

McCordsville

Bike and Pedestrian Master Plan



DRAFT

October 25, 2019

PUBLIC INPUT

Summary

Public Engagement Events

The design team attended and organized a variety of methods to gain public input on the McCordsville Bike and Pedestrian Master Plan. Two of the plan's overall goals specifically relate to public engagement:

1. Facilitate a public engagement process that is collaborative with Town staff, steering committee members, stakeholders, residents, schools, neighborhoods, and Town leaders in a meaningful, innovative dialogue.
2. Utilize technology and graphics to bring life to the storytelling of the existing conditions, gather information, and present the plan.

To meet these goals, the design team utilized the following means to engage the public and display the design process:

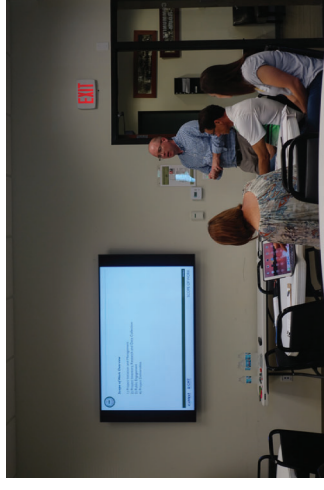
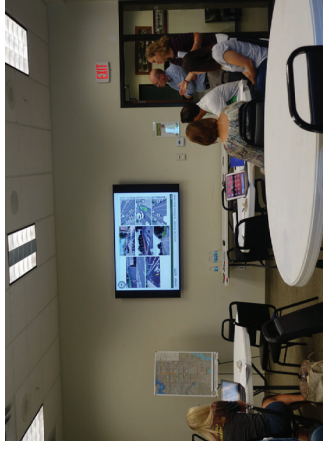
- Steering Committee - a group of Town staff, Town officials, interest groups and private citizens to help guide the design team.
- Stakeholder Group - a group of individuals from interest groups, business entities, and adjacent municipalities to provide input and guidance in the overall plan.
- Pop-up Engagement - a booth set up at the McCordsville Pathway to Fitness 5k to engage citizens and gather input.
- Project Website - a 24/7 portal for citizens to visit, see current materials, and provide input.
- Online Survey - published through an online portal that gathered over 220 results.
- Public Approval Process - a public forum to formally adopt the plan for the Town of McCordsville's use.

McCordsville Path To Fitness 5k

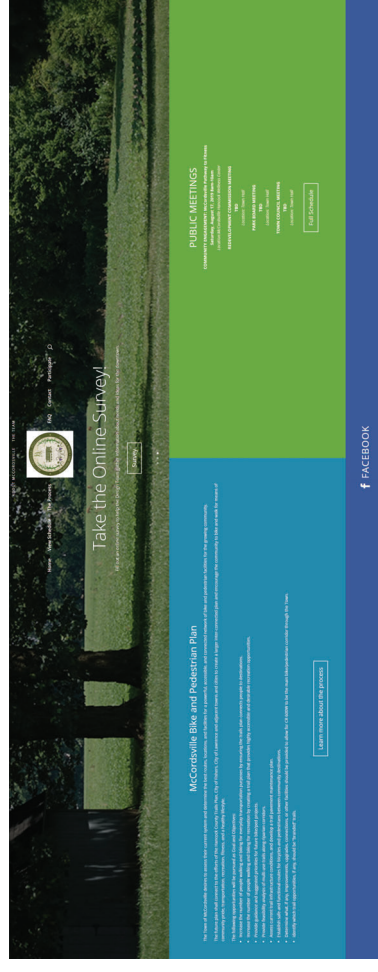


7 MCCORDSVILLE BIKE AND PEDESTRIAN MASTER PLAN

Steering Committee Meetings



Website



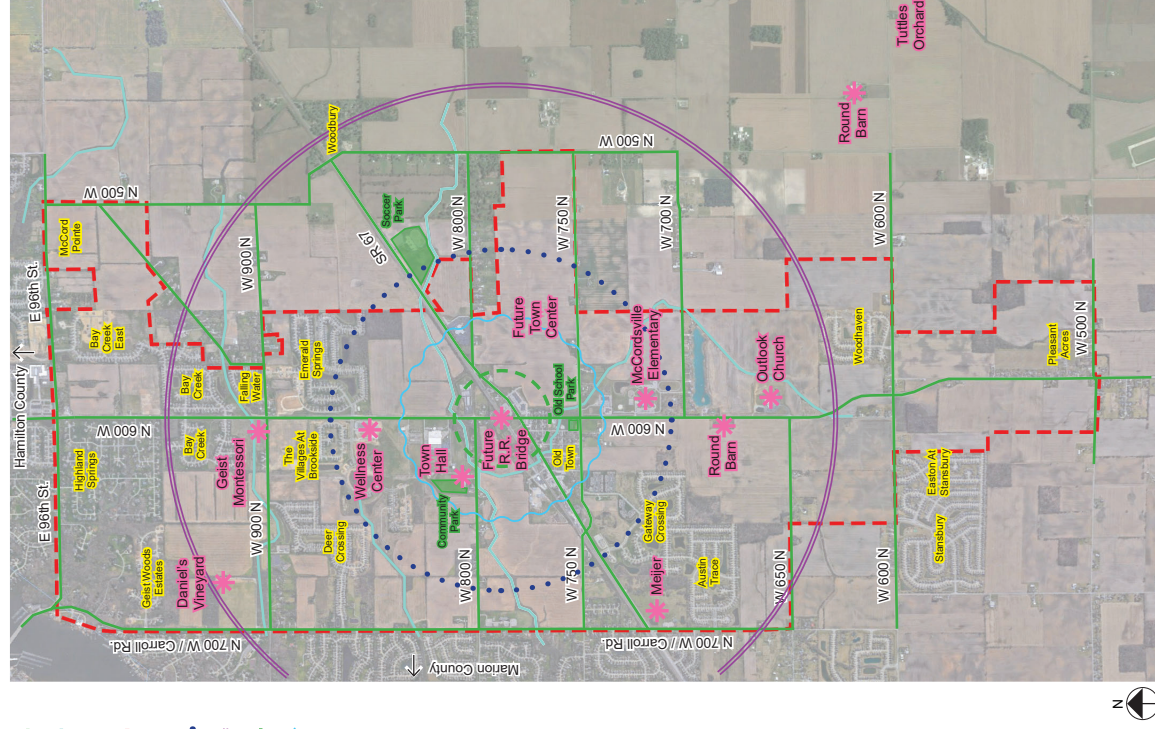
MCCORDSVILLE BIKE AND PEDESTRIAN MASTER PLAN 8

PUBLIC INPUT

Legend

- | | |
|-----------------------|---|
| Corridor Roadway |  |
| Waterway |  |
| Public park |  |
| Town Boundary |  |
| Area of Interest |  |
| 5 minute bike radius |  |
| 10 minute bike radius |  |
| 5 minute walk radius |  |
| 10 minute walk radius |  |
| Neighborhood |  |

Town Map

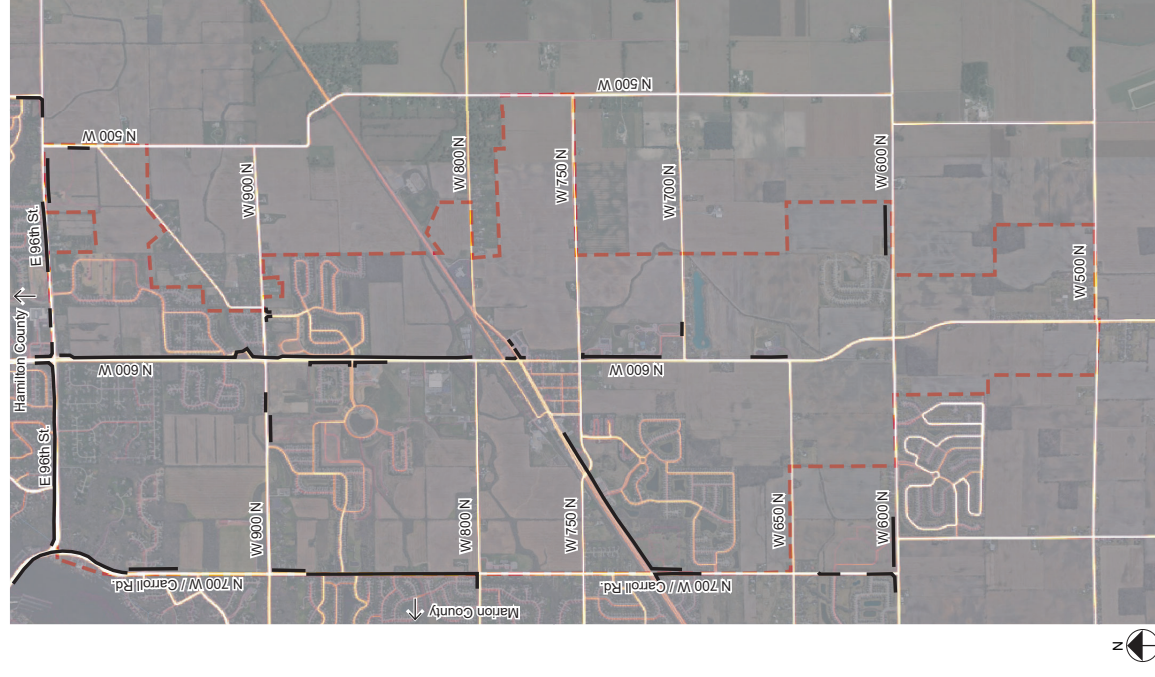


EXISTING CONDITIONS

Existing Trail and Sidewalk Facilities

Legend

- Existing Bike / Pedestrian Facility
- Strava Heat Map overlaid to show amateur cyclist routes:
- High Use
- Medium Use
- Low Use

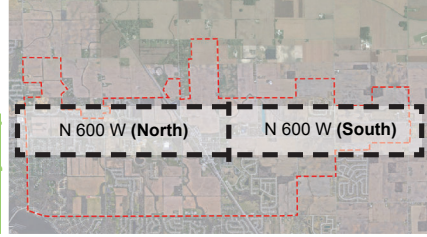


EXISTING CONDITIONS

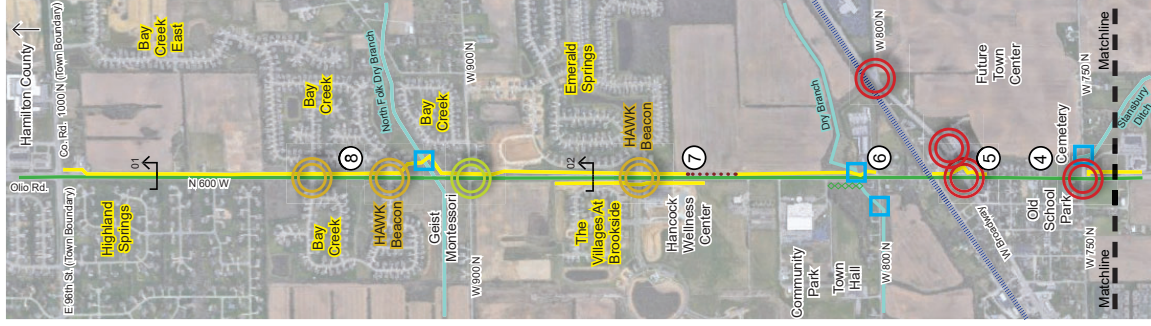
Legend

- Corridor Roadway
- Intersection with crosswalks on all walkways
- Intersection with partial crosswalks
- Intersection with no crosswalks
- Path / Trail
- Sidewalk
- Protected Bike Lane
- Separated Walk and Bike Path
- Neighborhood
- Bridge
- Waterway
- Train Tracks
- Section (refer to page 25)
- On-site Photo
- Topography
- Narrow R.O.W.

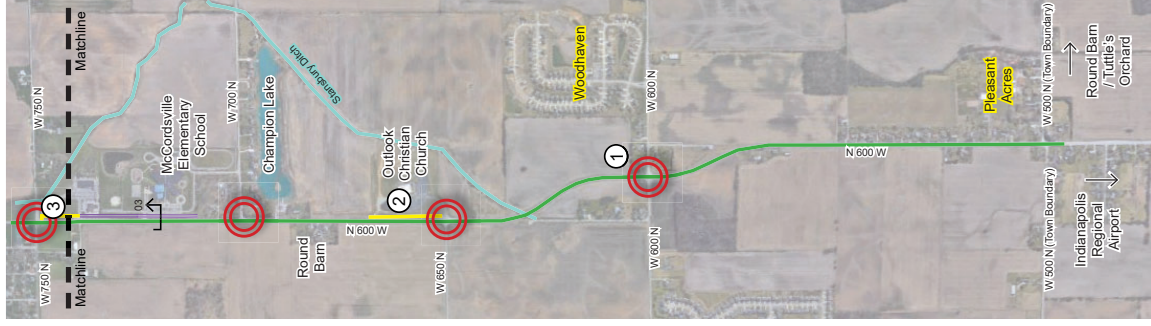
Vicinity Map



N 600 W (North)



N 600 W (South)

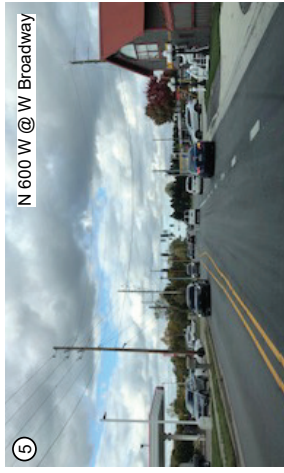


EXISTING CONDITIONS

① N 600 W @ W 600 N



⑤ N 600 W @ W Broadway



② N 600 W @ Outlook Christian Church



⑥ N 600 W @ W 800 N



③ N 600 W @ Cemetery & Park



⑦ N 600 W @ Hancock Wellness Center



④ N 600 W @ Downtown Neighborhood



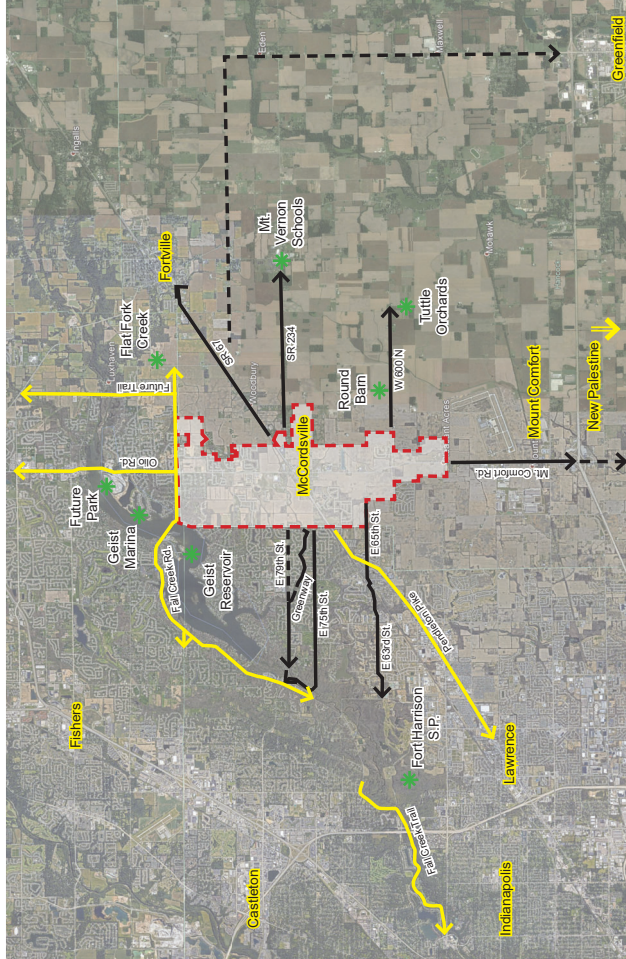
⑧ N 600 W @ Bay Creek



All images are oriented north.

PROPOSED CONDITIONS

Regional Connections Plan



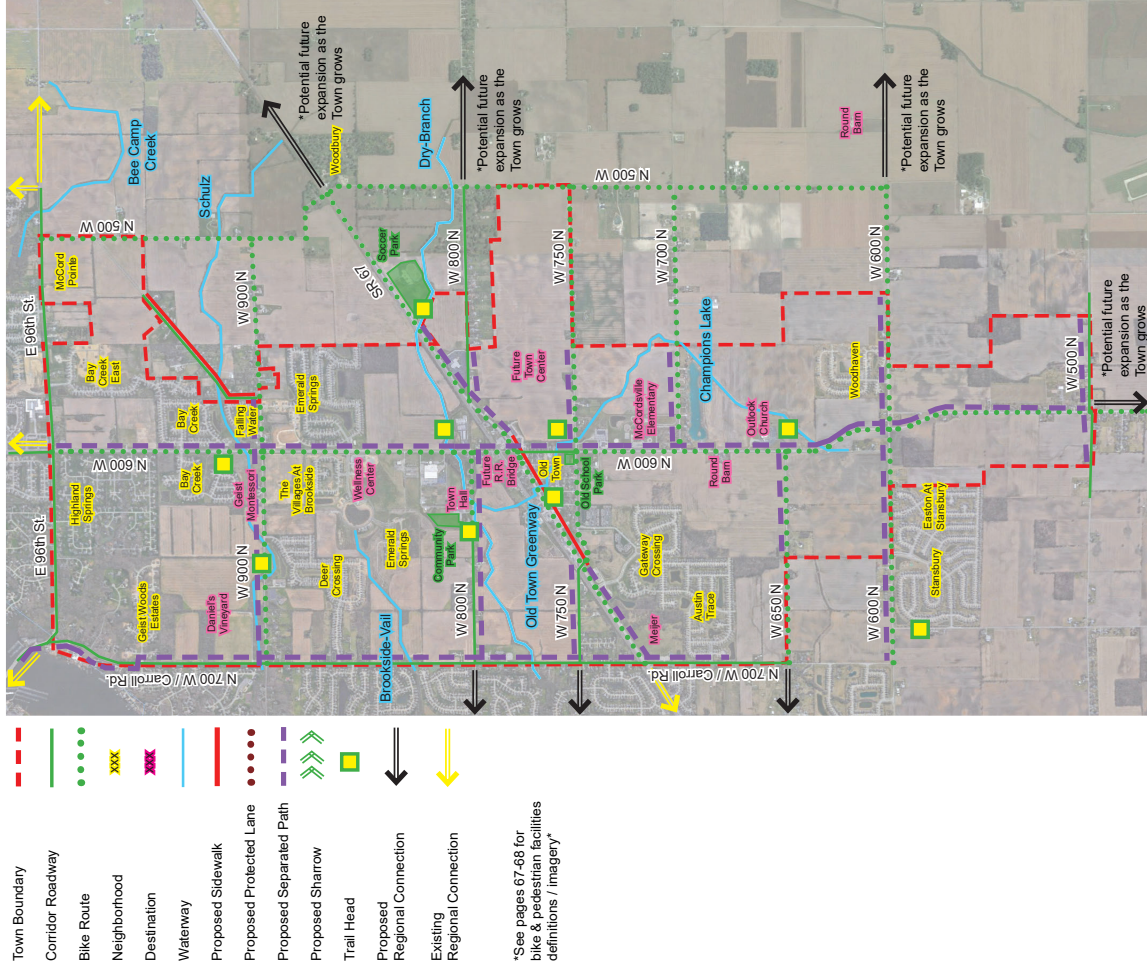
Description

Existing bike & pedestrian facilities currently exist along three major corridors leading in and out of McCordsville: Pendleton Pike leading southwest towards Lawrence, Old Road leading north towards Hamilton Town Center in Noblesville, and Fall Creek leading north-west / west towards Fishers. Bike & pedestrian facilities enhancing regional connectivity are proposed along six major corridors leading in and out of McCordsville: E 75th St. leading west towards Castleton, E 63rd St. leading west / southwest towards Fort Harrison State Park; Mt. Comfort Rd. leading south towards Mt. Comfort, W 800 N leading east towards the round barn & Tuttle's Orchards; SR 234 leading east towards Mt. Vernon Schools; and SR 67 leading north-east towards Fortville.

Additional considerations include connecting to the proposed Hancock County Trails Plan, which identifies bike & pedestrian connections southeast to Greenfield and south to New Palestine along N & S 800 W. Within the Town planning boundary, recommendations include improvements to 12 main corridors and new greenways. Specifically, the goals to be accomplished by the implementation of this plan include the following:

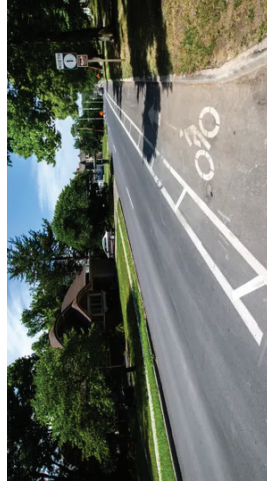
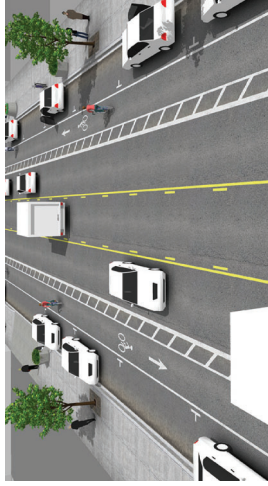
- Increase the number of people walking and biking for everyday transportation purposes by ensuring the trails plan connects people to destinations.
- Increase the number of people walking and biking for recreation by creating a trail plan that provides highly accessible and desirable recreation opportunities.
- Provide priorities for future bike/pedestrian projects.
- Provide feasibility of multi-use trails along riparian corridors.
- Establish safe and functional routes for bicycles and pedestrians between community destinations.
- Identify "branded" trails within the system that can have additional interest, design elements and sources of community pride.
- Recommend policy changes and action steps for a successful implementation.

Overall Plan



PROPOSED CONDITIONS

Buffered Bike Lanes



Shared Paths



Description:

Buffered Bike Lanes are considered any bike lane with a designated buffer space separating the cyclist from the adjacent drive lane.

Buffered Bike Lanes are only to be used along N 600 W and Old Town corridors in specified areas.



Description:

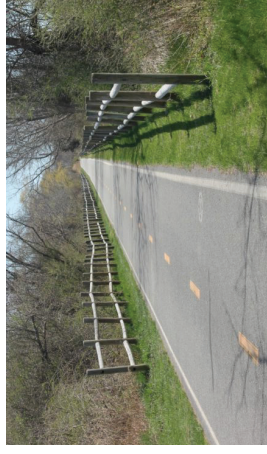
Shared Paths are considered any paved path that supports multiple types of transportation, including walkers, bikers, roller bladders, and skateboarders, but does not support motorized vehicles.

Shared Paths can be asphalt, concrete, or paver surfaces and in specified areas will have signage / branding elements and amenities, such as benches, litter receptacles, and decorative lighting.

Sharrows / Bike Route



Greenways & Rail Trails



PROPOSED CONDITIONS



Description:

Sharrows are street markings combining a bicycle and an arrow that indicates in the roadway where people should preferably cycle. The use can be mainly in the Old Town corridors and along the rural county roads as a first phase of development prior to sidewalks and shared paths being implemented.

Bike Routes are signed roadways that are used by amateur cyclists and bike groups frequently. This provides routes for advanced riders that would not utilize the shared paths or greenways. Signage includes: "Bike Route", "Share the Road", or "Bicycles can Take the Whole Lane" verbiage.



Description:

Greenways & Rail Trails are considered any paved path or trail that connects users to nature by giving them a biking or walking route away from roads and other types of development.

Greenways can be located along several of the water ways and drainage ditches that pass through McCordsville. Refer to the overall plan for suggested trailhead locations. Amenities can include signage, way-finding, interpretive signage, site furnishings, and naturalized plantings.

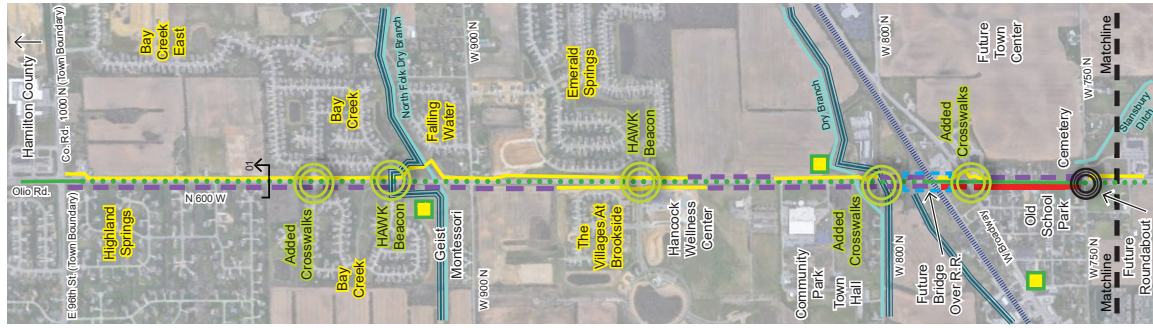
Refer to pages 93-94 for recommended alignments and proposed sections for greenways.

PROPOSED CONDITIONS

Legend

- Corridor Roadway
- Bike Route
- Intersection Improvements
- Existing Bike / Pedestrian Facility
- Neighborhood
- Bridge
- Waterway
- Train Tracks
- Section (refer to next page)
- Proposed Path / Trail
- Proposed Sidewalk
- Proposed Protected Path
- Proposed Separated Path
- Proposed Sharrow
- Proposed Greenway
- Trail Head

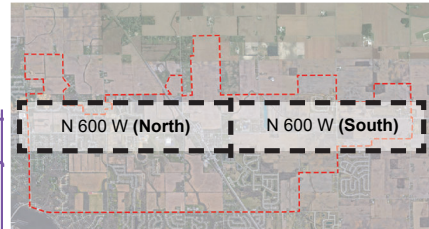
N 600 W (North)



N 600 W (South)

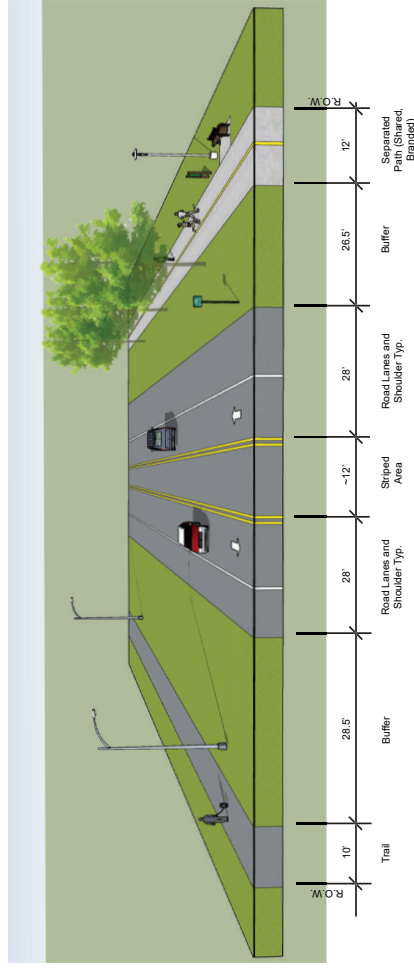


Vicinity Map



PROPOSED CONDITIONS

Proposed Section 01 - N 600 W



Proposed Street Standard for N 600 W

Classification: Major Arterial
Minimum R.O.W. Width: 140'
Minimum Road Width: 4 Lanes - 68'

Proposed Street Condition for N 600 W

Description:

The conditions along N 600 W can be a combination of a 10' shared use trail on the west side of the road and a 12' shared & branded path on the east side of the road.

The 10' trail on the west side of the road can be asphalt pavement and have minimal markings and signage.

The 12' shared & branded path on the east side of the road can have decorative pavement treatment to include center line markings. Branding & identify elements such as signage, specialty pavements, center line markings, and crosswalks can all be developed to correspond with the trail's name and specific brand. Where appropriate, amenities such as enhanced plantings, trail head nodes, interpretive areas, site furnishings, decorative lighting, shade elements, bike repair stations, and public art could add an additional level of unique identity to the trail.

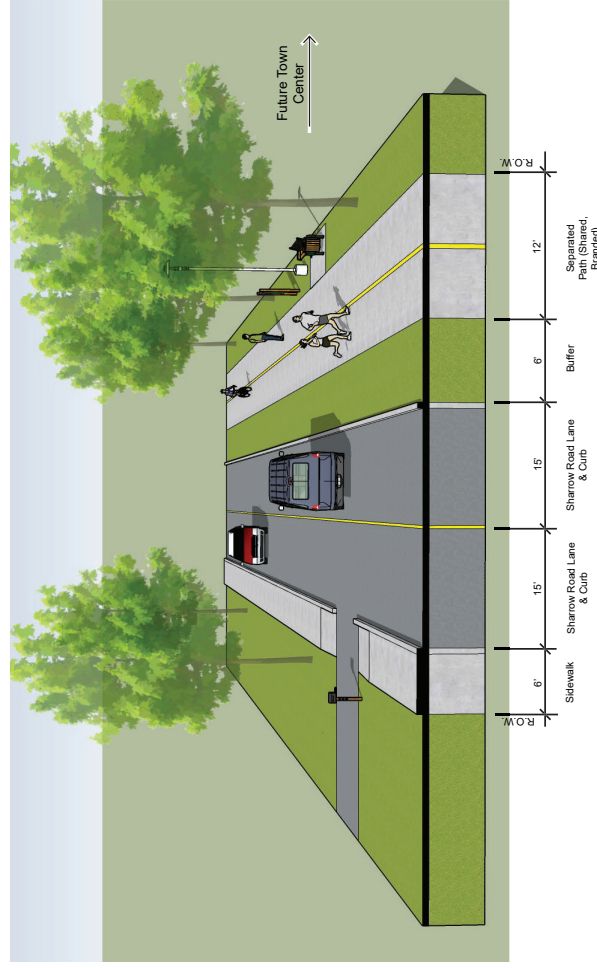
The corridor is designated a **high priority** to provide connectivity and add the missing segments along the corridor. An asphalt path with some upgraded site elements could be a cost effective first phase of development.

Branded Trail Precedent Imagery



PROPOSED CONDITIONS

Proposed Section 01 - Old Town



Vicinity Map

Old-Town
Zoom-In

Branded Trail Precedent Imagery

Classification: Local Street

Minimum R.O.W. Width: 54'

Minimum Road Width: 2 Lanes - 30'

Proposed Street Condition for Old Town

Description:

The conditions along the Old Town corridor can be a combination of a 6' concrete sidewalk on the west side of the road and a 12' shared & branded path on the east side of the road.

The 12' shared & branded path on the east side of the road can have decorative pavement treatment to include center line markings. Branding & identity elements such as signage, specialty pavements, center line markings, and cross walks can all be developed to correspond with the trail's name and specific brand. Where appropriate, amenities such as: enhanced plantings, trail head nodes, interpretive areas, site furnishings, decorative lighting, shade elements, bike repair stations, and public art could add an additional level of unique identity to the trail.

Major road corridors would also receive bike route signage/share the road for more advanced bicyclist and biking groups traveling faster than recreational users on the shared use paths. Sharrows could be used as an inter-phase to make connections within the missing corridor segments.

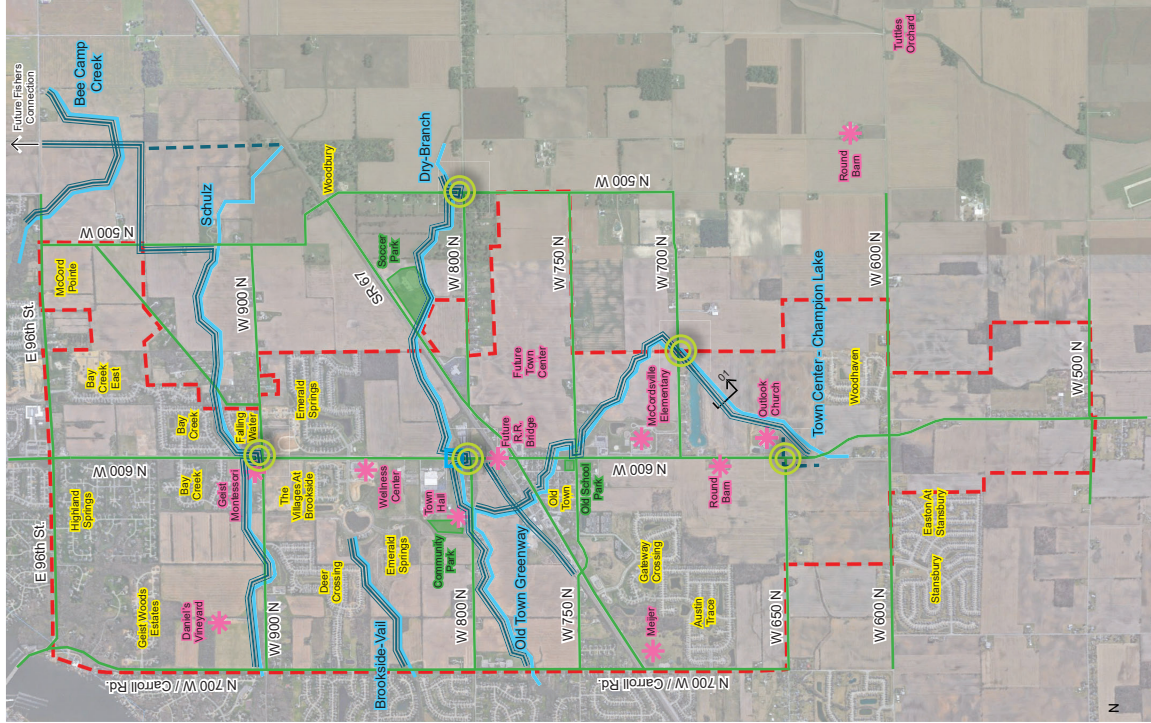


PROPOSED CONDITIONS

Legend

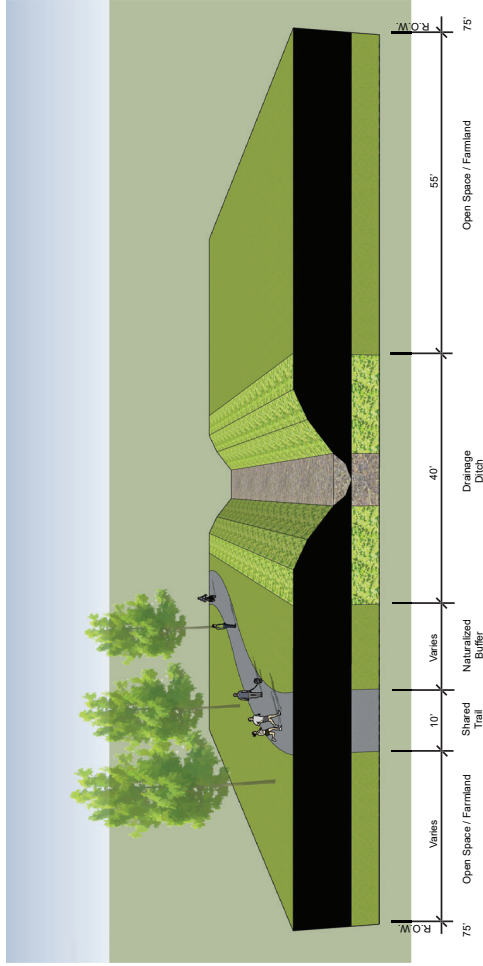
- Corridor Roadway
- Waterway
- Public park
- Town Boundary
- Area of Interest
- Neighborhood
- Proposed Greenway
- Optional Greenway
- Bridges
- Crossing

Greenways



PROPOSED CONDITIONS

Proposed Section 01 - Greenways



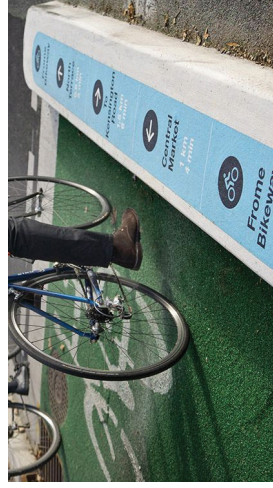
Proposed Condition for Greenways

Description:

Greenways & rail trails can be a 10' shared path, made of asphalt pavement, that meanders along the drainage corridor and can include the following: trail heads, interpretation nodes, signage, way finding, site furnishings, and naturalized plantings.

PROPOSED CONDITIONS

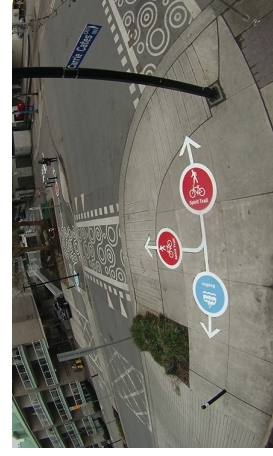
Branded Trails Examples



Description:

Branded Trails are considered any trail or separated path that is accompanied by a family of branding and identity elements to create a unique experience that is celebrated within the community. These family of elements can include: gateway elements, unique signage, specialty pavements, enhanced pavement markings, cross walk markings, enhanced plantings, trail head nodes, interpretive areas, site furnishings, decorative lighting, shade elements, bike repair stations, and public art. These elements could add an additional level of unique identity to the trail.

These elements should be developed per branded corridor during scoping and design development efforts of the corridor. While the identity element could be stand alone and unique, it should be a compliment to the Town's overall branding, identity, signage, and graphical standards.



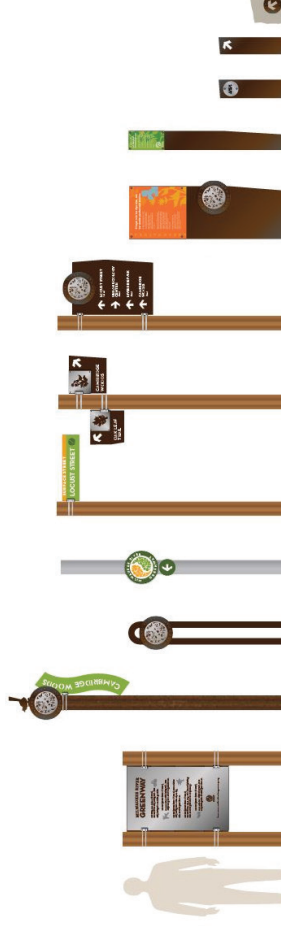
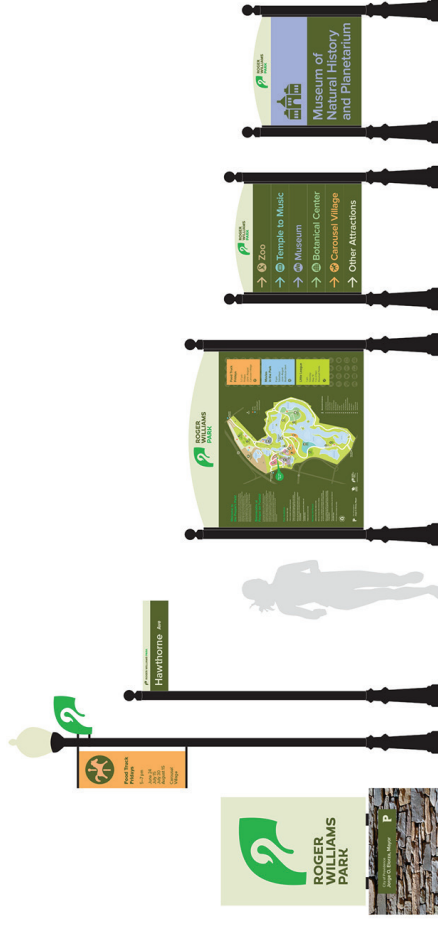
Description:

Branded Trails are considered any trail or separated path that is accompanied by a family of branding and identity elements to create a unique experience that is celebrated within the community. These family of elements can include: gateway elements, unique signage, specialty pavements, enhanced pavement markings, cross walk markings, enhanced plantings, trail head nodes, interpretive areas, site furnishings, decorative lighting, shade elements, bike repair stations, and public art. These elements could add an additional level of unique identity to the trail.

These elements should be developed per branded corridor during scoping and design development efforts of the corridor. While the identity element could be stand alone and unique, it should be a compliment to the Town's overall branding, identity, signage, and graphical standards.

PROPOSED CONDITIONS

Trail Signage Families Examples



Description:

A family of signage and way finding signage standards shall be developed to create a consistent identity and application within the system. The family of the signs can include kiosk, overall way finding maps, directional signs, landmark signs, areas of interest, interpretive signs, and distance markers. The entire family of signs should reflect and mimic the town's overall graphical and identity standards.

PROPOSED CONDITIONS

Crossing Signals - HAWK



Rail Road Crossings



Trail Heads



Description:

HAWK Beacon Definition:

A HAWK beacon (High-Intensity Activated crossWalk beacon) is a traffic control device used to slow road traffic and allow pedestrians to cross safely. It is officially known as a Pedestrian Hybrid Beacon (PHB). The purpose of a HAWK beacon is to allow protected pedestrian crossings, slowing road traffic only as needed. They are a combination of signage, flashing lights, and cross-walk striping.

Description:

See images above and to the left for examples of rail road crossings for bikers & pedestrians in Normal, IL. These images contain the following best practices:

1. A crossing arm designed specifically for pedestrians/bicyclists along the 8 foot wide sidewalk.
2. Truncated domes prior to the pedestrian crossing arm.
3. 36 inch fencing that prevents bikes/peds from the railroad tracks other than as designated along the 8-foot sidewalk.
4. Approach signage warning bicyclists/peds about the rail crossing.
5. Rail tracks that are flush to ground to ease crossing path for bikes, strollers, etc.

PROPOSED CONDITIONS



Description:

Trail heads are considered the point at which a trail begins / ends at prominent cross sections of corridors or areas of interest.

Trail heads can have a hierarchy of application from providing a visual marking of the start of the trail and arrival for the pedestrian and bike user to a larger facility that may include vehicular parking and restrooms.

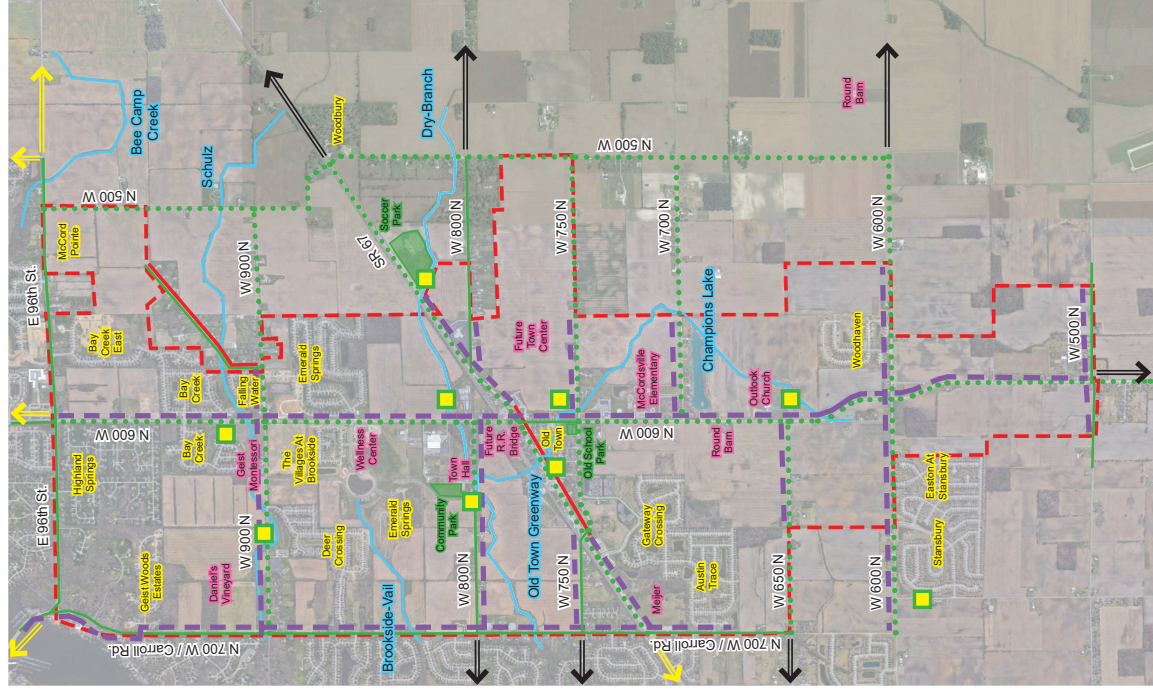
To create a unique identity or punctuation, trail head elements can include: gateway elements, unique signage, specialty pavements, enhanced pavement markings, enhanced plantings, interpretive areas, site furnishings, decorative lighting, shade elements, bike repair stations, and public art.

IMPLEMENTATION

Legend

- Town Boundary
- Corridor Roadway
- Roadway Bike Route
- Neighborhood
- Destination
- Waterway / Greenway
- Proposed Path / Trail
- Proposed Sidewalk
- Proposed Protected Path
- Proposed Separated Path
- Proposed Sharrow
- Trail Head
- Proposed Regional Connection
- Existing Regional Connection

Overall Plan



IMPLEMENTATION

Hierarchy of Priorities

- High Priority
- Medium Priority
- Low Priority

Description

High Priority

N 600 W - Between 96th St./1000 N and W 500 N

N 700 W (North) - Between 96th St. and W 900 N

W Broadway - Between N 700 W and Dry Branch (East Crossing)

W 900 N - Between N 700 W and N 500 W

W 750 N - Between W Broadway and N 600 W

W 650 N - Between N 700 W and N 600 W

Medium Priority

N 700 W (South) - Between W 900 N and W 650 N

E 96th St. - Between N 600 W and Georgia Rd.

Low Priority

N 500 W - Between 96th St. and W 700 N

W 800 N - Between N 700 W and N 500 W

W 750 N - Between N 700 W and W Broadway

W 750 N - Between N 600 W and N 500 W

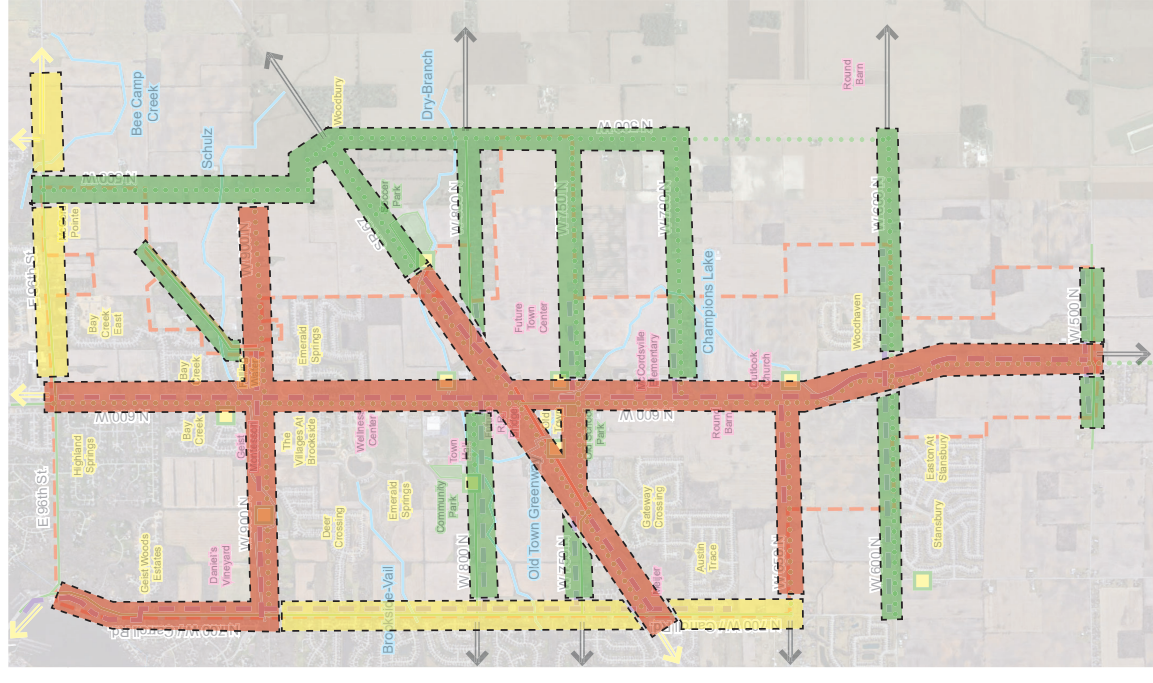
W 700 N - Between N 600 W and N 500 W

W 600 N - Between N 700 W/Carroll Rd. and N 500 W

W 500 N - From 2895 ft left of N 600 W to 3174 ft right of N 600 W

W McCord Road

W Broadway - Between Dry Branch (East Crossing) and Woodbury



IMPLEMENTATION

Costs Per Corridor

The numbers below include approximate surveying & engineering fees.

Numbers in **red** include surveying & engineering being 20% of construction costs if federally funded.

Numbers in **blue** include surveying & engineering being 12% of construction costs if locally funded.

Detailed breakdowns are within the appendix.

N 600 W
(North) - \$4,467,900 / \$4,170,000
(South) - \$6,184,200 / \$5,772,000
Branding Trail Upgrades \$90,000 - \$150,00 per mile

N 700 W
(North) - \$943,700 / \$890,800
(South) - \$3,540,200 / \$3,304,200

W Broadway
\$3,273,500 / \$3,055,300
Branding Trail Upgrades \$90,000 - \$150,00 per mile

N 500 W
(North) - \$975,000 / \$910,000
(South) - \$862,700 / \$805,200

E 9th St.
\$997,400 / \$930,900

W 900 N
\$2,455,200 / \$2,291,600
Branding Trail Upgrades \$90,000 - \$150,00 per mile

W 800 N
\$4,668,300 / \$4,357,100

W 750 N
\$8,224,600 / \$7,676,400

W 700 N
\$918,200 / \$857,000

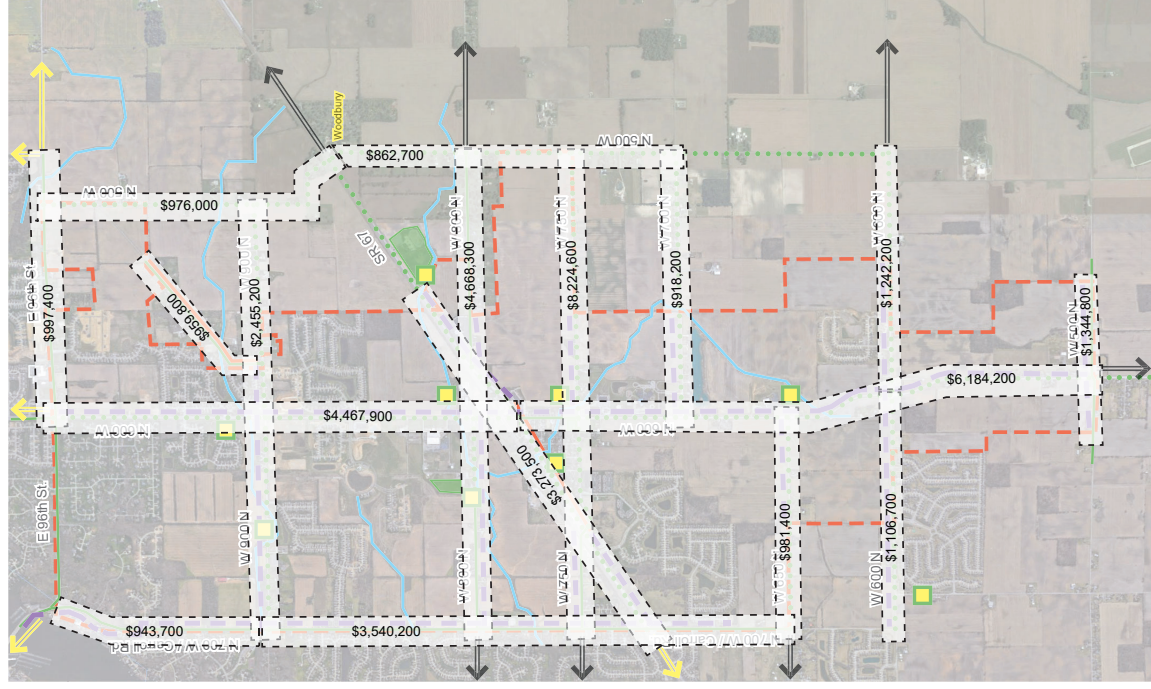
W 650 N
\$981,400 / \$916,000

W 600 N
(West) - \$1,106,700 / \$1,032,900
(East) - \$1,242,200 / \$1,159,400

W 500 N
\$1,344,600 / \$1,255,100

McCord Road
\$959,800 / \$895,800

Overall Map



*Map above shows 20% costs

Costs Per Greenway

The numbers below include approximate surveying & engineering fees.

Numbers in **red** include surveying & engineering being 20% of construction costs if federally funded.

Numbers in **blue** include surveying & engineering being 12% of construction costs if locally funded.

Detailed breakdowns are within the appendix.

North Folk Dry Branch / Schulz
\$5,498,800 / \$5,132,200

Dry Branch
\$4,246,500 / \$3,963,400

Town Center - Champion Lake
\$6,151,300 / \$5,741,300

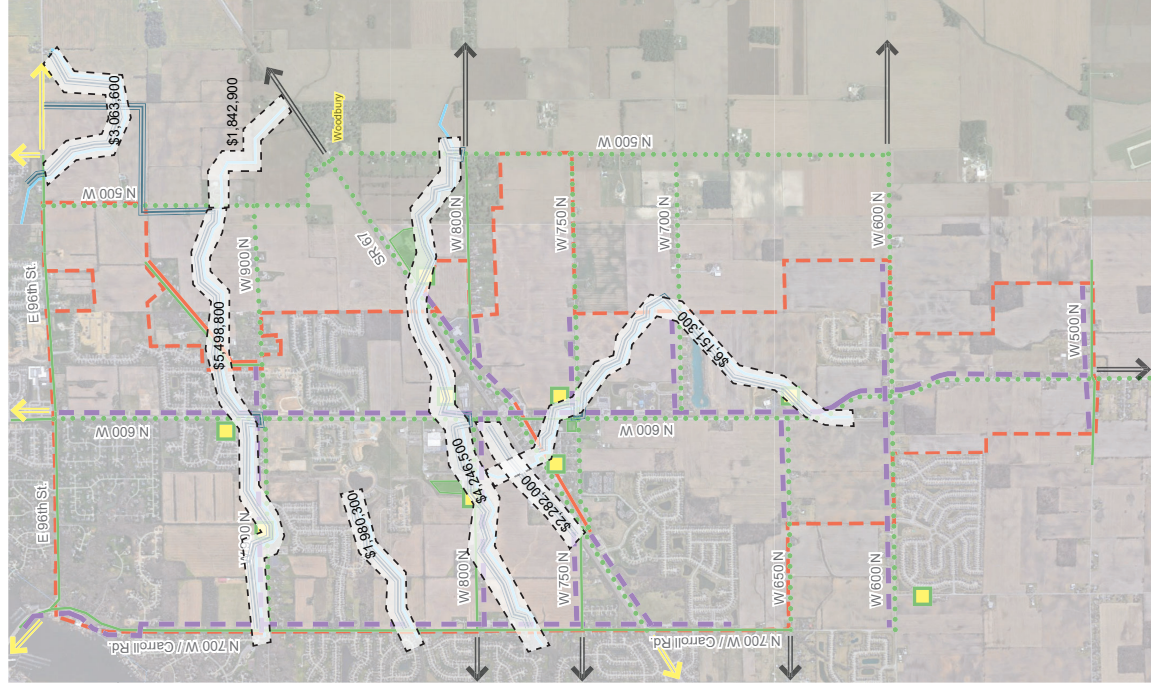
Brookside Vail
\$1,960,300 / \$1,848,300

Bee Camp Creek
\$3,063,600 / \$2,859,400

Geist South Extension
\$1,842,900 / \$1,720,000

Inter-Urban
\$2,282,000 / \$2,129,800

Overall Map



*Map above shows 20% costs