Appendix K

Pedestrian component of the Transportation Plan\
Bicycle Parking Recommendation Policy

The Comprehensive Bicycle-Pedestrian Plan

Sidewalk & Bicycle Parking Recommendation Policy

Fiscal Year 2023

NORTHEASTERN **I**NDIANA **R**EGIONAL **C**OORDINATING **C**OUNCIL

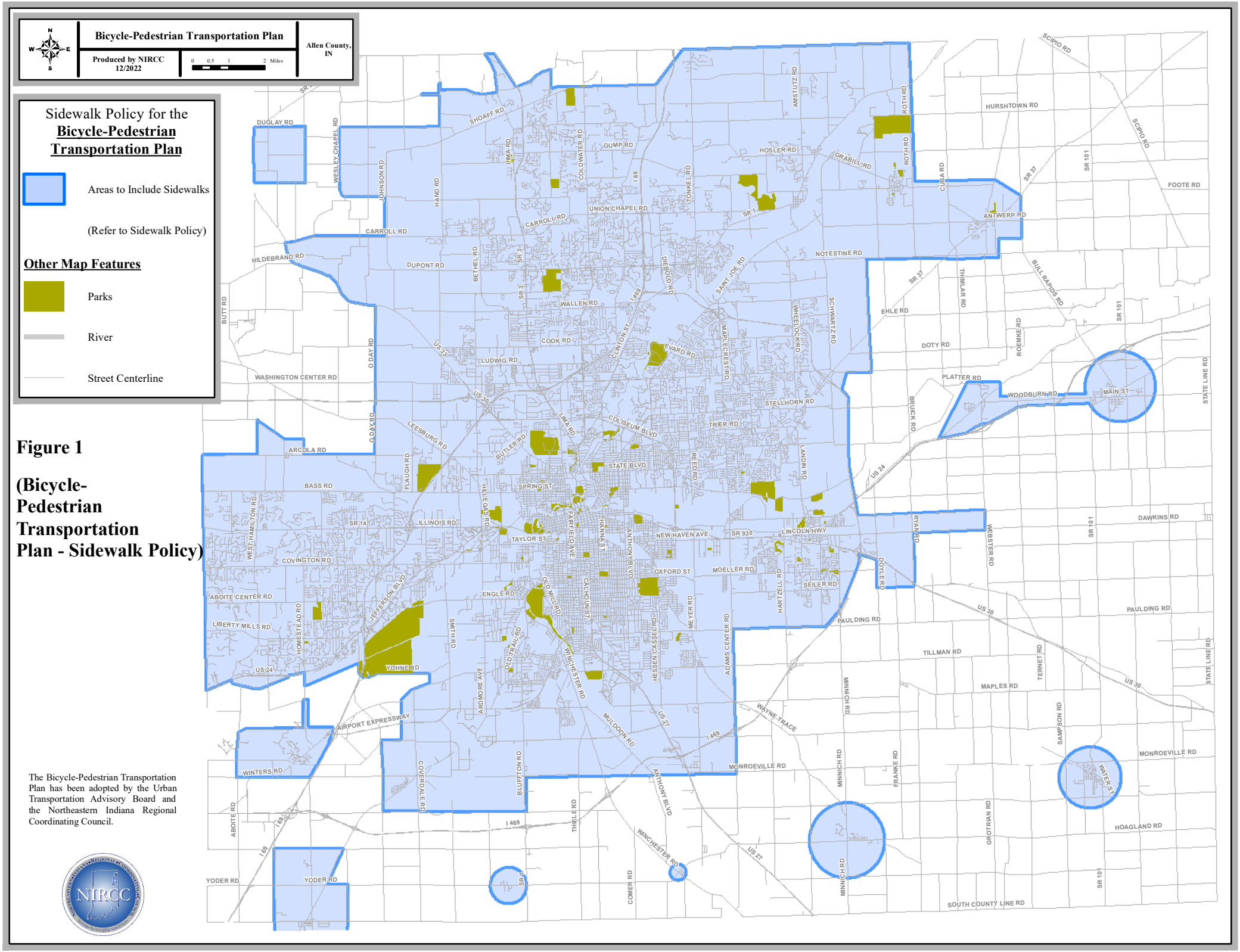
Sidewalk Recommendations

1. With new developments sidewalks should be provided within the dedicated right-of-way of all perimeter and internal streets as recommended by this article unless an adopted plan exists recommending a multi-use trail. Sidewalks should not supersede the multi-use trail where recommended. Road projects should also include sidewalks within the right-of-way as recommended by this article unless an adopted plan exists recommending a multi-use trail. Sidewalks should not supersede the multi-use trail where recommended.

2. Apart from new developments, implementation of sidewalks along highways, city streets, and county roads should be provided on streets within the urbanized boundary, city boundaries, and areas around small towns (Figure 1) that meet the standards shown in Table 1. Aside from new developments, implementation of sidewalks along highways, city streets, and county roads outside the areas shown in Figure 1 should be provided according to identification from the most recent Bicycle and Pedestrian Transportation Plan.

Table 1 ***(Minimum Sidewalk recommendations in Allen County, IN)***

Road Classification	***Recommended***	***Sides***	***Width (ft)***
Local & Residential	Yes	Both	5’ (6.5’ if curb face sidewalk)
Collector	Yes	Both	5’ (6.5’ if curb face sidewalk)
Arterial	Yes	Both	5’ (6.5’ if curb face sidewalk)
Expressway	No	***N/A***	***N/A***
Freeway	No	***N/A***	***N/A***
Interstate	No	***N/A***	***N/A***


Bicycle-Pedestrian Transportation Plan
Produced by NIRCC
12/2022
0 0.5 1 2 Miles
Allen County, IN
Sidewalk Policy for the Bicycle-Pedestrian Transportation Plan
Areas to Include Sidewalks
(Refer to Sidewalk Policy)
Other Map Features
Parks
River
Street Centerline
Figure 1
(Bicycle-Pedestrian Transportation Plan - Sidewalk Policy)
The Bicycle-Pedestrian Transportation Plan has been adopted by the Urban Transportation Advisory Board and the Northeastern Indiana Regional Coordinating Council.
NIRCC
DUGLAY RD
SHOAFF RD
WESLEY CHAPEL RD
JOHNSON RD
HAND RD
UMA RD
COLDWATER RD
GUMP RD
I 69
TONKEL RD
HOSLER RD
AMSTUTZ RD
ROTH RD
GRABILL RD
CUBA RD
HURSHTOWN RD
SCIPIO RD
SR 37
SR 101
FOOTE RD
ANTWERP RD
UNION CHAPEL RD
CARROLL RD
SR 1
HILDEBRAND RD
DUPONT RD
BETHEL RD
SR 3
DEBOLD RD
SAINT JOE RD
NOTESTINE RD
BUTT RD
WALLEN RD
I 469
SCHWARTZ RD
WHEELOCK RD
THIMLAR RD
BULL RAPIDS RD
EHLE RD
O DAY RD
US 33
CLINTON ST
COOK RD
EVARD RD
MAPLECREST RD
ROEMKE RD
DOTY RD
LUDWIG RD
WASHINGTON CENTER RD
US 30
PLATTER RD
WOODBURN RD
MAIN ST
STATE LINE RD
BRUCK RD
STELLHORN RD
LIMA RD
COLISEUM BLVD
TRIER RD
LEESBURG RD
BUTLER RD
ARCOLA RD
FLAUGH RD
REED RD
LANDIN RD
STATE BLVD
US 24
BASS RD
SPRING ST
HILLEGAS RD
SR 14
ILLINOIS RD
WEST HAMILTON RD
FAIRFIELD AVE
HANNA ST
ANTHONY BLVD
NEW HAVEN AVE
SR 930
LINCOLN HWY
RYAN RD
WEBSTER RD
DAWKINS RD
TAYLOR ST
COVINGTON RD
OXFORD ST
MOELLER RD
DOYLE RD
SEILER RD
ABOITE CENTER RD
ENGLE RD
OLD MILL RD
CALHOUN ST
HARTZELL RD
JEFFERSON BLVD
LIBERTY MILLS RD
HOMESTEAD RD
SMITH RD
MEYER RD
ADAMS CENTER RD
PAULDING RD
US 30
PAULDING RD
TILLMAN RD
YOHNE RD
US 24
OLD TRAIL RD
TWINCHESTER RD
HESSEN CASSEL RD
MINNICH RD
TERNET RD
MAPLES RD
US 30
STATE LINE RD
ARDMORE AVE
AIRPORT EXPRESSWAY
WAYNE TRACE
MULDOON RD
US 27
I 469
SAMPSON RD
MONROEVILLE RD
WINTERS RD
COVERDALE RD
BLUFFTON RD
MONROEVILLE RD
FRANKE RD
WATER ST
ANTHONY BLVD
ABOITE RD
I 69
THIEL RD
I 469
GROTRIAN RD
HOAGLAND RD
WINCHESTER RD
US 27
YODER RD
YODER RD
SR 1
COMER RD
MINNICH RD
SR 101
SOUTH COUNTY LINE RD

3. Sidewalks should be provided within the dedicated right-of-way of all residential, office, commercial, retail, and private subdivision streets on both sides.

4. If residential, office, commercial, or retail development intersects an existing or planned Multi-Use Path, sidewalks should be provided for access.

5. Sidewalks should be provided along all industrial park streets on at least one side within the dedicated right-of-way.

6. A sidewalk connection should be provided if a gap in the sidewalk network exists between developments and there is no development within the gap.

7. Physical barriers or obstacles should not compromise network connectivity or public access.

8. Sidewalk surfacing should be of a character that is suitable for the expected use and should also be in harmony with the subdivision design.

9. Sidewalk locations and designs should make adequate provisions for culverts, drains, utilities, bridges, rights-of-way, driveways, and landscaping.

10. All sidewalks should be designed according to current AASHTO Standards.

11. All sidewalks should be designed according to ADA standards to allow disabled access.

Bicycle Parking Recommendations

1. Bicycle parking facilities should be provided for any new building or enlargement of an existing building when that enlargement triggers additional parking requirements.

2. Bicycle parking facilities should be provided in the ratio of one (1) bike-parking space per every twenty (20) required parking spaces.

3. Bicycle parking facilities should be provided in residential common areas (i.e. community centers, community playgrounds and pools) and parks.

4. Bicycle parking facilities should meet the Class 2 facility requirement described in Table 2 and shown in Figure 2. Class 1 bicycle parking facilities should be optional. The recommendations for bicycle facility distributions are shown in Table 3.

5. Bicycle parking should be located in close proximity to the building's entrance and clustered in lots not to exceed 16 spaces each.

6. Bicycle parking facilities should support bicycles in a stable position without damage to wheels, frame or other components.

7. Bicycle parking facilities should be located in highly visible well-lit areas to minimize theft and vandalism.

8. Bicycle parking facilities should be securely anchored to the lot surface so they cannot be easily removed and should be of sufficient strength to resist vandalism and theft.

9. Bicycle parking facilities should not impede pedestrian or vehicular circulation.

10. Racks should not be placed close enough to a wall or other obstruction so as to make use difficult. There should be sufficient space (at least 24 inches) beside each parked bike that allows access. This access may be shared by adjacent bicycles. An aisle or other space should be provided to bicycles to enter and leave the facility. This aisle should have a width of at least six (6) feet to the front or rear of a bike parked in the facility.

11. The outside ground surface should be treated in a way that avoids mud or dust.

12. Bike parking facilities within auto parking areas should be separated by a physical barrier such as curbs, wheel stops, poles or other similar features to protect bicycles from damage by cars.

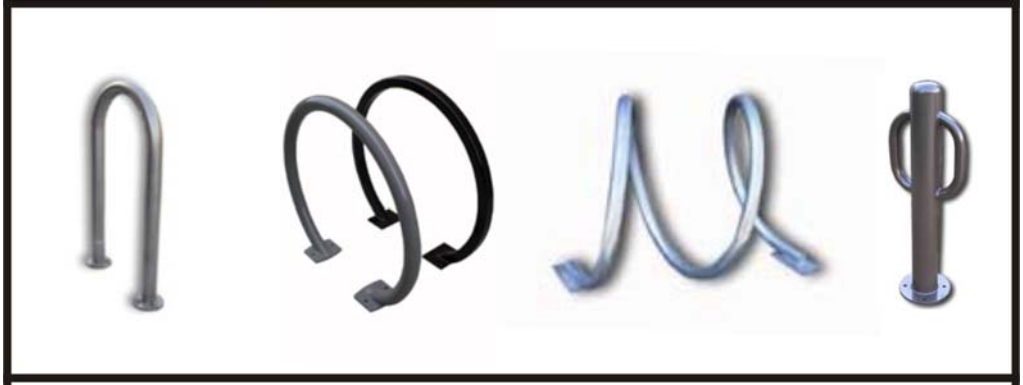
Table 2 ***(Bike Rack Classifications)***

Facility Class	***Facility Type***	***Security Levels***
Class I Facility	Bicycle Lockers	High - protects against theft of entire bicycle, accessories, and from weather
Class II Facility	Typical Bicycle Rack	Low – frame and wheels may be secured by cable/chain and lock

Figure 2 (***Bike Rack Classifications)***

Class I Facility

Class II Facility



Class II Facility
(Not Recommended)

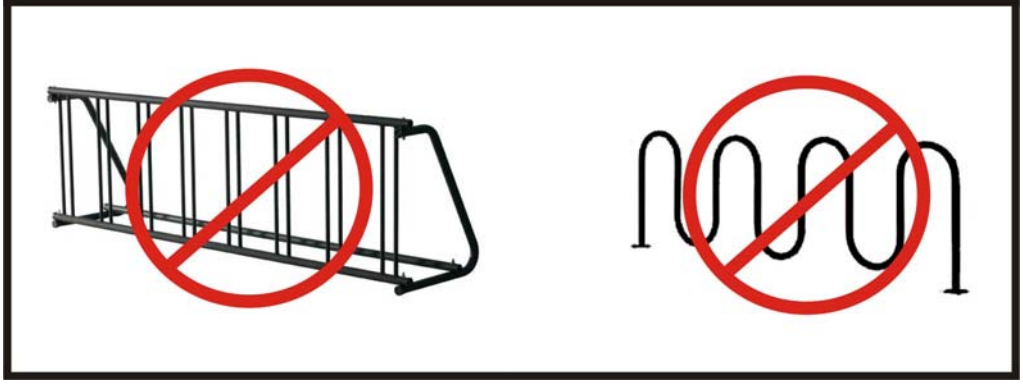


Table 3 ***(Bike Rack Recommendations)***

Area Type	***Class 1***	***Class 2***
Office, Industrial, Commercial	**40 %	60 %
Retail, Service	**20 %	80 %
Multi-Family Residential (3 or more units)	*100 %	0 %
Public or Commercial Recreation	**10 %	90 %
Schools	0 %	100 %
Park and Ride Lots or Bus Transfer Stations	90 %	10 %

*Garages or secure accessible indoor areas may satisfy the Class 1 recommendation.
**A weather protected Class 2 may satisfy the Class 1 recommendation.