mitchell	ST	900		NR	60	60	Yes	No change in width
1009	S	Mitchell	ST	600		NR	60	60	Yes	No change in width
590	S	Monon	DR	1400		NR	60	60	Yes	No change in width
626	S	Monon	DR	100		NR	60	60	Yes	No change in width
7066	N	Monroe	ST			NR	60	60	Yes	No change in width
1735	N	Monroe	ST	800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2048	N	Monroe	ST		Bike Lane	FW	0	0	Yes	
1989	N	Monroe	ST		Bike Lane	NR	60	75	No	Change due to BL rec
1666	N	Monroe	ST	623	Neighborhood Greenway	NR	60	60	Yes	No change in width
1623	N	Monroe	ST	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1912	N	Monroe	ST	1300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1822	N	Monroe	ST	1000	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1770	N	Monroe	ST	900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1846	N	Monroe	ST	1100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2041	N	Monroe	ST	2050	Bike Lane	NR	60	75	No	Change due to BL rec
2017	N	Monroe	ST	1930	Bike Lane	NR	60	75	No	Change due to BL rec
2004	N	Monroe	ST		Bike Lane	NR	60	75	No	Change due to BL rec
1695	N	Monroe	ST	720	Neighborhood Greenway	NR	60	60	Yes	No change in width
395	S	Montclair	AVE	2000	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
379	E	Montclair	CT	2300		NR	60	60	Yes	No change in width
380	S	Montclair	AVE	2100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
334	S	Montclair	AVE	2300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
364	S	Montclair	AVE	2200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
435	S	Montclair	AVE	1900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
478	S	Montclair	AVE	1800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
530	E	Moody	DR	600		NR	60	60	Yes	No change in width
3044	E	Moores	PIKE			NC	74	60	No	Change due to no bike rec
3042	E	Moores	PIKE			NC	74	60	No	Change due to no bike rec
587	E	Moores	PIKE	2950	Protected Bike Lane	NC	74	74	Yes	No change in width
2688	E	Moores	PIKE	2100	Protected Bike Lane	NC	74	74	Yes	No change in width
3175	E	Moores	PIKE	2500	Protected Bike Lane	NC	74	74	Yes	No change in width
2422	E	Moores	PIKE	3550	Protected Bike Lane	NC	74	74	Yes	No change in width
2974	E	Moores	PIKE	3310	Protected Bike Lane	NC	74	74	Yes	No change in width
3030	E	Moores	PIKE	3210	Protected Bike Lane	NC	74	74	Yes	No change in width
2198	E	Moores	PIKE	2650	Protected Bike Lane	NC	74	74	Yes	No change in width
3070	E	Moores	PIKE	3800	Protected Bike Lane	NC	74	74	Yes	No change in width
2423	E	Moores	PIKE	3700	Protected Bike Lane	NC	74	74	Yes	No change in width
3107	E	Moores	PIKE	2600	Protected Bike Lane	NC	74	74	Yes	No change in width

2234	E	Moores	PIKE	3900	Protected Bike Lane	NC	74	74	Yes	No change in width
3031	E	Moores	PIKE	3200	Protected Bike Lane	NC	74	74	Yes	No change in width
7214	E	Moores	PIKE	4300	Protected Bike Lane	NC	74	74	Yes	No change in width
576	E	Moores	PIKE	4000	Protected Bike Lane	NC	74	74	Yes	No change in width
2689	E	Moores	PIKE	2310	Protected Bike Lane	NC	74	74	Yes	No change in width
7072	W	Moravec	WAY	933		NR	60	60	Yes	No change in width
7070	W	Moravec	WAY	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
7071	W	Moravec	WAY	900		NR	60	60	Yes	No change in width
1332	E	Morningside	DR	4000	Neighborhood Greenway	NR	74	60	No	No change in width
1225	S	Morningside	DR	200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1372	E	Morningside	DR	4110	Neighborhood Greenway	NR	74	60	No	No change in width
1315	E	Morningside	DR	3500		NC	74	60	No	Change due to no bike rec
1267	S	Morningside	DR	111		NC	74	60	No	Change due to no bike rec
1329	E	Morningside	DR	3900	Neighborhood Greenway	NR	74	60	No	No change in width
1323	E	Morningside	DR	3700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1330	E	Morningside	DR	3802	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1326	E	Morningside	DR	3600		NC	74	60	No	Change due to no bike rec
1275	S	Morningside	DR	100		NC	74	60	No	Change due to no bike rec
1387	E	Morningside	DR	4300	Neighborhood Greenway	NR	74	60	No	No change in width
1325	E	Morningside	DR		Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1317	E	Morningside	DR	4500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1239	E	Morningside	DR	4536	Neighborhood Greenway	NR	60	60	Yes	No change in width
2361	E	Morningside	DR	4400	Neighborhood Greenway	NR	60	60	Yes	No change in width
884	S	Morton	ST	700		NR	60	60	Yes	No change in width
2641	S	Morton	ST	1100		NR	60	60	Yes	No change in width
1480	N	Morton	ST	300		GU	90	72	No	Changed due to no Bike Rec
2536	S	Morton	ST	300		NR	60	60	Yes	No change in width
2533	S	Morton	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
1103	S	Morton	ST	500		NR	60	60	Yes	No change in width
2650	S	Morton	ST	900		NR	60	60	Yes	No change in width
1006	S	Morton	ST	600		NR	60	60	Yes	No change in width
6912	N	Morton	ST	700		GU	90	72	No	Changed due to no Bike Rec
6913	N	Morton	ST	800		GU	90	72	No	Changed due to no Bike Rec
2891	N	Morton	ST	600		GU	90	72	No	Changed due to no Bike Rec
2885	N	Morton	ST	500		GU	90	72	No	Changed due to no Bike Rec
2883	N	Morton	ST	400		GU	90	72	No	Changed due to no Bike Rec
1410	N	Morton	ST	200		GU	90	72	No	Changed due to no Bike Rec
3300	N	Morton	ST	100		GU	90	72	No	Changed due to no Bike Rec
2253	E	Moss Creek	CT	600		NR	60	60	Yes	No change in width
2284	E	Moss Creek	DR	500		NR	60	60	Yes	No change in width
2205	E	Moss Creek	DR	700		NR	60	60	Yes	No change in width
2252	E	Moss Creek	DR	600		NR	60	60	Yes	No change in width
2254	E	Moss Creek	CIR	700		NR	60	60	Yes	No change in width
2288	E	Mulberry	DR	3400		NR	60	60	Yes	No change in width
2287	E	Mulberry	DR	3300		NR	60	60	Yes	No change in width
2286	S	Mulberry	LN	3100		NR	60	60	Yes	No change in width
2289	S	Mulberry	LN	3106		NR	60	60	Yes	No change in width
2281	E	Mulberry	CT	3300		NR	60	60	Yes	No change in width
3170	S	Muller	PKWY	450		NR	60	60	Yes	No change in width
579	S	Nancy	ST	1410	Neighborhood Greenway	NR	60	60	Yes	No change in width

676	S	Nancy	ST	1100	Neighborhood Greenway	NR	60	60	Yes	No change in width
640	S	Nancy	ST	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
646	S	Nancy	ST	1200	Neighborhood Greenway	NR	60	60	Yes	No change in width
556	S	Nancy	ST	1500	Neighborhood Greenway	NR	60	60	Yes	No change in width
3102	E	Nora Hill	DR	2500		NR	60	60	Yes	No change in width
3121	E	Nora Hill	DR	2600		NR	60	60	Yes	No change in width
1662	N	North	ST	618		NR	60	60	Yes	No change in width
2478	E	North	DR	350	Multi-use Path	GU	90	74	No	Change due to MUP rec
2956	W	Northlane	DR	400		NR	60	60	Yes	No change in width
761	S	Nota	DR	1100		NR	60	60	Yes	No change in width
825	S	Nota	DR	1000		NR	60	60	Yes	No change in width
1757	N	Nuckles	RD	800		NR	60	60	Yes	No change in width
2607	N	Oak	ST	100		NR	60	60	Yes	No change in width
1520	N	Oak	ST	400		NR	60	60	Yes	No change in width
2610	N	Oak	ST	200		NR	60	60	Yes	No change in width
448	S	Oakdale	DR	1582		NR	60	60	Yes	No change in width
421	S	Oakdale	DR	1850		NR	60	60	Yes	No change in width
2346	S	Oakdale	DR	2120		NR	60	60	Yes	No change in width
2350	S	Oakdale	DR	1500		NR	60	60	Yes	No change in width
422	S	Oakdale	DR	1700		NR	60	60	Yes	No change in width
476	S	Oakdale	DR	1570		NR	60	60	Yes	No change in width
2521	S	Oaklawn	CIR	3300		NR	60	60	Yes	No change in width
2913	S	Oaklawn	CIR	3590		NR	60	60	Yes	No change in width
2693	S	Oaklawn	CIR	3500		NR	60	60	Yes	No change in width
2912	E	Oaklawn	CT	2600		NR	60	60	Yes	No change in width
143	E	Oakmont	DR	2410		NC	74	60	No	Change due to no bike rec
144	E	Oakmont	DR	2400		NC	74	60	No	Change due to no bike rec
2161	N	Obrien	PL	3200		NR	60	60	Yes	No change in width
2386	S	Odell	DR	3300		NR	60	60	Yes	No change in width
2280	E	Olcott	BLVD	3300		NR	60	60	Yes	No change in width
2415	E	Olcott	BLVD	3400		NR	60	60	Yes	No change in width
430	S	Olcott	BLVD	2700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
547	S	Olcott	BLVD	1800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2195	S	Olcott	BLVD	2716	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
391	S	Olcott	BLVD	2706	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2416	E	Olcott	BLVD	3422		NR	60	60	Yes	No change in width
2196	S	Olcott	BLVD	2800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
559	S	Olcott	BLVD	1600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
510	S	Olcott	BLVD	2400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
468	S	Olcott	BLVD	2600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
568	S	Olcott	BLVD	1500	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2197	S	Olcott	BLVD	3000	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
329	S	Olcott	BLVD	2900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
512	S	Olcott	BLVD	2260	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
532	S	Olcott	BLVD	2010	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2084	N	Old State Road 37		3900	Multi-use Path	NC	74	62	No	Change due to MUP rec
2083	N	Old State Road 37		3980	Multi-use Path	NC	74	62	No	Change due to MUP rec
4811	N	Old State Road 37		4090		NC	74	60	No	Change due to no bike rec
2085	N	Old State Road 37		3800	Multi-use Path	NC	74	62	No	Change due to MUP rec
3023	N	Old State Road 37				NR	60	60	Yes	No change in width

2706	N	Old State Road 37		2500	Multi-use Path	NC	74	62	No	Change due to MUP rec
3022	N	Old State Road 37		1950	Multi-use Path	NC	74	62	No	Change due to MUP rec
2086	N	Old State Road 37		3350		NC	74	60	No	Change due to no bike rec
2496	S	Olde Mill	DR	2200		NR	60	60	Yes	No change in width
2493	E	Olde Mill	CIR	720		NR	60	60	Yes	No change in width
2494	S	Olde Mill	CT	2250		NR	60	60	Yes	No change in width
2492	S	Olde Mill	CT	2200		NR	60	60	Yes	No change in width
538	S	Olive	ST	1600	Neighborhood Greenway	NR	74	60	No	No change in width
498	S	Olive	ST	1700		NR	74	60	No	No change in width
563	S	Olive	ST	1500	Neighborhood Greenway	NR	74	60	No	No change in width
449	S	Olive	ST	1800		NR	60	60	Yes	No change in width
2100	E	Oliver	DR	200		NR	60	60	Yes	No change in width
3230	W	Olivia	CT	1248		NR	60	60	Yes	No change in width
2855	E	Olson	DR	2620		NR	60	60	Yes	No change in width
2856	E	Olson	DR	2600		NR	60	60	Yes	No change in width
5927	E	Ooley	AVE	4500		NR	60	60	Yes	No change in width
1728	N	Oolitic	DR	700		NR	74	60	No	No change in width
1728	N	Oolitic	DR	700		NR	74	60	No	No change in width
1797	N	Oolitic	DR	910		NR	74	60	No	No change in width
1848	N	Oolitic	DR	1007		NR	74	60	No	No change in width
3112	S	Opportunity	LN	450		NR	60	60	Yes	No change in width
1726	N	Orris	DR	920		NR	60	60	Yes	No change in width
1691	N	Orris	DR	700		NR	60	60	Yes	No change in width
1320	N	Overhill	DR	100		NR	60	60	Yes	No change in width
1271	S	Overhill	DR	100		NR	60	60	Yes	No change in width
1382	N	Overhill	DR	220		NR	60	60	Yes	No change in width
1422	N	Overhill	DR	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1250	S	Overhill	DR	200		NR	60	60	Yes	No change in width
2542	S	Owens	DR	313		NR	60	60	Yes	No change in width
493	S	Oxford	DR	1800		NR	60	60	Yes	No change in width
525	S	Oxford	DR	1700	Neighborhood Greenway	NR	74	60	No	No change in width
2911	S	Paiges	WAY	2600		NR	60	60	Yes	No change in width
842	S	Palmer	AVE	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
3090	S	Palmer	AVE	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
659	S	Palmer	AVE	1100	Neighborhood Greenway	NR	60	60	Yes	No change in width
767	S	Palmer	AVE	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
689	S	Palmer	AVE	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
633	S	Palmer	AVE	1200	Neighborhood Greenway	NR	60	60	Yes	No change in width
3091	S	Palmer	AVE	1400	Neighborhood Greenway	NR	60	60	Yes	No change in width
867	S	Palmer	AVE	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
733	S	Paper Birch	CT	1200		NR	60	60	Yes	No change in width
732	S	Paper Birch	CT	1208		NR	60	60	Yes	No change in width
734	S	Paper Birch	CT	1100		NR	60	60	Yes	No change in width
1741	N	Park	AVE	800		NR	60	60	Yes	No change in width
1824	N	Park	AVE	1000		NR	60	60	Yes	No change in width
1524	N	Park	AVE	400		NR	60	60	Yes	No change in width
1448	N	Park	AVE	300		NR	60	60	Yes	No change in width
497	S	Park	AVE	1750		NR	60	60	Yes	No change in width
2734	S	Park	AVE	1700		NR	60	60	Yes	No change in width
1276	E	Park	LN	3500		NR	60	60	Yes	No change in width

1129	S	Park	AVE	400		NR	60	60	Yes	No change in width
1589	N	Park	AVE	500		NR	60	60	Yes	No change in width
901	S	Park	AVE	800		NR	60	60	Yes	No change in width
2758	S	Park	AVE	1400		NR	60	60	Yes	No change in width
866	S	Park	AVE	900		NR	60	60	Yes	No change in width
2767	S	Park	AVE	1300		NR	60	60	Yes	No change in width
2878	S	Park	AVE	1100		NR	60	60	Yes	No change in width
979	S	Park	AVE	700		NR	60	60	Yes	No change in width
1018	S	Park	AVE	600		NR	60	60	Yes	No change in width
1080	S	Park	AVE	500		NR	60	60	Yes	No change in width
1671	N	Park	AVE	700		NR	60	60	Yes	No change in width
1642	N	Park	AVE	600		NR	60	60	Yes	No change in width
1079	S	Park	AVE	550		NC	74	60	No	Change due to no bike rec
1507	N	Park Ridge	RD	400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1701	N	Park Ridge	RD	700		NR	60	60	Yes	No change in width
1758	N	Park Ridge	CT	900		NR	60	60	Yes	No change in width
1438	N	Park Ridge	RD	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1328	N	Park Ridge	RD	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1577	N	Park Ridge	RD	500		NC	74	60	No	Change due to no bike rec
1386	N	Park Ridge	RD	200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2274	S	Park Ridge	RD	600	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2285	S	Park Ridge	RD	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
2594	S	Park Ridge	RD	400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1425	N	Park Ridge	RD	217	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
1663	N	Park Ridge	RD	600		NC	74	60	No	Change due to no bike rec
1238	S	Park Ridge	RD	100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
5039	S	Park Square	DR	1150		NR	60	60	Yes	No change in width
5040	S	Park Square	DR	850		NR	60	60	Yes	No change in width
5041	S	Park Square	DR	550		NR	60	60	Yes	No change in width
2141	W	Parkview	DR	3700		NR	60	60	Yes	No change in width
2142	W	Parkview	DR	3736		NR	60	60	Yes	No change in width
2158	W	Parkview	DR	3600		NR	60	60	Yes	No change in width
2176	W	Parkview	CT	3800		NR	60	60	Yes	No change in width
944	S	Parkway	DR	700		NR	60	60	Yes	No change in width
1040	S	Parkway	DR	550		NR	60	60	Yes	No change in width
2235	W	Parrish	RD	550		NR	60	60	Yes	No change in width
2642	W	Patterson	DR	400	Protected Bike Lane	NC	74	74	Yes	No change in width
2639	W	Patterson	DR	300	Protected Bike Lane	NC	74	74	Yes	No change in width
2662	W	Patterson	DR	600	Protected Bike Lane	GU	90	90	Yes	No change in width
2645	S	Patterson	DR	1350	Protected Bike Lane	GU	90	90	Yes	No change in width
7062	S	Patterson	DR	500	Protected Bike Lane	GU	90	90	Yes	No change in width
2601	S	Patterson	DR	400	Protected Bike Lane	GU	90	90	Yes	No change in width
2599	S	Patterson	DR	550	Protected Bike Lane	GU	90	90	Yes	No change in width
2602	S	Patterson	DR	300	Protected Bike Lane	GU	90	90	Yes	No change in width
2986	S	Patterson	DR	850	Protected Bike Lane	GU	90	90	Yes	No change in width
815	S	Peachtree	LN	800		NR	60	60	Yes	No change in width
431	S	Pecan	LN	1800		NR	60	60	Yes	No change in width
464	S	Pecan	LN	1628		NR	60	60	Yes	No change in width
475	S	Pecan	LN	1582		NR	60	60	Yes	No change in width
2852	E	Pembrook	CT	4100		NR	60	60	Yes	No change in width

1508	E	Penn	CT	4200		NR	60	60	Yes	No change in width
40	W	Peony	LN	4200		NR	60	60	Yes	No change in width
3035	S	Peoples	CT	2300		NR	60	60	Yes	No change in width
26	S	Pepper	CHASE	3800		NR	60	60	Yes	No change in width
10	E	Pepperridge	DR	706		NR	60	60	Yes	No change in width
11	E	Pepperridge	DR	700		NR	60	60	Yes	No change in width
9	E	Pepperridge	DR	710		NR	60	60	Yes	No change in width
17	E	Pepperridge	DR	726		NR	60	60	Yes	No change in width
833	S	Persimmon Tree	CIR	900		NR	60	60	Yes	No change in width
2953	W	Petal	CT	1400		NR	60	60	Yes	No change in width
3278	W	Petal	CT	1500		NR	60	60	Yes	No change in width
1452	N	Pete Ellis	DR	300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1613	N	Pete Ellis	DR	500	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2915	S	Pete Ellis	DR	200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2918	N	Pete Ellis	DR	200	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
7046	N	Pete Ellis	DR	400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1513	N	Pete Ellis	DR	426	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2444	W	Phlox	LN	4500		NR	60	60	Yes	No change in width
3289	S	Piazza	DR	1500		NR	60	60	Yes	No change in width
179	S	Piccadilly	ST	3140		NR	60	60	Yes	No change in width
147	S	Piccadilly	ST	3280		NR	60	60	Yes	No change in width
161	S	Piccadilly	ST	3160		NR	60	60	Yes	No change in width
196	S	Piccadilly	ST	3138		NR	60	60	Yes	No change in width
195	S	Piccadilly	ST	3100		NR	60	60	Yes	No change in width
654	S	Pickwick	PL	1200		NR	60	60	Yes	No change in width
621	S	Pickwick	PL	1600		NR	60	60	Yes	No change in width
622	S	Pickwick	PL	1450		NR	60	60	Yes	No change in width
645	S	Pickwick	PT	1200		NR	60	60	Yes	No change in width
2402	E	Pierson	CT	2300		NR	60	60	Yes	No change in width
550	E	Pine	LN	2807		NR	60	60	Yes	No change in width
529	E	Pine	LN	2700		NR	60	60	Yes	No change in width
2724	N	Pine	ST	200		NR	60	60	Yes	No change in width
2721	N	Pine	ST	100		NR	60	60	Yes	No change in width
2934	W	Pine Meadows	DR	1100		NC	74	60	No	Change due to no bike rec
2834	S	Pine Meadows	DR	2700		NR	60	60	Yes	No change in width
2835	S	Pinehurst	DR	2700		NR	60	60	Yes	No change in width
2256	S	Pinehurst	DR	2742		NR	60	60	Yes	No change in width
2255	W	Pinehurst	DR	1000		NC	74	60	No	Change due to no bike rec
2259	W	Pinehurst	DR	1012		NC	74	60	No	Change due to no bike rec
2737	S	Pinestone	CT	1600		NR	60	60	Yes	No change in width
2738	S	Pinestone	CT	1700		NR	60	60	Yes	No change in width
111	W	Pinewood	DR	125	Neighborhood Greenway	NR	60	60	Yes	No change in width
112	W	Pinewood	DR	100	Neighborhood Greenway	NR	60	60	Yes	No change in width
80	S	Pinewood	LN	2900		NR	60	60	Yes	No change in width
958	S	Pleasant Ridge	RD	470		NR	60	60	Yes	No change in width
721	S	Pleasant Ridge	RD	910		NR	60	60	Yes	No change in width
954	S	Pleasant Ridge	RD	626		NR	60	60	Yes	No change in width
837	S	Pleasant Ridge	RD	820	Neighborhood Greenway	NR	60	60	Yes	No change in width
863	S	Pleasant Ridge	RD	700		NR	60	60	Yes	No change in width
1702	N	Plymouth	RD	700		NR	60	60	Yes	No change in width

1736	N	Plymouth	RD	800		NR	60	60	Yes	No change in width
1582	N	Plymouth	RD	500		NR	60	60	Yes	No change in width
1664	N	Plymouth	RD	600		NR	60	60	Yes	No change in width
1798	N	Plymouth	CT	900		NR	60	60	Yes	No change in width
7045		Polly Grimshaw Trail				NR	60	60	Yes	No change in width
7044		Polly Grimshaw Trail				NR	60	60	Yes	No change in width
244	E	Poplar	CT	2600		NR	60	60	Yes	No change in width
252	E	Poplar	DR	2500		NR	60	60	Yes	No change in width
243	E	Poplar	DR	2626		NR	60	60	Yes	No change in width
2443	S	Poppy	LN	3600		NR	60	60	Yes	No change in width
1515	E	Post	RD	3600		NR	60	60	Yes	No change in width
1504	E	Post	RD	3700		NR	60	60	Yes	No change in width
38	S	Preston	CT	3800		NR	60	60	Yes	No change in width
54	W	Primrose	LN	4200		NR	60	60	Yes	No change in width
4986	W	Profile	PKWY	4000		NR	60	60	Yes	No change in width
6950	W	Prospect	ST	1178		NR	60	60	Yes	No change in width
2188	W	Prospect	ST	500		NR	60	60	Yes	No change in width
2189	W	Prospect	ST	400		NR	60	60	Yes	No change in width
6951	W	Prospect	ST	1100		NR	60	60	Yes	No change in width
1439	E	Providence	CT	4000		NR	60	60	Yes	No change in width
1595	N	Prow	AVE	500		NR	60	60	Yes	No change in width
6357	N	Prow	RD	3270		NC	74	60	No	Change due to no bike rec
6358	N	Prow	RD	3770		NC	74	60	No	Change due to no bike rec
3036	S	Quarry	CT	2300		NR	60	60	Yes	No change in width
480	E	Queens	WAY	2400		NC	74	60	No	Change due to no bike rec
481	E	Queens	WAY	2100		NR	60	60	Yes	No change in width
484	E	Queens	WAY	2300		NR	60	60	Yes	No change in width
477	E	Queens	WAY	2200		NR	60	60	Yes	No change in width
		Rail Trail			Multi-use Trail		0	0	Yes	
3065	E	Railway	CIR	2000		NR	60	60	Yes	No change in width
854	S	Rainier	CT	900		NR	60	60	Yes	No change in width
276	W	Ralston	DR	500		NR	74	60	No	No change in width
277	W	Ralston	DR	600		NR	74	60	No	No change in width
285	W	Ralston	DR	1000		NR	74	60	No	No change in width
278	W	Ralston	DR	850		NR	74	60	No	No change in width
2093	N	Ramble	RD	3030		NR	60	60	Yes	No change in width
2092	N	Ramble	RD	3000		NR	60	60	Yes	No change in width
2096	N	Ramble	RD	3030		NR	60	60	Yes	No change in width
2103	N	Ramble	RD	2900		NR	60	60	Yes	No change in width
2095	N	Ramble	RD	3000		NR	60	60	Yes	No change in width
2094	N	Ramble	RD	3100		NR	60	60	Yes	No change in width
2107	N	Ramble	RD	3200		NR	60	60	Yes	No change in width
2097	N	Ramble	RD	3100		NR	60	60	Yes	No change in width
2106	N	Ramble	RD	3200		NR	60	60	Yes	No change in width
2101	N	Ramble	RD	2900		NR	60	60	Yes	No change in width
2098	N	Ramble Road	CT	3300		NR	60	60	Yes	No change in width
3271	S	Ramsey	DR	1700		NR	60	60	Yes	No change in width
3252	S	Ramsey	DR	1790		NR	60	60	Yes	No change in width
3104	S	Ramsey	DR	2000		NR	60	60	Yes	No change in width
3270	S	Ramsey	DR	1775		NR	60	60	Yes	No change in width

3097	S	Ramsey	DR	1902		NR	60	60	Yes	No change in width
3096	S	Ramsey	DR	1934		NR	60	60	Yes	No change in width
1167	E	Randolph	AVE	3700		NR	60	60	Yes	No change in width
2776	N	Range	RD	1300	Multi-use Path	NC	74	62	No	Change due to MUP rec
816	S	Ransom	LN	800		NR	74	60	No	No change in width
911	S	Ransom	LN	700		NR	74	60	No	No change in width
3168	W	Rappel	AVE	1000		NR	60	60	Yes	No change in width
3167	W	Rappel	AVE	1200		NR	60	60	Yes	No change in width
3166	W	Rappel	AVE			NR	60	60	Yes	No change in width
2696	S	Ravencrest	AVE	600		NR	60	60	Yes	No change in width
3263	W	RCA Park	DR	800		NR	60	60	Yes	No change in width
3265	W	RCA Park	DR	840		NR	60	60	Yes	No change in width
3267	W	RCA Park	DR	900		NR	60	60	Yes	No change in width
2459	W	RCA Park	DR	1250		NR	60	60	Yes	No change in width
684	S	Rechter	PL	1300		NR	60	60	Yes	No change in width
685	S	Rechter	CT	1300		NR	60	60	Yes	No change in width
707	E	Rechter	RD	2400	Neighborhood Greenway	NR	74	60	No	No change in width
709	E	Rechter	RD	2300		NR	60	60	Yes	No change in width
708	E	Rechter	RD	2318		NR	60	60	Yes	No change in width
748	E	Rechter	RD	2550	Neighborhood Greenway	NR	74	60	No	No change in width
706	E	Rechter	RD	2516	Neighborhood Greenway	NR	74	60	No	No change in width
248	E	Redwood	CIR	2700		NR	60	60	Yes	No change in width
489	E	Reed	CT	3700		NR	60	60	Yes	No change in width
153	E	Regency	DR	1100		NR	60	60	Yes	No change in width
3069	E	Regents	CIR	3800		NR	60	60	Yes	No change in width
3072	E	Regents	CIR			NR	60	60	Yes	No change in width
3071	E	Regents	CT	3760		NR	60	60	Yes	No change in width
1110	S	Reisner	RD	300		NR	60	60	Yes	No change in width
3101	S	Renwick	BLVD	1800	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3041	S	Renwick	BLVD			NC	74	60	No	Change due to no bike rec
3100	S	Renwick	BLVD	2000		NC	74	60	No	Change due to no bike rec
3212	S	Renwick	BLVD	1500	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3099	S	Renwick	BLVD	1900	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
3213	S	Renwick	BLVD	1700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
7047		Renwick Trail				NR	60	60	Yes	No change in width
2227	S	Rex Grossman	BLVD	2800		NR	60	60	Yes	No change in width
5799	E	Rhorer	RD	1730	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
5676	E	Rhorer	RD	2000	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
5798	E	Rhorer	RD	1420	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
5675	E	Rhorer	RD	1210	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
5572	E	Rhorer	RD	920	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3067	E	Rhorer	RD	100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2452	W	Ridge	RD	2926		NR	60	60	Yes	No change in width
2231	W	Ridge	RD	2910		NR	60	60	Yes	No change in width
1991	W	Ridge	RD			NR	60	60	Yes	No change in width
2454	W	Ridge	WAY	2900		NR	60	60	Yes	No change in width
1990	W	Ridge	RD			NR	60	60	Yes	No change in width
394	E	Ridge Crest	CT	700		NR	60	60	Yes	No change in width
562	E	Ridgemont	CT	1100		NR	60	60	Yes	No change in width
120	E	Ridgeview	DR	110	Neighborhood Greenway	NR	60	60	Yes	No change in width

118	E	Ridgeview	DR	100	Neighborhood Greenway	NR	60	60	Yes	No change in width
3256	W	Riley	DR	300		NR	60	60	Yes	No change in width
1402	N	Ritter	ST	200		NR	60	60	Yes	No change in width
2616	N	Ritter	ST	100		NR	60	60	Yes	No change in width
371	S	Robins	BOW	2900		NR	60	60	Yes	No change in width
375	S	Robins	BOW	2800		NR	60	60	Yes	No change in width
377	S	Robins	BOW	2700		NR	60	60	Yes	No change in width
2908	E	Rock Creek	DR	1830	Neighborhood Greenway	NR	60	60	Yes	No change in width
2909	E	Rock Creek	DR	1950	Neighborhood Greenway	NR	60	60	Yes	No change in width
2904	E	Rock Creek	DR	2050	Neighborhood Greenway	NR	60	60	Yes	No change in width
383	E	Rock Creek	CT	2700		NR	60	60	Yes	No change in width
2905	E	Rock Creek	DR	2100	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
333	E	Rock Creek	DR	2400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
382	E	Rock Creek	DR	2696	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
361	E	Rock Creek	DR	2500	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
327	E	Rock Creek	DR	2300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
321	E	Rock Creek	DR	2200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
367	E	Rock Creek	DR	2606	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
6243	S	Rockport	RD	3000		NC	74	60	No	Change due to no bike rec
2628	S	Rockport	RD	2000	Multi-use Path	NC	74	62	No	Change due to MUP rec
2627	S	Rockport	RD	2100	Multi-use Path	NC	74	62	No	Change due to MUP rec
3108	S	Rockport	RD	2200	Multi-use Path	NC	74	62	No	Change due to MUP rec
275	S	Rockport	RD	2676		NC	74	60	No	Change due to no bike rec
283	S	Rockport	RD	2600		NC	74	60	No	Change due to no bike rec
3260	S	Rockport	RD	2410		NC	74	60	No	Change due to no bike rec
2261	S	Rockport	RD	2700		NC	74	60	No	Change due to no bike rec
337	S	Rockport	RD	2504		NC	74	60	No	Change due to no bike rec
351	S	Rockport	RD	2500		NC	74	60	No	Change due to no bike rec
323	S	Rockport	RD	2510		NC	74	60	No	Change due to no bike rec
300	S	Rocky Cliff	CT	2400		NR	60	60	Yes	No change in width
1005	S	Rogers	ST	600	Bike Lane	GU	90	84	No	Change due to BL rec
6907	E	Rogers	RD			NC	74	60	No	Change due to no bike rec
221	E	Rogers	RD	2800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
222	E	Rogers	RD	2550	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2583	E	Rogers	RD	2250	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2586	E	Rogers	RD	2200		NC	74	60	No	Change due to no bike rec
6904	E	Rogers	RD			NC	74	60	No	Change due to no bike rec
2630	S	Rogers	ST	2000	Multi-use Path	NC	74	62	No	Change due to MUP rec
469	S	Rogers	ST	1900	Multi-use Path	NC	74	62	No	Change due to MUP rec
508	S	Rogers	ST	1700	Multi-use Path	NC	74	62	No	Change due to MUP rec
385	S	Rogers	ST	2110	Multi-use Path	NC	74	62	No	Change due to MUP rec
257	S	Rogers	ST	2600	Multi-use Path	NC	74	62	No	Change due to MUP rec
374	S	Rogers	ST	2221	Multi-use Path	NC	74	62	No	Change due to MUP rec
306	S	Rogers	ST	2400	Multi-use Path	NC	74	62	No	Change due to MUP rec
343	S	Rogers	ST	2300	Multi-use Path	NC	74	62	No	Change due to MUP rec
272	S	Rogers	ST	2500	Multi-use Path	NC	74	62	No	Change due to MUP rec
5682	E	Rogers	RD	3320	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
5692	E	Rogers	RD	3100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2309	S	Rogers	ST	2220	Multi-use Path	NC	74	62	No	Change due to MUP rec
2634	S	Rogers	ST	1300	Multi-use Path	NC	74	62	No	Change due to MUP rec

220	E	Rogers	RD	3000	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2187	S	Rogers	ST	326	Bike Lane	GU	90	84	No	Change due to BL rec
2648	S	Rogers	ST	1100	Bike Lane	GU	90	84	No	Change due to BL rec
2643	S	Rogers	ST	1126	Bike Lane	GU	90	84	No	Change due to BL rec
2657	S	Rogers	ST	900	Bike Lane	GU	90	84	No	Change due to BL rec
941	S	Rogers	ST	700	Bike Lane	GU	90	84	No	Change due to BL rec
880	S	Rogers	ST	800	Bike Lane	GU	90	84	No	Change due to BL rec
2653	S	Rogers	ST	1000	Bike Lane	GU	90	84	No	Change due to BL rec
1102	S	Rogers	ST	500	Bike Lane	GU	90	84	No	Change due to BL rec
1144	S	Rogers	ST	400	Bike Lane	GU	90	84	No	Change due to BL rec
1518	N	Rogers	ST	550	Bike Lane	GU	90	84	No	Change due to BL rec
1619	N	Rogers	ST	600	Bike Lane	GU	90	84	No	Change due to BL rec
6992	N	Rogers	ST	400	Bike Lane	GU	90	84	No	Change due to BL rec
2186	S	Rogers	ST	300	Bike Lane	GU	90	84	No	Change due to BL rec
1413	N	Rogers	ST	200	Bike Lane	GU	90	84	No	Change due to BL rec
1369	N	Rogers	ST	100	Bike Lane	GU	90	84	No	Change due to BL rec
1474	N	Rogers	ST	300	Bike Lane	GU	90	84	No	Change due to BL rec
1715	N	Rogers	ST	700	Bike Lane	GU	90	84	No	Change due to BL rec
1715	N	Rogers	ST	700	Bike Lane	GU	90	84	No	Change due to BL rec
1306	S	Rogers	ST	100	Bike Lane	GU	90	84	No	Change due to BL rec
1266	S	Rogers	ST	200	Bike Lane	GU	90	84	No	Change due to BL rec
1812	N	Rogers	ST	900		NR	60	60	Yes	No change in width
227	S	Rogers	ST	2700	Multi-use Path	NC	74	62	No	Change due to MUP rec
604	S	Rogers	ST	1400	Multi-use Path	NC	74	62	No	Change due to MUP rec
2637	S	Rogers	ST	1200	Multi-use Path	NC	74	62	No	Change due to MUP rec
2995	W	Roll	AVE	3920		NR	60	60	Yes	No change in width
2681	S	Rolling Oak	DR	3300		NR	60	60	Yes	No change in width
831	S	Rolling Rock	DR	900		NR	60	60	Yes	No change in width
3117	S	Romans	WAY	980		NR	60	60	Yes	No change in width
2276	S	Romans	CT	700		NR	60	60	Yes	No change in width
3120	S	Romans	WAY	900		NR	60	60	Yes	No change in width
2843	S	Romans	WAY	800		NR	60	60	Yes	No change in width
6947	S	Ronson	ST	400		NR	60	60	Yes	No change in width
6948	S	Ronson	ST	500		NR	60	60	Yes	No change in width
1428	N	Roosevelt	ST	300		NR	60	60	Yes	No change in width
1526	N	Roosevelt	ST	400		NR	60	60	Yes	No change in width
1285	S	Roosevelt	ST	100		NR	60	60	Yes	No change in width
1375	N	Roosevelt	ST	200		NR	60	60	Yes	No change in width
3277	S	Roosevelt	ST	200		NR	60	60	Yes	No change in width
1008	S	Roosevelt	ST	600		NR	60	60	Yes	No change in width
1418	N	Rose	AVE	200	Neighborhood Greenway	NR	60	60	Yes	No change in width
950	S	Rose	AVE	800		NR	60	60	Yes	No change in width
1116	S	Rose	AVE	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
973	S	Rose	AVE	700		NR	60	60	Yes	No change in width
2813	S	Rose	AVE	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
2814	S	Rose	AVE	200	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
916	S	Rose	AVE	817		NR	60	60	Yes	No change in width
1052	S	Rose	AVE	500		NR	60	60	Yes	No change in width
2132	N	Rosewood	CT	3900		NR	60	60	Yes	No change in width
2130	W	Rosewood	DR	911		NR	60	60	Yes	No change in width

2948	N	Rosewood	DR	4104		NR	60	60	Yes	No change in width
2437	N	Rosewood	DR	4100		NR	60	60	Yes	No change in width
3227	N	Rosewood	DR	4000		NR	60	60	Yes	No change in width
2947	N	Rosewood	DR	4121		NR	60	60	Yes	No change in width
3228	W	Rosewood	DR	1100		NR	60	60	Yes	No change in width
2175	W	Rosewood	DR	1050		NR	60	60	Yes	No change in width
2217	W	Rosewood	DR	900		NR	60	60	Yes	No change in width
2135	W	Rosewood	DR	1011		NR	60	60	Yes	No change in width
2131	W	Rosewood	DR	800		NR	60	60	Yes	No change in width
2439	N	Rosewood	DR	4005		NR	60	60	Yes	No change in width
2226	W	Ross	CT	2010		NR	60	60	Yes	No change in width
2225	W	Ross	LN	2000		NR	60	60	Yes	No change in width
302	E	Roundhill	LN	2540		NR	60	60	Yes	No change in width
305	E	Roundhill	LN	2616		NR	60	60	Yes	No change in width
294	E	Roundhill	LN	2500		NR	60	60	Yes	No change in width
282	S	Roundhill	CT	2500		NR	60	60	Yes	No change in width
304	E	Roundhill	LN	2602		NR	60	60	Yes	No change in width
303	E	Roundhill	LN	2550		NR	60	60	Yes	No change in width
87	S	Roxbury	CIR	3500		NR	60	60	Yes	No change in width
372	E	Roy Schmalz	CT	3300		NR	60	60	Yes	No change in width
3194	E	Ruby	LN	1600	Neighborhood Greenway	NR	60	60	Yes	No change in width
730	E	Ruby	LN	1708	Neighborhood Greenway	NR	60	60	Yes	No change in width
727	E	Ruby	LN	1910	Neighborhood Greenway	NR	60	60	Yes	No change in width
2622	W	Runkle	WAY	3400		NR	60	60	Yes	No change in width
2089	E	Rusgan	DR	300		NR	60	60	Yes	No change in width
2088	E	Rusgan	DR	200		NR	60	60	Yes	No change in width
4770	N	Russell	RD	1120		NR	60	60	Yes	No change in width
6	S	Sage	CT	3900		NR	60	60	Yes	No change in width
7146	S	Samuel	LN	2300		NR	60	60	Yes	No change in width
7147	S	Samuel	LN	2250		NR	60	60	Yes	No change in width
2673	E	Sandberg	CT	2510		NR	60	60	Yes	No change in width
3119	S	Sara	CT	900		NR	60	60	Yes	No change in width
1277	E	Saratoga	DR	4130		NR	60	60	Yes	No change in width
2265	S	Sare	RD	3000	Multi-use Path	NC	74	62	No	Change due to MUP rec
2920	S	Sare	RD	3050	Multi-use Path	NC	74	62	No	Change due to MUP rec
7176	S	Sare	RD	3126	Multi-use Path	NC	74	62	No	Change due to MUP rec
6906	S	Sare	RD			NC	74	60	No	Change due to no bike rec
6905	S	Sare	RD			NC	74	60	No	Change due to no bike rec
2631	S	Sare	RD	3800	Multi-use Path	NC	74	62	No	Change due to MUP rec
2925	S	Sare	RD	3925	Multi-use Path	NC	74	62	No	Change due to MUP rec
2927	S	Sare	RD	3900	Multi-use Path	NC	74	62	No	Change due to MUP rec
2857	S	Sare	RD	3300	Multi-use Path	NC	74	62	No	Change due to MUP rec
3092	S	Sare	RD	3500	Multi-use Path	NC	74	62	No	Change due to MUP rec
3154	S	Sare	RD	3600	Multi-use Path	NC	74	62	No	Change due to MUP rec
2923	S	Sare	RD	3950	Multi-use Path	NC	74	62	No	Change due to MUP rec
2520	S	Sare	RD	3016	Multi-use Path	NC	74	62	No	Change due to MUP rec
584	S	Sare	RD	1400		NR	60	60	Yes	No change in width
2263	S	Sare	RD	2830	Multi-use Path	NC	74	62	No	Change due to MUP rec
2264	S	Sare	RD	2910	Multi-use Path	NC	74	62	No	Change due to MUP rec
2523	S	Sare	RD	2726	Multi-use Path	NC	74	62	No	Change due to MUP rec

3215	S	Sare	RD	2140	Multi-use Path	NC	74	62	No	Change due to MUP rec
3214	S	Sare	RD	1500	Multi-use Path	NC	74	62	No	Change due to MUP rec
7175	S	Sare	RD	3100	Multi-use Path	NC	74	62	No	Change due to MUP rec
417	S	Sare	RD	2700	Multi-use Path	NC	74	62	No	Change due to MUP rec
442	S	Sare	RD	2670	Multi-use Path	NC	74	62	No	Change due to MUP rec
2921	S	Sare	RD	3150	Multi-use Path	NC	74	62	No	Change due to MUP rec
2079	E	Sassafras	CIR	900		NR	60	60	Yes	No change in width
2076	E	Sassafras	CIR	1000		NR	60	60	Yes	No change in width
1997	N	Sassafras	DR			NR	60	60	Yes	No change in width
1985	N	Sassafras	DR			NR	60	60	Yes	No change in width
2056	E	Saville	AVE	400		NR	60	60	Yes	No change in width
2063	E	Saville	AVE	416		NR	60	60	Yes	No change in width
3234	W	Schmaltz	BLVD	2700		NR	60	60	Yes	No change in width
3122	E	Seminary	DR	2600		NR	60	60	Yes	No change in width
299	S	Shadow Grove	CT	2400		NR	60	60	Yes	No change in width
1510	N	Sheffield	DR	320		NR	60	60	Yes	No change in width
1581	E	Sheffield	DR	4400		NR	60	60	Yes	No change in width
1580	E	Sheffield	DR	4500		NR	60	60	Yes	No change in width
1585	E	Sheffield	DR	4300		NR	60	60	Yes	No change in width
1570	N	Sheffield	DR	400		NR	60	60	Yes	No change in width
1584	E	Sheffield	DR	4200		NR	60	60	Yes	No change in width
1371	N	Sheffield	DR	200		NR	60	60	Yes	No change in width
1576	E	Sheffield	DR	4526		NR	60	60	Yes	No change in width
22	S	Sherbrooke	DR	3900		NR	60	60	Yes	No change in width
21	E	Sherbrooke	DR	1016		NR	60	60	Yes	No change in width
2345	E	Sherbrooke	DR	1000		NR	60	60	Yes	No change in width
2215	E	Sherbrooke	DR	1012		NR	60	60	Yes	No change in width
796	E	Sheridan	DR	1200	Neighborhood Greenway	NR	74	60	No	No change in width
805	E	Sheridan	DR	1326	Neighborhood Greenway	NR	74	60	No	No change in width
804	E	Sheridan	DR	1300	Neighborhood Greenway	NR	74	60	No	No change in width
802	E	Sheridan	DR	1016	Neighborhood Greenway	NR	74	60	No	No change in width
895	S	Sheridan	DR	830		NR	74	60	No	No change in width
952	S	Sheridan	DR	800	Neighborhood Greenway	NR	74	60	No	No change in width
828	S	Sheridan	DR	900		NR	74	60	No	No change in width
801	E	Sheridan	DR	1000	Neighborhood Greenway	NR	74	60	No	No change in width
803	E	Sheridan	DR	1100	Neighborhood Greenway	NR	74	60	No	No change in width
2694	E	Sherwood Hills	DR	760		NR	60	60	Yes	No change in width
2979	E	Short	ST	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
400	E	Short	ST	1240	Neighborhood Greenway	NR	60	60	Yes	No change in width
2348	E	Short	ST	1200	Neighborhood Greenway	NR	60	60	Yes	No change in width
2366	S	Silver Creek	DR	2728		NR	60	60	Yes	No change in width
2368	S	Silver Creek	DR	2714		NR	60	60	Yes	No change in width
2362	S	Silver Creek	DR	2700		NR	60	60	Yes	No change in width
2365	E	Silver Creek	CT	3700		NR	60	60	Yes	No change in width
560	E	Skylark	CT	1200		NR	60	60	Yes	No change in width
2069	W	Skyline	DR	500		NR	60	60	Yes	No change in width
2165	W	Skyline	DR	400		NR	60	60	Yes	No change in width
2059	W	Skyline	DR	600		NR	60	60	Yes	No change in width
2168	N	Skyline	DR	2600		NR	60	60	Yes	No change in width
2058	N	Skyline	DR	2400		NR	60	60	Yes	No change in width

2167	N	Skyline	DR	2702		NR	60	60	Yes	No change in width
2320	W	Slate	DR	600		NR	60	60	Yes	No change in width
3218	S	Smith	RD	1196	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3080	S	Smith	RD	1250	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3076	S	Smith	RD	1300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3078	S	Smith	RD	1100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3251	N	Smith	RD	210	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2854	S	Smith	RD	600	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3250	N	Smith	RD	100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3217	S	Smith	RD	1000	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3308	E	Smith	AVE	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
2185	E	Smith	AVE	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
3306	E	Smith	AVE	420	Neighborhood Greenway	NR	60	60	Yes	No change in width
1503	N	Smith	RD	750	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1076	S	Smith	RD	470	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3079	S	Smith	RD	1200	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2376	W	Smith	AVE	800		NR	60	60	Yes	No change in width
1159	W	Smith	AVE	500		NR	60	60	Yes	No change in width
1160	W	Smith	AVE	600		NR	60	60	Yes	No change in width
2371	W	Smith	AVE	1000		NR	60	60	Yes	No change in width
2375	W	Smith	AVE	900		NR	60	60	Yes	No change in width
2846	S	Smith	RD	708	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
1158	W	Smith	AVE	400		NR	60	60	Yes	No change in width
2535	W	Smith	AVE	300		NR	0	60	No	No change in width
1156	E	Smith	AVE	300	Neighborhood Greenway	NR	60	60	Yes	No change in width
2299	W	Smith	AVE	100	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
1152	E	Smith	AVE	100	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
2374	W	Smith	AVE	1021		NR	60	60	Yes	No change in width
1154	E	Smith	AVE	200	Neighborhood Greenway	GU	90	72	No	Changed due to NG Rec
2304	S	Smith	RD	300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2233	S	Smith	RD	200	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3077	S	Smith	RD	1000	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
218	S	Somerset	PL	2900		NR	60	60	Yes	No change in width
246	S	Somerset	PL	2800		NR	60	60	Yes	No change in width
245	S	Somerset	CT	2800		NR	60	60	Yes	No change in width
567	E	South	CT	3700		NR	60	60	Yes	No change in width
2477	E	South	DR	200	Protected Bike Lane	GU	90	90	Yes	No change in width
763	E	Southdowns	DR	1200	Neighborhood Greenway	NR	74	60	No	No change in width
799	E	Southdowns	DR	1016	Neighborhood Greenway	NR	74	60	No	No change in width
749	E	Southdowns	DR	1400	Neighborhood Greenway	NR	74	60	No	No change in width
750	E	Southdowns	DR	1320	Neighborhood Greenway	NR	74	60	No	No change in width
798	E	Southdowns	DR	1100	Neighborhood Greenway	NR	74	60	No	No change in width
791	E	Southdowns	DR	1550		NR	74	60	No	No change in width
758	E	Southdowns	DR	2000		NR	60	60	Yes	No change in width
756	E	Southdowns	DR	1900		NR	74	60	No	No change in width
762	E	Southdowns	DR	1300	Neighborhood Greenway	NR	74	60	No	No change in width
800	E	Southdowns	DR	1000	Neighborhood Greenway	NR	74	60	No	No change in width
		Southeast Park Trail			Multi-use Trail		0	0	Yes	
2830	E	Southern	DR	310		NR	60	60	Yes	No change in width
2799	W	Southern	DR	100		NR	60	60	Yes	No change in width

2831	E	Southern	DR	100		NR	60	60	Yes	No change in width
2753	E	Southern	DR	400		NR	60	60	Yes	No change in width
2404	S	Southern Oaks	CT	3208		NR	60	60	Yes	No change in width
2682	S	Southern Oaks	DR	3300		NR	60	60	Yes	No change in width
2405	S	Southern Oaks	DR	3200		NC	74	60	No	Change due to no bike rec
2403	S	Southern Oaks	DR	3217		NC	74	60	No	Change due to no bike rec
2257	S	Southern Pines	CT	2618		NR	60	60	Yes	No change in width
2258	S	Southern Pines	CT	2600		NR	60	60	Yes	No change in width
2260	S	Southern Ridge	CT	2609		NR	60	60	Yes	No change in width
73	S	Sowder	SQ	3600		NR	60	60	Yes	No change in width
69	S	Sowder	SQ	3646		NR	60	60	Yes	No change in width
72	S	Sowder	SQ	3676		NR	60	60	Yes	No change in width
247	S	Spicewood	LN	2700		NC	74	60	No	Change due to no bike rec
219	S	Spicewood	LN	2900		NC	74	60	No	Change due to no bike rec
242	S	Spicewood	LN	2800		NC	74	60	No	Change due to no bike rec
301	S	Spicewood	LN	2400		NC	74	60	No	Change due to no bike rec
336	E	Spicewood	CT	2600		NR	60	60	Yes	No change in width
253	S	Spicewood	LN	2600		NC	74	60	No	Change due to no bike rec
335	E	Spicewood	LN	2700		NC	74	60	No	Change due to no bike rec
1486	N	Spring	ST	200		NR	60	60	Yes	No change in width
1493	N	Spring	ST	300		NR	60	60	Yes	No change in width
1563	N	Spring	ST	400		NR	60	60	Yes	No change in width
3274	S	Springhouse	DR	1740		NR	60	60	Yes	No change in width
3272	S	Springhouse	DR	1700		NR	60	60	Yes	No change in width
3275	S	Springhouse	DR	1756		NR	60	60	Yes	No change in width
3273	S	Springhouse	DR	1726		NR	60	60	Yes	No change in width
405	W	Spruce	DR	3370		NR	60	60	Yes	No change in width
290	E	St James	CT	3100		NR	60	60	Yes	No change in width
2418	E	St Remy	DR	3800		NC	74	60	No	Change due to no bike rec
2417	E	St Remy	DR	3700		NC	74	60	No	Change due to no bike rec
2419	S	St Remy	CIR	2800		NR	60	60	Yes	No change in width
1516	N	Staats	DR	600		NR	60	60	Yes	No change in width
1497	N	Staats	DR	500		NR	60	60	Yes	No change in width
3249	S	Star View	LN	2200		NR	60	60	Yes	No change in width
2863	E	State	CT	1450		NR	60	60	Yes	No change in width
473	S	State Road 37				NR	60	60	Yes	No change in width
471	S	State Road 37				NR	60	60	Yes	No change in width
487	S	State Road 37				NR	60	60	Yes	No change in width
486	S	State Road 37				NR	60	60	Yes	No change in width
466	S	State Road 37				NR	60	60	Yes	No change in width
488	S	State Road 37				NR	60	60	Yes	No change in width
542	S	State Road 37				NR	60	60	Yes	No change in width
544	S	State Road 37				NR	60	60	Yes	No change in width
536	S	State Road 37				NR	60	60	Yes	No change in width
553	S	State Road 37				NR	60	60	Yes	No change in width
551	S	State Road 37				NR	60	60	Yes	No change in width
7247	S	State Road 37		3950		FW	0	0	Yes	
2713	N	State Road 37		2600		FW	0	0	Yes	
534	S	State Road 37				NR	60	60	Yes	No change in width
2558	S	State Road 37				FW	0	0	Yes	

2541	S	State Road 37				FW	0	0	Yes	
2996	S	State Road 37		3500		FW	0	0	Yes	
7246	S	State Road 37		3800		FW	0	0	Yes	
2829	N	State Road 37		2380		FW	0	0	Yes	
2997	S	State Road 37		3600		FW	0	0	Yes	
509	S	State Road 37		1780		FW	0	0	Yes	
3004	S	State Road 37		2200		FW	0	0	Yes	
3005	S	State Road 37		2150		FW	0	0	Yes	
2549	S	State Road 37				FW	0	0	Yes	
2546	S	State Road 37				FW	0	0	Yes	
2538	S	State Road 37				FW	0	0	Yes	
2547	S	State Road 37				FW	0	0	Yes	
2556	S	State Road 37				FW	0	0	Yes	
535	S	State Road 37		1700		FW	0	0	Yes	
2574	S	State Road 37				FW	0	0	Yes	
2573	S	State Road 37				FW	0	0	Yes	
2545	S	State Road 37				FW	0	0	Yes	
2560	S	State Road 37				FW	0	0	Yes	
2544	S	State Road 37				FW	0	0	Yes	
3180	N	State Road 37		2150		FW	0	0	Yes	
653	S	State Road 37 45		900		FW	0	0	Yes	
2539	S	State Road 37 45		200		FW	0	0	Yes	
2710	N	State Road 37 45		1930		FW	0	0	Yes	
2565	N	State Road 37 45		1000		FW	0	0	Yes	
644	S	State Road 37 45		930		FW	0	0	Yes	
2540	S	State Road 37 45		200		FW	0	0	Yes	
2576	N	State Road 37 45		1000		FW	0	0	Yes	
3015	N	State Road 37 Business		4000	Multi-use Path	SC	101	84	No	Change due to MUP rec
6207	N	State Road 37 Ramp				NR	60	60	Yes	No change in width
3182	N	State Road 37 Ramp				FW	0	0	Yes	
6202	N	State Road 37 Ramp				FW	0	0	Yes	
6918	N	State Road 37 Ramp				FW	0	0	Yes	
3209	N	State Road 37 Ramp				FW	0	0	Yes	
3211	N	State Road 37 Ramp				FW	0	0	Yes	
3208	N	State Road 37 Ramp				FW	0	0	Yes	
3179	N	State Road 37 Ramp				FW	0	0	Yes	
7136	S	State Road 446		750	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
964	S	State Road 446		740	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
577	S	State Road 446		1394	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
2432	S	State Road 446		1300	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
788	S	State Road 446		1000	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
1007	S	State Road 446		700	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec

3323	S	State Road 446		550	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
3322	S	State Road 446		250	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
2351	S	State Road 446		1100	Bike Lane and Multi-use Path	SC	101	75	No	Change due to 2-lane cross-section; BL and MUP rec
467	W	State Road 45			Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
386	W	State Road 45		3400	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
420	W	State Road 45		3150	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
359	W	State Road 45		3600	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
6919	W	State Road 45 46 Bypass		1400		FW	0	0	Yes	
6909	N	State Road 45 46 Bypass		1250	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
1646	N	State Road 45 46 Bypass		850	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2034	E	State Road 45 46 Bypass		800	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2828	W	State Road 45 46 Bypass		1426		FW	0	0	Yes	
2708	W	State Road 45 46 Bypass		1300	Multi-use Path	SC	101	84	No	Change due to MUP rec
3210	W	State Road 45 46 Bypass		1400		FW	0	0	Yes	
2038	E	State Road 45 46 Bypass		400	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2033	E	State Road 45 46 Bypass		1100	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
1964	N	State Road 45 46 Bypass		1700	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2035	E	State Road 45 46 Bypass		300	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2045	W	State Road 45 46 Bypass		550	Multi-use Path	SC	101	84	No	Change due to MUP rec
2709	W	State Road 45 46 Bypass		1050	Multi-use Path	SC	101	84	No	Change due to MUP rec
2036	E	State Road 45 46 Bypass		200	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2028	W	State Road 45 46 Bypass		200	Multi-use Path	SC	101	84	No	Change due to MUP rec
2027	W	State Road 45 46 Bypass		200	Multi-use Path	SC	101	84	No	Change due to MUP rec
2858	W	State Road 45 46 Bypass		1130	Multi-use Path	SC	101	84	No	Change due to MUP rec
2707	W	State Road 45 46 Bypass		800	Multi-use Path	SC	101	84	No	Change due to MUP rec
2046	W	State Road 45 46 Bypass		550	Multi-use Path	SC	101	84	No	Change due to MUP rec
6910	N	State Road 46		300	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
6911	N	State Road 46		400	Protected Bike Lane	SC	101	96	No	Change due to PBL rec

2810	N	State Road 46		200	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2809	S	State Road 46		200	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
1591	N	State Road 46		450	Protected Bike Lane	SC	101	96	No	Change due to PBL rec
2931	S	Stella	DR	1250		NR	60	60	Yes	No change in width
2930	S	Stella	DR	1310		NR	60	60	Yes	No change in width
3151	S	Stella	DR	1265		NR	60	60	Yes	No change in width
1799	E	Stephens	DR	4400		NR	60	60	Yes	No change in width
1703	E	Stephens	DR	4300		NR	60	60	Yes	No change in width
1837	E	Stephens	DR	4500		NR	60	60	Yes	No change in width
1075	E	Stonegate	DR	3900		NR	60	60	Yes	No change in width
1150	E	Stonegate	CT	3900		NR	60	60	Yes	No change in width
1151	E	Stonegate	CT	4000		NR	60	60	Yes	No change in width
2339	N	Stonelake	DR		Bike Lane	NR	60	75	No	Change due to BL rec
2338	N	Stonelake	DR	1700		NR	60	60	Yes	No change in width
2718	N	Stonelake	DR	2050		NR	60	60	Yes	No change in width
2149	N	Stoneycrest	RD	3200		NR	60	60	Yes	No change in width
2151	N	Stoneycrest	CT	3100		NR	60	60	Yes	No change in width
2143	N	Stoneycrest	RD	3400		NR	60	60	Yes	No change in width
2146	N	Stoneycrest	RD	3300		NR	60	60	Yes	No change in width
2897	S	Stratford	DR	2800		NR	60	60	Yes	No change in width
2901	S	Stratford	DR	2700		NR	60	60	Yes	No change in width
2907	S	Stratford	DR	2600		NR	60	60	Yes	No change in width
2587	S	Stratford	DR	3000		NR	60	60	Yes	No change in width
2895	S	Stratford	DR	2900		NR	60	60	Yes	No change in width
3198	E	Stratum	WAY	3000		GU	90	72	No	Changed due to no Bike Rec
3199	E	Stratum	WAY	3100		GU	90	72	No	Changed due to no Bike Rec
2987	S	Strong	DR	1230		NC	74	60	No	Change due to no bike rec
2877	S	Stull	AVE	1100		NR	60	60	Yes	No change in width
2765	S	Stull	AVE	1300		NR	60	60	Yes	No change in width
900	S	Stull	AVE	800		NR	60	60	Yes	No change in width
856	S	Stull	AVE	900		NR	60	60	Yes	No change in width
2762	S	Stull	AVE	1400		NR	60	60	Yes	No change in width
3160	W	Sudbury	DR		Protected Bike Lane	GU	90	90	Yes	No change in width
3159	W	Sudbury	DR	2100	Protected Bike Lane	GU	90	90	Yes	No change in width
818	S	Sugar Maple	CIR	1000		NR	60	60	Yes	No change in width
778	S	Sugar Maple	PL	1100		NR	60	60	Yes	No change in width
781	S	Sugar Maple	CT	1100		NR	60	60	Yes	No change in width
819	S	Sugar Maple	PL	1050		NR	60	60	Yes	No change in width
2949	W	Sugarberry	CT	1100		NR	60	60	Yes	No change in width
2509	S	Summerwood	CT	2100		NR	60	60	Yes	No change in width
1790	N	Summit	ST	900		NR	60	60	Yes	No change in width
2244	N	Summit	ST	650		NR	60	60	Yes	No change in width
2243	N	Summit	ST	610		NR	60	60	Yes	No change in width
1821	N	Summit	ST	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
1616	N	Summit	ST	600		NR	60	60	Yes	No change in width
424	E	Summit View	PL	800		NC	74	60	No	Change due to no bike rec
409	E	Summit View	PL	610		NC	74	60	No	Change due to no bike rec
408	E	Summit View	PL	900		NC	74	60	No	Change due to no bike rec
387	E	Summit View	PL	1000		NC	74	60	No	Change due to no bike rec
406	E	Summit View	PL	700		NC	74	60	No	Change due to no bike rec

427	E	Summit View	PL	600		NC	74	60	No	Change due to no bike rec
3280	S	Sunflower	DR	2500		NR	60	60	Yes	No change in width
3279	S	Sunflower	DR	2575		NR	60	60	Yes	No change in width
145	E	Sunny Slopes	DR	100		NR	60	60	Yes	No change in width
134	E	Sunny Slopes	DR	200	Neighborhood Greenway	NR	60	60	Yes	No change in width
1442	N	Sunrise	DR	450		NR	60	60	Yes	No change in width
1042	W	Sunset	AVE	4600		NR	60	60	Yes	No change in width
1039	W	Sunset	AVE	4500		NR	60	60	Yes	No change in width
1038	W	Sunset	AVE	4400		NR	60	60	Yes	No change in width
3046	W	Sunstone	DR	1750		NC	74	60	No	Change due to no bike rec
3048	W	Sunstone	DR	1650		NC	74	60	No	Change due to no bike rec
2564	W	Susan	DR	3100		NR	60	60	Yes	No change in width
3266	S	Susie	ST	2100		NR	60	60	Yes	No change in width
461	S	Sussex	DR	2120		NR	60	60	Yes	No change in width
2864	S	Swain	AVE	300		GU	90	72	No	Changed due to no Bike Rec
2862	S	Swain	AVE	311		GU	90	72	No	Changed due to no Bike Rec
2818	S	Swain	AVE	700		NR	60	60	Yes	No change in width
1068	S	Swain	AVE	500		NR	60	60	Yes	No change in width
2820	S	Swain	AVE	600		NR	60	60	Yes	No change in width
1136	S	Swain	AVE	400		NR	60	60	Yes	No change in width
2329	S	Sweetbriar	CIR	2250		NR	60	60	Yes	No change in width
2330	S	Sweetbriar	CT	2280		NR	60	60	Yes	No change in width
2325	S	Sweetbriar	DR	2210		NR	60	60	Yes	No change in width
2326	S	Sweetbriar	DR	2200		NR	60	60	Yes	No change in width
2328	S	Sweetbriar	CIR	2200		NR	60	60	Yes	No change in width
2327	S	Sweetbriar	CT	2200		NR	60	60	Yes	No change in width
2331	S	Sweetbriar	CT	2220		NR	60	60	Yes	No change in width
513	S	Sycamore	CT	1600		NR	60	60	Yes	No change in width
2073	N	Tamarack	TRL	2500		NR	60	60	Yes	No change in width
2071	E	Tamarack	TRL	930		NR	60	60	Yes	No change in width
2074	N	Tamarack	TRL	2450		NR	60	60	Yes	No change in width
2077	E	Tamarack	TRL	900		NR	60	60	Yes	No change in width
3276	E	Tamarack	TRL	800		NR	60	60	Yes	No change in width
2075	N	Tamarack	TRL	2400		NR	60	60	Yes	No change in width
2219	E	Tamarron	DR	3732		NR	60	60	Yes	No change in width
2730	E	Tamarron	DR	3800		NR	60	60	Yes	No change in width
2436	E	Tamarron	CT	3900		NR	60	60	Yes	No change in width
2729	E	Tamarron	DR	3600		NR	60	60	Yes	No change in width
2344	E	Tamarron	DR	3700		NR	60	60	Yes	No change in width
2343	E	Tamarron	DR	3832		NR	60	60	Yes	No change in width
2865	W	Tapp	RD	2900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
7099	W	Tapp	RD			NR	60	60	Yes	No change in width
6961	W	Tapp	RD	2200	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3125	W	Tapp	RD	1950	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
3127	W	Tapp	RD			NC	74	60	No	Change due to no bike rec
3126	W	Tapp	RD			NC	74	60	No	Change due to no bike rec
3124	W	Tapp	RD	1450	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2262	W	Tapp	RD	1100	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2866	W	Tapp	RD	2750	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
236	W	Tapp	RD	2450	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width

281	E	Tapps	TURN	3010		NR	60	60	Yes	No change in width
3193	S	Tarzian	LN	1150		NR	60	60	Yes	No change in width
531	E	Taylor	CT	3700		NR	60	60	Yes	No change in width
2463	S	Terra	CT	2318		NR	60	60	Yes	No change in width
1958	W	Terry	LN	500		NR	60	60	Yes	No change in width
453	S	Thatcher	CT	2800		NR	60	60	Yes	No change in width
131	S	The Stands	DR	3300	Bike Lane	NC	74	68	No	Change due to BL rec
2399	S	The Stands	DR	3606	Bike Lane	NC	74	68	No	Change due to BL rec
2400	S	The Stands	DR	3611		NR	60	60	Yes	No change in width
183	S	The Stands	DR	3100	Bike Lane	NC	74	68	No	Change due to BL rec
167	S	The Stands	DR	3150	Bike Lane	NC	74	68	No	Change due to BL rec
151	S	The Stands	DR	3200	Bike Lane	NC	74	68	No	Change due to BL rec
2249	S	The Stands	DR	3450	Bike Lane	NC	74	68	No	Change due to BL rec
2679	S	The Stands	DR	3400	Bike Lane	NC	74	68	No	Change due to BL rec
2251	S	The Stands	DR	3426	Bike Lane	NC	74	68	No	Change due to BL rec
2680	S	The Stands	DR	3326	Bike Lane	NC	74	68	No	Change due to BL rec
2401	S	The Stands	DR	3500	Bike Lane	NC	74	68	No	Change due to BL rec
201	S	The Stands	DR	3000	Bike Lane	NC	74	68	No	Change due to BL rec
3173	E	Thornton	DR	1225	Neighborhood Greenway	NR	74	60	No	No change in width
2751	E	Thornton	DR	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
3172	E	Thornton	DR	1200	Neighborhood Greenway	NR	74	60	No	No change in width
2870	E	Thornton	DR	1500	Neighborhood Greenway	NR	74	60	No	No change in width
541	E	Thornton	DR	1100	Neighborhood Greenway	NR	74	60	No	No change in width
537	E	Thornton	DR	1700		NR	60	60	Yes	No change in width
2736	E	Thornton	DR	650	Neighborhood Greenway	NR	60	60	Yes	No change in width
2743	E	Thornton	DR	700	Neighborhood Greenway	NR	60	60	Yes	No change in width
2748	E	Thornton	DR	850	Neighborhood Greenway	NR	60	60	Yes	No change in width
2746	E	Thornton	DR	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2745	E	Thornton	DR	724	Neighborhood Greenway	NR	60	60	Yes	No change in width
2741	E	Thornton	DR	600	Neighborhood Greenway	NR	60	60	Yes	No change in width
1999	N	Thorntree	DR			NR	60	60	Yes	No change in width
2663	N	Thorntree	DR			NR	60	60	Yes	No change in width
2455	W	Timbers	TRL	2876		NR	60	60	Yes	No change in width
2456	W	Timbers	TRL	2800		NR	60	60	Yes	No change in width
2223	S	Timothy	CT	910		NR	60	60	Yes	No change in width
2224	S	Timothy	CT	900		NR	60	60	Yes	No change in width
2070	E	Treadwell	LN	1600		NR	60	60	Yes	No change in width
115	S	Tremont	WAY	3500		NR	60	60	Yes	No change in width
114	E	Tremont	WAY	1200		NR	60	60	Yes	No change in width
459	S	Trotters	RUN	2600		NR	60	60	Yes	No change in width
2747	S	Troy	CT	1600		NR	60	60	Yes	No change in width
94	S	Tudor	LN	3500		NR	60	60	Yes	No change in width
2208	N	Tulipwood	CT	3960		NR	60	60	Yes	No change in width
2134	N	Tulipwood	CT	3950		NR	60	60	Yes	No change in width
2937	W	Twin Oaks	RDG	1144		NC	74	60	No	Change due to no bike rec
2952	W	Twin Oaks	RDG	1154		NR	60	60	Yes	No change in width
2936	S	Twin Oaks	VLY	2640		NC	74	60	No	Change due to no bike rec
2935	S	Twin Oaks	VLY	2660		NR	60	60	Yes	No change in width
2313	E	Tylers	TURN	1225		NR	60	60	Yes	No change in width
1191	S	Union	ST	300		NR	60	60	Yes	No change in width

1709	N	Union	ST	960		NC	74	60	No	Change due to no bike rec
1850	N	Union	ST	1100		NC	74	60	No	Change due to no bike rec
1430	N	Union	ST	250		NC	74	60	No	Change due to no bike rec
2222	N	Union	ST	700		GU	90	72	No	Changed due to no Bike Rec
1431	N	Union	ST	450		NC	74	60	No	Change due to no bike rec
1203	S	Union	ST	200		NC	74	60	No	Change due to no bike rec
1379	N	Union	ST	100		NC	74	60	No	Change due to no bike rec
1278	S	Union	ST	100		NC	74	60	No	Change due to no bike rec
1806	N	Union	CT	1100		NR	60	60	Yes	No change in width
1020	E	University	ST	1300		NR	60	60	Yes	No change in width
1035	E	University	ST	300		NR	60	60	Yes	No change in width
1021	E	University	ST	1200		NR	60	60	Yes	No change in width
2819	E	University	ST	1500		NR	60	60	Yes	No change in width
1019	E	University	ST	1400		NR	60	60	Yes	No change in width
1011	E	University	ST	1600		NR	60	60	Yes	No change in width
1022	E	University	ST	1100		NR	60	60	Yes	No change in width
1037	E	University	ST	600		NR	60	60	Yes	No change in width
1024	E	University	ST	800		NR	60	60	Yes	No change in width
1023	E	University	ST	1000		NR	60	60	Yes	No change in width
1025	E	University	ST	700		NR	60	60	Yes	No change in width
1036	E	University	ST	500		NR	60	60	Yes	No change in width
1974	W	Upper Valley	RD			NR	60	60	Yes	No change in width
189	S	Uppington	CT	3200		NR	60	60	Yes	No change in width
649	S	Valley Forge	RD	1300		NR	60	60	Yes	No change in width
586	S	Valley Forge	RD	1420		NR	60	60	Yes	No change in width
607	S	Valley Forge	RD	1400		NR	60	60	Yes	No change in width
618	S	Valley Forge	RD	1326		NR	60	60	Yes	No change in width
2177	N	Valleyview	DR	3200		NR	60	60	Yes	No change in width
2178	N	Valleyview	DR	3430		NR	60	60	Yes	No change in width
6962	E	Varsity	LN	350		NR	60	60	Yes	No change in width
3255	W	Vaughn Clipp	WAY	200		NR	60	60	Yes	No change in width
3257	W	Vaughn Clipp	WAY	300		NR	60	60	Yes	No change in width
2873	E	Vermilya	AVE	210		NR	60	60	Yes	No change in width
2050	E	Vernon	AVE	400		NR	60	60	Yes	No change in width
7143	W	Victoria	LN	1700		NR	60	60	Yes	No change in width
7145	W	Victoria	LN	1800		NR	60	60	Yes	No change in width
7144	W	Victoria	LN	1750		NR	60	60	Yes	No change in width
3145	E	Villa Glen	CT	3700		NR	60	60	Yes	No change in width
1108	S	Village	CT	400		NR	60	60	Yes	No change in width
2445	S	Violet	LN	3500		NR	60	60	Yes	No change in width
641	E	Viva	DR	1900		NR	60	60	Yes	No change in width
1415	N	Waldron	ST	200		NR	60	60	Yes	No change in width
1483	N	Waldron	ST	300		NR	60	60	Yes	No change in width
1357	N	Waldron	ST	100		NR	60	60	Yes	No change in width
1314	S	Waldron	ST	100		NR	60	60	Yes	No change in width
948	S	Walker	ST	700		NR	60	60	Yes	No change in width
1106	S	Walker	ST	500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1004	S	Walker	ST	600	Neighborhood Greenway	NR	74	60	No	No change in width
2372	S	Walker	ST	400	Neighborhood Greenway	NR	60	60	Yes	No change in width
2373	S	Walker	ST	300	Neighborhood Greenway	NR	60	60	Yes	No change in width

113	S	Walnut	ST	2900	Protected Bike Lane	GU	90	90	Yes	No change in width
2479	S	Walnut	ST	2080	Protected Bike Lane	GU	90	90	Yes	No change in width
1907	N	Walnut	ST	1100	Protected Bike Lane	MS	88	0	No	
1858	N	Walnut	ST	1000	Protected Bike Lane	MS	88	0	No	
2039	N	Walnut	ST	2300	Bike Lane	SC	101	70	No	Change due to 2-lane cross-section; and BL rec
1650	N	Walnut	ST	600	Protected Bike Lane	MS	88	0	No	
1650	N	Walnut	ST	600	Protected Bike Lane	MS	88	0	No	
993	S	Walnut	ST	500	Protected Bike Lane	MS	88	0	No	
934	S	Walnut	ST	600	Protected Bike Lane	MS	88	0	No	
1546	N	Walnut	ST	400	Protected Bike Lane	MS	88	0	No	
1592	N	Walnut	ST	500	Protected Bike Lane	MS	88	0	No	
1680	N	Walnut	ST	624	Protected Bike Lane	MS	88	0	No	
1680	N	Walnut	ST	624	Protected Bike Lane	MS	88	0	No	
1153	S	Walnut	ST	300	Protected Bike Lane	MS	88	0	No	
1469	N	Walnut	ST	300	Protected Bike Lane	MS	88	0	No	
1095	S	Walnut	ST	400	Protected Bike Lane	MS	88	0	No	
44	S	Walnut	ST	3120	Protected Bike Lane	GU	90	90	Yes	No change in width
2988	S	Walnut	ST	3650	Protected Bike Lane	GU	90	90	Yes	No change in width
2337	S	Walnut	ST	2520	Protected Bike Lane	GU	90	90	Yes	No change in width
127	S	Walnut	ST	2750	Protected Bike Lane	GU	90	90	Yes	No change in width
506	S	Walnut	ST	1700	Protected Bike Lane	GU	90	90	Yes	No change in width
2480	S	Walnut	ST	1820	Protected Bike Lane	GU	90	90	Yes	No change in width
572	S	Walnut	ST	1500	Protected Bike Lane	GU	90	90	Yes	No change in width
597	S	Walnut	ST	1400	Protected Bike Lane	GU	90	90	Yes	No change in width
558	S	Walnut	ST	1600	Protected Bike Lane	GU	90	90	Yes	No change in width
266	S	Walnut	ST	2320	Protected Bike Lane	GU	90	90	Yes	No change in width
610	S	Walnut	ST	1300	Protected Bike Lane	GU	90	90	Yes	No change in width
630	S	Walnut	ST	1210	Protected Bike Lane	GU	90	90	Yes	No change in width
643	S	Walnut	ST	1200	Protected Bike Lane	GU	90	90	Yes	No change in width
771	S	Walnut	ST	900	Protected Bike Lane	GU	90	90	Yes	No change in width
693	S	Walnut	ST	1000	Protected Bike Lane	GU	90	90	Yes	No change in width
2290	S	Walnut	ST	1100	Protected Bike Lane	GU	90	90	Yes	No change in width
2490	S	Walnut	ST	876	Protected Bike Lane	GU	90	90	Yes	No change in width
2201	S	Walnut	ST	700	Protected Bike Lane	MS	88	0	No	
2491	S	Walnut	ST	800	Protected Bike Lane	GU	90	90	Yes	No change in width
1937	N	Walnut	ST	1550	Protected Bike Lane	GU	90	90	Yes	No change in width
1907	N	Walnut	ST	1100	Protected Bike Lane	MS	88	0	No	
1924	N	Walnut	ST	1300	Protected Bike Lane	MS	88	0	No	
1924	N	Walnut	ST	1300	Protected Bike Lane	MS	88	0	No	
1783	N	Walnut	ST	910	Protected Bike Lane	MS	88	0	No	
1711	N	Walnut	ST	701	Protected Bike Lane	MS	88	0	No	
1711	N	Walnut	ST	701	Protected Bike Lane	MS	88	0	No	
1783	N	Walnut	ST	910	Protected Bike Lane	MS	88	0	No	
1984	N	Walnut	ST	1700	Protected Bike Lane	GU	90	90	Yes	No change in width
2067	N	Walnut	ST	2390	Bike Lane	SC	101	70	No	Change due to 2-lane cross-section; and BL rec
2128	N	Walnut	ST	2510	Bike Lane	SC	101	70	No	Change due to 2-lane cross-section; and BL rec
3021	N	Walnut	ST	2000	Protected Bike Lane	GU	90	90	Yes	No change in width

2111	N	Walnut	ST	2760	Bike Lane	SC	101	70	No	Change due to 2-lane cross-section; and BL rec
2087	N	Walnut	ST	3450	Bike Lane	SC	101	70	No	Change due to 2-lane cross-section; and BL rec
1254	S	Walnut	ST	200	Protected Bike Lane	MS	88	0	No	
1350	N	Walnut	ST	100	Protected Bike Lane	MS	88	0	No	
1295	S	Walnut	ST	100	Protected Bike Lane	MS	88	0	No	
1390	N	Walnut	ST	200	Protected Bike Lane	MS	88	0	No	
1738	N	Walnut Grove	AVE	900		NR	60	60	Yes	No change in width
1851	N	Walnut Grove	AVE	1200		NR	60	60	Yes	No change in width
7177	N	Walnut Grove	AVE	800		NR	60	60	Yes	No change in width
1851	N	Walnut Grove	AVE	1200		NR	60	60	Yes	No change in width
1639	N	Walnut Grove	AVE	700		NR	60	60	Yes	No change in width
1807	N	Walnut Grove	AVE	1000		NR	60	60	Yes	No change in width
2385	S	Walnut Springs	DR	3200		NR	60	60	Yes	No change in width
2336	S	Walnut Street	PIKE	2520		NC	74	60	No	Change due to no bike rec
57	S	Walnut Street	PIKE	3200	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2391	S	Walnut Street	PIKE	3500	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
105	S	Walnut Street	PIKE	2900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
135	S	Walnut Street	PIKE	2820	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
156	S	Walnut Street	PIKE	2710		NC	74	60	No	Change due to no bike rec
1700	E	Walpole	LN	4300		NR	60	60	Yes	No change in width
393	W	Wapehani	RD	2880		NR	60	60	Yes	No change in width
7240	W	Wapehani	RD	3240		NR	60	60	Yes	No change in width
872	S	Washington	ST	700	Bike Lane	NC	74	68	No	Change due to BL rec
845	S	Washington	ST	800	Bike Lane	NC	74	68	No	Change due to BL rec
1967	N	Washington	ST	1300		NR	60	60	Yes	No change in width
613	S	Washington	ST	1300	Bike Lane	NC	74	68	No	Change due to BL rec
636	S	Washington	ST	1200	Bike Lane	NC	74	68	No	Change due to BL rec
662	S	Washington	ST	1100	Bike Lane	NC	74	68	No	Change due to BL rec
933	S	Washington	ST	600	Bike Lane	NC	74	68	No	Change due to BL rec
596	S	Washington	ST	1400	Bike Lane	NC	74	68	No	Change due to BL rec
692	S	Washington	ST	1000	Bike Lane	NC	74	68	No	Change due to BL rec
770	S	Washington	ST	900	Bike Lane	NC	74	68	No	Change due to BL rec
2784	N	Washington	ST	500	Bike Lane	NC	74	68	No	Change due to BL rec
1756	N	Washington	ST	800		NR	60	60	Yes	No change in width
2785	N	Washington	ST	600		NR	60	60	Yes	No change in width
2783	N	Washington	ST	700		NR	60	60	Yes	No change in width
1923	N	Washington	ST	1200		NR	60	60	Yes	No change in width
1894	N	Washington	ST	1100		NR	60	60	Yes	No change in width
2789	N	Washington	ST	1000		NR	60	60	Yes	No change in width
1545	N	Washington	ST	400	Bike Lane	NC	74	68	No	Change due to BL rec
1092	S	Washington	ST	400	Bike Lane	NC	74	68	No	Change due to BL rec
992	S	Washington	ST	500	Bike Lane	NC	74	68	No	Change due to BL rec
1155	S	Washington	ST	300	Bike Lane	NC	74	68	No	Change due to BL rec
1468	N	Washington	ST	300	Bike Lane	NC	74	68	No	Change due to BL rec
1391	N	Washington	ST	200	Bike Lane	NC	74	68	No	Change due to BL rec
3123	N	Washington	ST	1690		NR	60	60	Yes	No change in width
1983	N	Washington	ST	1500		NR	60	60	Yes	No change in width
1351	N	Washington	ST	100	Bike Lane	NC	74	68	No	Change due to BL rec

1296	S	Washington	ST	100	Bike Lane	NC	74	68	No	Change due to BL rec
1255	S	Washington	ST	200	Bike Lane	NC	74	68	No	Change due to BL rec
192	E	Waterloo	DR	900		NR	60	60	Yes	No change in width
178	E	Waterloo	CT	720		NR	60	60	Yes	No change in width
258	W	Watson	ST	400		NR	60	60	Yes	No change in width
259	W	Watson	ST	300		NR	60	60	Yes	No change in width
2526	S	Weatherstone	LN	1400	Neighborhood Greenway	NR	74	60	No	No change in width
3174	S	Weatherstone	LN	1200	Neighborhood Greenway	NR	74	60	No	No change in width
237	S	Weimer	RD	2550		NR	60	60	Yes	No change in width
3007	S	Weimer	RD	1860	Bike Lane and Multi-use Path	NR	60	79	No	Change due to BL and MUP rec
121	E	Wellington	CT	600		NR	60	60	Yes	No change in width
95	S	Wellington	DR	3500		NR	60	60	Yes	No change in width
1628	E	Wembley	CT	4300		NR	60	60	Yes	No change in width
2466	S	West Pointe	CT	800		NR	60	60	Yes	No change in width
2012	W	West Vine	ST			NR	60	60	Yes	No change in width
1973	W	Westfield	RD			NR	60	60	Yes	No change in width
830	S	Westhill	CT	900		NR	60	60	Yes	No change in width
103	S	Westminster	WAY	3500		NC	74	60	No	Change due to no bike rec
155	S	Westminster	WAY	3300		NC	74	60	No	Change due to no bike rec
150	S	Westminster	WAY	3320		NC	74	60	No	Change due to no bike rec
198	S	Westminster	WAY	3100		NC	74	60	No	Change due to no bike rec
181	S	Westminster	WAY	3126		NC	74	60	No	Change due to no bike rec
172	S	Westminster	WAY	3140		NC	74	60	No	Change due to no bike rec
166	S	Westminster	WAY	3200		NC	74	60	No	Change due to no bike rec
141	S	Westminster	WAY	3400		NC	74	60	No	Change due to no bike rec
128	S	Westminster	WAY	3400		NR	60	60	Yes	No change in width
130	S	Westminster	WAY	3426		NC	74	60	No	Change due to no bike rec
2606	S	Westplex	AVE	100		NR	60	60	Yes	No change in width
6894	S	Westplex	AVE	300		NR	60	60	Yes	No change in width
6895	S	Westplex	AVE	400		NR	60	60	Yes	No change in width
943	S	Westwood	DR	780		NR	60	60	Yes	No change in width
1041	S	Westwood	DR	550		NR	60	60	Yes	No change in width
2910	S	Wexley	RD	2600	Neighborhood Greenway	NR	60	60	Yes	No change in width
2900	S	Wexley	RD	2800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2896	E	Wexley	RD	1800	Neighborhood Greenway	NR	60	60	Yes	No change in width
2588	E	Wexley	RD	1900		NR	60	60	Yes	No change in width
2589	E	Wexley	RD	2000		NR	60	60	Yes	No change in width
1759	E	Weymouth	LN	4300		NR	60	60	Yes	No change in width
2507	S	White Tail	RUN	2120		NR	60	60	Yes	No change in width
2568	W	Whitehall Crossing	BLVD	3100		NC	74	60	No	Change due to no bike rec
3221	N	Whitewood	WAY	3900		NR	60	60	Yes	No change in width
913	E	Whitley	DR	4300		NR	60	60	Yes	No change in width
2182	E	Whitley	DR	4313		NR	60	60	Yes	No change in width
2202	S	Whitley	DR	800		NR	60	60	Yes	No change in width
3292	S	Wilcox	ST	1600		NR	60	60	Yes	No change in width
554	E	William	CT	3500		NR	60	60	Yes	No change in width
1559	N	William	ST	400		NR	60	60	Yes	No change in width
516	S	Williams	CT	1620		NR	60	60	Yes	No change in width
2914	S	Williamsburg	DR	200		GU	90	72	No	Changed due to no Bike Rec
2016	N	Willis	DR	1610	Neighborhood Greenway	NR	60	60	Yes	No change in width

2008	N	Willis	DR	1601	Neighborhood Greenway	NR	60	60	Yes	No change in width
2008	N	Willis	DR	1601	Neighborhood Greenway	NR	60	60	Yes	No change in width
2016	N	Willis	DR	1610	Neighborhood Greenway	NR	60	60	Yes	No change in width
1994	N	Willis	DR	1500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1994	N	Willis	DR	1500	Neighborhood Greenway	NR	60	60	Yes	No change in width
1975	N	Willis	DR	1421	Neighborhood Greenway	NR	60	60	Yes	No change in width
1949	N	Willis	DR	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
1949	N	Willis	DR	1300	Neighborhood Greenway	NR	60	60	Yes	No change in width
2388	E	Willow	CT	100		NR	60	60	Yes	No change in width
780	S	Willow Tree	PL	1100		NR	60	60	Yes	No change in width
731	S	Willow Tree	PL	1116		NR	60	60	Yes	No change in width
2687	S	Wilmington	CT			NR	60	60	Yes	No change in width
2686	S	Wilmington	CT	300		NR	60	60	Yes	No change in width
2685	S	Wilmington	CT	331		NR	60	60	Yes	No change in width
617	W	Wilson	ST	400		NR	60	60	Yes	No change in width
3037	E	Wilson	ST	500		NR	60	60	Yes	No change in width
616	E	Wilson	ST	300		NR	60	60	Yes	No change in width
2764	E	Wilson	ST	800		NR	60	60	Yes	No change in width
3087	E	Wilson	ST	400		NR	60	60	Yes	No change in width
2766	E	Wilson	ST	900		NR	60	60	Yes	No change in width
615	E	Wilson	ST	200		NR	60	60	Yes	No change in width
614	E	Wilson	ST	100		NR	60	60	Yes	No change in width
524	S	Wilton	DR	1700		NR	60	60	Yes	No change in width
462	E	Wilton	CT	1900		NR	60	60	Yes	No change in width
494	S	Wilton	DR	1800		NR	60	60	Yes	No change in width
436	S	Wilton	DR	1916		NR	60	60	Yes	No change in width
526	S	Wilton	DR	1776	Neighborhood Greenway	NR	74	60	No	No change in width
460	S	Wilton	DR	1900		NR	60	60	Yes	No change in width
1627	E	Wiltshire	CT	4500		NR	60	60	Yes	No change in width
396	E	Wimbleton	LN	2210		NR	60	60	Yes	No change in width
2160	N	Windcrest	DR	3430		NR	60	60	Yes	No change in width
740	E	Windermere Woods	DR	2600		NR	60	60	Yes	No change in width
2144	W	Winding	WAY	900	Neighborhood Greenway	NR	60	60	Yes	No change in width
2148	W	Winding	WAY	1113	Neighborhood Greenway	NR	60	60	Yes	No change in width
2147	W	Winding	WAY	1050	Neighborhood Greenway	NR	60	60	Yes	No change in width
2145	W	Winding	WAY	1000	Neighborhood Greenway	NR	60	60	Yes	No change in width
2157	W	Winding	WAY	800	Neighborhood Greenway	NR	60	60	Yes	No change in width
250	E	Winding Brook	CIR	2364		NR	60	60	Yes	No change in width
240	E	Winding Brook	CIR	2250		NR	60	60	Yes	No change in width
241	E	Winding Brook	CT	2290		NR	60	60	Yes	No change in width
211	E	Winding Brook	CIR	2200		NR	60	60	Yes	No change in width
483	E	Windsor	DR	1800		NR	60	60	Yes	No change in width
492	E	Windsor	DR	1700		NR	60	60	Yes	No change in width
491	E	Windsor	DR	1917		NR	60	60	Yes	No change in width
490	E	Windsor	DR	2000		NR	60	60	Yes	No change in width
479	E	Windsor	DR	1900		NR	60	60	Yes	No change in width
585	S	Winfield	RD	1400	Neighborhood Greenway	NR	74	60	No	No change in width
652	S	Winfield	RD	1300	Neighborhood Greenway	NR	74	60	No	No change in width
655	S	Winfield	RD	1200	Neighborhood Greenway	NR	74	60	No	No change in width
620	S	Winfield	RD	1310	Neighborhood Greenway	NR	74	60	No	No change in width

3043	S	Winfield	RD			NC	74	60	No	Change due to no bike rec
3075	S	Wingfield	DR	1400		NR	60	60	Yes	No change in width
3074	S	Wingfield	DR	1500		NR	60	60	Yes	No change in width
859	S	Winridge	CT	800		NR	60	60	Yes	No change in width
215	E	Winslow	RD	450	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2716	E	Winslow	RD	1600	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2582	E	Winslow	RD	1910	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2581	E	Winslow	RD	2100		NC	74	60	No	Change due to no bike rec
217	E	Winslow	RD	900	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2717	E	Winslow	RD	1300	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
224	E	Winslow	RD	200	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
212	E	Winslow	RD	300	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
216	E	Winslow	RD	800	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2207	E	Winslow	RD	500	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
2206	E	Winslow	RD	700	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
214	E	Winslow	RD	426	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
209	S	Winslow	CT	2400		NR	60	60	Yes	No change in width
213	E	Winslow	RD	400	Bike Lane and Multi-use Path	NC	74	74	Yes	No change in width
225	E	Winslow	RD	100	Bike Lane and Multi-use Path	GU	90	86	No	Change due to BL and MUP rec
2283	S	Winslow Farm	DR	2500		NC	74	60	No	Change due to no bike rec
2247	E	Winslow Farm	DR	707	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2246	E	Winslow Farm	DR	500		NC	74	60	No	Change due to no bike rec
2498	E	Winslow Farm	DR	700	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2497	E	Winslow Farm	DR	606	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2495	E	Winslow Farm	DR	706		NR	60	60	Yes	No change in width
2248	E	Winslow Farm	DR	750	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
445	E	Winston	ST	3000	Neighborhood Greenway	NR	74	60	No	No change in width
451	E	Winston	ST	2808	Neighborhood Greenway	NR	74	60	No	No change in width
454	E	Winston	ST	2900	Neighborhood Greenway	NR	74	60	No	No change in width
418	E	Winston	ST	3100	Neighborhood Greenway	NR	74	60	No	No change in width
441	E	Winston	ST	2800	Neighborhood Greenway	NR	74	60	No	No change in width
458	E	Winston	ST	3600	Neighborhood Greenway	NR	74	60	No	No change in width
457	E	Winston	ST	3500	Neighborhood Greenway	NR	74	60	No	No change in width
399	E	Winston	ST	3300	Neighborhood Greenway	NR	74	60	No	No change in width
419	E	Winston	ST	3400	Neighborhood Greenway	NR	74	60	No	No change in width
2364	E	Winston	ST	3800	Neighborhood Greenway	NR	74	60	No	No change in width
2363	E	Winston	ST	3808	Neighborhood Greenway	NR	74	60	No	No change in width
398	E	Winston	ST	3200	Neighborhood Greenway	NR	74	60	No	No change in width
2332	E	Winston	ST	3700	Neighborhood Greenway	NR	74	60	No	No change in width
3225	W	Wintersweet	CT	1200		NR	60	60	Yes	No change in width
3299	N	Wintersweet	DR	3830		NR	60	60	Yes	No change in width
3232	N	Wintersweet	DR	3520		NR	60	60	Yes	No change in width
3219	N	Wintersweet	DR	3600		NR	60	60	Yes	No change in width
3224	N	Wintersweet	DR	3950		NR	60	60	Yes	No change in width
3226	N	Wintersweet	DR	3956		NR	60	60	Yes	No change in width
3223	N	Wintersweet	DR	3900		NR	60	60	Yes	No change in width
827	E	Woodbine	AVE	2300		NR	60	60	Yes	No change in width
760	E	Woodbine	AVE	2426	Neighborhood Greenway	NR	74	60	No	No change in width
824	E	Woodbine	AVE	2400	Neighborhood Greenway	NR	74	60	No	No change in width
823	S	Woodbine	CT	1000		NR	60	60	Yes	No change in width

826	E	Woodbine	AVE	2326		NR	60	60	Yes	No change in width
328	S	Woodbluff	CT	2300		NR	60	60	Yes	No change in width
1625	N	Woodbridge	DR	600		NR	60	60	Yes	No change in width
1699	N	Woodbridge	DR	850		NR	60	60	Yes	No change in width
3284	N	Woodburn	AVE	909		NR	60	60	Yes	No change in width
1873	N	Woodburn	AVE	1000		NR	60	60	Yes	No change in width
1928	N	Woodburn	AVE	1300		NR	60	60	Yes	No change in width
1908	N	Woodburn	AVE	1100		NR	60	60	Yes	No change in width
1915	N	Woodburn	AVE	1200		NR	60	60	Yes	No change in width
3285	N	Woodburn	AVE	900		NR	60	60	Yes	No change in width
2794	N	Woodburn	AVE	1400		NR	60	60	Yes	No change in width
2958	N	Woodburn	AVE	1500		NR	60	60	Yes	No change in width
861	W	Woodhill	DR	1490		NR	60	60	Yes	No change in width
2469	W	Woodhill	DR	1400		NR	60	60	Yes	No change in width
2467	W	Woodhill	DR	1300		NR	60	60	Yes	No change in width
2465	W	Woodhill	DR	1200		NR	60	60	Yes	No change in width
858	W	Woodhill	DR	1496		NR	60	60	Yes	No change in width
1826	N	Woodlawn	AVE	1000	Bike Lane	GU	90	84	No	Change due to BL rec
2530	N	Woodlawn	AVE	1200	Bike Lane	GU	90	84	No	Change due to BL rec
7137	N	Woodlawn	AVE	900	Bike Lane	GU	90	84	No	Change due to BL rec
1523	N	Woodlawn	AVE	400	Bike Lane	NC	74	68	No	Change due to BL rec
1523	N	Woodlawn	AVE	400	Bike Lane	NC	74	68	No	Change due to BL rec
3190	S	Woodlawn	AVE	100		NR	60	60	Yes	No change in width
1588	N	Woodlawn	AVE	500	Bike Lane	NC	74	68	No	Change due to BL rec
1588	N	Woodlawn	AVE	500	Bike Lane	NC	74	68	No	Change due to BL rec
899	S	Woodlawn	AVE	826		NC	74	60	No	Change due to no bike rec
1017	S	Woodlawn	AVE	630		NC	74	60	No	Change due to no bike rec
810	S	Woodlawn	AVE	998		NC	74	60	No	Change due to no bike rec
928	S	Woodlawn	AVE	800		NC	74	60	No	Change due to no bike rec
2695	S	Woodlawn	AVE	1000		NC	74	60	No	Change due to no bike rec
2763	S	Woodlawn	AVE	1300		NC	74	60	No	Change due to no bike rec
3024	S	Woodlawn	AVE	1100		NC	74	60	No	Change due to no bike rec
2759	S	Woodlawn	AVE	1400		NC	74	60	No	Change due to no bike rec
811	S	Woodlawn	AVE	900		NC	74	60	No	Change due to no bike rec
2759	S	Woodlawn	AVE	1400		NC	74	60	No	Change due to no bike rec
978	S	Woodlawn	AVE	700		NC	74	60	No	Change due to no bike rec
1016	S	Woodlawn	AVE	600		NC	74	60	No	Change due to no bike rec
1078	S	Woodlawn	AVE	500		NC	74	60	No	Change due to no bike rec
1641	N	Woodlawn	AVE	600	Bike Lane	GU	90	84	No	Change due to BL rec
1740	N	Woodlawn	AVE	800	Bike Lane	GU	90	84	No	Change due to BL rec
1672	N	Woodlawn	AVE	700	Bike Lane	GU	90	84	No	Change due to BL rec
2529	N	Woodlawn	AVE	1100	Bike Lane	GU	90	84	No	Change due to BL rec
1447	N	Woodlawn	AVE	300	Bike Lane	NC	74	68	No	Change due to BL rec
1128	S	Woodlawn	AVE	400		NC	74	60	No	Change due to no bike rec
1181	S	Woodlawn	AVE	300		NC	74	60	No	Change due to no bike rec
528	S	Woodruff	LN	1600		NR	60	60	Yes	No change in width
549	S	Woodruff	LN	1500		NR	60	60	Yes	No change in width
19	S	Woods Edge	BND	3900		NR	60	60	Yes	No change in width
23	S	Woods Edge	BND	3800		NR	60	60	Yes	No change in width
24	E	Woods Edge	WAY	1200		NR	60	60	Yes	No change in width

822	S	Woodscrest	DR	886	Neighborhood Greenway	NR	74	60	No	No change in width
917	S	Woodscrest	DR	750	Neighborhood Greenway	NR	74	60	No	No change in width
1064	S	Woodscrest	DR	450	Bike Lane	GU	90	84	No	Change due to BL rec
834	W	Woodside	DR			NR	60	60	Yes	No change in width
679	S	Woodside	DR	1276		NR	60	60	Yes	No change in width
703	S	Woodside	DR	1120		NR	60	60	Yes	No change in width
835	W	Woodside	DR			NR	60	60	Yes	No change in width
832	W	Woodside	DR			NR	60	60	Yes	No change in width
779	S	Woodside	DR	1100		NR	60	60	Yes	No change in width
702	S	Woodside	DR	1250		NR	60	60	Yes	No change in width
838	E	Woodstock	PL	2220		NR	60	60	Yes	No change in width
2933	S	Woolery Mill	DR	2350		NR	60	60	Yes	No change in width
263	S	Worthington	LN	2300		NR	60	60	Yes	No change in width
931	E	Wylie	ST	200		NR	60	60	Yes	No change in width
929	E	Wylie	ST	1200		NR	60	60	Yes	No change in width
930	E	Wylie	ST	1100		NR	60	60	Yes	No change in width
937	E	Wylie	ST	300		NR	60	60	Yes	No change in width
935	E	Wylie	ST	500		NR	60	60	Yes	No change in width
936	E	Wylie	ST	410		NR	60	60	Yes	No change in width
939	W	Wylie	ST	600		NR	60	60	Yes	No change in width
940	W	Wylie	ST	800		NR	60	60	Yes	No change in width
938	E	Wylie	ST	100		NR	60	60	Yes	No change in width
2513	E	Wylie Farm	RD	350	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2324	E	Wylie Farm	RD	300	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2271	E	Wylie Farm	RD	430	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2512	E	Wylie Farm	RD	400	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2270	E	Wylie Farm	RD	416	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2272	E	Wylie Farm	RD	456	Neighborhood Greenway	NC	74	60	No	Change due to NG rec
2939	E	Wyndam	CT	3100		NR	60	60	Yes	No change in width
2543	S	Wynnedale	DR	400		NR	60	60	Yes	No change in width
3016	S	Wynnedale	DR	300		NR	60	60	Yes	No change in width
3017	S	Wynnedale	DR	308		NR	60	60	Yes	No change in width
923	S	Wynnwood	LN	700		NR	60	60	Yes	No change in width
2715	S	Xavier	CT	3000		NR	60	60	Yes	No change in width
2555	S	Yancy	LN	100		NR	60	60	Yes	No change in width
2438	W	Yellowwood	CT	1100		NR	60	60	Yes	No change in width
432	E	Zenith	TER	800		NR	60	60	Yes	No change in width
2462	S	Zona	CT	2330		NR	60	60	Yes	No change in width
2464	S	Zona	CT	2300		NR	60	60	Yes	No change in width