

The Bicycle-Pedestrian Transportation Plan

Sidewalk & Bicycle Parking Recommendation Policy

Fiscal Year 2014

NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

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)

<i>Road Classification</i>	<i>Recommended</i>	<i>Sides</i>	<i>Width (ft)</i>
Local & Residential	Yes	Both	5' (6' if curb face sidewalk)
Collector	Yes	Both	5' (6' if curb face sidewalk)
Arterial	Yes	Both	5' (6' if curb face sidewalk)
Expressway	No	<i>N/A</i>	<i>N/A</i>
Freeway	No	<i>N/A</i>	<i>N/A</i>
Interstate	No	<i>N/A</i>	<i>N/A</i>



Bicycle-Pedestrian Transportation Plan

Allen County, IN

Produced by NIRCC
7/14

0 0.475 0.95 1.9 Miles

Sidewalk Policy for the Bicycle-Pedestrian Transportation Plan

Areas to Include Sidewalks (Refer to Sidewalk Policy)

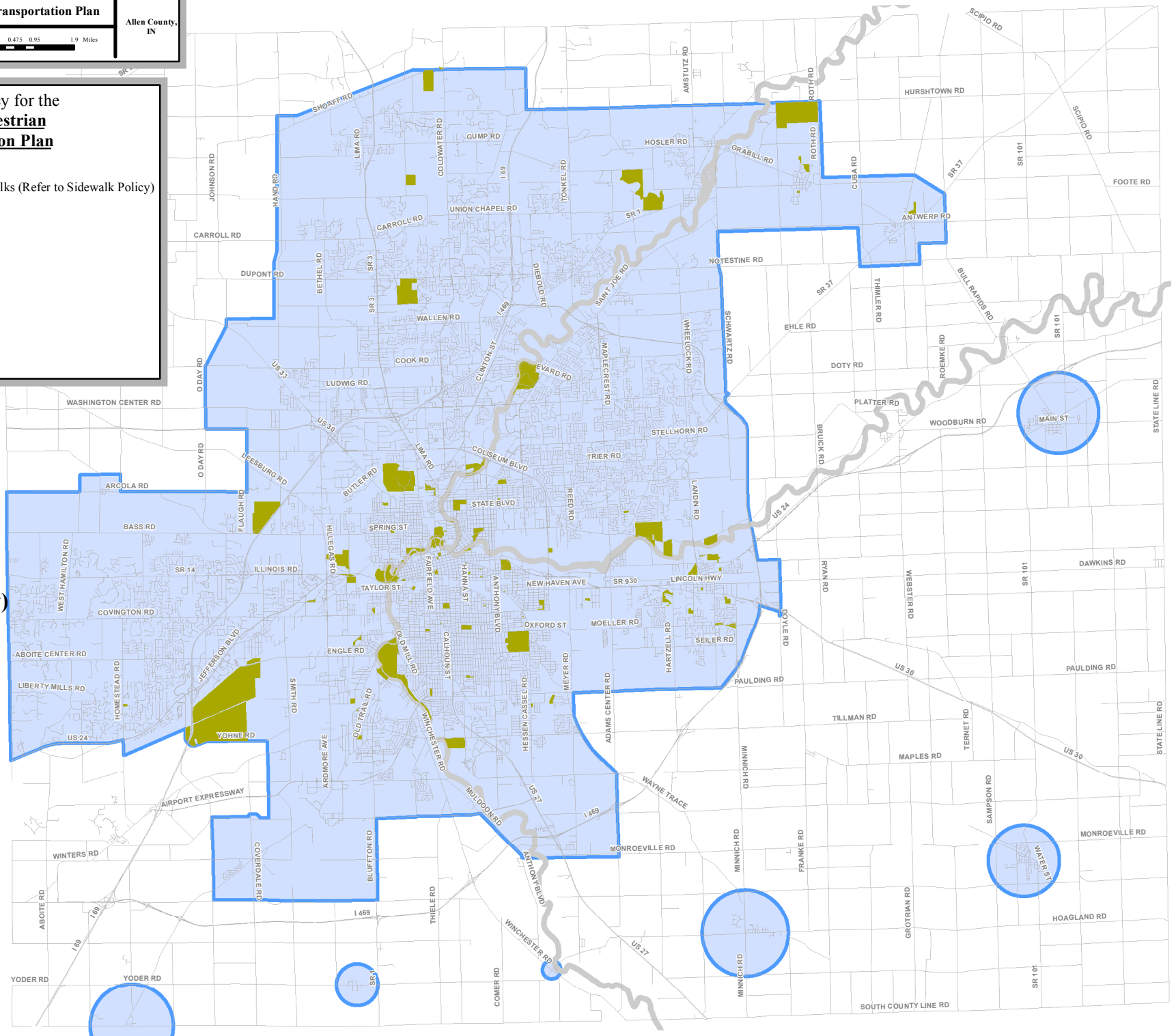
Other Map Features

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.



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)

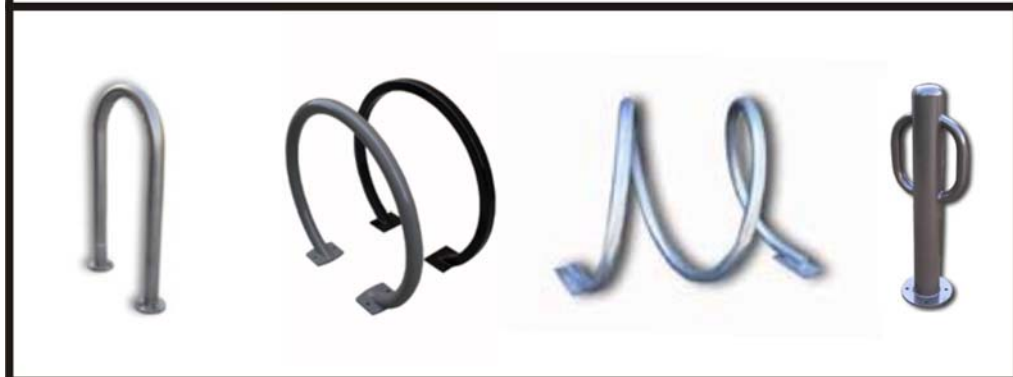
<i>Facility Class</i>	<i>Facility Type</i>	<i>Security Levels</i>
Class I Facility	Bicycle Lockers	High - protects against theft of entire bicycle, accessories, and from weather
Class II Facility	Typical Bicycle Rack	Low – frame and wheels may be secured by cable/chain and lock

Figure 2 (Bike Rack Classifications)

Class I Facility



Class II Facility



**Class II Facility
(Not Recommended)**

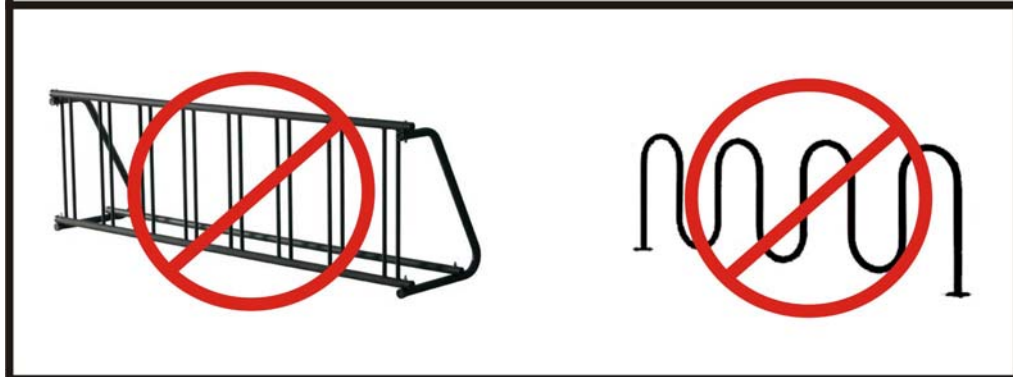


Table 3 (Bike Rack Recommendations)

<i>Area Type</i>	<i>Class 1</i>	<i>Class 2</i>
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.