
SUPER BOWL
CHAMPIONS

2 ACTIVE TRANSPORTATION

Finding Meaning

Introduction

Active transportation, encompassing pedestrian, bicycle, and lightweight, low-powered "micro-mobility" devices such as scooters, have an increasingly important role to play in Northwest Indiana's transportation network. The benefits of these modes are well-documented, ranging from their efficient use of space, extreme energy efficiency and very low environmental impact, and positive impact on individual health and wellbeing. The region has positioned itself to take advantage of these benefits and expand the role of active modes. Northwest Indiana has taken full advantage of the abandonment of duplicative rail corridors radiating from Chicago to create one of the nation's leading and most functional systems of shared use trails. These trails both serve internal community needs and link the region's cities and many of its central districts together. Preservation of corridors through railbanking and creative short- and long-term planning through NIRPC's *2020 Greenways+Blueways Plan* will ensure the extension of trails into more parts of the MSA and continue to connect communities. Finally, the recent awards of a RAISE grant in 2021 to complete the Marquette Greenway from Chicago to New Buffalo and in 2022 to implement a complete street program along Ridge Road from the Indiana State Line to Columbia Avenue in Munster, represent major investments in active transportation infrastructure and integration with major improvements and expansion of the South Shore Line. The region now has over 300 miles of local, regional, park, and multi-state trails.

On the other hand, aspects of development also pose significant challenges. While trail development has been visionary and robust, on-street infrastructure -- including ways to link trails together and to neighborhoods and major off-trail destinations has lagged. Land use patterns with large heavy industrial sites, mainline railroads, and three transcontinental interstate highways all create difficult barriers. And the auto-oriented environments of the eras that represented the most extensive growth made few if any accommodations for pedestrian or bicycle access. Filling these voids are the major focus of the Active Transportation Chapter of *NWI 2050+*.

The Scope of the Chapter

The Active Transportation chapter is part of the Northwest Indiana Regional Planning Commission's update of *NWI 2050.* It supplements the *2020 Greenways+Blueways Plan*, which is primarily focused on trails using separated rights-of-way, and *NWI 2050,* which recognized the role of both trails and complete streets and established a funding framework for both.

Individual communities also develop active transportation components of their comprehensive and/or transportation plans. For example, Hammond published a bicycle master plan in 2019 and Gary is developing a similar plan. Munster prepared a new comprehensive plan in 2022 and Merrillville is undertaking a similar project in 2022-23, both of which will incorporate local active transportation plans.

The overall goal of this effort is to build on the solid foundation of previous work to integrate existing and proposed trails, appropriate streets and roadways, and other corridor opportunities into a comprehensive regional network that connects and serves major destinations like city and town centers, the lake shore, Indiana Dunes National and State Parks, South Shore stations, major parks, commercial focuses, and other activity centers and access nodes.

This plan does not go to the level of detail of an active transportation plan for a specific city. The three-county region is approximately the size of the State of Delaware, and such place-specific plans are the prerogative of municipalities.

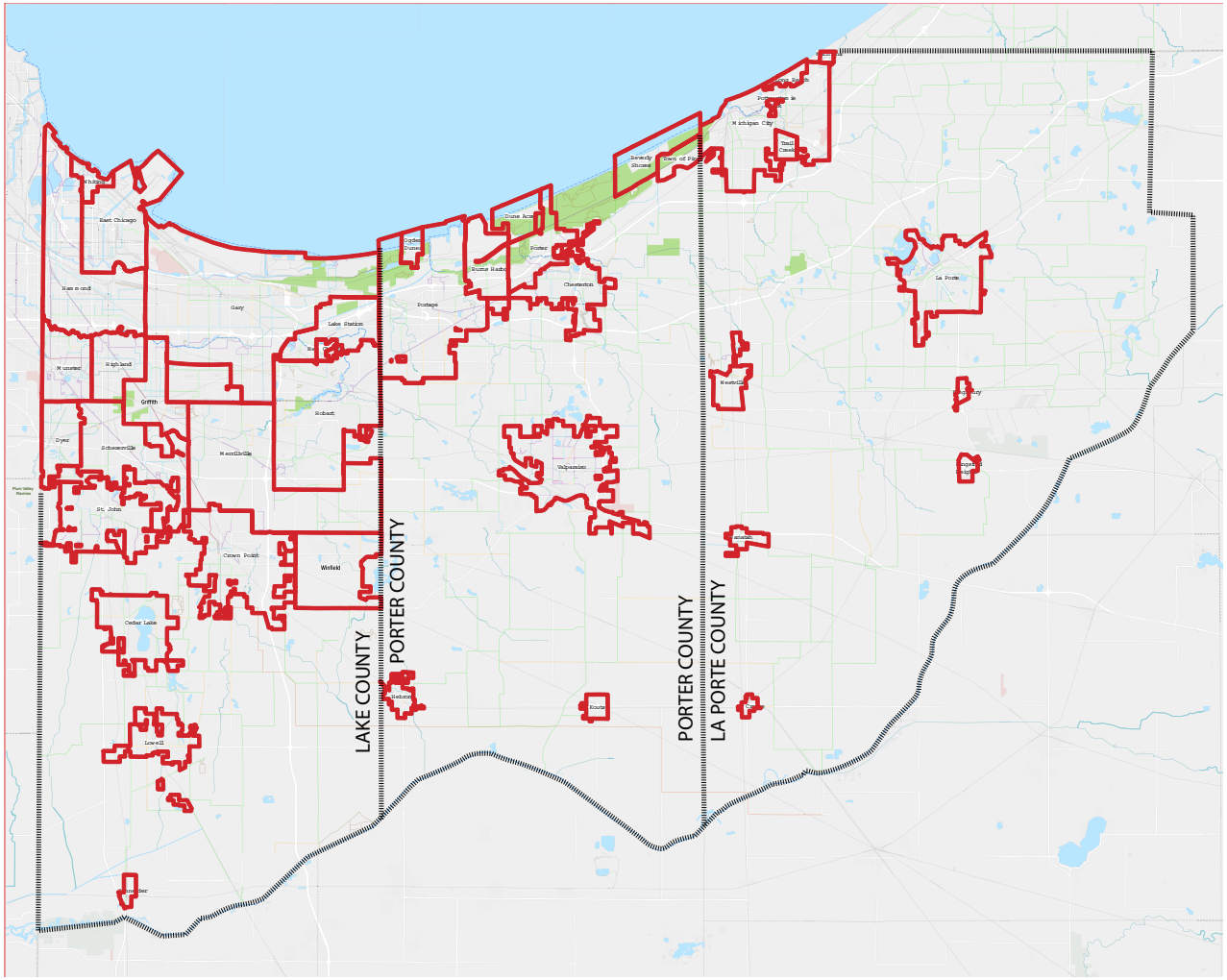


Figure 2-1: NWI 2050+ Study Area

But it will address components of the network within city boundaries It will also identify types of infrastructure that match the conditions of elements of the network and will provide specific guidance and concepts for individual problems, including street and highway barriers and creating better pedestrian/bicycle environments in major auto-oriented environments. It will also be integrated with other elements of *NWI 2050+* including land use, transit, roadways, and freight movements.

This chapter is based on extensive fieldwork in all parts of the study area and conversations with people who live, work, make policy, and develop projects in Northwest Indiana. Its preparation including several hundred miles of bicycling (and a smaller amount of driving) throughout the region, holding six public input sessions at six bike shops from August through October, 2022, and reviewing the results of a survey that attracted 214 respondents as of November, 2022.

It summarizes trends and relationships, and observations, allowing facts and observations to help frame directions and priorities of successive phases of the plan. It is conceived as an analytic atlas of the region that covers the following subjects:

Existing/proposed regional trails and bicycle infrastructure. This identifies major existing regional facilities on the ground and proposed trails included in the *2020 Greenways+Blueways Plan*. These exhibits also display areas within two miles of a regional trail corridor. Two miles typically corresponds to a 10-12 minute bicycle ride to a trail. In a sense, this analysis conceives of trails much like transit lines or the major arterials of a network, with streets, roads, and local trails functioning as the feeder routes.

The 15-Minute City Concept. This concept of a walkable/bikeable environment around a major focus like a city or town center, was also discussed in the Finding Meaning element of the Land Use Element and is repeated here for reference. The concept helps evaluate the adequacy of access routes and presence of barriers within the theoretical walking or biking distance to a town center or any other destinations.

Public Engagement Results. In the on-line survey, participants provided opinions about destinations and different types of facilities, among other items. Through interactive mapping, they also provided comments about specific locations. Finally, the six workshops provided valuable information and specific ideas, generally from experienced cyclists and bike shop staff.

Destinations. This display maps key destinations for active transportation, generally derived from both our experiences and fieldwork in the MSA and the opinions of survey respondents. Based on this information, this section will summarize the basic framework of a destination-based network – the specific features that it should serve and connect.

Road Typology. The major focus of this study will be the street and roadway system of the region. This section describes various roadway types observed in the region, their potential role in the network, and types of infrastructure necessary to make them useful for the largest number of potential users.

Network Candidates. This section presents overall principles that guide components of the network and a series of maps identifying candidate corridors for more detailed analysis and facility design in Part Two. It also identifies areas that require special study and detail for pedestrian and bicycle access during the next parts of the plan.

Regional Trails: Existing

Figure 2-2 on this page displays the reach of existing regional trails. The longest continuous facilities are the Oak Savannah/Prairie Duneland, Erie-Lackawanna, and Pennsy Greenway. Both the Marquette Greenway and Little Calumet have significant lengths of trail, but their full length is interrupted, and the north-south Monon Trail is officially closed with the construction of the South Shore Line's West Lake Corridor.

Shaded areas indicate catchment corridors that are two miles in each direction from the main trail, with darker shades representing areas served by multiple regional trails. Current trail service is concentrated in the northwest corner of the region, extending paralleling the lakefront to Michigan City by combining the Prairie Duneland and Calumet Trails, the latter an unpaved facility.

On-street bicycle infrastructure is limited to scattered locations in cities. These facilities include:

In Hammond:
- Hohman Avenue, with buffered bike lanes between Downtown and I-80
- Sohl Avenue, with buffered bike lanes from Douglas Street to Municipal Drive, at which point it continues north as a sidepath
- Douglas Street from Sohl to the Erie-Lackawanna Trail

In Munster:
- Fran-Lin Parkway from Calumet to West 45th
- White Oak Avenue from Ridge to Carmelia

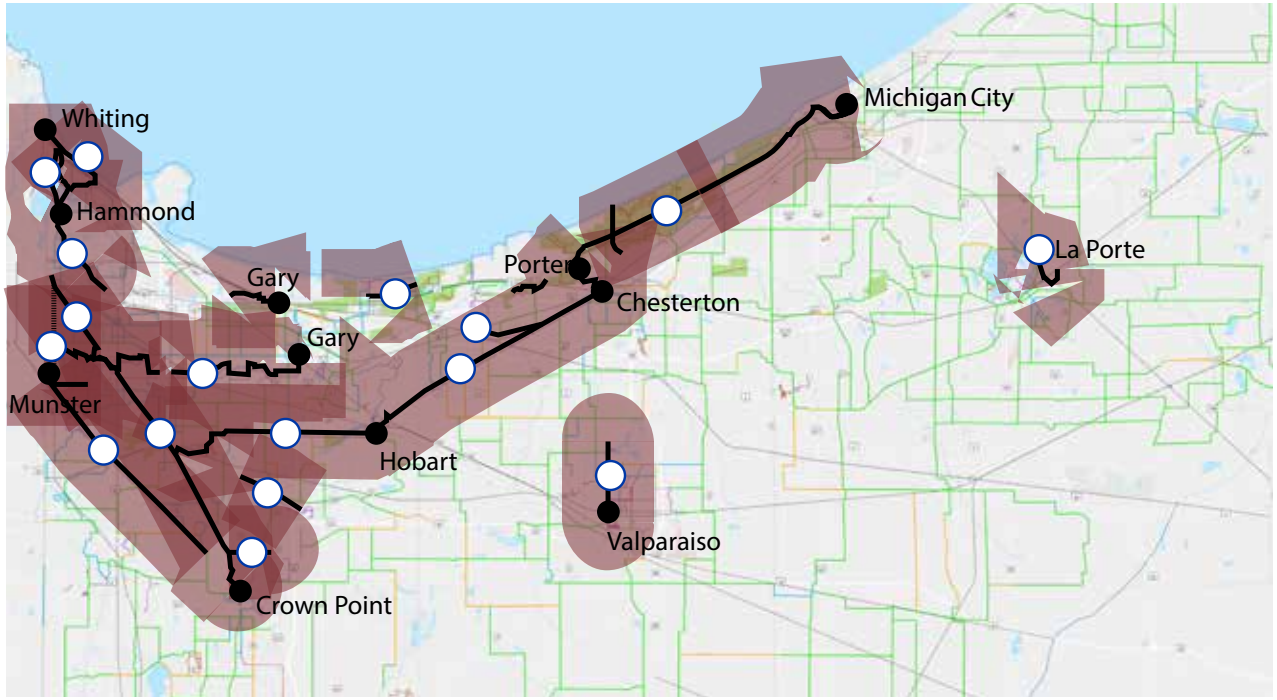


Figure 2-2: Extent and Service Coverage of Existing Trail System

In Crown Point:
- Court and West Street one-way pair from Summit and the Erie-Lackawanna trailhead to the Downtown Square

In Michigan City:
- Wabash Street, with buffered bike lanes from West 4th to West 11th Streets.
- Pine Street, with buffered bike lanes from East 11th Street to Michigan Boulevard, continuing on Franklin Street to the Harriet Colfax Bridge

1	Wolf Lake Loop
2	Whiting Beach Trail
3	Marquette Greenway
4	Erie-Lackawanna Trail
5	Little Calumet Trail
6	Pennsy Greenway
7	93rd Ave Spur
8	C&O Trail
9	Oak Savannah Trail
10	Prairie Duneland Trail
11	Iron Horse Trail
12	Lakewood Link (Dunes-Kankakee Trail)
13	Chessie Trail
14	Monon Trail

Regional Trails: Proposed

Figure 2-3 on this page displays the reach of proposed regional trails. These proposed facilities extend the trail network well into rural parts of the MSA, primarily to the east and south. Major new regional facilities include:

- Completion of the Marquette Greenway from the Chicago/Hammond boundary to New Buffalo, Michigan. The project includes paving the currently unpaved Calumet Trail segment from Dune Acres to Michigan City. This project is funded through a RAISE grant awarded in 2021.
- The Dunes Kankakee Trail, connecting Chesterton and the Prairie Duneland/Oak Savannah system to Valparaiso and south to Kouts and River's Edge Farm.
- The Veterans Memorial Trail, extending the Erie-Lackawanna to Hebron and part of the Great American Rail Trail system which continues west along SR 8 to La Crosse.
- The Iron Horse Memorial Trail, a strategic urban link between the Prairie Duneland and Little Calumet Trails through Portage and Lake Station.
- The C&O Trail connecting much of the existing trail network to the Merrillville/Hobart commercial complex at I-65 and US 30.
- The Lincoln Memorial Trail, linking Michigan City with the Purdue Northwest campus and Westville.
- The Wheeler Trail, connecting Valparaiso to the Prairie Duneland Trail at Hobart
- The South Shore Line Trail, paralleling the nation's last interurban railroad and eventually linking South Bend and Michigan City.

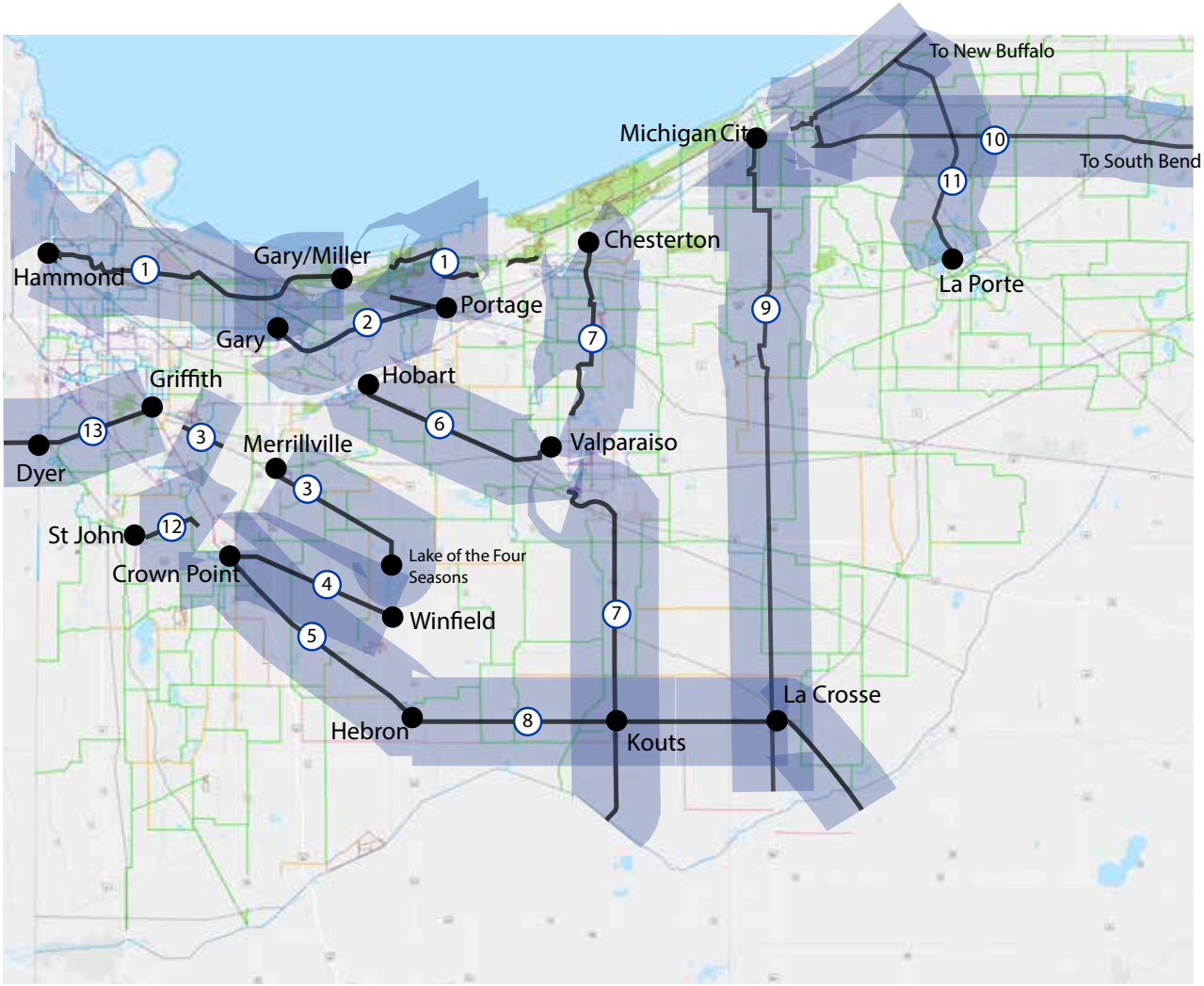


Figure 2-3: Extent and Service Coverage at Proposed Trails

1	Marquette Greenway
2	Iron Horse Memorial Trail
3	C&O Trail
4	Winfield Trail
5	Veterans Memorial Trail
6	Wheeler Trail

7	Dunes Kankakee Trail
8	SR 8/Great American Rail Trail
9	Lincoln Memorial Trail
10	South Shore Line Trail
11	Chessie Trail
12	St. John Link
13	Old Plank Road Trail

The Future Trail Network

Figure 2-4 illustrates the extent and service coverage of the future trail system, and helps direct the nature of a future network. The fully realized vision of the *2020 Greenways+Blueways Plan* produces an impressive result that places about one-third of the MSA within two miles of a regional trail and establishes connections between cities and towns reminiscent of European networks. Despite this, there are significant geographic gaps in service. These include the fast growing southwest quadrant, the focus of much of the region's housing development. This area lacked the mainline railroad abandonments that other parts of the region capitalized on. Other gaps include the central part of the region, southwest and directly east of Valparaiso and the rural and lake-oriented communities on the eastern edge of the MSA. While these areas have relatively small populations now, anecdotal information suggests growing developer interest for a market segment moving into Indiana from the Chicago area. In addition, these areas have significant visitor and recreational attractions.

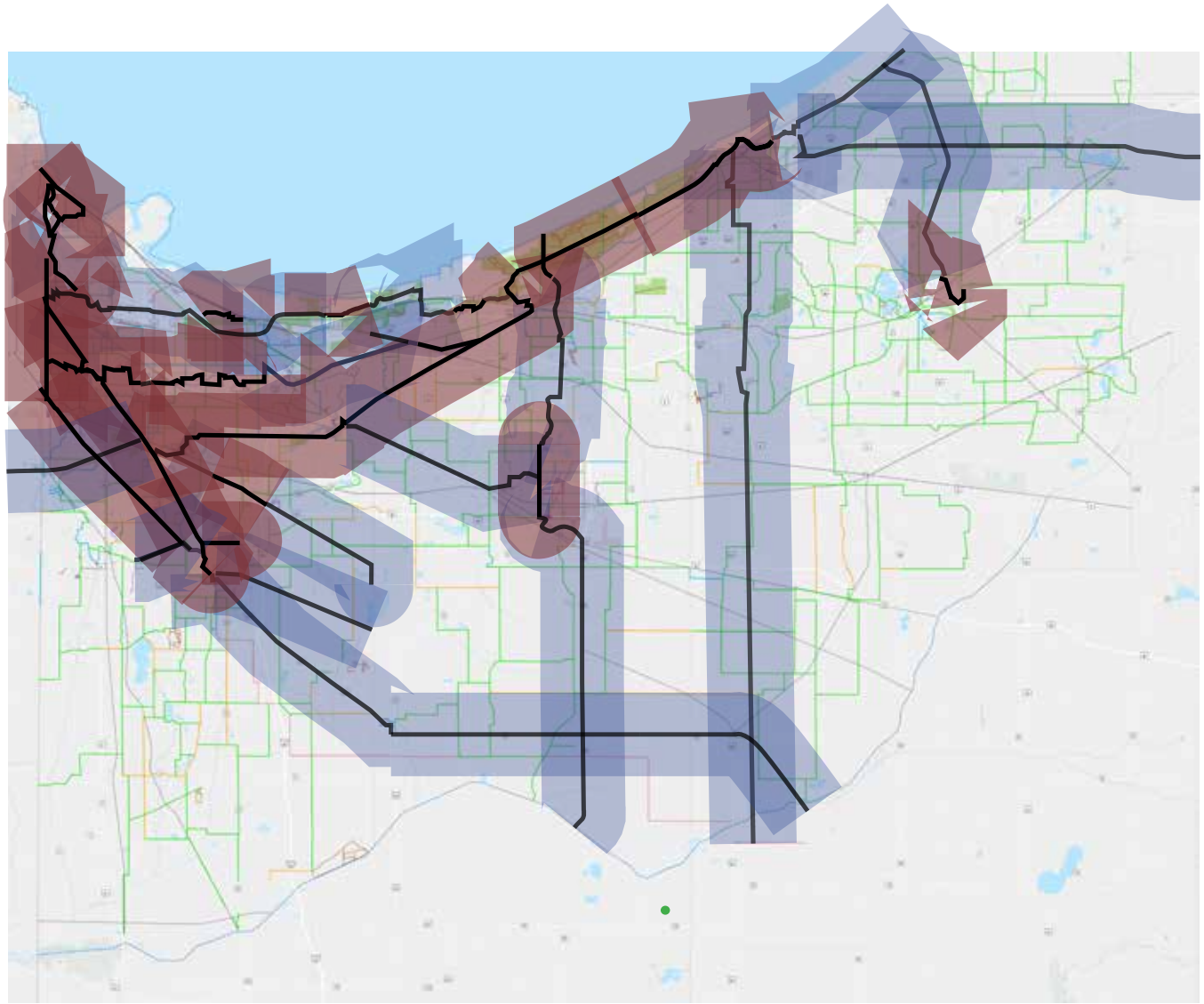


Figure 2-4: Extent and Service Coverage at Build-out of Planned Network

The 15-Minute City

The concept of a 15-minute city as a land use and urban design tool has significant antecedents. The early 20th Century planner Clarence Perry established the concept of a "neighborhood unit" with neighborhood institutions including a community center and elementary school at the center of a planned neighborhood. This concept, published in 1929 was itself derived from the Garden Cities movement and the work of new town planners such as Clarence Stein and Henry Wright's who applied the idea in their famous Radburn, New Jersey development. Its contemporary version was developed by Carlos Moreno, a professor at the Sorbonne in Paris. It envisions a city developed of districts in which people can perform six essential functions (living, working, commerce, health, education, and entertainment) within a 15-minute walk or bike from their home.

The concept is difficult to realize retroactively in American cities, where a number of these functions are both dispersed and, in many cases, concentrated in relatively distant areas. Examples relevant to Northwest Indiana are health care, given concentrations of services in large hospitals and commuting to work. But other aspects are more attainable from the perspective of facility planning, design of new projects, land use, and active transportation planning. To that end, NIRPC has applied the concept to Northwest Indiana's geography, using city centers as the focal point. Figure 2-5 illustrates the results of that study, using a 15-minute walking radius and a 5 minute biking radius as standards.

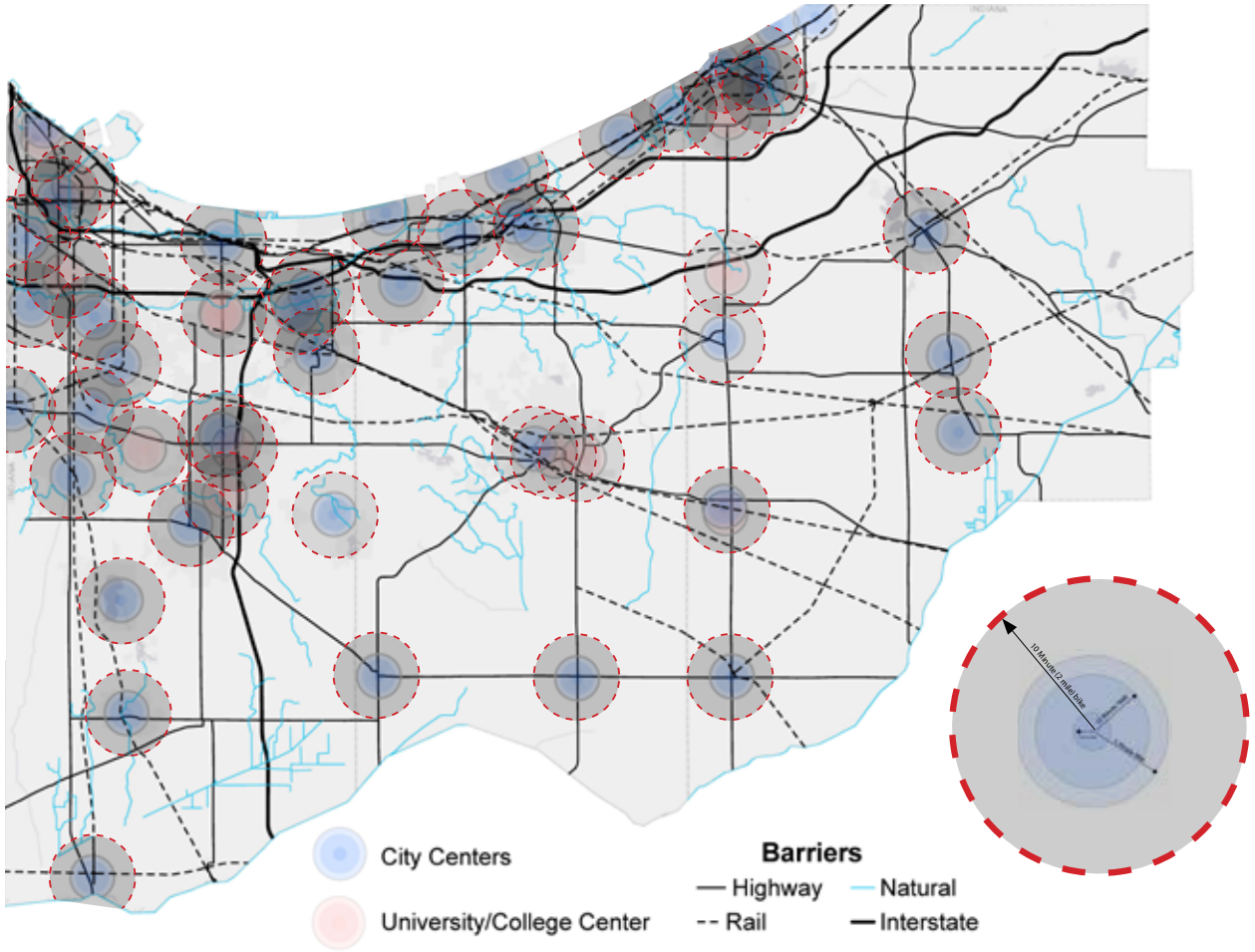


Figure 2-5: 15-Minute City Analysis with Barriers around City and Town Centers

For this study, we have amended that to include a 10 minute biking radius, corresponding to a two mile trip at a speed of 12 miles per hour. The 2010 National Household Travel Survey by the Federal Highway Administration and cited by the League of American Bicyclists indicated that 40% of all trips are two miles or less in length. Figure 2-6 on the following page superimposes this short trip radius standard on the existing land use map to help relate destinations and places of residence.

These maps show that overlapping access from city and higher education centers, with all of their attendant services and land uses, is very good in the northwestern corner of the region and much of the Duneland tier, thinning out in what are now rapid growth areas to the south. However, barriers such as the Interstates and major highways and railroads compromise or block access entirely. These barriers are especially concentrated in the northwest, suggesting the importance of addressing these barrier problems in addition to linear infrastructure and land use policy.

Integrate Alternative Travel Modes

Transportation and land use are highly related and alternative transportation facilities can be especially important, as historic photographs of the Chicago "L" being built in cornfields can attest. Dual mode transit and pedestrian/bicycle systems also expand the market and use of both modes. Dual mode bike/transit trips can expand the direct market radius from the generally accepted 1/4 mile to up to 2 miles. Integration means such actions as secure bicycle storage at transit stops and train stations; accommodations for bikes on vehicles; and safe and secure routes that encourage people to walk or bike to transit. Figure 2-6 shows the relationship between regional trails and existing transit lines, including the South Shore and West Lake corridors, Broadway BRT, V-Line express services from Valparaiso to the South Shore and Chicago, and local transit services. A comprehensive active transportation network should connect trails to transit.

The relationship of transit and bike/ped facilities also builds population density and the number of people served by active modes. The double tracking of the main line to Michigan City, now under construction, which will increase train frequency and reduce travel time to Chicago by 35%, has already catalyzed an $80 million Transit Oriented Development (TOD) in Downtown Michigan City. The new Westlake line now under construction, extending a branch from a junction station in Hammond to Dyer will also have a major impact on development patterns.

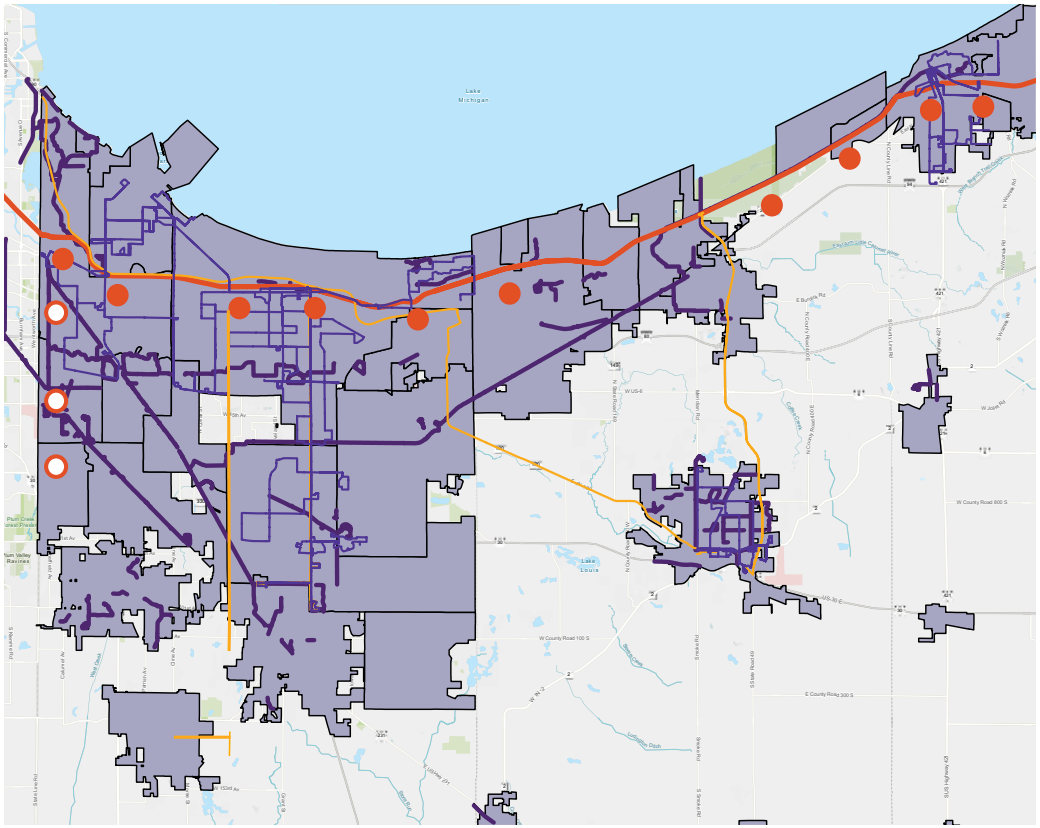


Figure 2-6: Alternative Transportation Facilities in the Northwest Indiana Region

The award of a large RAISE grant to Munster to develop a protected cycle track for 1.3 miles of Ridge Road between the state line and Columbia Avenue will demonstrate the development influence of this combination of modes.

Active transportation corridors also attract development by adding access to a dual purpose facility that combines transportation and recreation. In Minneapolis, for example, the Midtown Greenway, a grade separated crosstown trail, has generated about $1.44 billion in new investment along its 5.5 mile route. The regional Northwest Indiana trails have many of the characteristics that make the Greenway an effective land and economic development tool -- use of railroad right-of-ways that serve centers and are effective transportation facilities, limited interruptions by cars, and high development standards. The region's excellent trails have undoubtedly had a significant, if underappreciated, effect on land use and should be seen from a development as well as a recreational perspective. As an example, the Gary ELevated – an innovative and exciting concept to adapt an above grade abandoned railroad loop that surrounds the core of the city, combined with TOD potential created by the upgrading of South Shore service, can create conditions for transformation of the Metro Center district.

Community Input

No one, however much time he or she might spend learning about a region, can know as much about its fabric and character as its residents. The process that led up to this working paper included a survey summarized here. The survey also included an interactive mapping feature, on which 156 location-related notes and comments were posted and discussions started. These are recorded in an appendix to this document. As mentioned earlier, six workshops took place at bicycle and outfitting shops across the region and in-depth conversations with knowledgeable cyclists helped frame some of the ideas introduced here and to be developed in subsequent parts of the planning process. The survey results, exploring the transportation preferences of participants, their specific opinions, and their comfort levels with different types of facilities, are summarized graphically in the following pages.

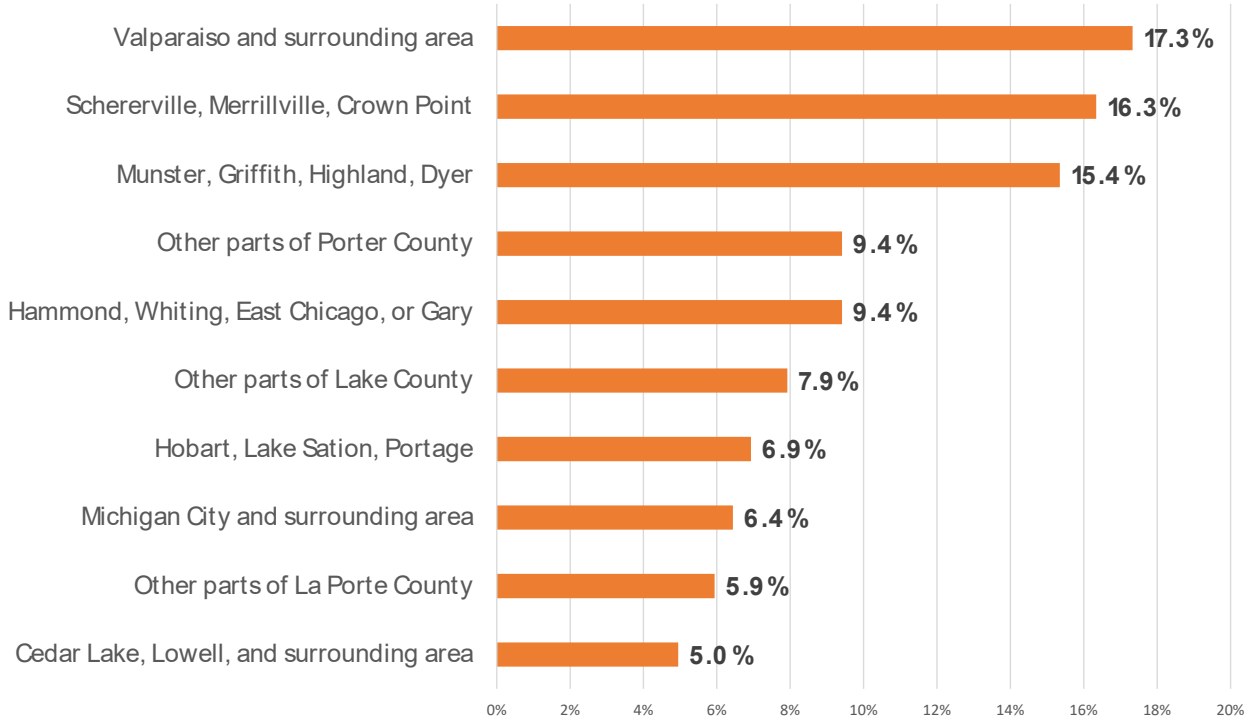


Figure 2-7: Place of Residence of Survey Respondents

Participants Characteristics

While a non-random survey does not have statistical significance, it does accurately relate opinions of people motivated to take the survey. Figures 2-7 and 2-8 on this page tell us something about these people. The largest groups were from the Valparaiso area, reflecting the interests of a university community and the older suburban cities in the central western part of the MSA. These are locations that also have some of the region's best trail service. Older industrial cities and the central lakeshore were relatively represented, although focused efforts increased participation in later stages. About 70% of respondents were between ages 30 and 65, not atypical of similar surveys.

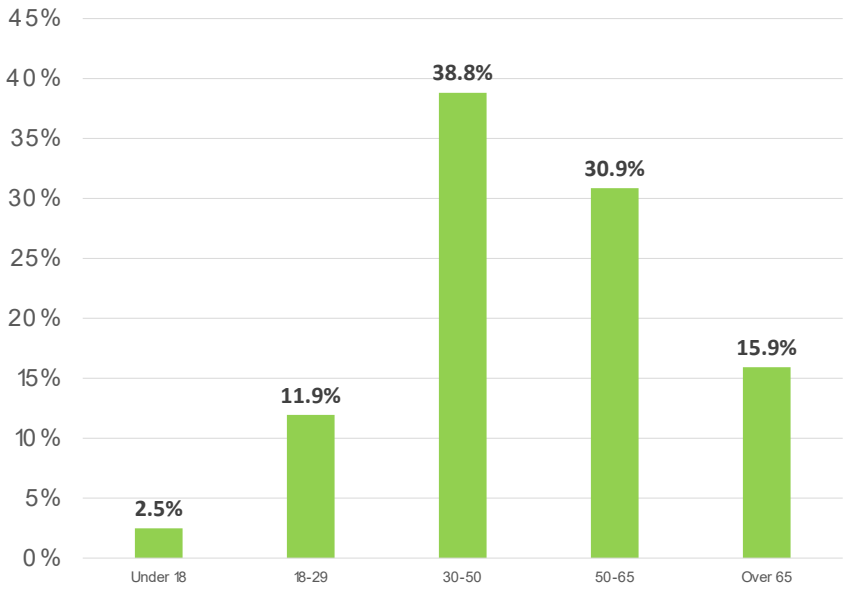


Figure 2-8: Age of Survey Respondents

Issues

Participants rated road safety and lack of side-walks and need for bike lanes or additional paths highest among a variety of transportation concerns listed in the survey. Issues related to trucks and freight movement ranked lowest on a 5 (highest) to 1 (lowest) scale.

15Minute City

Respondents tended to live close to a variety of community facilities, as noted in Figure 2-10. These may reinforce the relevance of a 15-minute concept within the types of neighborhoods that participants live in: generally characterized as suburban neighborhoods (40.5% of participants) and small towns (20.2%). Only 11% characterized themselves as living in an urban neighborhood.

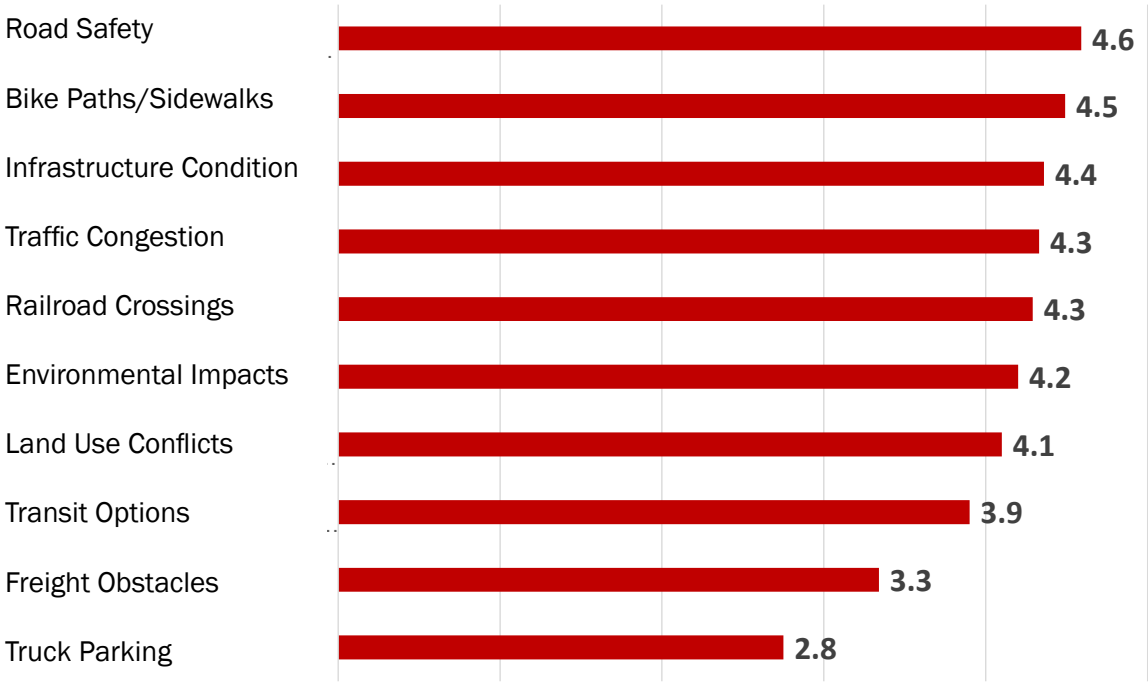


Figure 2-9: Transportation Issues of Greatest Importance

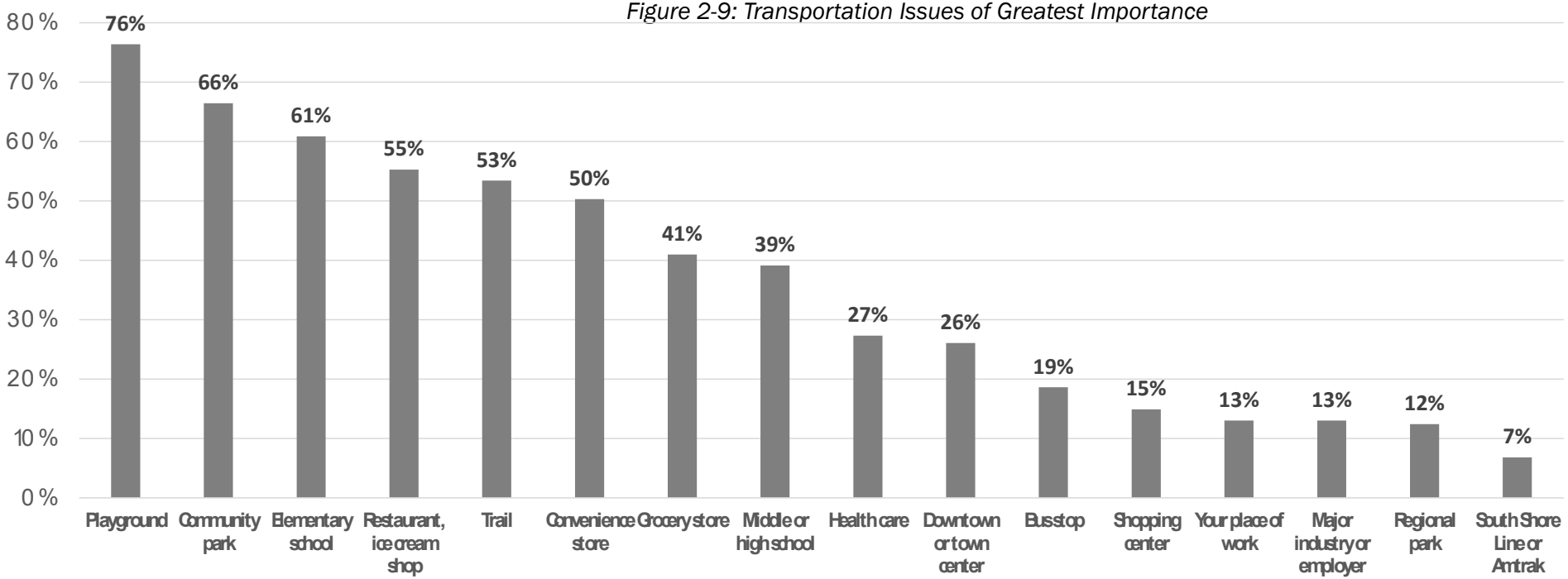


Figure 2-10: 15-Minute City: Features within a 15 Minute Walk from Home

Destinations

On a 10 to 1 scale of relative importance of good bike and pedestrian access to destinations, destinations identified in the survey all ranked above "5." But access to grocery stores and downtowns ranked highest, followed closely by parks and trails. Trails often are seen as discreet destinations, and travel for recreational purposes are still trips from a transportation planning perspective. Interestingly, schools ranked relatively low in comparison to other similar surveys, indicative of the dominance of kids being driven to school regardless of distance.

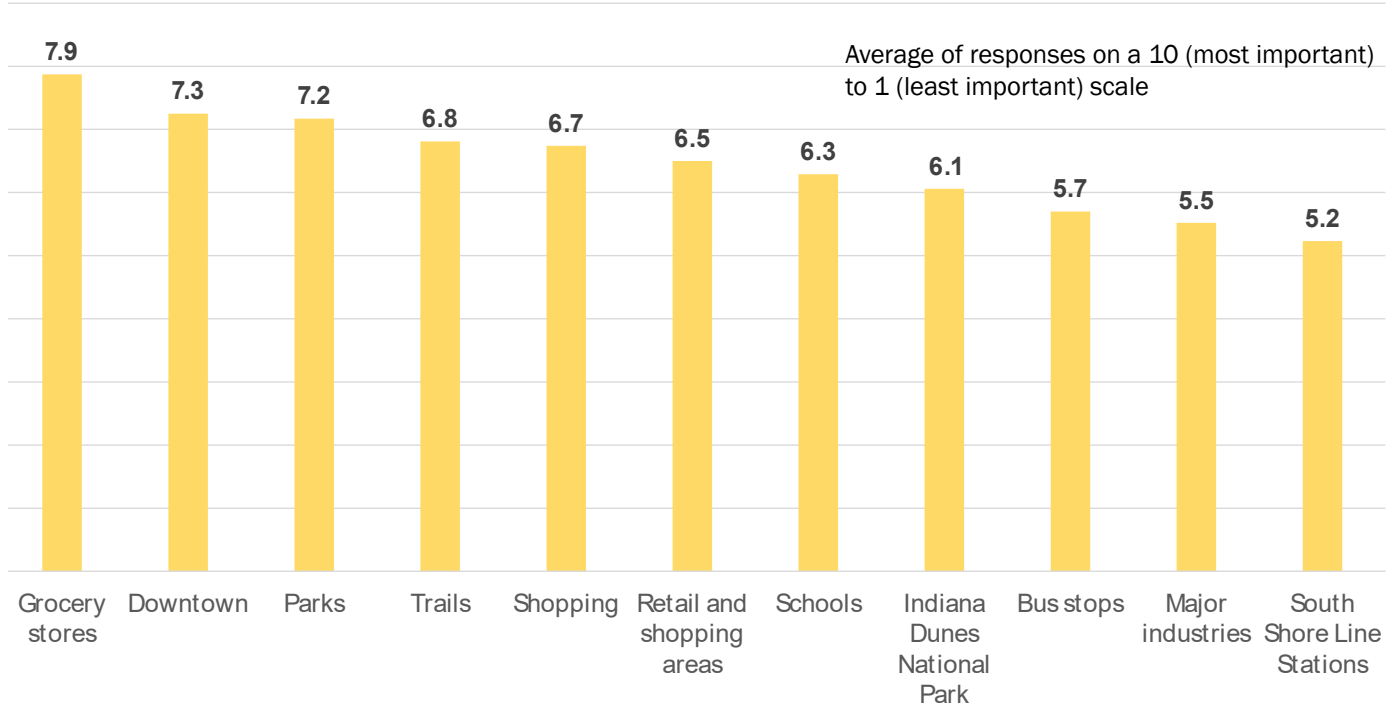


Figure 2-11: Important Destinations for Pedestrian or Bicycle Transportation

Frequency of Bicycle Use

Only about 25% of respondents reported regular use of bicycles for transportation or recreation – very high for the overall population but relatively low for a focused survey. On the other hand, later questions about infrastructure elicited responses from about four times the number of people who characterized themselves as regular or frequent bicyclists, and roughly equal to the "not never" responses to this question. This suggests a large number of survey participants in an "interested but concerned" category – people who would use bicycles more with better or more secure facilities.

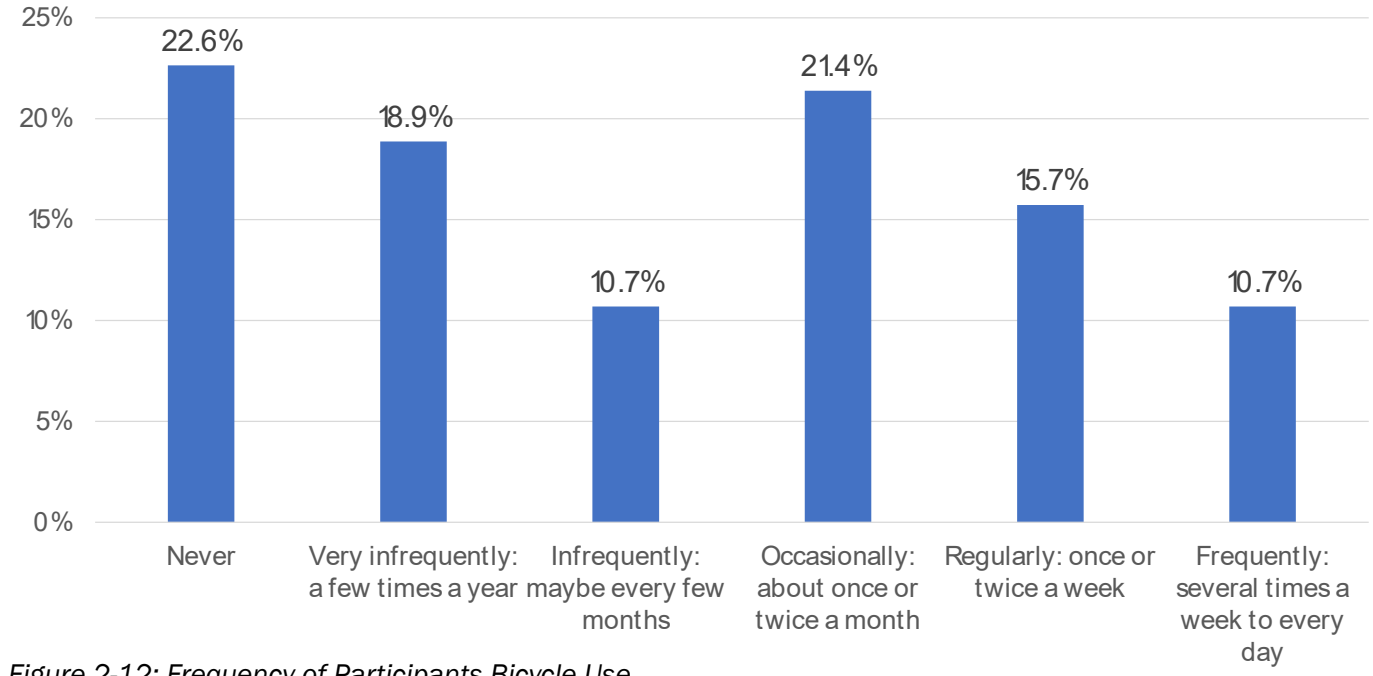


Figure 2-12: Frequency of Participants Bicycle Use

Purposes of Bicycle Trips

In line with the results of similar surveys, regular exercise and trips to park and recreation facilities lead the list of purposes for cycling. Only about 10% of respondents use bicycles for more utilitarian purposes – trips for work, errands, or community resources. School and shopping trips lag far behind, despite the results of an earlier question identifying grocery stores as an important destination for pedestrian and bicycle trips.

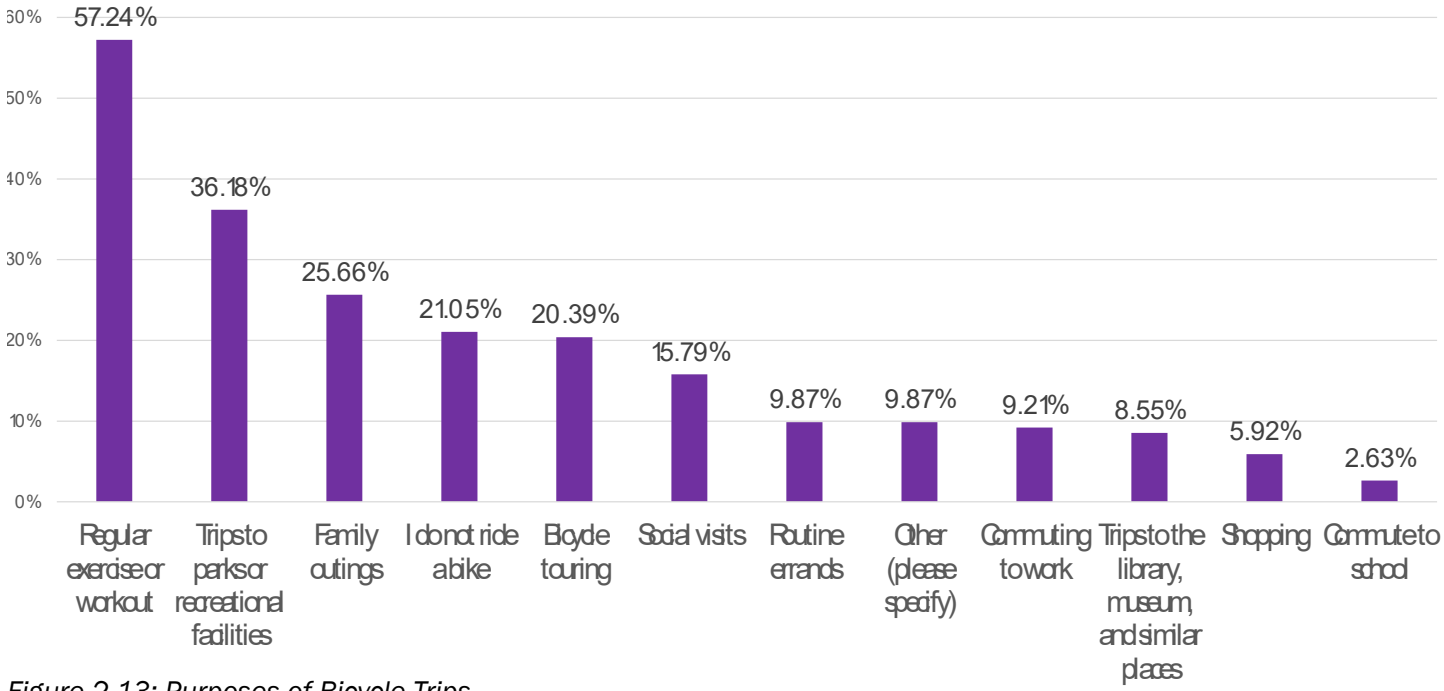


Figure 2-13: Purposes of Bicycle Trips

Use of Individual Trails

Of major regional trails in Northwest Indiana, survey respondents report most frequent use of the Erie-Lackawanna Trail, followed by the Prairie Duneland and Pennsy Greenway. All three are in the western parts of the MSA, and correspond to the place of residence of the largest participant groups. Interestingly, the Prairie Duneland appears to receive somewhat higher use than its western extension, the Oak Savannah. This may reflect the Valparaiso market, the survey's largest individual response group, which is relatively separated from the E-L and Pennsy. The C&O, now mostly a short section of a future trail, is likely to experience much heavier use with strategic extensions.

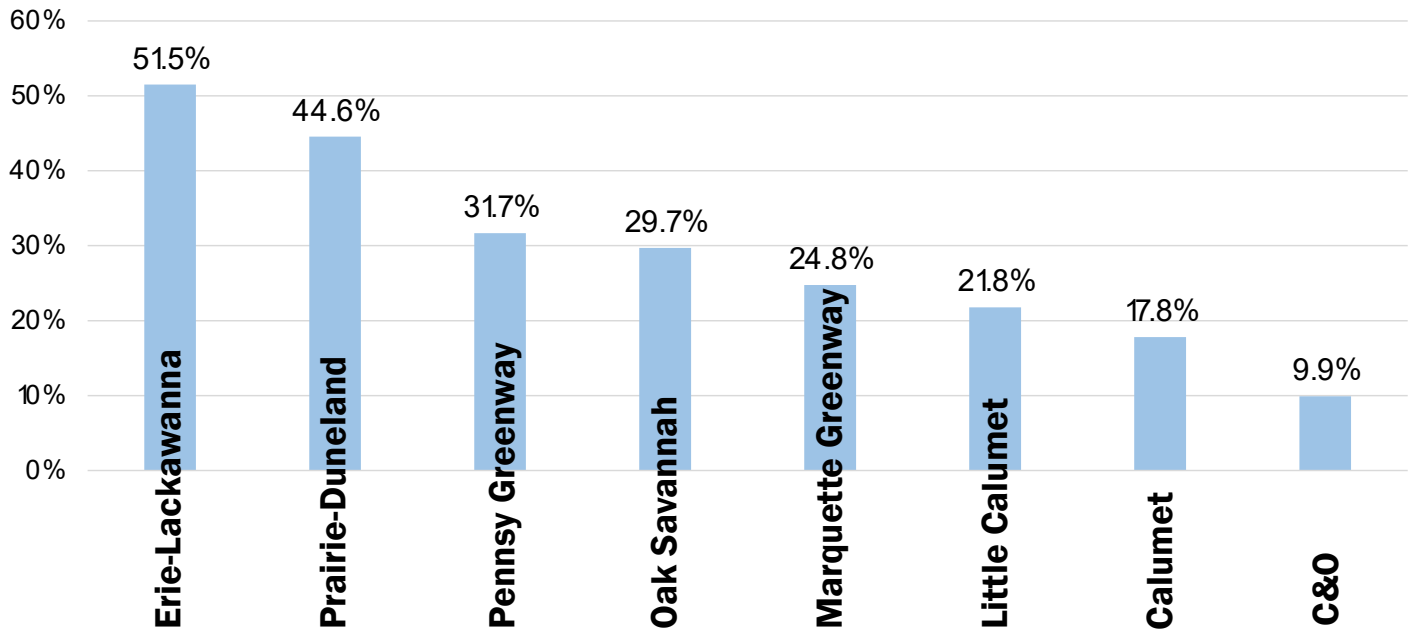


Figure 2-14: Participants Use of Individual Trails

Most Important Improvements

Participants rated better sidewalks, more trails, and connecting sidepaths along roads as the most important bicycle and pedestrian improvements, followed closely by additional bike lanes on city streets. This suggests a preference for separated facilities, although on-street infrastructure also had a significant number of advocates.

Evaluation of Infrastructure Solutions

The results shown in Figure 2-15 lead naturally into a series of questions through which participants assessed different types of physical facilities. The survey asked respondents to identify whether that facility was comfortable for all users, for most adult users, for the individual respondent but not for most people, for experienced cyclists only, or for no one – essentially an ascending order of exclusivity. This provides valuable input in evaluating candidate streets and roads and proposing design solutions that meet the needs of the greatest number of people. The following pages present the results of this evaluation.

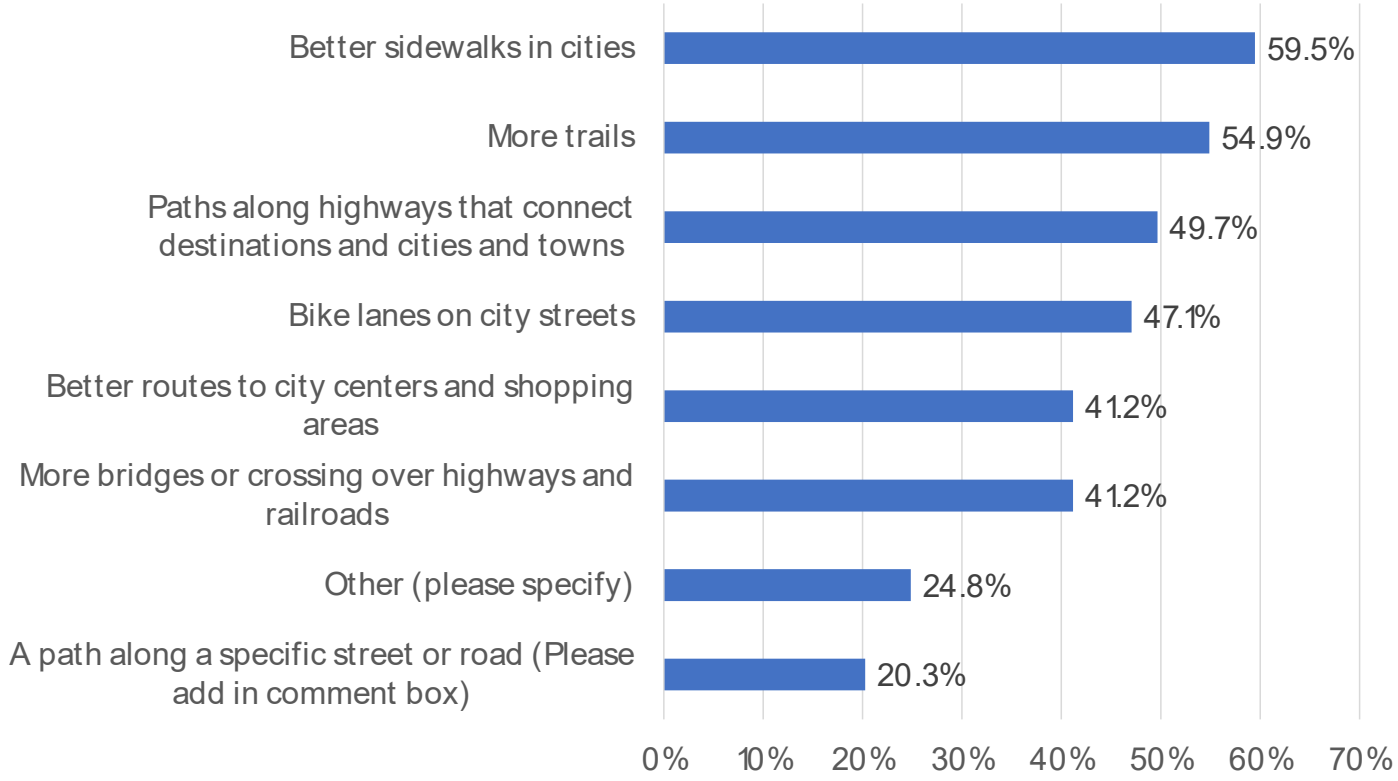


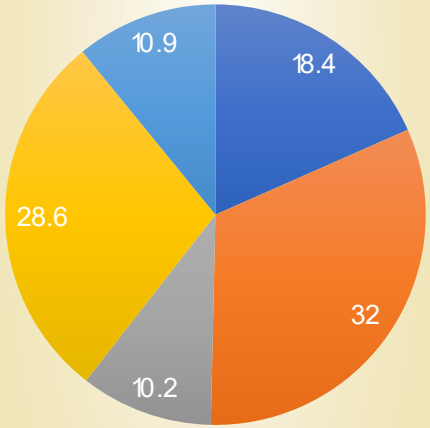
Figure 2-15: Most Important Improvements

Lakewood Link in Valparaiso. This is an example of a sidepath along a major street, in this case Campbell Street leading to a major park. This would eventually be incorporated into the Dunes Kankakee Regional Trail

BICYCLE BOULEVARD

Low traffic street with features like markings, stop preferences, intersection improvements to increase bicycle and pedestrian safety

Example: Berkeley, CA

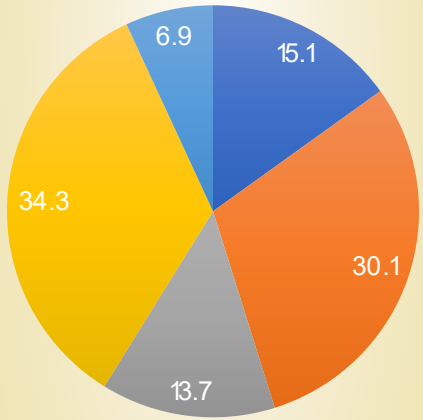


Positive Score: 68.4

STANDARD BIKE LANE

Moderate volume street with painted white line and bike lane pavement markings.

Example: Bettendorf, IA

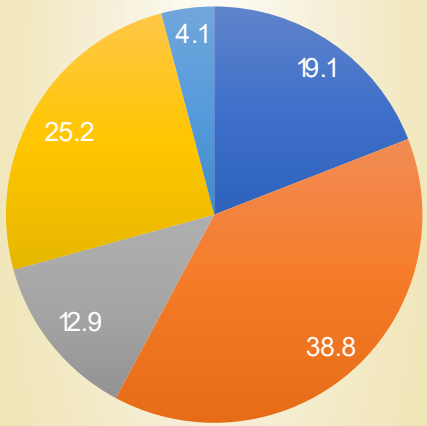


Positive Score: 60.2

GREEN BIKE LANE

Moderate volume mixed use street with green painted lane in conflict zones and through intersections.

Example: Wauwatosa. WI

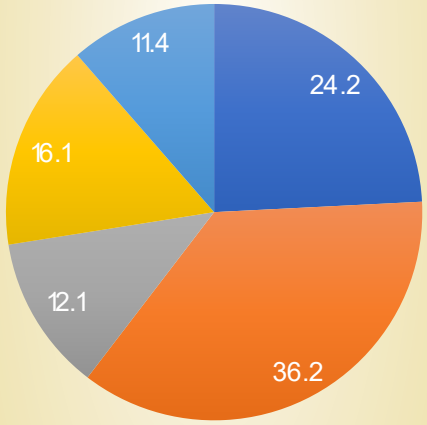


Positive Score: 77.0

NEIGHBORHOOD STREET

Low volume local street without other modifications. Occasional speed bump for traffic calming.

Example: Merriam, KS



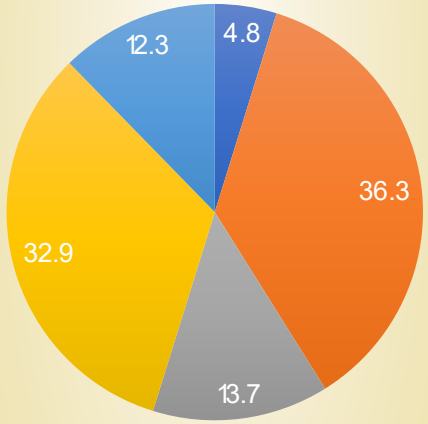
Positive Score: 84.6

Positive score = (2*% reported good for all) + (% reported good for most adults)

BUFFERED BIKE LANE

Medium volume street with parking and painted buffer between bike lane and travel lane.

Example: Hammond, In



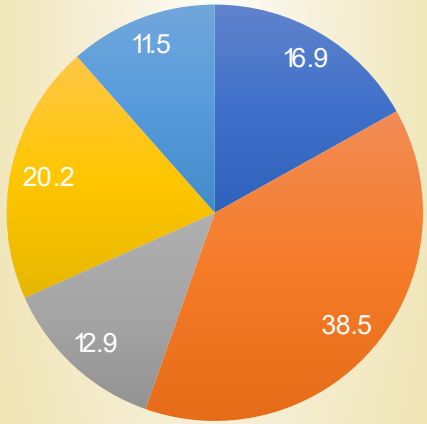
- Good for all
- Good for most adults
- Good for me but not all
- Experienced only
- No one

Positive Score: 45.9

CALMED STREET

Low volume street modifed with chicanes, bump outs and other features to slow traffic.

Example: Merriam, KS



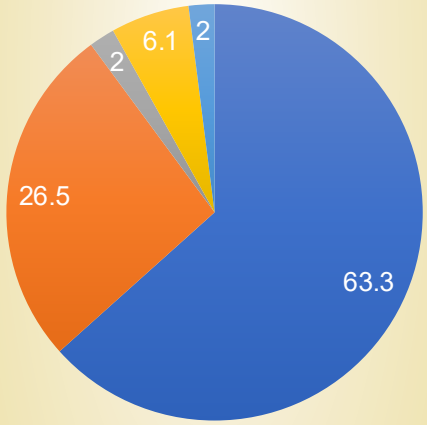
- Good for all
- Good for most adults
- Good for me but not all
- Experienced only
- No one

Positive Score: 72.3

OFF-STREET SEPARATED LANE

Medium volume street with bike lane above curb, adjacent to but differentiated from sidewalk.

Example: Conway, AR



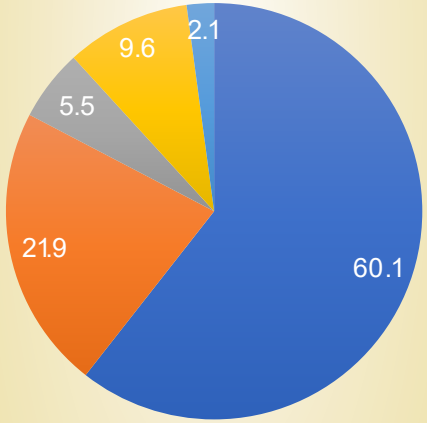
- Good for all
- Good for most adults
- Good for me but not all
- Experienced only
- No one

Positive Score: 153.1

SIDEPATH

Medium volume street with adjacent off-street shared use path and minimum driveway conflicts.

Example: Valparaiso, IN



- Good for all
- Good for most adults
- Good for me but not all
- Experienced only
- No one

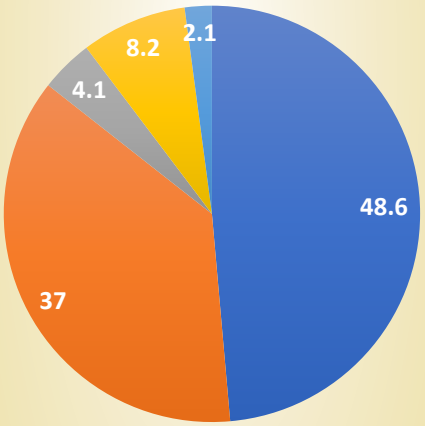
Positive Score: 141.9

Positive score = (2*% reported good for all) + (% reported good for most adults)

SIDEPATH

Medium to high volume commercial street with adjacent off-street shared use path and pedestrian crossing refuge.

Example: Shawnee, KS

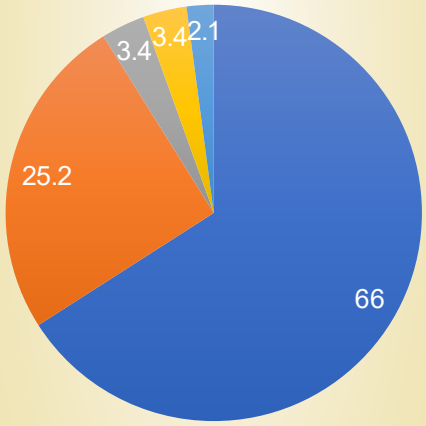


Positive Score: 134.2

SIDEPATH

Medium volume rural or low-density road with adjacent off-road shared use path and signed and enhanced crossings.

Example: Saint Louis County, MO

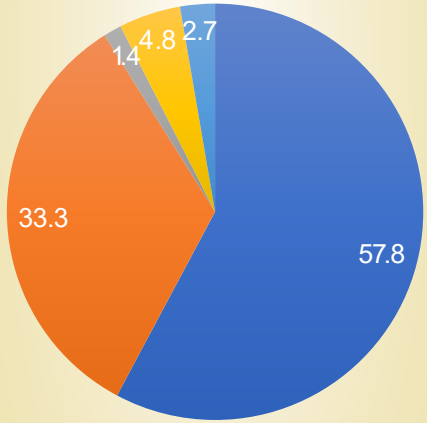


Positive Score: 157.2

CYCLE TRACK

Medium volume downtown street, two-way cycle track with physical separation.

Example: Lincoln, NE

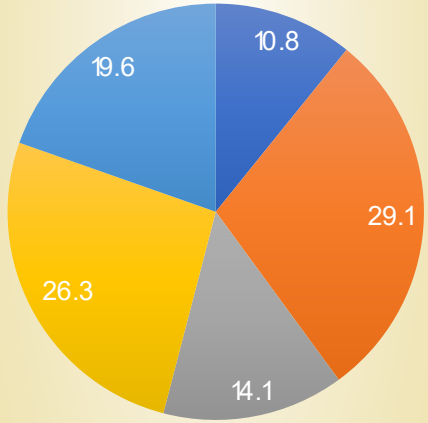


Positive Score: 148.9

WOONERF

Shared use neighborhood street with features that slow cars to pedestrian speed, designed for shared use.

Example: Delft, The Netherlands

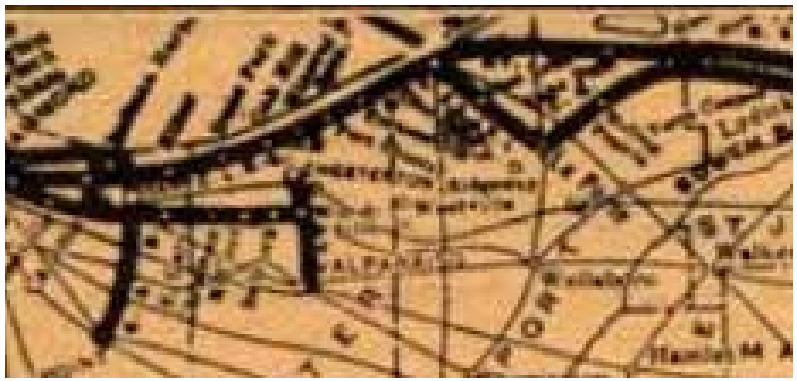


Positive Score: 50.7

Positive score = (2*% reported good for all) + (% reported good for most adults)

Destinations

The mission of a good transportation network is ultimately to get people where they want to go in a direct, safe, and hopefully pleasant fashion. Trails are something of an unusual component, because they have generally been viewed in the United States from a recreational perspective – hence the term "recreational trails" that causes grimaces from those who think about multi-modal transportation. But this is understandable – trail corridors are often opportunistic, using streams and lakes, abandoned rail corridors, utility corridors, parks, and occasionally the gifts of or exactions from developers. These opportunities may or may not serve destinations. Northwest Indiana is fortunate in this regard, because its railroads actually served and connected town centers and generated population density. Building a regional active network from this great resource should have recreational benefits, but the system should also have the ability to get people where they want to go.



Interurbans in Northwest Indiana , 1926

This section presents a series of maps that located a sample of destinations that appeared most important to survey respondents – city and town centers, where civic life is concentrated; grocery stores that signal places that have clusters of neighborhood and community-based retailing; and county parks, large community parks, and nature preserves, as well as Indiana Dunes National Park.

To these, the destination maps add high schools that frequently double as major community activity and sports centers and college and university campuses. This is not a complete list of destinations, but it does begin to suggest the structure of a destination-based network that connects destinations to Northwest Indiana's extensive and growing trail system.

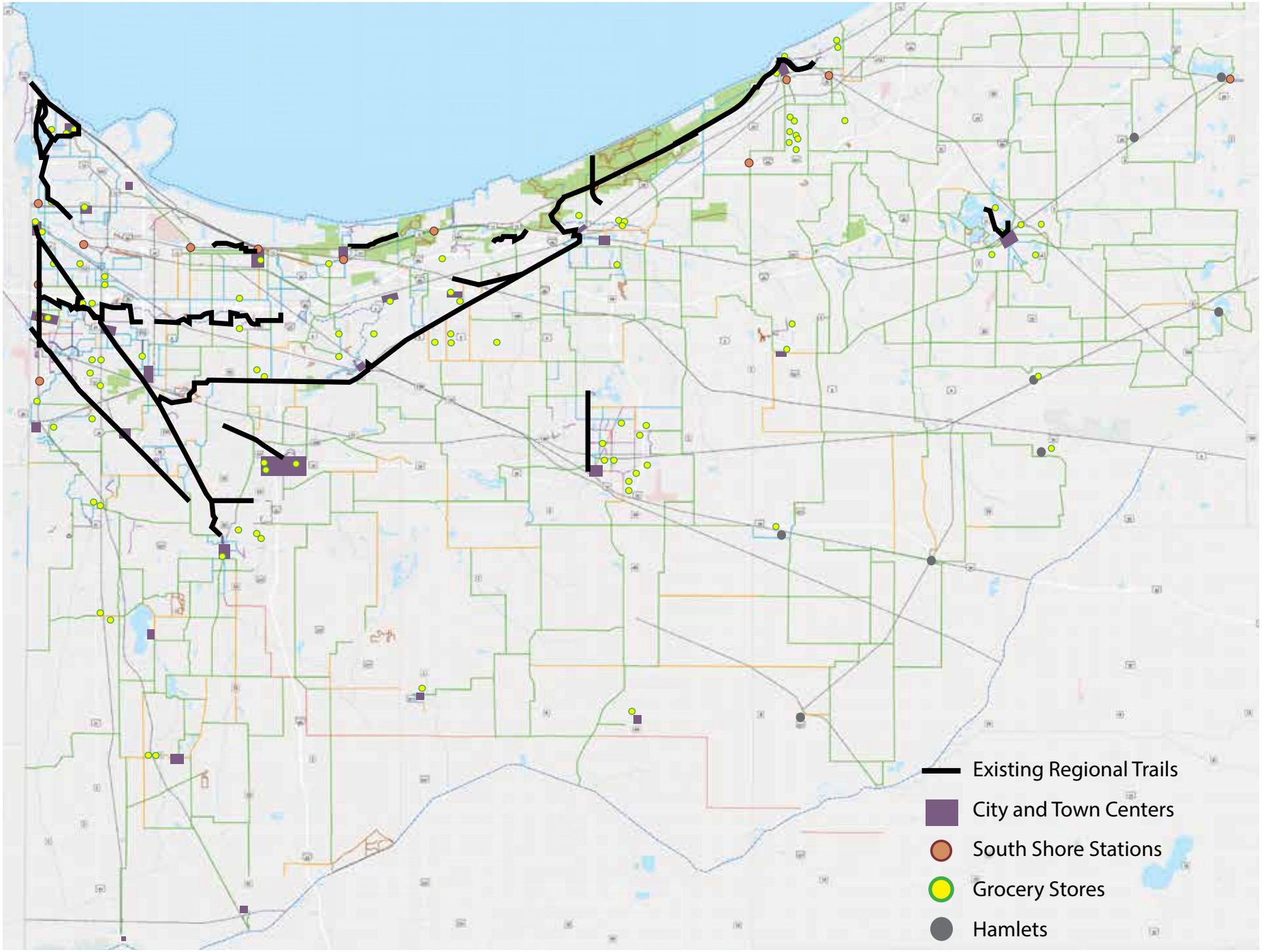


Figure 2-16: Destinations: Centers/Groceries/SSL Stations/Small Places

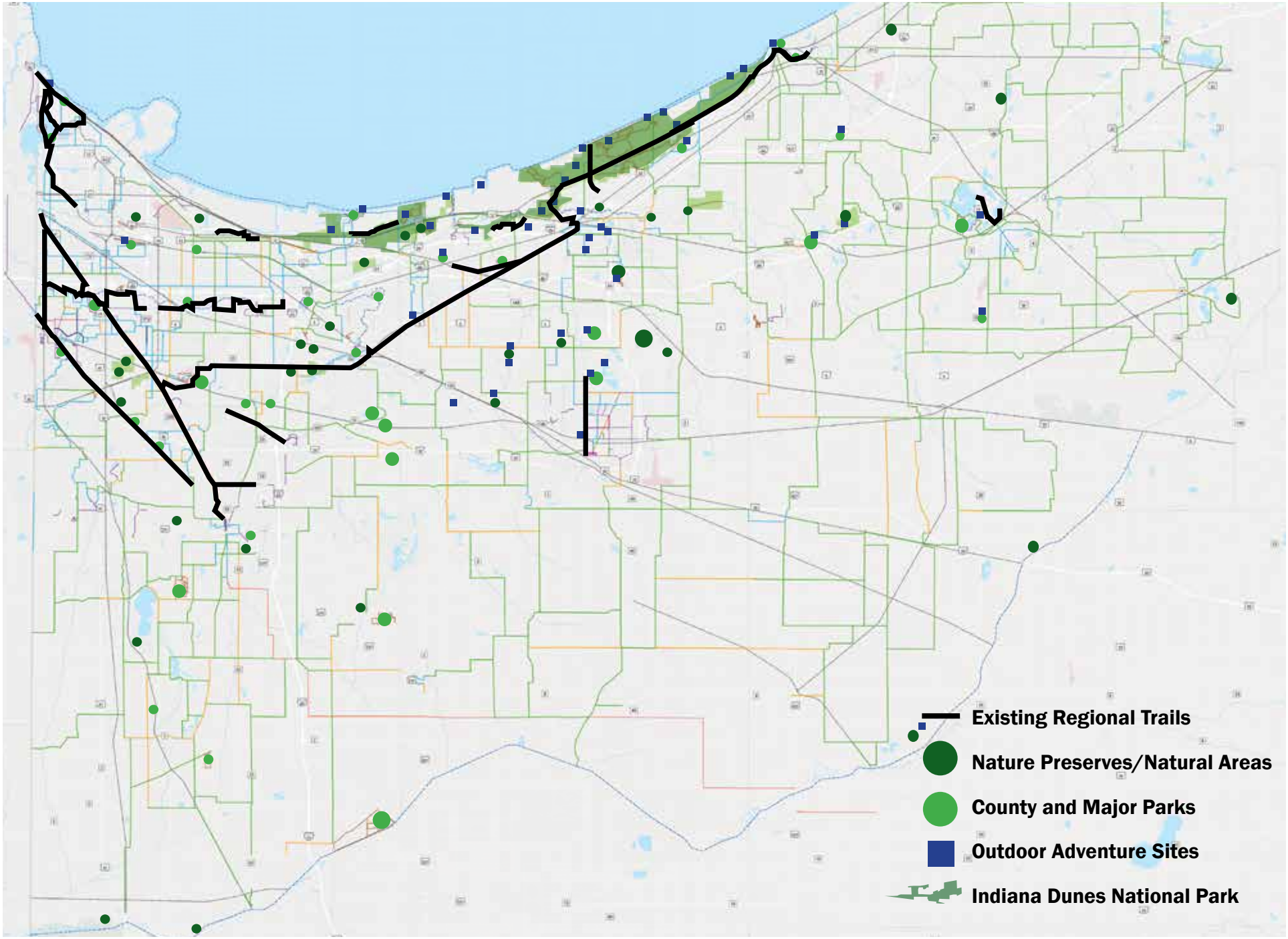


Figure 2-17: Destinations: Large Parks/Nature Preserves and Natural Areas

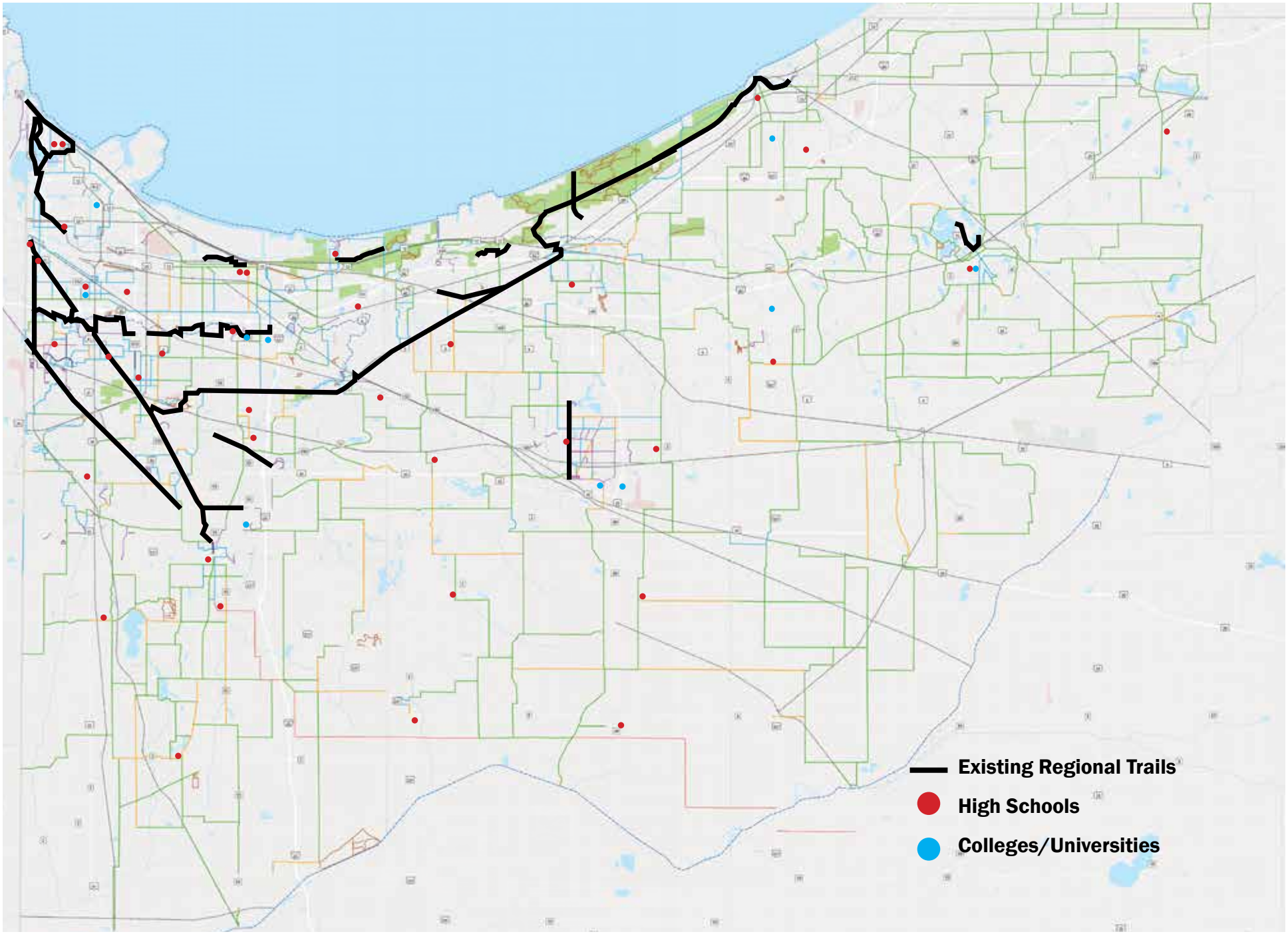


Figure 2-18: High School and College Campuses

Road Opportunities

Because the active transportation network will be composed of two major elements – trails and roadways – the character of Northwest Indiana's roads, including width, traffic volume, geometry, grades, and other factors will help determine routes and the framework of the network. This will also help define the nature and expense of projects needed to make them a functional and comfortable part of the network. For example, as traffic volumes increase on a road, the need for separation from vehicular traffic also increases.

The MSA's secondary and tertiary roads are a major asset in the formation of a network. Most section line roads are paved and some segments of half-section line roads are also hard surfaced. Inclusion in the active network will help ensure a level of maintenance appropriate to this role.

The roadway opportunities typology displayed in Figure 2-19 is the result of extensive fieldwork on both two and four wheels, and forms a system to both evaluate candidate roads and determine appropriate infrastructure and priorities. In many cases, these roads may parallel future trails, but may provide a low cost, short- to medium-term option that serves before the more costly but desirable trail facility is built. Road types in Northwest Indiana range from extremely low volume "lanes" to major arterials, some of which may be necessary when alternative ways to serve major destinations exist.

Figure 2-19 Network Road Opportunities Typology

Type	Characteristics	Infrastructure Direction	User Markets
Country Lane	• Narrow 2-lane • Very low volume • Tight landscape. Surface drainage close to the roadway • ADT less than 1,000 vpd	• Route designation • Advisory signage • Wayfinding	General use for most people
Rural County Road	• Standard two-lane, unshouldered • Moderate to low volume <3,000 vpd • Surface drainage, sometimes with space in the ROW	• Route designation • Shoulders or sidepath on critical segments with higher volumes • Advisory signage • Wayfinding	• General use at lowest volumes or with sidepaths • More experienced cyclists on high volumes without separated infrastructure
Principal County or Interurban Roads	• Standard two-lane, usually unshouldered but sometimes with shoulders • High to moderate volume <5-7,000 vpd • Surface drainage, often with space in the ROW	• Route designation • Shoulders or sidepath • Advisory signage • Wayfinding	• General use with sidepaths • Experienced cyclists only without separated infrastructure
Assembled Local Street Routes	• Urban 2-lane • Very low to low volume • Urban section with or without sidewalks • Parallel to major corridors • Continuous routes involve assembly of appropriate streets without direct continuity and little misdirection	• Route designation with combined street segments to provide continuity • Advisory signage • Wayfinding with line identification • “Bicycle boulevard” infrastructure – traffic calming, stop preference • Sidewalks • Intersection design for pedestrians and bikes at arterial crossings	General use for adults or families with supervision

Table 2-1: Network Road Opportunities Typology Descriptions

Figure 2-20: Network Road Typology

Type	Characteristics	Infrastructure Direction	User Markets
Urban Collectors	• Urban 2-lane, sometimes with wide street channels • Moderate volume < 7,000 vpd • Urban section, usually with sidewalks • Good continuity	• Enhanced standard or protected bike lanes • Sidepaths at higher volumes • Advisory signage • Wayfinding • Sidewalks • Intersection design for peds and bikes at arterial crossings	• General use with sidepaths or protected bike lanes • Street comfortable cyclists with standard lanes • Experienced cyclists without supportive infrastructure
Arterials with excess capacity	• Four or five-lane, usually unshouldered urban section • Moderately high volume <15,000 vpd • Signalized or 4-way stop intersections	• Route Designation • Road diet with bike lanes • Advisory signage • Wayfinding • Sidewalks • Intersection design for peds and bikes at arterial crossings	• General use with sidepaths or protected bike lanes • Street comfortable cyclists with standard lanes • Experienced cyclists without supportive infrastructure
Major Arterials	• Urban multi-lane, sometimes with medians • High volume > 15,000 vpd • Rural or urban section without side-walks • Sometimes necessary for access to destinations or continuity	• Shared use sidepaths • Special treatment at driveway and street intersections • Advisory signage • Wayfinding with line identification • Intersection design for peds and bikes using refuge medians	• General use for adults or families with supervision • No user group without infrastructure
Trails	• Exclusive off-road routes • Most regional rail trail opportunities have been identified • Gap fillers • Utility right of ways and other non-rail corridors	• Completion of planned trails • New regional trail development to serve southwest growth area • Trail segments to fill gaps in continuity	• General use

Table 2-1: Network Road Opportunities Typology Descriptions

Network Potential

The maps on the following pages present network concepts based on the analysis and research completed to date and summarized in this working paper. While the chapter has investigated most of these corridors, some will drop out as options receive further evaluation. However, this will serve as a starting point for further consideration and detailing in the Creating Purpose section.

From an overall policy point of view, the network concept focuses on these unifying principles:

The ultimate network should connect the central or downtown district of each community, large and small, and should be seen as a tool for their continued economic and quality of life development.

The regional network will focus on providing access to:

- County parks and major regional recreational and outdoor resources.
- South Shore Line stations, including both the existing South Bend line and the West Lake Corridor.
- Regional trails, acting as branches to the trunks that the trails constitute.
- Major destinations in Indiana Dunes National Park and public beaches.
- High school and college/university campuses. Middle schools are also significant destinations but are usually within the purview of local trail or active systems.
- Internal pedestrian and bicycle access to major commercial and mixed use nodes.
- 15-minute access to local family destinations such as elementary schools and neighborhood parks. This again is likely to be implemented by local communities. However, the Active Transportation Element will provide guidance to communities toward planning and implementing for access within fifteen minute rings.
- Major tourism facilities and connections to Illinois trails.
- The American Discovery Trail, Great American Rail Trail, and United States Bicycle Route corridors within the Northwest Indiana area.
- Growth and rural areas that are outside the reach of the existing trail network.

In addition to potential corridors and routes, the concept maps on the following pages display 2021 average daily traffic when available for the Indiana Department of Transportation, potential areas and corridors for detailed Part Two study, and other information.

Lake Street with cycle track in the Miller section of Gary

Creating Purpose

Building a Network

"Good roads are designed for safe speeds. We join national and international leaders ... when it comes to designing for the speed at which roads should be driven and setting speed limits for local streets. We know this will move us toward the new standard of Good Roads and Great Networks, where low-stress streets; streets with context sensitive, high quality bike facilities like bike lanes, protected bike lanes, and more; and paths and greenways will offer connected bike routes that serve all in a community. When combined with on-bike education for all and the vital programming that builds Bicycle Friendly Communities, everyone will have the opportunity to bike for transportation, good health, and the pure joy and freedom it brings."

- Bill Nesper, Executive Director
League of American Bicyclists

In the Winter, 2002 issue of American Bicyclist, the League of American Bicyclists set out new evaluation criteria for its popular Bicycle Friendly Community (BFC) program. In doing so, the League established two primary goals under the overall principle of Slow Roads and Strong Networks:

- To move from "piecemeal bike lanes to cohesive bike networks."
- To create "low-stress, high quality bike facilities for all."

To help accomplish this, the League "will now require applicants to provide a map of their bike network to show the layout of their facilities and Communities will be evaluated on how well-connected and how equitably distributed their bike network is."

While the League is principally concerned with the quality and equity of the bicycle environment, these goals and criteria are also highly relevant to the pedestrian environment. All active users benefit from good continuous facilities, street intersections that they can negotiate safely, and environments that, to paraphrase physicist Geoffrey West, maximize positive interaction and minimize distress." The image on this page, showing the Erie-Lackawanna trailhead in Crown Point and the crossing that links the trail to Court and West Streets, illustrates the benefit of good design to both user groups.

But Northwest Indiana, a national leader in trail development and effective transportation planning, has the opportunity to create something entirely new – the concept of a Bicycle Friendly Region. Its developed and developing intercity trails and greenways, headlined by the Erie-Lackawanna, Pennsy Greenway, Oak Savannah, Prairie Duneland, and Little Calumet Trails; its system of paved county roads; and its great diversity of environments and people provides the confluence of assets that can together make this idea a reality. This section establishes the basic network, based on the analysis of Part One and the continued input of field investigation, task force ideas, and community contacts.

Erie Lackawanna Trailhead at Summit St. in Crown Point with clear street markings.

Goals of a Network

The basic goals of the Northwest Indiana active transportation network are:

1. To connect and serve each community in Northwest Indiana as part of a regional network.
2. To increase the role of active transportation for purpose-driven trips to major regional destinations.
3. To reinforce routine social interaction and a sense of community and common purpose among Northwest Indiana's various constituencies.
4. To provide transportation equity to the various racial, ethnic, and income groups that make up the people of the Northwest Indiana community.
5. To use active transportation as a tool to encourage efficient land use and sustainable growth and development.
6. To provide physically safe and secure transportation environments for users of active modes.

Figure 2-21 presents a diagram built on a map of the region's municipalities, showing desirable connectivity patterns of an ultimate network, based on these goals. Building the actual network starts with these general goals, and uses the destinations and focuses identified in Part One as network determinants. By way of review these include:

- County parks and major regional recreational and outdoor resources.
- South Shore Line stations, including both the existing South Bend line and the West Lake Corridor.
- Regional trails
- Major destinations in Indiana Dunes National Park and public beaches.
- High school and college/university campuses.
- Major commercial and mixed use nodes.
- 15-minute access to local family destinations such as elementary schools and neighborhood parks.
- Major tourism facilities and connections to Illinois trails.
- National trails.

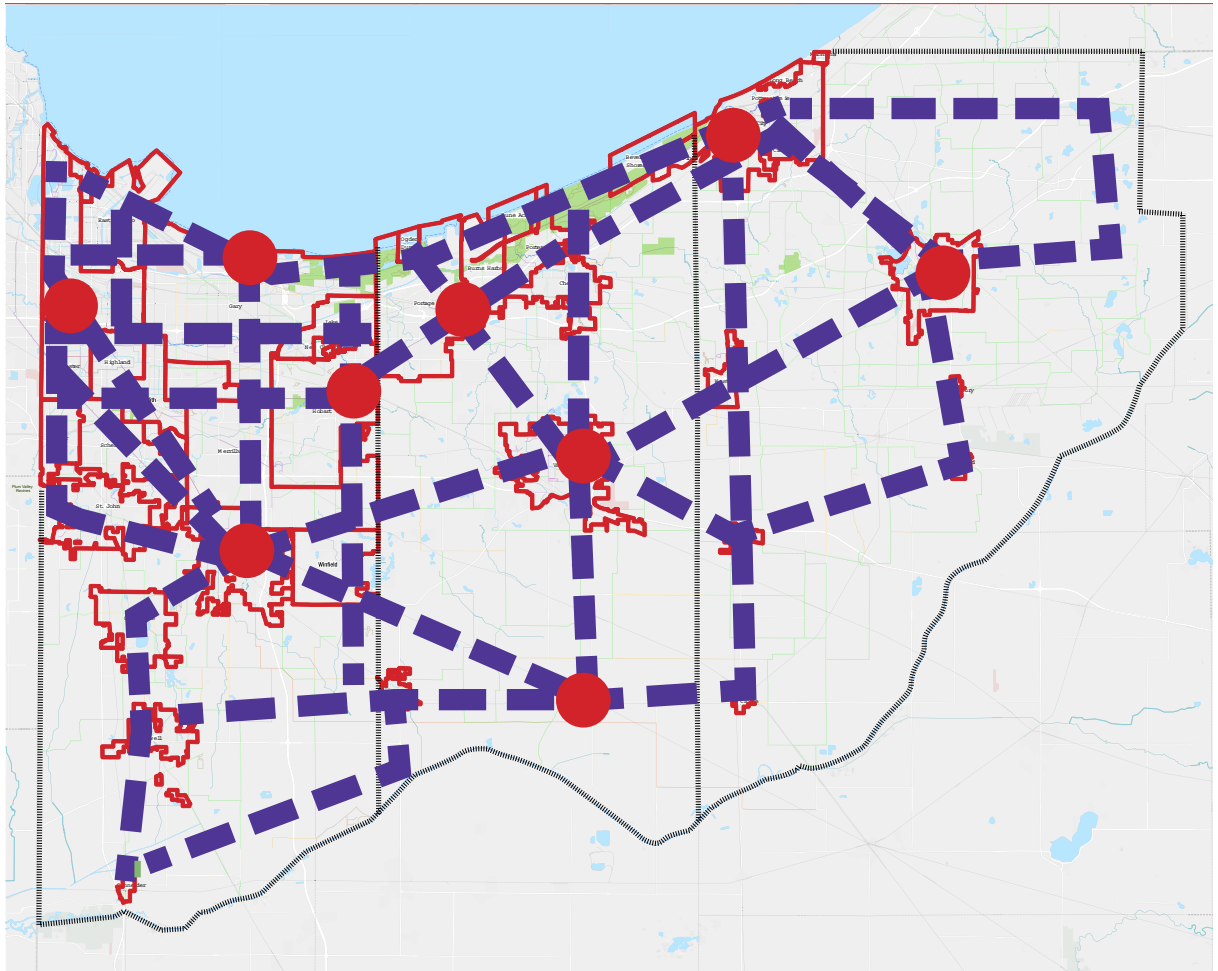


Figure 2.21: NWI 2050+ Study Area and Connection Patterns

Network Issues

Highly successful existing trails, reserved right-of-ways, major funded projects like the Marquette Greenway, the system of paved regional roads, major community and environmental assets, passenger rail, and effective regional planning all create a favorable climate for a quality regional network. But such a network also must address specific issues, including:

Discontinuities in both the bicycle and pedestrian environment. While sidewalks are present in most "traditional" development areas, they are often lacking in mid-century and later residential development. This complicates access to local parks, schools, and other destinations. In many cases where sidewalks exist, continuity is broken by missing segments or deterioration. In others, sidewalks are too narrow, compromised by obstructions, and/or located along the back of a curb without a comfortable setback.

Similarly, while major trails like the Erie-Lackawanna, the Oak Savannah-Prairie Duneland, and Pennsy Greenway (after current construction within Centennial Village is complete) have excellent continuity. others have significant gaps that reduce their utility. These include the Iron Horse, C&O, Fisher Street, and Little Calumet Trails. Several of these present significant design challenges which, while not insuperable, will require close inter-agency cooperation and substantial funding.

Major barriers. The combination of interstate highways and interchanges, active mainline railroads, and other arterial roads creates significant connectivity challenges. A planned network must make efficient use of the barrier crossings, including overpasses, underpasses, and signalized intersections without requiring people to go unacceptably far out of their way. Expansive intersections with wide roads like US 30 must be scaled to make pedestrian and bicycle crossings more comfortable and more visible to motorists.

Traffic speeds. While the region has an abundance of low volume county roads, these same conditions can also encourage higher speeds and more dangerous situations for bicyclists. As a result, roads that look statistically attractive from their AADT will be unacceptable to many users. A city street operating at 3,000 vehicles per day in the city and a rural road with similar volume but higher speeds will feel very different to potential users. Therefore, the network that maximizes user comfort will make greater use of well-designed sidepaths, lower speed limits, and speed management techniques and designs.

Wayfinding. Wayfinding in a regional network becomes extremely important and can be a significant (and relatively affordable) first step in developing a regional system. Currently, the region lacks a uniform wayfinding system. Trails are unique and a very effective system is being established along the Erie-Lackawanna and will extend to other trails. But wayfinding and bike route signage occurs on occasion in Porter and La Porte Counties, but is not consistent, does not direct people to destinations, and does not follow MUTCD standards. Additionally, in addition to increasing the utility of the network – it never feels good to feel lost -- wayfinding signage alerts motorists to the possible presence of bicyclists on a route.

Examples of active network challenges: From top down - pedestrian negotiating busy street with no sidewalks; obstacles located in sidewalk making accessible travel hazardous; lack of wayfinding at railroad crossing.

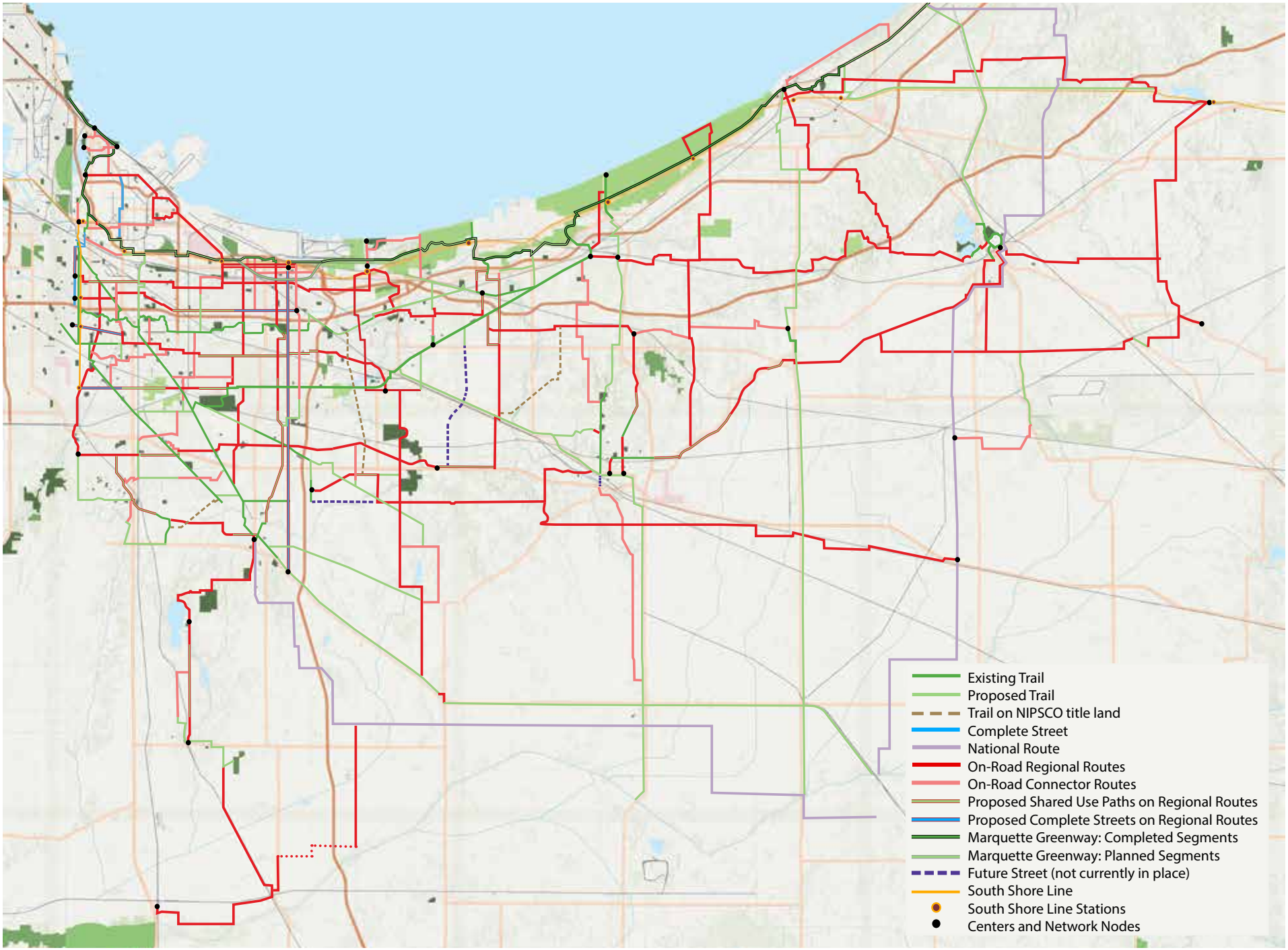


Figure 2.22: Proposed Active Network

Components of the Network

The network proposed in this plan is illustrated in Figure 2-22. It is a destination-based system that combines segments into distinct point to point regional routes. In effect, it is analogous to a major streets plan that establishes facilities that can fit into a STIP-like capital program for NIRPC. While these routes will provide local benefits, they are intended to speak primarily to regional needs and connections. As such, they complement rather than replace local area active transportation plans.

The network is composed of the following components:

Major inter-community or regional routes. These are the principal routes of the network, composed of combinations of low volume roads, trail segments, and sidepaths. They are point to point routes with distinct endpoints. As such, they lend themselves effectively to a regional wayfinding system. On the map, lines shown in red indicate on-street or on-road routes. These in themselves will use different types of infrastructure, presented in detail in Part Three.

Connector routes. These are shorter, point-to-point routes, usually within a single or adjoining municipalities. Their primary purpose is to connect longer routes together or to provide a necessary link to a trail from a long route.

Trails or shared use paths. These facilities are the spines of the network and will tend to be the most frequently used components because of both their recreational and, in this region, potential transportation function, especially when tied to destinations through the active network. Completed and proposed trails are differentiated in Table 2-2 and sectional enlargements on subsequent pages. In addition, the Network Plan distinguishes between proposed paths that are part of a point to point route. In many cases, these will be sidepaths along streets or roads with high traffic volumes or other traffic characteristics uncomfortable for most users.

Complete streets. These corridors either have protected bicycle facilities or have sufficient width to accommodate a protected bike lane or cycle track within their width. Existing complete streets include Hohman Street south of E. 165th Street in Hammond, and Ridge Road in Munster is programmed for a complete street conversion.

Proposed corridors. These are street connections that do not currently exist, but are proposed for development. They include the currently planned Willowcreek extension in Union Township between US 6 and US 30 and the Campbell Street extension between Lincolnway and US 30 in Valparaiso.

Utility corridor trails. This category envisions trail development along power line corridors. NIPSCO corridors are valuable candidates and other possibilities may emerge over time. The company states that:

> *Bike trails along our electric and gas corridors serve the purpose of community connectivity and provide families with the opportunity to enjoy a safe place for recreation throughout the region. NIPSCO is proud to support this initiative and our local communities.*

National routes. National routes include the region's two members of the United States Bike Route (USBR) system: US BR 35, running north and south through the eastern part of the region and passing through La Porte; and USBR 36, which makes an approximate V from Chicago along the Wolf Lake, Erie-Lackawanna, Oak Savannah, and Prairie Duneland Trails, and continuing east along the Marquette Greenway into Michigan.

Figure 2-22 summarizes the route included in the network, indicating their endpoints and the direct connections they provide to South Shore Line stations, trails, and city and town center districts. Part Three provides detailed, segment by segment infrastructure for each of these routes. Figures 2-23 to 2-26 expand the overall map for readability. Both figures provide reference material for Part Three to follow, addressing the nature of specific routes, trail and greenway priorities, policy recommendations, and wayfinding.

Route	Endpoints		Direct Connection to. . .		
	North/West	South/East	South Shore Line, Amtrak or BRT	Trails	Central Districts/TODs
Whiting/Hammond to Gary	Indiana-Illinois state line at the lakefront; 129th at Wolf Lake	Gary Metro Center	Gary Airport Station (SSL), Gary Metro Center, Whiting (Amtrak), Broadway BMX	Wolf Lake, Marquette Greenway	Whiting, East Chicago, Gary
Whiting Connector: 115th St	Forsythe Park	129-New York Ave	No	Wolf Lake, Whilhala Beach Trail	No
Whiting Connector: 119th St	Forsythe Park	Whiting Lakefront	No	Wolf Lake, Whilhala Beach Trail	Whiting
Hammond Connector: Hoffman Street	Hammond Gateway Station	Cline & Cesar Chavez	Hammond Gateway Station (SSL), East Chicago Station (SSL), Gary Airport, Gary Metro Center	Marquette Greenway	
Hammond Connector: Pulaski Park/Wabash	Sheffield south of I-90	Hammond Gateway Station	Hammond Gateway Station (SSL)	Marquette Greenway, Wolf Lake	Hammond
Hammond Connector: Marquette Greenway to Downtown Hammond	143-Baltimore	Douglas-Hohman	Hammond Gateway, Downtown Hammond Station (SSL)	Marquette Greenway, Erie-Lackawanna	Hammond
Michigan Connector	Sohl-Michigan	East Chicago SSL Station	East Chicago Station (SSL)	Sohl Complete Street	No
Hohman Complete Street	Hohman and Douglas	Hohman-Ridge (Munster)	Downtown Hammond Station (SSL), South Hammond Station (SSL), Munster Station (SSL)	Erie-Lackawanna, Monon, Little Calumet	Hammond, Munster
South Hammond to Miller	165-Hohman (Hammond)	3-Lake (Miller)	South Hammond Station (SSL), Miller Station (SSL), Broadway BMX	Monon, Erie-Lackawanna, Gary Elevated (future)	Miller
South Hammond to Gary/25th Ave	South Hammond Station	25-Ellis (Gary)	South Hammond Station (SSL), Broadway BMX	Monon	
Munster Center-Hobart Center	State Line & Ridge	10-Lincoln (Hobart)	Munster Station (SSL), Broadway BMX	Pennsy, Monon, Wicker Park, Erie-Lackawanna	Munster, Highland,
Fran-Lin Connector					
Dyer-Chesterton (via trail)	Dyer Station, Main & Calumet	Broadway & Calumet (Chesterton)	Dyer Station (SSL), Dyer Amtrak, Broadway BMX	Pennsy, Monon, Oak Savannah, Prairie Duneland	Griffith, Hobart, Portage, Chesterton, Porter
77th/ Lincoln Highway	77-Hart	Old Lincoln Highway and US 30	Broadway BMX	Pennsy, Erie-Lackawanna, C&O	Schererville
85th Ave Connector	86-Patterson (St. John)	Pine Island Dr and E-L Trail (Schererville)		Pennsy, Erie-Lackawanna,	St. John Corridor
St John-Crown Point	86-Patterson (St John)	Summit-Merrillville Rd (Crown Point)			St. John Corridor, Crown Point via Court/West bikeways

Table 2-2: Summary of Network of Routes

Route	Endpoints		Direct Connection to. . .		
	North/West	South/East	South Shore Line, Amtrak or BRT	Trails	Central Districts/TODs
Crown Point-Cedar Lake	Court/West & Summit	133-Lake Shore Dr			Crown Point Cedar Lakefront
Southlake Mall-Valparaiso	US 30 & Mississippi (Hobart)	Central Park Plaza (Valparaiso)	V-Line	C&O (future)	Mall area, Downtown Valparaiso
Portage Beach-Lake Station	Portage Beach	Lake Station Library, Jay & Fairview	Ogden Dunes Station (SSL)	Marquette Greenway, Iron Horse, Prairie Duneland	
Indianapolis Blvd	129-Indianapolis	East Chicago SSL Station	East Chicago Station (SSL)		
Columbia Ave	167-Columbia (Munster)	93-Bull Run (St. John)	Dyer Station (SSL)	Erie-Lackawanna, Little Calumet, Fisher St, Pennsy	Munster, Centennial Village
Northcote Connector	167-Northcote (Hammond)	Azalea Dr & Hawthorne (Highland)		Erie-Lackawanna, Little Calumet, Wicker Park, Fisher St with gap connection	Indianapolis/Kennedy & I-94 focus area
5th Street Connector	5th & Little Calumet Trail	5-Lincoln		Little Calumet, Porter St.	Highland
Gary-St John	9th-Colfax (Gary)	85th Ave. & Alexander (St John)		Erie-Lackawanna, Little Calumet, Pennsy	Griffith, Schererville, St. John corridor
Chase connector (Gary)	5th & Chase (Gary)	Erie-Lackawanna Trail at Whitcomb (Merrillville)		Little Calumet, Gary Elevated (future), Oak-Savannah	
Taft Connector (Gary)	2nd & Taft	25th Ave & Taft		Marquette Greenway	
Gary-Merrillville-Crown Point	4th & Harrison	Merrillville Rd & Summit	Gary Metro Center (SSL)	Marquette Greenway, Gary Elevated, Little Calumet, Oak-Savannah, C&O, Erie-Lackawanna	Gary, Century Plaza Area, Crown Point
Broadway Complete Street	Gary Metro Center	US 231 & Broadway (Crown Point)	Gary Metro Center (SSL), Broadway BMX	Marquette Greenway, Gary Elevated, Little Calumet, Oak-Savannah, C&O, Erie-Lackawanna, Veterans Memorial	Gary, IU-Gary, Crown Point
Virgina-Georgia Connector	Marquette Greenway at Virgina	56th Ave & Georgia, extended to Carolyn Drive & Broadway through Hidden Lake Park	Broadway BMX	Marquette Greenway, Gary Elevated, Little Calumet, Oak-Savannah	Gary, IU-Gary
Miller-Hobart	7th & Lake (Gary/Miller)	10th & Wisconsin (Hobart)	Miller Station (SSL)	Marquette Greenway, Iron Horse	Miller, New Chicago, Hobart
South Hobart Connector	10th & Wisconsin	10th & County Line Rd			
Hobart-Lake of the Four Seasons	10th and South Hobart Rd	County Line & US 231		Winfield (future), Veterans Memorial (future)	

Table 2-2: Summary of Network of Routes

Route	Endpoints		Direct Connection to. . .		
	North/West	South/East	South Shore Line, Amtrak or BRT	Trails	Central Districts/TODs
Miller to Lake Station	Lake and Old Hobart	Fairview & Pike (Lake Station)	Miller Station (SSL)	Marquette Greenway,	Miller, Lake Station
Chesterton to Valparaiso	Porter Beach	Campbell and Lincolnway (Valparaiso)	Dune Park Station (SSL)	Marquette Greenway, Prairie Duneland, Lakewood Link	Porter, Chesterton, Valparaiso
Valparaiso-Kouts	8th & Campbell	SR 49 at Kankakee River	V-Line	Dunes Kankakee (future)	Valparaiso, Kouts
Chesterton-La Porte	Broadway & Calumet Rd	US 35 & Weller (La Porte)		Lincoln (future), Chessie	Chesterton, La Porte
Valparaiso-La Porte	Morgan Blvd & Lincolnway	Michigan & Lincoln Highway (La Porte)	V-Line	Lincoln Memorial	Valparaiso, Westville, La Porte
Beverly Shore to Valparaiso	Beverly Shores South Shore Line Station/Broadway	SR 2 & N 400E			
Michigan City-La Porte	Wabash & Michigan Blvd	Wozniak and Small Road, continuing on common route to La Porte	Michigan City Station (SSL)	Marquette Greenway, Trail Creek	Michigan City, La Porte by connection
Michigan City to Hudson Lake	8th and Huron	Chicago Rd & E 700N	Michigan City Station (SSL), Hudson Lake Station (SSL)	South Shore Line Trail (fut), Marquette Greenway,	Michigan City, Hudson Lake
Hudson Lake to Fish Lake	Chicago Rd & E 700N	SR 4& S 800E	Hudson Lake Station (SSL)	South Shore Line Trail (fut),	Hudson Lake, Fish Lake
Westville to Fish Lake	Joliet Rd & CH 625W	SR 4& S 800E			Fish Lake
Kingsford Loop	W 800S & Long Lane (USBR 35)	18th & I (La Porte)			Kingsbury
US Bicycle Route 35 (USBR 35)	Michigan-Indiana state line at 150 E	S 650W at Kankakee River		South Shore Line Trail (fut)	La Porte
Aberdeen to Hanna	N 250W & W 100N	W 350S & Long Lane		Dune Kankakee (future), Lincoln Memorial (future)	Wanatah, Hanna
Chesterton to Westville	Tratebas Rd & Calumet	W 300S & Lincoln Trail (Westville)		Lincoln Memorial	Westville
Cedar Lake-Lowell	Lake Shore Dr & Cline (Cedar Lake)	235th & Pierce (Shelby)			Cedar Lake, Lowell, Shelby
Kankakee Valley	236th & Parrish (Schneider)	217th & Clay (Grand Kankakee March County Park)		Levee Trail	Schneider
Hebron-Grand Kankakee	S Main & Pratt (Hebron)	217th & Clay (Grand Kankakee March County Park)		Levee Trail	Hebron

Table 2.2: Summary of Network of Routes

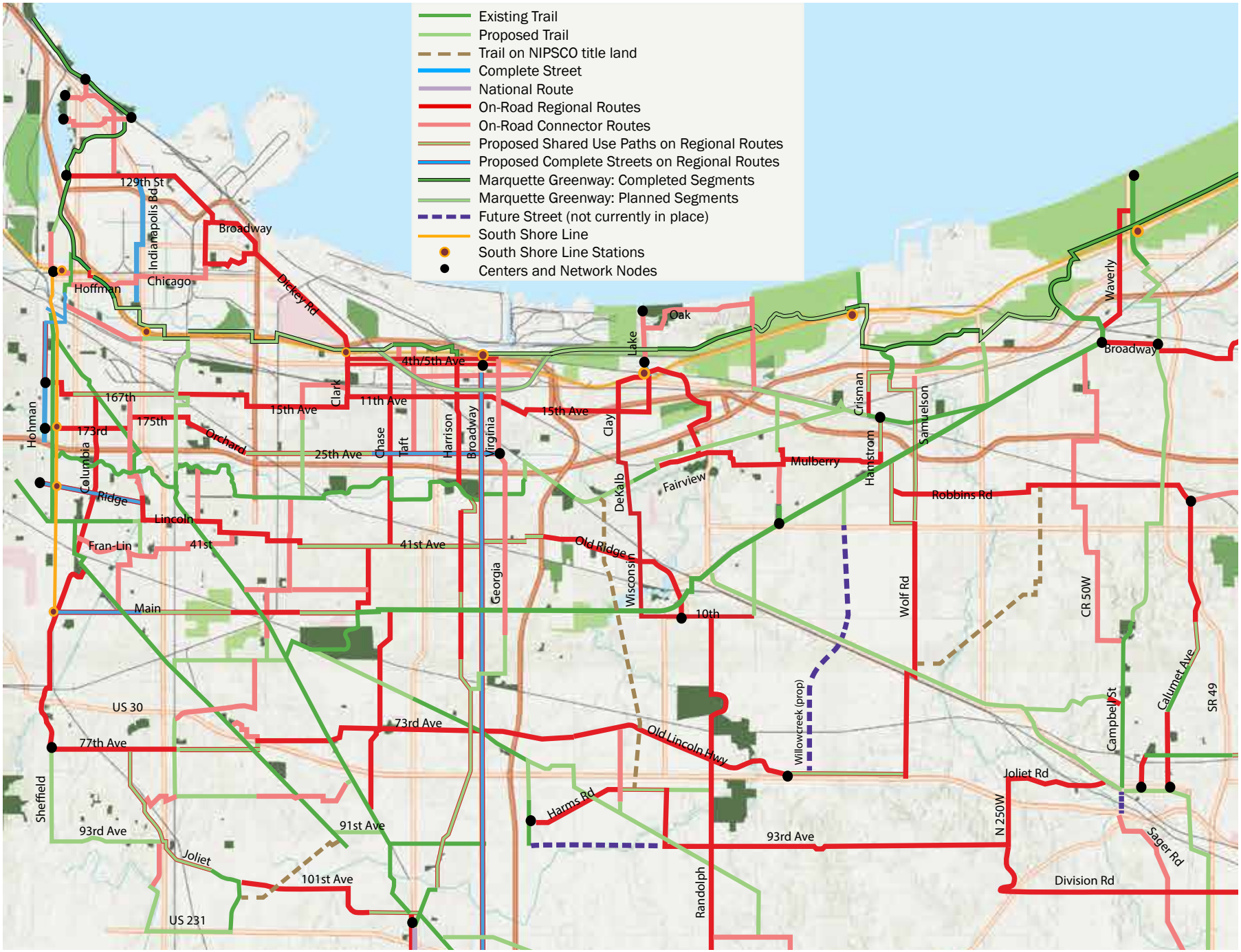


Figure 2-23: Proposed Active Transportation Network Enhancement

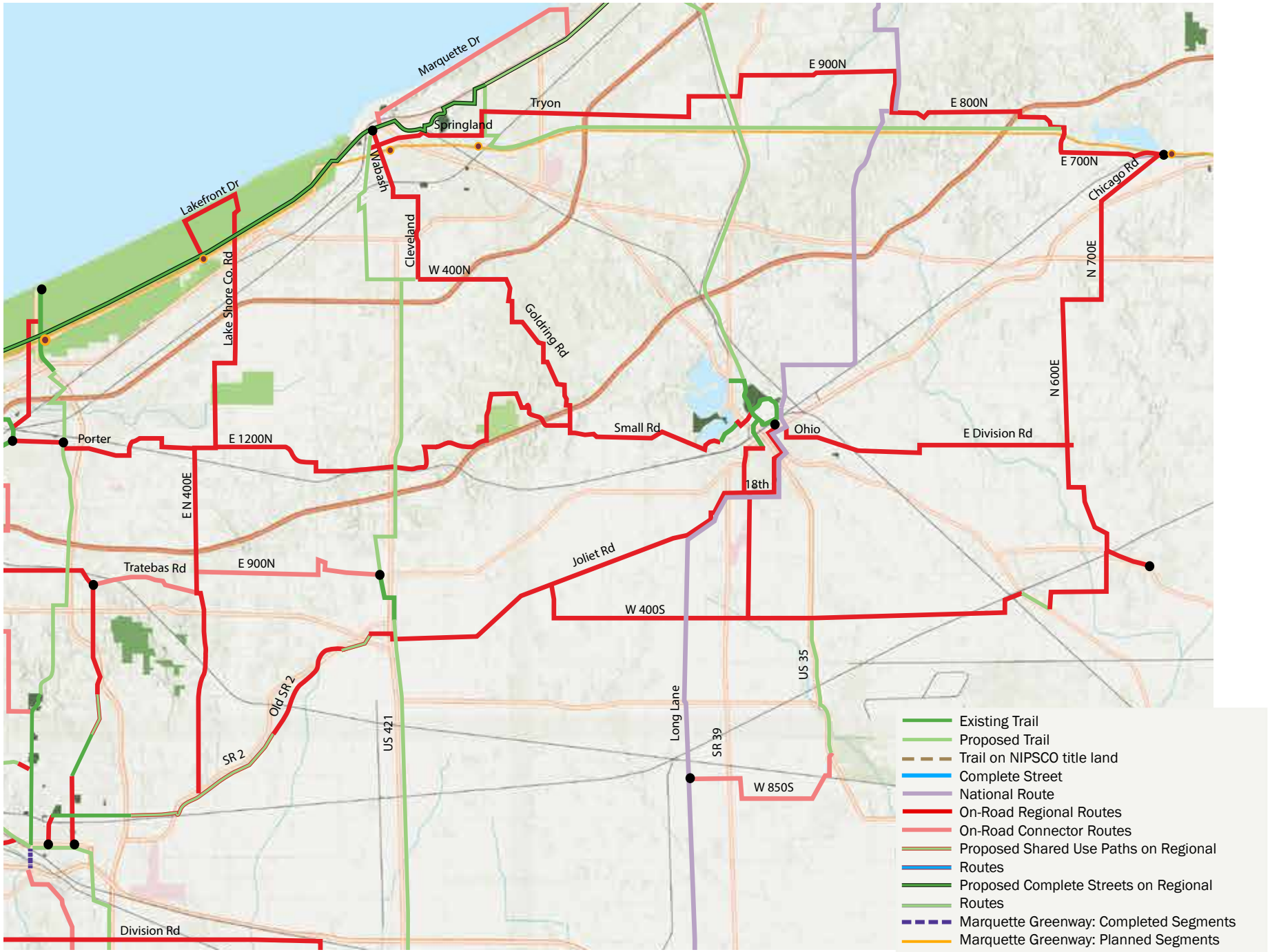


Figure 2-24: Proposed Active Transportation Network Enhancement

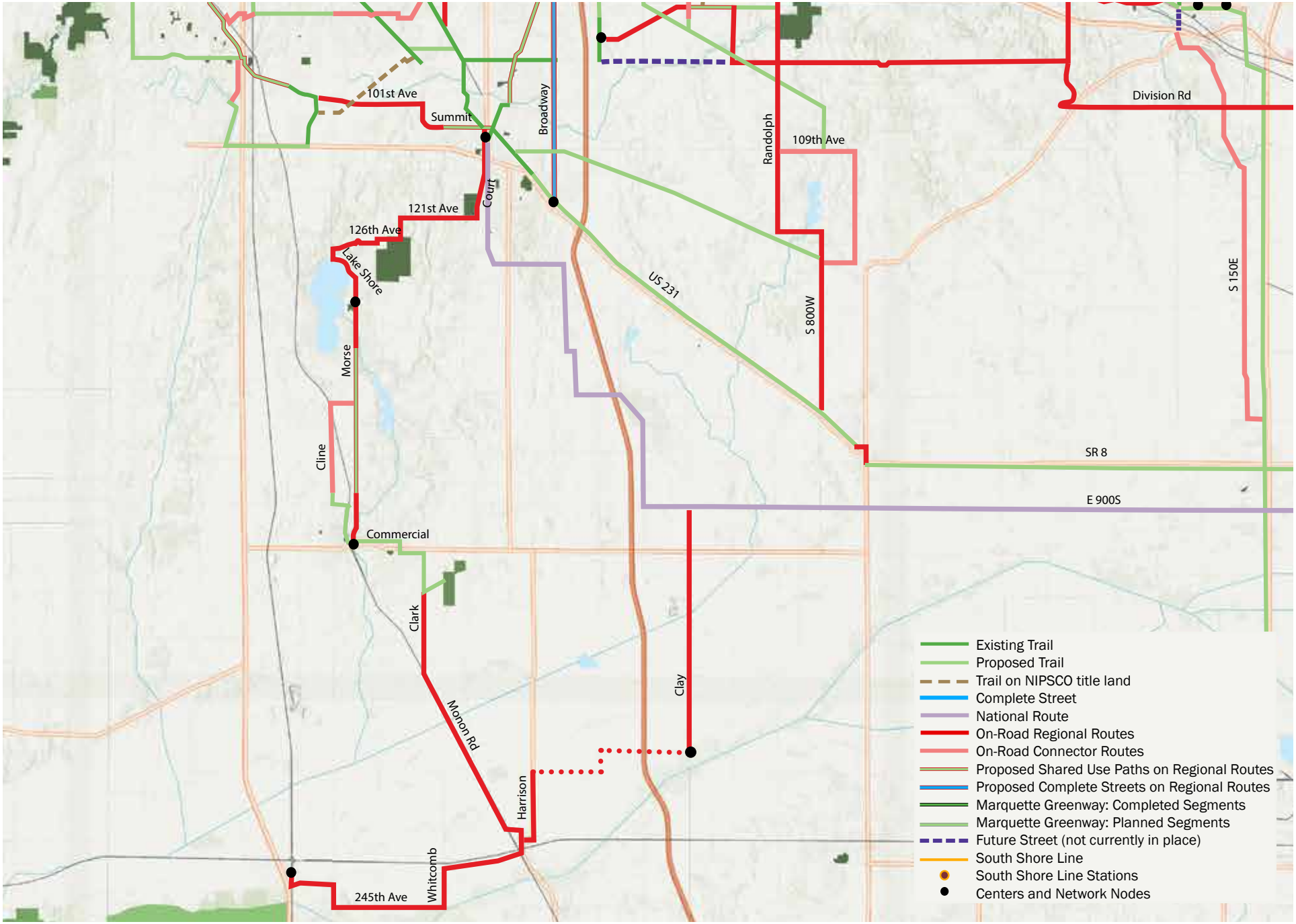


Figure 2-25: Proposed Active Transportation Network Enhancement

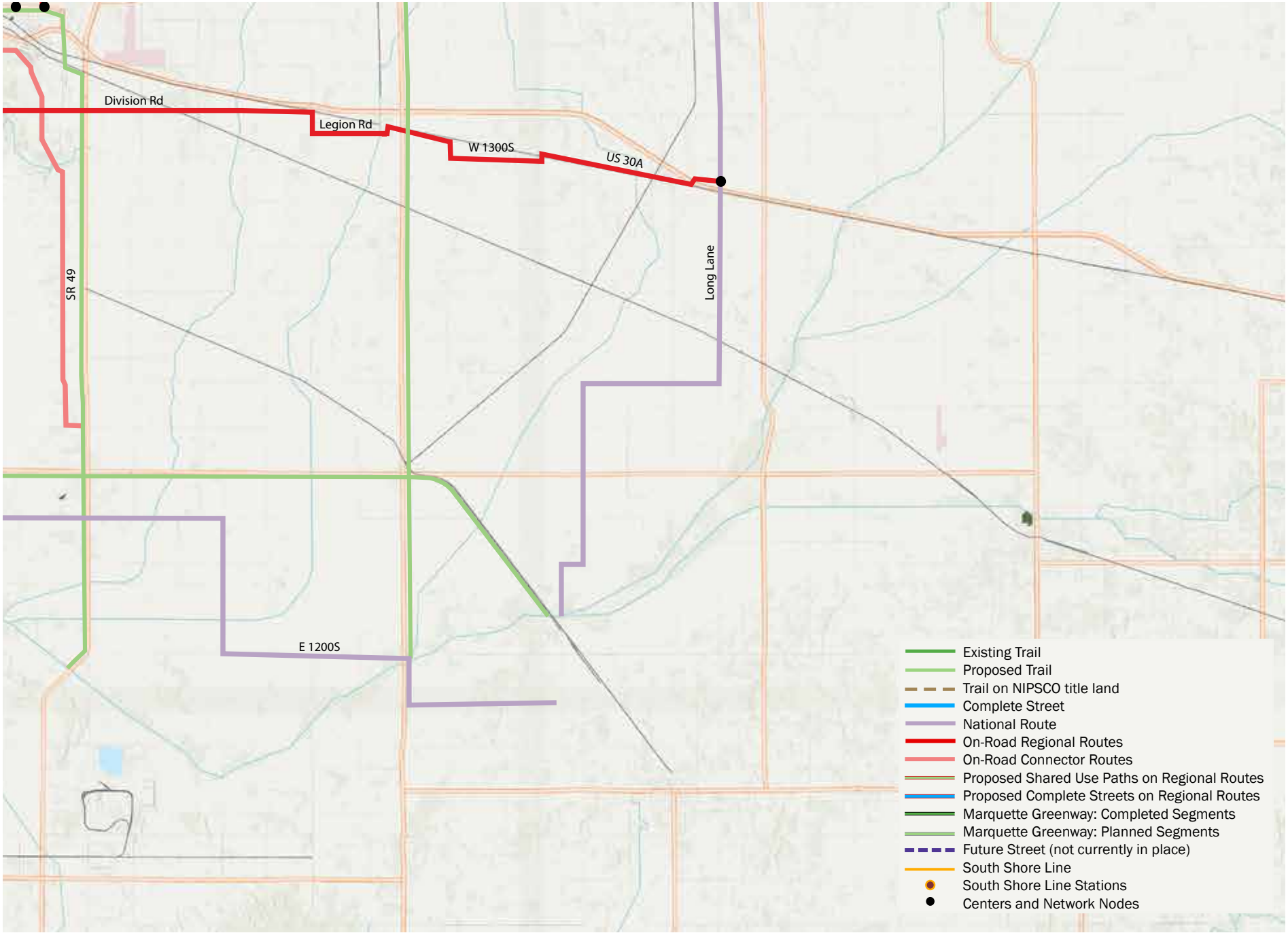


Figure 2-26: Proposed Active Transportation Network Enhancement

Purpose Driven Planning

Implementing the Network Program

This section of the chapter presents details – what types of facilities are needed to implement the network and what does each route offer its users. This will provide implementing agencies with guidance of facility design, a means to assess priorities and the ability to incorporate active transportation into both capital budgets and new transportation projects. The regional perspective and management of NIRPC is especially important because most of these routes are multi-jurisdictional. Maintaining route continuity and realizing a regional vision will require the cooperation of different governments and other agencies. The regional trail program clearly demonstrates that this level of cooperation exists, but these on-street facilities will require some degree of standardization and consistency.

This section contains several different parts. The most extensive presents a series of tables that provide details for each on-street route. This is consistent with the basic mission of this project, which rightly assumed that most planning for trails had been successfully concluded and that on-street connections were the subject that required the most planning attention. But the survey conducted during this planning process, consistent with other experiences, indicates that people and families are more likely to bike, or walk for that matter, when facilities separate them from cars and trucks.

As result, the network suggests separated facilities in situations that were not previously anticipated. In addition, on-street routes may change priorities for some trail segments by suggesting how trails and on-street facilitates can combine to create greater regional connectivity. Thus, this section also includes a summary of additional separated facilities like protected lanes, street reconfigurations and sidepaths. It also makes suggestions on priorities for these facilities, given the emphasis on both connectivity and equity that underlies much of the philosophy of *NWI 2050+*.

The previous section identifies the need for unified support systems. A particular focus here is wayfinding, necessary to provide information and orientation, as well as increasing driver awareness of vulnerable users on or around the road. Finally, there are a variety of policies that address roadway and intersection design and accommodate the often forgotten but largest single user group of all, namely pedestrians.

The On-Street System

Tables 2-4 to 2-49 in this chapter review each assembled route individually, with the analysis broken down segment by segment. The tables contain the following information:

- ***The range of the individual road section.*** In some cases where several consecutive road sections have the same character and treatment, they are grouped together. But these segments and ranges are differentiated when conditions like street width or traffic volume change.
- ***The jurisdiction that the route affects and benefits.*** This information is important to know for coordination of standards, phasing, and funding of regional routes.
- ***Street or road type.*** Normally streets and roads are classified in a hierarchy from freeways to local streets (freeway, expressway, major and minor arterial, major and minor collector, local). While generally using this typology, we have added some contextual comments that relate to land use, neighborhood or community role, and other factors that help define the relevance of that segment to an overall active network.
- ***The length of the segment,*** important in calculating planning level costs for different types of infrastructure. To this point, basic infrastructure types have relatively standard per mile costs that are helpful in establishing estimates for budgeting purposes. However, individual street or greenway projects can have unusual circumstances that can have a large impact on actual cost.

- ***Channel width.*** This is an estimated curb to curb width, important in determining what kind of infrastructure can be applied inexpensively to specific road. A minimum curb-to curb with for a two-lane road without parking is 32 feet, corresponding to two 11 foot lanes and five foot standard directional bike lanes. If 10 foot travel lanes are acceptable in low-speed settings, that minimum may be reduced to 30 feet. Estimated curb width was established by measuring each segment on Google Earth and may vary in the field.

- ***Lane configuration***. This relates to the number of lanes on the street, centerline striping, and parking conditions. On-street parking on a typical two lane section can preclude on-street bike lanes. On the other hand, a wide two-lane street with two-sided on-street parking can accommodate bicycle infrastructure, and the slower speeds that creates can discourage speeding. A typical minimum width for a street with single-sided parking, standard bike lanes, and two travel lanes is about 40 feet. Many of Gary's local or collector streets are 50 feet wide, and are excellent candidates for on-street infrastructure.

Applying the table Hoffman Street in Hammond. This is a comfortable mixed use street as a riding experience. It is rated E in the 2020 G+B Map, despite an ADT approaching 10,000 vehicles per day. However, its approximately 40' section is insufficient for bike lanes in both directions because of two-sided parking (probably necessary in its urban context). The network plan recommends a bicycle boulevard approach, using traffic calming methods to maintain slow speeds and considering low-cost infrastructure features.

- ***Adjacent ROW (right of way) conditions***. This generally applies to sidewalks, although in some cases we have included notes that address space to accommodate off-road improvements like sidepaths. As a general policy, all urban streets in the network should have sidewalk or path continuity on at least one side of the street and preferably on both sides. Exceptions can be made for planned neighborhoods or communities where a path network serves the same connectivity function as conventional sidewalks. Sidewalks should also be set back from the curb to provide space for street landscaping and greater pedestrian separation from cars.

- ***ADT (average daily traffic) if known***. This information was derived from the Indiana Department of Transportation's interactive website and represents 2021 volumes. Interestingly, these data included spot traffic counts on county roads and minor streets, a number of which were candidates for the network. This is a very important number for determining both inclusion in a network and appropriate infrastructure in its context. As mentioned earlier, a specific ADT means one thing on a city street with low speeds and a high speed highway. In assessing rural situations in Northwest Indiana, we generally applied a 2,000 vehicle per day threshold for recommending off-road infrastructure. "NA" on the table means that data were not available for that segment.

- ***Greenway map rating***. NIRPC's Greenways + Blueways Regional Map was an invaluable resource and includes a rating of mapped facilities. The map rates roads on an excellent/good/fair scale, and the assessment for road segments is shown on the tables. Ratings on the 2020 edition were furnished by the Active Transportation Alliance. "NR" indicates the segment was not rated, most often because the street involved is a local or neighborhood street (NR-L) or a major street that does not accommodate active users in its present state (NR-A).

- ***Destination/trails served***. We know that trails are used most frequently for recreational purposes, and that metropolitan planning organizations like NIRPC were initially established as part of regional transportation planning agencies. The active network proposed here is envisioned as a transportation initiative that gets people to places and destinations, one of which are recreational destinations (including trails). This item lists the features immediately adjacent to or within a very short distance from the road segment. Trails indicated here are primarily existing trails. When the connection is to a proposed trail, the table indicates it as "future."

- *Barriers and treatment.* As we have discussed earlier, Northwest Indiana, with a dense network of freeways, railroads, and freight movements radiating out of Chicago and its concentration of heavy industry, has more than its share of barriers. The active network proposed here attempts to make maximum use of existing grade separations and signalized intersections. This item identifies barriers along a specific segment and whether and how they have been addressed. If some additional action is needed, that is identified in the "recommended infrastructure" column.

- *Recommended infrastructure.* This identifies a general infrastructure approach for each segment, based on the other information assembled for the table. It is important to note that specific solutions should be unified and relatively consistent throughout a route. For example, users should not have to jump from one side of a street to another every few blocks. The actual design of facilities should provide continuity for users as they move through a route.

  These infrastructure recommendations fall within several overall categories: bike routes, bicycle boulevards, bike lanes (enhanced standard and protected), sidepaths, and trails. The context used to determine type of infrastructure are discussed at right.

  The tables are placed at the end of this document for ease of use.

BIKE ROUTE

TYPICAL CONTEXTS:

- Business district streets with slow traffic, parking, and no space for bicycle facilities
- Relatively short stretches of low volume streets that connect other system elements
- Rural county roads and lanes with low traffic volumes

RECOMMENDED TREATMENTS

- Route identification and wayfinding signage
- Reduced speed limits
- Sidewalks in urban settings
- High visibility crosswalks and traffic controls at major street and highway crossings

BICYCLE BOULEVARDS

TYPICAL CONTEXTS:

- Urban neighborhood local and collector streets
- Relatively long, continuous stretches, typically a one mile minimum
- Low/moderate traffic volume below 3,000 vpd but depends on local conditions

RECOMMENDED TREATMENTS

- Special identification and wayfinding signage
- Reduced speed limits
- Sidewalks in urban settings
- High visibility crosswalks and traffic controls at major street and highway crossings
- Stop preferences
- Possible traffic calming features such as corner nodes, chicanes, mini-traffic circles, striped parking

ENHANCED STANDARD BIKE LANES

TYPICAL CONTEXTS:

- Urban collector and arterial streets
- Moderate to moderately high traffic
- Moderate speeds < 35 mph

RECOMMENDED TREATMENTS

- Route identification and wayfinding signage
- Reduced speed limits
- Sidewalks in urban settings
- High visibility crosswalks and traffic controls at major street and highway crossings
- Enhancements include green paint at strategic locations (intersection entrances, conflict zones)
- 5' minimum, 6' desirable minimum lanes
- Lane reductions, typically on 4-lane streets operating at less than 16,000 vpd

PROTECTED (BUFFERED) BIKE LANES

TYPICAL CONTEXTS:

- Urban arterial streets
- Moderately high traffic
- Speeds < 40 mph
- Adequate street width to permit buffering

RECOMMENDED TREATMENTS

- Route identification and wayfinding signage
- Sidewalks in urban settings
- High visibility crosswalks and traffic controls at major street and highway crossings with separation of ped and bike tracks
- Separation
- Enhancements include green paint

CYCLE TRACKS

TYPICAL CONTEXTS:

- Urban streets, often in business districts or commercial corridors
- Settings with excessive street width
- Variety of speed and traffic environments

RECOMMENDED TREATMENTS

- Route identification with wayfinding signage
- One or two-way options
- Clear vertical separation from parking and moving traffic, through raised barrier, joint use with sidewalk, or delineators
- Protected intersections with separated pedestrian and bicycle tracks
- Enhancements may include streetscape
- Often seen as a redevelopment catalyst

SIDEPATHS

TYPICAL CONTEXTS:

- Major urban streets, including multilane settings
- Traffic speeds and volumes that require clear horizontal separation
- Major urban streets or corridors that lack necessary sidewalks where incremental cost of a shared use path is defensible
- Higher volume (> 2,500 vpd) two lane roads and state highways

RECOMMENDED TREATMENTS

- Route identification with wayfinding signage
- 10’ desirable width
- Clear crossing treatments at intersection
- Enhancements may include streetscape
- Often seen as a redevelopment catalyst

TRAILS

TYPICAL CONTEXTS:

- Continuing development of the rail-trails that are the region’s primary active transportation assets
- New corridors, including NIPSCO utility corridors
- Other connectors through parks and public spaces
- Highway sidepaths that are part of the panned regional trail network

RECOMMENDED TREATMENTS

- Continue current graphics with individual logos and unique signage on the trail network. Integrate this into the standard on-street system.
- 10’ desirable width
- Clear crossing treatments at intersections
- Continued installations of user amenities with new projects

Protected crossing on the Pennsy Greenway. safely negotiates a potential railroad mainline barrier; the unique graphic identification program implemented on regional trails recalls the Pennsylvania Railroad heritage of the Pennsy Greenway with its keystone form.

Trails and Sidepaths

Extensive planning has been done for the expansion of the current regional trail system and the initiation of new routes. However, as mentioned above, the development of a comprehensive network has added some new potential trail and sidepath segments and may have some impact on priorities. Figure 2-27 is NIRPC's current map of trail network staging and identifies as high priorities the eastward extension of the Iron Horse Trail, the Dunes Kankakee from Porter and Chesterton to Valparaiso, the NIPSCO/South Shore Line to the future Chessie (connecting Michigan City and La Porte), and the Lincoln Memorial south from Michigan City to the American Discovery Trail route. The award of an $18 million RAISE grant for the Marquette Greenway, formerly shown as a "State Visionary Trail" dramatically changes the status of that unique project.

Figure 3.2 on the following pages summarizes additional shared use path recommendations identified as priorities during this process. These include:

Indianapolis Boulevard between 129th Street and Columbus Drive. This is the only possible bike/ped conduit for three miles south of East Chicago. The roadway has adequate space and low enough traffic to support reconfiguration as a complete street.

Kennedy Avenue Corridor linking the East Chicago South Shore Station to the Little Calumet Trail. From the trail, concept proceeds north along trackage parallel to McCook Avenue. It turns east as a sidepath along 169th Street and north as a sidepath along west side of Kennedy Ave, continuing on alley trails to 167th Street. It continues on street on 167th to McCook Ave. Turns north parallel to McCook along power line corridor to 161st; east as a sidepath along 161st, crossing to east side of Kennedy Avenue. The Kennedy Avenue overpass would provide a protected pedestrian/bicycle track on Kennedy Avenue overpass under US 20 overpass, with a connection here to the Marquette Greenway. The idea is to follow the ramp to Carroll Street (US 20), adapting the shoulder as a two-way bikeway, going offstreet as a westbound path to East Chicago South Shore Line station.

The gap between the east end of the Fisher Street Trail and Lincoln Street. This provides important connectivity between the Calumet and West Lake corridor to Highland and ultimately the Little Calumet Trail.

Ridge Road Crossing. This short connection provides a safe access across Ridge to the park's main entrance. It's importance is enhanced by Munster's plan to convert Ridge to a complete street west to the South Shore station.

Main Street east from the Main Street/Dyer South Shore station. This connects directly to the Oak Savannah Trail and ties Dyer and the south part of Munster to Chesterton, Porter, and Porter Beach.

Joliet Street sidepath. This relatively short path enhances a connection between St. John and the regional trail system at Crown Point.

Power Line Path. This diagonal route links St John to the Pennsy Greenway and, together with the Joliet Street sidepath discussed above, provides an almost all-trail connection from the St. John growth area to the regional system.

91st Avenue Sidepath. This appears to be the shortest and most feasible way to provide a separated trail connection between the Pennsy Greenway and the Erie-Lackawanna Trail.

25th Avenue. This is a potentially important corridor for Gary's revitalization. This segment is a narrow two lane street with no sidewalks, and the project provides both transportation equity and a significant east-west route.

Gary ELevated. This is a potentially transformational project for Gary and, together with the South Shore improvements, can catalyze the rebirth of Downtown and the stabilization of adjacent neighborhoods

#	Corridor Name
1	Buffington
2	Hessville
3	Dyer
4	West Lake
5	St. John
6	Michigan Central
7	South Lake
8	I-65
9	East Lake
10	C&O
11	Winfield
12	Great American Rail-Trail
13	State Road 2

#	Corridor Name
14	West Porter
15	Wheeler
16	Little Cal River
17	Iron Horse
18	Dunes Kankakee
19	Wabash
20	East Porter
21	Lincoln Memorial
22	MC - La Porte
23	Chessie
24	South Bend
25	Kingsford
26	Kankakee River

Figure 2-27: Summary of Network of Routes

Little Calumet Trail Gap. Negotiating this railroad crossing and gap makes the underused LCT an extremely useful transportation corridor, especially with access to possible BRT, the IU-Gary campus, and potential TOD development in the surrounding area.

Merrillville Road. This would provide a strategic north-south connection through western Lake County and strengthens redevelopment potential in the Century Plaza area.

Hidden Lake Trail. This short path would connect North Merrillville and Gary neighborhoods to an important local park, a safe pedestrian crossing to Merrillville's White Community Center, and a link to the Merrillville Rd sidepath, linking to Crown Point.

C&O Trail from the Oak Savannah Trail to Harms Road south of Southlake Mall. This, in concert with a Merrillville Road project, makes trail access to and through the enormous Southlake area at US 30 and I-65 possible.

Wayfinding

A regional system in Northwest Indiana will benefit greatly from a clear and effective wayfinding program. In terms of implementation, this also becomes a relatively effective way to establish a far-ranging system that will continue to evolve. Finally, bicyclists from around the country have come to accept and recognize the standard system established by the Manual for Uniform Traffic Control Devices.

Specific Benefits of a Wayfinding Program

- Wayfinding signs will increase users' comfort and accessibility to the bicycle network.
- Signage can serve both wayfinding and safety purposes including:
  - » Helping to familiarize users with the bicycle network
  - » Helping users identify the best routes to destinations and understand the structure of the network
  - » Helping to address misperceptions about time and distance
  - » Helping overcome a "barrier to entry" for people who are not frequent bicyclists (e.g., "interested but concerned" bicyclists)
  - » Helping motorists recognize the presence of bicyclists in specific areas

Sign Components

- Confirmation signs indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route. Can include destinations and distance/time but do not include arrows.
- Turn signs indicate where a bikeway turns from one street onto another street. These can be used with pavement markings and include destinations and arrows.
- Decisions signs indicate the junction of two or more bikeways and inform bicyclists of the designated bike route to access key destinations. These include destinations, arrows and distances. Travel times are optional but recommended.

Other Factors

- Bicycle wayfinding signs also visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes.
- Too many road signs tend to clutter the right-of-way. We recommend that signs be posted at a level most visible to bicyclists rather than per vehicle signage standards.
- A region-wide bicycle wayfinding signage plan would identify:
  - » Sign locations
  - » Sign type – what information should be included and design features
  - » Destinations to be highlighted on each sign – key destinations for bicyclists
  - » Approximate distance and travel time to each destination

Regional wayfinding. The Lewis & Clark trail signage program was installed over a 200 mile network of available county roads, trails, and city streets, very analogous to the Northwest Indiana concept. It also used a specific regional logo, in accordance with MUTCD requirements.

Policy Recommendations

This section concludes with several important policy principles that should apply uniformly throughout the region. While these principles will typically be applied on a local basis, it is a good idea to establish these directions in a regional plan.

Speed limits should be studied and generally reduced on streets and roads within the network that are shared with vulnerable users. Speeding has always been an issue, but it appears that COVID has actually made this behavior more prevalent. Lower speeds demonstrably reduce both the number and severity (and fatality) of crashes. Many of the rural roads in the proposed network have very low traffic and, while they are also very narrow, low volume in wide open areas can produce higher speeds.

New street and road projects should include accommodations for active users, especially when they are components of the regional active network. As an example, the proposed Willowcreek extension is intended to include an associated path. This road project will produce an important north-south connection between the lakefront and the interior of the region.

Good practice and policy in Schererville. Top: High visibility cross-walks and a comfortable roundabout splitter make an intersection relatively easy to negotiate. Bottom: Strong connection between trail and front door of City Hall.

Intersections of network components and major streets should be friendly to pedestrians and bicyclists. Techniques that accommodate active users include pedestrian refuge medians, traffic control devices like HAWK signals (already in use at some locations), sensing devices on signals that detect bicycles, signal push buttons that are accessible to people with disabilities, and high visibility crosswalks. We tend to think of network planning as a web of linear components, but intersections can defeat continuity.

Local site planning standards and development regulations should include standards for protected access from sidewalks and paths to the front entrances of major commercial developments. Parking lots are low-speed environments, but also present hazards to active users. Some cities provide clear, protected access routes from the public realm to the building; others actually locate bike lanes within parking lots to accommodate bicyclists. These requirements can actually generate better site planning and avoid large, undifferentiated paved areas.

Reasonable sidewalk networks should be present within a 15-minute walking radius of appropriate destinations. Part One discussed and evaluated the concept of a Fifteen Minute City, basically a reincarnation of Clarence Perry's estimable "Neighborhood Unit" concept of a century ago. Except in tightly planned new developments, it is very difficult to place all the essentials of life within a 15 minute radius of everyone. But the concept of being able to walk to certain destinations (trails, elementary schools, community centers, town centers, and neighborhood parks to name a few) at least within towns and cities, is important. Communities should identify "15 minute destinations" and conduct assessments of pedestrian access within a 15 minute walking radius of them. In addition, NIRPC and individual communities should identify funding mechanisms other than special assessments to finance sidewalk or path construction where necessary to serve broader areas. This is especially important because of the lack of sidewalks in an unusually large part of the urbanized area.

NIRPC should institute a "Great Streets" type corridor planning program, backed up with implementation funding. MPOs, including the East-West Gateway Council of Governments (EWG) in the Saint Louis metropolitan area and the Mid-America Regional Council (MARC) in Kansas City, both have great streets and/or sustainable places planning programs that place a priority on balanced transportation in corridors. Northwest Indiana would benefit from a similar planning program that addresses multiple factors, including transportation, land use, urban design, environmental considerations, and open space. (Note: This is also a recommendation of the Land Use Chapter).

Trail/Sidepath	Location	Endpoints		Notes	
		North/West	South/East		
Sheffield/Pulaski Park (Hammond)	Hammond	3200 Sheffield	Pulaski Park		
Torrence Median	Hammond	Torrence & Gostlin	Torrence and Hudson		
165th Sidepath	Hammond	165th & Hohman	165th & Harrison		
167th Sidepath	Hammond	167th & Indianapolis	165th & Osborn		
Indianapolis Boulevard	East Chicago	129th & Indianapolis	Columbus Dr & Indianapolis	Reconfiguration to provide a protected path for pedestrians and bicyclists	Priority
Kennedy Ave Corridor	East Chicago, Hammond, Highland	Indianapolis & Carroll, East Chicago South Shore station	Little Calumet Trail	Key north-south connection from high volume transit station to major trail, hospitality, park, and commercial node	Priority
Fisher Street Trail Gap	Munster, Highland	East terminus of Fisher St Trail	Parkway and Lincoln	Stream and utility crossing that closes a major gap in east-west continuity	Priority
Power Easement path	Highland	Fisher Street “gap” west of Willowood Dr	Azalea St, east of Hawthorne Dr		
Ridge Road crossing at Wicker Park	Munster	Ridge & Hawthorne	Ridge & Parkway	Short sidepath and protected pedestrian crossing at major park entrance	Priority
Monon South Extension	Munster/Dyer	45th & Superior	Main Street Dyer South Shore Line station	Trail along South Shore	
Main Street	Dyer, Highland	Main Street and Illinois state line	Main St & Wiggs Street	Complete street and/or sidepath, providing direct connection to Oak Savannah Trail from West Lake corridor	Priority
Old Plank Road	Dyer, Griffith	Illinois state line	Griffith Diamond at Broad Street	Trail-Oriented Development (TrOD) opportunity at Sheffield crossing	
W Avenue H	Highland, Griffith	Pennsy Greenway	Erie-Lackawanna Trail	Connection of major trails, possible connection with a South Broad sidepath to business district	
Sheffield Avenue Sidepath	St John	77th Avenue	93rd Avenue		
93rd Avenue Sidepath	St John	Sheffield Ave	Patterson Dr		
Patterson Dr Sidepath	St John	77th Avenue	93rd Avenue		
Bull Run Trail	St John	Bull Run and Hedwig	109th Ave & Park Place		

Table 2-3: Summary of Additional Trails and Greenways

Trail/Sidepath	Location	Endpoints		Notes	
		North/West	South/East		
Joliet St Siidepath	St John	US 41 & Joliet	Joliet & Parrish	Connection to growth area and Crown Point	Priority
NIPSCO Power Line Path	St John, Crown Point, Schererville	Park Place south of W 101st Pl	Pennsy Greenway south of W 91st Ave	Important system link to St John, reduces need for sidepaths	Priority
77th Ave Sidepath	Schererville	Alexander St	Cline Ave	Connection to Pennsy Greenway	
85th Ave Sidepath	Schererville	Alexander St	Cline Ave	Connection to Pennsy Greenway	
91st Avenue Sidepath	Crown Point	Pennsy Greenway	Erie-Lackawanna Trail	Most attainable transition from Pennsy to Erie-Lackawanna. With power line and existing 93rd Avenue sidepath, creates substantial east-west continuity to Broadway, Ivy Tech, and county complex	Priority
Lincolnwood/Alexander Path	Schererville	SR 330/Joilet St	85th Avenue & Alexander		
25th Ave Sidepath and Complete Street	Gary	Orchard Dr	Broadway	Street development could be a catalysis for development and reinforces a strong east-west connection	Priority
Gary Elevated	Gary	Marquette Greenway at West 2nd Place	Marquette Greenway north of I-90	Very ambitious but potentially transformational project from a reinvestment point of view. Can provide a seed for the revitalization of the city	Priority
41st Avenue Sidepath	Gary	41st Ave & Colfax	39th Ave & Howard		
Power Line Corridor	Hobart	E 33 Ave & Arizona	Clay and C&O Trail corridor	Promising north-south corridor that can replace on-street routes	
Little Calumet Trail Gap	Highland	West of Cine Ave	East of rail corridor terminating River Dr	Key railroad crossing to maintain east-west continuity of major trail	Priority
Gleason Park	Gary	Harrison Blvd split at Gleason Park	35th Ave & Harrison		
Merrillville Rd	Merrillville/Crown Point	61st Ave & Harrison	Merrillville Rd and Center Ross Rd		Priority for segments feeding C&O Trail: 61st Ave to US 30
Hidden Lake	Merrillville	56th Ave & Georgia	66th & Madison		Priority with associated segment of Merrillville Rd route

Table 2-3: Summary of Additional Trails and Greenways

Hammond/Whiting East Chicago-Gary

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/ Trails Served	Barriers and Treatment	Recommended Infrastructure
129th St, Wolf Lake to Sheffield	Hammond	Industrial minor arterial	0.24	32’	2-lane undivided, LT lane at intersection	Existing sidepath	NA	E	Barstow Trailhead, Wolf Lake Trail, Sheffield Sidepath,	Grade crossing of low-use rail spur	Existing
129th St, Sheffield to Indianapolis Blvd	Hammond/ Whiting	Industrial minor arterial	1.50	50’	4-lane undivided, 2-lane striping toward Indianapolis; channelized Calumet intersection	Narrow sidewalk, limited room for expansion	NA	E		Not a ped environment	Lane diet with protected directional bike lanes
129th, Indianapolis to Dickey Rd	East Chicago	Industrial minor arterial	0.83	52’	2-lane striping, 4-lane width	No sidewalk	NA	E		Not a ped environment	Lane diet with protected directional bike lanes
Dickey Rd, 129th to Hemlock St	East Chicago	Industrial minor arterial	1.13	48’	2-lane striping	No sidewalk and inadequate space for one, no parking	9100	E	Marktown historic district	signal at Michigan Ave	Protected directional bike lanes
Hemlock, Dickey to Broadway (NB)	East Chicago	Neighborhood local	0.21	36’	2-lane unstriped	Sidewalks, 2-sided parking	NA	NR-L		1-way NB	NB bike lane
Alley and Parrish to Broadway (SB)	East Chicago	Neighborhood local	0.25	42’	2-lane unstriped	Sidewalks, 2-sided parking	NA	NR-L		Use of alley to connect to Hemlock	SB bike lane, signage and maintenance of alley
Broadway, Euclid to Guthrie	East Chicago	Mixed use and city center street	0.7	36’, 48’ Pulaski to Guthrie	2-lane unstriped	Sidewalks, enhanced streetscape	NA	NR	Main St business district	Essential parking	Bicycle boulevard – signage, traffic calming; bike lanes east of Pulaski
Guthrie, Broadway to Cline	East Chicago	Neighborhood collector	0.56	53’	Recent road configuration with repaving – 3-lane with 2-side parking	Wide sidewalk on south side	3500	NR	Lakeside Gardens Apts	Recent land reconfiguration, Cline Ave intersection	Remove TWTL to install bike lanes, or revise south sidewalk to SUP, extended to Cline
Cline, Guthrie to Chavez Dr roundabout	East Chicago	Arterial, part of access system from SR 912 freeway	0.28	60’	4-lane with median and shoulder on east side	No sidewalk	NA	NR		Traffic, Roundabout, Penske Leasing driveways	Sidepath on west side, ties into possible adaptation of Guthrie sidepath
Industrial Highway, Cline to Clark Rd	Gary	Industrial and airport related arterial	2.92	60 to 70’	5-lane with TWTL, 4-lane with shoulders at bridges	No sidewalk	6927	G	Gary Airport, Airport SSL station	SR 912 ramps and Cline Ave roundabout	Lane diet to 3 lanes with protected bike lane or sidepath on south side. Possible relocation of the road should include bike/ped provisions
Clark Rd., Airport Rd to 15th Ave	Gary	Collector with significant open land	1.25	Varies, 42-60’ north of 11th, 30’ from 11th to 15th	2-lane, no parking in narrower section	Sidewalks with interruptions	NA	G from Airport to 11th; F 11th to 15th	SSL Airport Station, Marquette Greenway, Brunswick Park	SSL gated grade crossing	Sidepath with sidewalk reconstruction; bike route signage for street

Table 2-4: Hammond/Whiting-East Chicago-Gary

Hammond/Whiting East Chicago-Gary

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
W 5th Ave, Clark to Bridge St	Gary	Arterial highway	1.13	85’	4-lane divided with shoulders	No sidewalks	13,000	G	Bowman Leadership Academy	Angled railroad crossing east of Chase St	Adapt wide shoulders as buffered directional bike lanes. Permit use of shoulder as a breakdown lane, defining the buffer zone with paint or an audible divider. Take directional lanes off road at the railroad crossing, require cyclists to walk bikes across tracks.
5th Avenue (US 20) Bridge to Virginia,	Gary	Mixed use/ High density residential and downtown arterial	2.20	57’	3-lane one-way EB with 2-side parking	Sidewalks	NA	G	Former high school site, Methodist Hospital, Rees Park, Downtown Gary, Metro Center SSL Station, Railcats Stadium		3 to 2 lane reduction, making room for a parking protected EB cycle track/buffered bike lane
4th Avenue (US 20), Virginia to Bridge	Gary	Mixed use and downtown arterial	2.20	43’	3-lane, one-way WB	Sidewalks	NA	G	Former high school site, Methodist Hospital, Rees Park, Downtown Gary, Metro Center SSL Station, Railcats Stadium		3 to 2 lane reduction, making room for a parking protected WB cycle track/buffered bike lane
Wabash Ave/7th Ave, 5th Avenue to Alabama St	Gary	Continuous local street	3.05	30-36’	2-lane unstriped, parking	Sidewalks	NA	NR-R	Methodist Hospital, Buffington Park		Bicycle boulevard

Table 2-5: Hammond/Whiting-East Chicago-Gary

Whiting Connectors

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
115th Street											
Lake Avenue, Bike Trail to E 115th St	Whiting	Neighborhood local. Includes pedestrian/ bicycle crossing of railroad	0.33	32’	2-lane unpainted, parking	Sidewalks	NA	E	Whiting Amtrak, Casino, Lakefront Park, Whihala Beach		Bicycle boulevard
E. 115th , Caroline to Ohio	Whiting	Local Residential	0.24	32’	2-lane unpainted, parking	Sidewalks	NA	NR-L	Access from Wolf Creek Trail to lakefront via Lake Avenue, avoiding Casino Center Dr	Unsignalized crossings at Indianapolis and Calumet	Bicycle boulevard
Ohio Ave. 115th to 117th	Whiting	Residential Collector	0.44	22-26’	2-lane, no parking	No sidewalks	NA	NR-L	Sports Complex, connecting to Lakefront Park		Bicycle boulevard
Ohio/New York Avenue, 117th to 129th	Whiting/ Hammond	Residential Collector, some mixed uses	1.50	36’	2-lane, parking	Sidewalks, close building setbacks		E	Whiting HS, George Lake Trail, Calumet College		
119th Street											
119th/Maiden Lane/Caroline/ Warwick, Wolf Lake Trail to 120th	Whiting	Local Residential	0.30	28’ with some wider divided sections	2-lane, parking	Sidewalk shoulders	NA	NR-L	Wolf Lake, Forsythe Sq		Bicycle boulevard
120th, Warwick to Indianapolis	Hammond	Residential Collector	0.65	30’	2-lane, parking	Sidewalks	NA	NR-L	GR Clark HS	Offset signalized intersection at Indianapolis Blvd	Bicycle boulevard
Community Ct/Temple/ Clark loop, Indianapolis to 119th	Whiting	Business loop	0.16	35-45’	2-lane, parking from Indianapolis to Temple, 1-way EB Temple to Clark with diagonal parking; 1-way SB on Temple to Community Ct.	Sidewalks	NA	NR-L	YMCA, 119th St District	Circulation pattern	Signage
119th, Clark to Front	Whiting	Business district street	0.60	38’	2-lane striped, commercial parallel parking; sidepath east of New York	Sidewalks, extensive streetscape	3914	E west of New York	Downtown Whiting, Oil City Stadium, Mascot Hall of Fame	Mixed traffic in main street district	Signage, possible sidepath on south side between Bicycle Alley and Front Street
Community Ct/ Temple/Clark loop, Indianapolis to 119th	Whiting	Business loop	0.16	35-45’	2-lane, parking from Indianapolis to Temple, 1-way EB Temple to Clark with diagonal parking; 1-way SB on Temple to Community Ct.	Sidewalks	NA	NR-L	YMCA, 119th St District	Circulation pattern	Signage
119th, Clark to Front	Whiting	Business district street	0.60	38’	2-lane striped, commercial parallel parking; sidepath east of New York	Sidewalks, extensive streetscape	3914	E west of New York	Downtown Whiting, Oil City Stadium, Mascot Hall of Fame	Mixed traffic in main street district	Signage, possible sidepath on south side between Bicycle Alley and Front Street

Figure 2-6: Whiting Connectors

Hammond-East Chicago Connectors

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Hoffman/Chicago Ave											
Hoffman, Torrence to White Oak	Hammond	Mixed use neighborhood avenue	1.11	39’	2-lane striped	Sidewalks	9895	E	Irving Park, Marquette Greenway		Options: Bicycle boulevard, or one-sided parking with bike lanes, or striped parking lanes
148th St, White Oak to Bering	East Chicago	Residential collector	0.35	36’	2-lane, parking	Sidewalks	NA	E	Continuity		Bicycle boulevard
Bering, 148th to Chicago	East Chicago	Neighborhood local	0.13	29’	1-lane SB, parking both sides	Back of curb sidewalks-wide on west side	NA	E	Library	One-way traffic	Bicycle boulevard, using wide sidewalk or adjacent alley for NB counterflow
Chicago Ave, Baring to Euclid	East Chicago	Minor arterial	1.50	75’ from Baring to Railroad, 60’ east to Euclid	4-lane, parking though business district,	Sidewalks with streetscape from Baring to Railroad, sidewalk continuity on N. side to the east	10,000-12,300	NR-A	Library, Business District, Canal bridge	Traffic character	Lane diet to three lanes with protected bike lanes. Alternative local route uses Baring south to 151st, then Alexander/ Melville N. to 148th, then east to Euclid. Bike lanes on 151st outside of residential areas.
Euclid Ave, Broadway to Chicago	East Chicago	Neighborhood/ industrial edge collector	1.5	56’	2-lane with 2-side parking and bike lanes	Sidewalks	4400	E	Washington Park, Block Stadium	Railroad gated grade crossing N. of Chicago Ave	Existing, enhance bike lanes with green lanes at intersections.
E 144th/Franklin, Euclid to Cardinal Dr	East Chicago	Neighborhood/ civic collector	0.66	30-40’	2-lane unstriped, 2-side parking	Sidewalks	NA-L	NR	Washington Park, Block Stadium, St Catherine Hospital, Block Middle School, Washington Elem School, Library, Kenny Lofton Fields		Bicycle boulevard;
Cardinal Dr/ Butternut St/ Chavez Mem Dr, Euclid to Cline	East Chicago	Neighborhood collector	0.8	36’ on local streets	2-lane unstriped, parking	Sidewalks	NA-L	NR	Block Middle School, Washington Elem School, Library,		Bicycle Boulevard (0.5m); sidepath on south side of Chavez Dr to roundabout (0.3m)
Pulaski Park/Wabash to Hammond Gateway											
Sheffield, I-90 to 139th	Hammond	Mixed use collector	0.36	60’	5-lane with TWTL and right turn lanes	Sidewalk continuity on one side	NA	E	Pulaski Park	Hohman/137th intersection with merge lanes	Sidepath on west side, merging into Pulaski Park paths; or lane reduction to 3-lanes with protected bike lanes
Wabash Ave, 139th to Gostlin to Sheffield	Hammond	Neighborhood boulevard	0.86	50’	2-lane divided, parking	Sidewalks	NA	NR-L	Pulaski Park, Hammond Gateway SSL Station		Bicycle boulevard, with short sidepath connection to Sheffield on Gostlin, crosswalks through roundabout, sidepath to Hanover and SSL station
South Shore Line connection, Torrence to Sheffield	Hammond	Internal to TOD	NA	NA	Future	NA	NA	NA	New TOD project, Hammond Gateway		Incorporate into project design
Community Ct/ Temple/Clark loop, Indianapolis to 119th	Whiting	Business loop	0.16	35-45’	2-lane, parking from Indianapolis to Temple, 1-way EB Temple to Clark with diagonal parking; 1-way SB on Temple to Community Ct.	Sidewalks	NA	NR-L	YMCA, 119th St District	Circulation pattern	Signage
119th, Clark to Front	Whiting	Business district street	0.60	38’	2-lane striped, commercial parallel parking; sidepath E of New York	Sidewalks, extensive streetscape	3914	E west of New York	Downtown Whiting, Oil City Stadium, Mascot Hall of Fame	Mixed traffic in main street district	Signage, possible sidepath on south side between Bicycle Alley and Front Street

Table 2-7: Hammond-East Chicago Connectors

Hammond-East Chicago Connectors

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Marquette Greenway to Downtown Hammond											
Torrence, 143rd to Hoffman	Hammond	Neighborhood boulevard	0.63	72' on divided sections, 32' on undivided sections	2-lane with parking between Huehn and 143rd, 1-lane with 2-sided parking on east side of center median. Median includes shared use path.	Sidewalks	NA	NR-L	Existing SSL Hammond station, future TOD with station relocation	Street intersections that can be managed with four-way stops	Signage on undivided portion. New shared use path in median in gap between Gostlin and Hudson St. High visibility crossings of intersecting streets
Johnson Ave, 143rd to Hoffman	Hammond	Neighborhood avenue	0.63	34'	2-lane, parking	Sidewalks	NA	E	Existing SSL Hammond station, future TOD with station relocation	Chicago Street intersection	Bicycle boulevard – alternate route to Torrence, connecting to Sohl Avenue sidepath and bike lanes
Sohl Avenue, Municipal Dr to Douglas	Hammond	Compete street	0.64	60'	2-lane, striped with protected bike lanes	Sidewalk continuity on east side, both sides south of Michigan St	2195	E	¬People's Park, Renaissance Towers housing, City Baptist HS, Library		Existing
Sibley St, Sohl to Hohman	Hammond	Complete street	0.44	42-46'	2-lane striped with various bike lane types, 1-side parking	Sidewalks	NA	E	Library, Erie-Lackawanna Trailhead, Downtown Hammond		Existing
Douglas St, Sohl to Hohman	Hammond	Complete street	0.44	46'	2-lane striped with protected bike lane types, 1-side parking	Sidewalks	NA	E	Erie-Lackawanna Trail, Downtown Hammond		Existing
Hohman Complete Street											
Hohman, Douglas to 165th St	Hammond	Community arterial	1.32	58'	5-lane with TWTL, no parking	Sidewalks	8607	NR	Downtown, Harrison Park, Glendale Prk		Lane reduction to 3 lanes with protected bike lanes
Hohman, 165th to I-94	Hammond	Community arterial/complete street	1.41	58'	2-lane with parking, protected bike lanes	Sidewalks	9102	NR	South Hammond SSL Station (Future)	Hohman intersection	Existing

Table 2-8: Hammond-East Chicago Connectors

South Hammond to Miller via 167th and 15th Avenue

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
165th, Hohman to Harrison	Hammond	Minor arterial	0.30	58’	4-lane, parking on south side	Back of curb sidewalks	NA	NR	Monon Trail	Narrow existing sidewalk, parking on south side	Restripe to 11’ lanes, extend curb to provide space for standard sidepath
Harrison, 165th to Locust	Hammond	Local residential	0.25	38’	2-lane, parking	Sidewalks	NA	E	Continuity		Bicycle boulevard
Locust (167th), Harrison to Calumet	Hammond	Residential collector	0.38	36’	2-lane, parking	Sidewalks	NA	E	Edison Park	Signalized intersection at Calumet	Bicycle boulevard
167th, Calumet to Osborn	Hammond	Mixed use and rural character collector	3.7	27-30’	2-lane, no parking in many cases, rural section segments	Disconnected sidewalks, adequate right of way in most cases for a sidepath	NA	E	Erie-Lackawanna Trail, Columbia Ave commercial node, Hammond Sportsplex,	Railroad junctions break continuity of 167th	Bicycle boulevard, Preferred solution would be major east-west sidepath, also serving pedestrian needs and connections to trails and commercial.
Osborn, 167th to 165th	Hammond	Local industrial	0.25	45’	2-lane unstriped	Sidewalks, 2-sided parking	NA	NR-L		Use of alley to connect to Hemlock	SB bike lane, signage and maintenance of alley
167th/Ohio, McCook to 169th	Hammond	Residential collector	1.80	28-36’	2-lane, parking	Sidewalks	3552	E	Kennedy Corridor, Phrommer Park, Soccer Complex		Bicycle boulevard Northcote
15th Avenue, Ohio to Clark Rd	Gary	Industrial and residential minor arterial	2.2	36’-42’	2-lane, parking not prohibited but little demand, typical rural section	Intermittent sidewalks, more continuity on north side	5841	NR	Westside HS, connection to Gary system	SR 912 interchange. Shoulders can function as bike lanes	Bike lanes
11th Ave, Clark to Central Ave	Gary	Neighborhood collector	3.2	50’	2-lane, parking	Sidewalks	3142	G	Continuity		Bike lanes
Central Ave, 11th to MLK/15th Ave	Gary	Collector parallel to railroad	0.76	50’	2-lane, limited parking demand	Sidewalk on one side with gaps	2054	G	Continuity		Bike lanes
15th Ave, MLK to Clay	Gary	Collector	2.07	27’	2-lane striped, no parking	No sidewalk	NA	E		Negotiates I-65/I-80/I-90 interchange	Bike route.
Clay, 15th to 7th Ave	Gary	Community avenue	0.65	58’	2-lane striped, parking	Sidewalks	3906	G	Services at US 20, continuity	US 20 and SSL crossing	Protected bike lanes
7th Ave, Clay to Lake	Gary	Collector paralleling SSL	0.66	38’	2-lane striped, no parking demand	1 side back of curb sidewalk	NA	E	Miller SSL station, Miller Business District		Protected bike lanes
Lake, 7th to 3rd Ave	Gary	Business district street	0.44	54’	2-lane striped, parallel parking, cycle track	Sidewalks, enhanced streetscape	2068	E	Miller business district		Existing

Table 2-9: South Hammond to Miller via 167th and 15th Avenue

South Hammond to Gary via 25th Avenue

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
173rd, Hohman to Northcote	Hammond	Neighborhood avenue	1.8	36'-42'	2-lane striped, parking	Sidewalks	4924	G	South Hammond SSL Station, Monon Trail, O'Bannon ES, Erie-Lackawanna Trail, YMCA		Bicycle boulevard
171st, Northcote to Orchard	Hammond	Neighborhood local with campus path	1.4	28'	2-lane, parking. Alley access between 171st and Orchard	Sidewalks except along greenways		E	Purdue NW Campus, Morton ES, Baring and Knickerbocker Greenways		Bicycle boulevard
Orchard, 171st to 177th/25th Ave	Hammond	Neighborhood collector	1.4	30' north of 173rd, 48' south	2-lane north of 173rd, 4 lane with parking south of 173rd	Sidewalks, some back of curb	3367	E	Hessville Park, Dowling Park, Jean Shepherd Community Center via local streets, Hess ES	173rd intersection is signalized	Bicycle boulevard north of 173rd; lane reduction to 3 lanes with bike lanes south of 173rd to 177th
25th Ave, SR 912 to Clark Rd	Gary	Mixed use semi-rural arterial	2.25	24'; short segment of 117th St in Hammond is 36'	2-lane rural section	No sidewalks in rural section from SR 912 to Clark; significant amount of open ground	2628	E	Seberger Park, Truck Stop services at Burr St interchange, Casino south of interchange		Bicycle boulevard short term because of low traffic volume; sidepath
25th Ave, Clark to Grant	Gary	Minor arterial	2.0	67'	4-lane divided, no parking	Some sidewalk gaps. Substantial adjacent vacant land	4885	E	Methodist Hospital Mid-Lake campus		Complete street treatment – one travel lane on each side of median with buffered bike lane.
25th Ave, Grant to Broadway	Gary	Minor arterial	1.0	56'	4-lane, parking	Some sidewalk gaps. Scattered vacant lots	2027	E	Roosevelt Park, Michael Jackson House		Complete street treatment – Lane reduction to 2 lanes with protected left turns where needed, protected bike lanes
25th Ave, Broadway to Ellis Ave	Gary	Neighborhood collector	0.4	30'	2-lane striped, parking	Sidewalks		E	Continuity		Bicycle boulevard

Table 2-10: South Hammond to Gary via 25th Avenue

Munster Center to Downtown Hobart via Ridge Road

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Ridge Rd, Illinois state line to Parkway Dr	Munster	Minor arterial	2.4	50-60'	4-lane, no parking	Sidewalks	18422	NR-A; F for one segment	SSL Munster Station, Pennsy Trail, Monon Trail, Munster business district, Monon Trail, Arts Center, Town hall, Wicker Park		Lane reduction to 3 lanes with protected cycle track. First phase to Columbia Ave
Lincoln St, Parkway to Grace St	Highland	Neighborhood collector	1.7	30-36'	2-lane, parking	Sidewalks	3151	E	Brantwood Park, Lincoln Community Center, Erie-Lackawanna Trail, Highland Christian School, Main Square Park		Bicycle boulevard; Fisher Street Trail joins at Parkway and Lincoln
Grace St, Lincoln to Wirth Rd	Highland	Neighborhood collector	0.25	32	2-lane striped, parking	Sidewalks	NA	NR	Continuity	Signalized intersection at Calumet	Bicycle boulevard
Wirth Rd, Grace to Broad	Highland/ Griffith	Mixed use and rural character collector	1.0	32	2-lane, parking	Some sidewalk gaps, best continuity on south side	NA	E	Griffith YMCA	Signalized intersection at Cline	Bicycle boulevard
Broad, Wirth to Minter Dr	Griffith	Minor arteriaL	0.22	50'	4-lane, no parking	Sidewalks, with wide sidewalk on east side	8195	NA	Griffith YMCA	Wirth and Broad intersection crossing	Adapt wide sidewalk on east side for shared use
Minter/40th Pl, Broad to Colfax	Griffith	Residential collector	0.82	31'	2-lane, parking	Sidewalks. Sidewalk ends at Oakwood Ave	NA	E	Griffith YMCA, Calumet New Tech HS		Bicycle boulevard; sidepath needed on Colfax from 41st Ave to Ridge Road intersection far access to high school.
41st Ave, Colfax to Grant	Gary	Collector	3.0	24'	2-lane striped, no parking, rural section	No sidewalks	NA	G	Lake Ridge Tech MS, Lighthouse Charter School		Sidepath on one side for shared use because of lack of sidewalks
41st Ave, Grant to Broadway	Gary	Collector	1.0	30	2-lane striped, no parking,	Sidewalks generally present but deteriorated	NA	G west of Harrison, F east to Broadway	Lake Ridge Tech MS, Lighthouse Charter School		Reconstruct and upgrade sidewalk on one side to sidepath standard
40th Ave/MKL Dr, Broadway to 39th Ave	Gary	Local residential	1.5	24'	2-lane, no parking	Sidewalks are present in places, no continuity	NA. 4147 on 39th Ave	NR-L	Hidden Prairie Wetlands	Reroute from 41st Ave because of closure of RR crossing	Reconstruct and upgrade sidewalk on one side to sidepath standard
39th Ave/Old Ridge Rd, I-65 overpass to Hansen Blvd	Hobart	Rural collector	1.05	30'	2-lane rural section, no parking	Sidewalk continuity on south side	NA	G	Greiner Preserve, Ridge View ES, Hillman Park		Bike lanes on existing pavement with 10-11' travel lanes. Fill sidewalk gaps
Old Ridge Rd, Hanson Blvd to Main St	Hobart	Minor arterial	2.0	38'	2-lane with bike lanes, no parking	Sidewalks	7146	G	Hillman Park, Wisconsin Ave node, Festival Park, Downtown Hobart		Existing
Main St, Old Ridge to Prairie Duneland Tr	Hobart	Town center main street	0.47	34'-48'	2-lane striped with parallel parking in business district	Sidewalks	NA	G/NR	Downtown Hobart		Shared use street

Table 2-11: Munster Center to Downtown Hobart via Ridge Road

Fran-Lin Connector: Munster to Highland

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Fran-Lin											
Fran-Lin Pkwy, Calumet to Azalea Dr/45th St	Munster	Neighborhood parkway	1.68	63'	2-lane divided, parking and bike lanes	Sidewalks	2547	E	Calumet corridor, Hammond Park and ES, Stewart Park		Existing bike lanes
Azalea Dr/Southmoor Ave, Fran-Lin to Hart Rd	Munster. Highland	Neighborhood collector	0.73	30-36'	2-lane, parking	Sidewalks	NA	E	Medows Park		Bicycle boulevard
Hart Rd/Erie St, Southmoor to 41st St	Highland	Neighborhood collector	0.86	28-36'	2-lane parking	Sidewalks	3428	E	Highland Middle School	Signalized intersection at Indy Blvd	Bicycle boulevard
41st St, Liable St, Erie to Wirth Rd	Highland	Neighborhood collector	1.2	31'	2-lane parking	Sidewalks	3563	E	Erie-Lackawanna Trail, Southridge ES, Shep-pard Park		Bicycle boulevard. Joins With Rd/Hobart Route

Table 2-12: Fran-Lin Connector: Munster to Highland

Dyer-Chesterton via Main Street and Trails

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Main, State line to Munster city line (Cypress Dr)	Munster	Minor arterial	2.3	Varies, 22-24' wider at major intersections	2-lane rural section, no parking	No sidewalks in most places, some path segments	13600	NR-A	Dyer SSL Station, Centennial Park, Monon Trail (fut) Pennsy Trail,		Compete street. Sidepath or ped/bike infrastructure connected with street reconstruction or widening
Main St. Cypress Dr to RR crossing	Munster, Griffith	Minor arterial	2.0	24'	2-lane striped rural section	No sidewalks	NA	NR-A	Major commercial node at Indy Blvd, Hoosier Prairie State Preserve, RR grade crossing	Impact on Nature Preserve of any infrastructure development	Shared use sidepath
Main St, RR to Rensselear St	Griffith	Minor arterial	0.6	42'	2-lane striped with striped shoulders, no parking; bike lanes in Downtown	Sidewalks	7040	NR-A	Erie Lackawanna Trail, Downtown Griffith		Bike lanes using existing shoulders – possible definition of buffers. Existing bike lanes through town center. Reverse diagonal parking to back-in on Lafayette to Rensselaer block.
Main St, Rensselaer to Johnson Rd	Griffith, Lake County	Minor arterial with residential and industrial uses	1.86	24-40'	2-lane striped, with left turn lanes at some intersections. Painted shoulder on one side on western reaches, no parking	No sidewalks	NA	NR-A	Oak-Savannah		Sidepath
Oak-Savannah and Prairie Duneland Trails	Lake County, Hobart, Porter County, Portage, Chesterton	Trail	18.5	10'	NA	NA	NA	NA			Existing regional trail

Table 2-13: Dyer-Chesterton via Main Street and Trails

77th Ave/Lincoln Highway to Deep River

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
77th Ave, Sheffield to Cline	Dyer, Schererville	Rural minor arterial	4.45	24' typical rural section, wider with turn lanes at major intersections	2-lane striped, no parking	No sidewalks	4509	G	Stephen Park, Schererville Soccer, Pennsy Greenway, Rohrman Park, Grimmer MS	Route continuity crossing US 30. Proposed sidepath along Cline from roundabout to 75th Ave	Compete street. Sidepath or ped/bike infrastructure connected with street reconstruction or widening
Heavier traffic east of Lincolnwood	Bike route (Exp), sidepath from Lincolnwood to Cline	Minor arterial	2.0	24'	2-lane striped rural section	No sidewalks	NA	NR-A	Major commercial node at Indy Blvd, Hoosier Prairie State Preserve, RR grade crossing	Impact on Nature Preserve of any infrastructure development	Shared use sidepath
75th Ave, Cline to Mallard Ln	Schererville	Rural residential, neighborhood collector	1.85	22-24' rural sections, 32-37'	2-lane, no parking on narrow rural sections, parking in urban subdivisions	No sidewalks in rural sections or with backyard on frontage; sidewalks in subdivisions	1005	E			
Mallard Ln, 75th Ave to 73rd Ave	Schererville	Residential collector	0.20	36'	2-lane and 2-lane divided, no parking	Sidewalks along residential lots	NA	E	Continuity		Bike route
73rd Ave (Old Lincoln Hwy) Mallard to Broadway	Merrillville	Rural/urban minor arterial	3.15	24'-36'	2-lane striped, no parking	Discontinuous sidewalks	NA	NR-A	Giddings ES, C&O Trail	Traffic and road width	Sidepath
Old Lincoln Hwy, Broadway to County Line Rd	Merrillville, Hobart	Rural collector		22-24'	2-lane striped, no parking	No sidewalks	NA	G	Veterans Mem Park, Woods ES, Deep River County Park		Bike route (Exp)

Table 2-14: 77th Ave/Lincoln Highway to Deep River

85th Ave: St. John to Schererville

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
86th Ave/Ventura Trails Dr, Patterson to US 41	St John	Neighborhood local	0.57	16'-36'	2-lane, parking	Sidewalks	NA	NR-R	Lake Central HS	86th Ave is alley width, should be upgraded; Signalized crossing of US 41	Bike route, sidepath on US 41 to resolve 85th Ave jog
85th Ave, US 41 to Cline	St John	Rural collector	2.06	22-24'	2-lane striped, no parking	No sidewalks in rural section	4200	F	Continuity		Sidepath
85th Ave, Cline to Pennsy Greenway	Schererville	Neighborhood collector	1.00	34'	2-lane, parking	Sidewalks	NA	F	Pennsy Greenway		Bicycle boulevard
85th Ave, Greenway to Burr	Schererville	Neighborhood/ rural collector	0.66	32' in urban area, 22' in rural	2-lane, no parking on rural segment	No sidewalks	NA	F	Continuity		Bicycle boulevard
85th Place/Pine Island Dr, Burr to E-L Trail	Schererville	Neighborhood local		26'	2-lane rural section	No sidewalks	NA	E	Erie-Lackawanna Trail		E-L Trail access on Pine Island

Table 2-15: 85th Ave: St. John to Schererville

St John to Crown Point via Joliet Street

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Patterson, 77th to 86th Ave	**St John**	Neighborhood collector	1.3	24-40'	2-lane with turn lanes to north, 2-lane rural section to south, no parking	No sidewalks	7072	G south of 81st	Continuity	Pavement width	Sidepath to provide shared use access
Patterson, 86th Ave to 93rd Ave	**St John**	Collector	1.0	24'	2-lane striped, rural section. No parking	No sidewalks	7072	NR-A	US 41 commercial services		Sidepath
93rd Ave/US 41, 93rd Ave to Joliet St	**St John**	Major arterial	0.20	60'	5-lane with TWTL, no parking	Back of curb sidewalks	27958	NR-A	Commercial services	Signalized intersection at 93rd Ave	Sidepath with enhanced crosswalk
Joliet St, US 41 to Parrish Ave	**St John**	Collector	1.32	24-32'	2-lane striped, rural section, no parking	Intermittent sidewalks	5207	G	Continuity		Sidepath
101st Ave, Parrish to Park Pl	**St John**	Collector	0.64	24'	2-lane striped, rural section, no parking	No sidewalks	5207	G	Continuity		Existing path
101st Ave/Clark Rd/105th Ave, Park Pl to White Hawk Dr	**Crown Point**	Rural collector	3.30	22'	2-lane striped, rural section, no parking	No sidewalks	3290	G	Continuity		Bike route in short-term. Future upgrade should include bike/ped facility
Summit St, White Hawk to Merrillville Road	**Crown Point**	Collector	1.10	27-35'	2-lane striped, no parking	Sidewalks east of Timothy Ball ES		G	Timothy Ball ES, Erie-Lackawanna Trailhead, Main St commercial services		Sidepath; bike lanes on street when width permits

Table 2-16: St John to Crown Point via Joliet Street

Cedar Lake to Crown Point

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Lee St, Lake Shore to Vermillion Dr	Cedar Lake	Regional collector	0.20	28’	2-lane striped, rural section, no parking	No sidewalks	5128	G			Enhanced bike route
Vermillion Dr/ Colfax/125th Ave/, Lee to Burr	Cedar Lake, Lake County	Rural roads	1.77	24’	2-lane striped, rural section		745-1133	G			Enhanced bike route
Burr/121st Ave, 125th Ave to Court St	Crown Point	Rural collector	2.22	24’	2-lane striped, rural section	No sidewalks	1906-3528; 5500 at east end	G	Lake County Fairgrounds		
Court St/Main St 121st to South St	Crown Point	Community street-historic distict	1.03	35’	2-lane striped, one-way bike lane pair, limited on-street parking	Sidewalks	8429	G/E	City Center		Existing one-way bike lane pair
Court/West St, South to Summit St	Crown Pount	Neighborhood collectors	1.00	25-30’	1-lane one-way, 1 side parking, directional bike lanes	Sidewalks	NA	E	Courthouse Square, Erie-LackawannaTrailhead		Existing one-way pair

Table 2-17: Cedar Lake to Crown Point

Lake Station to Portage Beach/Valparaiso: Shared Route to Iron Horse Trail

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/ Trails Served	Barriers and Treatment	Recommended Infrastructure
Fairview, Howard to Knox	Lake Station	Local service road	0.34	30’	2-lane, striped parking lane on south side	Sidewalk on north side, terminates at library	NA	NR	Lake Station civic campus, library	Retaining wall between Fairview and Central Ave	Expand sidewalk to trail standard to Jay Street. Convert to bicycle boulevard with parking lane also used as an EB bike lane
Fairview, Knox to Ripley	Lake Station	Local service road	1.0	34’-39’	2-lane, variable configurations with EB bike lane and striped parking lanes	1 side sidewalk	NA	NR	Rearage for Central Ave businesses	Adjacency to Ripley and Central intersection requires diversion to Central signalized crossing	Standardize on dual purpose parking/bike lane on north side, bike lane on south
Fairview/St Joseph Place, Ripley to Union	Lake Station	Local service road	0.48	18-24’	2-lane and 1-lane alley	No sidewalk	NA	NR-L	Alley for Central Avenue frontage		Bicycle boulevard and alley
Union St, Fairview to 25th Ave	Lake Station	Collector	0.14	24’	2-lane striped, no parking	Intermittent sidewalk	NA				Bicycle boulevard
25th Ave/ Vanderburg St/26th Ave(Independence Ave), Union to Brown	Lake Station, Portage	Neighborhood local	1.27	Varies, 24-30’	2-lane, hybrid section, parking	Intermittent sidewalk	NA	NR-L	Continuity		Bicycle boulevard
Brown/Mulberry, Independence Ave to Vivian St	Portage	Neighborhood collector	1.72	24’	2-lane striped, no parking	Intermittent sidewalk	NA	NR-L	Continuity		Bicycle boulevard
Mulberry, Vivian St to Hamstrom Rd	Portage	Neighborhood collector	0.40	30’	2-lane divided section east of Vivian, 2-lane parking	Sidewalk	NA	NR-L	Founders Square, Prairie Duneland Trail		Bicycle boulevard
Hamstrom Rd, Prairie Duneland to Iron Horse Trails/Crisman Rd	Portage	Collector	1.08	26’ widens at Central Avenue	2-lane, parking south of Defiance Ave	Sidewalk	5302 (north of Central)	E/F	Two major trails, Founders Square		Bicycle boulevard, sidepath north of Defiance Ave

Table 2-18: Lake Station to Portage Beach/Valparaiso: Shared Route to Iron Horse Trail

Lake Station to Portage Beach/Valparaiso: Branches

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Portage Lakefront Branch											
Crisman Rd, Portage Ave/ Iron Horse Trail to Crisman Bypass bend	Portage	Neighborhood local	0.35	22’	2-lane rural section, no parking	No sidewalks	NA	NR-L	Iron Horse Trail	Railroad grade crossing. Right-of-way character does not support sidepath.	Bicycle boulevard.
Crisman Rd, Willowcreek Bypass to Melton Rd	Portage	Minor arterial	0.48	48’	4-lane, no parking	Sidewalk on east side	NA	NR-A	Continuity	Transition to local Crisman Rd south of the bypass bend	Upgrade sidewalk to sidepath
Melton Rd (US 20), Crisman Rd to Jensen Dr	Portage	Major arterial	0.50	60’ widening to 72’ at Crisman intersection	4-lane with narrow shoulders	No sidewalks	NA	NR-A	Interchange visitor services	US 20 and Crisman intersection	Sidepath. Adaptation of intersection to improve pedestrian crossing
Ameriplex Dr/ Daniel Burnham Dr/Jensen St, Crisman Rd to Melton Rd (US 20)	Portage	Shared use path along office park collectors	1.06	10’	NA	NA	NA	NR	Continuity	Jensen Dr underpass of I-94	Existing sidepaths
Crisman Rd, Burns Parkway to US Steel Bridge Road	Portage	Major arterial	0.57	110’	4-lane divided with paved shoulders	No sidewalks or paths	NA	G	Ameriplex		Sidepath
Riverwalk Trail, Marquette Greenway Bridge to Lakefront	Portage	Shared use path	0.66	8’	NA	NA	NA	PT	Portage Riverwalk and Lakefront		Existing. Follows planned Marquette Greenway route, crossing under US 12 and SSL tracks to Crisman Rd
Valparaiso Branch											
Airport Rd, Prairie Duneland Trail to Robbins Rd	Portage	Rural minor arterial	1.93	24’	2-lane rural section, no parking on Airport. 4 lane divided highway corridor on US 6	No sidewalks	6459	F	Prairie Duneland Trail, soccer complex, Portage HS campus		Sidepath
Robbins Rd, Airport Rd to Calumet Ave	Portage, Porter County	Rural collector	6.46	22’	2-lane rural	No sidewalks	1200-1800	G	Future Dunes Kankakee Trail, Chesterton services		Enhanced bike route
Calumet Ave, Robbins Rd to Edgewater Beach	Porter County, Valparaiso	Rural collector – local route to SR 49	3.38	24’	2-lane rural			NR	Northwest Health, Moraine Nature Preserve, connection to in-city trail on Calumet		Bike route (experienced).

Table 2-19: Lake Station to Portage Beach/Valparaiso: Branches

Indianapolis Boulevard

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Indianapolis Blvd, 129th to Columbus Ave	East Chicago	Major arterial/ US 20	1.56	65'	4-lane,	Sidewalls on one side, in some cases with a patterned setback	12500	NR-A	Wolf and George Lake, E. Chicago Central High School, main connecting route	Existing street section, surrounding heavy industrial environment with truck traffic	Reconfiguration of street, using width more effectively. Continuous sidepath, in some cases requiring move of curb; or reallocation to 3 lanes or four11-foot lanes and protected cycle track
Columbus Ave, Indianapolis to Baring	East Chicago	Minor arterial, Indianapolis to Baring	0.14	45'	2-lane, parking	Sidewalks, sidepath on north side	7891	NR-A	Central High School	Signal at Indy Blvd may make a protected crossing at Baring difficult	Improved ped crossing at Baring, or crossing to south side of Columbus, using local street access to Baring
Baring Ave/ Magoun Ave pair, Columbus to Kosciusko Park	East Chicago	Neighborhood local streets,	1.25	30'	1-lane one-way	Sidewalks	NA	NR-L	Harrison ES, Kosciusko Park, SSL East Chicago station		Bicycle boulevard

Figure 3.19. Indianapolis Boulevard

Columbia Avenue: Hammond to St. John

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Columbia Ave, 167th to 175th	Hammond	Neighborhood avenue	1.00	45'-48'	2-lane striped, parking	Sidewalks	NA	NR-A	Erie-Lackawanna Trail (bridge)		Bicycle boulevard. Bike lane in one direction
Columbia Ave, 175th to Little Calumet River	Hammond	Neighborhood avenue	0.81	30-36'	2-lane striped, no parking, I-94 bridge and approached	1 side sidewalk	7620	NR-A	Little Calumet Trail, Riverside Park, Optimist Park	I-94 bridge and narrow approaches	Bike lanes where width permits, 10.5' travel lanes
Columbia Ave, Little Cal to Fisher St	Munster	Neighborhood avenue	1.28	36'	3-lane with TWTL, no parking	Sidewalks	NA	NR-A	Wilbur Wright MS, Munster HS, Columbia sidepath, Fisher Street Trail, Pennsy Greenway/Centennial Park		Reconfiguration to 2 lanes and bike lanes. Connects to path south of Fisher St
Columbia, Sheffield, Centennial Park to Matteson St	Munster/ Dyer	Collector	2.79	36'	3-lane with TWTL, no parking	No sidewalk from Centennial Park to Old Farm Rd	4700-7800	NR-A	Centennial Park, SSL Dyer Station, Dyer Amtrak station, Old Plank Trail (fut)		Sidepath south of Main St. Alternatively, reconfiguration to 2 lanes with bike lanes south of Main
Hart St, Matteson to 77th Ave	Dyer, St John	Minor arterial	1.38	42' typical	3-lane with TWTL, no parking	Sidewalk continuity on one side	12100	NR-A	Dyer business district, Franciscan-Dyer, Pheasant Hills Park	US 30 intersection, multiple turn lanes	Reconfiguration with narrower travel lanes and bike lanes
Sheffield, 77th Ave to 93rd Ave	St John	Minor arterial	2.00	24-36'	2 and 3-lane rural section, no parking	Sidewalks between 77th and 81st	8225	NR-A	Mallard Grove Park, George Bibich ES, Eberly Park		Sidepath
93rd Ave, Sheffield to US 41	St John	Collector	2.45	24'	2-lane rural section, no parking	No sidewalks	6167	NR-A	Continuity with Joliet St-Crown Point route	US 41 crossing	Sidepath

Table 2-20: Columbia Avenue: Hammond to St. John

Northcote Connector

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Northcote, 167th to 175th	Hammond	Neighborhood collector	1.1	30', 42' section between 173rd and Southeastern	2-lane, parking	Sidewalks	NA	NR-L	Hammond Sportsplex/ Community Center, Jefferson ES, Hammond YMCA, Erie-Lackawanna Trail	Requires two short links to use existing HAWK signal at E-L trail crossing of 175th; 173rd intersection require high visibility crosswalk	Bicycle boulevard
Northcote, 175th to South River Dr	Hammond	Neighborhood local	0.8	25'	2-lane, parking. Alley access between 171st and Orchard	Sidewalks except along greenways	NA	NR-L	Little Calumet Trail access and bridge	Existing I-94 underpass	Bicycle boulevard
S. River and Hawthorne Dr, Little Cal to Ridge Rd	Munster	Neighborhood lane	0.8	20'	2-lane north of 173rd, 4-lane with parking south of 173rd	Sidewalk on east side, levee wall to west	NA	E	Wicker Park	Ridge Road crossing for connectivity. Requires sidepath to Parkway Dr and protected crosswalk at Ridge and Parkway	Bicycle boulevard
Parkway Dr, Ridge Rd to Lincoln	Highland	Neighborhood local	0.34	29'	2-lane, parking	Sidewalk back of curb on west side only	NA	NR-L	Brantwood Park, Fisher Street Trail with closing of gap connecting Fisher Trail and Lincoln	Creek and power line crossings between Fisher and Lincoln	Bicycle boulevard

Table 2-21: Northcote Connector

5th Street Connector: Highland

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
5th Street, Little Calumet Trail to Lincoln St	Highland	Neighborhood collector	1.22	30'	2-lane, parking	Sidewalks	1325	NR-L	Little Cal Trail, Homestead Park, Johnston ES, Porter St Trail, Main Square Park, Downtown Highland, Highland Christian School		Bicycle boulevard

Table 2-22: 5th Street Connector: Highland

Gary-Griffith-Schererville-St John

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Colfax,9th Ave to 19th Ave	Gary	Collector	1.08	50’	2-lane striped, unrestricted parking but little demand	No sidewalks	3500	NR	West Side Academy		Bike lanes
Colfax, 19th Ave to Little Calumet Trail	Gary	Collector	1.5	26’	2-lane striped, no parking	No sidewalks	3584	F	Casino	Route includes overpass over I-94	Sidepath
Arbogast, Little Cal Trail to Ridge Rd	Gary, Griffth	Collector	0.67	32-34’	2-lane, rural section, no parking	East side sidewalks	NA	NR-L	Large multifamily developments, Ridge Rd commercial	Includes signalized crossing at Ridge	Bike lanes
Arbogast, Ridge to Elm	Griffith	Neighborhood local	1.06	32’	2-lane, parking	Sidewalks	NA	NR-L		45th Ave crossing requires high visibility crosswalks. Jay Ave to the west has a 4-way stop, but poorer connectivity	Bicycle boulevard
Elm, Arbogast to Broad	Griffith	Neighborhood collector	0.5	32’	2-lane, parking	Sidewalks	2189	E	Elsie Wadsworth ES, Sant Mary’s Soccer Fields, Central Park	Includes railroad grade crossing and signalized crossing at Broad	Bicycle boulevard
Elm, Broad to Erie-Lackawanna Trail	Griffith	Neighborhood collector	0.5	38’	2-lane, parking	Sidewalks	NA	E	Griffith Junior High, E-L Trail, Beiriger ES		Bicycle boulevard
Broad, Elm to Main	Griffith	Downtown main street	0.5	60’-63’	3-lane with parallel parking north of Lake; 2-lane with westside diagonal parking, Lake to Main	Business district sidewalks	8195	E	Downtown Griffith	Issue of parking demand versus bicycle accommodation.	Options: Shared use of roadway with reorientation to back-in diagonal parking; elimination of center turn lane and conversion of diagonal to parallel parking to accommodate bike lanes; modification of a sidewalk to a joint use facility with bicycle and pedestrian separation; or redirection of bicycle traffic to adjacent Lafayette St
Broad, Main to E Ave East	Griffith	Downtown main street, minor arterial	0.67	42’	2-lane with west side parking to Griffith Diamond	Sidewalks	NA	E	Downtown Griffith, Train Museum, Erie-Lackawanna Trail, Old Plank Trail (fut)	Griffith Diamond, crossing of two active railroads diagonal to the street	Bike lanes continued to Main Street, existing bike lanes south, which include protected lanes through the railroad corridors
Broad, E Avenue East to W Avenue H (61st Ave)	Griffith	Collector	0.40	27’	2-lane rural section, striped, no parking	No sidewalks	NA	E	Continuity		Initially bike route, ultimate upgrade to sidepath
Cline Ave, Ave H to Joliet St	Schererville/ Lake Co	Minor arterial (SR 912)	1.05	22’	2-lane rural section, striped, no parking	No sidewalks	NA	F	Continuity		Initially bike route, ultimate upgrade to sidepath
Joliet St, Cline to Junction Ave	Schererville	Minor arterial (SR 330)	0.95	27-36’	2-lane striped, no parking	Sidewalks	NA	G	Homan ES, Schereville town center, city hall, Pennsy Greenway		Bicycle boulevard. Sidepath is desirable but incompatible with street character
Joliet Street, Junction to Lincolnwood Rd	Schererville	Minor arterial (SR 330)	0.88	36-46’	2-lane striped, parking	Sidewalks east of Kennedy Ave	NA	G	Hammond Baptist School	US 30 intersection lacks crosswalks or pedestrian path connections	Bike lanes where possible, bicycle boulevard otherwise. Redesign of US 30 intersection for safe ped and bike access
Lincolnwood Rd, Alexander St, from Joliet to 85th Ave	Schererville/ St, John	Collector	1.73	25’	2-lane striped, rural section, no parking	No sidewalks	4948	G	Stephen Park, US 41 services		Shared use path on west side of road, using power line and street corridor. Parallel to railroad

Table 2-23: Gary-Griffith-Schererville-St John

Gary-Griffith-Schererville-St John

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Joliet St, Cline to Junction Ave	Schererville	Minor arterial (SR 330)	0.95	27-36’	2-lane striped, no parking	Sidewalks	NA	G	Homan ES, Schereville town center, city hall, Pennsy Greenway		Bicycle boulevard. Sidepath is desirable but incompatible with street character
Joliet Street, Junction to Lincolnwood Rd	Schererville	Minor arterial (SR 330)	0.88	36-46’	2-lane striped, parking	Sidewalks east of Kennedy Ave	NA	G	Hammond Baptist School	US 30 intersection lacks crosswalks or pedestrian path connections	Bike lanes where possible, bicycle boulevard otherwise. Redesign of US 30 intersection for safe ped and bike access
Lincolnwood Rd, Alexander St, from Joliet to 85th Ave	Schererville/St, John	Collector	1.73	25’	2-lane striped, rural section, no parking	No sidewalks	4948	G	Stephen Park, US 41 services		Shared use path on west side of road, using power line and street corridor. Parallel to railroad

Table 2-24: Gary-Griffith-Schererville-St John

Chase Street: Gary to Merrillville/Erie-Lackawanna Trail

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Chase St, 5th Ave to Little Calumet Trail	Gary	Minor arterial	2.46	50’	2-lane striped, parking with limited demand	Sidewalks north of 25th Ave	NA	G	Gary Elevated (fut), NILCO, Boys and Girls Club, Tolleston Park, Little Calumet Trail	I-94 negotiated with overpass.	Bike lanes, protected where possible
Chase St, Little Cal Trail to 41st Ave	Gary/Lake County	Collector	1.02	40-54’	2-lane striped, no parking demand between trail and Ridge; 2 lane divided south of Ridge, parking	No sidewalks	1018	G	Spring Park, city facilities		Bike lanes where possible
Whitcomb, 51st Ave, Johnson Rd, 41st Ave to Oak Savannah Trail	Lake County	Collector	1.71	22’	2-lane striped, rural section, no parking	No sidewalks	1190-3240	G	Connection to Oak Savannah Trail		Bike route with traffic calmers
Chase/Nicholson Rd/Hendricks Rd, Oak Savannah Tr to 73rd Ave	Lake County/	Neighborhood local	1.06	32’	2-lane, parking	Sidewalks	NA	NR-L		45th Ave crossing requires high visibility crosswalks. Jay Ave to the west has a 4-way stop, but poorer connectivity	Bicycle boulevard
Merrillville	Rural collector	2.78	24’	2 lane striped, rural section	No sidewalks	NA	G			Bike route	Bicycle boulevard
Noble, 73rd Ave to Whitcomb	Merrillville	Neighborhood local	0.34	30’	2-lane, parking	Sidewalks	NA	E			Bike route
Whitcomb, 73rd Ave to US 30	Merrillville	Collector	1.0	42’	4-lanes, no parking	Sidewalks		G			Lane reduction to 3-11’ lanes with bike lanes
Whitcomb, US 30 to Erie-Lackawanna Trail	Merrillville	Collector	0.67	22’	2-lanes, rural section	No sidewalks	NA	E	Erie-Lackawanna Trail and trailhead		Bike route. Infrastructure could change with area development

.Table 2-25: Chase Street: Gary to Merrillville/Erie-Lackawanna Trail

Taft Street Connector: Marquette Greenway to 25th Ave

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Taft Street, Marquette Greenway to 25th Ave	Gary	Neighborhood collector	2.38	36-48’	2-lane striped, parking	Sidewalks	NA	E	Marquette Greenway, Westbrook Apts,		Bicycle boulevard

Table 2-26: Taft Street Connector: Marquette Greenway to 25th Ave

Gary-Merrillville-Crown Point via Harrison and Merrillville Rd

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Harrison, 4th Ave to 11th Ave	Gary	Neighborhood local	0.83	27-32’	2-lane, parking	Sidewalks, with some missing segments	NA	NR-L	Marquette Greenway, Police Dept		Bicycle boulevard
Harrison, 11th to 19th Ave	Gary	Neighborhood collector	0.69	27-32’	2-lane, parking	Sidewalks, with some missing segments	NA	NR-L	Froebel Park		Bicycle boulevard
Harrison, 19th to Gleason Park	Gary	Collector	1.45	50’-60’	2-lane, parking, expanding to 4-lanes approaching and on the I-94 overpass	Sidewalks with condition deteriorating to the south	¬NA	NR-L	Roosevelt Park, Theodore Roosevelt College, Little Calumet Trail, IU-Gary Campus	I-94 crossed on a 4-lane overpass. Lane reduction can provide protected bike lanes	Bike lanes; route continues with a path around the edge of Gleason Park
Harrison, 35th Ave to 49th Ave	Gary	Neighborhood collector	1.76	30-42’	2-lane, striped, parking	Sidewalks with significant gaps	3808	G	Continuity	Ridge Rd intersection is signalized	Bicycle boulevard
Harrison, 49th Ave to Oak Savannah Trail	Gary	Collector	0.4	25’	2-lane striped, rural section, no parking	No sidewalks	NA	G	Oak Savannah Trail		Sidepath link from neighborhoods to trail
Harrison, Oak Savannah to 57th Ave	Merrillville	Collector	0.67	42’	2-lane striped, parking	Sidewalks with some gaps	NA	G	Oak Savannah Trail,		Striped dual use parking lanes
Harrison, 57th to 61st Ave	Merrillville	Collector	0.5	25’	2-lane striped, rural section, no parking	No sidewalks	NA	G	61st Ave services, Fieler ES	Signalized crossing at 61st Ave	Sidepath
Harrison and Madison, 61st Ave to 66th Pl	Merrillville	Collector	0.76	27’	2-lane striped, rural section, no parking	No sidewalks	c. 6000	G	Dean & Barbara White Community Center with path link	Railroad crossing at acute angle	Sidepath
Madison, 66th Pl to US 30	Merrillville	Collector	1.84	40’	3-lane with TWTL	Limited sidewalks	6018	G	C&O Trail, Merrillville HS via link, major commercial at US 30	US 30 intersection	Sidepath. Major redesign of US 30 intersection with intermediate refuge medians
Merrillville Rd, US 30 to 97th Place	Merrillville/ Crown Point	Collector	2.2	36’	3-lane with TWTL, no parking	Sidewalks south of 93rd Ave	5370	G	Collins Park, Eagle Park School, Russ Keller Park		Sidepath. Connects to Merrillville Rd Path in Crown Point

Table 2-27: Gary-Merrillville-Crown Point via Harrison and Merrillville Rd

Broadway Complete Street: Metro Center to Crown Point

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/ Trails Served	Barriers and Treatment	Recommended Infrastructure
Broadway, Metro Center to I-94	Gary	Major arterial	2.66	65'- 85' at interchange	4-lane, parking	Business center sidewalks	4687-12971	F	Marquette Greenway Metro Center SSL and transit station, Downtown Gary, 21st C Middle School, Gary Elevated (fut),	I-94 interchange	Complete street with three travel lanes, combination bus/bike lane, and parking. Directional cycle tracks on I-94 overpass, possibly in median with crossings at bridge approaches
Broadway, I-94 to 53rd Ave	Gary	Major arterial	5.10	65'	4-lane, parking	Business center sidewalks	18700	NR-A	Little Calumet Trail, IU-Gary campus, Oak Savannah Trail		Complete street with three travel lanes, combination bus/bike lane, and parking. Directional cycle tracks on I-94 overpass, possibly in median with crossings at bridge approaches. Alternative use of parallel Massachusetts Ave as a bicycle boulevard from 33rd to 53rd Ave
Broadway, 53rd to 61st Ave	Merrilliville	Major arterial	1.00	85-90'	5-lane with TWTL, no parking	No sidewalks for most of the segment	NA	NR-A	Commercial services		Maintaining 5-lane section with complete street redesign with sidepath and sidewalk, access management, and streetscape, BRT stations
Broadway, 61st Ave to 73rd Ave	Merrillville	Major arterial	1.50	60-65'. Turn lanes at some locations	5-lane with TWTL, no parking	Back of curb sidewalks typical condition	NA	NR-A	Dean & Barbara White Community Center, Merrillville HS, Pierce MS, C&O Trail		Maintaining 5-lane section with complete street redesign with sidepath and sidewalk, access management, and streetscape
Broadway, 73rd Ave to Century Plaza	Merrillville	Major arterial	1.42	70' typical	5-lane with TWTL, no parking	No sidewalks	NA	NR-A	Town Hall, US 30 commercial, Century Plaza with potential redevelopment	US 30 intersection	Maintaining 5-lane section with complete street redesign with sidepath and sidewalk, access management, and streetscape. Redesign of US 30 intersection to accommodate active transportation modes
Broadway, Century Plaza to US 231	Merrillville	Major arterial	1.27	65' mainline width with frontage roads	5-lane with TWTL, no parking, frontage roads	No sidewalks	NA	NR-A	Methodist Hospital, Ivy Tech, County Center via 93rd Ave		Sidepath/sidewalks along frontage road or in green area separating frontage and main roads. Sidepath south of 93rd Ave

Table 2-28: Broadway Complete Street: Metro Center to Crown Point

Virginia/Georgia Route: Gary to Dean & Barbara White Community Center

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/ Trails Served	Barriers and Treatment	Recommended Infrastructure
Virginia Ave, Marquette Greenway (fut) to Ellis	Gary	Neighborhood collector	2.15	42-46'	2-lane, parking	Sidewalks, with some missing segments	2700	G	Marquette Greenway, St John Homes,	Bicycle boulevard	Bicycle boulevard
Ellis Ave, Virginia to Georgia	Gary	Neighborhood collector	0.25	27'	2-lane, no parking demand	One side sidewalk with missing segment	2740	E	Continuity		Bicycle boulevard
Georgia St, Ellis to E 32nd Ave	Gary	Neighborhood collector	1.45	27' to I-94 overpass approach, 54' at overpass, 38' south to 38th Ave	2-lane north, 4-lane on overpass, 2-lane with shoulders, south	No sidewalks	2490	E	Little Calumet Trail	I-94 crossed on a 4-lane overpass. Lane reduction can provide protected bike lanes	Bicycle boulevard; lane reduction with protected bike lanes on overpass and approaches; adaptation of shoulders as protected bike lanes south of overpass.
Georgia St, 32nd to 53rd Ave	Gary	Neighborhood collector	2.6	27'-36' south to 45th Ave; 48-54' to 53rd Ave	2-lane, parking	Sidewalks with significant gaps	NA	E	Gary School Admin, Bailey Prep Academy, Oak Savannah Trail	Ridge Rd intersection is signalized	Bicycle boulevard, with bike lanes south of 45th Ave
Georgia St, 53rd to 56th Ave	Merrillville	Neighborhood local	0.37	28'	2-lane, parking	Sidewalk one side	NA	NR-L	Possible future trail connection to Hidden Lake Park and Community Center		Bicycle boulevard
Shared use path, 56th Ave to Dean and Barbara White Community Center and Madison Street	Merrillville	Proposed path	2.0	NA	NA	NA	NA	NA	Hidden Lake Park, Andrean High School, White Community Center	Pedestrian crossing at Broadway	Shared use path continuing alignment of Georgia St to Carolyn Dr and through Hidden Lake Park to Broadway. HAWK protected ped crossing of Broadway, with path continuing along Broadway and through community center to Madison Street

Table 2-29: Virginia/Georgia Route: Gary to Dean & Barbara White Community Center

Miller-New Chicago-Hobart via Clay/DeKalb/Wisconsin

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
7th Ave, Lake to Clay	Gary	Local	0.65	36’	2-lane, no parking	Northside sidewalk	NA	E	Miller SSL station, Miller main street district		Bike lanes, possible TOD integration
Clay St, 7th to 15th Ave	Gary	Collector	0.65	48-58’	2-lane, parking sometimes off pavement	Sidewalks with some missing segments south to Toll Road underpass	3906	G	Continuity	Toll Road underpass	Bike lanes
Clay, 15th Ave to Marquette Rd	Gary/Lake Station	Collector	1.14	24’ rural section	2-lane, painted, no parking	No sidewalks	3906	G		I-94 underpass	Sidepath
Marquette, Clay to DeKalb	Lake Station	Local	0.20	22’	2-lane, parking	No sidewalks	NA	NR-L	Continuity		Bike route connector
DeKalb (Michigan) from Marquette to Jefferson St	Lake Station/ New Chicago	Business district street	0.30	58’	2-lane striped, parking	Sidewalks	2445	NR	Business district		Bike lanes
De Kalb, from Jefferson to McKinley	New Chicago	Neighborhood collector	0.69	24-30’	2-lane, striped, no parking in the street channel	Intermittent sidewalks	3937	G	Columbus Park, River Forest HS,	De Kalb, Jefferson/ Michigan to McKinley	Bicycle boulevard
McKinley, Michigan to Wisconsin	New Chicago	Neighborhood local	0.25	22’	2-lane, no parking	Northside sidewalk	NA	E	Continuity		Bicycle boulevard
Wisconsin, McKinley to Ridge	New Chicago	Neighborhood collector	0.31	22-24’	2-lane, no parking	Westside sidewalk	NA	E		Ridge Road intersection	Bicycle boulevard. Redesign of Ridge Road intersection to improve mike/ped accommodation
Wisconsin, Ridge to Old Ridge Rd	Hobart	Minor arterial	0.77	40’	2-lane, striped, no parking	Sidewalks	8501	E	Cressmoor Prairie Nature Preserve, services at Old Ridge, Old Ridge bikeway to central Hobart		Bike lanes
Wisconsin, Old Ridge to S. 10th	Hobart	Minor arterial	1.23	34-42’	2-lane, striped, parking south of 8th Street	Sidewalks	8174	NR-A	Veterans ES, Lakeview Park, Oak Savannah Trail, Hobart Community Pool, 10th Street bikeway		Bike lanes where parking conditions permit. High visibility crosswalk to sidepath link to pool

Table 2-30: Miller-New Chicago-Hobart via Clay/DeKalb/Wisconsin

South Hobart Connector

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
South 10th St, Wisconsin to County Line Rd	Hobart	Collector	2.5	40'-42'	2-lanes with bike lanes	Sidewalk continuity on north side between lake Park Ave and County Line, and south side from Wisconsin to Lake Park	NA	G	Hobart Community Pool, Joan Martin ES, Trinity Lutheran School, Hobart HS	Lake Park Ave intersection	Existing bike lanes. Take bike lanes off-street and reroute through intersection to provide defined, high visibility crossing points
CR 600 N (S. 10th continuation), County Line to SR 130	Porter County	County section line road	0.56	22'	2-lane rural section	Drainage ditches	NA	NR	Wheeler Trail (fut)		Bike route

Table 2-31: South Hobart Connector

Hobart to Lake of the Four Seasons

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/ Trails Served	Barriers and Treatment	Recommended Infrastructure
S. Hobart Rd, Miller Ln, Ainsworth Rd, S. 10th to Randolph	Lake County	County collector	2.53	22'	2-lane rural section, striped	Drainage ditches	NA	G	Deep River County Park		Bike route for short term. Monitor area development for possible sidepath or road improvements. Incorporate path in any road widening projects
Randolph St, Ainsworth to US 30	Lake County, Merrillville	County collector	1.38	22'	2-lane rural section, striped	Drainage ditches	NA	NR north of 73rd, F south of 73rd	Continuity	US 30 intersection is signalized	Bike route (experienced) for short term. Monitor area development for possible sidepath or road improvements. Incorporate path in any road widening projects
Randolph, US 30 to 101st Ave	Merrillville	County minor arterial	2.5	22'	2-lane rural section, striped	Drainage ditches	5709	NR-A	Deep River Water Park, C&O Trail (fut)		Sidepath or roadway shoulders
Randolph, 101st Ave to 123rd Ave	Lake of the Four Seasons	Minor arterial	2.75	22'-32'	2-lane with turn lanes	Existing sidepath from 112th Ave to Jerry Ross ES	7117	F	Winfield Trail (fut), Randolph St Park, Jerry Ross ES		Extend existing sidepath. Future extension south of 123rd to Winfield Trail
123rd Ave, Randolph to County Line Rd	Lake of the Four Seasons	Collector	1.0	23'	2-lane, striped, rural section	Drainage ditches	NA	NR-L			Continuity
County Line Road, 123rd Ave to US 231	Lake & Porter Counties	County section line road	4.23	22'	2-lane, striped, rural section	Drainage ditches	NA	G	Stoney Run County Park via 142nd Ave link; Winfield and Veterans Trails (fut)		Bike route. Connection to Pratt St Trail and Hebron

Table 2-32: Hobart to Lake of the Four Seasons

Miller to Lake Station with I-94 underpass

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Miller Ave, Lake to Old Hobart Rd	Gary	Collector	0.28	26-31'	2-lane, no parking	Sidewalk on south side	NA	E	Continuity		Bicycle boulevard
Old Hobart Rd, Miller Ave to Melton Rd (US 20)	Gary/Lake Station	Industrial collector	0.64	22'	2-lane, no parking	No sidewalks	3448	NR	Charter School of the Dunes	Underpasses of South Shore Line and US 12. Triple track grade crossing	Bike route. Possible street widening with narrow shoulders
Old Hobart Rd, Melton to Ripley St	Lake Station	Industrial collector	0.74	22'	2-lane, no parking	No sidewalks	NA	NR	Wetlands environment	Underpass of I-90	Bike route.
Ripley St, Old Hobart to Levee Road	Lake Station	Major arterial	0.14	85'	6-lane major highway	No sidewalks	16601	NR-A	Extensive travel services	Lack of space to adapt current bridge over Little Calumet River	New trail segment and bicycle/ pedestrian bridge
Levee Road, west of US 6	Lake Station	Service road	0.5	15'	Paved lane		NA	NR-L		I-94 and US 6 interchange. No north-south pedestrian and bicycle access for 3.5 miles between Clay and Melton	Use of levee road
New I-94 underpass and trail connection, levee road to E. 21st Ave and Parke	Lake Station	NA	0.13	NA	NA	NA	NA	NR	Linkage of north and south parts of region, addressing freeway barrier, Edison JHS/HS	I-94 barrier	New trail link and tunnel or underpass under I-94
Parke/Pike, E 21st Ave to Fairview St	Lake Station	Neighborhood collector	0.50	28-42'	2-lane, parking in cut-outs	Sidewalk continuity on one side	NA	NR-L	Lake Station services	Central Avenue intersection is signalized	Bike lanes where possible; otherwise, bike route

Table 2-33: Miller to Lake Station with I-94 underpass

Porter Beach-Chesterton-Valparaiso Road Route

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Dunes Kankakee Trail, Porter Beach to State Park Road	Porter County	Shared use path	0.83	10’	NA	Sidepath along a park road	NA	Trail	Porter Beach, State and National Parks		Existing trail following N 25E
State Park Rd, Waverly Rd from trail to US 12	Porter County	Park road	0.98	18’	2-lane, no parking	No sidewalks	NA	G	State and National Parks, Dune Park SSL station; Calumet Trail (Marquette Greenway)	Offset intersection without signals at US 12 intersection	Bike route; Improved intersection at US 12, with short sidepath section to align with southbound Waverly Rd; HAWK signal or other protection, high visibility crossing
Waverly Rd, US 12 to Lincoln St	Porter (city)	Collector	1.57	21’ widening to 40’ at I-94 overpass	2-lane, no parking	No sidewalks. Short trail segment north of I-94, merging into pavement edge; boardwalk creek bridge and path to Hawthorne park south of I-94	1500	G	Hawthorne Park and Community Center	I-94 overpass without defined walkway. Signals but no marked crossings of US 20	Bike route. Extended trail segment on west side north to US 20. Extend trail segment south to I-94 overpass. Protected ped/bike domain on overpass using excess width. .Ped/bike shoulder to north edge of the boardwalk bridge and Hawthorne Park path. High visibility crosswalks across US 20
Lincoln St, Waverly to Wagner Rd (Porter Brickyard Trail)	Porter (city)	Town center main street	0.47	25’, widens to 48’ on business district blocks	2-lane, north side parallel, south side diagonal in business district	Sidewalk on north side	NA	E	Porter business district, library, Porter Brickyard Trail		Bike route
Wagner Rd/ Jackson Blvd to Prairie Duneland Trail	Porter/ Chesterton	Collector; street defined as part of trail connection	0.28	26’	2-lane, parking between street channel and sidewalk	Sidewalks	1506	Rated as trail	Prairie Duneland Trailhead; Downtown via Broadway	Multiple track rail crossing of CP line	Bike route. Define ped area across trackage, improve sidewalk connection
Prairie Duneland Trail from trailhead to 23rd Street	Chesterton	Shared use path	0.43	10’	NA	Trail	NA	Trail, part of USBR 36			Existing regional trail
23rd/W 1100N from trail to N 50W	Chesterton	Neighborhood collector	1.17	23’	2-lane, no parking	Sidepath on east side	2151	E	Dogwood Park, soccer fields, Chesterton HS	Defined crossing from W 1100N to southbound N 50W	On-street bike route with sidepath
County Routes on N 50W, W 1000N, CR 100W, W 850N, N 75W, CR 750N, N 50W, 550N from W 1100N to Lakewood Link	Porter County	Rural county roads or lanes	6.92	21-24’	2-lane, no parking	No sidewalks	NA	E for W 1000N and CR 100W segments; G for others	Liberty ES, Sunset Hill Farm County Park	Overpass over Toll Road; stop signs only at US 6 intersection	Crossing notification and painted crossing path at US 6
Lakewood Link Trail (Campbell St sidepath) from 550N to Lincolnway	Valparaiso	Minor arterial	3.25	32’	2-3 lanes, no parking	East side sidepath north of Vale Park, crossing to west side south. Discontinuous sidewalk on opposite side	7348	Trail	Rogers-Lakewood Park, Community Garden, Dog Park, Campbell St Bikeway, Valparaiso HS, Northview ES, Franklin MS, Downtown		Existing sidepath
New Campbell extension from Lincolnway to US 30	Valparaiso	Minor arterial (fut)	0.55	TBD	TBD	TBD	NA	TBD	V-Line Transit, TOD, US 30 commercial, Zao Island	New street; US 30 crossing must be resolved	Complete street

Table 2-34: Porter Beach-Chesterton-Valparaiso Road Route

Valparaiso to Kouts Road Route (parallels Dunes Kankakee Trail)

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Horse Prairie Ave, US 30 to City View	Valparaiso	Minor arterial after completion of Campbell extension	0.38	24’	2-lane, no parking	No sidewalks	NA	NR	Zao Island	US 30 intersection is signalized. Traverse crosswalk only on north side of US 30.for current sidepath segment from SR2 to Hayes Leonard Rd	Sidepath to SR2 with completion of Campbell Street project
City View/Sager Rd from Horse Prairie to S 150E	Porter County	Rural county road	3.25	20’’	2-lane,striped, no parking	Rural residential and rural setting	NA	G	Continuity		Bike route
S 150 E/ E 700S from Sager Rd to SR 49	Porter County	Rural county lane	6.22	20’	2-lane, no parking	Rural setting	NA	G	Continuity		Bike route. Interim alternative for Dunes Kankakee Trail
Dunes Kankakee trail segment from E 700S to Main & Indiana, Kouts	Porter County/ Kouts	Arterial state highway	1.0	30’	2-lane with narrow paved + gravel shoulders and rumble strips	No sidewalks. Drainage swales	NA	NR-A	Kouts town center and school campus, Rivers Edge Farm	SR 8/Indiana Street intersection is signalized	Future trail. This segment should be completed in an early stage of Dunes Kankakee Trail development

Table 2-35: Valparaiso to Kouts Road Route (parallels Dunes Kankakee Trail)

Chesterton-La Porte Route via County Roads

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Broadway, Prairie Duneland Trailhead to Calumet Rd	Chesterton	Community avenue	1.14	30’	2-lane striped, no parking on street	Sidewalk on south side with gaps	3600	G	Chesterton Town Center, City Hall		Street upgrade to complete street standards. Sidewalk continuity, streetscape, possible cycle track or sidepath linking Prairie Duneland Trail to Town Center
Calumet Rd, Broadway to E Porter Ave	Chesterton	Town center main street	0.30	40’	2-lane striped, parallel parking	Sidewalks	NA	F	Chesterton Town Center, Coffee Creek Park		Bike route prior to trail development
Porter Ave, Calumet to N CR 250E	Chesterton/ Porter County	Collector	1.71	22’	2-lane striped, no parking	Sidewalk on north side through historic Coffee Creek neighborhood	NA	G	Coffee Creek Park	SR 2 intersection is signalized	Highway crossing markings; possible sidewalk or sidepath extension to city limits as development occurs to the east
County road routes on E CR 1225N, N CR 325E, Burdick Rd (E CR 1200M), N Wozniak Rd, W 125 N, N Forrester Rd, and W Small Rd, from Porter Ave to Goldring Intersection.	Porter/ La Porte Counties	Rural county roads	13.9	21’ typical	2-lane rural	Drainage ditches typical condition	NA	G; F for Snyder Rd between US 421 and Red Mill Park	Red Mill County Park and MTB trails, Pinhook Bog; Lincoln Memorial Trail (future), USBR 35	US 421 intersection	Bike route; crossing markings and advisories at US 421

Table 2-36: Chesterton-La Porte Route via Country Roads

Valparaiso to La Porte via SR 2

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Morgan Blvd, Lincolnway to Calumet	Valparaiso	Collector	0.21	36’	2-lane, parking with traffic calmers	Sidewalks	NA	NR	Downtown, Library		Bicycle boulevard
Calumet Ave, Morgan to Evans	Valparaiso	Commercial minor arterial	0.23	36’	3-lane with TWTL, no parking	Sidewalks	NA	NR-A	Fairgrounds Park	Frequent curb cuts	Upgrade of one sidewalk to sidepath or lane reduction to 2 lanes with bike lanes
Evans Ave, Calumet to Emma Ct	Valparaiso	Minor arterial	1.85	24’	2-lane, no parking	Sidepath or sidewalk on north side	NA	Trail		SR 49 overpass over Evans	Complete gaps in sidepath
Evans Ave, Emma Ct to SR 2	Valparaiso	Collector	1.13	22’	2-lane, rural section, no parking	No sidewalks	NA	G			Sidepath
SR 2, Evans to Old SR 2	La Porte County	Arterial State Highway	3.08	30’	2-lane highway with rumble strip	NA	8493	NR-A	Regional access		Sidepath
Old SR 2 between highway intersections	La Porte County	Rural lane	2.67	20’	2-lane former highway route, rural section	NA	NA	NR	Regional access		Rural bicycle boulevard
SR 2, Old SR 2 to Main Street	La Porte County/ Westville	Arterial State Highway	0.97	30’	2-lane highway with rumble strip	NA	8493	NR-A	Regional access		Sidepath
Main St, SR 2 to Flynn Rd	Westville	Collector	0.60	24’-42’	2-lane, parking where street widens	Sidewalks east of Railroad St	NA	G	Library, Westville HS, Lincoln Trail (Fut)		
Valparaiso St. Flynn to Sandstone Dr	Westville	Collector	1.30	24’	2-lane, no parking	Sidepath on north side	1641	F	Westville HS		Existing sidepath
Joliet Rd, Sandstone Dr to S. Marquette St	La Porte County and City	Rural collector, USBR 35 from Long Lane into La Porte	7.50	22’	2-lane rural section, striped	Drainage ditches	988	G			Enhanced bike route
Marquette St, Joliet Rd to W 18th St	La Porte	Semirural local street, USBR 35	0.45	22’	2-lane rural section	Drainage ditches	NA	G			Bike route
18th St, Marquette to A Street	La Porte	Collector, USBR 35	1.27	25-30’	2-lane, limited parking	Sidewalk on north side	NA	G	Kesling Park and Intermediate School		Bicycle boulevard
A Street, 18th to Plummer St	La Porte	Neighborhood collector, USBR 35	0.80	25-30’	2-lane, parking	Sidewalk on east side	NA	E	La Porte HS		Bicycle boulevard
Plummer, A to Michigan	La Porte	Neighborhood local, USBR 35	0.23	31’	2-lane, parking	Sidewalks	NA	E	Continuity		Bicycle boulevard
Michigan, Plummer to Lincoln Hwy	La Porte	Community avenue, USBR 35		40-42’, 70’ downtown	2-lane, parking	Sidewalks		E	Historic district, YMCA, Downtown La Porte		Bicycle boulevard

Table 2-37: Valparaiso to La Porte via SR 2

Beverly Shores to Valparaiso

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Broadway, US 12 to Lake Front Dr	Beverly Shores	Neighborhood collector	1.04	22’	2-lane, rural section	Roadside sidewalks	NA	E	Beverly Shores SSL station, Calumet Greenway, Dunes Parks, Lakefront and beach		Bicycle boulevard
Lake Front Dr, Broadway to Lake Shore County Road	Beverly Shores	Lakefront lane	1.38	19’	Narrow 2-lane	No sidewalks	NA	NR-L	Lakefront		Bicycle boulevard
County Road, Lake Shore to US 12	Beverly Shores	Rural lane	1.2	20’	Narrow 2-lane	No sidewalks	NA	NR-L	Dunes Park		Bicycle route
N 500E/E 1400N/N 450E, US 12 to Burdick Rd	Porter County	Rural local	5.36	21’	2-lane, rural section	Drainage ditches	NA	G	Engquist Nature Preserve, Heron Rookery	I-94 crossed with overpass	Bicycle route. Connection to Chesterton via Burdick Rd route
N 400E, Burdick Rd to SR 2	Porter County	Rural collector	8.52	21’	2-lane, rural section	Drainage ditches	1499	G	Washington Township school campus	Toll Road crossed with overpass	Bicycle route. Connections into Valparaiso via Burlington Beach and Vale Park Roads

Table 2-38: Beverly Shores to Valparaiso

Michigan City to La Porte via Goldring Road

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Wabash, Michigan Blvd to W 11th St	Michigan City	City boulevard	0.6	64’	2-lane divided, parking and protected bike lanes	Sidewalks	NA	G	Marquette Greenway, Library, Downtown, Lighthouse Place, SSL station, Marquette HS		Existing bike lanes
Wabash, 11th St to Coolspring Ave	Michigan City	Neighborhood collector, signed bike route	1.14	25-31’	2-lane, parking on wider section north of Harrison St	Sidewalks	NA	G	Ames Field, Ivy Tech CC		Bicycle boulevard
Coolspring, Wabash to Cleveland Ave	Michigan City	Collector	0.57	28’	2-lane, no parking	Sidewalks	7173	G	Continuity	Signalized intersection at Franklin	Bicycle boulevard; possible narrow bike lanes or striped shoulder
Cleveland Ave, Coldspring to US 20	Michigan City	Minor arterial	1.0	27’	2-lane, no parking	Singe side sidewalk, gap between Coolspring and Garrettson	4016	G	Edgewood ES, Barker Woods, Barker MS	Signalized intersection at US 20	Bicycle boulevard. Redesign of US 20 intersection for improved pedestrian/bicycle access
Cleveland Ave, US 20 to W 400N	Michigan City	Minor arterial	1.04	66’	5-lane with TWTL, no parking	Back of curb sidewalk on east side	NA	G	Access to Franklin St commercial corridor	Signalized intersection at W 400N	Lane reduction to three lanes with protected bike lanes or sidepath
W 400N, Franklin to Wozniak Rd	Michigan City	Minor arterial	2.60	52-63’. 22’ east of I-94 overpass	4-5 lane, no parking; 2-lane east of I-94	No sidewalks	10700	G east of Cleveland	Major commercial, Creek Ridge County Park	I-94 crossed with overpass	Sidepath
Wozniak Rd, W 400N to W 350N	La Porte County	Rural collector	0.52	23’	2-lane, striped	Drainage swales	NA	NR	Continuity		Sidepath
W 300N/N 725 W, N Goldring Rd, Wozniak to Small Rd	La Porte County	Rural lanes		20’	2-lane rural section	Drainage swales	NA	G	Scenery	Toll Road crossed with overpass. Road curvature and grades	Rural bicycle boulevard. Small Rd connection to La Porte

Table 2-39: Michigan City to La Porte via Goldring Road

Michigan City to Hudson Lake via County Roads

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
8th St, Huron to Michigan Blvd	Michigan City	Business district street	0.95	60' through downtown core, 34' to the west and 42' to east	2-lane, diagonal parking in core, parallel parking outside	Sidewalks	NA	G	Lincoln Mem. Trail (fut), Lighthouse Place, Downtown, Casino, Hansen Park, Marquette Greenway, Trail Creek Park	Michigan Blvd intersection is signalized.	Bicycle boulevard outside core. High visibility crossing at Michigan Blvd. Consider back-in diagonal parking between Wabash and Pine
8th Street, Michigan Blvd to Springland	Michigan City	Collector, edge between residential and industrial land use	0.45	32'	2-lane, 1 side parking	Parallel Trail Creek Greenway shared use path	NA	G	Trail Creek Greenway, Pottawattamie Park, Friendship Botanical Garden via connecting trail		Bicycle boulevard
Springland Ave, 8th St to Karwick Rd	Michigan City	Collector on edge of neighborhoods	1.44	32'	2-lane, parking on south side	Back of curb sidewalk on south side	NA	G	SSL Carroll Ave station, Winding Creek Cove Park		Bicycle boulevard
Karwick Rd, Springland to Tryon	Michigan City	Collector with beach access	0.50	32'	2-lane, no parking, paved shoulders	No sidewalk	NA	G	Continuity		Existing shoulders
Tryon Rd/W 800N, Karwick to N 300W	La Porte County	Rural section line road	5.0	21'	2-lane	Drainage ditches	NA	G	Springfield ES		Bike route
N 300W/W 850N	La Porte County	Rural local	1.76	21'	2-lane	Drainage ditches	NA	G	Chessie Trail (fut)		Bike route
SR 39, W 850N to W 900N	La Porte County	State Highway	0.50	36'	2-lane, paved shoulders		NA	G	Continuity		Existing shoulders
W 900N, SR 39 to Fail Rd	La Porte County	Rural section line road	3.78	21'	2-lane	Drainage ditches	NA	G	Hesston Steam Museum via N 125E		Bike route
Fail Rd (USBR 35), W 900N to E 800N	La Porte County	Rural collector	1.0	24'	2-lane, striped	Drainage ditches	NA	G	Heston Hills Event Center		Bike route
E 800N, Fail Rd to Novitiate Rd (N 500E)	La Porte County	Rural section line road	3.25	22'	2-lane, striped	Drainage ditches	NA	G	Hog Lake		Bike Route
E Saugana Trail/N Cherokee Trail/E Tioga Trail 600E from N 500E to South Shore Line crossing	La Porte County	Rural neighborhood local	1.43	22'	2-lane, rural section, no parking		NA	G	Hudson Lake facilities, SSL station		Bike route

Table 2-40: Michigan City to Hudson Lake via County Roads

Eastern Lakes Routes: Hudson Lake to Fish Lake

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Chicago Rd, Hudson Lake Station to N 700E	Hudson Lake, La Porte County	Rural collector	4.75	22’	2-lane, rural section	Drainage ditches	NA	G	SSL Hudson Lake	Underpass at SSL crossing. US 20 intersection	Bike route. Advisory signage at US 20 crossing
E 350N, N 600E from US 20 to Division Rd	La Porte County	Rural collector	6.71	22’	2-lane, rural section	Drainage ditches	NA	G	New Prairie HS/ JHS, Wills Township Community Center		Bike route. Connection to La Porte via Division Rd
S 600E/E 100S/S Taylor Rd from Division Rd to SR 4	La Porte County	Rural collectors	3.15	24’	2-lane, rural section, striping on the Taylor Rd segment	Drainage ditches	NA	G			Bike route
SR 4, Taylor Road to S 800E	La Porte County	State Highway	1.09	43’	2-lane highway with paved shoulders		NA	F	Fish Lake Conservation Area, services		Existing shoulders

Table 2-41: Eastern Lakes Routes: Hudson Lake to Fish Lake

Westville to Fish Lake

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
CH 625W/W 400S, Joliet Rd to US 35	La Porte County/ Kingsbury	Rural County Road	7.10	20-24’	2-lane, some striped segments, rural section	Drainage ditches	NA	G	Luhr Park Nature Center, Kingsbury ES,		Bike route
E 400S, US 35 to E Hupp Rd	La Porte County	Rural County Road	4.63	22’	2-lane, some striped segments, rural section	Drainage ditches	NA	G			Bike route
E Hupp Rd, E 400S to SR 104	La Porte County	Rural County Road	0.78	22’	2-lane, rural section, striped		NA	NR			Bike route through village
SR 104, Hupp Rd to S 550E	La Porte County	Principal State Road	0.70	27’	2-lane	Surface drainage, no sidewalks	NA	NR-A			Sidepath
S 550E/E 350S/S 700E, SR 104 to SR 4	La Porte County	Rural County Road	3.00	22-24’	2-lane, striped, rural section	Drainage ditches	NA	G			Bike route

Table 2-42: Westville to Fish Lake

Kingsford Heights-Kingsbury-La Porte Loop

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
W 800S/S 175W/W 850S from Long Lane (USBR 35) to Range Rd	La Porte County	Rural County Road	3.00	22-24'	2-lane, striped, rural section	Drainage ditches	NA	G	Kingsford Hts ES and Park, Union Mills Library, Mill Pond Park		Bike route
S Range Rd, W 850S to US 35	Kingsford Hts	Neighborhood local and rural county road	1.37	22-24'	2-lane, rural section, no parking	Sidewalk on one side in community area	NA	NR-L		Gated grade crossing of double track railroad	Bike route
US 35, Range Rd to W 400S	Kingsbury	Principal Interurban Road	3.22	80'	4-lane divided highway north of US 6 junction, 2-lane south	Surface drainage	6006	NR-A	Kingbury services		Sidepath. Connection to La Porte via W 400S and S 150W
S 150W, W 400S to 24th St	La Porte City and County	Rural/Urban Transition County Road	2.74	20'	2-lane, rural section	Drainage ditches	NA	G	Luhr Park, La Porte Airport		Bike route

Table 2-43: Kingsford Heights-Kingsbury-La Porte Loop

Division Road Route: Aberdeen-Wanatah-Hanna

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
N 250W/Tower Rd, W 100N to Division Rd	Aberdeen	Rural County Road, Collector within Aberdeen	1.26	23' in rural area, 30' in development	2-lane, urban section in development	Sidewalks in Aberdeen	NA	G in rural section, E in Aberdeen			Bicycle boulevard
Division Rd, Tower Rd to SR 49	Porter County	Rural County Road	4.65	21'	2-lane	Drainage ditches	NA	G	Access to Valparaiso via Sager Road route, Fairgrounds	US 30 intersection is signalized	Bike route. Improve crossing signage at US 30
Division Rd, SR 49 to County Line Rd	Porter County	Rural County Road with some adjacent residential	5.04	33' at fairgrounds, 21' elsewhere	3-lane at fairgrounds, narrowing to 2 lane	Drainage ditches, managed conduit in some developed areas	NA	G		Complex rail crossing at 400 E intersection.	Bike route
County Line/Legion Rd from Division to Illinois St	La Porte County, Wanatah	Rural County Road	0.50	21'	2-lane	Drainage ditches	NA	E	Wanatah		
Illinois St/E 1st St from Legion Rd to US 421	Wanatah	Business district commercial street	0.62	21', 50' in town center	2-lane, diagonal parking on one side in center		NA	E	Public library, Town Hall, Public School, Ivy Tech, William Hunt Memorial Park	Overpass on US 421 over 1st Street and parallel railroad	Bicycle boulevard
Bailey Rd/S 900W/W 1300S/Volk Rd/W 1350S from US 421 to Long Lane	La Porte County, Hanna	Rural County Road	8.0	21'	2-lane	Drainage ditches	NA	G		US 30 intersection	Bike route. Provide clear markings and caution signage at US 30. Use median as a refuge area/

Table 2-44: Division Road Route: Aberdeen-Wanatah-Hanna

US Bike Route 35

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/ Trails Served	Barriers and Treatment	Recommended Infrastructure
150E/E 1000N from state line to Fail Road	La Porte County	Country Lane (150E), Rural County Road (E 1000N)	1.0	22’	2-lane, rural section	Drainage ditches	NA	G		Hesston Steam Museum	Bike route
Fail Rd, E 1000N to E 200N	La Porte County	Rural County Road	8.4	22-24’	2-lane, striped in some segments, rural section	Drainage ditches	NA	G	Heston Hills Event Center	Intersection of US 20 is signalized, Overpass over Toll Road	Bike route
W 200N, Fail Road to N Park Rd	La Porte	Collector at city edge	1.83	22’	2-lane, striped, rural section		NA	G			Bike route
Park Rd/Park St, W 200N to Bach St	La Porte		1.03	22’ widening to 26’ south of Cherry St	2-lane, rural section	One side sidewalk south of Cherry St	NA	G	Lindewald Park, City Park, Fox Memorial Park		Bicycle boulevard
Park St/Tipton St, Bach to Lincoln Hwy Pt/	La Porte	Neighborhood local	0.46	28-42’	2-lane, parking in wider areas	Sidewalks	NA	G	Downtown La Porte		Bike route. Continuation of USBR 35 follows Westville-La Porte Route to Long Lane Road (4.1 mi)
Follows La Porte-Westville-Valparaiso Route, Lincoln Hwy to Long Lane			4.1								
Long Lane Rd, Joliet Rd to W 1800S	La Porte County	Rural County Road	15.9	22-24’	2-lane, striped rural section	Drainage ditches, surface drainage	NA	G	Union Mills, Mill Pond Park, Hanna, Library	US 30 crossing with parallel railroad, ungated crossing	Bike route. Clear markings at highway crossing, warning signs for cross traffic

Table 2-45: US Bike Route 35

Chesterton-Westville Connection

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
E Tratebas Rd, N Calumet Ave to N 400E	Porter County	Country Lane, some residential clusters	2.5	20’	2-lane, rural section	Drainage ditches	NA	G			Bike route
N 400 E, Tratebas to E 900N	Porter County	Rural County Road	0.5	21’	2-lane, rural section	Drainage ditches	NA	G			Bike route
E 900 N, N 400E to County Line Rd	Porter County	Rural County Road	3.0	21’	2-lane, rural section	Drainage ditches	NA	G between N 400E to N 550E, NR to the east		Substantial low density residential development corridor	Bike boulevard in the short term to Westville. Upgraded road if necessary should include sidepath or shoulders
County Line Rd, E 900N to W 300S	County line	Rural County Road	0.37	21’	2-lane, rural section	Drainage ditches	NA	NR		Substantial low density residential development corridor	Bike boulevard in the short term to Westville. Upgraded road if necessary, should include sidepath or shoulders

Table 2-46: Chesterton-Westville Connection

Cedar Lake-Lowell-Kankakee Valley

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Lake Shore Dr, Cline Ave to W 133rd Ave	Cedar Lake	Minor arterial	0.8	30-31'	2-lane, no parking	Intermittent sidewalks and gravel shoulders; very limited space for infrastructure	8210	F	Lakefront and businesses, Lemon Lake County Park	Constrained right of way	Road improvement with a shoulder upgrade and repair to create a rideable and walkable shoulder area.
Morse St, 133rd to 145th Ave.	Cedar Lake	Minor arterial	1.0	28'	2-lane, striped, rural section	No sidewalks, drainage swales beyond narrow shoulders	5231	G	Town Grounds, Lassen's Resort, public lake access		Continuation of road improvement with a shoulder upgrade and repair to create a rideable and walkable shoulder area.
Morse St, 145th Ave to 171st Ave	Lake County, Lowell	Minor arterial	3.25	27'	2-lane, striped, rural section	Drainage swales	3116	G to 159th Ave, NR south to Lowell			Sidepath. Alternative bike route is 155th Ave to Cline and through Freedom Park to the proposed trail to Main St. Continuing connection through on-street routes or proposed trail to Clark Street.
Morse St/Mill St, 171st Ave to Commercial St	Lowell	Collector	1.16	22-27'	2-lane, striped, no parking	Discontinuous sidewalks except between Commercial and Main	3828	NR	Lowell VFW, Christian Academy, Town Center		Sidepath south to Main
Clark, Commercial to Belshaw Road	Lowell	Collector	0.9	21'	2-lane, striped, rural section	Drainage ditches	2582	G	Buckley Homestead County Park		Sidepath
Clark/Old Monon Rd/231st Ave from Belshaw to Pierce St	Lowell, Shelby	Rural County Road	6.2	22'	2-lane, striped, rural section	Drainage swales	282 on 231st Ave	G	Shelby		Bike route
Pierce St, 231st to 235th Ave	Shelby	Community main street	0.5	32'	2-lane, striped, parking off the roadway	Isolated sidewalk segments	847	G	Shelby Library, Community Park, and services		Bike route

Table 2-47: Cedar Lake-Lowell-Kankakee Valley

Kankakee Valley Route

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
Parrish Ave, 236th to 241st Ave	Schneider	Community main street	0.55	22’	2-lane, striped, no parking	Sidewalk on west side on central two blocks of town	NA	G	Local services, US 41 access		Bike route
W 241st Ave/Cline Ave/W 245th Ave/ Whitcomb St/235th Ave from Parrish Ave to Pierce St	Schneider. Shelby	Rural County Road	6.64	22’ typical	2-lane, rural section	Drainage ditches and swales	NA	G	Mohawk Campground, Badal Wildlife Refuge		Bike route
Pierce St, 235th to 231st Ave	Shelby	Community main street	0.5		2-lane, striped, no parking	Isolated sidewalk segments	847	G	Shelby Library, Community Park, and services		Bike route
231st Ave/Harrison St (SR 55)	Lake County	Rural County Road	1.5	22-24’	2-lane, striped, no parking	Drainage swales	NA	G			Bike route
221st Ave/ Mississippi/217th Ave	Lake County	Rural Gravel Lane	4.0	18-20’	2-lane	Drainage ditches	NA	F	Grand Kankakee Marsh County Park, River levee trail		Gravel bike route

Table 2-48: Kankakee Valley Route

Hebron-Kankakee Route

Street Segment	City or County	Street or Road Type	Length (mi)	Channel Width	Lane Configuration	Adjacent ROW Conditions	ADT if known	Greenway Map Rating	Destination/Trails Served	Barriers and Treatment	Recommended Infrastructure
S Main, Pratt to E 173rd Ave	Hebron	Community main street	1.55	50’ in town center, 38’ for turn lanes, 28’ basic	2-3 lane, no parking	Sidewalks through city	7096-10700	F	Town center, Hebron school campus, American Discovery Trail		Upgrade sidewalk on one side to sidepath standard, extending to 173rd
173rd Ave, Main St to Clay	Lake County	Rural county road	4.0	19’	2-lane, rural section	Drainage swales	NA	NR	American Discovery Trail route		Bike route. ADT signage
Clay, 173rd Ave to SR 2	Lake County	Rural collector	1.0	24’	2-lane, rural section	Drainage ditches	NA	G	Lodging and freeway services at SR 2 interchange with I-65		Bike route
Clay, SR 2 to County Park	Lake County	Rural collector	4.5	22-24’	2-lane, rural section	Drainage ditches	NA	G	Grand Kankakee Marsh County Park		Bike route

Table 2-49 Hebron-Kankakee Route