

# BIKE PLAN LOWELL



IMPROVING OPTIONS FOR BIKING AND ACTIVE TRANSPORTATION



ACTIVE  
TRANSPORTATION  
ALLIANCE



# BIKE PLAN *for* LOWELL

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# Acknowledgements

## BIKE PLAN LOWELL BIKEWAYS PLANNING COMMITTEE

This plan represents the combined vision and goals of the Lowell Bikeways Planning Committee that guided its development as well as residents and other key stakeholders. Thank you to these residents and the members of the planning committee for donating their time to this project.

### LOWELL BIKEWAYS PLANNING COMMITTEE MEMBERS:

Ron Brown
Luan Brown
Craig Earley
Ray Cusic
Don Bales
Dawn Hudak
Holly Keithley
Tom Sullivan
Dustin Hudak
Jim Konradi
Holly Walters
Jeff Mescal
Dan Blankenship

## ABOUT THE CONSULTANTS

This plan was produced by Active Transportation Alliance. The mission of Active Transportation Alliance is to make bicycling, walking, and public transit safe, convenient, and fun.

### THE PROJECT TEAM:

Marissa Dolin, Active Transportation Alliance
Paul Lippens, Active Transportation Alliance
Leslie Phemister, Active Transportation Alliance
Heather Schady, Active Transportation Alliance

# INTRODUCTION

# 2



## Lowell Bike Plan

Increase transportation options, accessibility and connectivity for people biking in and around the Town.

## 1.1 Vision for Biking

Through this plan the Town of Lowell wishes to improve individuals' abilities to bicycle within the community and to strengthen connections in Lowell to regional trails, adjacent communities, and the entire township.

Lowell's vision for bicycling provides a framework for the community to build interconnected bikeways allowing people to choose cycling as a safe and viable means of transportation. It is intended to guide the Town as it continues to develop its transportation network, make policy changes, and provide programming to residents and visitors.

This statement, crafted with input from residents and community organizations, along with input from nearly one hundred people in the Lowell community, shapes the recommendations included in this plan. The vision is supported by goals and strategies. This structure provides actionable steps to implement as the Town works toward enacting its broad vision for cycling.

The plan is divided into three categories of recommendations:

**VISION:** A statement about the future of biking in Lowell

**GOALS:** Areas of focus for achieving Lowell's vision for biking

**STRATEGIES:** Projects the Town can complete to achieve its goals



THE LOWELL BIKE PLAN  
is a plan for bicyclists of all ages and abilities.

## 1.2 Goals for Biking

The goals laid out in this plan aim to ensure that the Town of Lowell is taking a holistic approach to implementation of its Bike Plan. This plan includes recommendations that are focused not only on physical design, but also other supporting policies and programs.

The following goals are established to support the Town's vision for biking:

### NETWORK

Develop a long-term vision with both short-term and long-term strategies for a linked system of bicycle facilities that connect cyclists to town amenities, destinations, and regional trails.

### POLICIES

Adopt rules and procedures that encourage agency collaboration between the Schools, the Town, the region, and the private sector to make it safer and easier for residents to enjoy the bike network.

### PROGRAMMING

Create a culture of bicycling within the community through education, encouragement, and enforcement efforts that lead residents to consider bicycling as a means of recreation, fitness, and transportation.

### IMPLEMENTATION

Carry out the goals, objectives, and recommendations contained in this plan to foster active transportation in the community.



## 1.3 Planning Process

This plan is the result of an eight-month process designed to result in a prioritized set of community supported recommendations. Active Transportation Alliance used the following process to ensure that the Lowell Bike Plan reflects the goals and visions of the community.

### 1.3.1 ESTABLISHED A STEERING COMMITTEE.

Called the Lowell Bikeways Planning Committee, the steering committee included a large number of stakeholders in community who represented the interests of residents, elected officials, governmental agencies, and organizations that serve Lowell. A complete list of planning committee members is available in the Acknowledgements section of this plan.

Planning committee members contributed to the development of the plan in the following ways:

#### BIKE RIDE

Participated in a “Get to Know Lowell” bike ride with the project team, where the participants were able to identify places that were challenging for cyclists.

#### GOALS AND VISION

Answered a series of questions to establish the vision and goals of the plan.

#### INFORMATION SHARING

Engaged the communities they represented in the planning process by distributing information about meetings and events for this plan, and distributing flyers and links to an online survey.

#### PLAN REVIEW

Reviewed the research and recommendations made by the consulting team to ensure that the plan was reflective of their group’s priorities for biking and active transportation.



### 1.3.2 PROVIDED INFORMATION TO RESIDENTS ABOUT KEY WAYS TO GET INVOLVED.

The project team applied a variety of strategies to get the word out about Lowell's bike planning process.

To reach the widest audience, the project team used the following strategies:

#### MEDIA

Gained media coverage in the local newspapers, on social media, and on various websites.

#### OPEN HOUSE

Engaged residents with a mapping exercise during a community meeting and conducted an online survey.

#### PROMOTIONAL MATERIALS

Posted meeting notices, surveys and fliers throughout the community.

#### STAKEHOLDER ENGAGEMENT

Identified and targeted groups that are not on the Lowell Bikeways Planning Committee but are key parts of the Lowell community for public participation.



LOWELL RESIDENTS provided feedback on programs to implement in support of biking.



LOWELL RESIDENTS brainstormed ideas for new bikeways.



A GETTING TO KNOW LOWELL RIDE was organized to familiarize the consultant team with bicycling routes in the Town.

RESIDENTS DRAW  
preferred routes  
during the community  
meeting.



### 1.3.3 ENGAGE THE COMMUNITY IN A VARIETY OF VISIONING ACTIVITIES.

The project team employed a variety of strategies to engage Lowell residents in the planning process aimed at gathering local knowledge:

#### BIKE PLAN OPEN HOUSE

A Lowell Town Hall “brainstorming workshop” was held Tuesday, November 5, 2013. The project tasks were outlined and bikeway types described. Over a dozen community members individually marked maps to identify potential new trails and specific road corridors preferred for the bike network. The results of the maps were compiled into a summary map that was color-coded by the number of attendees marking each route (see Section 1.3.3 for a summary map). Participants also identified priorities for various destinations within the Town. The meeting input was used to narrow the focus of routes for further study, and the results were used to form the basis for the Bike Plan. All suggestions were considered and many of the ideas became recommendations in this plan.

#### ONLINE SURVEY

An online survey was launched to garner additional input from Lowell residents on biking in the Town. The survey was live from October 2013 through February 2014. Similar to the open house, participants were asked to provide feedback on places they would like to ride and issues they would like the plan to address. More than 90 residents responded to the survey.

#### INDIVIDUAL STAKEHOLDER INTERVIEWS

The project team met with Lowell Town Police Department, Parks Department, and School District staff to discuss how bicycling can be improved.

#### SOLICITED INPUT FROM NEIGHBORING MUNICIPALITIES AND OTHER GOVERNMENT AGENCIES

The Northwest Indiana Regional Planning Commission (NIRPC) served on the Lowell Bikeways Planning Committee to review recommendations and ensure that the Lowell Bicycle Plan is consistent with the plans of neighboring municipalities and other relevant government agencies.

#### DEVELOPED AN IN-DEPTH UNDERSTANDING OF LOWELL'S EXISTING TRANSPORTATION NETWORK

The project team conducted a technical analysis of existing conditions using available data provided by the Town and NIRPC in conjunction with field visits. This analysis identified strengths and challenges in Lowell’s existing bicycle network, and informed and refined the transportation network recommendations previously identified by residents.

## 1.3.3 COMMUNITY MEETING SUMMARY MAP

### Biking in Lowell Community Feedback Results November 10th, 2013

17 Lowell community residents completed a mapping exercise on 11/5/2013.  
Residents responded to three questions:

- 1) Where are the places you want to visit in Lowell?
- 2) Where do you want to bike in Lowell?
- 3) Where are the challenging places to bike in Lowell?

#### Important Places

##### Community Preference

- 1 to 3 Participants
- 4 to 6 Participants
- 8 to 14 Participants

#### Desired Bike Routes

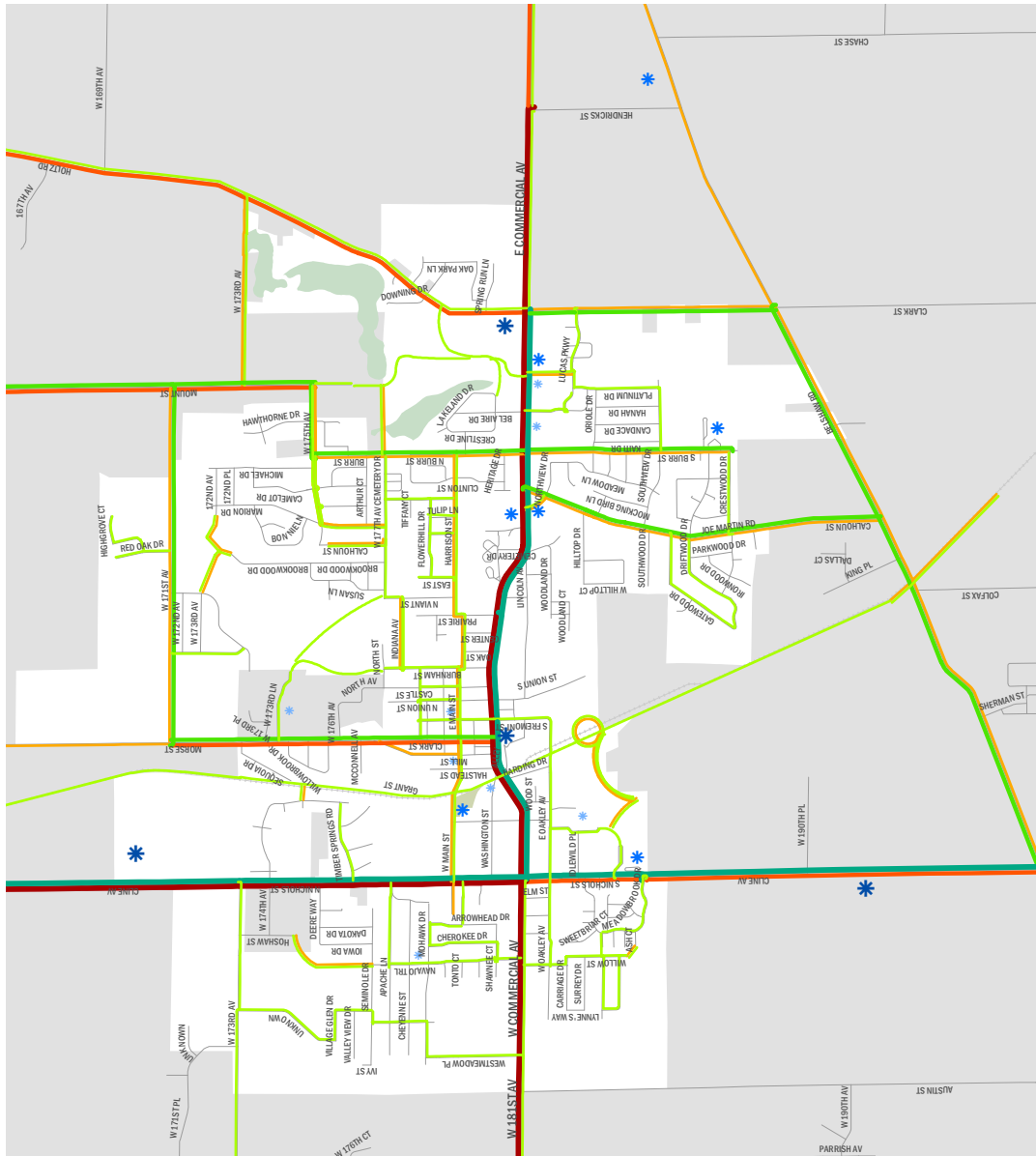
##### Community Preference

- 1 to 2 Participants
- 3 to 5 Participants
- 6 to 8 Participants

#### Challenging Bike Routes

##### Community Preference

- 1 to 5 Participants
- 6 to 10 Participants
- 11 to 15 Participants



Prepared by Active Transportation Alliance  
Data sources: Active Transportation Alliance, NRPCC

0 0.25 0.5 1 Miles

## 1.4 Benefits of Biking

There are many reasons people bike, including for health, transportation, and to save money. The recommendations in this plan are focused on maximizing these benefits for cyclists in the Town of Lowell.

### HEALTH

Biking is an easy, affordable and convenient way to get exercise. With sedentary lifestyles and obesity on the rise, promoting biking is more important than ever. People are encouraged to get at least 30 minutes of physical activity per day. That can easily be achieved by substituting one short car trip with a trip on a bike.

### SAFETY

Biking has safety benefits for all roadway users. Many of the built environment changes that support biking have positive safety benefits for all roadway users by creating a safe place for cyclists, and by encouraging more cautious driver behavior through complete design.

### SOCIAL

People who bike have more opportunities to connect with each other. More connections encourage people to be active, happy and socially engaged.

### TRANSPORTATION

Biking is more than just a recreational activity. It's a way to get around in a community. For certain trips, such as travelling to a local park, biking can be faster than driving. Biking provides a transportation option for people of all ages and abilities. Approximately one third of all Americans don't drive. Older adults, children, people with disabilities, and low-income residents also need a way to get around. They depend on walking, biking and transit for their transportation needs.

### ECONOMIC

Biking is an affordable way to travel. The cost to an individual who owns, maintains and drives a car on a regular basis is about 12 times higher than transportation costs for a person who relies on biking. A complete and well-connected bicycle network also has a positive effect on property values and local spending.

### ENVIRONMENTAL

Shifting motor vehicle trips to walking, biking or transit reduces greenhouse gas emissions and contributes to cleaner air.

# BIKEWAY NETWORK

## 2



### Network Goal

Develop a long-range vision with both short-and long-term strategies for a linked system of bicycle facilities that connect cyclists to town amenities, destinations, and regional trails.

## 2.1 Bike Network and Destinations

The Lowell Bike Plan will improve individuals' abilities to bicycle within the community and strengthen connections to regional destinations in adjacent communities. A complete bikeway network not only provides safe streets for people on bikes, but it also connects people to the places they want to go. Lowell residents and the planning committee identified many local resources that should be a priority for bike access and many routes to get there.

### 2.1.1 DESTINATIONS

Lowell residents and the Lowell Bikeways Planning Committee identified many local resources that should be a priority for bike access.

These are some of the places for priority connections that were considered when developing the bikeways network:

#### PARKS AND OPEN SPACE

---

Freedom Park

---

Liberty Park

---

Evergreen Park

---

Reservation Park

---

Lowell Memorial Cemetery

---

Buckley Homestead Park

---

Lake Dalacarla

---

#### SCHOOLS

---

Lake Prairie Elementary School

---

Oak Hill Elementary School

---

Three Creeks Elementary School

---

Lowell Middle School

---

Lowell Senior High School

---

Lowell Public Library

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#### SHOPPING AND COMMUNITY CENTERS

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Senior Center

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East Shopping District-SR2/Clark Road

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Historic Shopping District-Commercial Ave between Liberty Street and Freedom Street

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## 2.1.2 NETWORK ROUTES

Bike routes in this plan are organized into three common types - neighborhood routes, town-wide routes, and multi-use trails. Each route type was selected and designed to connect people to the destinations identified by the Lowell community.

### NEIGHBORHOOD ROUTES

---

Lowell's Neighborhood Routes are family friendly streets that connect the Town's residential neighborhoods to parks, schools, trails, and shopping areas. Neighborhood Routes are ideal for a quiet ride around the Town, stopping by to see a friend, or connecting up with your favorite trail.

### TOWN-WIDE ROUTES

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Town-wide routes form the core of the bikeway network. They link Lowell neighborhoods and destinations to each other and to communities down the road. Making improvements to the Town-wide routes will also address existing barriers within the bikeway network.

### MULTI-USE TRAILS

---

Multi-use trails serve both Lowell's bicycling and walking networks. These facilities are off street and can either parallel a roadway within the public right of way, or can provide a cut through connecting destinations, and more direct path between destinations. Most multi-use trails in Lowell serve the network of neighborhood routes within the Town, but a small number provide connectivity to the greater Town-Wide network. The map in section 2.1.1 shows an overview of the three route types in Lowell.

A map depicting the recommended bike network by route type is included on the following page.



**NEIGHBORHOOD ROUTES** are suitable for people of all ages and all abilities.



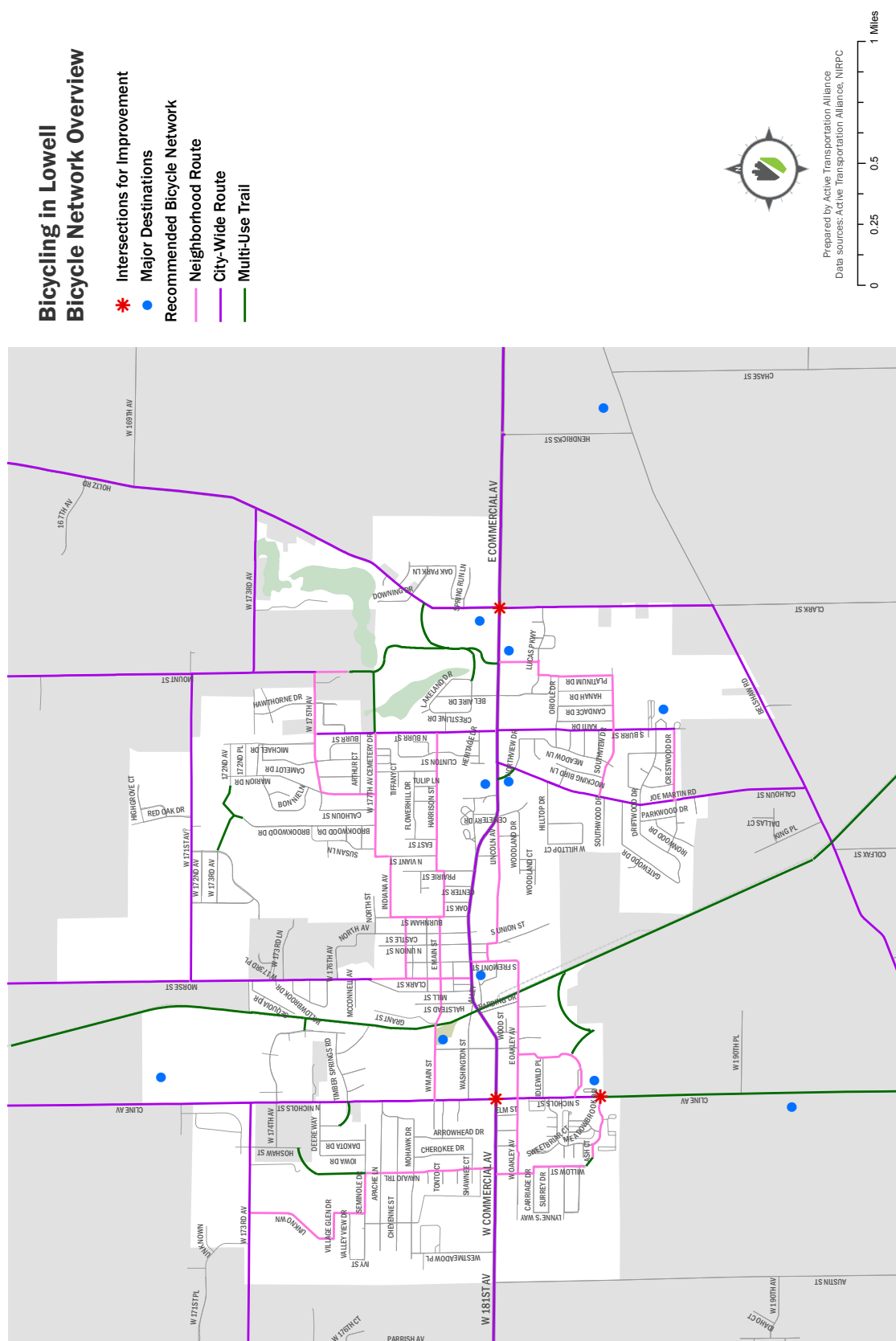
**TOWN-WIDE ROUTES** connect people to places.



**FREEDOM PARK** is a popular destination in Lowell that could be connected through both on- and off-street routes.



### 2.1.3 MAP OF BIKEWAY NETWORK





## 2.2 Bikeway Types

In order to build a complete bikeway network, Lowell will need to employ a set of tools specially designed for cyclists. Some of these tools are already in use in Lowell, most are used in peer local communities in Northwest Indiana and are recommended as best practices by national authorities to make transportation safe for cyclists, pedestrians and drivers.

### 2.2.1 BIKEWAY DESIGN GUIDANCE

The following sections are meant to illustrate the most commonly used tools for cyclists and pedestrians. For additional technical guidance the following guidelines are recommended:

#### FEDERAL GUIDANCE

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Manual on Uniform Traffic Control Devices (MUTCD)

---

American Association of State Highway and Transportation Officials (AASHTO)

---

The Pedestrian Right of Way Accessibility Guidelines (PROWAG)

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#### SUPPLEMENTAL GUIDANCE

---

National Association of City Transportation Officials (NACTO)

---

Complete Streets, Complete Networks: A Manual for the Design of Active Transportation

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See Appendix A for a more complete listing of design guidance and resources.



**SIGNED BIKE ROUTE**  
with distance,  
destination, and  
direction indicated.



**MARKED SHARED**  
lanes alert drivers  
to the presence of  
cyclists on roadways.



## 2.2.2 RECOMMENDED BIKEWAY TYPES FOR LOWELL

A variety of on- and off-street bikeways are recommended to ensure the safety and integration of cyclists within Lowell's bikeway network. This plan includes a recommended set of tools that can be used to accommodate cyclists of all ages and abilities. Some of these tools create awareness for cyclists on shared roadways, other tools help to create space for cyclists separated from traffic, but still on the roadway, while others create a shared space for cyclists and pedestrians off the roadway. See Section 2.2.4 for a map of specific recommendations for each roadway in Lowell's bike network.

## 2.2.3 ON-STREET TOOLS

Because cyclists move significantly faster than pedestrians and because cyclists are more visible to drivers on the roadway, bicycling on a street can often be safer than bicycling on a sidewalk. The following tools can be applied on a street, between the curbs or on shoulders of a roadway.

It should be noted that youth cyclists are encouraged to ride on the sidewalk, while adult cyclists are encouraged to ride in the street when conditions are safe and obey traffic laws.

## SIGNED ROUTES

Bike route signs raise all users' awareness and acceptance of cycling. They make all residents aware of the most bike-friendly routes in their communities. Bike route signs are appropriate for any roadway that provides an essential link in a bicycle system, and can offer important, affordable motorist education and traffic calming. However, signs are no substitute for installation of an appropriate infrastructure to support safe cycling. Instead of posting simple "Bike Route" signs, the best solution is to implement a system of wayfinding signs that provide directions to specific destinations. These types of bikeway signs provide useful information and directions for cyclists, drivers, and pedestrians alike. The most effective bike route signs include distance, direction, and destination.

## MARKED SHARED LANES

Marked shared lanes use a double chevron and bicycle marking, or “sharrow,” in a lane intended for the joint use of motorized and bicycle traffic. Chevron symbols direct bicyclists to ride in the safest location within the lane, outside of the door zone of parked cars and areas where debris is likely to collect. Generally, marked shared lanes are a low-cost treatment suitable for lightly travelled collector and arterial roads or moderately traveled roads with insufficient width for a full bike lane.



**PAVED SHOULDERS**  
are a place to bike.

## PAVED SHOULDERS

Paved shoulders are the paved areas adjacent to motor vehicle travel lanes. They can be considered for corridors that cannot accommodate 5-foot bike lanes, or as an interim step for corridors where funding has not yet been secured to add bike lane markings and signs. Paved shoulders also can be considered on roads where demand for bike lanes is limited, or on rural roads where shoulders are shared with pedestrians. For safe cycling, paved shoulders must be at least 4 feet wide. Shoulder surface should be smooth. Shoulders with rumble strips cannot also serve as bike facilities.



**BIKE LANES**  
designate a place  
on the roadway  
exclusively for  
cyclists.

## BIKE LANES

Bike lanes create a dedicated space for cyclists on a roadway. They are appropriate on streets with moderate to heavy traffic. Bike lanes are indicated by on-street markings, which can be supplemented with signs. Bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when on the road. For safe cycling, bike lanes should be 4'-6' wide. If more than 6' is available, consider buffered or protected bike lanes.



**BUFFERED BIKE LANES**  
have a painted  
buffer between  
cars and cyclists.

## BUFFERED BIKE LANES

Buffered bike lanes use a painted buffer area to separate the vehicle travel lane from the bike lane. This buffer, usually 2 to 3 feet wide, can provide sufficient separation to improve cyclists' comfort and safety on arterial or collector corridors. Where there is sufficient space within the curb-to-curb area, buffered bike lanes provide a more affordable solution than a shared-use path. Buffers also can be used between the bike lane and on-street parking, to separate the lane from the door zone.

---

#### SIDE PATHS

provide a separate space for cyclists and pedestrians.



---

#### CUT-THROUGHS

provide a shortcut for people walking and on bicycles.



## 2.2.4 OFF-STREET TOOLS

Sometimes, the best way to accommodate cyclists is by creating a separate path or trail that is shared with pedestrians. The following are a set of tools that can be used to accommodate pedestrians and cyclists, separate from the roadway.

### SIDE PATHS

Side paths are paved concrete or asphalt paths wide enough to accommodate both pedestrians and cyclists. They are typically a minimum of 8-foot wide with 2 feet of clearance on either side of the path. Side paths offer cyclists a safe place to bike off-street when there is no space for a bike lane, or it is unsafe to bike on the street. They should be installed parallel to arterial and collector streets in areas where there are only a limited number of driveways. Typically side paths do not have a centerline stripe.

### CUT-THROUGHS

Cut-throughs offer pedestrians and cyclists shorter and more direct routes to adjacent residential neighborhoods, schools, or parks. They are usually short sections of sidewalk or side path.

## 2.2.5 INTERSECTIONS

When biking on a road, cyclists should follow stop signs, traffic signals, and other intersection controls intended for vehicle traffic. However, if cyclists are on a sidepath or sidewalk, additional pedestrian style accommodations will be needed to ensure safe crossings. To create safety and integration of bicyclists as well as pedestrians within Lowell's Bike Network, the following set of tools can be used to help make a complete, connected network. These tools are intended to accommodate pedestrians of all ages and abilities.

### PEDESTRIAN SIGNALS

Install countdown pedestrian signals. All signalized crossings should be upgraded to include countdown pedestrian signals. These signals show pedestrians how much time they have to cross the street and prevent pedestrians from running across the street when there is not enough time.

### MID-BLOCK CROSSING ISLANDS

Install pedestrian islands and refuges at key mid-block crossings. A refuge decreases the crossing distance by allowing bikes and pedestrians to travel across fewer lanes of traffic at a time when trying to cross the street.

### PEDESTRIAN-SAFE TURNING RADIUS

The turning radius at a particular intersection needs to accommodate both the intended vehicles and any persons crossing the roadway. A wide turning radius facilitates fast turns. A narrow turning radius will provide for a slower and safer turn by the vehicles. Intersections should be designed as compact as possible. On truck routes, designers should use the effective turning radius and allow turning to and from multiple receiving lanes.

### CROSSWALKS

Painted crosswalks alert drivers where to expect people crossing. Crosswalks are typically two white lines across the street, but other designs, such as zebra stripe or international, draw more attention to the crossing and tend not to wear away as quickly. Special paving or colored markings may also be used.



**PEDESTRIAN  
COUNTDOWN SIGNALS**  
let pedestrians  
know when it is  
safe to cross.



**CROSSING ISLANDS**  
reduce pedestrian  
crossing distance and  
traffic exposure time.



VARIOUS TYPES  
of crosswalks are  
used to facilitate  
safer crossings.



## BIKE AND PEDESTRIAN CROSSING SIGNS

Crossing warning signage can alert drivers where they are most likely to expect cyclists or pedestrians crossing a roadway. Typically warning signs or must yield are installed in combination with a marked crosswalk in order to raise awareness for the crosswalk or bike crossing. These signs are most effective when they also include an arrow pointing down to the crosswalk. An advanced warning sign can also be used on roadways with higher speed traffic or when the crossing is on the edge of town.

### 2.2.6 BIKEWAY RECOMMENDATIONS

This plan includes a variety of network options, both on- and off-street. A full network map is included on the following page. The network, when fully built-out, will enable cyclists of all ages and abilities to choose cycling as a form of transportation and a way access the places they want to go. Route recommendations were developed in several ways:

An inventory of existing regional and Town bikeways.

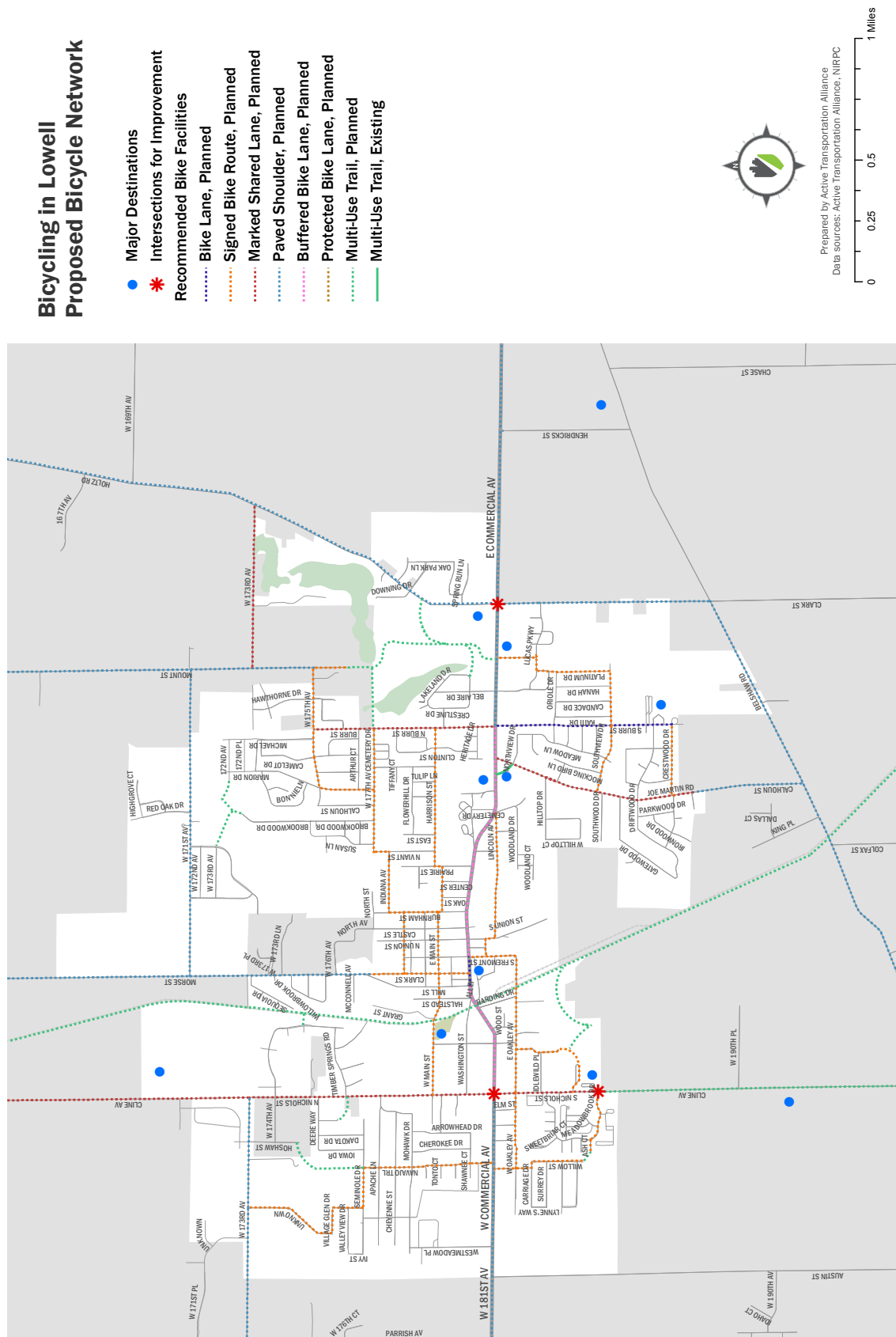
Input from the Lowell Bikeway Plan Committee and stakeholders, including the Police Department, the Town newspaper, the Parks Department, Town staff, elected officials, and residents.

On-bike field survey

Review of existing transportation and planning data.

The network was designed to provide safe and convenient routes to all of the places identified as priorities for biking in Lowell. A variety of context-appropriate bikeways are recommended in this plan to ensure that cyclists of all ages and abilities are able to travel safely and reach destinations in Lowell. The map in Section 2.2.4 details the complete Lowell Bikeways network. For definitions and examples of bikeway types, refer to Section 2.2.2.

## 2.2.7 MAP OF BIKEWAY RECOMMENDATIONS



## 2.3 Bikeway Recommendations and Phasing

Lowell's recommended bikeways are derived from feedback from more than 100 residents and stakeholders. As this plan for Lowell cannot be implemented overnight, this phased implementation of projects are recommended based on cost, coordination with outside agencies, and construction timing.

### 2.3.1 EXISTING/PROPOSED ROADWAY CONDITIONS AND PHASING

The tables on the following pages catalogue all of the recommended bike facilities for the Town of Lowell. Recommendations are grouped by proposed phase of implementation: near-term, mid-term, and long-term.

The phases suggested in this plan should not occur in a vacuum. Opportunities for bikeway implementation may arise if a road is reconstructed or resurfaced. This plan should serve as a catalyst to ensure that bikeway facilities are included during those times.

In addition to phasing, recommendations are further organized in the following ways:

#### STREET NAME

---

Name of the street where a bicycle facility is recommended, includes the origin and terminus of the bikeway.

#### EXISTING CONDITION

---

A catalog of existing bike facilities on recommended routes. This box can be updated as plan implementation progresses.

#### BIKEWAY RECOMMENDATION

---

Recommended bike facility for the road. See Section 2.2 for a detailed explanation. In addition, a map that illustrates each recommended bikeways by phase is included on Section 2.3.2.

#### INTERSECTIONS

---

Three intersections for targeted improvement are called out this in plan. Tables 2B and 2C include existing conditions and specific recommendations for these intersections as well.

A map depicting route implementation is included in Section 2.3.5.

## 2.3.2 NEAR-TERM RECOMMENDATIONS

Near-term routes are either suitable for riding in their existing condition with opportunities for wayfinding improvements, or are projects that are already programmed for funding in the near-term.

**TABLE 2A NEAR-TERM RECOMMENDATIONS**

STREET NAME	EXISTING CONDITIONS	BIKEWAY RECOMMENDATIONS
Village Parkway from 173rd Ave to Village Glen Drive	No current bike facility	Signed Bike Route
Village Glen Drive from Village Parkway to Shannon Drive	No current bike facility	Signed Bike Route
Shannon Drive from Village Glen Drive to Seminole Drive	No current bike facility	Signed Bike Route
Seminole Drive from Shannon Drive to Commercial Avenue	No current bike facility	Signed Bike Route
Willow Drive from Commercial Avenue to Coachlight Lane	No current bike facility	Signed Bike Route
Meadowbrook Drive from Ash Court to Nichols Street	No current bike facility	Signed Bike Route
Oakley Avenue from Willow Drive to Fremont Street	No current bike facility	Signed Bike Route
Fremont Street from Commercial Ave to Oakley Ave	No current bike facility	Signed Bike Route
Franklin Street from Fremont Street to Union Street	No current bike facility	Signed Bike Route
Union Street from Franklin Street to Lincoln Street	No current bike facility	Signed Bike Route
Lincoln Avenue from Union Street to Commercial Drive	No current bike facility	Signed Bike Route
Southview Drive from Joe Martin Road to Platinum Drive	No current bike facility	Signed Bike Route
Platinum Drive from Lucas Parkway to Southview Drive	No current bike facility	Signed Bike Route
Lucas Parkway from Platinum Drive to Deanna Drive	No current bike facility	Signed Bike Route
Deanna Drive from Commercial Drive to Lucas Parkway	No current bike facility	Signed Bike Route
Mount Street from trail to 175th Avenue	No current bike facility	Signed Bike Route
175th Ave from Marion Drive to Mount Street	No current bike facility	Signed Bike Route
Marion Drive from 175th Avenue to 177th Avenue	No current bike facility	Signed Bike Route

**TABLE 2A, CONTINUED NEAR-TERM RECOMMENDATIONS**

STREET NAME	EXISTING CONDITIONS	BIKEWAY RECOMMENDATIONS
177th Avenue from Vivian Street to Burr Street	No current bike facility	Signed Bike Route
Vivian Street from 177th Avenue to Indiana Avenue	No current bike facility	Signed Bike Route
Indiana Avenue from Burnham Street to Vivian Street	No current bike facility	Signed Bike Route
Burnham Street from Indiana Avenue to Main Street	No current bike facility	Signed Bike Route
Michigan Avenue from Clark Street to Burnham Street	No current bike facility	Signed Bike Route
Harrison Street from Prairie Street to Burr Street	No current bike facility	Signed Bike Route
Prairie Street from Harrison Street to Kankakee Avenue	No current bike facility	Signed Bike Route
Kankakee Avenue from Burnham Street to Prairie Street	No current bike facility	Signed Bike Route
Mina Street from Nichols Street to Burnham Street	No current bike facility	Signed Bike Route

### 2.3.3 MID-TERM RECOMMENDATIONS

Mid-term routes are either on-street routes that would benefit from pavement markings or are new multi-use trails. On-street routes typically can be implemented as part of a roadway resurfacing, whereas multi-use trails will require a dedicated construction project. Coordination with Indiana Department of Transportation may be required as part of bike facility implementation for some of these routes.

TABLE 2B MID-TERM RECOMMENDATIONS		
STREET NAME	EXISTING CONDITIONS	BIKEWAY RECOMMENDATIONS
Trail from Hoshaw Street to Seminole Drive	No current bike facility	Multi-use trail
Trail from Fawn Circle to Nichols Street	No current bike facility	Multi-use trail
Trail from Willow Street to Ash Court	No current bike facility	Multi-use trail
Trail from Municipal Drive to railroad tracks	No current bike facility	Multi-use trail
Trail from Redbud Lane to railroad tracks	No current bike facility	Multi-use trail
Trail from Oak Valley Drive to Brookwood Drive, 172nd Ave	No current bike facility	Multi-use trail
Trails connecting Cemetery Drive, Mount Street, Holtz Road, Lakeland Drive, and Commercial Avenue	No current bike facility	Multi-use trail
Trail paralleling railroad tracks from Commercial Avenue to Freedom Park and continuing north	No current bike facility	Multi-use trail
Trail paralleling railroad tracks from Commercial Avenue to Belshaw Road and continuing south	No current bike facility	Multi-use trail
Commercial Avenue from Austin Street to Nichols Street*	Wide road, no bike facility	Paved shoulder
Commercial Avenue from Nichols Street to Burr Street	Wide road, no bike facility	Buffered bike lane
Commercial Ave from Burr Street to Holtz Road *	Wide road, no bike facility	Paved Shoulder

\*See table on following page for intersection recommendations.

**TABLE 2B, CONTINUED**

INTERSECTION NAME	EXISTING CONDITIONS	INTERSECTION RECOMMENDATIONS
*Commercial Avenue from Austin Street to Nichols Street: Intersection of Commercial Avenue/Nichols Street/Holtz Road	Standard crosswalks on the north and west legs.  Pedestrian signals on the north and west legs.	Stripe crosswalks with high visibility, continental crosswalks on east and west legs.  Stripe standard crosswalks on north and south legs.  Add pedestrian signals on all legs.  Use pedestrian safe turning radius on all legs of intersection.
*Commercial Ave from Burr Street to Holtz Road : Intersection of Commercial Avenue and Nichols Street	Standard crosswalks on east and south legs.	Stripe crosswalks with high visibility, continental crosswalks on east and west legs.  Stripe standard crosswalks on north and south legs.  Add pedestrian crossing and advanced warning signs on Commercial Avenue  Add in-road must yield for pedestrian signs in crosswalks on Commercial Avenue.



## 2.3.4 LONG-TERM RECOMMENDATIONS

Long-term corridors are routes that will require coordination with outside agencies and/or grant funding to complete. Implementation would often be part of a larger roadway reconstruction or require a longer planning period for design and engineering. Coordination with Lake County Department of Transportation may be required as part of implementation for some of these routes.

TABLE 2C LONG-TERM RECOMMENDATIONS		
STREET NAME	EXISTING CONDITIONS	BIKEWAY RECOMMENDATIONS
Nichols Street from Freedom Park to Meadowbrook Drive	Wide lanes, no bike facility	Marked shared lane
Cline Avenue from Meadowbrook Drive to Middle School*	Narrow lanes, no bike facility	Off-street multi-use path
Morse Street from Mill street to 171st and continuing north	No current bike facility	Paved shoulder
171st Ave from Morse St to Mount Street	No current bike facility	Paved shoulder
Mount Street from 175th Ave to 171st Ave and continuing north	No current bike facility	Marked shared lane
173rd Avenue from Mount Street to Holtz Road	No current bike facility	Paved shoulder
Holtz Road from Belshaw Road to 173rd Ave and continuing north	No current bike facility	Paved shoulder
Belshaw Road from Cline Ave to Clark Street	No current bike facility	Marked shared lane
Joe Martin Road from Commercial Avenue to Wildwood Drive	No current bike facility	Marked shared lane
Calhoun Street from Wildwood Drive to Belshaw Road	No current bike facility	Marked shared lane
Burr Street from Commercial Ave to Crestwood Drive	No current bike facility	Bike Lane
Burr Street from 175th Ave to Commercial Drive	No current bike facility	Marked Shared Lane
173rd Avenue from Nichols St continuing west	No current bike facility	Paved Shoulder

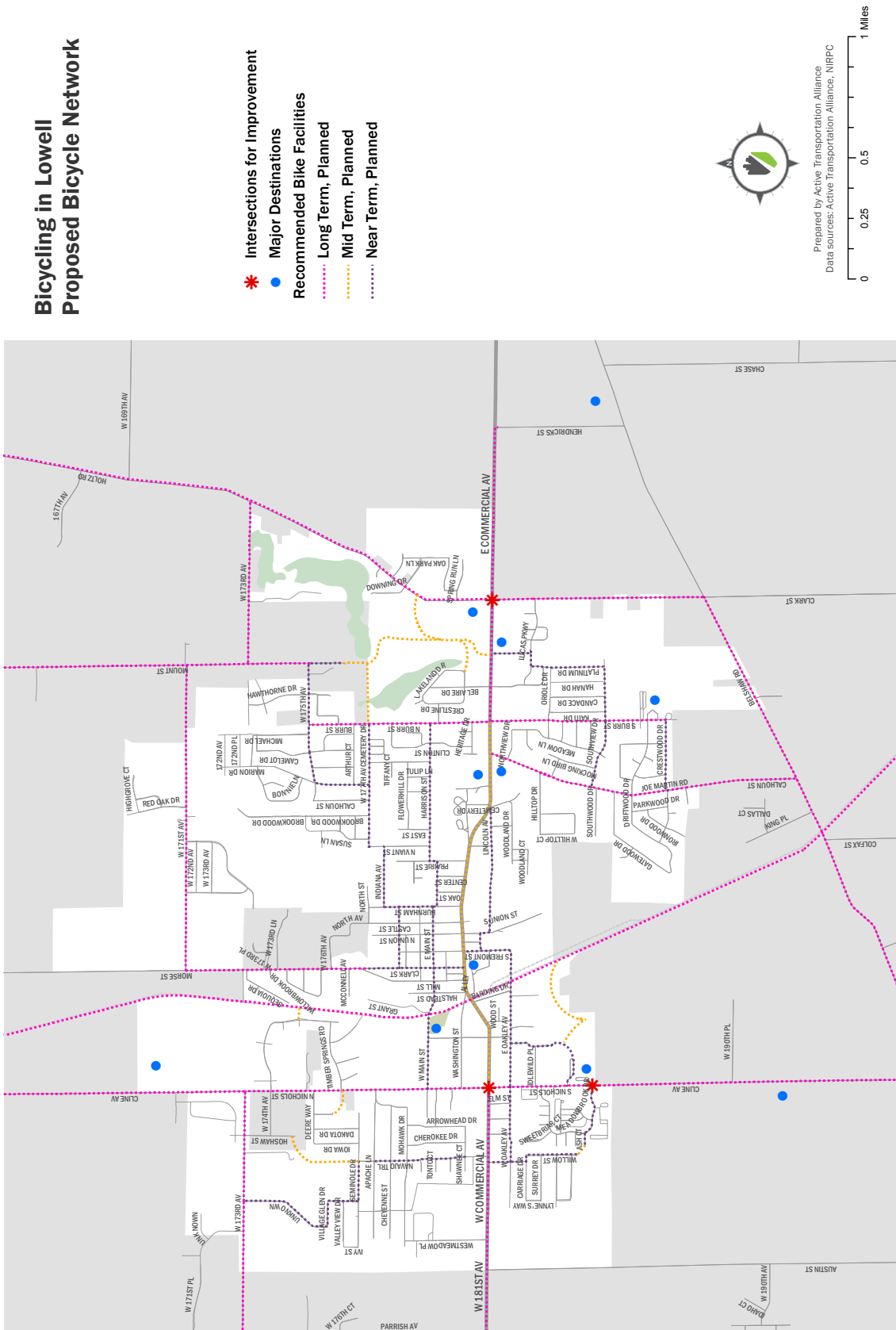
\*See table on following page for intersection recommendations.

TABLE 2C, CONTINUED

INTERSECTION NAME	EXISTING CONDITION	INTERSECTION RECOMMENDATIONS
Cline Avenue from Meadowbrook Drive to Middle School*	<p>High visibility crosswalk on south leg</p> <p>Planted median with no pedestrian cut-through on west leg</p>	<p>Add pedestrian cut-through to median.</p> <p>Strip crosswalks on west leg connecting to each side of the median.</p> <p>Add pedestrian crossing signs in advance of the intersection.</p> <p>Add in-road must yield for pedestrian sign at crosswalk on Nichols Street.</p> <p>Add sidewalk to south leg of Meadowbrook Drive.</p> <p>Use pedestrian safe turning radius on Meadowbrook Drive.</p>

### 2.3.5 MAP OF PHASED BIKEWAY IMPLEMENTATION

# Bicycling in Lowell Proposed Bicycle Network



# BIKEWAY POLICY

# 3



## Policy Goal

Adopt rules and procedures that encourage agency collaboration between the Schools, the Town, the region, and the private sector to make it safer and easier for residents to enjoy the bike network.

### 3.1 Leverage support of key government agencies to foster active transportation.

There are many levels of government that play a role in the transportation policy that impacts residents and visitors in Lowell. The Town can maximize the impact of this plan by coordinating its efforts with those of other government agencies and by leveraging other agencies' policies to support Lowell's efforts.

The Town of Lowell and its partners should leverage policies to develop a comprehensive bicycle network that is safe and inviting to all users. Having a strong set of policies in place will help to institutionalize support for not only bicycling but also other forms of active transportation. Policies ensure that as the Town's built environment changes, it will change in ways that support cycling. Policies trigger the best solutions the first time a project or decision is considered, preventing the need for expensive retrofits in the future. Establishing policies sends a clear message to partner agencies that the Town of Lowell prioritizes travel by bike.

Resources for implementation of this chapter can be found in Appendix B.

#### 3.1.1 ADOPT A COMPLETE STREETS POLICY.

More than 600 governments across the United States have enacted policies that pledge to accommodate all users, regardless of age, ability or travel mode, on all roadways. Local policies have been adopted in Indianapolis and by NIRPC. The Town of Lowell, through this plan, has demonstrated its commitment to multi-modal transportation. The enactment of a Complete Streets policy will codify this commitment into law. A Complete Streets policy will also establish Town priorities for the other agencies that manage roadways in the Town.



LOWELL TOWN HALL

Can be a clearinghouse for information on bikeway planning, policies, and programming.

### 3.1.2 COORDINATE WITH LOCAL SCHOOL DISTRICTS TO ENHANCE ACTIVE TRANSPORTATION.

Schools have the ability to foster active transportation among their students, parents of students, and their employees. The Town of Lowell should work to partner with the Tri-Creek School Corporation to:

#### FORM A COMMITTEE

Start active transportation committees at each school with the goal of promoting walking and biking as a means of transportation to school.

#### DEVELOP SCHOOL TRAVEL PLANS

Create individual school travel plans that identify 5 Es strategies - education, encouragement, enforcement, engineering, and evaluation - for creating safe routes to school and approaches for promoting active transportation.

#### DEVELOP DROP-OFF AND PICK-UP PROCEDURES

Develop pick up and drop off procedures and maps that focus on walking and biking safety, and distribute to students and families annually.



---

**COMPLETE STREETS**  
Complete Streets take a variety of forms and aim to work within the context of the surrounding land use.



---

**SAFE ROUTES to School** is a comprehensive approach to ensuring that students can safely walk and bike to school

## 3.2 Ensure Town of Lowell policies reflect best practices for promoting active transportation.

Proactively and systematically addressing bicycle facility design, construction, and maintenance can lead to a comprehensive network of bikeways that serves the entire community. Policy and procedure enhancements can further improve the transportation environment by prioritizing the public health and safety of the community. This objective focuses on strategies to improve safety, land use connections and other policies that facilitate active transportation.

### 3.2.1 CONTINUE SUPPORT FOR AND ENFORCEMENT OF EXISTING POLICIES.

Lowell has several existing ordinances that reflect national best practices for promoting active transportation. These ordinances go a long way toward enhancing the safety and convenience of Lowell's transportation system for pedestrians, bicyclists and transit riders.

As such, the following ordinances should be retained and aggressively enforced:

Chapter 74, Schedule II: 20 MPH speed limits on many residential roads within Town limits

---

Chapter 74, Schedule 3: Designation of stop intersections

---

### 3.2.2 REMOVE BICYCLES FROM SECTION 73.01 OF THE MUNICIPAL CODE.

In an effort to encourage more cycling in Lowell, the Town should not restrict cycling on sidewalks. This is particularly important for younger children, who often do not have the experience and skills to bike on street.

### 3.2.3 UPDATE MUNICIPAL CODE TO CONVERT SIGNED-YIELD INTERSECTIONS TO STOP INTERSECTIONS.

The most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD) recommends converted yield intersections to stop intersections. Stop signs send a clear signal to drivers to come to a full stop and yield the right-of-way to bicyclists and pedestrians.



### 3.2.4 ADOPT A POLICY TO MAINTAIN BICYCLE FACILITIES.

This plan sets forth an ambitious schedule to create a comprehensive biking network. In addition to completing the network, the Town must be committed to ensuring the network is maintained. The Town should adopt a policy ensuring that bicycle facilities on property owned or managed by the Town will be maintained at the same level as facilities for motorized vehicles. This will ensure that bikeways and sidewalks are free of snow, ice, debris, potholes, and other obstacles to active transportation.

### 3.2.5 UPDATE STREET DESIGN STANDARDS.

The Town of Lowell's current roadway design standards address desired lane width for vehicles and sidewalk width for pedestrians on local, collector, and arterial streets, but do not establish standards for bicycle facility design. As new development occurs in Lowell, it will be important to develop roadway cross-sections that lay out dedicated right-of-way for cyclists.



**PAVED SHOULDERS**  
that serve as bikeways should be clear of snow and debris.



**YIELD SIGNS**  
May be converted to stop signs to comply with current best practices.



**20 MPH SPEED LIMITS**  
help to encourage more bicycle travel.

---

#### CONSTRUCTION

zones sometimes  
block sidewalks  
and bike lanes



---

#### SIDEWALKS

contribute to a  
complete network.



### 3.2.6 ADOPT A POLICY REGARDING CONSTRUCTION ZONES.

There is no provision in the Municipal Code to ensure that pedestrian and bicycle facilities in construction zones are maintained during the period of construction. The Town should ensure the availability of the transportation network for pedestrians and cyclists by requiring safe pedestrian and bicycle access through construction zones. National manuals for highway construction practices provide guidance on this issue. Refer to Appendix B for a model policy.

### 3.2.7 ADOPT A SIDEWALK INSTALLATION PRIORITIZATION POLICY.

This plan includes a comprehensive pedestrian network. Building it out will take many years. The Town could benefit from a clear policy establishing priority locations for sidewalk installations. The Town could also establish a “50/50” program through which the Town and property owners share in the cost for installing new sidewalks.

### 3.2.8 PROVIDE SAFE ACCOMMODATIONS FOR CYCLISTS AND PEDESTRIANS IN ALL NEW DEVELOPMENT.

Lowell is a growing community that has an opportunity to enhance cycling by ensuring that all new development and redevelopment provides safe and accessible accommodations for cyclists. Ensuring that bicycle facilities are included in new roadway projects and that new roadway networks tie into the existing street grid will help Lowell accomplish the goals laid out in this plan.

### 3.3 Provide safe accommodations for cyclists and pedestrians in all new development.

Lowell is a growing community that has an opportunity to enhance cycling by ensuring that all new development and redevelopment provides safe and accessible accommodations for cyclists. Ensuring that bicycle facilities are included in new roadway projects and that new roadway networks tie into the existing street grid will help Lowell accomplish the goals laid out in this plan.

#### 3.3.1 ADOPT THE LOWELL SUBDIVISION CONTROL CODE AND REVISE TO FURTHER SUPPORT BIKING IN LOWELL.

Lowell's draft Subdivision Control Code seeks to create model livable neighborhoods. The principles and standards of design include goals for street connectivity, street network continuation, and sidewalk installation. However, the Subdivision Control Code is lacking standards that support a creating more bikeable Lowell. Including bicycle facilities and design considerations in new developments will help Lowell more quickly achieve the recommendations in this plan. Bikeability considerations should be added to the list of Design Considerations in Section 6.5(B) and to Improvement of Existing Streets in Section 6.5(H). In addition, bikeways geometries consistent with the recommendations in this plan could be included in the Street Design Requirements table in Section 6.6(G). Standards for bike parking consistent with nationally accepted best practices could be included in Section 6 of the Subdivision Control Code. Finally, Lowell may want to increase its minimum sidewalk width in commercial areas from 8 feet to 10 feet.



NEW DEVELOPMENTS  
should include accommodations for pedestrians and cyclists.

**COMMERCIAL**  
areas should be  
designed to better  
accommodate cyclists  
and pedestrians.



### 3.3.2 CREATE GUIDANCE FOR NEW COMMERCIAL DEVELOPMENTS.

Like the Subdivision Control Code, the Town's Development Standards could be updated to address increased access to biking in Lowell. For example, Section 155.080 could set maximum parking standards for commercial developments. By setting a maximum limit, the Town of Lowell could discourage trips by car to commercial areas and encourage more trips by bike. Additionally, Section 155.092 could be updated to require commercial developments to provide pedestrian connections from public sidewalks to parking lots and orient building entrances to provide direct access for pedestrians to the site.

### 3.3.3 IMPLEMENT STRATEGIES OUTLINED IN THE LOWELL COMPREHENSIVE PLAN THAT SUPPORT ACTIVE FORMS OF TRANSPORTATION.

The Town's Comprehensive Plan outlines many recommendations that support greater walkability and bikeability in Lowell. These recommendations include: use of traffic calming techniques to increase pedestrian traffic in downtown Lowell, improved pedestrian connections from parking lots to downtown shopping, modifying existing parking requirements in downtown Lowell to encourage foot- and bicycle traffic, and updating zoning requirements to include shared parking spaces. Implementation of these recommendations can help facilitate more bike trips throughout the community.

### 3.3.4 DEVELOP A BICYCLE PARKING ORDINANCE.

Currently, neither the Town of Lowell's Code nor its Subdivision Control Code include recommendations for bike parking. The Town should adopt a bicycle parking ordinance to ensure that residents have a safe place to lock their bikes once they reach their destinations. See Appendix B for recommendations on drafting an ordinance that complies with nationally accepted best practices.

### 3.3.5 DEVELOP BIKE PARKING SELECTION STANDARDS.

Bike rack siting begins first with identifying the exact number of sites and racks for each facility. When bicycle parking is properly sited, cyclists will not lock to trees, signs, or other items, thereby improving the accessibility for all users and the aesthetic quality of the facility.

These basic guidelines for the efficient bicycle parking were considered and documented:

**Racks should be easily accessible from the street**

**Racks should be located along the "desire line" or the path cyclists are most likely to travel from the bikeway to the destination entrance**

**Racks should be within 50 feet of an entrance**

**Racks need to be in a high visibility area**

**Racks need weather protection where possible**

**Racks need to be protected from motor vehicles**

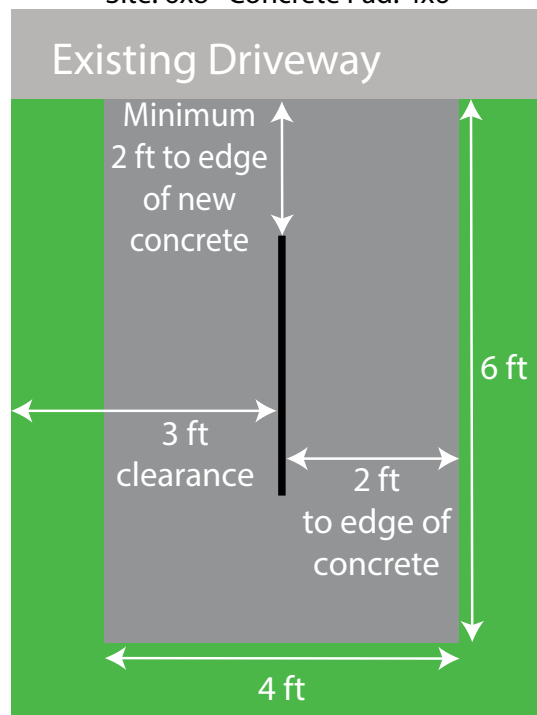
**Where possible racks should be placed near an attended area**

**Racks should not impede pedestrian traffic**

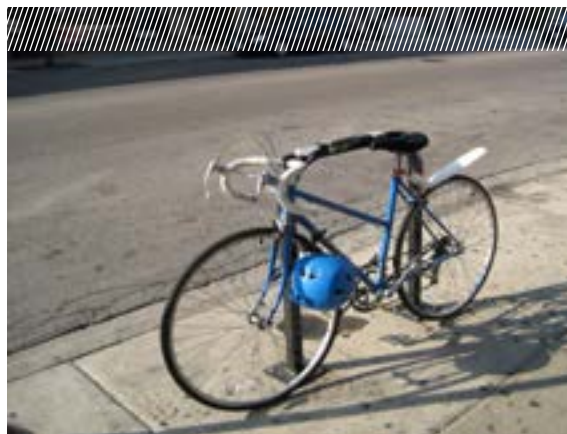
**Racks should not block access to buildings**

These guidelines encourage the highest usage of bicycle parking. In-person site visits were conducted to gain a firsthand understanding of the site with regards to these guidelines.

#### 1 U-Rack Site: 6x8 Concrete Pad: 4x6



**BIKE RACKS**  
should be easily  
accessible from  
the street



**U-RACKS**  
provide a safe and  
secure location to  
lock a bicycle.





# BIKEWAY PROGRAMS

# 4

## Goal for Education, Encouragement, and Enforcement Programs

Create a culture of bicycling within the community through education, encouragement, and enforcement efforts that lead residents to consider bicycling as a means of recreation, fitness, and transportation.

## 4.1 Educate the public about biking.

Education is a powerful tool for promoting healthy and safe behaviors. Users of a bicycle network need to be aware of how to protect themselves and others. As more people bike for transportation and health, education should come in a variety of forms to reach all network users. Youth, teens and adults alike benefit from education programs focusing on pedestrian and bicycle safety and the rules of the road.

### 4.1.1 USE MEDIA TO INCREASE AWARENESS FOR BIKE SAFETY.

The Town of Lowell can distribute information about safety and the bicycle transportation network to the community through the following means:

**MEDIA:** Use local media outlets such as Lowell's website, cable access station, local newspaper and online social networks] to broadcast videos and publish articles on bike and pedestrian safety.

**MAILINGS:** Arrange for bicycle and pedestrian information to be reprinted and/or distributed by partner agencies, utility companies and the private sector.

**HEALTH CARE PROVIDERS:** Work with local doctors to distribute information on the health benefits of cycling and walking.

**CLASSES:** Offer bike maintenance and traffic skills classes to adults and teens through the Parks Department, schools and other community groups

**DRIVE WITH CARE CAMPAIGN:** Encourage residents to think about their driving behaviors and be aware of other users of the road. Distribute fliers on safe driving practices and statistics at local businesses, post yard signs, and work with law enforcement.

### 4.1.2 PROVIDE EDUCATION TO TARGETED GROUPS.

It is important for motorists, bicyclists and pedestrians to understand the rules of the road, however many people are unaware of non-motorized users' rights and responsibilities. A variety of educational opportunities are necessary to promote safer interactions by all road users. The Town of Lowell should partner with bicycle and pedestrian education instructors such as League of American Bicyclists (LAB) or Active Transportation Alliance to provide education and outreach on bicycle and pedestrian safety and sharing the road tailored to specific audiences.

#### BICYCLE EDUCATION

Lowell should offer bicycle and pedestrian training for adults, at the Parks Department programs. Bicycle mechanics classes, education related to the variety of transportation options, and on-bike education classes (such as Traffic Safety Skills 101) can be made available.



## PROVIDE YOUTH AND TEEN BICYCLE AND PEDESTRIAN EDUCATION

Youth and Teen Bicycle and Pedestrian Education: Youth and teen walking and bicycling safety education will provide a basis for a lifetime of active transportation habits, and will help address parents' concerns about safety. Beginning in elementary school, students should receive age-appropriate education on safe walking and biking habits. The Town of Lowell should partner with schools and extracurricular programs. Police, Parks Department staff, Active Trans, and LAB can assist with training.

Strategies include:

Provide age appropriate Active Transportation Education to all elementary school students through an annual assembly or as a part of PE class.

Establish a safe bicycling course for students as a prerequisite for the privilege of bicycling to school.

Train teachers to integrate bicycle and pedestrian safety lessons and mobility education into existing subjects.

Adopt a teen-specific mobility education curriculum module about transportation choices, and navigating the bicycle network into drivers education classes.

Include a module on how to safely share the road with bicyclists and pedestrians in current driver education programs.



TEEN BIKE  
maintenance class



## HIGH SCHOOL VOLUNTEER AMBASSADORS

The Lowell Bike Plan Committee should partner with Tri-Creek School Corporation to create a volunteer program made up of high school students who are focused on promoting biking and walking among younger age groups.

## YOUTH BIKE "LICENSES"

Require students to take a safe bicycling course as a prerequisite to biking to school. This course can be held at the beginning of third grade. Lessons can include basic bicycling skills, how to perform a bicycle safety check, helmet fit and appropriate traffic skills such as crossing roads and staying safe near driveways.



DRIVE WITH CARE  
campaigns give  
context to safe driving.





## 4.2 Encourage biking as a form of transportation.

Encouragement programming is designed to increase the use of the bike network by helping residents understand how to safely navigate the network and urge residents to bike.

### 4.2.1 PROVIDE THE COMMUNITY WITH INFORMATION ABOUT RECOMMENDED BIKING ROUTES IN LOWELL.

Lowell already has many great places to bike, with more planned to be built in the coming years. Yet many in the Lowell community are unaware of routes that can be taken. To raise awareness for existing routes and provide information on new routes, the Town may consider creating a user-friendly bike network map would encourage use of the improved pedestrian and bicycle network and patronage of the key places identified in this plan.

Lowell should work with the Bike Plan Committee or a contractor to produce and distribute a free bikenetwork map that includes routes to key places and safety tips. Large employers and local businesses could be approached for sponsorship of the map.



**OPEN STREETS EVENTS**  
provide the community  
with an opportunity  
to re-envision the  
purpose of roads.



## BIKE & DINE EVENTS

Bike & Dine events invite cyclists to enjoy a progressive dinner by bike at Lowell's restaurants. A select bicycle tour of these establishments for groups of 30 or less can garner media attention for local businesses and raise the profile of cycling as a way to encourage and enjoy local patronage. The route can also highlight new or potential community improvements to the bike route network.

## SHOP BY FOOT & BIKE

Shop by Foot and Bike programs encourage residents to walk or bike when making short errands to local shops by offering a discount to customers who arrive on foot or by bike. Additional benefits include adding physical activity to residents' daily routines, decreasing parking demand, and supporting local businesses. Participating retailers in the Shop by Foot & Bike campaign offer discounts and/or promotions for shoppers who use active transportation to travel to the business. The Lowell Bike Plan Committee should pursue partnerships with the retailers and restaurants to encourage shopping by foot and bike in Lowell.

**BIKE AND DINE**  
events are a fun way  
to get out and explore  
what a community  
has to offer by bike.



### 4.2.2 HOLD COMMUNITY EVENTS AND PROGRAMS TO GET PEOPLE OUT WALKING AND BIKING

Community events centered on walking and biking will create awareness for biking and encourage residents who do not often bike to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally and explore their community. Some examples include:

## OPEN STREETS

Open Streets events are an opportunity for people to experience a street from a new perspective. Local streets are closed to vehicles and open for walking, biking and informal play. Lowell can hold Open Streets as an annual event to complement the Lowell Labor Day Parade and Festival, farmers markets or other road closing events. Or Lowell can designate special times or days for stand-alone Open Streets events.

## BIKE AND WALK TO SCHOOL DAY

International Walk to School Day and International Bike to School Day are global events involving more than 40 countries walking and biking to school on the same day. The Town of Lowell should partner with Tri-Creek School Corporation to host a Walk to School Day event that encourages the use of active transportation. Walk to School Day is typically the second Wednesday in October and Bike to School Day is held in May every year. Schools may also designate a weekly or monthly walk and bike to school day.

### 4.2.3 ORGANIZE PROGRAMS AND GROUPS TO FOSTER USE AND APPRECIATION OF BIKING IN THE TOWN OF LOWELL.

There are many additional ways that the Town of Lowell and its residents can drum up support for biking. Some examples include:

#### LOCALLY BUILT BIKE RACKS

Work with Lowell High School to produce bike racks for the Town. The Town of Lowell can provide students or volunteers with materials to produce the racks. The Town's Street Department can install the bike racks throughout the community. Work with the Lowell Bike Plan Committee, residents, and Town Officials to prioritize locations.

#### WALKING AND BIKING GROUPS

Walking and biking groups can meet on a regular basis, often weekly for rides or walks. People can enjoy the active transportation network more while engaged in group physical activity – walking and/or riding. These groups can target specific populations such as seniors or families.

Examples can include:

---

**Bike Clubs:** Competitive or recreational cyclists meeting weekly for longer bike rides

---

**Kidical Mass:** a family friendly ride for parents and young children

---

**Walking Groups for Seniors**

---

**Walking Groups for new Moms**

---



---

**COMMUNITY**  
bike rides bring  
neighbors together.



---

**COMMUNITY BIKE**  
rides can make stops  
at local attractions.

#### AWARDS

Improving Lowell's active transportation network will make the Town an even better place to live, work, shop and play. National recognition of these efforts can generate commerce and increase property values. The Bicycle Friendly Community Program (BFC) led by League of American Bicyclists provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program the Pedestrian and Bicycle Information Center uses to honor pedestrian-friendly cities.

**BIKE FRIENDLY**  
communities are  
communities that  
prioritize cycling and  
make it commonplace.



## LOCK LIBRARY

Work with the Lowell Public Library to create a Lock Library program. This program allows residents to borrow bike locks. Residents who may not carry a bike lock can lock their bicycles while visiting local destinations.

## BIKE SHARE FOR TOWN STAFF

For short trips around the community, the Town could supply shared bicycles for the Lowell Town Staff. These bikes can be used throughout the community for Code Enforcement, meter reading or attending meetings. Providing staff with an alternative choice gives them the opportunity to include active transportation in the work day and saves the Town money on gas and wear and tear on town vehicles.

## SIDEWALK RAISING PARTY

To eliminate gaps in the sidewalk network, the Town can train residents on how to install sidewalks. Lowell can then organize sidewalk raising parties for the trained residents to put their new skills to work on sidewalks in prioritized areas throughout the community.

## 4.3 Enforce safe travel behaviors.

Successful implementation of this plan will result in an increase in people who choose to bike. This may create new law enforcement challenges. To promote the safety of all people using the transportation network, Lowell will continue to prioritize enforcement of traffic laws that deter reckless behavior by users of the road.

### 4.3.1 TRAIN OFFICERS ON BIKE SAFETY LAWS.

Police are required to participate in annual professional development opportunities. The Lowell Police Department should ensure that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online or by video.

#### THE OFFICERS SHOULD RECEIVE PRACTICAL TRAINING FOCUSED ON:

---

Rules of the road for bicyclists and pedestrians

---

Illegal motorist behaviors that endanger bicyclists and pedestrians

---

Most dangerous types of bicycling behaviors

---

Most common causes of bicycle and pedestrian crashes

---

Importance of reporting bicycle and pedestrian crashes

---

Importance of investigating serious bicycle and pedestrian crash sites

---

Best ways to prevent bicycle theft

---

Best practices for policing by bicycle

---

Transportation, health and environmental benefits of bicycling

---

In addition, special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in the school zone.

#### THESE LAWS INCLUDE:

---

Must yield for pedestrians in crosswalks

---

Handheld device ban

---

School zone fines

---



**POLICE OFFICERS**  
and community  
members can work  
together to create  
a safe walking and  
biking environment.



### 4.3.2 SUPPORT BIKING ENCOURAGEMENT AND EDUCATION BY THE POLICE DEPARTMENT.

The Lowell Police Department can work to educate residents and encourage safe bicycling behaviors in several ways:

#### **BIKE RODEO**

The police department could hold an annual Bike Safety Rodeo to offer a kid-friendly bike course, including stop lights and railroad crossings. This could be a community education and encouragement event to draw in families from throughout the community.

#### **BIKE SAFETY TIPS**

The police department website could provide safety education tips, like a “10 Steps to Bicycle Safety” fact sheet.

#### **POLICE AND NEIGHBORHOOD PARTNERSHIPS**

The police department could work with neighborhood groups that are interested in promoting safe bicycling and walking behaviors.

# IMPLEMENTATION

# 5



## Implementation Goal

Carry out the goals, objectives, and recommendations contained in this plan to foster active transportation in the community.

## 5.1 Empower the Lowell Bikeways Planning Group to oversee plan implementation.

This plan advocates for a comprehensive set of network improvements, policies and programs staggered over several years. When implemented, they will help Lowell reach its vision for biking and active transportation.

The effective implementation of this plan will require leadership by Town staff and elected officials, and a continued partnership with the schools and community organizations in Lowell. It will also require cooperation with neighboring municipalities, Lake County, and the Indiana Department of Transportation.

The use of bicycling will only increase if this plan's recommendations are implemented in a timely manner. The following are ways to monitor implementation and measure progress towards achieving Lowell's vision for biking.

### 5.1.1 DEVELOP A LOWELL BIKEWAYS PLANNING GROUP.

The members of the Lowell Bikeways Planning Committee should continue to meet and develop a body to carry out the recommendations of this plan.

Through the planning process, new connections with individuals, agencies and organizations have been established. To continue this partnership, The committee could reach out to people who have indicated their interest in biking through participation in creating this plan.

#### THE BIKEWAYS PLANNING GROUP COULD CARRY OUT THE FOLLOWING ACTIVITIES:

---

Facilitate outreach to the community at time of adoption of this plan.

---

Monitor implementation of the plan.

---

Establish a budget for the Lowell Bikeways Planning Group.

---

Form partnerships with schools and community organizations to advance recommendations in this plan.

---

Serve as a liaison between the bicycling community and the Town.

---

### 5.1.2 DEVELOP A SERIES OF METRICS TO MEASURE PROGRESS OF THE PLAN.

The Bikeways Planning Group of Lowell should work with Town staff to regularly review and report on progress and implementation of this plan. The Bikeways Planning Group should establish performance metrics to include in the report.

#### RECOMMENDED METRICS INCLUDE THE FOLLOWING:

---

Miles of bicycle network implemented.

---

Miles of sidewalk, paths and trails built.

---

Bicycle and pedestrian friendly policies adopted.

---

Educational events and encouragement opportunities offered.

---

Enforcement events held.

---

Other bicycle and pedestrian improvements.

---



---

ONGOING DATA collection will help Lowell track its progress in implementation.



---

COLLECTING DATA on bicycling rates and usage helps communities create successful bikeways.

### 5.1.3 MONITOR PARTICIPATION AND USAGE RATES OF BICYCLING.

In addition to improving the built environment for active transportation, advancing policy, and holding programs that promote biking, it is important to monitor usage and safety of active transportation in Lowell.

#### THE FOLLOWING DATA-COLLECTION AND ANALYSIS EFFORTS SHOULD BE MADE ON A REGULAR BASIS:

---

Review and analyze crash data annually to identify high crash area locations.

---

Conduct bicycle counts at key locations throughout the town on a quarterly or annual basis.

---

COLLABORATION  
between Lowell and  
partner agencies will  
be a key to successful  
implementation.



5.1.4 STRATEGICALLY  
PURSUE FUNDING FOR  
IMPLEMENTATION OF THIS  
PLAN.

Although portions of this plan can be completed for little to no cost, this plan cannot be fully implemented without financial support. Many outside funding sources are available, and there are many opportunities to integrate active transportation into the Town’s budget. A description of funding sources can be found in Appendix D.

THE FOLLOWING ARE SUGGESTIONS FOR HOW TO  
FUND IMPLEMENTATION OF THIS PLAN:

- Dedicate funding towards bicycle programming out of the Town budget.
- Integrate recommendations into the CIP and roadway resurfacing.
- Pursue outside grant funding opportunities.

5.1.5 COORDINATE  
IMPLEMENTATION OF THIS  
PLAN.

Lowell’s transportation network is part of a much larger network. Many recommendations in this plan are on roads or lands controlled by other agencies. To fully implement Lowell’s bikeway network and to connect Lowell’s transportation network with the larger regional and statewide transportation system, Lowell will need to coordinate projects with other agencies.

PARTNERS TO HELP IMPLEMENT PROJECTS WITHIN  
LOWELL INCLUDE, BUT ARE NOT LIMITED TO:

- Lake County Highways
- Indiana Department of Transportation (INDOT)
- NIRPC
- Neighboring communities
- Lowell Parks Department
- Railroad

# APPENDIX

# 6

# Appendix A: Design Guidance

## BIKEWAY AND PEDESTRIAN FACILITIES DESIGN

Guide for the Planning, Design, and Operation of Pedestrian Facilities  
American Association of State Highway and Transportation Officials (AASHTO), 2004  
[HTTP://WWW.TRANSPORTATION.ORG](http://www.transportation.org)

Designing Sidewalks and Trails for Access  
U.S. DOT Federal Highway Administration  
[HTTP://WWW.FHWA.DOT.GOV/ENVIRONMENT/SIDEWALKS/INDEX.HTM](http://www.fhwa.dot.gov/environment/sidewalks/index.htm)

Guide for the Development of Bicycle Facilities, 4th Edition  
American Association of State Highway and Transportation Officials (AASHTO), 2012  
[HTTP://WWW.TRANSPORTATION.ORG](http://www.transportation.org)

Urban Bikeway Design Guide  
National Association of City Transportation Officials  
[HTTP://NACTO.ORG/CITIES-FOR-CYCLING/DESIGN-GUIDE/](http://nacto.org/cities-for-cycling/design-guide/)

Complete Streets Complete Networks: A Manual for the Design of Active Transportation  
Active Transportation Alliance, 2012  
[WWW.ATPOLICY.ORG/DESIGN](http://www.atpolicy.org/design)

## BIKE PARKING

Bicycle Parking Design Guidelines  
Association of Pedestrian and Bicycling Professionals  
[HTTP://WWW.APBP.ORG/?PAGE=PUBLICATIONS](http://www.apbp.org/?PAGE=PUBLICATIONS)

Bike Parking for Your Business  
Active Transportation Alliance, 2003  
[HTTP://WWW.CHICAGOBIKES.ORG/PDF/BIKE\\_PARKING\\_BUSINESS.PDF](http://www.chicagobikes.org/pdf/bike_parking_business.pdf)

## OTHER RESOURCES

Active Transportation Alliance  
[HTTP://WWW.ACTIVETRANS.ORG](http://www.activetrans.org)

National Complete Streets Coalition  
[HTTP://WWW.COMPLETESTREETS.ORG](http://www.completestreets.org)

Manual on Uniform Traffic Control Devices  
Federal Highway Administration, 2009  
[HTTP://MUTCD.FHWA.DOT.GOV/](http://mutcd.fhwa.dot.gov/)

Bicycle and Pedestrian Accommodations  
Bureau of Design & Environment Manual  
Illinois Department of Transportation, 2011 Edition  
[HTTP://WWW.DOT.STATE.IL.US/DEENV/BDE%20MANUAL/BDE/PDF/CHAPTER%2017%20BICYCLE%20AND%20PEDESTRIAN.PDF](http://www.dot.state.il.us/deenv/BDE%20MANUAL/BDE/PDF/CHAPTER%2017%20BICYCLE%20AND%20PEDESTRIAN.PDF)

Safety Benefits of Raised Medians and Pedestrian Refuge Areas  
Federal Highway Administration  
[HTTP://SAFETY.FHWA.DOT.GOV/PED\\_BIKE/TOOLS\\_SOLVE/MEDIANS\\_BROCHURE/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/)

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders  
Federal Highway Administration  
[HTTP://SAFETY.FHWA.DOT.GOV/PED\\_BIKE/TOOLS\\_SOLVE/WALKWAYS\\_BROCHURE/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/)

Parking Strategies to Support Livable Communities  
Chicago Metropolitan Agency for Planning  
[HTTP://WWW.CMAP.ILLINOIS.GOV/DOCUMENTS/20583/C224C06F-2735-4400-8281-D3C263CE5BA6](http://www.cmap.illinois.gov/documents/20583/C224C06F-2735-4400-8281-D3C263CE5BA6)



# Appendix B: Policy Resources

This appendix provides resources to implement the policy recommendations in this plan.

## COMPLETE STREETS POLICY RESOURCES

The materials referenced below can assist with formulating policy, structuring implementation developing performance criteria.

### ACTIVE TRANSPORTATION ALLIANCE

Active Transportation Alliance has created a policy resource micro-site, [WWW.ATPOLICY.ORG](http://WWW.ATPOLICY.ORG), with free access to Complete Streets Complete Networks: A Manual for the Design of Active Transportation, Complete Streets policy briefs and implementation materials.

### MCCANN, BARBARA, AND SUZANNE RYNNE

Complete Streets: Best Policy and Implementation Practices. (Chicago: American Planning Association, 2010). This publication of the American Planning Association's Planning Advisory Service includes case studies, model policies, and development strategies revolving around Complete Streets.

### NATIONAL COMPLETE STREETS COALITION.

NCSC has a very informative website. Accessible at [WWW.COMPLETESTREETS.ORG](http://WWW.COMPLETESTREETS.ORG) Among others, the following NCSC documents can be considered a good "jumping off" point for those unfamiliar with Complete Streets policy and design.

"Complete Streets Policy Elements." National Complete Streets Coalition. [HTTP://WWW.COMPLETESTREETS.ORG/CHANGING-POLICY/POLICY-ELEMENTS/](http://WWW.COMPLETESTREETS.ORG/CHANGING-POLICY/POLICY-ELEMENTS/). Provides a framework by which Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policy.

"Federal Policy Resources." National Complete Streets Coalition. [HTTP://WWW.COMPLETESTREETS.ORG/FEDERAL-POLICY/FEDERAL-POLICY-RESOURCES/](http://WWW.COMPLETESTREETS.ORG/FEDERAL-POLICY/FEDERAL-POLICY-RESOURCES/). Knowing the trends in national policy concerning Complete Streets can help reinforce local policy initiatives. The NCSC website details past federal activity concerning Complete Streets, features legislative language, and has tips for getting the attention of lawmakers at the federal level.

## POLICIES REGARDING CONSTRUCTION ZONES

The Town can reference standards in these manuals while developing its policy to maintain pedestrian and bicycle access in construction zones.

Public Rights-of-Way Accessibility Guidelines (proposed guidelines)

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Manual on Uniform Traffic Control Devices, Chapter 6D (2009 edition)

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## MODEL BICYCLE PARKING ORDINANCE

An annotated model policy for bike parking was developed through the Public Health Law and Policy (name changed to ChangeLab Solutions)

"Model Bike Parking Ordinance (with annotations)" [HTTP://ACTIVETRANSPORTATIONPOLICY.ORG/NODE/121](http://ACTIVETRANSPORTATIONPOLICY.ORG/NODE/121)

# Appendix C: Programming Resources

## EDUCATION RESOURCES

There are many organizations who offer free and low-cost resources to educate people about the benefits of active transportation. These include:

### ACTIVE TRANSPORTATION ALLIANCE

[WWW.ACTIVETRANS.ORG/EDUCATION](http://WWW.ACTIVETRANS.ORG/EDUCATION)

Offers free curricula, professional development for educators and other resources. Active Transportation Alliance also offers education materials on Complete Streets at [www.activetrans.org/completestreets](http://www.activetrans.org/completestreets).

### NATIONAL SAFE ROUTES TO SCHOOL PARTNERSHIP

[WWW.SAFEROUTESPARTNERSHIP.ORG](http://WWW.SAFEROUTESPARTNERSHIP.ORG)

They offer an annotated bibliography of traffic safety curricula and other educational resources.

### NATIONAL COMPLETE STREETS COALITION

[WWW.COMPLETESTREETS.ORG](http://WWW.COMPLETESTREETS.ORG)

This initiative of Smart Growth America provides resources to help educate citizens, municipal staff and elected officials on the benefits of Complete Streets.

## ENCOURAGEMENT RESOURCES

Marketing and promotion efforts are essential to any successful bikeways plan. These organizations provide resources to help encourage more cycling:

### LEAGUE OF AMERICAN BICYCLISTS

[WWW.BIKELEAGUE.ORG](http://WWW.BIKELEAGUE.ORG)

They sponsor the Bicycle Friendly Community program and offer resources for encouragement campaigns. They also certify instructors to provide bike mechanic and traffic safety skills courses.

### ALLIANCE FOR BIKING AND WALKING

[WWW.PEOPLEPOWEREDMOVEMENT.ORG](http://WWW.PEOPLEPOWEREDMOVEMENT.ORG)

They offer trainings to help develop a movement for cycling in your community.

### ASSOCIATION OF PEDESTRIAN & BICYCLE OFFICIALS

[WWW.APBP.ORG](http://WWW.APBP.ORG)

They offer webinars and other resources for professionals who implement education and encouragement campaigns.

### DRIVE LESS LIVE MORE

[WWW.DRIVELESSLIVEMORE.COM](http://WWW.DRIVELESSLIVEMORE.COM)

This campaign to encourage multi-modal transportation has numerous resources to encourage use of biking, walking and transit.

## ENFORCEMENT RESOURCES

Active Transportation Alliance provides training for the law enforcement community including police, judges and prosecutors. The training focuses on best law enforcement practices to ensure traffic safety and an overview of current Illinois traffic safety laws. Active Transportation Alliance also provides free support services for victims of bicycle crashes.

# Appendix D: Funding Sources

There are numerous funding sources available to support the implementation of this plan. Most funding sources prefer funding projects contained in an active transportation plan.

## TRANSPORTATION ALTERNATIVES

Transportation Alternatives is a federal grant program jointly administered by the state departments of transportation and metropolitan planning organizations in large metropolitan areas. The program funds a variety of bicycle and pedestrian improvement strategies including trail enhancements, pedestrian network improvements and bike facilities.

## CONGESTION MITIGATION AND QUALITY PROGRAM (CMAQ)

The CMAQ program funds transportation projects that improve air quality. These include bicycle ways, pedestrian network improvements and transit facilities. Locally, the program is administered by the Chicago Metropolitan Agency for Planning which emphasizes projects of regional significance. CMAQ funds generally cannot be used for preliminary planning, design and engineering.

## SURFACE TRANSPORTATION PROGRAM

These federal funds are distributed locally by the various councils of mayors. STP supports improvements to local roads that benefit the federal highway network. Among other uses, STP funds can be used for traffic calming, pedestrian facilities and bike routes. Each council of mayors has its own procedures for evaluation of project proposals. STP generally is one of the most flexible funding sources.

## HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Illinois Department of Transportation provides grants to improve facilities with documented crash problems. These projects can be focused on auto crash locations, or those involving pedestrians or cyclists. HSIP generally provides 90% of the project funds with a 10% local match. Funding is usually available for all phases of the project.

## GRADE CROSSING PROTECTION FUND

This fund, administered by the Illinois Commerce Commission, assists local governments pay for improvements at highway-railroad crossings. Eligible uses include pedestrian gates, pedestrian signals and grade separations.

## OTHER FEDERAL FUNDS

Federal agencies sometimes make grants available for energy efficiency, sustainability or obesity-prevention projects that could include active transportation initiatives. An up to date listing of all federal grants is available at [www.grants.gov](http://www.grants.gov). The Legislative Research Unit of the Illinois General Assembly also publishes lists of state and federal grants.

## COUNTY AND LOCAL FUNDING

Many federal and state funding sources require local match funds. Coalitions can be built between jurisdictions to prioritize the implementation of shared objectives. Many counties and local governments have access to motor fuel tax and other transportation revenue sources. They may also have economic development programs that can fund projects. School and park districts can also be sources of funds.

LOWELL BIKE PLAN

# PUBLIC ENGAGEMENT



Produced by Active Transportation Alliance  
April 2014

Public Engagement Report  
Steering Committee Report  
Existing Conditions Map  
Open House Summary  
Open House Map Results  
Survey Summary  
Survey Map Results

# LOWELL BIKE PLAN

# STEERING COMMITTEE

# GOALS SUMMARY



## Introduction

This summary document presents the basis for the creation of a Bike Plan for the Town of Lowell. It summarizes the initial visioning meeting held on August 20<sup>th</sup>, 2013, by the Bike Plan Steering Committee that was convened to guide the Town in the creation of the plan. Creating a vision and outlining goals ensures that the recommendations made in the plan are tailored towards creating more livable places, as expressed by the community. A defined vision and goals will also help the Town when updating the plan, which should be done periodically as the town develops land and builds new infrastructure. The Town can revisit the vision and goals to help guide future active transportation planning processes. The vision was completed with the guidance of the Lowell Bike Plan Steering Committee:

Craig Earley (Town of Lowell, elected official), Don Bales (resident), Holly Keithley (resident), Holly Walters (resident), Ron Brown (resident), Dan Blankenship (resident), Ray Cusic (resident)

## Vision

The Town of Lowell prides itself on a high quality of life that is grounded in safe historic neighborhoods, schools, independently owned businesses, quiet residential streets, and a service-oriented government led by community involvement. Lowell's rural neighborhoods are lined with mature trees and even a few hills. The Town is anchored by a beautiful park system including Freedom Park, Liberty Park, and Reservation Park.

This plan will help guide the Town of Lowell across that “last mile” to 21st Century livability standards—place-based economic development, active lifestyle options and sensible environmental stewardship—just as much as it guides the community across last mile connections to Freedom Park, the Route 2 merchants, or Lowell Middle School. Indeed, closing one gap helps to cross the other.

The vision for Lowell:

*“Through this plan the Town of Lowell wishes to improve individuals’ abilities to bicycle within the community and to strengthen connections in Lowell, to regional trails, adjacent communities, and the entire township”*

This vision will help create a culture change that leads to more bicycling and walking, characterized by fun events like, Bike and Dine, Open Streets, and Walk to School Day. Bicycling and walking activities can bring neighborhoods and families together for fun and health. Achieving the vision for Lowell will require a concerted effort to educate community members on pedestrian and bicycle safety. It will also require infrastructure improvements like bikeways, sidewalks, crosswalks, or even bike parking, to allow the community to access any location by foot or bike and connect people to places.

## Vision Statements

Steering Committee members were asked to explain how they envision the Town of Lowell for cyclists. The draft vision statement is based on comments made by the steering committee in response to this question.

- Improve and create new bike- and walkways designated in and around Lowell, including a path from Lowell to Freedom Park north of Lowell and an eventual path connecting to Cedar Lake.
- Connect routes from schools, libraries, businesses and ultimately reaching out to identified “safe routes” in the county.
- Strive for a consistent process of development and improvement in creating bike facilities.
- Create a more active accessible community with bike racks.
- Improve the ability to ride around town safely. One should be able to bike from Lowell to Crown Point and beyond.
- Create safe routes for bicycles, walkers and runners to get from schools, parks, and to the Crown Point bike trail. Connections to other communities (Cedar Lake, Lake Dale, Crown Point) eventually would be great
- Make safe routes for runners, walkers, and bicyclists to navigate while exercising or just traveling around town.
- Ensure that biking inside the town limits needs to be a safe alternative to driving on all occasions. Mark specific bike routes, increase driver awareness, a bike safety program, educate community members on environmental, health, and safety around biking and walking.

## Active Transportation Plan Goals

The Town of Lowell Active Transportation Plan provides practical recommendations to support livability. These recommendations will help focus the town’s transportation investments on the places that matter to the community. The plan also communicates the Town of Lowell’s priorities to regional and state transportation entities like the Indiana Department of Transportation (INDOT), the Lake County Highways Department, and the Northwest Indiana Regional Planning Commission (NIRPC).

*The following goals guided the development of this plan.*

**Goal: Network:** Develop a long-term vision with both short-term and long-term goals for a linked system of bicycle facilities that connect cyclists to town amenities, destinations, and regional trails.

**Goal: Policies:** Adopt rules and procedures that encourage agency collaboration between the Schools, the Town, the region, and the private sector to make it safer and easier for residents to enjoy the bike network.

**Goal: Programming:** Create a culture of bicycling within the community through education, encouragement, and enforcement efforts that lead residents to consider bicycling as a means of recreation, fitness, and transportation.

**Goal: Implementation:** Carry out the goals, objectives, and recommendations contained in this plan to foster active transportation in the community.

## Active Transportation Network Priorities

The Goal Statements above were derived from a survey that the steering committee completed. The survey indicated the highest ranking for the following network priorities:

Bike and Pedestrian Network

1. Commercial Avenue
2. Nichols Street
3. Burr Street
4. Main Street and All Streets in Lowell
5. Joe Martin Road and Holtz Road

## Policy Priorities

The steering committee survey indicated the highest ranking for the following policy priorities:

1. Complete Streets Policy
2. Safe Routes to School
3. Zoning and Land Use

## Programming Priorities

The steering committee survey indicated the highest ranking for the following programming priorities:

1. Enforcement –Speeding Campaign
2. Education – K-8 School and Youth Safety
3. Enforcement – Safe bicycling behaviors
4. Encouragement- Community Events
5. Education – Adults bicycling programs and events

## Key Destinations

The steering committee identified the following key places within the community to be evaluated for system connectivity. These places will be supplemented with additional ideas collected from the community through public engagement activities.

1. Freedom Park
2. Signed routes in Town
3. Crown Point Trails
4. All Parks in Town
5. Library
6. Schools
7. Town Hall



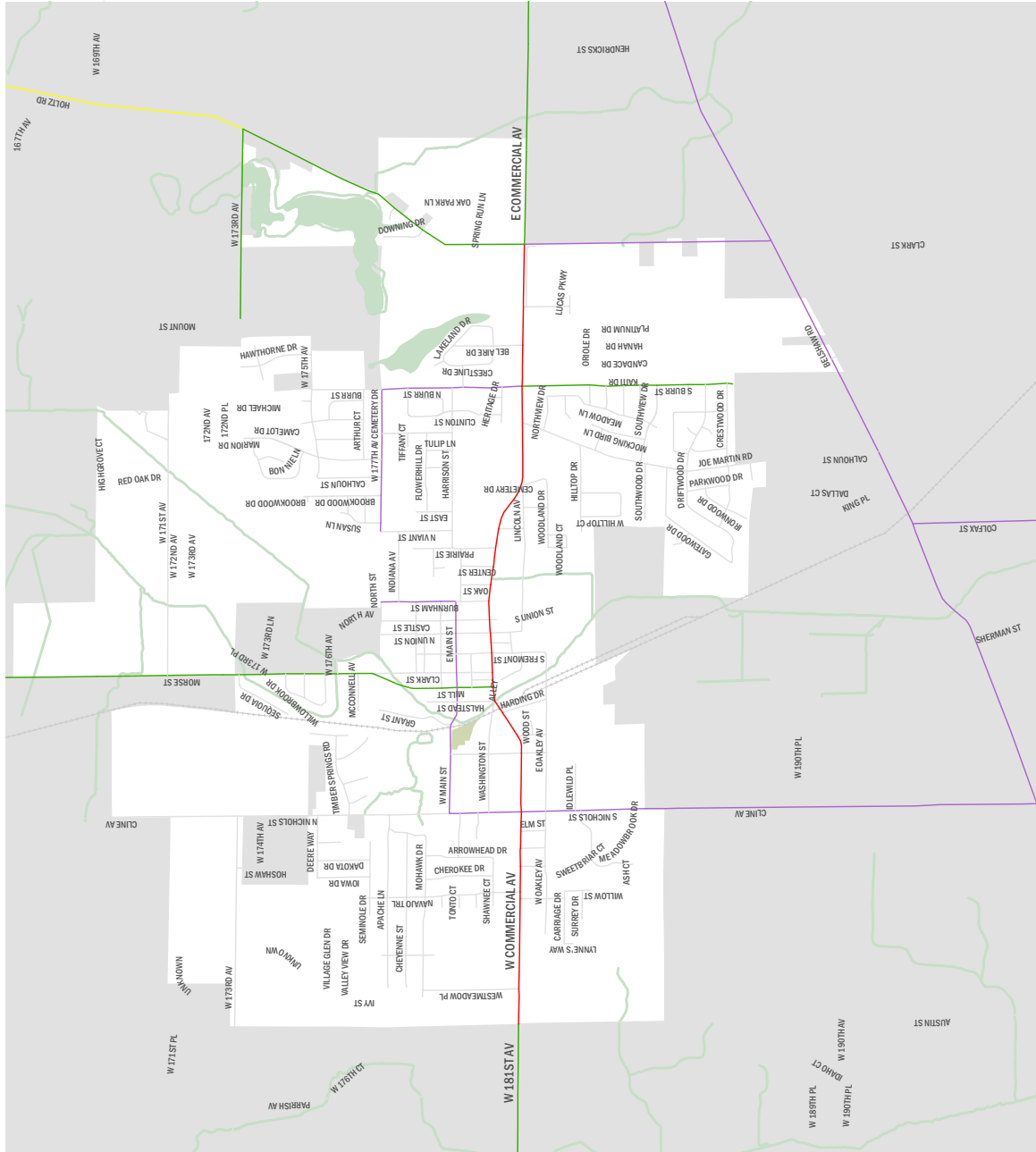
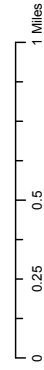
# Biking in Lowell Existing Conditions November 19th, 2013

## Functional Class

- Rural Interstate
- Rural Other Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Interstate
- Urban Expressway
- Urban Other Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local



Prepared by Active Transportation Alliance  
Data sources: Active Transportation Alliance, NIRPC





# HELP IMPROVE SAFETY AND AWARENESS FOR BIKING IN LOWELL

Active Transportation Plan  
Community Meeting  
Tuesday, November 5, 7pm  
Lowell Town Hall  
501 E. Main Street

Event hosted by:

Hey Lowell! Come share your thoughts on how to improve biking conditions in Lowell. We want to know what will help you access destinations, feel safer while biking, and build awareness for routes. Your input will help Lowell build a strategy for improving walking and biking in our community.

With support from:

ACTIVE TRANSPORTATION  
ALLIANCE



## CAN'T MAKE IT TO THE MEETING?

Take our online survey:

<http://www.surveymonkey.com/s/lowellbikeplan>

or contact

Leslie Phemister at [leslie@activetrans.org](mailto:leslie@activetrans.org) or 708.798.0788

Scan to take a  
survey about  
biking in  
Lowell



# Sign-in Sheet

## Name - e-mail

Jim Konradi – jimkonradi@hotmail.com

Ray Cusic – rcusic@sbcglobal.net

Kirk McQuiston – ksmcquiston@sbcglobal.net

Jeff Mescal – mescal@netnitco.net

Don Bales – dejrbales@comcast.net

Diane Hudak

Clifford Tetrault – Clifford.tetrault@gmail.com

Holly Keithley – rcoon74@hotmail.com

Don Earley

Dawn Hudak

Ron Brown – rlbrown@netnitco.net

Luan Brown – luanbrown@yahoo.com

Sara Pierce

Bob Phulpot – Lowell Town Council

Jason Eaker – jfred3478@yahoo.com

Holly Walters – chesney81@yahoo.com

Edgar Corns – edcorns@netnitco.net

# Community Meeting Voting Exercise: Brainstorm

Directions: Each person received two pieces of paper. On each piece, they wrote one idea for walking and biking in Lowell. After adding their own ideas, they looked at what other people wrote and used stickers to “like” other ideas.

## Response Summary

Idea
trail from town to Freedom Park
path that connects the parks
go past Halsted House and downtown
mile markers on trail
more sidewalks, bike lanes
path to Freedom Park
bike trail: high school to Buckley
bike repair shop hook up to Crown Points Trail
path to new middle school
path around Oak Hill and Tri-Creek property
identified bike routes with signage on roads outside of town
path through downtown Lowell behind the storefronts in what is now alleys
bathroom facilities
eventually bike routes that identify and connect to town restaurants/coffee shops
path to connect to the Erie Lacketona trail system

# Community Meeting Voting Exercise: Policies

Directions: Each person received 8 stickers. They used the stickers to indicate which policies they would like to see in Lowell.

Policy Idea	Votes													
Complete Streets -a policy to accommodate all users in all roadway designs	12													
Street connectivity-encourage new streets to be built in a connected pattern so pedestrians and cyclists have a shorter distance to walk or bike	3													
Bicycle friendly new developments-require connected sidewalks, mixing of land uses and other requirements for new construction to facilitate walking and biking	13													
Distracted driving-restrict use of handheld mobile devices while driving	4													
Bike Parking-require bike parking at all new retail, office, community and industrial facilities	11													
Encourage transit-oriented and mixed use development so people can live closer to shopping and transit	0													
Promote incentives for employers to offer amenities for cyclists and pedestrians	7													
Reduce speed limits to under 30 mph on bicycle routes	5													
Safe Park Zones-a policy to enforce low speed limits around parks, similar to a school speed zone	9													
Prohibiting parking in bike lanes-to ensure that bike lanes are accessible at all times	8													
Biking to school-work with schools to promote walking and biking	11													
Require new developments to show how bicyclists and pedestrians will be accommodated on the development site	8													

# Community Meeting Voting Exercise: Programs

Directions: Each person received 5 stickers. They use the stickers to indicate which programs they would like to see in Lowell.

Program		Votes																			
Education		31																			
Bike map: Publish a map of local trails and routes	14																				
Bike and pedestrian safety classes for children	8																				
Bike maintenance classes for teens and adults	3																				
Print and social media campaign to remind people about safe rules of the road	3																				
Encouragement		41																			
Open Streets: Limit access to streets on a temporary basis for the exclusive use of bicyclists and pedestrians	12																				
Group rides and walks for families to showcase community assets	11																				
Bike friendly businesses: work with businesses to offer a small discount to customers arriving on bike	11																				
Celebrate National Bike to School Day and Bike to Work Week	7																				
Enforcement		11																			
Caught Good Campaign: Police officers can issue reward stickers to children who practice safe walking and biking behavior	5																				
Hold enforcement events reminding drivers and cyclists how they can pass each other safely and follow rules of the road	3																				
Train police officers on current rules of the road and enforcement techniques for all roadway users	3																				

# Biking in Lowell

## Community Feedback Results

November 10th, 2013

17 Lowell community residents completed a mapping exercise on 11/5/2013. Residents responded to three questions:

- 1) Where are the places want to visit in Lowell?
- 2) Where do you want to bike in Lowell?
- 3) Where are the challenging places to bike in Lowell?

### Important Places

#### Community Preference

- 1 to 3 Participants
- 4 to 6 Participants
- 8 to 14 Participants

### Desired Bike Routes

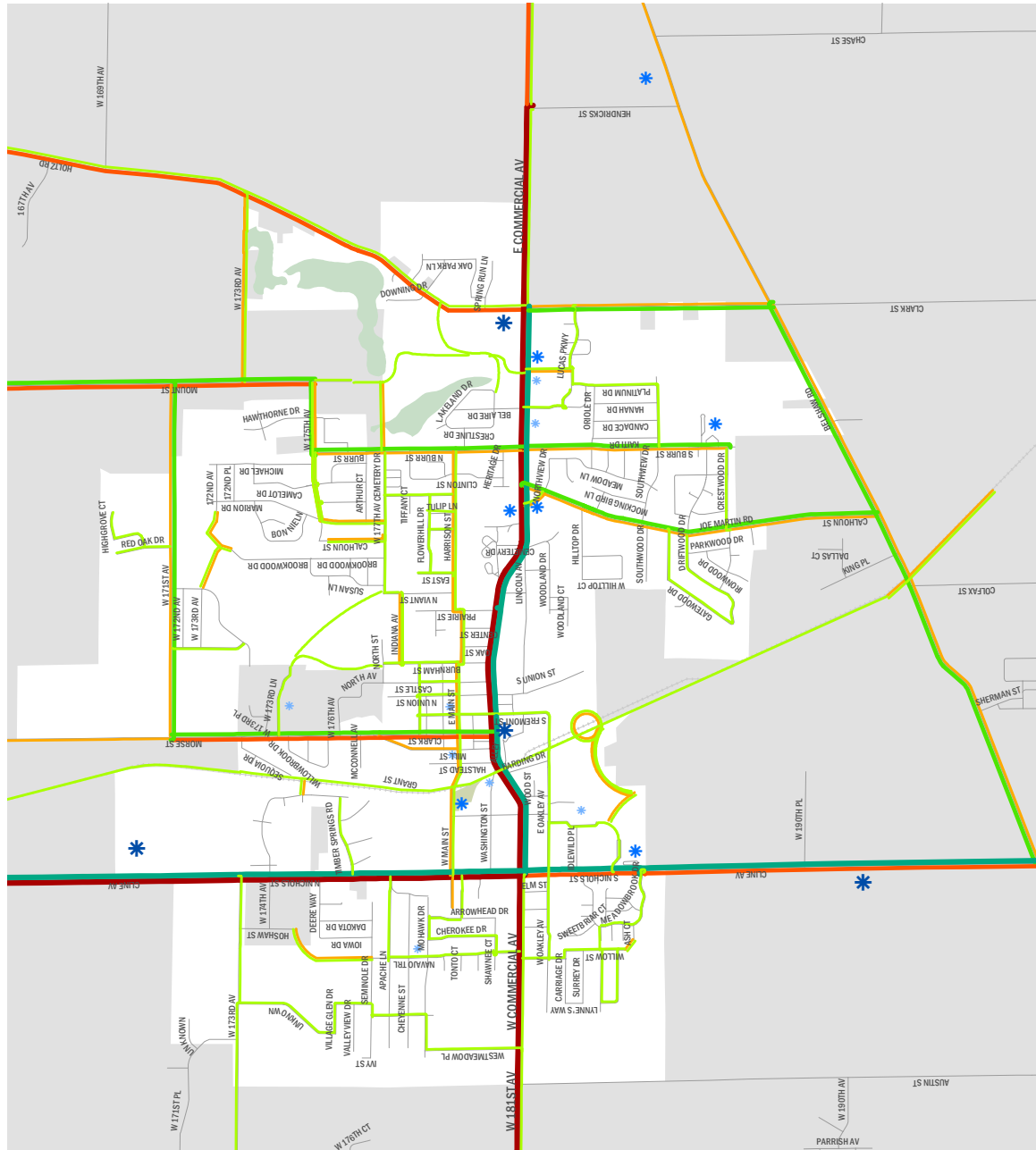
#### Community Preference

- 1 to 2 Participants
- 3 to 5 Participants
- 6 to 8 Participants

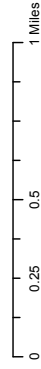
### Challenging Bike Routes

#### Community Preference

- 1 to 5 Participants
- 6 to 10 Participants
- 11 to 15 Participants



Prepared by Active Transportation Alliance  
Data sources: Active Transportation Alliance, NIRPC

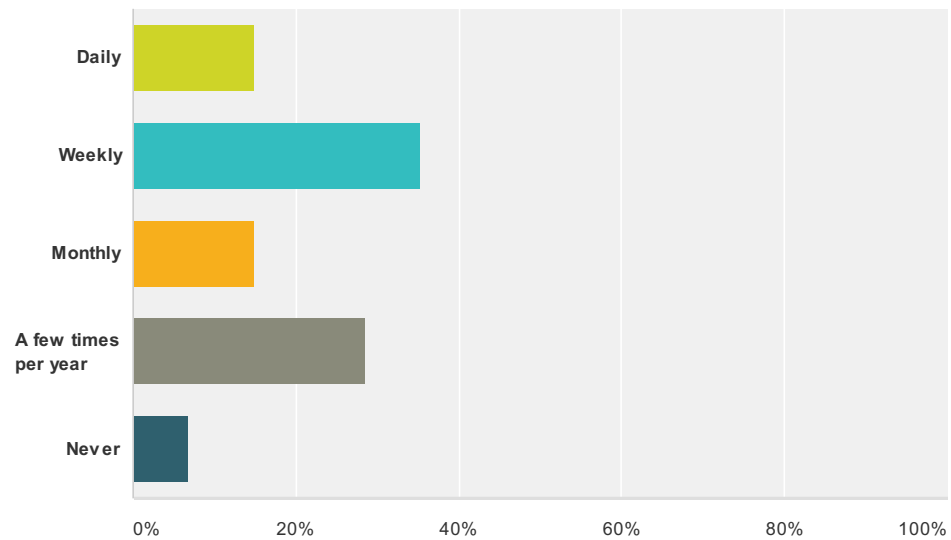




## Lowell Bike Plan

### Q1 How often do you ride a bicycle?

Answered: 88 Skipped: 1

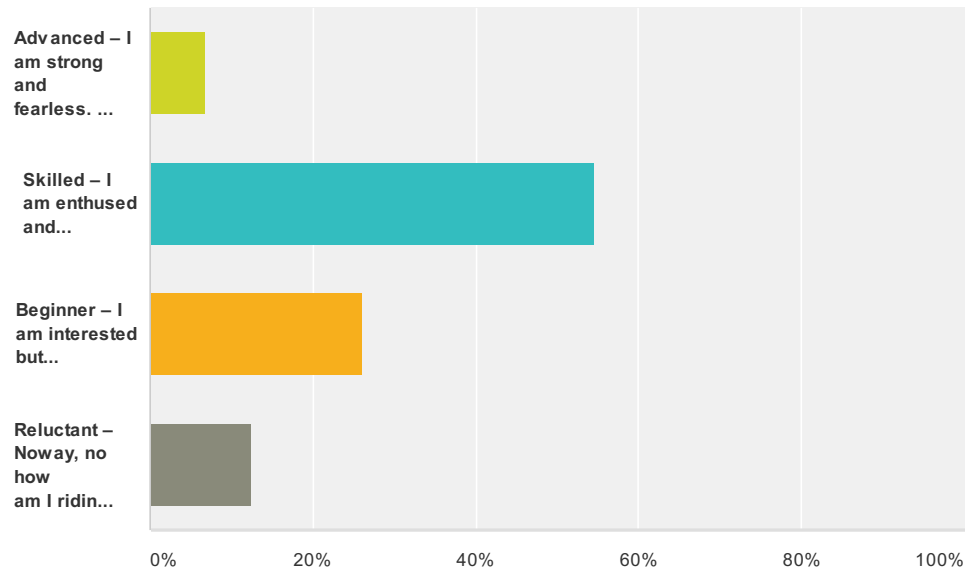


Answer Choices	Responses	
Daily	14.77%	13
Weekly	35.23%	31
Monthly	14.77%	13
A few times per year	28.41%	25
Never	6.82%	6
<b>Total</b>		<b>88</b>

## Lowell Bike Plan

### Q2 What best describes your cycling ability?

Answered: 88 Skipped: 1

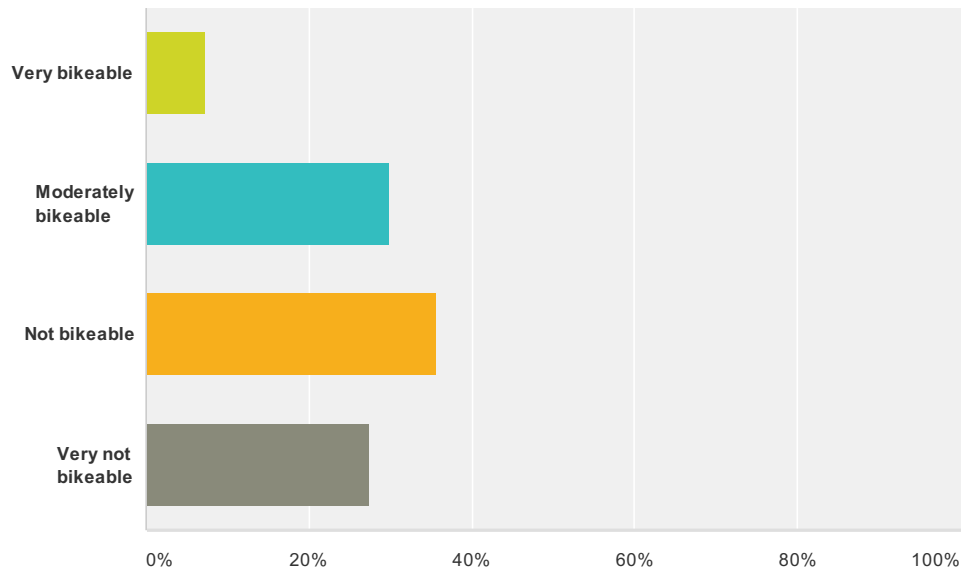


Answer Choices	Responses
Advanced – I am strong and fearless. I ride on all roads and in almost all weather conditions.	6.82% 6
Skilled – I am enthused and confident. I will ride when there is some traffic on the road.	54.55% 48
Beginner – I am interested but concerned. I ride sometimes but I generally only use local roads or trails.	26.14% 23
Reluctant – Noway, no how am I riding on the street. I only ride on trails and usually get there by putting my bike in the car.	12.50% 11
<b>Total</b>	<b>88</b>

## Lowell Bike Plan

**Q3 The level of bikeability is defined by how safe, convenient, and accessible places are to walk to in your community. Rate the bikeability of Lowell.**

Answered: 84 Skipped: 5



Answer Choices	Responses
Very bikeable	7.14% 6
Moderately bikeable	29.76% 25
Not bikeable	35.71% 30
Very not bikeable	27.38% 23
<b>Total</b>	<b>84</b>

Lowell Bike Plan

**Q4 What barriers keep you from biking more often?**

Answered: 68 Skipped: 21

## Lowell Bike Plan

**Q5 Which destinations (school, work, parks, shopping, bike trails, etc.) in Lowell do you usually visit while riding your bike?  
Please be specific.**

Answered: 50 Skipped: 39

Answer Choices	Responses	
Destination 1	100%	50
Destination 2	68%	34
Destination 3	44%	22
Destination 4	24%	12
Destination 5	12%	6

## Lowell Bike Plan

### **Q6 Which streets in Lowell are most in need of additional accommodation such as a bike lane or multi-use path to improve the conditions for bicycling on that street?**

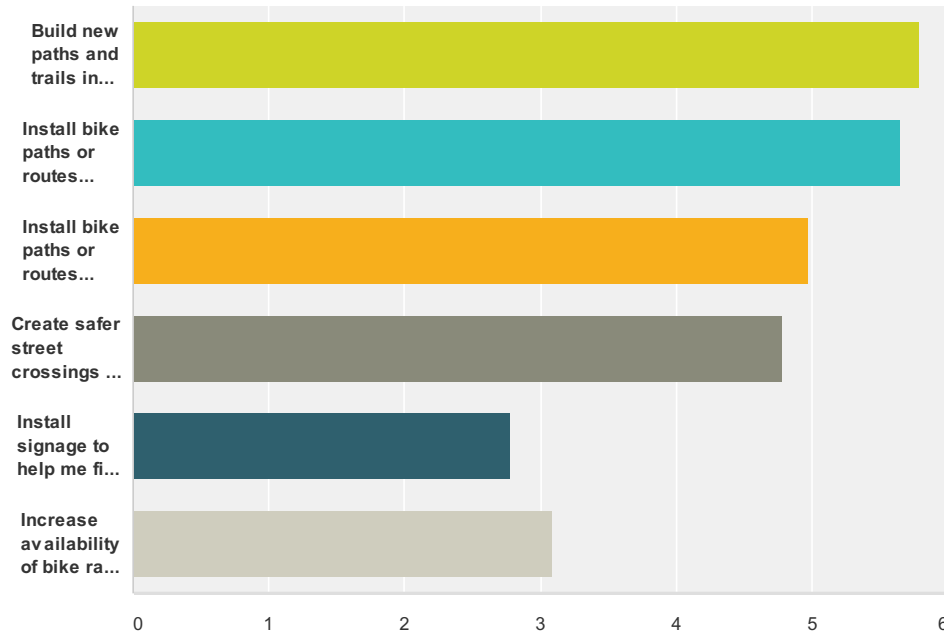
Answered: 51 Skipped: 38

Answer Choices	Responses	
Street in need of bicycle accomidations	100%	51
Street in need of bicycle accomidations	62.75%	32
Street in need of bicycle accomidations	45.10%	23

## Lowell Bike Plan

### Q7 Please rank your top priorities for improving the biking conditions in Lowell.

Answered: 68 Skipped: 21



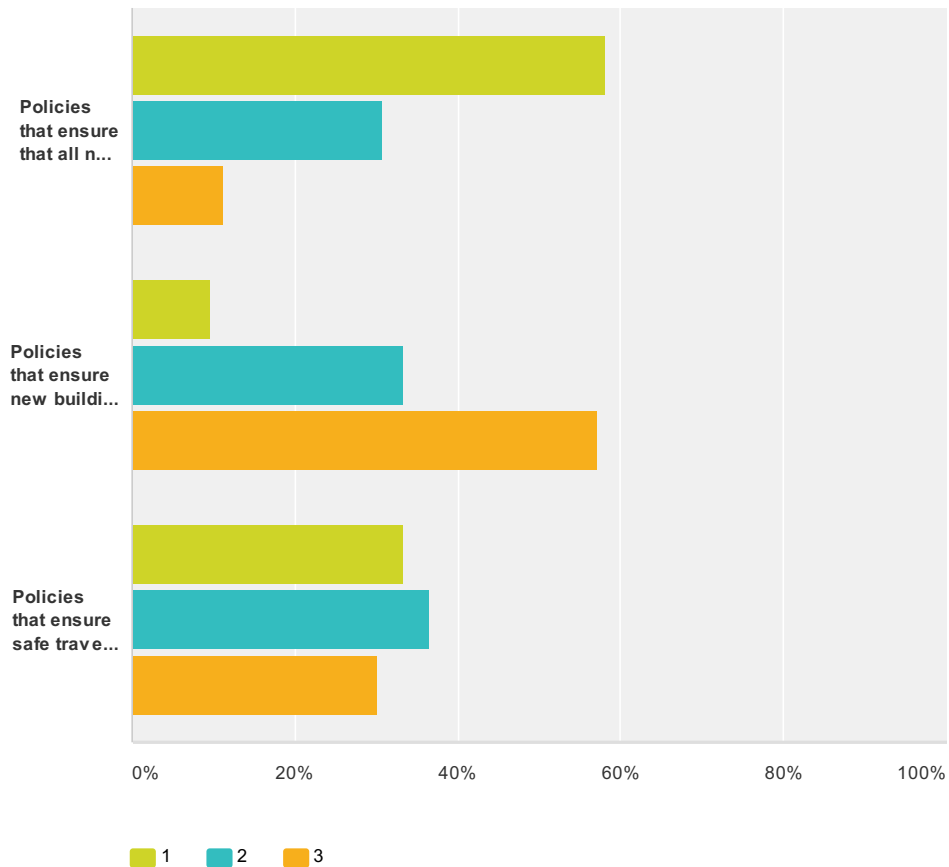
	Highest Priority	(no label)	(no label)	(no label)	(no label)	(no label)	Lowest Priority	Total	Average Rating
Build new paths and trails in parks and public property	42.86% 24	19.64% 11	17.86% 10	14.29% 8	3.57% 2	1.79% 1	0% 0	56	5.79
Install bike paths or routes parallel to major streets	35.09% 20	26.32% 15	22.81% 13	7.02% 4	3.51% 2	3.51% 2	1.75% 1	57	5.65
Install bike paths or routes through neighborhoods	13.73% 7	31.37% 16	21.57% 11	19.61% 10	5.88% 3	1.96% 1	5.88% 3	51	4.98
Create safer street crossings at intersections	14.29% 7	26.53% 13	10.20% 5	26.53% 13	16.33% 8	6.12% 3	0% 0	49	4.78
Install signage to help me find destinations	3.70% 2	1.85% 1	11.11% 6	11.11% 6	22.22% 12	24.07% 13	25.93% 14	54	2.78
Increase availability of bike racks at businesses and public places	3.45% 2	1.72% 1	15.52% 9	13.79% 8	18.97% 11	37.93% 22	8.62% 5	58	3.09



## Lowell Bike Plan

### Q8 Which of these policies would you like the Town of Lowell to pursue to make your biking better?

Answered: 63 Skipped: 26

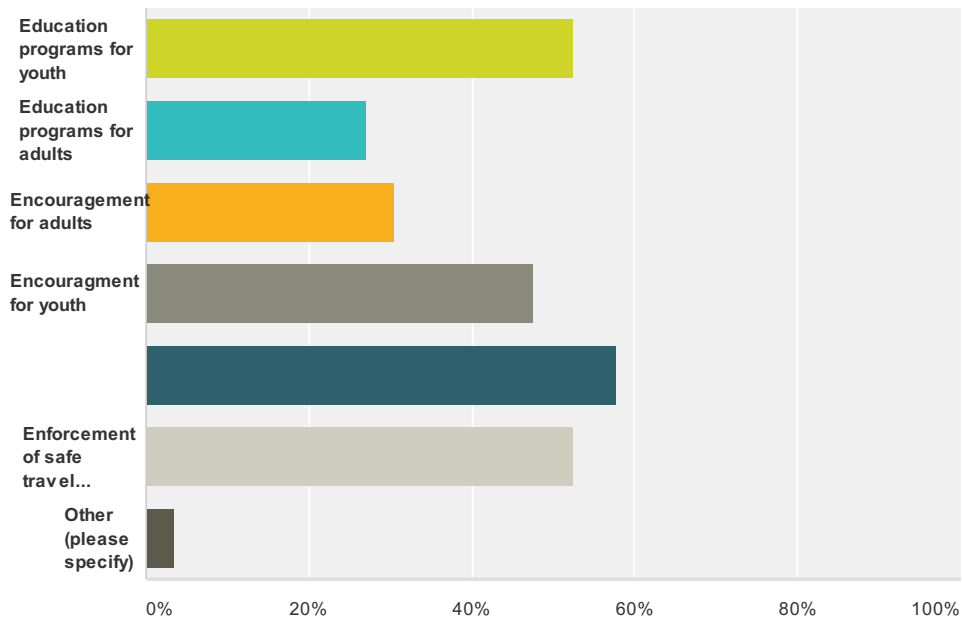


	1	2	3	Total	Average Ranking
Policies that ensure that all new roads and roads that are being redone accommodate people on bikes	58.06% 36	30.65% 19	11.29% 7	62	2.47
Policies that ensure new buildings and subdivisions accommodate cyclists	9.52% 6	33.33% 21	57.14% 36	63	1.52
Policies that ensure safe travel to local schools	33.33% 21	36.51% 23	30.16% 19	63	2.03

## Lowell Bike Plan

### Q9 Programming can educate, encourage, and enforce safe biking behavior. What programs would you most like to see in Lowell?

Answered: 59 Skipped: 30



Answer Choices	Responses	
Education programs for youth	52.54%	31
Education programs for adults	27.12%	16
Encouragement for adults	30.51%	18
Encouragement for youth	47.46%	28
Enforcement of safe roadway behaviors for drivers	57.63%	34
Enforcement of safe travel behaviors for cyclists and pedestrians	52.54%	31
Other (please specify)	3.39%	2
Total Respondents: 59		

Lowell Bike Plan

**Q10 Any Other Comments?**

Answered: 20   Skipped: 69

## Lowell Bike Plan

### **Q11 Please tell us about yourself, and leave your contact info if you'd like to be updated on the progress of the Lowell Bike Plan.**

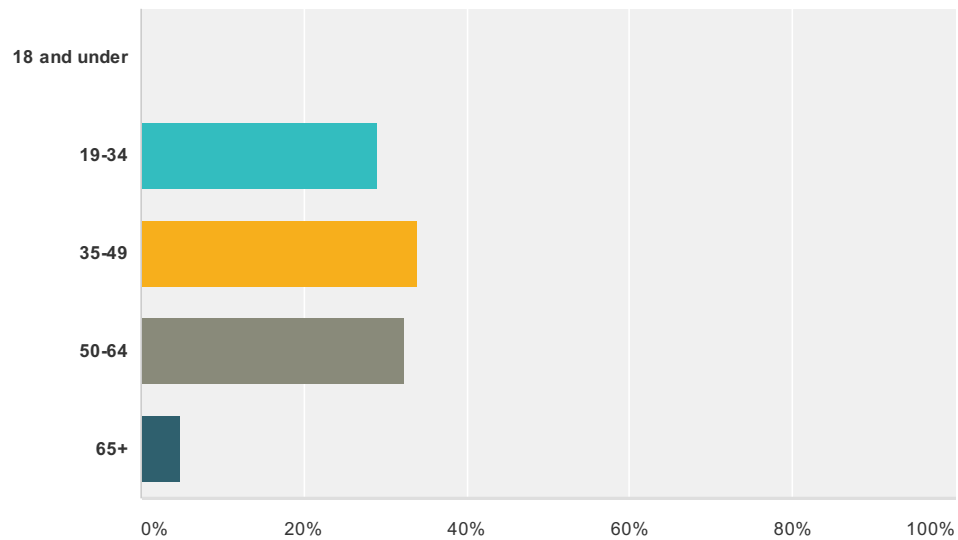
Answered: 39 Skipped: 50

Answer Choices	Responses	
Name:	84.62%	33
Company:	0%	0
Address:	0%	0
Address 2:	0%	0
City/Town:	89.74%	35
State:	0%	0
ZIP Code (required):	94.87%	37
Country:	0%	0
Email Address:	76.92%	30
Phone Number:	43.59%	17

## Lowell Bike Plan

### Q12 What is your age?

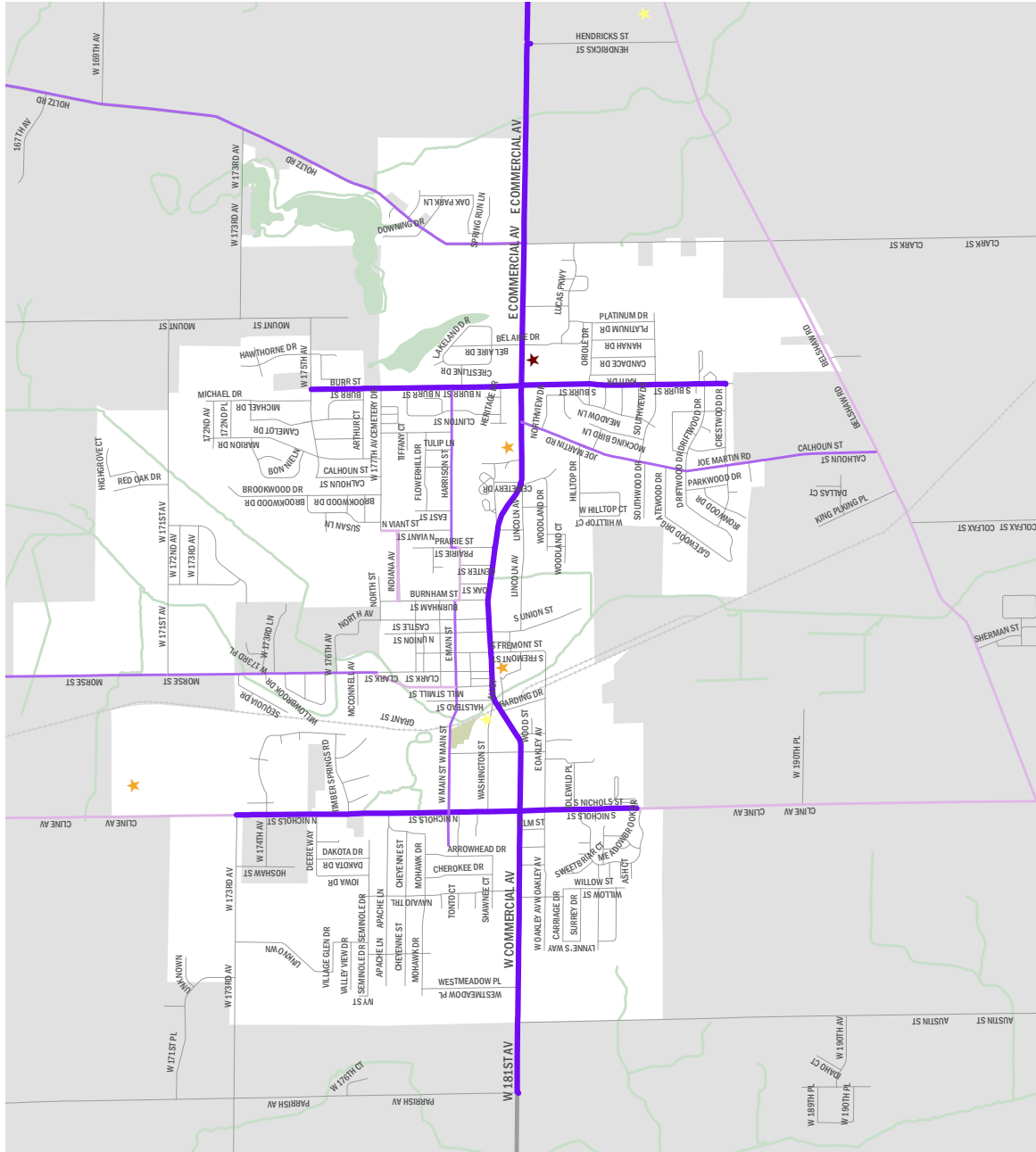
Answered: 62 Skipped: 27



Answer Choices	Responses
18 and under	0% 0
19-34	29.03% 18
35-49	33.87% 21
50-64	32.26% 20
65+	4.84% 3
<b>Total</b>	<b>62</b>

# Biking in Lowell Online Survey Responses January 29, 2014

- Destinations Visited on Bike**
- Community Preference**
- ★ 1 - 3 Participants
  - ★ 4 - 8 Participants
  - ★ 9 - 13 Participants
- Route in Need of Bike Accommodations**
- Community Preference**
- 1 - 3 Participants
  - 4 - 6 Participants
  - 7 - 31 Participants



Prepared by Active Transportation Alliance  
Data sources: Active Transportation Alliance, NRPCC

0 0.25 0.5 1 Miles



