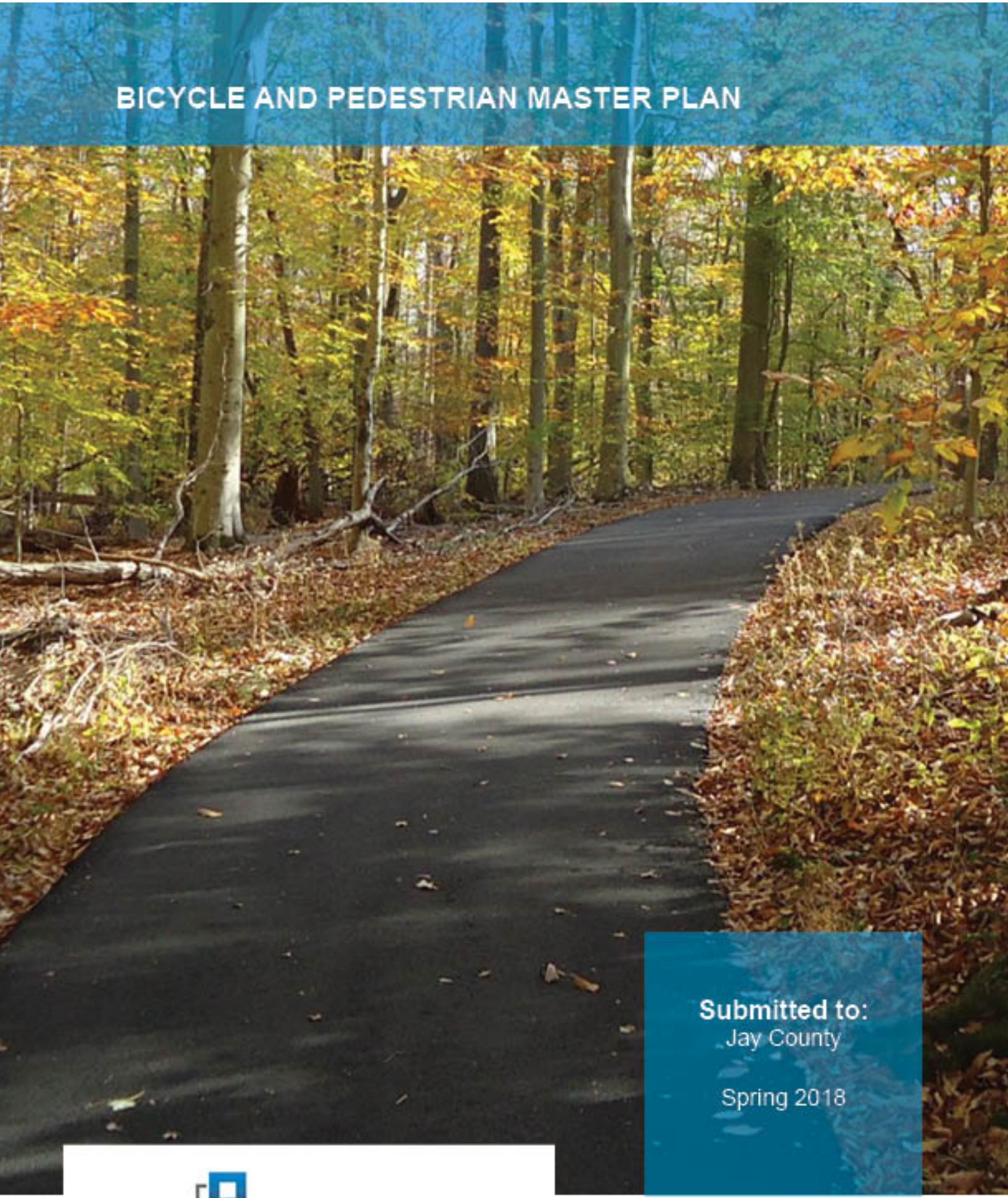
BICYCLE AND PEDESTRIAN MASTER PLAN



Submitted to:
Jay County

Spring 2018

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

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JAY COUNTY
Bicycle and Pedestrian Master Plan

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JAY COUNTY
BICYCLE AND PEDESTRIAN MASTER PLAN

SECTION 1: INTRODUCTION

The primary goal of a bicycle and pedestrian master plan is to help make the community better. It will do this by helping to make the community even more attractive and sustainable by amplifying the quality of life experience for residents and visitors alike. A community with rich amenities will prosper by attracting and retaining families, people who will continue to build on a history of success.

The cities, towns and rural townships of Jay County have a lot to be proud of, including:

- A rich and diverse calendar of events attracting thousands of visitors annually
- Incredible venues like an amazing classic 19th century county fairgrounds and adjacent area for the internationally renowned Tractor and Engine Show
- Excellent schools, parks, and athletic fields supporting vibrant sports programs for kids of all ages
- Wonderful libraries, museums and arts venues that celebrate and preserve the history and culture of the community
- State and private nature preserves such as the Loblolly Marsh near Bryant, and
- Much, much more . . .

Having a plan to support safe, easy access, including walking, running and bicycling, between the county's many points of interest will add to the quality and richness of small town life. It will help make the community a better, more desirable place to work, live and visit.

In the past, railroads, highways, and local streets served a vital function of mobility for goods, services, and citizenry of Jay County. The primary goal of a bicycle and pedestrian master plan is to seek to maintain a balance of protecting these transportation corridors for future generations while utilizing these same resources to the fullest extent possible as a backbone of a resource-based bicycle and pedestrian network and promote the principles for truly walkable communities.

It is the intent that the creation of bicycle and pedestrian corridors will provide places for recreational enthusiasts, the physically-challenged, and individuals from all age groups to exercise and experience the many wonders of the county and local communities. The growing popularity of outdoor recreation activities, such as cycling, inline skating, walking, and running, combined with the potential loss of community open space, has increased the need for quality recreational facilities.

Bicycle and pedestrian corridors provide places for cyclists, hikers, walkers, runners, inline skaters, cross-country skiers, and physically-challenged individuals to exercise and experience the many natural and cultural wonders of the nation's urban, suburban, and rural environments. Bicycle and pedestrian corridors not only serve as independent community amenities, they also enhance existing recreational resources by linking neighborhoods and schools to parks, waterfronts, recreational centers, and other facilities.

Key Elements of Successful Bicycle and Pedestrian Corridor Projects

General

- The project needs to include a grassroots support effort with enthusiastic people and agencies.
- The project must have a clear plan that illustrates what the individual/group would like to do and how they intend to achieve their desired goals.
- Partnerships need to be fostered and each partner has a defined role.
- There is access to funding and some knowledge of how long-term maintenance and management will occur.

Major Criteria for a Quality Project

- The bicycle and pedestrian corridor is sensitive to both natural and cultural resources.
- The bicycle and pedestrian corridor is economically sustainable.
- The bicycle and pedestrian corridor is a reflection of social responsibility and enhances the community.

Criteria for Successful Bicycle and Pedestrian Corridor Development

- The corridor must be well planned, including phasing, long-term maintenance, and funding.
- The corridor clearly connects Point A to Point B (logical and clear destinations) and usually connects numerous points in between.
- The bicycle and pedestrian corridor has a clear identity with a definitive name that attracts people and defines the corridor's focus.
- The bicycle and pedestrian corridor is well-signed, often with a special identity signage program.
- A well-designed and attractive map is readily available at numerous locations.
- Interpretation is provided (e.g. ranges from simple explanation on maps or at trailheads to more formal way finding exhibits)
- Support service systems are available. This can range from highly sophisticated to primitive (e.g., trailheads, restrooms, parks, parking lots, lodging, restaurants, shops).

Quality Planning is a Key Component to a Successful Bicycle and Pedestrian Corridor

Some bicycle and pedestrian corridors may start with very simple plans in relation to a fledgling idea while other efforts may have highly sophisticated, well-funded planning efforts – but all were planned. In each case, the people implementing the corridors had a vision, criteria for creating and linking different segments of the bicycle and pedestrian corridors, and a consideration for how the corridors might be sustained and maintained over the long term.

The plan should have the following components:

Context. The plan should clearly show how the bicycle and pedestrian corridor links into a larger system – what natural, historic and cultural resources surround it, existing surrounding land uses, and how the corridor links to needed facilities.

Inventory/Analysis/Synthesis (Natural, Historic, Cultural, and Use Patterns). The plan should define existing conditions along the corridor, including such elements as land uses, facilities, environmental conditions, historic and cultural resources, users, use patterns, and bicycle and pedestrian corridor conditions. Individuals using the plan should be able to clearly understand where sensitive resources exist, what and where corridor problems exist, and how the corridor is being used.

Needs and Desires. The plan should define problems that need to be addressed in order to make the bicycle and pedestrian corridors successful and it should also define desired goals.

Vision. The plan should clearly state a vision for the bicycle and pedestrian corridor in the future and state what will be achieved by implementing the plan.

Plan Development, Implementation Strategies. The plan should provide a clear picture of what is being proposed for the bicycle and pedestrian corridor and how the plan will be implemented and maintained. The plan should include sufficient implementation strategies that generally include design, construction, fund raising, promotion, education and interpretation, partnerships, priorities, and maintenance strategies. Phasing plans are often needed as many plans are implemented in progressive phases over time. Costs are also needed even if they are general.

A Successful Bicycle and Pedestrian Corridor Generally has a Grassroots Component and is planned with Public/Private Partners. Partnerships often begin forming early and broaden during later planning phases. Planning is done cooperatively with diverse entities providing input and assisting throughout the plan's development. Almost all successful bicycle and pedestrian corridor projects were partnership projects that involved cooperation between different levels of government, local business and often the public.

Creative Solutions and Breaking Away From the Norm are Part of Many Successful Efforts. Creativity can be illustrated in solving problems at any level, from how the partners work together to how the corridor is maintained in the future. Creative solutions are often the impetus that gives the plan the needed excitement and support that is required to carry the project through.

SECTION 2: PURPOSE

There is no doubt about the strong link between exercise and good health. By providing a place for so many types of recreational use, bicycle and pedestrian corridors can greatly help to improve public health. The following is an outline of other benefits associated with the development of non-motorized corridors.

Benefits of Increased Trails

1. Reduced traffic congestion – More people walking and bicycling means fewer cars on the road.

2. Quiet and clean transportation – Bicycling and other forms of foot traffic keep motor-traffic noise and pollution out of neighborhoods.

3. Efficient use of public facilities and funds – More bicycling and walking increase the "people moving" capacity of public facilities without the large investment required to add motor-vehicle lanes of traffic.

4. Improved public health & lower healthcare costs – Increased levels of exercise and reduced air pollution. Exercise becomes part of normal daily activities done close to home.

5. Improved access to affordable transportation for citizens of all income levels.

6. Improved neighborhood security – Increased effectiveness of neighborhood watch activity and encouragement of police-on-bicycle patrol units.

7. Increased energy independence – Reduced reliance on foreign oil sources.

8. Increased mobility – More transportation choices means less dependence on the single occupant automobile.

9. Improved retail climate – Increases the number of customers for shopping and business areas without the negative impacts of increased motor vehicle traffic (increased congestion & parking space demand). Encourages shopping close to home, which benefits local retailers.

10. Improved housing market – Good bicycling and walking facilities improve the livability and market demand for residential areas.

11. Economic Boost – Attract new businesses to the community which will increase the tax base and provide more jobs creating a virtuous cycle in the local economy.

Long Term Goals

This plan describes specific policy goals that will help Jay County and communities within Jay County – the Cities and Towns of Portland, Dunkirk, Redkey, Bryant, Pennville, and Salamonia – bring the benefits of increased levels of bicycling and walking to their communities.

1. Provide bicycle and pedestrian access to all destinations normally served by motorized transportation.

2. Increase by at least twice the current percentage of total trips made by bicycling and walking while reducing the number of trips by motorized traffic to reach the same destinations.

Strategies for Facilities/Infrastructure:

1. A local policy could be adopted to provide routine accommodation for bicycle traffic in all new road construction that would include adequate pavement width for shared bicyclist/motorist use, bicycle-safe drainage grates, bicycle-sensitive traffic signals, and maintenance practices which keep bikeways in a generally clean and smooth condition.

2. Provide accommodation for casual/novice bicyclists on selected route networks with marked bicycle lanes on selected streets, bicycle trails (with safe, vehicle-style transitions to the surrounding roadway network).

3. Adoption by local government of the AASHTO design guidelines for bicycle facilities.

4. Create local building codes that encourage adequate bicycle parking facilities at all destinations normally served by motorized transportation and bicycle commuting facilities (showers & lockers) at employment centers.

5. Promote non-motorized transportation by publishing a local bicycle map.

6. Identify specific road and trail improvement projects, which will eliminate the barriers to bicycle and pedestrian access and expand the local bikeways network. These projects could be incorporated into a Future Non-Motorized Improvement Program.

Land Use:

1. Land-use plans should strive to place residential, commercial, and recreational areas within close proximity to one another and encourage use of non-motorized transportation. Green space buffer zones and traffic calming techniques will be included to preserve the quality of life in compact urban/suburban areas.

2. Subdivision ordinances should encourage an expanded network well-connected to bicycle/pedestrian facilities in new growth areas instead of isolated (dead-end) developments.

Implementation:

Many communities designate a member of the local staff to serve as a bicycle/pedestrian coordinator. This person's duties generally include:

1. Promoting bicycle pedestrian facility improvement projects into the normal planning and funding process (such as Capital Improvement Programs and Transportation Improvement Programs).

2. Monitoring upcoming development projects for potential impact on bicycle/pedestrian access. Assisting developers in planning infrastructure, which provides bike/pedestrian access consistent with the goals and strategies of the Comprehensive Plan.

3. Educating the general public about the benefits of trail use and the opportunities available in the community.

SECTION 3: BICYCLE AND PEDESTRIAN CORRIDOR DEVELOPMENT

Bicycle and pedestrian corridor development is a logical progression or process. The process of obtaining useful public input is one of the most important aspects of moving infrastructure projects through the planning process. It is best to consider several methods of obtaining public input to provide a balanced approach in gauging the communities wants and desires to build consensus along the way and move a project forward.

Advisory Committee

An advisory committee is a group of community members that know the history of bicycle and pedestrian corridors and activities in the community, decision makers in the community, and local citizens interested in advancing bicycle and pedestrian activities. The advisory committee members for Jay County met and identified nodes (points of interest) within the county and every local community. The committee then identified routes and connections to these areas of interest and neighborhoods. The areas of interest identified by the advisory committee were put into a survey then presented to the public.

Survey

A good way to get input from the public is via a community survey. Once information was gathered from the advisory committee, a 30-question survey was developed and distributed across the communities in on-line and written formats. Complete survey results are included in Appendix D.

With this method, it is possible to assure that the sample of potential respondents is representative of the community and the survey is designed in a balanced way that does not unfairly bias responses. Furthermore, surveys call for rational rather than emotional responses.

The following is an outline presented at four public meetings to solicit community input. This input is invaluable to gauge the needs of the community and ensure that the plan is formulated to meet those needs.

- Identify Nodes (points of interest in the community)
- Review opportunities for connectivity.
- Explain the need for a Master Plan.
- Solicit the public to complete the surveys

Step A: Identifying Nodes

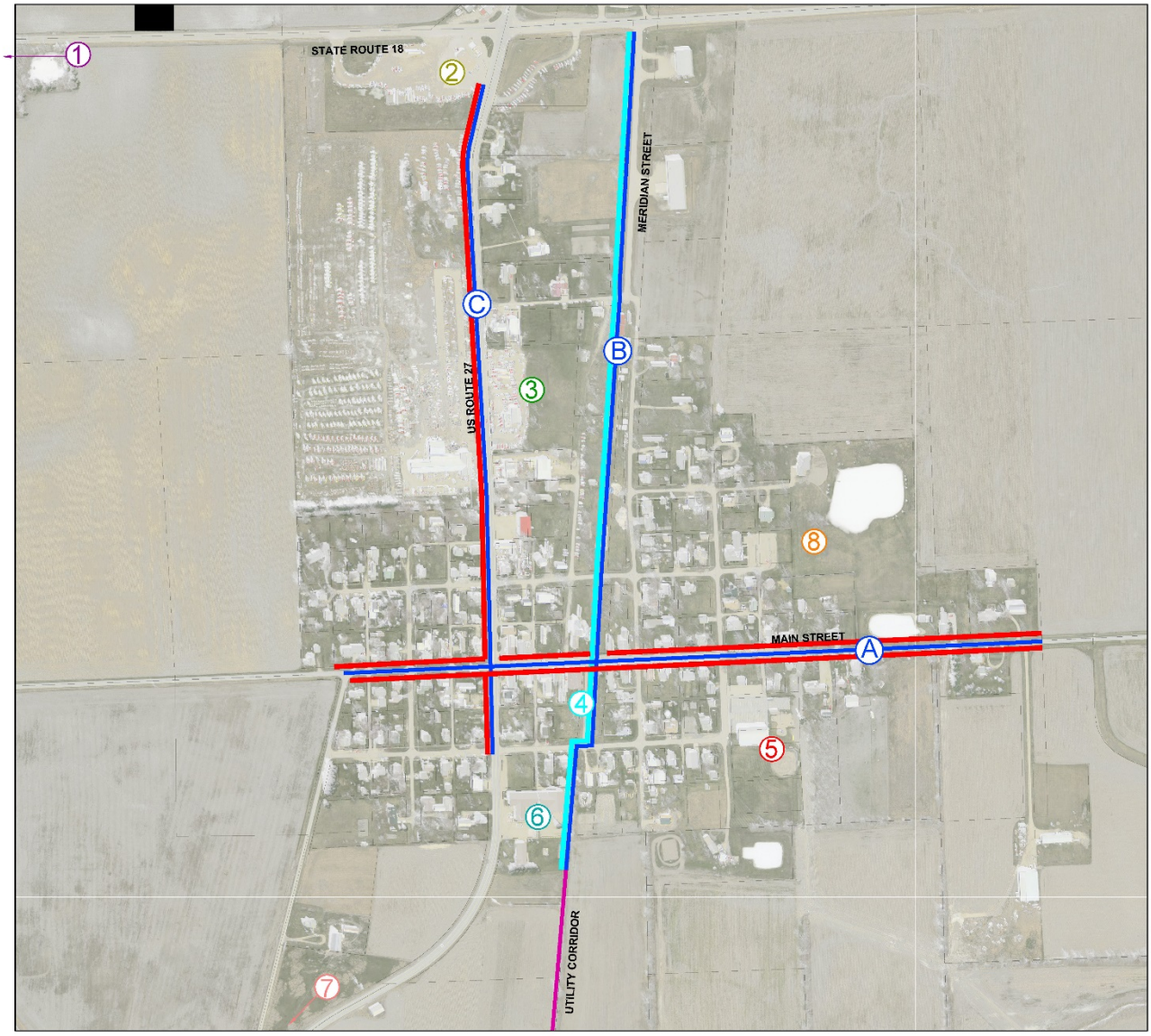
The first step is for one to determine, with public input, on where people live, work and play and how do they envision getting between these points of interest referred to as “nodes”. Examples of nodes identified by the advisory committee include such areas as:

- Park areas
- Neighborhoods
- Nature Preserves
- Schools – Elementary, Middle and High
- Local Scenic Points and Historic Sites
- Shopping and Entertainment
- Libraries and Museums

A node plan was created for all of Jay County and one was created for each of the 6 local communities within Jay County.

NODE IDENTIFICATION AND CONNECTIVITY PLANS:

TOWN OF BRYANT



Once these nodes were identified on an aerial map, the next stage was to identify and rank the nodes in order of priority and/or importance. Survey results on nodes are invaluable because they offer additional information to compare, contrast and validate information gathered by the advisory committee. For survey tabulation, 10 points was assigned to the #1 response down to 1 point for the #10 response. The results for Bryant based on the public survey were as follows:

Points of interest (Nodes)	Points:	Rank
1 - Loblolly Nature Preserve	925	1
5 - Community Center	719	2
3 - Town Restaurant	637	3
7 - Bloomfield Elementary School	591	4
2 - Gas Station/Truck Stop	577	5
4 - Downtown/Jailhouse	453	6
6 - Wesleyan Church	393	7
8 - Lutheran Church	293	8
9 - Other	97	9

The survey results reveal the primary points of interest for Bryant to be Loblolly Nature Preserve, Community Center, Town Restaurant, Bloomfield Elementary School, and the Gas Station/Truck Stop. Out of 213 completed surveys, 123 people responded to the Bryant survey question.

Step B: Review Opportunities for Connectivity (Creating Linkages) – Bryant

Once identifying the nodes was complete, the quandary many communities face is how best to begin the process of exploring opportunities for connectivity or simply put how to get from point A to point B while offering the user the most satisfying, safe, enjoyable and unique experience. In many cases one of two philosophies takes the predominant role in leading the development of the primary characteristics of a community's non-motorized transportation system. These two general systems are:

Transportation-based system. A transportation based system develops its focus because bicycle and pedestrian corridor connectivity develops adjacent or in close proximity to the existing transportation systems. This type of system is usually comprised of major and minor street right-of-ways or if a community is fortunate, along abandoned railroad right-of-ways.

Resource Based system. A resource based system develops its focus because bicycle and pedestrian corridor connectivity develops adjacent or in close proximity to the existing natural resources and waterways. This type of system is usually comprised of trails along waterways and in wooded areas. Factors that may require the use of a combination of a transportation-based and resource-based bicycle and pedestrian corridor systems are:

Evaluation of environmental impacts for each of the alternatives and possible limitations.

Identifying other opportunities & constraints

- Property Ownership (Possibility of donations, permanent recreational or conservation easements or outright acquisition)
- Existing bridges – depending on height clearance can be both opportunity & constraint
- Identify trends in community growth patterns
- Safety
- Explore the need for unique activities and facilities.

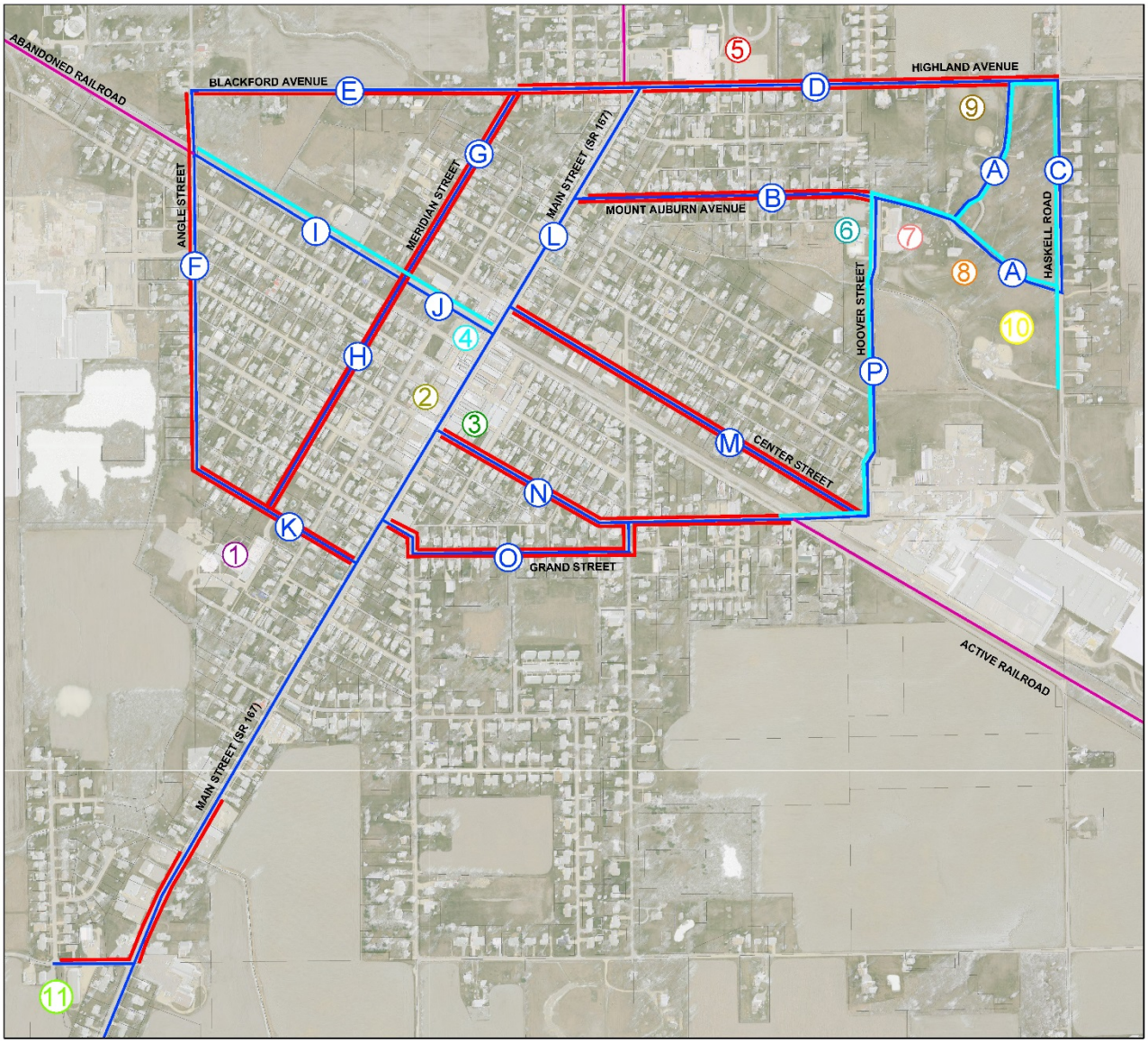
Once these linkage opportunities were identified on a regional aerial map, the next stage was to identify and rank them in order of priority and/or importance. As with the nodes, the advisory committee determined a series of connectivity corridors for survey respondents to evaluate.

The results for Bryant based on the public survey were as follows:

Bike/Pedestrian Corridor Linkage	Points:	Rank
A - Eastside to Westside via Main Street	303	1
B - Southside to SR 18 via west side of US 27	295	2
C - Southside to SR 18 via Meridian St	249	3
D - Other	68	4

One must recognize, however, that these priorities only serve as a guide and are not meant to be a rigid plan. The process of implementation is much more fluid with considerations such time-sensitive targets of opportunity for land or easement acquisition, grant funding and the changing needs of the community all may impact a projected priority plan and thus require periodic review so that necessary adjustments can be made.

CITY OF DUNKIRK



The results based on the public survey for Dunkirk were as follows:

Points of interest (Nodes)		Points:	Rank
2 – Library and Glass Museum		424	2
3 - Downtown		423	1
7 – West Jay Community Center	3	405	3
6 – Town Pool		384	4
8 – Town Park		378	5
4 – Webster Depot		377	6
1 – Westlawn Elementary School		333	7
5 – West Jay Middle School		281	8
10 – Junior League Baseball Field		181	9
9 – Men's Baseball Field		159	10
11 – Bowling Alley		68	11
12 - Other		4	12

The survey results reveal the primary points of interest for Dunkirk are Downtown, Library and Glass Museum, West Jay Community Center, Town Pool, and the Town Park. Out of 213 completed surveys, 76 people responded to the Dunkirk survey question.

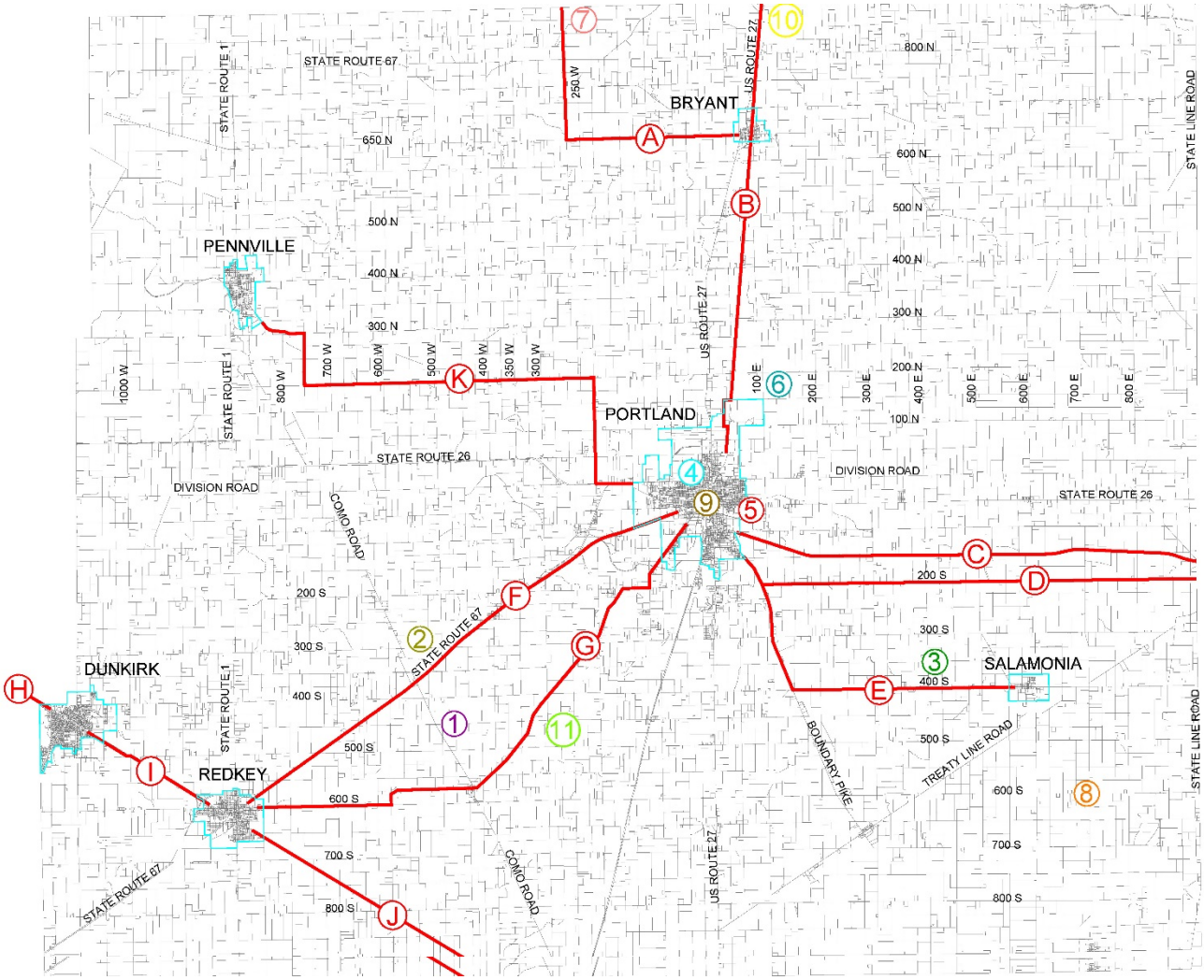
Step B: Review Opportunities for Connectivity (Creating Linkages) – Dunkirk

The results for Dunkirk based on the public survey were as follows:

Bike/Pedestrian Corridor Linkage	Points:	Rank
A – Trails in the Park via Speedcat and Mt Auburn Avenue	314	1
B – SR 167 to the Park via Mt Auburn Avenue	259	2
D - SR 167 to Haskell Rd via Highland Ave	232	3
C - Highland Ave to Mt Auburn Ave via Haskell Rd	206	4
E - Angle St to SR 167 via Blackford Ave	159	5
G - Highland Ave to RR Tracks via Meridian St	130	6
F - Blackford Ave to Short St via Angle St	129	7
J - Meridian St to SR 167 via RR Tracks	115	8
I - Angle St to Meridian St via RR Tracks	102	9
M - SR 167 to Hoover St via Center St	94	10
H - RR Tracks to Short St via Meridian St	89	11
L - Highland Ave to Eaton Pike via SR 167	78	12
K - Angle St to SR 167 via Short St	59	13
P - Mt Auburn Ave to Washington St via Hoover St	53	14
O - SR 167 to Hoover St via Grand St	50	15
N - SR 167 to Madison St via Washington St	38	16
Other	0	17

Since corridor P is the only north/south route into the park connecting the neighborhoods south of the railroad tracks to the park, the City has asked that it be moved into the upper tier of projects.

JAY COUNTY


BRYANT
PENNVILLE
PORTLAND
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REDKEY
SALAMONIA
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US ROUTE 27
DIVISION ROAD
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The results based on the public survey for Jay County were as follows:

Points of interest (Nodes)	Points:	Rank
9 – Portland City Trails	837	1
7 – Loblolly Nature Preserve	730	2
4 – Jay County Hospital Campus Rec Trail	653	3
2 – Bell-Croft Woods Nature Preserve	607	4
10 – Bird Sanctuary & Music of the Wild	472	5
3 – Biblier Preserve, Acres Land Trust	465	6
1 – Boys Club Camp	422	7
8 – Madison Twsp School Nature Preserve	401	8
6 – John Cring Memorial Forest	373	9
5 – Jay-Randolph Development Services	349	10
11 – Paradise Point	278	11
12 – Other	24	12

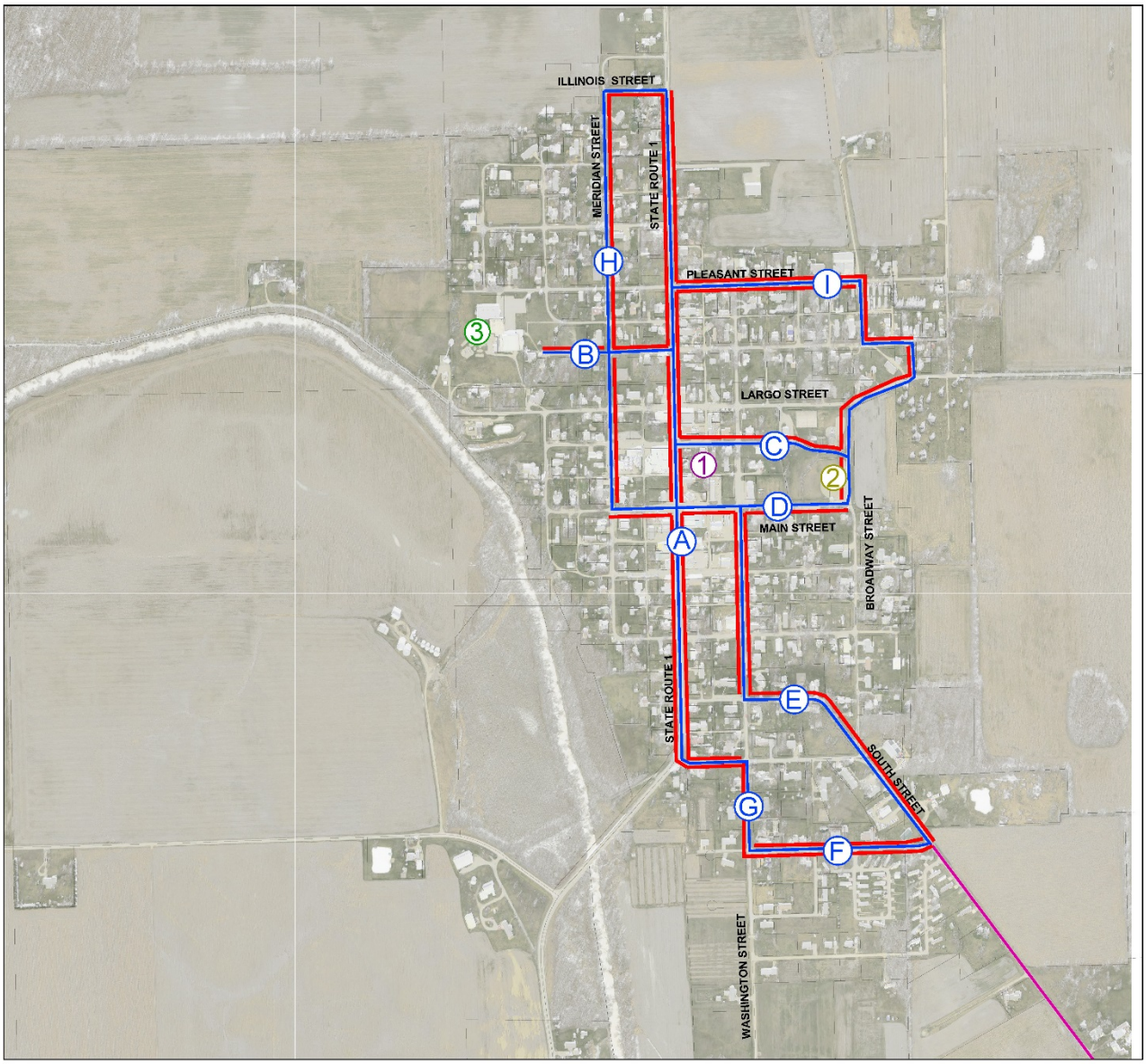
The survey results reveal the primary points of interest for Jay County are the Portland City Trails, Loblolly Nature Preserve, Jay County Hospital Campus Recreational Trail, Bell-Croft Woods Nature Preserve, and the Bird Sanctuary & Music of the Wild. Out of 213 completed surveys, 136 people responded to the Jay County survey question.

Step B: Review Opportunities for Connectivity (Creating Linkages) – Jay County

The results for Jay County based on the public survey were as follows:

Bike/Pedestrian Corridor Linkage	Points:	Rank
B - Portland to County Line via Abandoned RR/Utility Corridor	788	1
C - Portland to Fort Recovery via Abandoned RR Corridor	752	2
A - Loblolly Marsh Preserve to Bryant via CR 650 N and CR 250 W	716	3
D - Portland to Fort Recovery via CR 200 South	514	4
G - Portland to Redkey via Mt Pleasant Rd and CR 600 S	440	5
F - Portland to Redkey via US 67	428	6
E - Portland to Salamonia via CR 400 South	420	7
I - Dunkirk to Redkey via Active RR Corridor	396	8
H - Blackford Co to Dunkirk via Abandoned RR Corridor	378	9
J - Redkey to Ridgeville via Abandoned RR Corridor	281	8
Other	24	11

TOWN OF PENNVILLE



The results based on the public survey for Pennville were as follows:

Points of interest (Nodes)	Points:	Rank
2 - Town Park, Baseball Field, and Community Center	462	1
1 - Downtown and Library	427	2
3 - Elementary School	368	3
4 – Underground Railroad Cabin	162	4
5 – Other	162	5

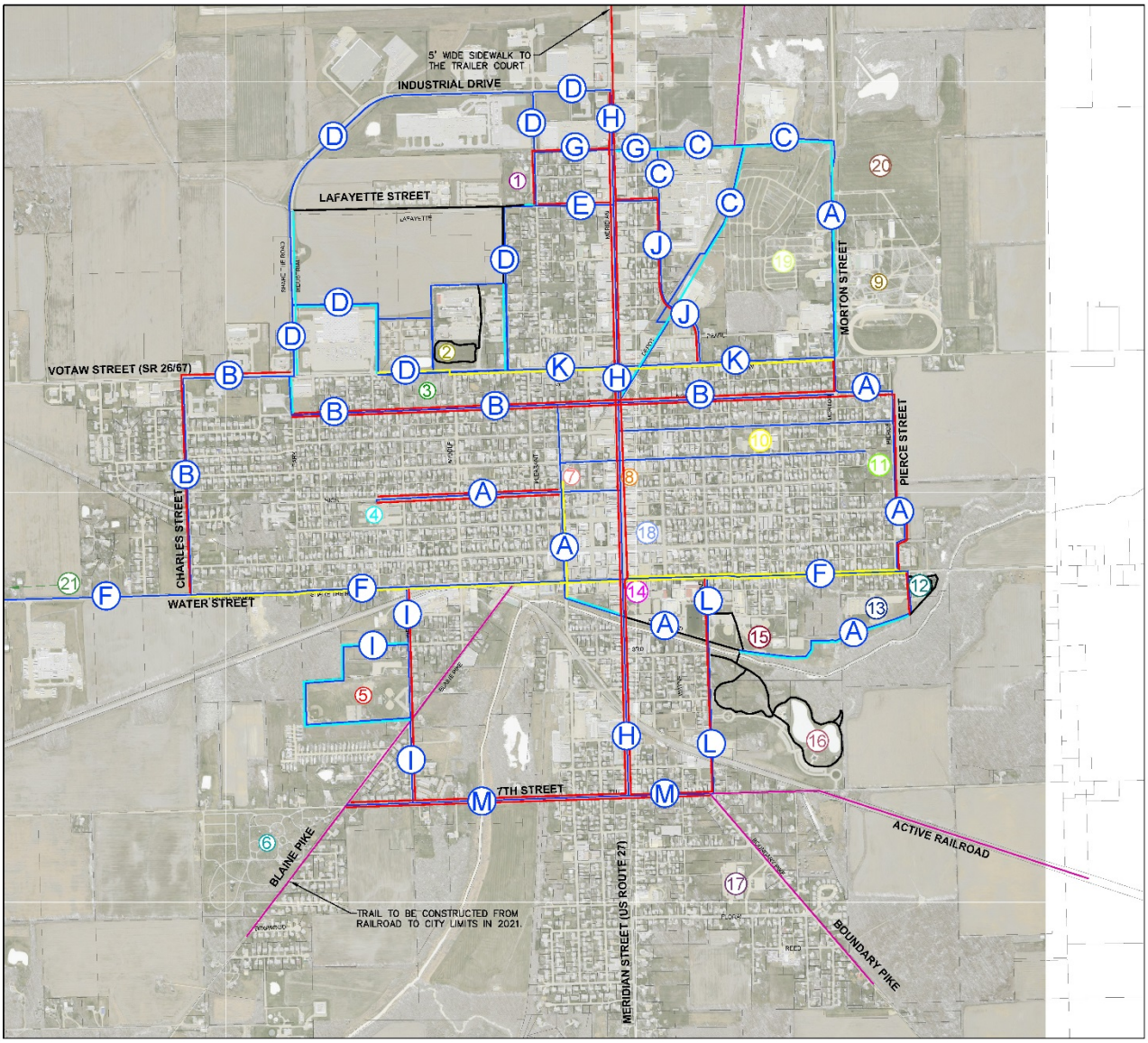
The survey results reveal the primary points of interest for Pennville are the Town Park, Baseball Field, and Community Center, the Downtown and Library, the Elementary School, and the Underground Railroad Cabin north of Pennville. Out of 213 completed surveys, 37 people responded to the Pennville survey question.

Step B: Review Opportunities for Connectivity (Creating Linkages) – Pennville

The results for Pennville based on the public survey were as follows:

Bike/Pedestrian Corridor Linkage	Points:	Rank
B - Elementary School to SR 1 via Maple St	233	1
A - Illinois St to South St via SR 1	233	2
D - SR 1 to Broadway St via Main St	179	3
C - SR 1 to Broadway St via North St	179	4
I - SR 1 to Town Park via Pleasant, Broad, Maple, Inv, Lagro, Broadway St	166	5
E - 2nd St to Main St via South, Harrison, and Washington St	164	6
F - South St to Washington St via 2nd St	131	7
G - 2nd St to SR 1 via Washington and South St	113	8
H - Illinois St/SR 1 via Illinois, Meridian, and Main St	95	9
Other	36	10

CITY OF PORTLAND



The results based on the public survey for Portland were as follows:

Points of interest (Nodes)	Points:	Rank
16 – Hudson Park	770	1
9 - Jay County Fairgrounds	616	2
7 – Library	422	3
8 - Downtown	392	4
3 - Haynes Park	387	5
14 - Community Center	365	6
15 - Baseball Field and City Pool	336	7
2 - Creagor Path and Hospital Loop	323	8
1 - Milton-Miller Park	270	9
19 - Tri-state Gas Engine and Tractor	246	10
6 - Green Park Cemetary	224	11
5 - Portland Memorial Park	204	12
18 - Art's Place	178	13
12 - JRDS Fitness Loop	165	14
4 - Judge Haynes Elementary School	147	15
20 - Native American Grounds	134	16
13 - East Elementary School	133	17
11 - Historical Society	116	18
10 - Museum of the Soldier	101	19
17 - General Shanks Elementary School	60	20
21 – Other	5	21

The survey results reveal the primary points of interest for Portland are Hudson Park, Jay County Fairgrounds, the Library, Downtown and Haynes Park. Out of 213 completed surveys, 128 people responded to the Portland survey question.

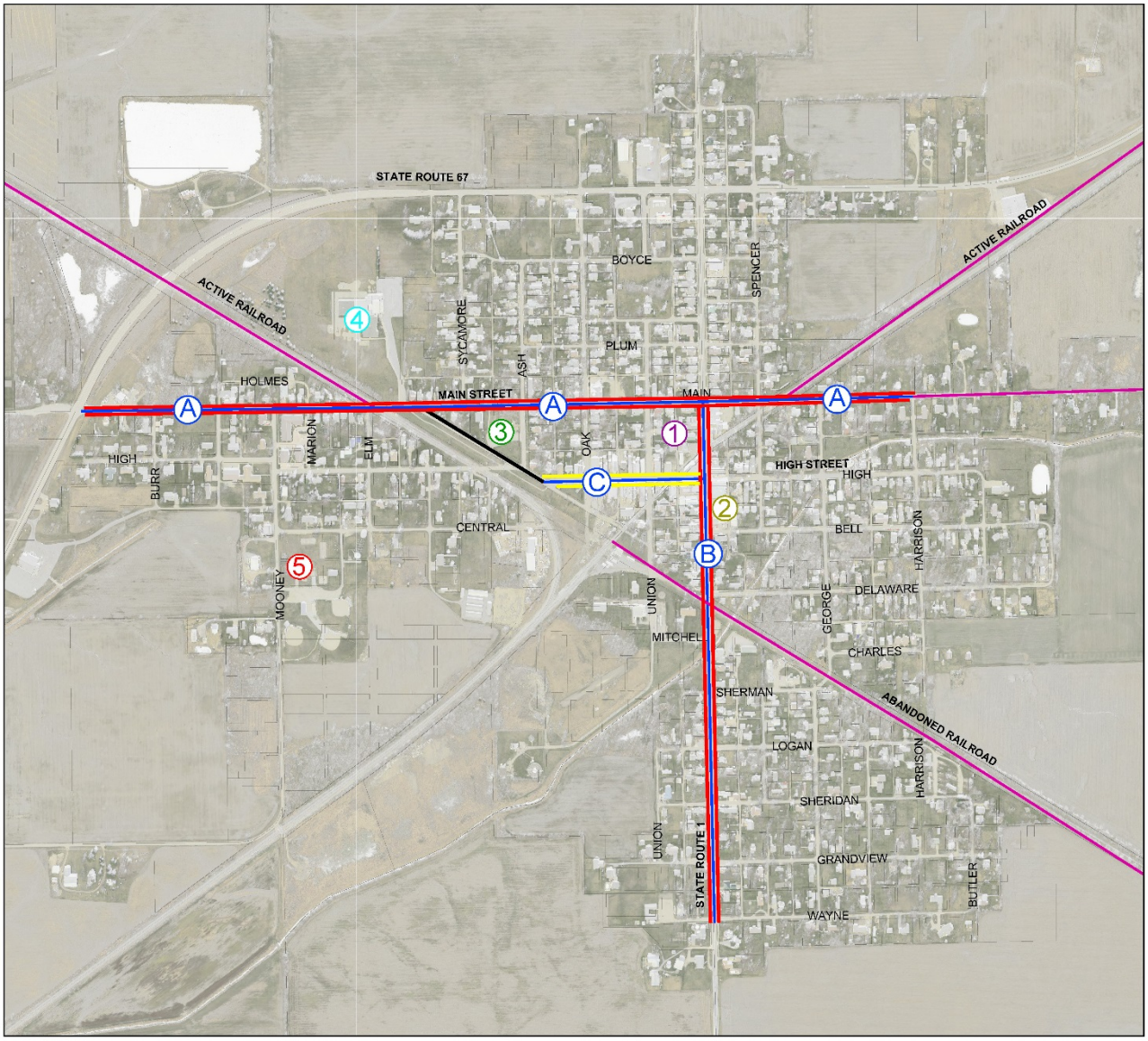
Step B: Review Opportunities for Connectivity (Creating Linkages) – Portland

The results for Portland based on the public survey were as follows:

Bike/Pedestrian Corridor Linkage	Points:	Rank
D - US 27 to Walmart and Hospital via Industrial Dr, Franklin, Lafayette, Creagor Ave, Easement behind and next to businesses, and SR 26	533	1
F - East Elementary School to Jay Co High School via Water and Tyson St	471	2
B - Morton St to Water St via North, Moose Easement, SR 26, and Charles St	399	3
A - Judge Haynes Elementary to Native American Grounds via High, Ship, River Rd, Jack, Pierce, North, and Morton St	358	4
I - Water St to Memorial Park and 7th St via Western Ave and easement around Memorial Park	290	6
C - Native American Grounds to Milton-Miller Park via Lincoln, Utility Easement, Wayne, and Lafayette St	286	5
H - Industrial Dr to Seventh St via US 27	267	7
E - Ben Hawkins St to Wayne St via Lincoln St	225	8
M - Blaine Pk to Boundary Pk via 7th St	214	9
G - 2nd St to SR 1 via Washington and South St	168	10

J - Lafayette St to Votaw St via Wayne St	162	11
L - Water St to 7th St via Wayne St	153	12
K - Morton St to Creagor Ave via Votaw St	104	13
Other	10	14

TOWN OF REDKEY



The results based on the public survey for Redkey were as follows:

Points of interest (Nodes)	Points:	Rank
1 - Downtown	367	1
5 - Town Park and Baseball Fields	335	2
2 - Key Palace	308	3
3 - Memorial Park and Firehouse	296	4
4 - Redkey Elementary School	271	5
6 – Other	80	6

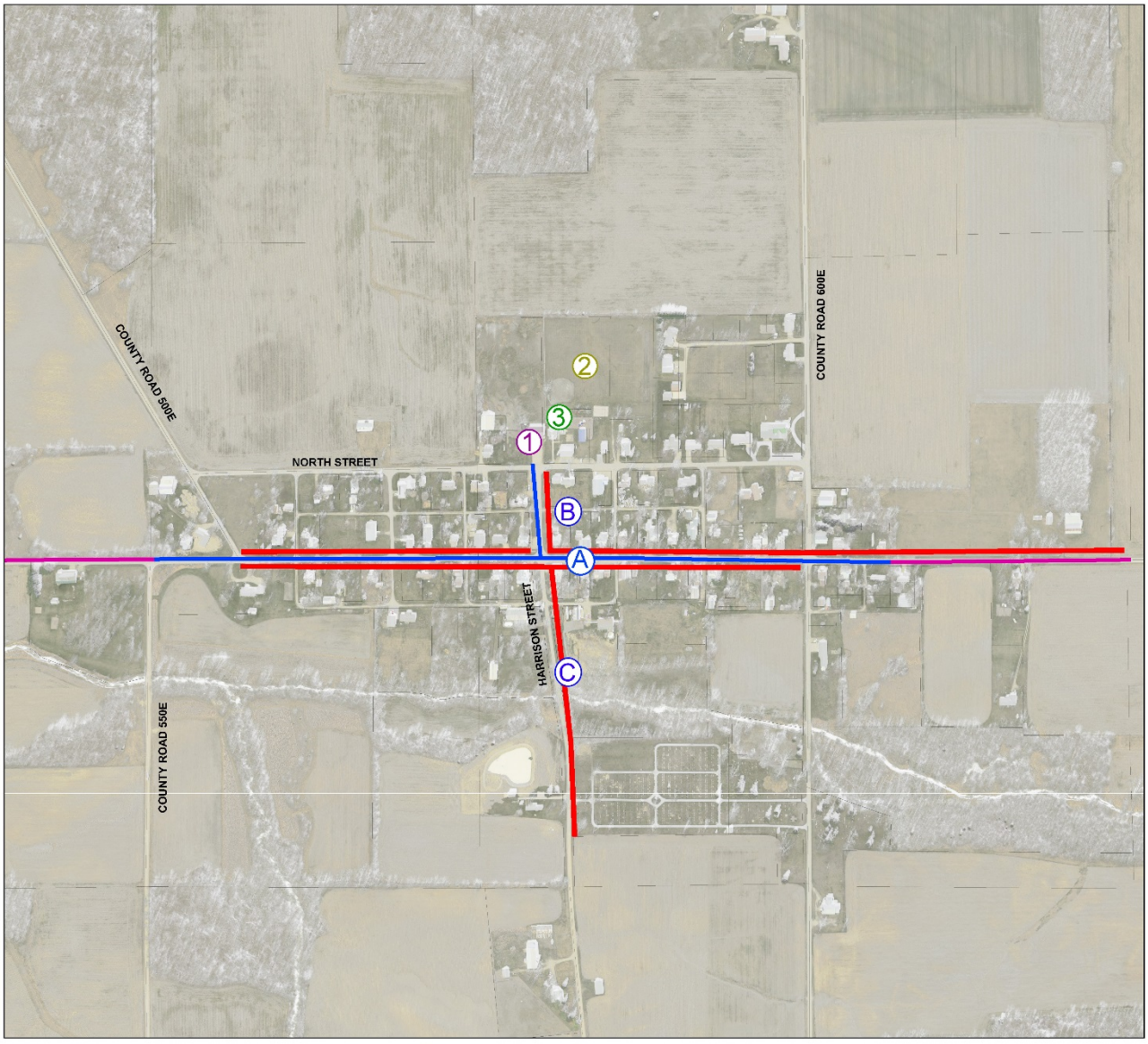
The survey results reveal the primary points of interest for Redkey are the Downtown, Town Park and Baseball Field, Key Place, Memorial Park and Firehouse, and the Redkey Elementary School. Out of 213 completed surveys, 45 people responded to the Redkey survey question.

Step B: Review Opportunities for Connectivity (Creating Linkages) – Redkey

The results for Redkey based on the public survey were as follows:

Bike/Pedestrian Corridor Linkage	Points:	Rank
C - Existing School Trail to SR 1 via High St	277	1
B - Main St to Logan St via SR 1	233	2
A - SR 67 to Harrison St via Main St	231	3
Other	79	4

TOWN OF SALAMONIA



The results based on the public survey for Salamonia were as follows:

Points of interest (Nodes)	Points:	Rank
3 – Old School	340	1
1 – Firehouse	322	2
2 - Town Park and Baseball Field	307	3
4 – Other	94	4
The cemetery south of town		

The survey results reveal the primary points of interest for Salamonia are the Old School, Firehouse, Town Park and Baseball Field. The cemetery south of town was not an option, but mentioned in the other comments, so it has been added to the priority list. Out of 213 completed surveys, 38 people responded to the Salamonia survey question.

Step B: Review Opportunities for Connectivity (Creating Linkages) – Salamonia

The results for Salamonia based on the public survey were as follows:

Bike/Pedestrian Corridor Linkage	Points:	Rank
A - CR 550 E to east of CR 600 E via CR 400 S	242	1
B - North St to CR 400 E via Harrison St	220	2
Other	85	3

Step C: Determine Bicycle/Pedestrian Corridor Uses & Types

The intent of this section is to provide an overview and discussion of potential uses and the many techniques used to provide bicycle/pedestrian pathway systems. Any pathway project must look at and consider design alternatives and analyze the advantages and disadvantages of each alternative in order to determine the best solution(s) that will meet the needs and goals of the community. When examining future bike/ped corridor linkages, one or more of these design strategies may be considered given an area's specific physical characteristics (i.e. wetlands) and the potential active and passive recreational uses envisioned for the non-motorized transportation system. The following overview provides typical uses found with most non-motorized transportation systems:

- **Accessibility –** Level grades and obstacle-free design make rail-trails ideal routes of travel for all kinds of available destinations.
- **Bird watching / Nature observation –** Continuity of intact environments make for natural bird and animal watching opportunities.
- **Cross-country Skiing –** Trails offer long, flat surface and natural escapes ideal for winter recreation.
- **Cycling –** By far the most common form of trail recreation.
- **Health and recreation –** Americans are turning to trails to be healthy, happy and fit for life.
- **Kayaking & canoeing –** Provide opportunities for water access and points of rest or departure from River into the community.
- **Inline Skating –** Hard surface trails that let you glide for miles.
- **Running –** Trails provide uninterrupted scenic corridors for training and solitude.
- **Walking –** Walk to socialize, exercise or find solace.
- **Horseback Riding**
- **Educational Opportunities –** Historical or environmental interpretive displays.

The survey asked which of the activities above would the respondent most likely use a bicycle/pedestrian corridor for and 198 people responded. Below are how many respondents and the percentage that voted which activity number 1:

Walking – 61 (32%)
Health and recreation – 24 (13%)
Running – 21 (11%)
Cycling – 20 (10%)
Outdoor Family Recreation - 18 (9%)
Bird watching / Nature observation – 12 (6%)
Kayaking & canoeing – 9 (5%)
Accessibility – 4 (2%)
Educational Opportunities – 4 (2%)
Horseback Riding – 4 (2%) unpaved surface
Commute to Work - 4 (2%)
Other activities not defined – 4 (2%)
Cross-country Skiing – 3 (2%)
Inline Skating – 2 (1%)
Skateboarding – 2 (1%)

Similarly in the survey respondents were asked to rank their recreational activities. For survey tabulation, 10 points were assigned to the #1 response down to 1 point for the #10 responses. The results based on the public survey were as follows:

Activity	Points:	Rank
Walking	1360	1
General health and recreation	1018	2
Outdoor Family Recreation	949	3
Cycling	880	4
Bird watching/nature observation	623	5
Running	596	6
Accessibility (alternative form of transportation)	483	7
Educational opportunities	436	8
Access to the rivers for kayaking and canoeing	420	9
Horseback riding	233	10
Commute to Work	216	11
Cross-country skiing	178	12
Other activities not defined	141	13
In-line skating	123	14
Skateboarding	72	15

It is not surprising to see that the number 1 response for most people walking, health and recreation, walking and cycling were the highest responses since users of all ages perform these activities to a high degree. These are consistent when compared with the overall ranking results from the survey with some minor shifts due to different prioritization. It is not surprising to see that the top six responses remained consistent with running being many peoples number 1 activity, but not everyone's overall priority activity. All of the potential uses impact the necessary width, and in some cases, the recommended material to optimize the potential uses. The following overview provides various design techniques and discusses their advantages and disadvantages when considering multiple uses.

Bicycle Paths: These are paths physically separated from motorized vehicular traffic by an open space or barrier and are either within the highway right-of-way or within an independent right-of-way. Widths vary between five feet to eight feet depending on usage. One-way travel can be accommodated with five-foot paths while two-way travel requires eight-foot paths.

Bicycle Lanes: This is a portion of the roadway, which has been designated by striping, signing and pavement marking for the exclusive use of bicyclists (AASHTO). These lanes are one-way in the direction of vehicle traffic and have a recommended width between five feet and eight feet depending on road conditions, traffic volume and speed.

Bicycle Routes (aka Sharrows): These are streets with no exclusive space for bicyclists. Lanes are typically 12 feet wide and are shared by motorists and bicyclists. Speeds are usually low, at or under 25 mph. Signs are posted at key locations indicating the bike route for cyclists.

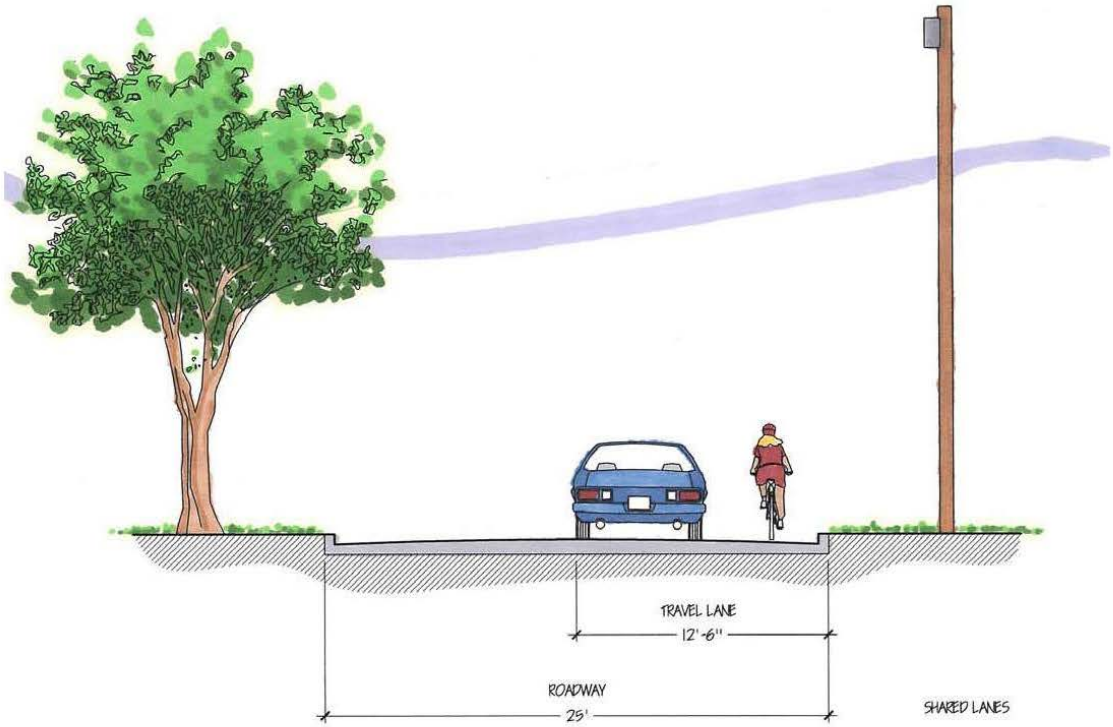
Sidewalks: These pedestrian paths are designed specifically for the walker. Typically, bike use is restricted or the pedestrian is given the right-of-way. Sidewalks are physically separated from motorized traffic and in some cases bicycle paths. Typical widths vary from three feet to five feet. Materials used vary from concrete to asphalt pavement to decorative pavers.

Multi-use Trails: Pathways are designed for use by multiple users. Paths are wide enough to accommodate both pedestrians and bicyclists. An open space area also physically separates these pathways from motorized vehicular traffic. Widths vary between eight feet to 12 feet and materials used vary depending on path location and projected uses. Within urban areas concrete or asphalt can be used. Rural and recreational area settings may call for a more natural material to be used, such as finely crushed limestone or mulch.

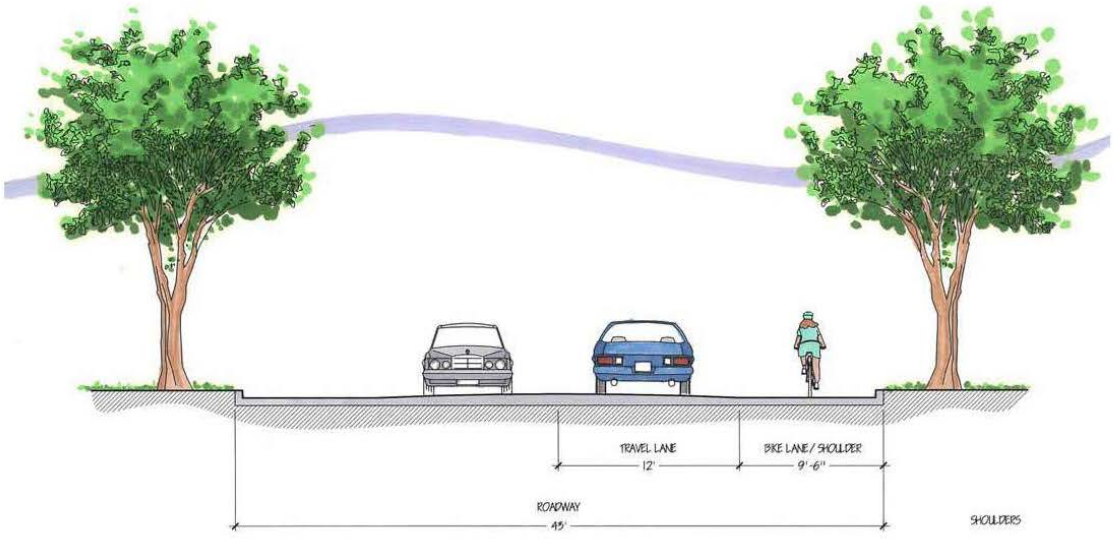
ADVANTAGES AND DISADVANTAGES OF PATHWAY ALTERNATIVES

PATH SYSTEM	ADVANTAGES	DISADVANTAGES
BIKE PATH	Provides safe passage for bicyclists. Provides the most direct access to destinations Can be designed for multiple uses.	Costly approach. Lack of right-of-way can create gaps within system or increase costs to acquire. Maintenance will be required.
BIKE LANE	Provides direct access to destinations. Less expensive, existing road pavement can be used. Can be developed in existing right-of-way in most cases. Maintenance costs are low and can be combined with roadway improvements. Can be used as a traffic-calming device to narrow existing roads designed to a higher speed than necessary.	Sight distance, high traffic volume or speed of existing roadways will be a factor in location and design Potential conflicts with motorists, especially at intersections, must be considered. . Not usable for walkers
BIKE ROUTE	Least expensive alternative. Typically implemented with posted signs. Can be accomplished within existing roadway system. Limited to areas where traffic volume and speed are low.	Does not provide for any separation of motorist and bicyclist. Does not provide the most direct access to destinations. Gaps or potential conflicts will occur where route must cross non-bike route streets.
SIDEWALKS	Can provide a continuous and unobstructed pathway between homes and community destinations Safe alternative for children and adults.	Can be expensive depending on materials used. Maintenance costs must be budgeted. Lack of right-of-way and topography may create gaps within the system or increase costs for acquisition.
MULTI-USE PATHWAY	One facility can provide a system for multiple Users Alternative materials can be used to provide connections along roadways that are contiguous with paths within recreational areas.	Can be expensive depending on materials used. Maintenance costs must be budgeted. Lack of right-of-way and topography may create gaps within the system.

Types of facilities

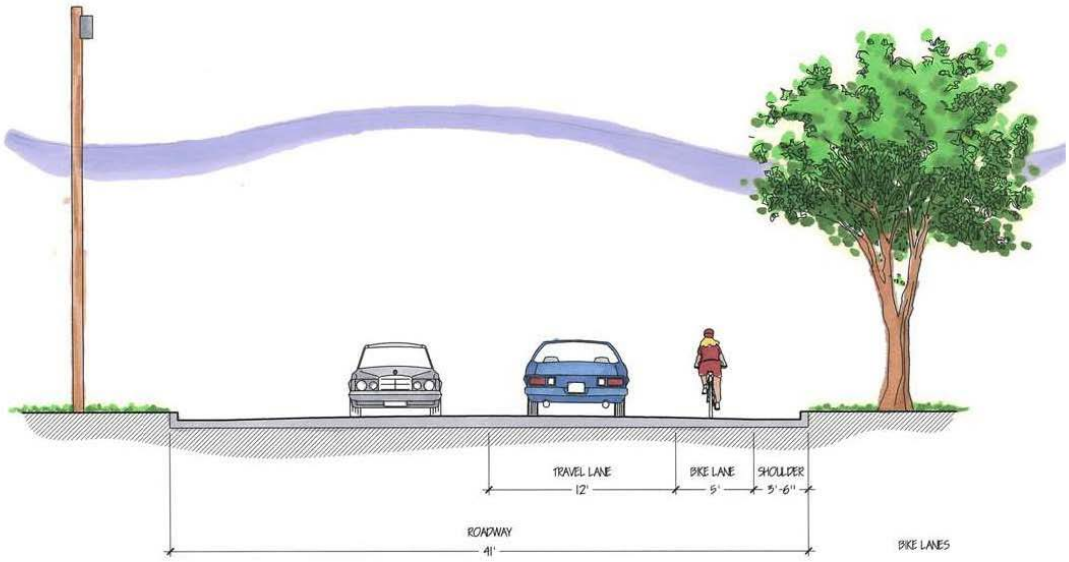


On Road: Shared Lane



On Road: Shoulder

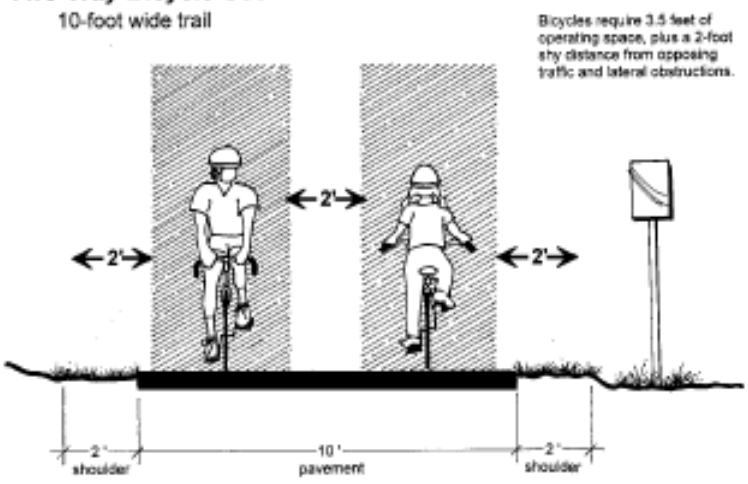
Types of facilities



On Road: Bicycle Lane / Wide Outside Lane

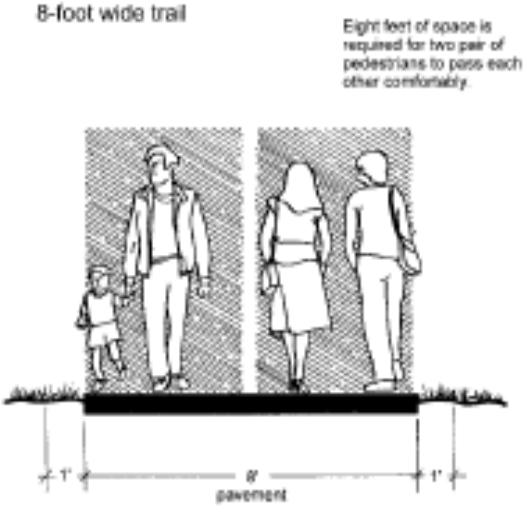
Two-Way Bicycle Use

10-foot wide trail



Pedestrian Use

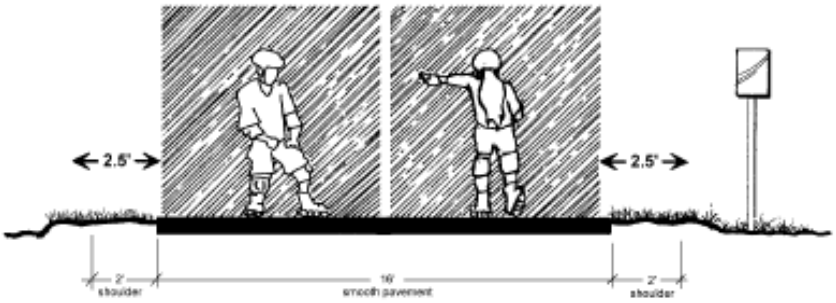
8-foot wide trail

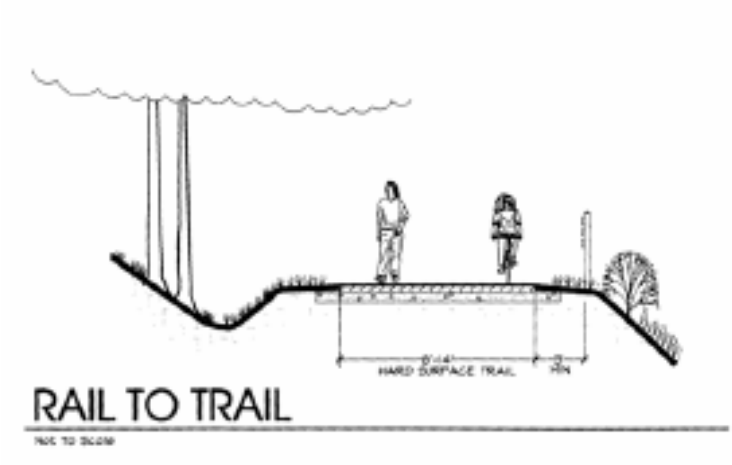


In-Line Skating

16-foot wide trail

Skaters require 6 feet minimum of operating space / 8 feet for a normal stride, plus a 2.5-foot tall zone free of obstructions.

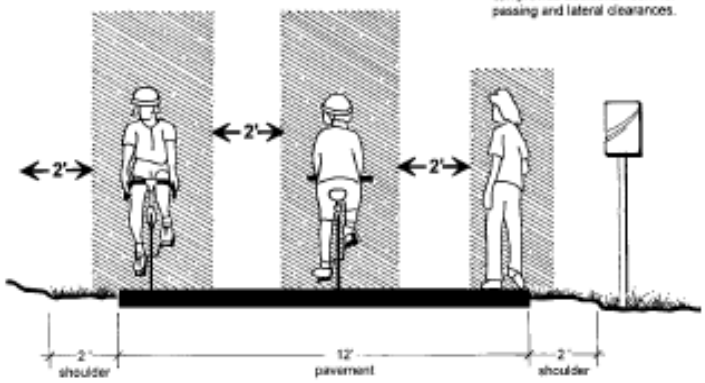


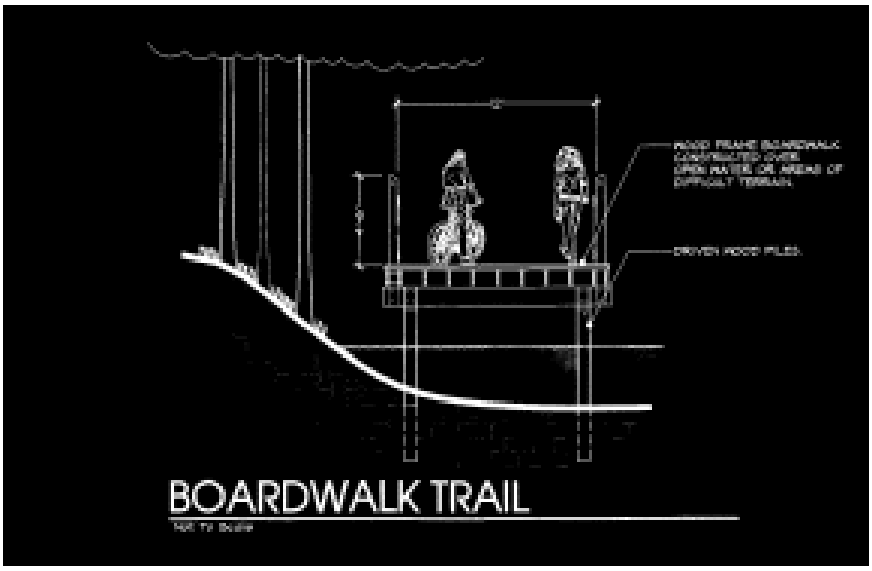


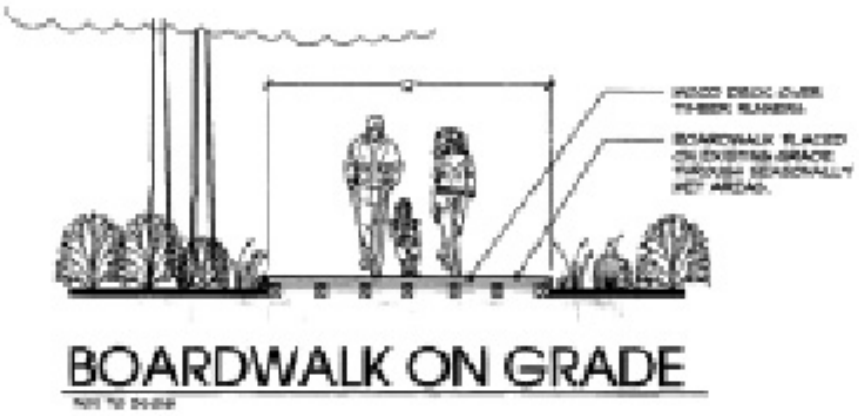
Multiple Use

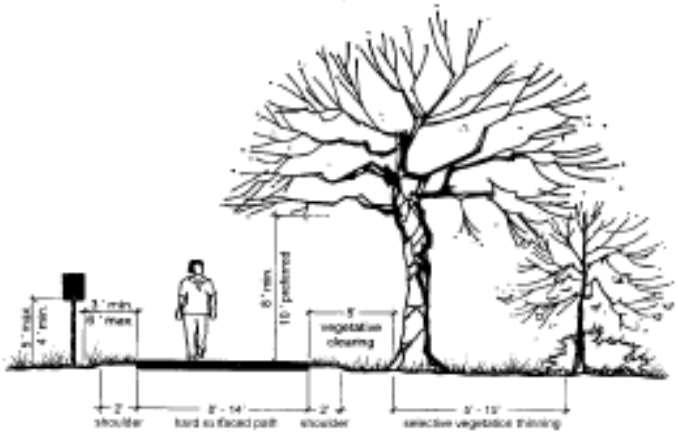
12-foot wide trail

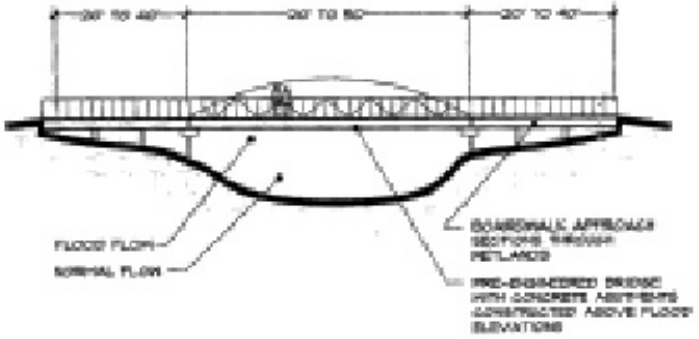
Under multi-use conditions, the shoulders of a 12-foot wide trail can provide additional room for passing and lateral clearances.




BOARDWALK TRAIL

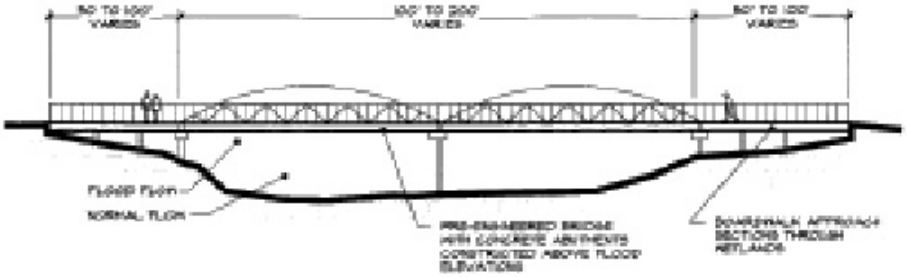

BOARDWALK ON GRADE


8' min
10' preferred
3' vegetative clearing
2' shoulder
2' - 14' hard surfaced path
2' shoulder
3' - 15' selective vegetative thinning



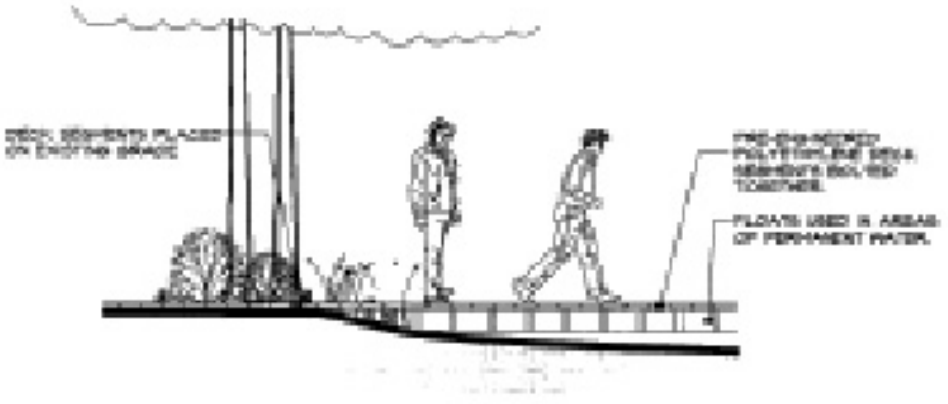
CREEK SPAN BRIDGE

Not To Scale



RIVER SPAN BRIDGE

Not To Scale

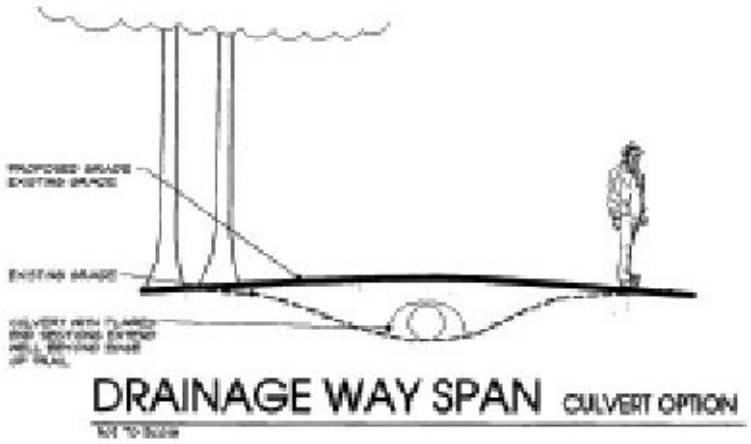


MANUFACTURED
FLOATING BOARDWALK

Not To Scale

Pathway Material Options

The primary factor in determining appropriate material for pathways is projected use. The following are examples of a wide variety of materials available:



Concrete

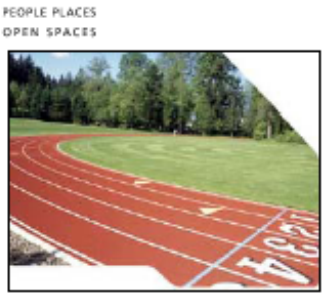
Permeable Asphalt

Asphalt

Asphalt

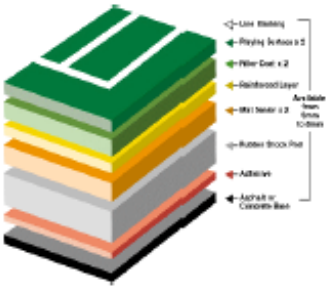
Glassphalt

Polly Pave



Nike Grind – Atlas Track


Nike Grind – Field Turf


Nike Grind – Rebound Ace


Pavers with Fines


Permeable Concrete


Permeable Concrete

Potential Trail Costs

Prices are based on 10 foot width for path and 12 foot width for bridges. Prices typically include site preparation, site furnishings, grading, installation of materials, restoration, tree planting, engineering and contingency.

Facility Type	Cost in 2018 Dollars
Chips & Fines Path	$75.00 per foot
HMA Paving (min. grading existing base)	$89.00 per foot
HMA Paving (min. grading new base)	$99.00 per foot
HMA Paving (retaining & ramps req'd)	$314.00 per foot
Concrete Sidewalk on Both Sides (5' wide)	$86.00 per foot
Concrete Sidewalk on One Side (5' wide)	$51.00 per foot
Boardwalks without guardrails	$541.00 per foot
Boardwalks with guardrails	$699.00 per foot
Observation Platforms	$54.00 - $102.00 per square foot
Pedestrian Bridge – Prefabricated	$1,600 per foot
Existing RR bridge rehab. (deck & rails)	$1,600 to $2,000 per foot
Signage – educational	$3,400 each
Prefabricated restroom building-vault	$60,000 to $75,000
Parking lot staging area (per car)	$3,000 per space
Decorative Lighting	$7,000 - $8,000 per fixture

As well as potential uses, other factors may affect pathway width and materials utilized in construction: They are as follows:

- Existing Soil and Environmental Conditions
- Funding Source
- Anticipated Use/Functionality – ADA Barrier Free Compliance
- Initial Capital Cost
- Maintenance and Long Term Durability
- Aesthetics
- Availability of Materials
- Susceptibility to Vandalism

SECTION 4: OVERALL PRIORITIES

The residents of Jay County, the Cities of Portland and Dunkirk, the Towns of Bryant, Pennville, Redkey, and Salamonia recognize the benefits of having a non-motorized transportation system in their communities. This study responds to that interest for consideration for a non-motorized transportation system. A Preliminary Priorities Plan for the different areas is found in this section.

As with nodes and linkages, these opportunities were identified on a regional aerial map, the next stage was to identify and rank them in order of priority and/or importance. As with the nodes and linkages were identified on regional maps for the entire county and all of the communities. The results of the survey are as follows:

Bryant

Bike/Pedestrian Corridor Linkage	Points:	Rank
Upper Tier Priority		
A - Eastside to Westside via Main Street	303	1
B - Southside to SR 18 via west side of US 27	295	2
C - Southside to SR 18 via Meridian St	249	3

Dunkirk

Bike/Pedestrian Corridor Linkage	Points:	Rank
Upper Tier Priority		
A – Trails in the Park via Speedcat and Mt Auburn Avenue	310	1
B – SR 167 to the Park via Mt Auburn Avenue	257	2
D - SR 167 to Haskell Rd via Highland Ave	227	3
P - Mt Auburn Ave to Washington St via Hoover St*	53	4
C - Highland Ave to Mt Auburn Ave via Haskell Rd	206	5
E - Angle St to SR 167 via Blackford Ave	159	6
F - Blackford Ave to Short St via Angle St	129	7
Mid-Level Tier Priority		
G - Highland Ave to RR Tracks via Meridian St	124	8
J - Meridian St to SR 167 via RR Tracks	107	9
I - Angle St to Meridian St via RR Tracks	93	10
M - SR 167 to Hoover St via Center St	87	11
H - RR Tracks to Short St via Meridian St	79	12
L - Highland Ave to Eaton Pike via SR 167	77	13
Low-Level Tier Priority		
K - Angle St to SR 167 via Short St	56	14
O - SR 167 to Hoover St via Grand St	50	15
N - SR 167 to Madison St via Washington St	38	16

*Moved up in priority at City's requestq

Jay County

Bike/Pedestrian Corridor Linkage	Points:	Rank
Upper Tier Priority		
B - Portland to County Line via Abandoned RR/Utility Corridor	778	1
C - Portland to Fort Recovery via Abandoned RR Corridor	737	2
A - Loblolly Marsh Preserve to Bryant via CR 650 N and CR 250 W	702	3
D - Portland to Fort Recovery via CR 200 South	512	4
G - Portland to Redkey via Mt Pleasant Rd and CR 600 S	431	5
Mid-Level Tier Priority		
F - Portland to Redkey via US 67	418	6
E - Portland to Salamonia via CR 400 South	416	7
I - Dunkirk to Redkey via Active RR Corridor	388	8
H - Blackford Co to Dunkirk via Abandoned RR Corridor	375	9
J - Redkey to Ridgeville via Abandoned RR Corridor	274	10

Pennville

Bike/Pedestrian Corridor Linkage	Points:	Rank
Upper Tier Priority		
B - Elementary School to SR 1 via Maple St	227	1
A - Illinois St to South St via SR 1	226	2
D - SR 1 to Broadway St via Main St	171	3
C - SR 1 to Broadway St via North St	170	4
E - 2nd St to Main St via South, Harrison, and Washington St	160	5
I - SR 1 to Town Park via Pleasant,		
Mid-Level Tier Priority		
Broad, Maple, Inv, Lagro, Broadway St	136	6
F - South St to Washington St via 2nd St	128	7
G - 2nd St to SR 1 via Washington and South St	108	8
H - Illinois St/SR 1 via Illinois, Meridian, and Main St	93	9

Portland

Bike/Pedestrian Corridor Linkage	Points:	Rank
Upper Tier Priority		
D - US 27 to Walmart and Hospital via Industrial Dr, Franklin, Lafayette, Creagor Ave, Easement behind and next to businesses, and SR 26	524	1
F - East Elementary School to Jay Co High School via Water and Tyson St	464	2
B - Morton St to Water St via North, Moose Easement, SR 26, and Charles St	393	3
A - Judge Haynes Elementary to Native American Grounds via High, Ship, River Rd, Jack, Pierce, North, and Morton St	350	4
C - Native American Grounds to Milton-Miller Park via Lincoln, Utility Easement, Wayne, and Lafayette St	286	5
I - Water St to Memorial Park and 7th St via Western Ave and easement around Memorial Park	280	6
Mid-Level Tier Priority		
H - Industrial Dr to Seventh St via US 27	267	7
E - Ben Hawkins St to Wayne St via Lincoln St	224	8
M - Blaine Pk to Boundary Pk via 7th St	211	9
G - 2nd St to SR 1 via Washington and South St	168	10

J - Lafayette St to Votaw St via Wayne St	158	11
L - Water St to 7th St via Wayne St	148	12
K - Morton St to Creagor Ave via Votaw St	104	13

Redkey

Bike/Pedestrian Corridor Linkage	Points:	Rank
Upper Tier Priority		
C - Existing School Trail to SR 1 via High St	267	1
B - Main St to Logan St via SR 1	225	2
A - SR 67 to Harrison St via Main St	222	3

Salamonia

Bike/Pedestrian Corridor Linkage	Points:	Rank
Upper Tier Priority		
A - CR 550 E to east of CR 600 E via CR 400 S	242	1
B - North St to CR 400 E via Harrison St	220	2
Other	85	3
C – CR 400 S to Cemetery via Harrison St		

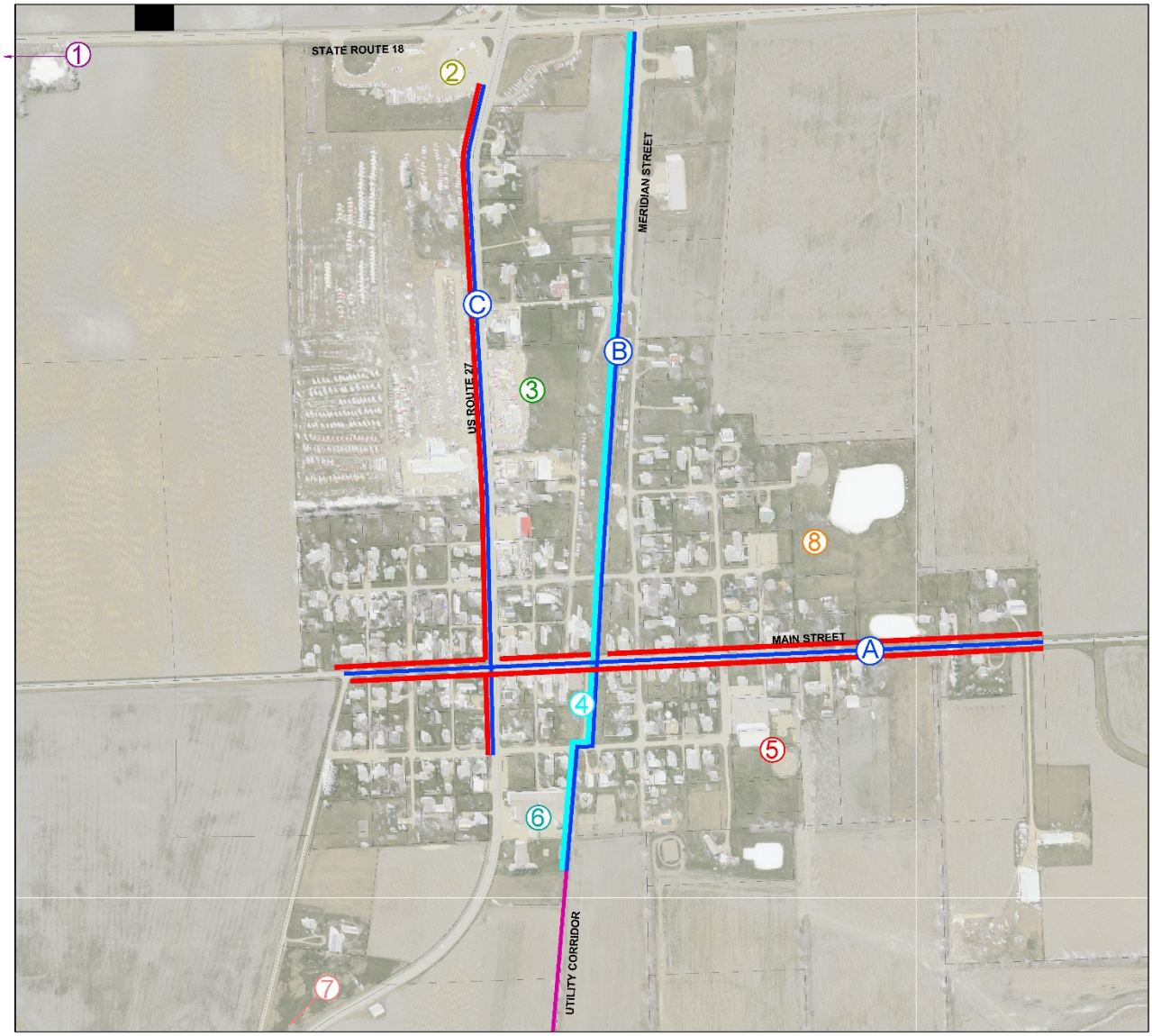
One must recognize, however, that these priorities only serve as a guide and are not meant to be a rigid plan. The process of implementation is much more fluid with considerations such as time-sensitive targets of opportunity for land or easement acquisition, grant funding and the changing needs of the community all may impact a projected priority plan and thus require periodic review so that necessary adjustments can be made.

F&V Recommendation

The recommended course of action would be for the community representatives to invite agency officials from the two predominant state funding sources for trail projects: Indiana Department of Transportation (INDOT) and the Indiana Department of Natural Resources (IDNR), to visit the community and review the Upper Tier Priority Trail Connections. Availability of grant funding may impact final sequencing for implementation of the upper-tier priorities.

SECTION 5: PRELIMINARY COST ESTIMATES

Bryant



Bryant Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons

10-May-18

Section No.	Item Description		Amount	Approx. Distance (ft)	Approx. Distance (miles)		$ per LF
A	Eastside to Westside via Main Street	$	219,300	2,550	0.48	$	86.00
B	Southside to SR 18 via west side of US 27	$	145,350	2,850	0.54	$	51.00
C	Downtown via Blackcat Alley to Hoffman St.	$	350,385	3,525	0.67	$	99.40
	2018 dollars	$	715,035				
	Approx. Lft of Ped/Bike Corridor		8,925				
	Miles		2				
	Approx. Price per foot	$	80.12				
	3% per year escrow for re-construction	$	21,451				

Note: All prices based on estimated cost of construction for spring 2018 . Add 3-5% inflation per year beyond 2018.
Unit prices are based on best information available. Given fluctuation in commodity prices such as petroleum products, plastics and steel may effect construction costs and are beyond engineer's control.

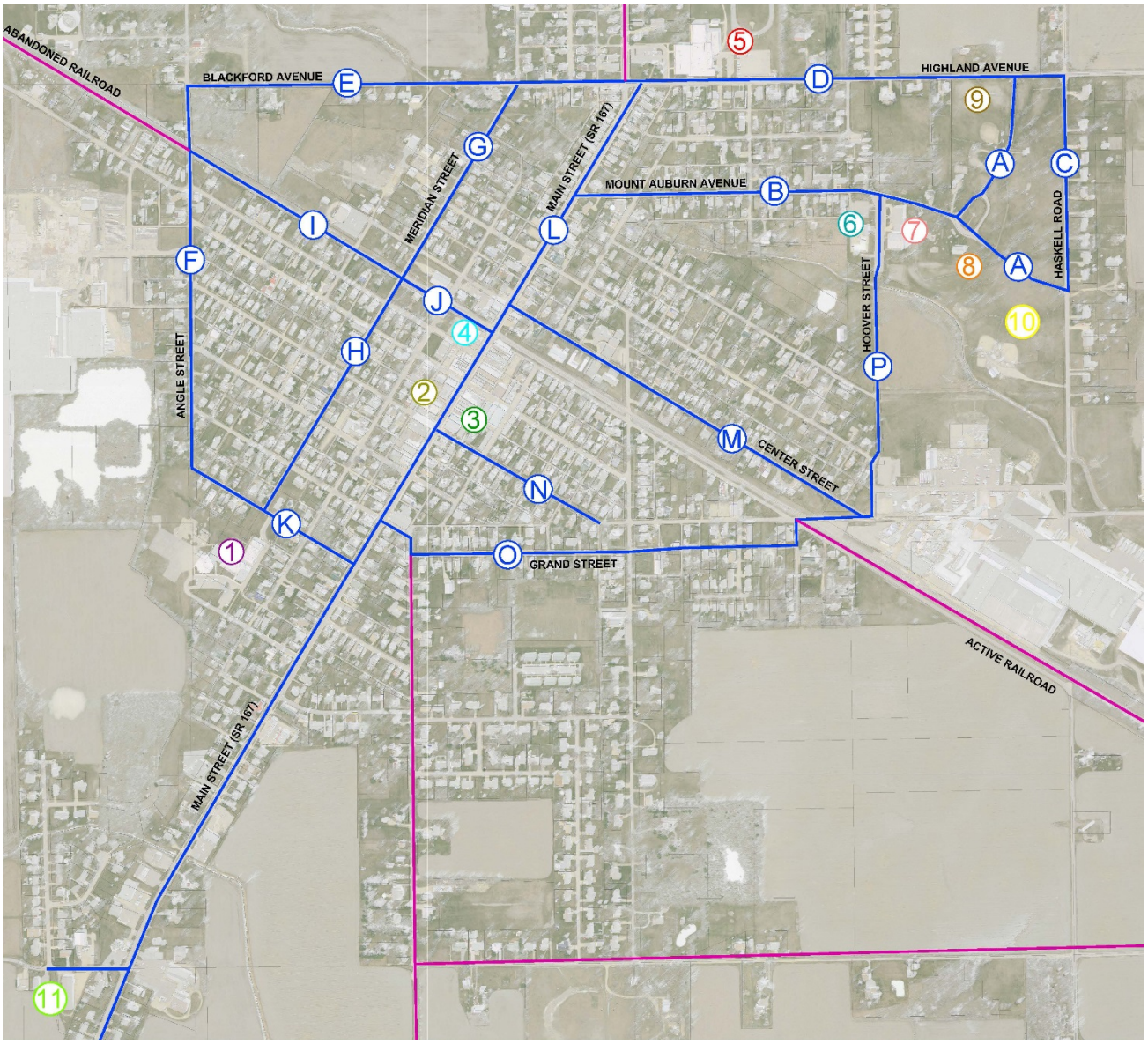
The previous cost summary is intended to give a brief overview for corridor segments A thru C. Included at the end of this section are detailed preliminary cost breakdowns for each corridor for constructing the complete non-motorized trail system in 2018 dollars. Cost estimates are based on typical cross-sections found in other corridor projects of similar scope, complexity and natural setting.

The most popular corridor identified was section A which connects the eastside of town to the westside via Main Street. The corridor will consist of concrete sidewalks on both side of the street. This corridor will allow better pedestrian access to Bryant's downtown and connect neighborhoods to the Community Center.

The second most popular corridor identified was section B which connects the southside of town to the northside via the abandoned railroad corridor. The corridor will consist of a 10-foot wide asphalt trail. This corridor will eventually connect to Portland and Geneva and possibly further north as the Adams and Wells County trails develop further.

The final corridor identified was section C which connects the southside of town to the northside via US 27. The corridor will consist of a concrete sidewalk on the west side of the street. This corridor will allow better pedestrian access to the town restaurant and the convenience store.

Dunkirk


ABANDONED RAILROAD
BLACKFORD AVENUE
HIGHLAND AVENUE
MOUNT AUBURN AVENUE
MERIDIAN STREET
MAIN STREET (SR 167)
ANGLE STREET
HOOVER STREET
HASKELL ROAD
CENTER STREET
GRAND STREET
ACTIVE RAILROAD
MAIN STREET (SR 167)
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FLEIS&VANDENBRINK
5331 S BEND DR, FORT WAYNE, IN 46804
OFFICE: 260.435.1414 | FAX: 260.435.1384

Dunkirk Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons
20-Apr-18

Section No.	Item Description		Amount	Approx. Distance (ft)	Approx. Distance (miles)		$ per LF
A	Trails in the Park via Speedcat and Mt Auburn Avenue	$	229,614	2,310	0.44	$	99.40
B	SR 167 to the Park via Mt Auburn Avenue	$	154,800	1,800	0.34	$	86.00
D	SR 167 to Haskell Rd via Highland Ave	$	227,900	2,650	0.50	$	86.00
P	Mt Auburn Ave to Washington St via Hoover St	$	205,758	2,070	0.39	$	99.40
C	Highland Ave to Mt Auburn Ave via Haskell Rd	$	183,890	1,850	0.35	$	99.40
E	Angle St to SR 167 via Blackford Ave	$	199,464	2,640	0.50	$	75.55
F	Blackford Ave to Short St via Angle St	$	217,300	2,300	0.44	$	94.48
G	Highland Ave to RR Tracks via Meridian St	$	221,260	1,410	0.27	$	156.92
J	Meridian St to SR 167 via RR Tracks	$	62,622	630	0.12	$	99.40
I	Angle St to Meridian St via RR Tracks	$	149,100	1,500	0.28	$	99.40
M	SR 167 to Hoover St via Center St	$	215,000	2,500	0.47	$	86.00
H	RR Tracks to Short St via Meridian St	$	139,320	1,620	0.31	$	86.00
L	Highland Ave to Eaton Pike via SR 167	$	631,080	6,580	1.25	$	95.91
	2018 dollars	$	2,837,108				
	Approx. Lft of Ped/Bike Corridor		29,860				
	Miles		6				
	Approx. Price per foot	$	95.01				
	3% per year escrow for re-construction	$	85,113				

Note: All prices based on estimated cost of construction for spring 2018 . Add 3-5% inflation per year beyond 2018.
Unit prices are based on best information available. Given fluctuation in commodity prices such as petroleum products, plastics and steel may effect construction costs and are beyond engineer's control.

The previous cost summary is intended to give a brief overview for corridor segments A thru K. Included at the end of this section are detailed preliminary cost breakdowns for each trail segment for constructing the complete non-motorized trail system in 2018 dollars. Cost estimates are based on typical cross-sections found in other corridor projects of similar scope, complexity and natural setting.

Adding sidewalk, trail, or widening the identified bicycle and pedestrian corridors above will need to be done over time. To increase bicycle and pedestrian activities as quick as possible, Dunkirk can identify the “share the road” corridors with signage and pavement markings immediately. This will cost a few thousand dollars and alert motorists of possible bicyclists and let bicyclists know which roads are safest to bike along. Dunkirk could pass an ordinance like Portland’s mandating vehicles to give bicyclists a 3-foot wide berth to protect bicyclists on streets. To make younger bicyclists safe, Dunkirk may want to consider allowing young cyclists on city sidewalks. Bicyclists would have to yield to pedestrians same as they would on the streets. This would allow pedestrian and bicycle corridors to start developing as the infrastructure catches up to the pedestrian and bicycle activities.

The most popular corridor identified was section A which builds 10-foot wide trails in the City Park along Speedcat and Mt Auburn Avenue. This corridor will create greater access to the park, baseball fields, Community Center, and swimming pool.

The second most popular corridor identified was section B along Mt Auburn Avenue which connects the sidewalks along SR 167 to the pool, park, and Community Center. The corridor will consist of concrete sidewalks on both sides of the street.

The third most popular corridor identified was section D along High Street which connects the sidewalks along SR 167 to the park and baseball fields. The corridor will consist of concrete sidewalks on both sides of the street.

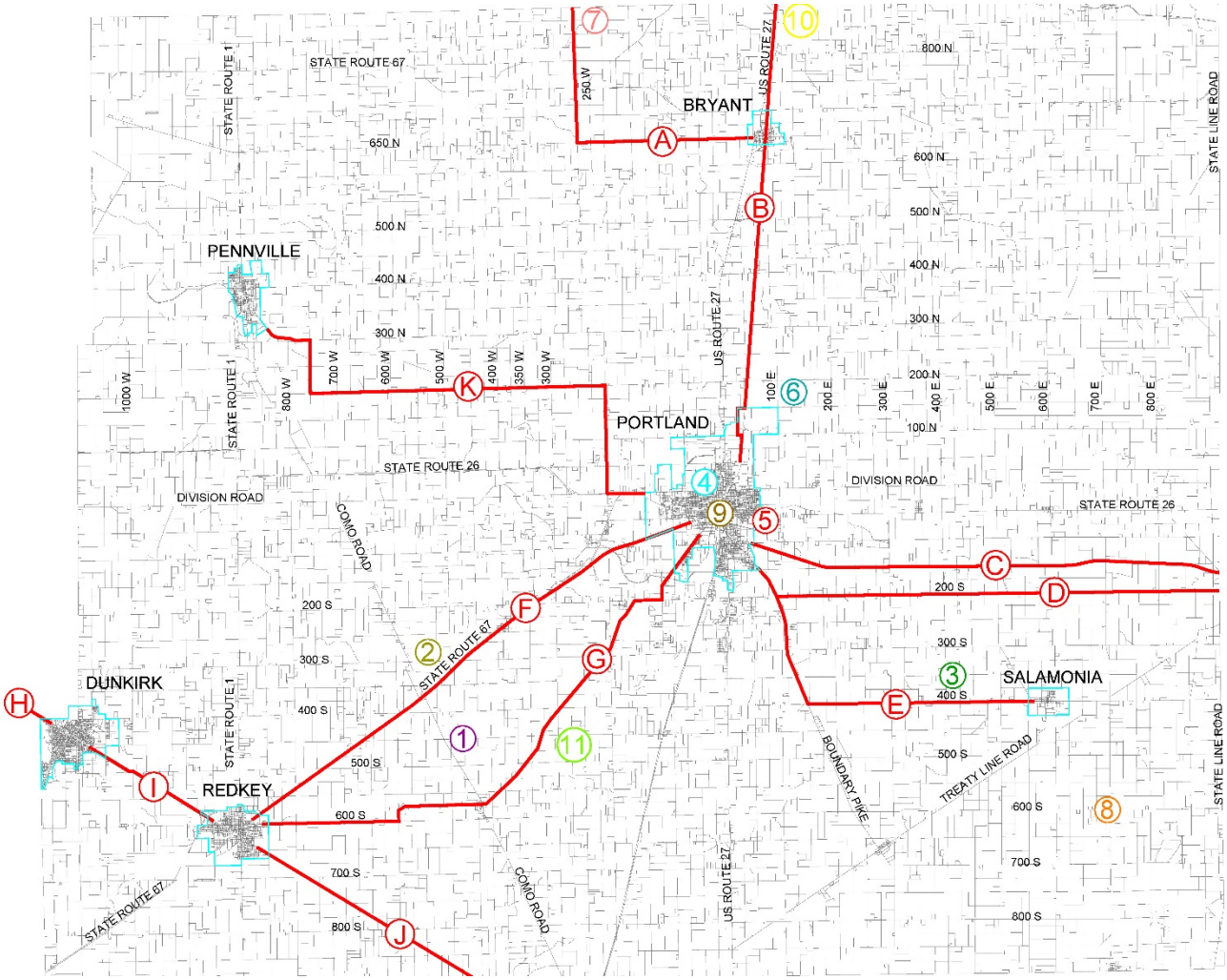
The City requested that corridor P along Hoover Street be moved up in priority since it is the only north / south corridor from the eastern neighborhoods to the park. The corridor will consist of a 10-foot wide asphalt trail on the west side of Hoover Street.

The fifth most popular corridor identified was section C along Haskell Road which will connect Highland Avenue to the Park and Baseball Fields. The corridor will consist of a 10-foot wide asphalt trail on the west side of Haskell Road.

The sixth most popular corridor identified was section E along Blackford Avenue which connects the sidewalks along SR 167 to the west side of Dunkirk. The corridor will consist of concrete sidewalks on both sides of the street.

The rest of the corridors were considered lesser priorities and won’t be detailed.

Jay County


BRYANT
PENNVILLE
PORTLAND
DUNKIRK
REDKEY
SALAMONIA
STATE ROUTE 67
STATE ROUTE 1
US ROUTE 27
STATE ROUTE 26
DIVISION ROAD
COMO ROAD
BOUNDARY PIKE
TREATY LINE ROAD
STATE LINE ROAD
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Jay County Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons
11-May-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.	Item Description	Amount	Approx. Distance (ft)	Approx. Distance (miles)	$ per LF
B	Portland to County Line via Abandoned RR/Utility Corridor	$ 4,237,038	47,650	9.02	$ 88.92
C	Portland to Fort Recovery via Abandoned RR Corridor	$ 3,868,020	43,500	8.24	$ 88.92
A	Loblolly Marsh Preserve to Bryant via CR 650 N and CR 250 W	$ 2,763,320	27,800	5.29	$ 99.40
D	Portland to Fort Recovery via CR 200 South	$ 4,671,800	47,000	8.94	$ 99.40
G	Portland to Redkey via Mt Pleasant Rd and CR 600 S	$ 5,278,140	53,100	10.06	$ 99.40
F	Portland to Redkey via US 67	$ 4,473,000	45,000	8.52	$ 99.40
E	Portland to Salamonia via CR 400 South	$ 3,518,760	35,400	6.73	$ 99.40
I	Dunkirk to Redkey via Active RR Corridor	$ 1,520,820	15,300	2.90	$ 99.40
H	Blackford Co to Dunkirk via Abandoned RR Corridor	$ 680,238	7,650	1.45	$ 88.92
J	Redkey to Ridgeville via Abandoned RR Corridor	$ 2,489,760	28,000	5.30	$ 88.92
K	Redkey to Ridgeville via Abandoned RR Corridor	$ 536,760	5,400	1.02	$ 99.40
	2018 dollars	$ 34,037,656			
	Approx. Lft of Ped/Bike Corridor	355,800			
	Miles	67			
	Approx. Price per foot	$ 95.67			
	3% per year escrow for re-construction	$ 1,021,130			

Note: All prices based on estimated cost of construction for spring 2018 . Add 3-5% inflation per year beyond 2018.
Unit prices are based on best information available. Given fluctuation in commodity prices such as petroleum products, plastics and steel may effect construction costs and are beyond engineer's control.

The previous cost summary is intended to give a brief overview for corridor segments A thru K. Included at the end of this section are detailed preliminary cost breakdowns for each trail segment for constructing the complete non-motorized trail system in 2018 dollars. Cost estimates are based on typical cross-sections found in other corridor projects of similar scope, complexity and natural setting.

Adding trails or widening the identified bicycle and pedestrian corridors above will need to be done over time. A first phase to increase bicycle and pedestrian activities as quick as possible, Jay County can identify the “share the road” corridors with signage immediately. This will cost a few thousand dollars and alert motorists of possible bicyclists and let bicyclists know which roads are safest to bike along. Jay County could also pass an ordinance like Portland’s mandating vehicles to give bicyclists a 3-foot wide berth to protect bicyclists on streets. Finally, the county would need to use smaller stone for chip and seal along these corridors to make them accessible by bicyclists. This would allow pedestrian and bicycle corridors to start developing as the infrastructure catches up to the pedestrian and bicycle activities.

A second phase to increase bicycle and pedestrian activities could include roadway widening, shoulder extension, trailhead development, "Way-finding" signs for comfort services, and other route improvements. This phase could require more time, planning and funding.

The final phase would be to construct separate trails 10-foot from the roadway to move bicycle and pedestrian traffic off roadways and onto dedicated trails/pathways. This final phase is expected to take much longer due to the need for land acquisition and higher construction costs as well as long term maintenance requirements. The corridors identified in the survey are as follow:

The most popular corridor identified was section B which connects Portland to Bryant and the county line via a 10-foot wide along the abandoned railroad corridor. This corridor could eventually connect Jay County to Adams, Wells, and Allen County. This could give Jay County bicyclists access to the 100 miles of trails around the City of Fort Wayne.

The second most popular corridor identified was section C which connects Portland to Fort Recovery and Ohio via a 10-foot wide along the abandoned railroad corridor. This could give Jay County bicyclists access to the many trails in Fort Recovery and beyond.

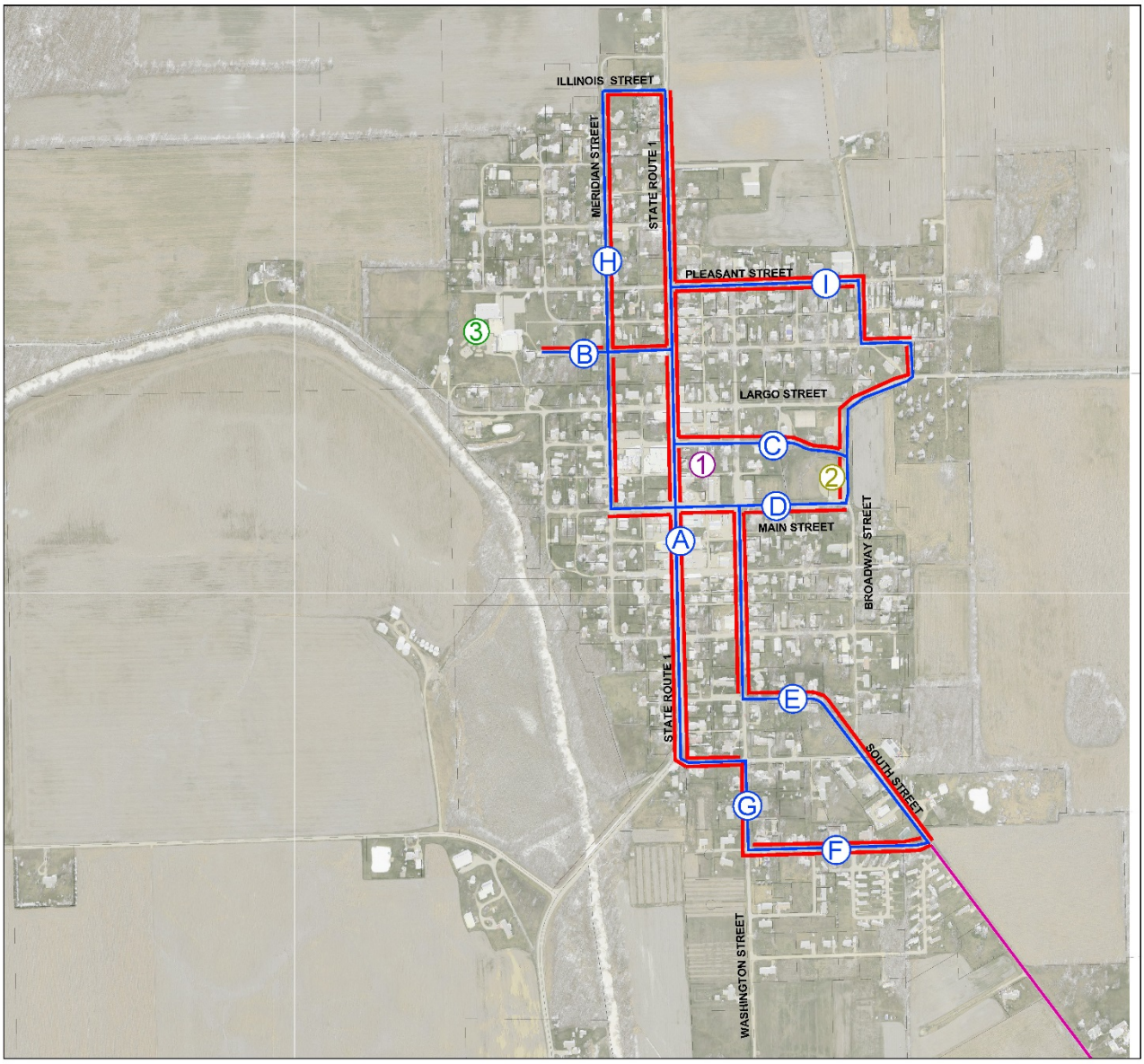
The third most popular corridor identified was section A along CR 650 North and CR 250 West which connects Bryant to the Loblolly Marsh Preserve. The corridor will consist of 10-foot wide trail.

The fourth most popular corridor identified was section D which connects Portland to Fort Recovery and Ohio via a 10-foot wide along CR 200 South. This could give Jay County bicyclists access to the many trails in Fort Recovery and beyond.

The fifth most popular corridor identified was section G which connects Portland to Redkey via a 10-foot wide along Mt Pleasant Road and CR 600 South. This could give Portland residents access to Redkey and other communities on the south side of the county.

The rest of the corridors were considered lesser priorities and won't be detailed, however section K has been identified as a corridor being presently used by bicyclists. This corridor was added to the Master Plan to create connectivity to Pennville. A 10-foot wide trail is recommended for this corridor.

Pennville


ILLINOIS STREET
MERIDIAN STREET
STATE ROUTE 1
PLEASANT STREET
LARGO STREET
MAIN STREET
BROADWAY STREET
STATE ROUTE 1
SOUTH STREET
WASHINGTON STREET
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Pennville Bicycle and Pedestrian Routes

Non-Motorized Path

Alternative Route Comparisons

30-Apr-18

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DESIGN. BUILD. OPERATE.

Section No.	Item Description	Amount	Approx. Distance (ft)	Approx. Distance (miles)	$ per LF
B	Elementary School to SR 1 via Maple St	$ 40,800	800	0.15	$ 51.00
A	Illinois St to South St via SR 1	$ 369,800	4,300	0.81	$ 86.00
D	SR 1 to Broadway St via Main St	$ 51,000	1,000	0.19	$ 51.00
C	SR 1 to Broadway St via North St	$ 56,100	1,100	0.21	$ 51.00
I	SR 1 to Town Park via Pleasant, Broad, Maple, Inv, Lagro, Broadway St	$ 169,425	2,550	0.48	$ 66.44
E	2nd St to Main St via South, Harrison, and Washington St	$ 185,600	2,850	0.54	$ 65.12
F	South St to Washington St via 2nd St	$ 94,600	1,100	0.21	$ 86.00
G	2nd St to SR 1 via Washington and South St	$ 65,000	1,000	0.19	$ 65.00
H	Illinois St/SR 1 via Illinois, Meridian, and Main St	$ 175,950	3,450	0.65	$ 51.00
	2018 dollars	$ 1,208,275			
	Approx. Lft of Ped/Bike Corridor	18,150			
	Miles	3			
	Approx. Price per foot	$ 66.57			
	3% per year escrow for re-construction	$ 36,248			

Note: All prices based on estimated cost of construction for spring 2018 . Add 3-5% inflation per year beyond 2018.
Unit prices are based on best information available. Given fluctuation in commodity prices such as petroleum products, plastics and steel may effect construction costs and are beyond engineer's control.

The previous cost summary is intended to give a brief overview for corridor segments A thru H. Included at the end of this section are detailed preliminary cost breakdowns for each trail segment for constructing the complete non-motorized trail system in 2018 dollars. Cost estimates are based on typical cross-sections found in other corridor projects of similar scope, complexity and natural setting.

Adding sidewalk, trail, or widening the identified bicycle and pedestrian corridors above will need to be done over time. To increase bicycle and pedestrian activities as quick as possible, Pennville can identify the “share the road” corridors with signage and pavement markings immediately. This will cost a few thousand dollars and alert motorists of possible bicyclists and let bicyclists know which roads are safest to bike along. Pennville could pass an ordinance like Portland’s mandating vehicles to give bicyclists a 3-foot wide berth to protect bicyclists on streets. To make younger bicyclists safe, Pennville may want to consider allowing young cyclists on town sidewalks. Bicyclists would have to yield to pedestrians same as they would on the streets. This would allow pedestrian and bicycle corridors to start developing as the infrastructure catches up to the pedestrian and bicycle activities.

The most popular corridor identified was section B which connects Downtown to the old School. Maple Street will need a 5-foot sidewalk added to the north side of the street.

The second most popular corridor identified was section A which connects Downtown to the neighborhoods north and south of Downtown. The sidewalk along SR 1 will need to be rehabilitated and sidewalk added on both sides on the northside of town.

The third most popular corridor identified was section D which connects Downtown and the westside with the park, baseball fields, and community center. This will need a 5-foot walk on the south side of Main Street.

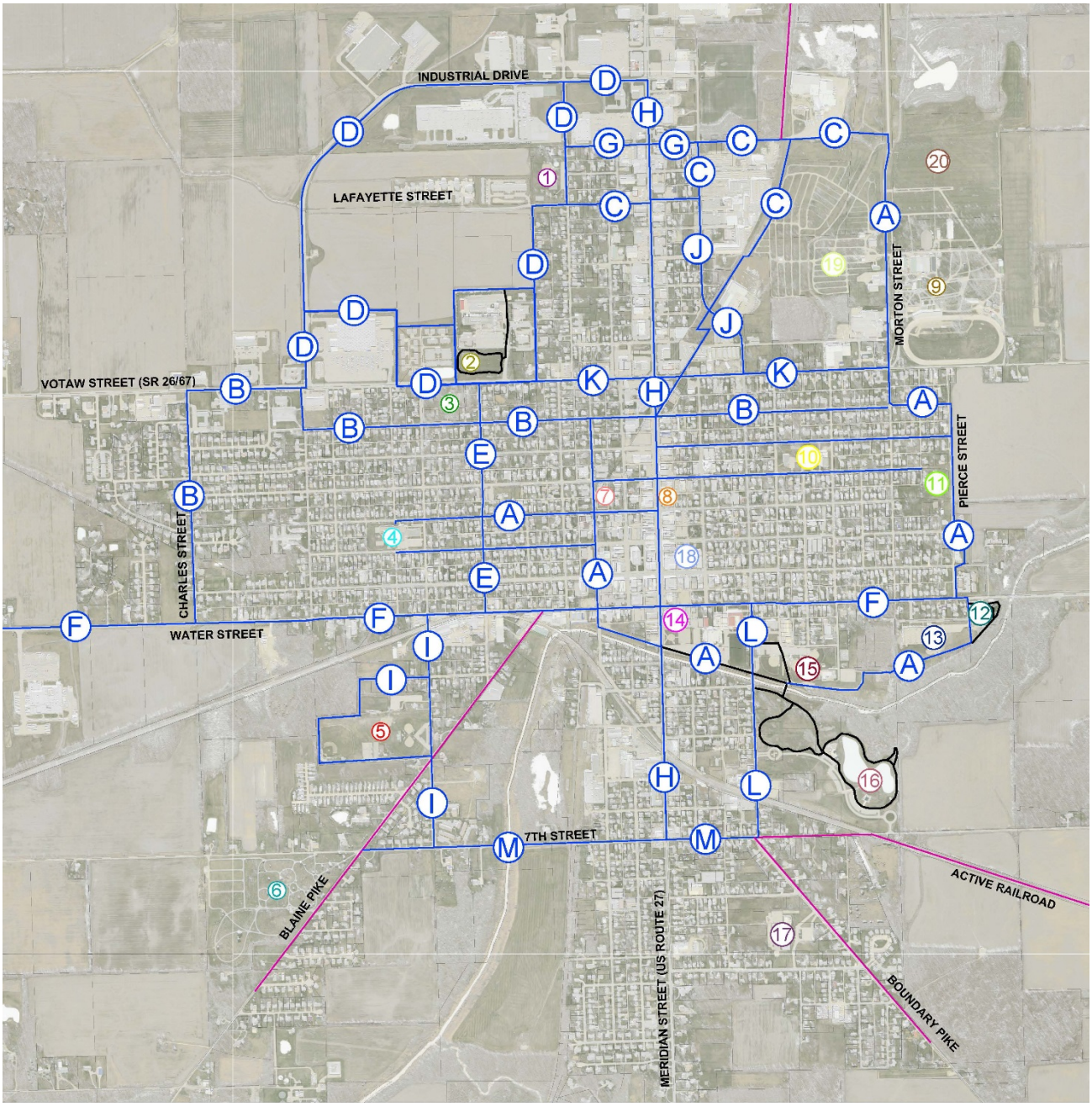
The fourth most popular corridor identified was section C which connects Downtown and the library to the park, baseball fields, and community center. This will need a 5-foot walk on the north side of North Street.

The fifth most popular corridor identified was section E which connects the southside of town with the park, baseball fields, community center, and Downtown. This will need a 5-foot walk on both sides of Washington Street and on the northside of South Street.

The sixth most popular corridor identified was section I which connects the northside and the eastside of town with the park, baseball fields, and community center. This will need a 5-foot walk on both sides of Pleasant Street and a 5-foot walk the rest of the way.

The rest of the corridors were considered lesser priorities and won't be detailed.

Portland


INDUSTRIAL DRIVE
LAFAYETTE STREET
VOTAW STREET (SR 26/67)
WATER STREET
7TH STREET
CHARLES STREET
MORTON STREET
PIERCE STREET
BLAINE PIKE
MERIDIAN STREET (US ROUTE 27)
ACTIVE RAILROAD
BOUNDARY PIKE

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Portland Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons
1-Apr-18

Section No.	Item Description	Amount	Approx. Distance (ft)	Approx. Distance (miles)	$ per LF
D	US 27 to Walmart and Hospital via Industrial Dr, Franklin, Lafayette, Creagor Ave, Easement behind and next to businesses, and SR 26	$ 644,122	8,000	1.52	$ 80.52
F	East Elementary School to Jay Co High School via Water and Tyson St	$ 756,800	8,800	1.67	$ 86.00
B	Morton St to Water St via North, Moose Easement, SR 26, and Charles St	$ 815,587	11,075	2.11	$ 73.64
A	Judge Haynes Elementary to Native American Grounds via High, Ship, River Rd, Jack, Pierce, North, and Morton St	$ 770,306	10,400	1.98	$ 74.07
I	Water St to Memorial Park and 7th St via Western Ave and easement around Memorial Park	$ 503,552	5,750	1.09	$ 87.57
C	Native American Grounds to Milton-Miller Park via Lincoln, Utility Easement, Wayne, and Lafayette St	$ 616,494	7,850	1.49	$ 78.53
H	Industrial Dr to Seventh St via US 27	$ -	0	0.00	$ -
E	Ben Hawkins St to Wayne St via Lincoln St	$ 48,450	950	0.18	$ 51.00
M	Blaine Pk to Boundary Pk via 7th St	$ 387,000	4,500	0.85	$ 86.00
G	Ben Hawkins to Wayne St via Lincoln St	$ 555,294	6,650	1.26	$ 83.50
J	Lafayette St to Votaw St via Wayne St	$ 112,200	2,200	0.42	$ 51.00
L	Water St to 7th St via Wayne St	$ 135,150	2,650	0.50	$ 51.00
K	Morton St to Creagor Ave via Votaw St	$ 399,900	4,650	0.88	$ 86.00
	2018 dollars	$ 5,744,855			
	Approx. Lft of Ped/Bike Corridor	73,475			
	Miles	14			
	Approx. Price per foot	$ 78.19			
	3% per year escrow for re-construction	$ 172,346			

Note: All prices based on estimated cost of construction for spring 2018 . Add 3-5% inflation per year beyond 2018. Unit prices are based on best information available. Given fluctuation in commodity prices such as petroleum products, plastics and steel may effect construction costs and are beyond engineer's control.

The previous cost summary is intended to give a brief overview for corridor segments A thru M. Included at the end of this section are detailed preliminary cost breakdowns for each trail segment for constructing the complete non-motorized trail system in 2018 dollars. Cost estimates are based on typical cross-sections found in other corridor projects of similar scope, complexity and natural setting.

Adding sidewalk, trail, or widening the identified bicycle and pedestrian corridors above will need to be done over time. To increase bicycle and pedestrian activities as quick as possible, Portland can identify the “share the road” corridors with signage and pavement markings immediately. This will cost a few thousand dollars and alert motorists of possible bicyclists and let bicyclists know which roads are safest to bike along. Portland’s ordinance mandating vehicles to give bicyclists a 3 foot wide berth is essential to protecting bicyclists on streets. To make younger bicyclists safe, Portland may want to consider allowing young cyclists on city sidewalks. Bicyclists would have to yield to pedestrians same as they would on the streets. This would allow pedestrian and bicycle corridors start to developing as the infrastructure catches up to the pedestrian and bicycle activities.

The most popular corridor identified was section D which connect Milton-Miller Park to the Creagor Path and Hospital Loop as well as Walmart. Most of this corridor would be served with asphalt trails.

The second most popular corridor identified was section F along Tyson Road, Water Street, and State Road 26 which connects Jay County High School to East Elementary School. There is a wide shoulder on the south side of Tyson Road that is utilized as a bicycle/pedestrian lane. It is recommended to add milled shoulder corrugations, signage, and pavement markings to better protect cyclists next to semi-tractor trailers and make semi's more aware of pedestrians and bicyclists. Along Water Street, a wider 6 to 8 foot wide sidewalk could be added to the south side of the roadway to accommodate bicyclists while pedestrians can utilize the existing sidewalk on the northside of Water Street. Along State Road 26, concrete could be added between the existing sidewalk and the back of curb to widen the existing sidewalks to 7-foot wide on each side. This could allow bicyclists and pedestrians to travel on the sidewalks on the north and south side of the sidewalks.

The third most popular corridor identified was section B along North Street, State Road 26, and Charles Street. North Street will use the existing sidewalks on the north and south sides of the roadway. A sidewalk will need to be added to SR 26 and along Charles Street.

The fourth most popular corridor identified was section A which will connect Judge Haynes Elementary School to the Community Center, Baseball Fields, Water Park, Hudson Park, East Elementary School, JRDS Fitness Loop, Historical Society, Jay County Fairgrounds, Tri-state Gas Engine and Tractor area, and Native American Grounds. This will utilize sidewalk along city streets, existing and new trails along the river, and new trails along Morton Street.

The fifth most popular corridor identified was section C along the abandoned railroad corridor from North Street to Lincoln Street and along Lincoln Street from Morton to Wayne Street. A new roadway will need to be constructed by the city from the abandoned railroad corridor to Morton Street. A 10 foot wide trail will be constructed along the abandoned railroad corridor and on the south side of Lincoln Street.

The sixth most popular corridor identified was section I Western Avenue from Water Street to 7th Street and around Portland Memorial Park. Sidewalk can be placed on both sides of Western Avenue and share the road long Western Avenue. A 10 foot wide trail will be placed around Memorial Park.

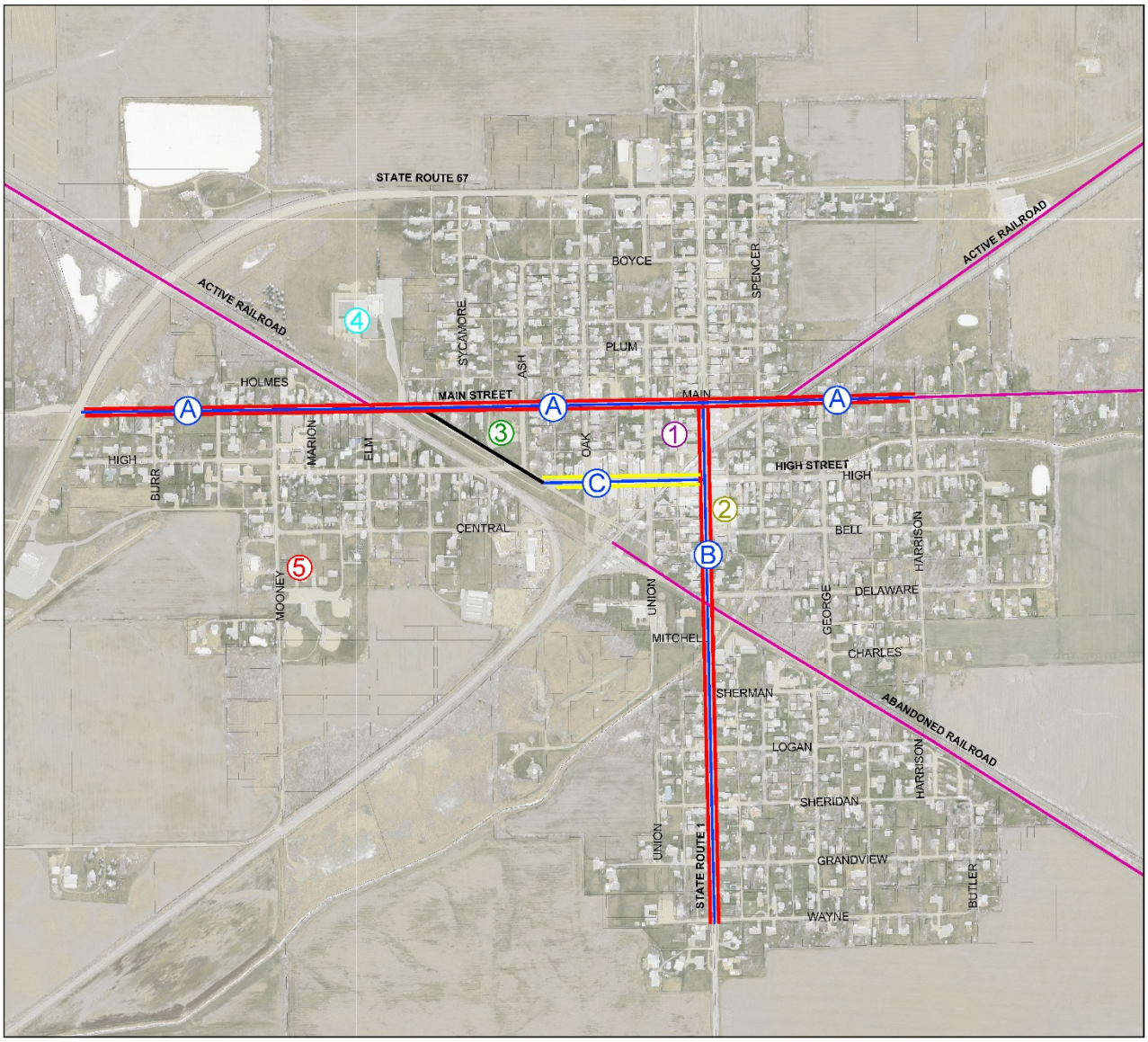
The rest of the corridors were considered lesser priorities and won't be detailed, however 7th Street has been identified as having pedestrians walking down the street west of US 27. To make this a safer corridor it is recommended to place sidewalks on the north and south sides of the street. The bridge over the Salamonie River would need to have sidewalk added to it when the bridge is replaced by the Jay County Highway Department.

Middle Street has been identified as an important north-south corridor. New sidewalk has been added to both sides of the roadway from Votaw Street to High Street. The street should be wide enough for a dedicated bike lane. The sidewalks south of High Street still need to be upgraded.

A trail is slated to be constructed along Blaine Pike from the railroad tracks to the south city limits in 2021. A new sidewalk is slated to be constructed along Votaw Street from Commerce Street to the Walmart entrance in 2021. The sidewalk could be widened at a later date to accommodate bicyclists along Votaw Street.
A more detailed cost breakdown of each of the corridors is included in the appendix.

Finally, through survey comments and discussions with City staff and officials the need for a sidewalk on the east side of US 27 from the Oakwood Mobile Home Community to the existing sidewalk on US 27 should be added to the plan. Lots of pedestrian have been observed walking along the east side of US 27 with no sidewalks in place creating a dangerous situation. This sidewalk has been added to the map and plan.

Redkey


STATE ROUTE 67
ACTIVE RAILROAD
ACTIVE RAILROAD
BOYCE
SPENCER
SYCAMORE
ASH
PLUM
HOLMES
MAIN STREET
MAIN
OAK
HIGH
BURR
MARION
ELM
HIGH STREET
HIGH
CENTRAL
BELL
HARRISON
MOONEY
UNION
GEORGE
DELAWARE
MITCHELL
CHARLES
SHERMAN
ABANDONED RAILROAD
LOGAN
HARRISON
SHERIDAN
UNION
STATE ROUTE 1
GRANDVIEW
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Redkey Bicycle and Pedestrian Routes

Non-Motorized Path

Alternative Route Comparisons

17-Apr-18

Section No.	Item Description		Amount	Approx. Distance (ft)	Approx. Distance (miles)	$ per LF
C	Existing School Trail to SR 1 via High St	$	172,000	1,000	0.19	$ 172.00
B	Main St to Logan St via SR 1	$	180,600	2,100	0.40	$ 86.00
A	SR 67 to Harrison St via Main St	$	438,600	5,100	0.97	$ 86.00
	2018 dollars	$	791,200			
	Approx. Lft of Ped/Bike Corridor		8,200			
	Miles		2			
	Approx. Price per foot	$	96.49			
	3% per year escrow for re-construction	$	23,736			

Note: All prices based on estimated cost of construction for spring 2018 . Add 3-5% inflation per year beyond 2018. Unit prices are based on best information available. Given fluctuation in commodity prices such as petroleum products, plastics and steel may effect construction costs and are beyond engineer's control.

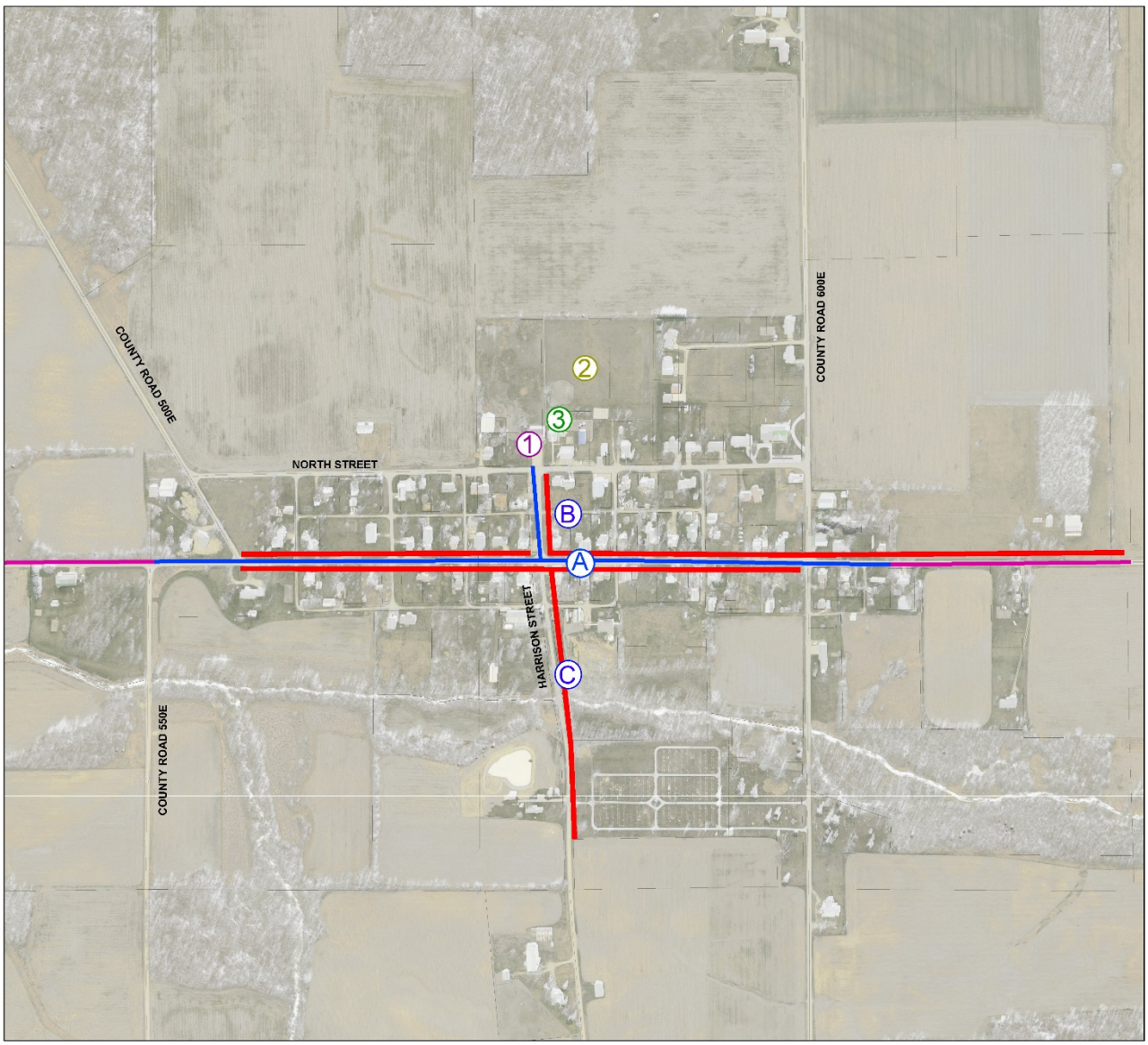
The previous cost summary is intended to give a brief overview for corridor segments A thru C. Included at the end of this section are detailed preliminary cost breakdowns for each corridor for constructing the complete non-motorized trail system in 2018 dollars. Cost estimates are based on typical cross-sections found in other corridor projects of similar scope, complexity and natural setting.

The most popular corridor identified was section C which connects the school trail to the Downtown and the Key Palace. The corridor will consist of wide concrete sidewalks on both side of the street.

The second most popular corridor identified was section B which connects the southside of town to the Downtown via the abandoned railroad corridor. The corridor will consist of a 10-foot wide asphalt trail. This corridor will eventually connect to Portland and Geneva and possibly further north as the Adams and Wells County trails develop further.

The final corridor identified was section A which connects the southside of town to the downtown via SR 1. The corridor will consist of a concrete sidewalk on both sides of the street. This corridor will allow better pedestrian access to the downtown, Key Palace, and the school.

Salamonia


COUNTY ROAD 600E
COUNTY ROAD 500E
NORTH STREET
HARRISON STREET
COUNTY ROAD 550E
1
2
3
A
B
C

Salamonia Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons

1-May-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.	Item Description		Amount	Approx. Distance (ft)	Approx. Distance (miles)		$ per LF
A	CR 550 E to east of CR 600 E via CR 400 S	$	197,800	2,300	0.44	$	86.00
B	North St to CR 400 E via Harrison St	$	20,400	400	0.08	$	51.00
C	CR 400 S to Cemetery via Harrison St	$	58,650	1,150	0.22	$	51.00
	2018 dollars	$	276,850				
	Approx. Lft of Ped/Bike Corridor		3,850				
	Miles		1				
	Approx. Price per foot	$	71.91				
	3% per year escrow for re-construction	$	8,306				

Note: All prices based on estimated cost of construction for spring 2018 . Add 3-5% inflation per year beyond 2018. Unit prices are based on best information available. Given fluctuation in commodity prices such as petroleum products, plastics and steel may effect construction costs and are beyond engineer's control.

The previous cost summary is intended to give a brief overview for corridor segments A thru C. Included at the end of this section are detailed preliminary cost breakdowns for each corridor for constructing the complete non-motorized trail system in 2018 dollars. Cost estimates are based on typical cross-sections found in other corridor projects of similar scope, complexity and natural setting.

The most popular corridor identified was section A which connects the west side of town to the east side of town. The corridor will consist of concrete sidewalks on both side of the street.

The second most popular corridor identified was section B which connects CR 400 East to the Town Hall, Fire Station and Park. The corridor will consist of a sidewalk on the east side of the street.

The final corridor identified was not on the original survey but identified through the “other” comments. This was identified as Section C. Section C which connects the town to the cemetery on the southside of town. The corridor will consist of a concrete sidewalk on the east side of the street.

SECTION 6: MAINTENANCE CONSIDERATIONS

Non-motorized facilities repair, maintenance and replacement should be included in a Capital Improvement Plan (CIP). The CIP is used as a tool to implement the Bicycle and Pedestrian Master Plan and assist in the financial planning.

Maintenance and Operations

The first step is to define who is to have primary responsibility for maintaining the non-motorized system. With a regular and systematic pavement management and sidewalk inspection program, field operations are the location where maintenance needs are identified and operations scheduled. Staff must monitor maintenance and operations expenditures for non-motorized efforts. The following broad areas define some of the primary functions of Field Operations:

Pavement and Sidewalk Maintenance is an ongoing responsibility to inventory and remedy deficiencies in the existing system. Within the County and local communities, local staff should address deficiencies such as crack sealing, pothole repair and minor resurfacing on an as-needed basis. The goal is to maintain surfaces in good condition. Sidewalk inspection assures sidewalks are compliant with the local standards and the requirements of ADA. Sidewalks that are cracked, displaced or otherwise not suitable are identified and adjacent property owners provided the opportunity to repair the problem.

Sweeping of bicycle paths and lanes to remove sand and gravel grit in the spring, leaves in fall and other debris during other times of the year are important to maintaining a high level of service to bicyclist and pedestrians. The local communities should look into how to best determine a proper schedule for non-motorized path sweeping, both from a foreign object removal and cost basis.

Typical Maintenance Costs (For a 1-Mile Paved Trail)	**2018 Dollars**
Drainage and storm channel maintenance (4 x/year)	$500.00
Sweeping/blowing debris off trail tread (20 x/year)	$1,200.00
Pick-up and removal of trash (20 x/year)	$1,200.00
Weed control and vegetation management (10 x/year)	$1,000.00
Mowing of 3-ft grass safe zone along trail (20 x/year)	$1,200.00
Minor repairs to trail furniture/safety features	$500.00
Maintenance supplies for work crews	$300.00
Equipment fuel and repairs	$600.00
Total Maintenance Costs Per Mile of Paved Trail $6,500.00	$6,500.00

Vegetation Management is necessary so that when riding in a bicycle lane along the side of a busy roadway or walking along a sidewalk, bicyclist and pedestrians will not need to duck to avoid low hanging branches or being hit or scraped by a branch. Maintenance staff must address these issues in response to stakeholder input. Often local agency work crews, with proper equipment, will address vegetative issues as they come across them throughout their community.

Pavement Markings with a new emphasis of providing on-road bicycle lanes creating a comprehensive on-road system, it is critically important to assure that proper lane markings, bicycle lane symbols and signage are maintained. Visible pavement markings assure all travelers recognize the area of the transportation corridor reserved for motorized, non-motorized or shared use. Each pavement marking has a different lifespan and depending on adjacent lane traffic, may be worn away faster quickly. Maintenance staff will continue to monitor and refresh pavement markings. Over time, the maintenance departments will seek the optimal cost and life cycle for this important component.

Snow Removal may discourage many from relying on non-motorized transportation; there are many citizens and workers that do rely on these systems year round. The local communities have a program to remove snow from its public streets. Additional attention is necessary to define the extent of the separate and exclusive right-of-way paths and develop a program for snow removal along those segments.

Planning racing or biking events will need to be coordinated with the County Commissioners or local officials. Any improvements or delayed maintenance activity requests will need to be made to the County Engineer or local Street Superintendents.

SECTION 7: FUNDING OPTIONS

There is a broad range of public funding and grant experience in the area of park & recreation and non-motorized transportation systems. We have worked with the IDNR and INDOT on many non-motorized trail projects as well as sidewalk and ADA accessibility projects. Once complete, this plan could then be referenced into and compliment either the Park & Recreation Plan, the Comprehensive Plan, or the plan's respective capital improvements schedules. This would then qualify funding applications for any designated phases of the pedestrian/bicycle corridor project to be submitted for IDNR recreation grants for the next five years. Below are funding programs that should be considered as possible matching fund sources for non-motorized path construction. Local match amounts required may vary from 20% to 50% of the total cost for your project to qualify and receive consideration for the various programs listed below.

A. INDOT Transportation Alternative Program (TAP)

INDOT sets aside 25% of their federal funds every year for local community projects. $5 million is specifically set aside for sidewalk improvements in rural communities. The total funding usually amounts to $80 to $100 million dollars annually to non-metropolitan areas. Communities applying for federal funds can have their engineering, right-of-way, land acquisition, construction, and construction engineering costs reimbursed 80% by the federal government. Federal-aid projects typically take 4 to 6 years from the application date to start of construction. One category in these federal funds is Transportation Alternative Projects which are projects that do not involve roadway or bridge construction. Transportation Alternate Projects are made up of the 11 categories below:

- Facilities for Pedestrian, Bicyclists and Other Non-Motorized Forms of Transportation
- Infrastructure Projects & Systems to Provide Safe Routes for Non-Drivers, Including Children, Older Adults and Individuals with Disabilities.
- Conversion of Abandoned Railroad Corridors to Trails for Pedestrians, Bicyclists or Other Non-Motorized Transportation Users.
- Construction of Turnouts, Overlooks or Other Viewing Areas.
- Inventory, Control or Removal of Outdoor Advertising.
- Historic preservation and Rehabilitation of Historic Transportation Facilities.
- Vegetation Management within Transportation Rights-of-Way to Improve Safety, Prevent or Control Invasive Species or Provide Erosion Control.
- Archaeological Activities Related to Impacts from Implementing Transportation Projects Eligible Under TAP.
- Environmental Mitigation, Including Pollution Prevention and Abatement, Mitigation for Storm Water Management, Pollution Abatement Due to Highway Runoff, or Activities to Reduce Vehicle-Caused Wildlife Mortality or Maintain Habitat Connectivity.
- Infrastructure Projects or Non-Infrastructure Activities Considered Eligible Under the Safe Routes to School Program.
- Planning, Design or Construction of Boulevards and other Roadways in the Rights-of-Way of Former Interstate System Routes or other Divided Highways.

The Transportation Alternative Project program represents an opportunity to improve Indiana's Intermodal transportation network and the quality of life in Indiana. Public response to the program has been overwhelming. INDOT will continue to ensure that these monies are fairly distributed geographically, jurisdictionally, and across the various program areas.

B. Bicentennial Nature Trust

The Indiana Department of Natural Resources Bicentennial Nature Trust (BNT) was established in 2012. It was created to preserve and protect important conservation and recreation areas throughout Indiana by matching donations of land or dollars. Property acquired with this fund will become part of the public trust to ensure that the land is protected for future generations of Hoosiers to use and enjoy.

The state has obligated $20 million in state funding to support the BNT and the Lilly Endowment contributed an additional $10 million grant.

Overview of Program Guidelines:

The BNT is designed to encourage local participation, so each project requires a $1:1 match. The match could be provided by the Community Foundation, local non-profit or philanthropic organizations, private or corporate donors, or a bargain sale.

To ensure availability of funds for a wide variety of projects in every corner of the state, a cap of $300,000 has been set for the BNT portion of an individual project.

BNT funds may only be used for the acquisition of land and cannot be used for design/planning capital improvements, stewardship, or programming.

The program is flexible to allow local ownership and management of acquired properties. In these instances, the state purchases a Conservation Easement to protect the property forever.

A BNT Project Committee composed of technical experts from the IDNR has been established to vet project proposals and make recommendations to the Bicentennial Commission for final approval. The committee meets quarterly. Submission deadlines are as follows:

- February 1
- May 1
- August 1
- November 1

Application Process:

Following these steps will help ensure your application is as strong as possible and maximize its chance of success:

Make preliminary contact with the BNT coordinator to discuss the project proposal and application process.

Approach the landowner. The project can only proceed if the landowner is a willing seller.

Establish a reasonable estimate of the purchase price. An appraisal is not required at time of application, but is often helpful. If the application is approved, the purchase price must be based on an appraisal by a Certified General (preferred) or Certified Residential Appraiser. The Professional Licensing Agency maintains a list of certified appraisers here. The cost of the appraisal and title work are the responsibility of the applicant.

Line up matching funds or negotiate a bargain sale. BNT funds must be matched at least $1:1. All match necessary to complete the transaction must be in place prior to application. A “pledge” or letter of intent from the matching entity is sufficient at this point. Note: The following items are not considered match: Costs associated with the acquisition, such as appraisals, surveys and title work; monetary or in-kind donations for the restoration or development of the acquired property; funds raised for stewardship of the acquired property.

Approach the local Community Foundation and county officials to request letters of support.

Submit the completed application ahead of the quarterly deadline. Provide a “scoring guide” addressing each item of the sample score sheet. Include a brief justification for each point. Note: Projects are scored subjectively by the IDNR Division Directors, and points are awarded at their discretion.

C. Land and Water Conservation Fund (LWCF)

What is the Land and Water Conservation Fund grant program?
Participation in outdoor recreation activities is expanding so rapidly that park agencies often face a real financial burden in attempting to provide enough facilities to keep up with the demand. The Land and Water Conservation Fund was passed by Congress in 1965 to assist eligible governmental units in the provision of new park areas.

The LWCF is a matching assistance program that provides grants for 50% of the cost for the acquisition and/or development of outdoor recreation sites and facilities. Since the program began, Indiana has received approximately $90 million in federal funds. The allocation usually is divided between Indiana Department of Natural Resources' projects and local government park projects depending on funding levels. Over $50 million has been provided to local agencies through the program. More than 30,000 acres of land have been acquired in Indiana with Land and Water Conservation Fund assistance for public outdoor recreation use and conservation.

Where are funds from?
The main source of funding for the LWCF grants comes from federal offshore oil lease revenues.

How is funding received?
Since the LWCF is a reimbursing program, the project sponsor does not receive the grant funds at the time of application approval. The sponsor must have the local matching 50% of the project cost available prior to the application. The sponsoring park and recreation board is reimbursed 50% of the actual costs of the approved project. In order to receive the money reserved for the project, a billing must be submitted to your grant coordinator that enables the participants to request the federal share of the cost incurred throughout the grant term.

What are local sources of funding? Local funding sources used to match the federal assistance may be derived from appropriations, tax levies, bond issues, force account labor, gifts, and donations of land, cash, labor, materials and equipment. Other federal funding sources cannot be used as the local share of a project, except revenue sharing, Community Development Act funds, and Farmers Home Administration loans.

Grant funding amounts.
The Land and Water Conservation Fund applicants may request amounts ranging from a minimum of $10,000 up to a maximum of $200,000. If any changes are made to the manual/application they will be posted by March 1. Applications are available online or upon request from the Division of Outdoor Recreation. The application is required to be submitted or post-marked by June 1.

Who is eligible?
Only park and recreation boards established under Indiana law are eligible. The park and recreation board must also have a current 5-year master plan for parks and recreation on file, approved at the Division of Outdoor Recreation.

Who administers the program?
Funds are provided through the National Park Service of the U.S. Department of the Interior, but the program is administered by the Indiana Department of Natural Resources' Division of Outdoor Recreation.

What types of projects may be funded?
Grant applications may consist of land acquisition and/or facility construction or renovation for local public parks for outdoor recreation. New parks or additions to existing parks may be funded.

The land acquisition or development may not be started until final approval is received from the Federal Government. All land to be developed must be controlled by the park board through direct ownership. Examples of types of projects include:

- Acquiring park or natural area
- Picnic areas
- Sports and playfields, such as playgrounds, ballfields, court facilities and golf courses
- Water oriented facilities for boating, swimming, and access to lakes, rivers and streams
- Natural areas and interpretive facilities
- Campgrounds
- Fishing and hunting areas
- Winter sports facilities
- Amphitheaters and bandstands
- Trails
- Outdoor natural habitat zoo facilities
- Roads, restrooms, utilities, park maintenance buildings
- Nature Centers

All facilities should be universally designed for persons with disabilities and the Park board's facilities, programs and activities must be open to the public without discrimination on the basis of race, color, national, origin, age or disability.

D. Recreational Trails Program (RTP) Grant Program

What is the Recreational Trails grant program?
The Recreational Trails Program is a matching assistance program that provides funding for the acquisition and/or development of multi-use recreational trail projects. Both motorized and non-motorized projects may qualify for assistance. The assistance program is sponsored by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Where are funds from?
The RTP funding represents a portion of the revenue received by the Federal Highway Trust Fund from the federal motor fuel excise tax paid by users of off-road recreational vehicles such as snowmobiles, off-road motorcycles, all-terrain vehicles, and off-road light trucks. These monies are made available from Indiana's share of funds from the Fixing America's Surface Transportation (FAST) as a set-aside of the new Transportation Alternatives Program (TAP) (23 U.S.C. 213).

How is funding received?
The project sponsor will not receive a cash grant at the time of project approval. Instead, the sponsor must pay the bills and then be reimbursed for a maximum of 80% of the expenses incurred for the project according to the terms of the project agreement. Reimbursement is not permitted for work that takes place prior to project approval.

What are local sources of funding?
At the time of application the project sponsor must have at least 20% of the total project cost available. The local share may include tax sources, bond issues, Community Development Funds, Farmers Home Administration Loans, or force account contributions. The donated value of land, cash, labor, equipment and materials may also be used.

Grant funding amounts.
The Indiana RTP will provide 80% matching reimbursement assistance for eligible projects. Applicants may request grant amounts ranging from a minimum of $10,000 up to a maximum of $200,000. Applications are available online or from the Division of Outdoor Recreation. If any changes are made to the manual/application they will be posted by Feb. 1. Applications are due back in our office by May 1.

Who is eligible?
All units of government and agencies incorporated as not-for-profit corporations are eligible to participate.

Grant funding amounts.
The Indiana RTP will provide 80% matching reimbursement assistance for eligible projects. Applicants may request grant amounts ranging from a minimum of $10,000 up to a maximum of $200,000. Applications are available online or from the Division of Outdoor Recreation. If any changes are made to the manual/application they will be posted by Feb. 1. Applications are due back in our office by May 1.

Who is eligible?
All units of government and agencies incorporated as not-for-profit corporations are eligible to participate.

Who administers the program?
The Governor of Indiana has designated the Indiana Department of Natural Resources through its Division of Outdoor Recreation to administer the program.

What types of projects may be funded?
Projects will be eligible if they provide public access to trails. Funds from RTP can be used for:

- Development and rehabilitation of trailside, trailhead facilities, and trail linkages
- Construction of multi-use trails
- Acquisition of easement or property for trails
- Operation of educational programs to promote safety and environmental protection related to trails (limited to 5% of State's funds)
- Providing stream and river access sites
- Construction of bridges, boardwalks and crossings
- Signage
- Building of sanitary facilities and other support facilities (e.g., water fountains, etc.)

All facilities should be universally designed to accommodate all people. Facilities, programs and activities funded through this program must be open to the public without discrimination on the basis of race, color, national, origin, age or disability.

Window for submitting applications opens January 1 and closes May 1 every year.

E. Community Crossing Matching Grant (CCMG) Program

July 1st 2017, Indiana passed a 10 cent per gallon gas tax increase and added various fees for cars to increase revenues for INDOT and local community pavement preservation projects. Communities under 10,000 in population and counties under 50,000 in population can apply for a 75/25 pavement resurfacing or reconstruction grant. Sidewalks, drainage, and ADA ramps can also be replaced or upgraded as part of the pavement rehabilitation project.

As communities upgrade their infrastructure along roadways, sidewalks can be made more accessible, repaired, or replaced. Many communities in Jay County utilize these funds for paving, but need to look into incorporating new sidewalk, repairs and upgrade into the grant application.

F. INDOT Notice of Funding Availability (NOFA) for Federal-Aid Projects

Every year INDOT allocates up to $100 million dollars for local communities for funding Road Reconstruction projects (Group 3), Highway Safety Improvements Projects (HSIP), and Transportation Alternative Projects (TAP) which includes trails and sidewalks. The TAP projects are funded 80% by the federal government and 20% by the local government. The funding includes preliminary engineering, land acquisition, construction, and construction inspection. These projects are usually funded over a four-year period.

Historically TAP funds have been easy to acquire for sidewalk and ADA upgrade projects. Trails with land acquisition requirements have been more difficult to acquire funding for.

G. Local Funding

All communities have the ability to request more funding for parks or shift general revenue funds to parks and trails. Larger communities have been known to issue infrastructure bonds with sidewalk and trail construction as some of the funded projects.

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DNR RTP Grant Information https://www.in.gov/dnr/outdoor/4101.htm

APPENDIX A – PRELIMINARY COST ESTIMATES

Bryant Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons-Revised
10-May-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.		Item Description	Unit	Estimated Quantity	Unit Price	Amount
A		**Eastside to Westside via Main Street**				
	1	On-grade 5' wide sidewalk on both sides	lft	2550	$86.00	$219,300.00
					Total	**$219,300.00**
B		**Southside to SR 18 via west side of US 27**				
	1	On-grade 5' wide sidewalk on one side	lft	2850	$51.00	$145,350.00
					Total	**$145,350.00**
C		**Downtown via Blackcat Alley to Hoffman St.**				
	1	On-grade 10' wide Bituminous path	lft	3525	$99.40	$350,385.00
					Total	**$350,385.00**

Dunkirk Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons-Revised
29-Mar-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.		Item Description	Unit	Estimated Quantity	Unit Price	Amount
A		**Trails in the Park via Speedcat and Mt Auburn Avenue**				
	1	On-grade 10' wide Bituminous path	lft	2310	$99.40	$229,614.00
					Total	**$229,614.00**
B		**SR 167 to the Park via Mt Auburn Avenue**				
	1	On-grade 5' wide sidewalk on both sides	lft	1800	$86.00	$154,800.00
					Total	**$154,800.00**
D		**SR 167 to Haskell Rd via Highland Ave**				
	1	On-grade 5' wide sidewalk on both sides	lft	2650	$86.00	$227,900.00
					Total	**$227,900.00**
C		**Highland Ave to Mt Auburn Ave via Haskell Rd**				
	1	On-grade 10' wide Bituminous path	lft	1850	$99.40	$183,890.00
					Total	**$183,890.00**
E		**Angle St to SR 167 via Blackford Ave**				
	1	On-grade 5' wide sidewalk on one side	lft	2540	$51.00	$129,540.00
	2	12' wide boardwalk with rails	lft	100	$699.24	$69,924.00
					Total	**$199,464.00**
F		**Blackford Ave to Short St via Angle St**				
	1	On-grade 5' wide sidewalk on one side	lft	2300	$51.00	$117,300.00
	2	Railroad Crossing	ea.	1	$100,000.00	$100,000.00
					Total	**$217,300.00**
G		**Highland Ave to RR Tracks via Meridian St**				
	1	On-grade 5' wide sidewalk on both sides	lft	1410	$86.00	$121,260.00
	2	Railroad Crossing	ea.	1	$100,000.00	$100,000.00
					Total	**$221,260.00**
J		**Meridian St to SR 167 via RR Tracks**				
	1	On-grade 10' wide Bituminous path	lft	630	$99.40	$62,622.00
					Total	**$62,622.00**
I		**Angle St to Meridian St via RR Tracks**				
	1	On-grade 10' wide Bituminous path	lft	1500	$99.40	$149,100.00
					Total	**$149,100.00**
M		**SR 167 to Hoover St via Center St**				
	1	On-grade 5' wide sidewalk on both sides	lft	2500	$86.00	$215,000.00
					Total	**$215,000.00**
H		**RR Tracks to Short St via Meridian St**				
	1	On-grade 5' wide sidewalk on both sides	lft	1620	$86.00	$139,320.00
					Total	**$139,320.00**
L		**Highland Ave to Eaton Pike via SR 167**				
	1	On-grade 5' wide sidewalk on both sides	lft	6230	$86.00	$535,780.00
	2	On-grade 5' wide sidewalk on one side	lft	300	$51.00	$15,300.00
	3	Pedestrian Bridge - Prefabricated	lft	50	$1,600.00	$80,000.00
					Total	**$631,080.00**
K		**Angle St to SR 167 via Short St**				

	1	On-grade 5' wide sidewalk on both sides	lft	1130	$86.00	$97,180.00
					Total	**$97,180.00**

P **Mt Auburn Ave to Washington St via Hoover St**

	1	On-grade 10' wide Bituminous path	lft	2070	$99.40	$205,758.00
					Total	**$205,758.00**

O **SR 167 to Hoover St via Grand St**

	1	On-grade 5' wide sidewalk on both sides	lft	3300	$86.00	$283,800.00
					Total	**$283,800.00**

N **SR 167 to Madison St via Washington St**

	1	On-grade 5' wide sidewalk on both sides	lft	1175	$86.00	$101,050.00
					Total	**$101,050.00**

Jay County Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons-Revised
11-May-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.		Item Description	Unit	Estimated Quantity	Unit Price	Amount
B		**Portland to County Line via Abandoned RR/Utility Corridor**				
	1	On-grade 10' wide Bituminous path on Existing RR Bed	lft	47650	$88.92	$4,237,038.00
					Total	**$4,237,038.00**
C		**Portland to Fort Recovery via Abandoned RR Corridor**				
	1	On-grade 10' wide Bituminous path on Existing RR Bed	lft	43500	$88.92	$3,868,020.00
					Total	**$3,868,020.00**
A		**Loblolly Marsh Preserve to Bryant via CR 650 N and CR 250 W**				
	1	On-grade 10' wide Bituminous path	lft	27800	$99.40	$2,763,320.00
					Total	**$2,763,320.00**
D		**Portland to Fort Recovery via CR 200 South**				
	1	On-grade 10' wide Bituminous path	lft	47000	$99.40	$4,671,800.00
					Total	**$4,671,800.00**
G		**Portland to Redkey via Mt Pleasant Rd and CR 600 S**				
	1	On-grade 10' wide Bituminous path	lft	53100	$99.40	$5,278,140.00
					Total	**$5,278,140.00**
F		**Portland to Redkey via US 67**				
	1	On-grade 10' wide Bituminous path	lft	45000	$99.40	$4,473,000.00
					Total	**$4,473,000.00**
E		**Portland to Salamonia via CR 400 South**				
	1	On-grade 10' wide Bituminous path	lft	35400	$99.40	$3,518,760.00
					Total	**$3,518,760.00**
I		**Dunkirk to Redkey via Active RR Corridor**				
	1	On-grade 10' wide Bituminous path	lft	15300	$99.40	$1,520,820.00
					Total	**$1,520,820.00**
H		**Blackford Co to Dunkirk via Abandoned RR Corridor**				
	1	On-grade 10' wide Bituminous path on Existing RR Bed	lft	7650	$88.92	$680,238.00
					Total	**$680,238.00**
J		**Redkey to Ridgeville via Abandoned RR Corridor**				
	1	On-grade 10' wide Bituminous path on Existing RR Bed	lft	28000	$88.92	$2,489,760.00
					Total	**$2,489,760.00**
K		**Portland to Pennville via CR 200 South**				
	1	On-grade 10' wide Bituminous path	lft	5400	$99.40	$536,760.00
					Total	**$536,760.00**

Pennville Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons-Revised
29-Mar-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.		Item Description	Unit	Estimated Quantity	Unit Price	Amount
B		**Elementary School to SR 1 via Maple St**				
	1	On-grade 5' wide sidewalk on one side	lft	800	$51.00	$40,800.00
					Total	**$40,800.00**
A		**Illinois St to South St via SR 1**				
	1	On-grade 5' wide sidewalk on both sides	lft	4300	$86.00	$369,800.00
					Total	**$369,800.00**
D		**SR 1 to Broadway St via Main St**				
	1	On-grade 5' wide sidewalk on one side	lft	1000	$51.00	$51,000.00
					Total	**$51,000.00**
C		**SR 1 to Broadway St via North St**				
	1	On-grade 5' wide sidewalk on one side	lft	1100	$51.00	$56,100.00
					Total	**$56,100.00**
I		**SR 1 to Town Park via Pleasant, Broad, Maple, Inv, Lagro, Broadway St**				
	1	On-grade 5' wide sidewalk on one side	lft	1425	$51.00	$72,675.00
	2	On-grade 5' wide sidewalk on both sides	lft	1125	$86.00	$96,750.00
					Total	**$169,425.00**
E		**2nd St to Main St via South, Harrison, and Washington St**				
	1	On-grade 5' wide sidewalk on one side	lft	1700	$51.00	$86,700.00
	2	On-grade 5' wide sidewalk on both sides	lft	1150	$86.00	$98,900.00
					Total	**$185,600.00**
F		**South St to Washington St via 2nd St**				
	1	On-grade 5' wide sidewalk on both sides	lft	1100	$86.00	$94,600.00
					Total	**$94,600.00**
G		**2nd St to SR 1 via Washington and South St**				
	1	On-grade 5' wide sidewalk on one side	lft	600	$51.00	$30,600.00
	2	On-grade 5' wide sidewalk on both sides	lft	400	$86.00	$34,400.00
					Total	**$65,000.00**
H		**Illinois St/SR 1 via Illinois, Meridian, and Main St**				
	1	On-grade 5' wide sidewalk on one side	lft	3450	$51.00	$175,950.00
					Total	**$175,950.00**

Portland Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons-Revised
29-Mar-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.		Item Description	Unit	Estimated Quantity	Unit Price	Amount
D		**US 27 to Walmart and Hospital via Industrial Dr, Franklin, Lafayette, Creagor Ave, Easement behind and next to businesses, and SR 26**				
	1	On-grade 5' wide sidewalk on one side	lft	1700	$51.00	$86,700.00
	2	On-grade 8' wide sidewalk on one side	lft	950	$86.00	$81,700.00
	3	On-grade 10' wide Bituminous path	lft	5350	$88.92	$475,722.00
					Total	**$644,122.00**
F		**East Elementary School to Jay Co High School via Water and Tyson St**				
	1	On-grade 8' wide sidewalk on one side	lft	8800	$86.00	$756,800.00
					Total	**$756,800.00**
B		**Morton St to Water St via North, Moose Easement, SR 26, and Charles St**				
	1	On-grade 5' wide sidewalk on one side	lft	3950	$51.00	$201,450.00
	2	On-grade 5' wide sidewalk on both sides	lft	6650	$86.00	$571,900.00
	3	On-grade 10' wide Bituminous path	lft	475	$88.92	$42,237.00
					Total	**$815,587.00**
A		**Judge Haynes Elementary to Native American Grounds via High, Ship, River Rd, Jack, Pierce, North, and Morton St**				
	1	On-grade 5' wide sidewalk on one side	lft	3800	$51.00	$193,800.00
	2	On-grade 5' wide sidewalk on both sides	lft	2250	$86.00	$193,500.00
	3	On-grade 8' wide sidewalk on one side	lft	1300	$86.00	$111,800.00
	4	On-grade 10' wide Bituminous path	lft	3050	$88.92	$271,206.00
					Total	**$770,306.00**
I		**Water St to Memorial Park and 7th St via Western Ave and easement around Memorial Park**				
	1	On-grade 5' wide sidewalk on both sides	lft	2650	$86.00	$227,900.00
	2	On-grade 10' wide Bituminous path	lft	3100	$88.92	$275,652.00
					Total	**$503,552.00**
C		**Native American Grounds to Milton-Miller Park via Lincoln, Utility Easement, Wayne, and Lafayette St**				
	1	On-grade 5' wide sidewalk on one side	lft	2150	$51.00	$109,650.00
	2	On-grade 10' wide Bituminous path	lft	5700	$88.92	$506,844.00
					Total	**$616,494.00**
H		**Industrial Dr to Seventh St via US 27**				
	1	On-grade 5' wide sidewalk on both sides	lft	0	$86.00	$0.00
					Total	**$0.00**
E		**Ben Hawkins St to Wayne St via Lincoln St**				
	1	On-grade 5' wide sidewalk on one side	lft	950	$51.00	$48,450.00
					Total	**$48,450.00**
M		**Blaine Pk to Boundary Pk via 7th St**				
	1	On-grade 5' wide sidewalk on one side	lft	4500	$86.00	$387,000.00
					Total	**$387,000.00**
G		**Ben Hawkins to Wayne St via Lincoln St**				
	1	On-grade 5' wide sidewalk on one side	lft	950	$51.00	$48,450.00
	2	On-grade 10' wide Bituminous path	lft	5700	$88.92	$506,844.00
					Total	**$555,294.00**
J		**Lafayette St to Votaw St via Wayne St**				

	1	On-grade 5' wide sidewalk on one side	lft	2200	$51.00	$112,200.00
					Total	**$112,200.00**

L **Water St to 7th St via Wayne St**

	1	On-grade 5' wide sidewalk on one side	lft	2650	$51.00	$135,150.00
					Total	**$135,150.00**

K **Morton St to Creagor Ave via Votaw St**

	1	On-grade 8' wide sidewalk on one side	lft	4650	$86.00	$399,900.00
					Total	**$399,900.00**

Redkey Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons-Revised
17-Apr-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.		Item Description	Unit	Estimated Quantity	Unit Price	Amount
C		**Existing School Trail to SR 1 via High St**				
	1	On-grade 10' wide sidewalk on both sides	lft	1000	$172.00	$172,000.00
					Total	**$172,000.00**
B		**Main St to Logan St via SR 1**				
	1	On-grade 5' wide sidewalk on both sides	lft	2100	$86.00	$180,600.00
					Total	**$180,600.00**
A		**SR 67 to Harrison St via Main St**				
	1	On-grade 5' wide sidewalk on both sides	lft	5100	$86.00	$438,600.00
					Total	**$438,600.00**

Salamonia Bicycle and Pedestrian Routes
Non-Motorized Path
Alternative Route Comparisons-Revised
1-May-18

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Section No.		Item Description	Unit	Estimated Quantity	Unit Price	Amount
A		**CR 550 E to east of CR 600 E via CR 400 S**				
	1	On-grade 5' wide sidewalk on both sides	lft	2300	$86.00	$197,800.00
					Total	**$197,800.00**
B		**North St to CR 400 E via Harrison St**				
	1	On-grade 5' wide sidewalk on one side	lft	400	$51.00	$20,400.00
					Total	**$20,400.00**
C		**CR 400 S to Cemetery via Harrison St**				
	1	On-grade 5' wide sidewalk on one side	lft	1150	$51.00	$58,650.00
					Total	**$58,650.00**

APPENDIX B – GLOSSARY OF TERMS

Within this document there are a number of terms that may be unfamiliar to many people. The following is a brief glossary of some of the transportation terms that are found in this document:

AASHTO – American Association of State Highway & Transportation Officials.

Bicycle Quality/Level of Service (Bike Q/LOS) – a model for evaluating the perceived safety and comfort of bicycling in a roadway based on conditions within the road (not surrounding land uses) expressed as a letter grade with "A" being best and "F" being worst.

Bike Lane – a portion of the roadway designated for bicycle use. Pavement striping and markings sometimes accompanied with signage are used to delineate the lane.

Bike Route – is a designation that can be applied to any type of bicycle facility. It is intended as an aid to help bicyclists find their way to a destination where the route is not obvious.

Bulb-outs – See Curb Extensions

Clear Zones – area free of obstructions around roads and Shared-use Paths, and Walkways.

Clearance Interval – is the flashing "Don't Walk" or flashing "Red Hand" phase of pedestrian signals. It indicates to pedestrians that they should not begin to cross the street. A correctly timed clearance interval allows a pedestrian who entered the crosswalk during the "Walk" phase to finish crossing the street at an unhurried pace.

Crossing Islands – a raised median within a roadway typically set between opposing directions of traffic that permits pedestrians to cross the roadway in two stages. A crossing island may be located at signalized intersections and at unsignalized crosswalks. These are also known as **Refuge Islands.**

Crosswalk – the area of a roadway that connects sidewalks on either side at an intersection of roads (whether marked or not marked) and other locations distinctly indicated for pedestrian crossings by pavement markings.

Curb Extensions – extending the curb out at intersections in order to minimize pedestrian crossing distance, also known as **Bulb-outs**.

Dispersed Crossing – where pedestrians typically cross the road at numerous points along the roadway, rather than at an officially marked crosswalk.

Fines – finely crushed gravel 3/8" or smaller. The fines may be loosely applied or bound together with a stabilizing agent.

E-Bike – a bicycle that is propelled by an electric motor and/or peddling.

Inside Lane – the travel lane adjacent to the center of the road or the Center Turn Lane.

Ladder Style Crosswalk – a special emphasis crosswalk marking where 1' to 2' wide white pavement markings are placed perpendicular to the direction of a crosswalk to clearly identify crosswalk.

Lateral Separation – horizontal distance separating one use from another (pedestrians from cars, for example) or motor vehicles from a fixed obstruction such as a tree.

Leading Pedestrian Interval – is a traffic signal phasing approach where the pedestrian "Walk" phase precedes the green light going in the same direction by generally 4 to 5 seconds.

Level of Service (LOS) – a measurement of the motor vehicle flow of a roadway expressed by a letter grade with “A” being best or free flowing and “F” being worst or forced flow/heavily congested. Also see Bicycle Level of Service and Pedestrian Level of Service.

Long-term Plan – reflects the vision of the completed non-motorized system. Some improvements may require the reconstruction of existing roadways, the acquisition of new right-of-way, or significant capital investments.

Mid-block Crossings – locations that have been identified based on land uses, bus stop locations and the difficulty of crossing the street as probable candidates for Mid-block Crosswalks. Additional studies will need to be completed for each study to determine the ultimate suitability as a crosswalk location and appropriate solution to address the demand to cross the road.

Mid-block Crosswalk – a crosswalk where motorized vehicles are not controlled by a traffic signal or stop sign. At these locations, pedestrians wait for a gap in traffic to cross the street, motorists are required to yield to a pedestrian who is in the crosswalk (but not if the pedestrian is on the side of the road waiting to cross).

MMUTCD – Michigan Manual of Uniform Traffic Control Devices. This document is based on the National Manual of Uniform Traffic Control Devices (MUTCD). It specifics how signs, pavement markings and traffic signals are to be used. The current version is the 2005 MMUTCD, it was adopted on August 15, 2005 and is based on the 2003 National MUTCD.

Mode-share / Mode split – the percent of trips for a particular mode of transportation relative to all trips. A mode-share / mode split may be for a particular type of trip such as home-to-work.

Mode – distinct types of transportation (cars, bicycles and pedestrians are all different modes of travel).

MVC – Michigan Vehicle Code, a state law addressing the operation of motor vehicles and other modes of transportation.

Near-term Opportunities – are improvements that may generally be done with minimal changes to existing roadway infrastructure. They include road re-striping projects, paved shoulders, new sidewalks and crossing islands. In general, existing curbs and drainage structures are not changed.

Out-of-Direction Travel – travel in an out-of-the-way, undesirable direction.

Outside Lane – lane closest to the side of the road.

Pedestrian Desire Lines – preferred pedestrian direction of travel.

Pedestrian Quality/Level of Service (Ped. Q/LOS) – a model for evaluating the perceived safety and comfort of the pedestrian experience based on conditions within the road ROW (not surrounding land uses) expressed as a letter grade with “A” being best and “F” being worst.

Refuge Islands – see Crossing Islands

Roundabouts – yield-based circular intersections that permit continuous travel movement.

Shared Roadway – where bicycles and vehicles share the roadway without any portion of the road specifically designated for the bicycle use. Shared Roadways may have certain undesignated accommodations for bicyclists such as wide lanes, paved shoulders, and/or low speeds.

Shared Use Path – a wide pathway that is separate from a roadway by the minimum an open unpaved space or barrier or located completely away from a roadway. A Shared Use Path is shared by bicyclists and pedestrians. There are numerous sub-types of Shared Use Paths including Sidewalk Bikeways that have unique characteristics and issues. An example of a Shared Use Path would be the Gallup Park Path.

Shy Distance – the distance that pedestrians, bicyclists and motorists naturally keep between themselves and a vertical obstruction such as a wall or curb.

Sidewalk Bikeways – a specific type of Shared Use Path that parallels a roadway generally within the road right-of-way. This is also known as a **Sidepath**.

Signalized Crosswalk – a crosswalk where motor vehicle and pedestrian movements are controlled by traffic signals. These are most frequently a part of a signalized roadway intersection but a signal may be installed solely to facilitate pedestrians crossings. Signalized crosswalks installed solely for pedestrians must meet MMUTCD warrants.

Speed Table – raised area across the road with a flat top to slow traffic.

Splitter Islands – crossing islands leading up to roundabouts that offer a haven for pedestrians and that guide and slow the flow of traffic.

UTC – Uniform Traffic Code, is a set of laws that can be adopted by municipalities to become local law that address the operation of motor vehicles and other modes of transportation. The UTC is a complementary set of laws to the MVC.

Yield Lines – a row of triangle shaped pavement markings placed on a roadway to signal to vehicles the appropriate place to yield right-of-way. This is a new pavement marking that is used in conjunction with the new “Yield to Pedestrians Here” sign in advance of marked crosswalks.

APPENDIX C – SURVEY RESULTS

Q1 Today's Date:

Answered: 206 Skipped: 7

#	RESPONSES	DATE
1	3-15-18	4/3/2018 2:09 PM
2	3-16-18	4/3/2018 2:00 PM
3	3-20-18	4/3/2018 1:52 PM
4	3-12-18	4/3/2018 1:49 PM
5	3-29-18	3/29/2018 12:11 PM
6	3-17-18	3/20/2018 11:11 AM
7	3-17-18	3/20/2018 11:07 AM
8	3-16-18	3/20/2018 11:03 AM
9	March 12, 2018	3/19/2018 1:11 PM
10	3/13/18	3/19/2018 12:59 PM
11	3-14-18	3/19/2018 12:57 PM
12	3-13-18	3/19/2018 12:43 PM
13	3/13/18	3/19/2018 12:39 PM
14	3/13/18	3/19/2018 12:37 PM
15	3/13/18	3/19/2018 10:50 AM
16	March 13, 2018	3/19/2018 10:46 AM
17	3-16-18	3/19/2018 10:41 AM
18	3-13-18	3/19/2018 10:35 AM
19	3-14-18	3/19/2018 10:30 AM
20	3/16/18	3/19/2018 10:24 AM
21	3-16-18	3/19/2018 10:22 AM
22	2/27/18	3/19/2018 10:16 AM
23	3-13-18	3/19/2018 10:10 AM
24	3/13/18	3/19/2018 10:08 AM
25	3/12/18	3/19/2018 9:56 AM
26	March 17, 2018	3/17/2018 7:54 AM
27	3-16-2018	3/16/2018 10:06 AM
28	march 15,2018	3/15/2018 7:11 PM
29	March 15, 2018	3/15/2018 4:02 PM
30	March 15, 2018	3/15/2018 3:51 PM
31	3/15/18	3/15/2018 12:55 PM
32	03/14/2018	3/14/2018 11:28 PM
33	3-14-2018	3/14/2018 10:17 PM
34	3/14/18	3/14/2018 9:01 PM
35	3/14/2018	3/14/2018 8:28 PM
36	03.14.2018	3/14/2018 5:53 PM
37	March 14 2018	3/14/2018 3:59 PM
38	3/4/18	3/14/2018 11:23 AM
39	3/14/18	3/14/2018 11:15 AM
40	3/7/18	3/14/2018 11:15 AM
41	3/7/18	3/14/2018 11:13 AM
42	3/7/18	3/14/2018 11:01 AM
43	3/3/18	3/14/2018 10:56 AM
44	3/10/18	3/14/2018 10:53 AM
45	3/10/18	3/14/2018 10:45 AM
46	2/22/18	3/14/2018 10:18 AM
47	3/7/18	3/14/2018 10:12 AM
48	3/8/2018	3/14/2018 10:06 AM
49	3-7-2018	3/14/2018 10:04 AM
50	3-10-18	3/14/2018 10:00 AM
51	2/10/18	3/14/2018 9:53 AM
52	MARCH 14, 2018	3/14/2018 9:13 AM
53	3-14-2018	3/14/2018 8:38 AM
54	3/13/2018	3/13/2018 5:24 PM
55	03/13/2018	3/13/2018 3:15 PM

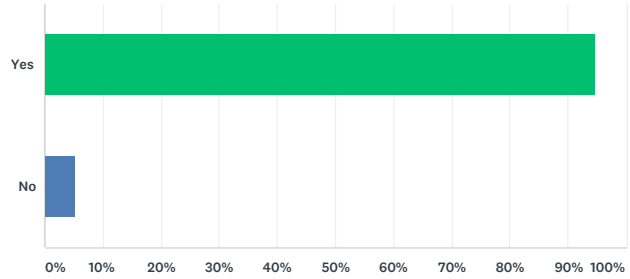
56	March 13th, 2018	3/13/2018 12:39 PM
57	3-13-2018	3/13/2018 12:05 PM
58	March 12, 2018	3/12/2018 9:32 PM
59	March 12, 2018	3/12/2018 8:37 PM
60	3-12-18	3/12/2018 9:46 AM
61	3-12-18	3/12/2018 9:18 AM
62	3/12/18	3/12/2018 9:07 AM
63	3/12/18	3/12/2018 9:01 AM
64	3/12/18	3/12/2018 9:00 AM
65	03/12/2018	3/12/2018 8:42 AM
66	03/11/18	3/11/2018 3:48 PM
67	3 10 18	3/10/2018 10:20 PM
68	3/10/2018	3/10/2018 9:54 PM
69	3/10/18	3/10/2018 9:34 PM
70	3/10/2018	3/10/2018 8:50 PM
71	March10 2018	3/10/2018 4:22 PM
72	3/11/2018	3/10/2018 3:52 PM
73	3/10/18	3/10/2018 10:35 AM
74	3-10-18	3/10/2018 9:59 AM
75	3/8/18	3/10/2018 12:31 AM
76	March 9, 2018	3/9/2018 11:54 PM
77	3/9/18	3/9/2018 11:53 PM
78	March 9, 2018	3/9/2018 10:22 PM
79	3/08/2018	3/9/2018 9:33 PM
80	3-9-18	3/9/2018 8:34 PM
81	3/9/18	3/9/2018 7:57 PM
82	3/8/18	3/9/2018 6:48 PM
83	3/09/18	3/9/2018 5:07 PM
84	March 9, 2018	3/9/2018 4:27 PM
85	3-9-18	3/9/2018 3:47 PM
86	March 9, 2018	3/9/2018 3:36 PM
87	March 9, 2018	3/9/2018 3:09 PM
88	3/9/18	3/9/2018 11:04 AM
89	March 8, 2018	3/8/2018 10:48 PM
90	March 8, 2018	3/8/2018 9:06 PM
91	March 8, 2018	3/8/2018 7:49 PM
92	3/1/18	3/8/2018 5:33 PM
93	3/7/18	3/8/2018 5:30 PM
94	2/25/18	3/8/2018 5:20 PM
95	03/07/2018	3/8/2018 2:18 PM
96	03/08/2018	3/8/2018 10:20 AM
97	03/08/2018	3/8/2018 10:07 AM
98	3/8/18	3/8/2018 9:27 AM
99	march 8	3/8/2018 12:29 AM
100	3/7/2018	3/7/2018 7:52 PM
101	Mar 7,2018	3/7/2018 3:04 PM
102	3-7-18	3/7/2018 10:30 AM
103	3-7-18	3/7/2018 10:23 AM
104	3-7-18	3/7/2018 10:22 AM
105	3-7-18	3/7/2018 10:22 AM
106	3/7/18	3/7/2018 10:20 AM
107	3-7-18	3/7/2018 10:20 AM
108	3-7-18	3/7/2018 10:20 AM
109	3-7-18	3/7/2018 10:20 AM
110	3-7-18	3/7/2018 10:19 AM
111	3-7-18	3/7/2018 10:19 AM
112	3-7-18	3/7/2018 10:18 AM
113	3-7-18	3/7/2018 10:16 AM
114	3-7-18	3/7/2018 10:15 AM
115	3-7-18	3/7/2018 10:14 AM
116	3-7-18	3/7/2018 10:14 AM

117	3-7-18	3/7/2018 10:13 AM
118	3-7-18	3/7/2018 10:13 AM
119	3-7-18	3/7/2018 10:12 AM
120	3-7-18	3/7/2018 10:11 AM
121	3-7-18	3/7/2018 10:09 AM
122	3-7-18	3/7/2018 9:45 AM
123	2/20/18	3/6/2018 5:47 PM
124	2/13/18	3/6/2018 5:41 PM
125	February 28, 2018	2/28/2018 4:07 PM
126	02/25/2018	2/25/2018 6:43 PM
127	1-30-18	2/23/2018 2:33 PM
128	2-11-18	2/23/2018 2:26 PM
129	1-30-18	2/23/2018 2:20 PM
130	February 22, 2018	2/22/2018 6:23 PM
131	2/15/15	2/22/2018 4:29 PM
132	2/13/18	2/22/2018 4:24 PM
133	2/15/18	2/22/2018 4:19 PM
134	2/15/18	2/22/2018 4:14 PM
135	1-30-18	2/22/2018 3:20 PM
136	1-31-18	2/22/2018 3:10 PM
137	January	2/22/2018 3:04 PM
138	2-1-18	2/22/2018 2:58 PM
139	1-29-18	2/22/2018 2:56 PM
140	2-8-18	2/22/2018 2:49 PM
141	2/4/18	2/21/2018 11:05 AM
142	2/4/18	2/21/2018 11:03 AM
143	2/2/18	2/21/2018 10:39 AM
144	2/2/18	2/21/2018 10:34 AM
145	1/31/18	2/21/2018 10:20 AM
146	1/31/18	2/21/2018 10:10 AM
147	2/20/18	2/20/2018 6:00 PM
148	feb 20, 2018	2/20/2018 3:46 PM
149	2/15/18	2/20/2018 3:42 PM
150	2/15/18	2/20/2018 3:32 PM
151	2/3/18	2/20/2018 3:20 PM
152	02/02/18	2/20/2018 3:09 PM
153	02/02/2018	2/20/2018 3:05 PM
154	02/03/2018	2/20/2018 2:55 PM
155	2/20/18	2/20/2018 12:18 PM
156	Feb 20 2018	2/20/2018 11:35 AM
157	02/20/2018	2/20/2018 9:49 AM
158	2/20/18	2/20/2018 7:02 AM
159	2/19/2018	2/20/2018 2:42 AM
160	2/19/18	2/19/2018 9:50 PM
161	2/19/18	2/19/2018 9:41 PM
162	2/19/18	2/19/2018 8:13 PM
163	2/19/2018	2/19/2018 7:34 PM
164	2/19/2018	2/19/2018 7:27 PM
165	02/19/2018	2/19/2018 6:23 PM
166	2/19/2018	2/19/2018 6:22 PM
167	2/19/18	2/19/2018 5:57 PM
168	2/19/18	2/19/2018 5:52 PM
169	2/19/2018	2/19/2018 5:19 PM
170	2/19/18	2/19/2018 5:16 PM
171	FEBRUARY 19, 2018	2/19/2018 5:15 PM
172	2/19/18	2/19/2018 4:42 PM
173	Feb 2018	2/19/2018 4:22 PM
174	February 19, 2018	2/19/2018 4:19 PM
175	2/19/18	2/19/2018 4:11 PM
176	2/19/2018	2/19/2018 2:34 PM
177	2/19/18	2/19/2018 1:32 PM

178	2/19/2018	2/19/2018 12:24 PM
179	Feb 19, 2018	2/19/2018 9:05 AM
180	2/18/19	2/18/2018 5:24 PM
181	2/17/2018	2/17/2018 3:30 PM
182	2/16/2018	2/16/2018 11:32 AM
183	02/13/2018	2/14/2018 1:59 PM
184	02/13/2018	2/13/2018 9:31 PM
185	2/12/2018	2/12/2018 5:01 PM
186	2-12-18	2/12/2018 12:37 PM
187	2/7/18	2/7/2018 9:25 AM
188	2/6/2018	2/6/2018 10:32 PM
189	2/6/2018	2/6/2018 5:49 PM
190	2/6/2018	2/6/2018 4:11 PM
191	02/06/2018	2/6/2018 3:22 PM
192	2/06/2018	2/6/2018 2:25 PM
193	2/6/2018	2/6/2018 2:24 PM
194	2-6-18	2/6/2018 1:39 PM
195	2/6/2018	2/6/2018 11:18 AM
196	02/04/18	2/4/2018 12:57 PM
197	1/29/2018	1/29/2018 8:55 PM
198	01/24/2018	1/24/2018 9:26 PM
199	1/23/2018	1/23/2018 1:51 PM
200	1/22/2018	1/22/2018 4:40 PM
201	01/22/2018	1/22/2018 4:04 PM
202	1-22-18	1/22/2018 3:22 PM
203	1/22/2018	1/22/2018 3:15 PM
204	1/22/2018	1/22/2018 2:34 PM
205	01/22/2018	1/22/2018 2:06 PM
206	1/18/2018	1/18/2018 12:52 PM

Q2 Do you live in Jay County?

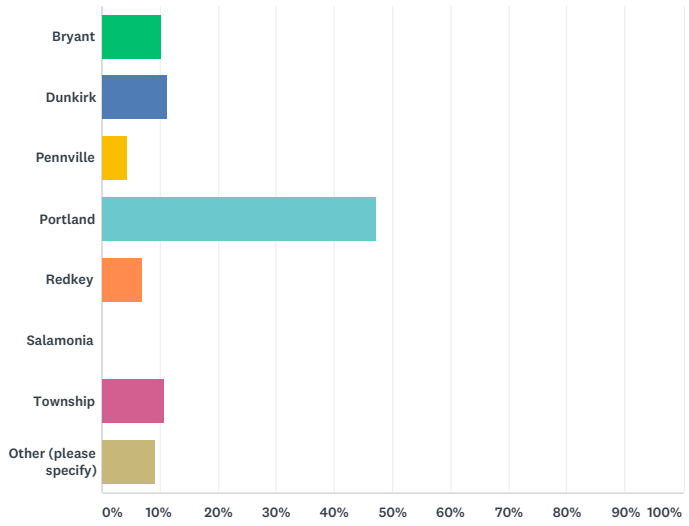
Answered: 211 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	94.79%	200
No	5.21%	11
TOTAL		211

Q3 If yes, check which one:

Answered: 205 Skipped: 8

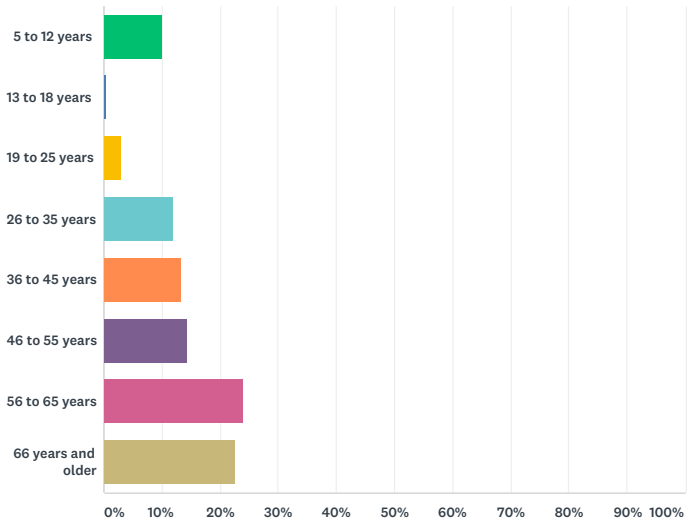


ANSWER CHOICES	RESPONSES	
Bryant	10.24%	21
Dunkirk	11.22%	23
Pennville	4.39%	9
Portland	47.32%	97
Redkey	6.83%	14
Salamonia	0.00%	0
Township	10.73%	22
Other (please specify)	9.27%	19
TOTAL		205

#	OTHER (PLEASE SPECIFY)	DATE
1	Jackson Township	4/3/2018 2:00 PM
2	Bryant, Township, Bearcreek	4/3/2018 1:52 PM
3	Knox Township	3/19/2018 10:35 AM
4	Noble township	3/17/2018 7:54 AM
5	Wayne Township	3/14/2018 8:28 PM
6	Rural Portland	3/14/2018 11:13 AM
7	Wayne twp.	3/10/2018 3:52 PM
8	between Pennville, Bryant and Portland	3/10/2018 10:35 AM
9	Jackson township	3/9/2018 3:36 PM
10	Bluff pointe	3/8/2018 7:49 PM
11	live outside Portland City Limits	3/7/2018 3:04 PM
12	Coldwater	3/7/2018 10:19 AM
13	country	3/7/2018 10:12 AM
14	County Portland Address	2/23/2018 2:26 PM
15	Between Dunkirk/ Pennville	2/19/2018 8:13 PM
16	Rural Portland	2/19/2018 1:32 PM
17	Live between Portland and Bryant	2/13/2018 9:31 PM
18	Rural Bryant	2/6/2018 2:25 PM
19	Edge of Dunkirk Blackford Co.	1/22/2018 3:15 PM

Q4 Your age group is

Answered: 208 Skipped: 5



ANSWER CHOICES	RESPONSES	
5 to 12 years	10.10%	21
13 to 18 years	0.48%	1
19 to 25 years	2.88%	6
26 to 35 years	12.02%	25
36 to 45 years	13.46%	28
46 to 55 years	14.42%	30
56 to 65 years	24.04%	50
66 years and older	22.60%	47
TOTAL		208

Q5 In your community what problematic issues for bicycles and pedestrians do you have (e.g. chip and sealed roads, failing sidewalk, or tree roots)?

Answered: 181 Skipped: 32

#	RESPONSES	DATE
1	failing sidewalks and tree roots	4/3/2018 2:09 PM
2	poor or no sidewalks. tree roots.	4/3/2018 2:00 PM
3	unpaved stone roads - I like chip/seal county roads	4/3/2018 1:52 PM
4	Old paved road with ruts and pot holes (Scaffer Road, East 26)	4/3/2018 1:49 PM
5	Failing sidewalks and deteriorating trails and major lack of signage.	3/29/2018 12:11 PM
6	sidewalks	3/20/2018 11:11 AM
7	sidewalks	3/20/2018 11:07 AM
8	All listed examples plus gravel areas	3/19/2018 1:11 PM
9	chip and sealed roads, failing sidewalks, tree roots	3/19/2018 12:59 PM
10	tree roots and bad sidewalks or no sidewalks	3/19/2018 12:57 PM
11	failing sidewalks, don't yield to bicycles	3/19/2018 12:43 PM
12	failing sidewalks	3/19/2018 12:39 PM
13	Failing sidewalks and tree roots	3/19/2018 10:46 AM
14	Failing sidewalk and tree roots	3/19/2018 10:41 AM
15	All of the above	3/19/2018 10:37 AM
16	Not much of a shoulder to ride on safelt	3/19/2018 10:35 AM
17	failing sidewalks	3/19/2018 10:24 AM
18	Bad sidewalks and potholes	3/19/2018 10:22 AM
19	sidewalks are bad and some areas have no curbs or sidewalks	3/19/2018 10:16 AM
20	Sidewalk issues - broken, etc.	3/19/2018 10:10 AM
21	people don't yield and try to run you over	3/19/2018 10:08 AM
22	Make bigger smudges on my bumper than bugs	3/19/2018 9:56 AM
23	Semi truck traffic	3/17/2018 7:54 AM
24	Chip and sealed roads with poor edges.	3/16/2018 10:06 AM
25	traffic and dogs...	3/15/2018 7:11 PM
26	Chip and sealed roads	3/15/2018 4:02 PM
27	Too many gravel roads.	3/15/2018 3:51 PM
28	Gravel roads, narrow roads, blind hills, no side walk or bike path	3/15/2018 12:55 PM
29	limited bike routes	3/14/2018 11:28 PM
30	My wife and I live in Berne now, but when she lived in Portland (I lived north of Portland) there just weren't many sidewalks that were in good condition in the area of town that she lived. Many sidewalks that were there were in bad shape..unlevel-pushed up by tree roots, partial walkways-present for a block or a couple houses and then no sidewalk, trees or shrubs overgrown in right of way..etc. Although we just walked on the street where these issues were present, they were all factors that negatively affected the experience of going for a walk...it's not as pleasant as it can be	3/14/2018 10:17 PM
31	Not enough sidewalks for walking or no dedicated hiking/biking trails	3/14/2018 9:01 PM
32	Not enough paved roads	3/14/2018 8:28 PM
33	Chip & sealed roads	3/14/2018 5:53 PM
34	Stone roads and chip and seal surfaces	3/14/2018 3:59 PM
35	uneven sidewalks or no sidewalks	3/14/2018 11:23 AM
36	I live in the country, so it varies.	3/14/2018 11:15 AM
37	speeding traffic	3/14/2018 11:15 AM
38	chip and seal, need for safe paths	3/14/2018 11:13 AM
39	chip and seal, outsides of roads are cracking	3/14/2018 11:01 AM
40	gravel roads	3/14/2018 10:56 AM
41	N/A	3/14/2018 10:53 AM
42	I use W.... park on Green PK cemetery	3/14/2018 10:45 AM
43	failing sidewalk, basically all of them	3/14/2018 10:43 AM
44	failing sidewalks, absent sidewalks, pot holes, chip and seal	3/14/2018 10:18 AM
45	Bad sidewalks, busy county roads (narrow, too)	3/14/2018 10:12 AM
46	chip and seal road - no sidewalk	3/14/2018 10:06 AM
47	failing sidewalks and tree roots	3/14/2018 10:00 AM
48	failing sidewalks / narrow streets	3/14/2018 9:53 AM
49	Not enough paths for walking and bicycles.	3/14/2018 9:13 AM
50	I live in the country so only option to ride is on the road.	3/14/2018 8:38 AM

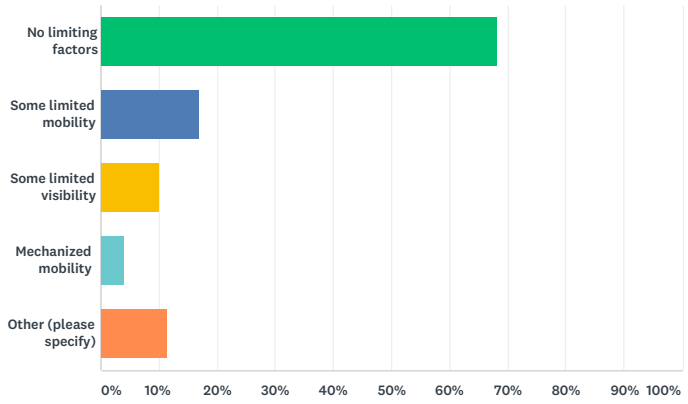
51	Bad or no sidewalks. Sidewalks or streets ,crosswalks not painted or in rough condition. Wide enough paths for bikes and walkers.	3/13/2018 5:24 PM
52	Not enough sidewalks, bad sidewalks.	3/13/2018 3:15 PM
53	I have three young children and limit my biking to the trail available by the river park.	3/13/2018 12:39 PM
54	Sheffer Road, East 26 is an old paved road with ruts and potholes and broken pavement.	3/13/2018 12:05 PM
55	They don't always follow the rules. They jay walk, bikes don't always stop at stop signs, and the road isn't wide enough to handle cars, bikes, and pedestrians.	3/12/2018 9:32 PM
56	All of the above	3/12/2018 9:46 AM
57	yes	3/12/2018 9:18 AM
58	lack of safe areas to ride	3/12/2018 9:07 AM
59	Sidewalks are in bad shape. No bike lanes. We live just outside of Portland city limits (200S). That road is far too dangerous for us to consider having our kids ride their bikes to town. Such a shame as we would ride all the time otherwise. But we can't pack up our bikes in the car to drive to town to go for a ride when we're less than a mile away from town.	3/12/2018 9:01 AM
60	County Roads are dangerous because traffic is fast and the roads are narrow.	3/12/2018 9:00 AM
61	Public spaces like roads are trash littered and unattractive. Wild animals and pets too often seen as road-kill. Apparent hostile driver behavior towards slower traffic, including Amish buggies, bicycles and pedestrians. Reckless automobile behavior negatively impacts safety.	3/12/2018 8:42 AM
62	absence of sidewalks	3/11/2018 3:48 PM
63	All the above!	3/10/2018 10:20 PM
64	Gravel roads	3/10/2018 9:54 PM
65	Failing sidewalks / lack of sidewalks. Bikes must be ridden in roads around parked cars.	3/10/2018 9:34 PM
66	Failing sidewalks	3/10/2018 8:50 PM
67	Safe riding no State Bicycle Path no trails to Muncie or surrounding counties	3/10/2018 4:22 PM
68	No side walks	3/10/2018 3:52 PM
69	All above. In addition, lots of street parking in town on streets to narrow to allow cars or bikes to pass thru safely. Curbs at the ends of sidewalks instead of ramps and loose gravel along roads where curbs or sidewalks should be.	3/10/2018 9:59 AM
70	Failing sidewalks, tree roots	3/10/2018 12:31 AM
71	Bicycle path on Tyson road full of gravel. Getting their from 7th st which is very busy and traffic that flies. Nowhere to get off. Potholes and I know your not suppose to, but is no one on a sidewalk I will ride but very uneven because of roots and broken sidewalks.	3/9/2018 11:54 PM
72	N/A	3/9/2018 11:53 PM
73	No sidewalks or sidewalks that are barely useable	3/9/2018 10:22 PM
74	Traffic. No bike paths. Poor sidewalks.	3/9/2018 9:33 PM
75	poor and under developed sidewalks, traffic too fast through town, no additional berm beside highway to ride bike	3/9/2018 7:57 PM
76	Failing Sidewalks Tree Roots Loose Dogs	3/9/2018 6:48 PM
77	Not enough smooth bike paths.	3/9/2018 5:07 PM
78	Not enough bike path/walking routes.	3/9/2018 4:27 PM
79	Failing sidewalks. No sidewalks.	3/9/2018 3:47 PM
80	Fast cars on road and no place to get over	3/9/2018 3:36 PM
81	Confined feeding farms, stray dogs and loose dogs, chip and seal roads	3/9/2018 3:09 PM
82	The idiots of Portland put the bike path on W. Votaw St. WHICH IS A BUSY HIGHWAY!!! And it is no where near wide enough for a bike path. They need to find a better route and make the bike path cross W. VOTAW, not follow it.	3/9/2018 11:04 AM
83	Chip/seal roads, dogs for biking Lack of walking paths for walkers	3/8/2018 10:48 PM
84	Dogs running loose.	3/8/2018 9:06 PM
85	Failing Sidewalks	3/8/2018 5:40 PM
86	No rural trail	3/8/2018 5:38 PM
87	failing sidewalks, cars blocking the road	3/8/2018 5:30 PM
88	Pot holes	3/8/2018 2:18 PM
89	failing sidewalk. chip and sealed roads.	3/8/2018 10:20 AM
90	Failing sidewalks. Tree Roots.	3/8/2018 10:07 AM
91	bad sidewalks, not wide enough sidewalks	3/8/2018 9:27 AM
92	Terrible sidewalks, no bike paths, inconsiderate drivers	3/8/2018 12:29 AM
93	stone roads, no shoulder chip and seal roads, and no sidewalks	3/7/2018 7:52 PM
94	Gravel roads, failing or no sidewalks in newer housing developments.	3/7/2018 3:04 PM
95	chip and seal roads	3/7/2018 10:30 AM
96	We have chip and sealed roads and they make our bike tires go flat like there are to much stones sticking up.	3/7/2018 10:23 AM
97	chip and sealed roads	3/7/2018 10:22 AM
98	roads sidewalks	3/7/2018 10:20 AM
99	We need more sidewalks in Bryant because when people ride there bikes on the roads it's unsafe for people.	3/7/2018 10:20 AM
100	need a bike trail on the back road . need more sidewalks .and we need you to fix the roads .	3/7/2018 10:20 AM
101	Uneven and bumpy sidewalks.	3/7/2018 10:19 AM

102	there some potholes	3/7/2018 10:19 AM
103	sidewalks with tree root pushing the sidewalks.	3/7/2018 10:14 AM
104	failing sidewalks	3/7/2018 10:14 AM
105	need bigger road bike spaces.	3/7/2018 10:13 AM
106	Not enough walking and biking trails.	3/7/2018 10:12 AM
107	the side walk	3/7/2018 10:11 AM
108	Failing Sidewalks and tree roots	3/7/2018 9:45 AM
109	failing sidewalks, tree roots	3/6/2018 5:47 PM
110	Bad sidewalks, narrow streets	3/6/2018 5:41 PM
111	No sidewalks.	2/28/2018 4:07 PM
112	side walks are non-existent in some areas, roads are deteriorating in other places, and there is not great access to anything from 1 end of town to the other for bikes or walking overall. Some streets are better, but no direct path.	2/25/2018 6:43 PM
113	narrow streets and bad sidewalks	2/23/2018 2:33 PM
114	Hard to ride bike / walk on County roads	2/23/2018 2:26 PM
115	some side streets don't have sidewalks or they are in bad gape	2/23/2018 2:20 PM
116	Bike Route streets. I don't favor sidewalk riding	2/22/2018 6:23 PM
117	rough roads and side walk	2/22/2018 4:29 PM
118	roads and sidewalks	2/22/2018 4:24 PM
119	failing sidewalks, roads	2/22/2018 4:19 PM
120	All of the above	2/22/2018 4:14 PM
121	failing sidewalks or no sidewalks	2/22/2018 3:10 PM
122	sometimes no sidewalk	2/22/2018 2:58 PM
123	Narrow streets	2/22/2018 2:56 PM
124	chip and seal	2/22/2018 2:49 PM
125	None	2/21/2018 11:05 AM
126	failing sidewalk or tree roots	2/21/2018 11:03 AM
127	Chipped and sealed roads/ failing sidewalks/ tree roots/ space	2/21/2018 10:34 AM
128	failing sidewalks and no sidewalks	2/21/2018 10:20 AM
129	failing sidewalks	2/21/2018 10:10 AM
130	Chip sealed roads, failing and crumbling sidewalks, tree roots, poorly maintained infrastructure, lack of trails or share roads, no contiguous paths, and lack of adequate marking and signage.	2/20/2018 6:00 PM
131	chip and seal,	2/20/2018 3:46 PM
132	All the above	2/20/2018 3:42 PM
133	Roads, failing sidewalks	2/20/2018 3:32 PM
134	Bad roads and sidewalks	2/20/2018 3:05 PM
135	None	2/20/2018 2:55 PM
136	Heavy and fast moving traffic	2/20/2018 12:18 PM
137	No trails other than the nature trail, and even that is not set up to ride a bike.	2/20/2018 9:49 AM
138	Failing sidewalk, no sidewalk and tree roots	2/20/2018 7:02 AM
139	All those problems exist.	2/20/2018 2:42 AM
140	Failing sidewalks or lack there of	2/19/2018 9:50 PM
141	Chip and seal roads	2/19/2018 9:41 PM
142	No sidewalk	2/19/2018 7:34 PM
143	Sidewalks are bad	2/19/2018 7:27 PM
144	Too much traffic. Have to ride on highway to get anywhere. Chip and sealed roads are dangerous to ride on.	2/19/2018 6:23 PM
145	No safe lanes for bicycle (paint on the road is not safe or helpful), safe side walks for pedestrians.	2/19/2018 6:22 PM
146	Chip and sealed roads, pot holes, failing or no sidewalks, tree roots.	2/19/2018 5:57 PM
147	Gravel roads. Unfriendly motorist	2/19/2018 5:52 PM
148	Dogs	2/19/2018 5:19 PM
149	Country: Gravel Roads, Pot Holes Town: Uneven Side walks, low tree branches	2/19/2018 5:16 PM
150	No sidewalks south. Its dangerous to ride or walk on 27 south.	2/19/2018 5:15 PM
151	chip and sealed roads	2/19/2018 4:42 PM
152	No issues.	2/19/2018 4:22 PM
153	I love near CR200 S and now traffic is faster and more dangerous than in the past. Finding a place to walk or bike without being struck is near impossible.	2/19/2018 4:19 PM
154	lack of sidewalks, ignorant drivers	2/19/2018 4:11 PM
155	Cars driving to fast	2/19/2018 2:34 PM
156	Drivers not used to sharing the road with bicycles or pedestrians. Lack of sidewalks on roads with high pedestrian and vehicle traffic. Chip and sealed HIGHWAYS!	2/19/2018 12:24 PM
157	I live on a gravel road, then another chip / seal road to get to JCHS / and Portland. Thus , not really good paths for bike travel. I formerly lived in Portland city limits.	2/19/2018 9:05 AM

158	Crappy sidewalks Chi and sealed roads	2/18/2018 5:24 PM
159	No trails or sidewalks	2/17/2018 3:30 PM
160	Uneven sidewalks and sometimes no sidewalk at all.	2/16/2018 11:32 AM
161	All of these things. Road on Tyson that has a trail is not edged out properly , cracks etc. Sidewalks in town are generally to small to share with walker and wheel chair or bikes. Tree roots and uprooted sidewalks are always in issue.	2/14/2018 1:59 PM
162	semi travel on 300 North	2/13/2018 9:31 PM
163	Failing Sidewalks, Insufficient should space on highways, no alternate bike trails outside of town	2/12/2018 5:01 PM
164	county roads are chip and seal. Highways recently became a chip and seal surface (HWY 26 East of Portland). Limited areas to allow children to bike with parents that have no access by cars.	2/12/2018 12:37 PM
165	failing sidewalks	2/7/2018 9:25 AM
166	Failing sidewalks and lack of sidewalks	2/6/2018 10:32 PM
167	The roads are not wide enough. Chip and sealed roads are not easy to ride on	2/6/2018 5:49 PM
168	There are no sidewalks on US 27 (Hendricks St) and most of the sidewalks on the streets are in very poor condition. Some of the streets are in need of major repair if not replacement.	2/6/2018 4:11 PM
169	Sidewalks are awful in portland.	2/6/2018 3:22 PM
170	Reckless drivers. It would be great to have an actual pedestrian path and not have to leave the county. We go to Bluffton a lot for bike riding.	2/6/2018 2:25 PM
171	Need better sidewalks/trails for outdoor activities such as running	2/6/2018 2:24 PM
172	Nasty potholes and some areas without sidewalks	2/6/2018 1:39 PM
173	chip and sealed roads, no side walks, no marked paths, even town streets are not in best shape	2/6/2018 11:18 AM
174	All of the above. Dunkirk sidewalks are in horrible condition. There is no real good road to walk or ride to avoid traffic roads have been chipped and sealed	2/4/2018 12:57 PM
175	failing sidewalks, traffic (semi's)	1/29/2018 8:55 PM
176	None. Good sidewalks.	1/24/2018 9:26 PM
177	Chip and sealed roads with tar that gets stuck to bicycle tires and you leave tracks where you ride. Even if you step on the road you will leave a foot print. There are also some potholes throughout the area.	1/23/2018 1:51 PM
178	Sidewalks	1/22/2018 4:04 PM
179	no sidewalks so risky walking or riding on paved streets	1/22/2018 2:34 PM
180	Gravel road that is in relatively poor condition. Safety issues due to sharing road with vehicles.	1/22/2018 2:06 PM
181	no path ways available	1/18/2018 12:52 PM

Q6 What factors might limit your use of bike/ped routes? (may check more than one)

Answered: 201 Skipped: 12

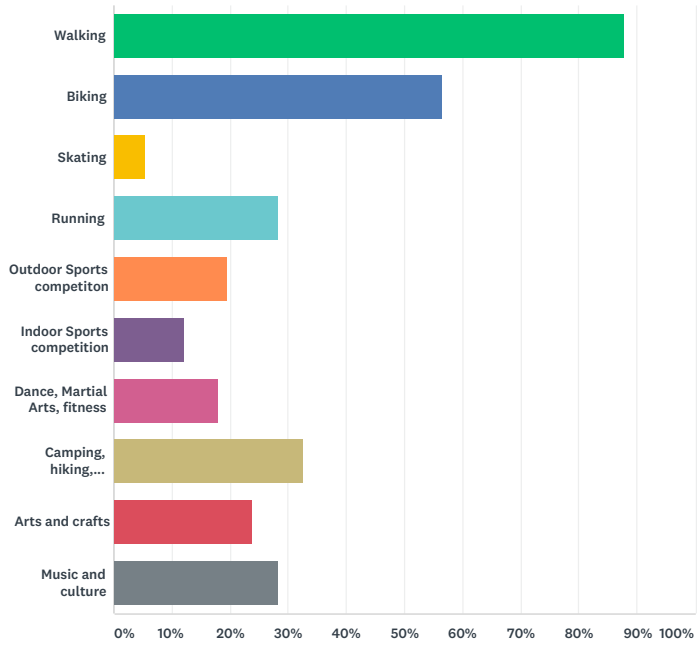


ANSWER CHOICES	RESPONSES	
No limiting factors	68.16%	137
Some limited mobility	16.92%	34
Some limited visibility	9.95%	20
Mechanized mobility	3.98%	8
Other (please specify)	11.44%	23
Total Respondents: 201		

#	OTHER (PLEASE SPECIFY)	DATE
1	We mostly drive longer distances	4/3/2018 1:52 PM
2	lack of trail entree/exit points	3/29/2018 12:11 PM
3	Exercise class	3/19/2018 10:50 AM
4	limited bike routes	3/14/2018 11:28 PM
5	presence of a lot of traffic near a bike/ped route...if ped route doesnt seem safe	3/14/2018 10:17 PM
6	Getting to the route	3/14/2018 11:15 AM
7	Limited light evening runs.	3/13/2018 5:24 PM
8	Riding with children who are learning.	3/13/2018 12:39 PM
9	Traffic compliance; the number one reason we don't ride with our children is cars don't respect rirders and roads are too narrow.	3/12/2018 9:01 AM
10	No trails or routes nearby - time and distance limit access.	3/12/2018 8:42 AM
11	proximity of heavy traffic	3/11/2018 3:48 PM
12	No place to ride a bike path would be awesome	3/10/2018 10:20 PM
13	dogs	3/10/2018 10:35 AM
14	To much traffic. I love Hudson family park to ride, but not a great distance to ride.	3/9/2018 11:54 PM
15	Highway traffic	3/9/2018 11:04 AM
16	side street sidewalks not built for both	2/23/2018 2:20 PM
17	too dangerous to share with motorized traffic	2/20/2018 3:46 PM
18	Unsafe due to lack of safe lanes.	2/19/2018 6:22 PM
19	Safe place to walk without driving into town.	2/19/2018 5:15 PM
20	Safety concerns.	2/19/2018 4:22 PM
21	None	2/17/2018 3:30 PM
22	Road condition. Safety.	2/14/2018 1:59 PM
23	Proximity to the bike/ped routes. Always harder to use if takes a while to get to a designated route. Also have safety concerns, particularly after what happened in Delphi.	1/22/2018 2:06 PM

Q7 Please indicate what activities you currently do for exercise or recreation. (may check more than one)

Answered: 205 Skipped: 8



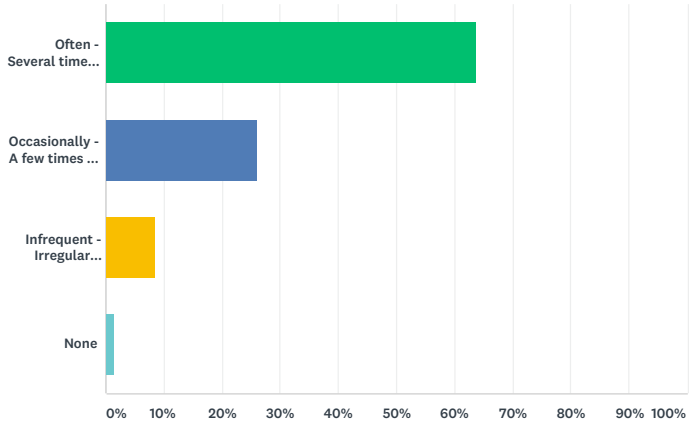
ANSWER CHOICES	RESPONSES	
Walking	87.80%	180
Biking	56.59%	116
Skating	5.37%	11
Running	28.29%	58
Outdoor Sports competiton	19.51%	40
Indoor Sports competition	12.20%	25
Dance, Martial Arts, fitness	18.05%	37
Camping, hiking, horseback riding	32.68%	67
Arts and crafts	23.90%	49
Music and culture	28.29%	58
Total Respondents: 205		

#	OTHER (PLEASE SPECIFY)	DATE
1	Some gardening	4/3/2018 2:09 PM
2	gardening	4/3/2018 2:00 PM
3	exercise class	3/19/2018 12:39 PM
4	exercise class	3/19/2018 12:37 PM
5	Senior sneakers	3/19/2018 10:46 AM
6	Exercise class	3/19/2018 10:08 AM
7	birding	3/14/2018 9:01 PM
8	indoor exercise and zumba	3/14/2018 11:15 AM
9	Work!	3/14/2018 10:53 AM
10	Reading	3/14/2018 10:06 AM
11	Shi	3/14/2018 10:04 AM
12	Outdoor play	3/13/2018 12:39 PM
13	work - 10 miles/day	3/12/2018 9:18 AM
14	Landscaping, gardening, firewood preparation, livestock care	3/12/2018 8:42 AM
15	Swim	3/10/2018 10:20 PM
16	Pickleball	3/8/2018 5:38 PM
17	working in my yard and flower beds	3/7/2018 3:04 PM
18	swim	3/7/2018 10:20 AM

19	Car Shows	3/6/2018 5:41 PM
20	Pickelball	2/22/2018 2:49 PM
21	none	2/21/2018 11:05 AM
22	None	2/20/2018 3:09 PM
23	Weight lifting.	2/19/2018 8:13 PM
24	Swimming	2/19/2018 5:52 PM
25	Weight lifting	2/19/2018 5:16 PM
26	I run with a single or double stroller when I run in my community	2/19/2018 4:11 PM
27	Birding and metal detecting	1/22/2018 3:15 PM
28	Yoga	1/22/2018 2:06 PM

Q8 How often do you exercise or recreate?

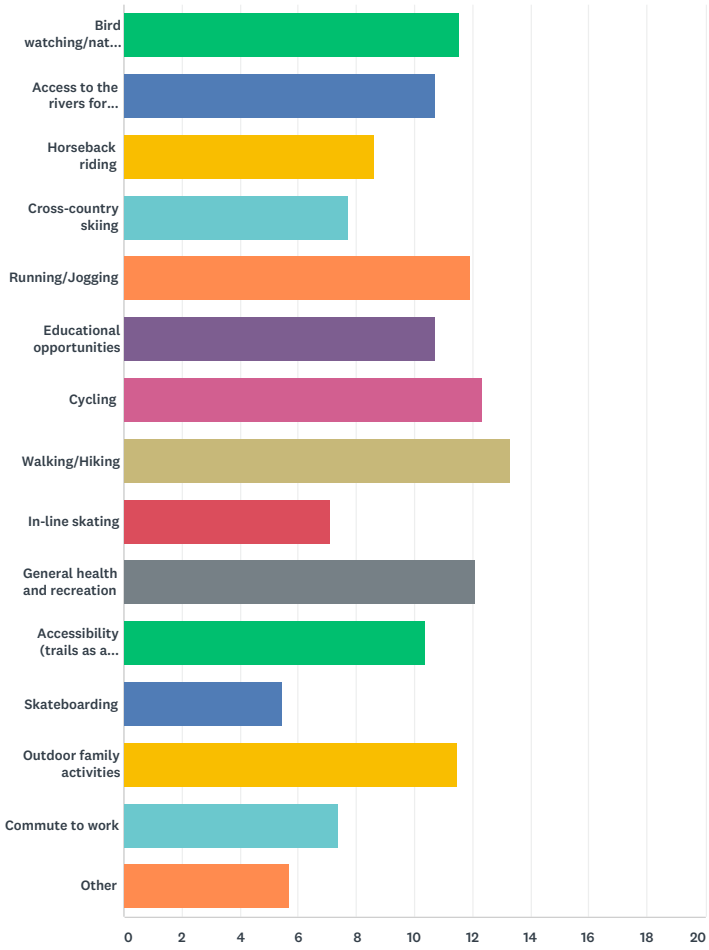
Answered: 210 Skipped: 3



ANSWER CHOICES	RESPONSES	
Often - Several times per week	63.81%	134
Occasionally - A few times per month	26.19%	55
Infrequent - Irregular intervals	8.57%	18
None	1.43%	3
TOTAL		210

Q9 Rank your top 5 from highest to lowest (with 1 being highest and 5 the lowest), the following bike/ped route features in relation to your most likely forms of bike/ped route use.

Answered: 203 Skipped: 10



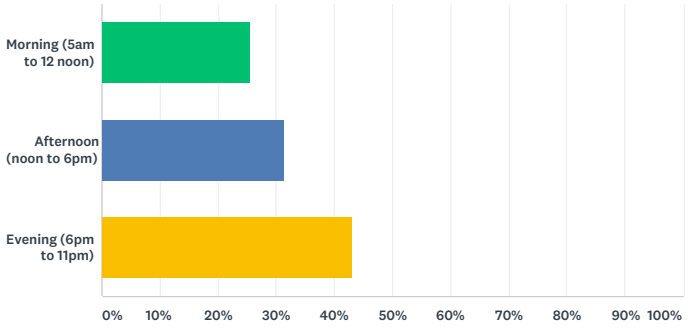
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Bird watching/nature observation	14.00% 14	15.00% 15	17.00% 17	11.00% 11	18.00% 18	8.00% 8	3.00% 3	3.00% 3	4.00% 4	1.00% 1	2.00% 2	1.00% 1	1.00% 1	1.00% 1	1.
Access to the rivers for kayaking and canoeing	12.33% 9	10.96% 8	9.59% 7	17.81% 13	16.44% 12	1.37% 1	8.22% 6	1.37% 1	4.11% 3	9.59% 7	4.11% 3	0.00% 0	1.37% 1	1.37% 1	1.
Horseback riding	7.02% 4	12.28% 7	10.53% 6	5.26% 3	8.77% 5	0.00% 0	8.77% 5	3.51% 2	1.75% 1	5.26% 3	10.53% 6	15.79% 9	1.75% 1	5.26% 3	3.
Cross-country skiing	6.00% 3	0.00% 0	6.00% 3	20.00% 10	10.00% 5	4.00% 2	2.00% 1	4.00% 2	4.00% 2	0.00% 0	4.00% 2	10.00% 5	20.00% 10	6.00% 3	4.
Running/Jogging	24.71% 21	17.65% 15	9.41% 8	12.94% 11	14.12% 12	5.88% 5	3.53% 3	2.35% 2	1.18% 1	1.18% 1	1.18% 1	1.18% 1	0.00% 0	2.35% 2	2.
Educational opportunities	5.06% 4	7.59% 6	16.46% 13	12.66% 10	15.19% 12	12.66% 10	8.86% 7	6.33% 5	8.86% 7	5.06% 4	1.27% 1	0.00% 0	0.00% 0	0.00% 0	0.
Cycling	16.67% 20	24.17% 29	19.17% 23	16.67% 20	8.33% 10	1.67% 2	5.83% 7	2.50% 3	0.00% 0	1.67% 2	0.00% 0	0.00% 0	0.83% 1	0.83% 1	1.
Walking/Hiking	36.69% 62	23.08% 39	15.38% 26	9.47% 16	7.69% 13	1.78% 3	0.59% 1	3.55% 6	0.00% 0	0.00% 0	0.59% 1	0.59% 1	0.00% 0	0.00% 0	0.
In-line skating	4.17% 2	4.17% 2	2.08% 1	4.17% 2	0.00% 0	4.17% 2	0.00% 0	12.50% 6	29.17% 14	14.58% 7	4.17% 2	6.25% 3	8.33% 4	4.17% 2	2.
General health and recreation	17.45% 26	16.11% 24	20.81% 31	16.11% 24	13.42% 20	3.36% 5	0.67% 1	0.67% 1	2.01% 3	6.71% 10	2.01% 3	0.00% 0	0.00% 0	0.67% 1	0.
Accessibility (trails as an alternative form of travel)	4.49% 4	10.11% 9	17.98% 16	17.98% 16	14.61% 13	2.25% 2	2.25% 2	5.62% 5	4.49% 4	3.37% 3	13.48% 12	2.25% 2	0.00% 0	1.12% 1	0.

Skateboarding	4.26% 2	2.13% 1	2.13% 1	2.13% 1	4.26% 2	0.00% 0	6.38% 3	2.13% 1	0.00% 0	2.13% 1	10.64% 5	40.43% 19	8.51% 4	6.38% 3	8.
Outdoor family activities	12.41% 18	16.55% 24	17.93% 26	15.17% 22	20.00% 29	2.76% 4	1.38% 2	0.69% 1	2.07% 3	0.00% 0	0.69% 1	0.69% 1	8.28% 12	0.69% 1	0.
Commute to work	6.45% 4	0.00% 0	9.68% 6	6.45% 4	16.13% 10	4.84% 3	4.84% 3	3.23% 2	3.23% 2	4.84% 3	0.00% 0	0.00% 0	8.06% 5	32.26% 20	0.
Other	8.00% 4	4.00% 2	2.00% 1	6.00% 3	20.00% 10	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.00% 1	2.00% 1	6.00% 3	50.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL	SCORE
Bird watching/nature observation	14.00% 14	15.00% 15	17.00% 17	11.00% 11	18.00% 18	8.00% 8	3.00% 3	3.00% 3	4.00% 4	1.00% 1	2.00% 2	1.00% 1	1.00% 1	1.00% 1	1.00% 1	100	11.56
Access to the rivers for kayaking and canoeing	12.33% 9	10.96% 8	9.59% 7	17.81% 13	16.44% 12	1.37% 1	8.22% 6	1.37% 1	4.11% 3	9.59% 7	4.11% 3	0.00% 0	1.37% 1	1.37% 1	1.37% 1	73	10.71
Horseback riding	7.02% 4	12.28% 7	10.53% 6	5.26% 3	8.77% 5	0.00% 0	8.77% 5	3.51% 2	1.75% 1	5.26% 3	10.53% 6	15.79% 9	1.75% 1	5.26% 3	3.51% 2	57	8.60
Cross-country skiing	6.00% 3	0.00% 0	6.00% 3	20.00% 10	10.00% 5	4.00% 2	2.00% 1	4.00% 2	4.00% 2	0.00% 0	4.00% 2	10.00% 5	20.00% 10	6.00% 3	4.00% 2	50	7.72
Running/Jogging	24.71% 21	17.65% 15	9.41% 8	12.94% 11	14.12% 12	5.88% 5	3.53% 3	2.35% 2	1.18% 1	1.18% 1	1.18% 1	1.18% 1	0.00% 0	2.35% 2	2.35% 2	85	11.93
Educational opportunities	5.06% 4	7.59% 6	16.46% 13	12.66% 10	15.19% 12	12.66% 10	8.86% 7	6.33% 5	8.86% 7	5.06% 4	1.27% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	79	10.71
Cycling	16.67% 20	24.17% 29	19.17% 23	16.67% 20	8.33% 10	1.67% 2	5.83% 7	2.50% 3	0.00% 0	1.67% 2	0.00% 0	0.00% 0	0.83% 1	0.83% 1	1.67% 2	120	12.34
Walking/Hiking	36.69% 62	23.08% 39	15.38% 26	9.47% 16	7.69% 13	1.78% 3	0.59% 1	3.55% 6	0.00% 0	0.00% 0	0.59% 1	0.59% 1	0.00% 0	0.00% 0	0.59% 1	169	13.29
In-line skating	4.17% 2	4.17% 2	2.08% 1	4.17% 2	0.00% 0	4.17% 2	0.00% 0	12.50% 6	29.17% 14	14.58% 7	4.17% 2	6.25% 3	8.33% 4	4.17% 2	2.08% 1	48	7.13
General health and recreation	17.45% 26	16.11% 24	20.81% 31	16.11% 24	13.42% 20	3.36% 5	0.67% 1	0.67% 1	2.01% 3	6.71% 10	2.01% 3	0.00% 0	0.00% 0	0.67% 1	0.00% 0	149	12.09
Accessibility (trails as an alternative form of travel)	4.49% 4	10.11% 9	17.98% 16	17.98% 16	14.61% 13	2.25% 2	2.25% 2	5.62% 5	4.49% 4	3.37% 3	13.48% 12	2.25% 2	0.00% 0	1.12% 1	0.00% 0	89	10.37
Skateboarding	4.26% 2	2.13% 1	2.13% 1	2.13% 1	4.26% 2	0.00% 0	6.38% 3	2.13% 1	0.00% 0	2.13% 1	10.64% 5	40.43% 19	8.51% 4	6.38% 3	8.51% 4	47	5.43
Outdoor family activities	12.41% 18	16.55% 24	17.93% 26	15.17% 22	20.00% 29	2.76% 4	1.38% 2	0.69% 1	2.07% 3	0.00% 0	0.69% 1	0.69% 1	8.28% 12	0.69% 1	0.69% 1	145	11.46
Commute to work	6.45% 4	0.00% 0	9.68% 6	6.45% 4	16.13% 10	4.84% 3	4.84% 3	3.23% 2	3.23% 2	4.84% 3	0.00% 0	0.00% 0	8.06% 5	32.26% 20	0.00% 0	62	7.35
Other	8.00% 4	4.00% 2	2.00% 1	6.00% 3	20.00% 10	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.00% 1	2.00% 1	6.00% 3	50.00% 25	50	5.70

Q10 What time of day would you use the bike/ped route the most?

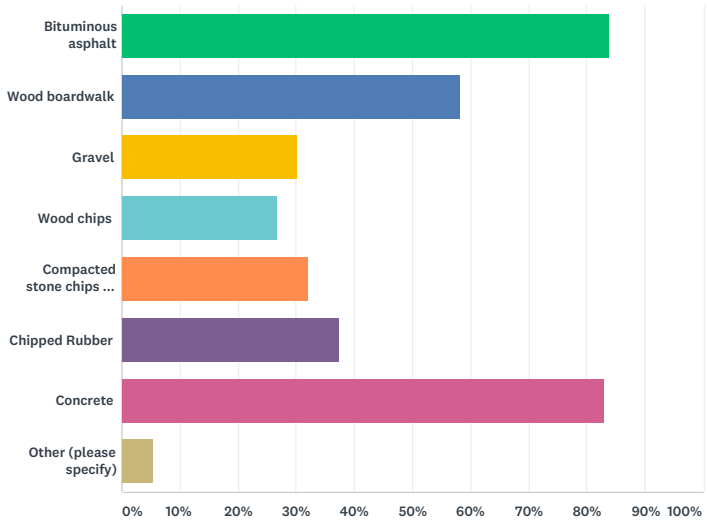
Answered: 204 Skipped: 9



ANSWER CHOICES	RESPONSES	
Morning (5am to 12 noon)	25.49%	52
Afternoon (noon to 6pm)	31.37%	64
Evening (6pm to 11pm)	43.14%	88
TOTAL		204

Q11 Would you use a bike/ped route if the surface varied between the following material options? (check each box for yes)

Answered: 206 Skipped: 7

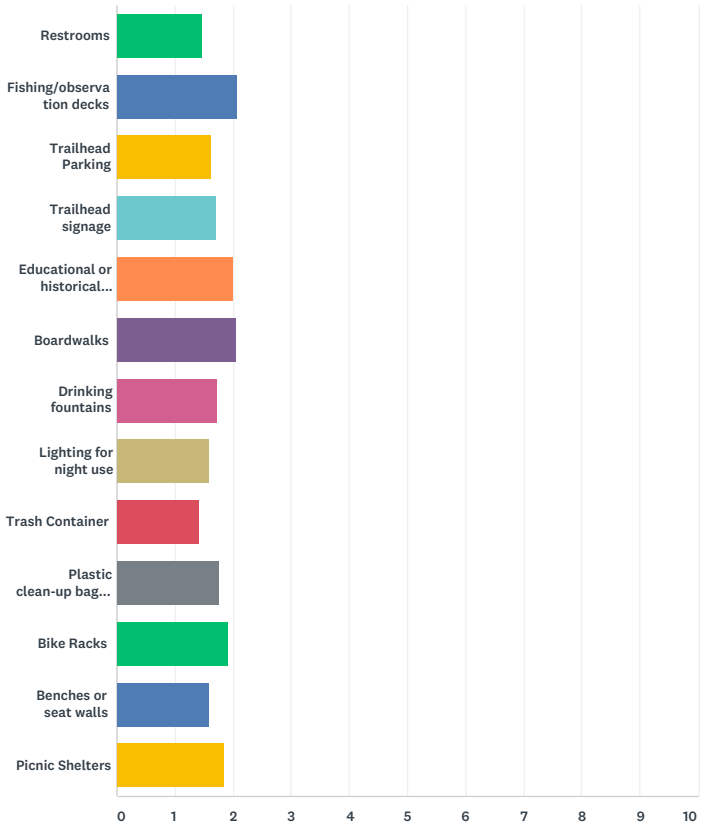


ANSWER CHOICES	RESPONSES	
Bituminous asphalt	83.98%	173
Wood boardwalk	58.25%	120
Gravel	30.10%	62
Wood chips	26.70%	55
Compacted stone chips and dust	32.04%	66
Chipped Rubber	37.38%	77
Concrete	83.01%	171
Other (please specify)	5.34%	11
Total Respondents: 206		

#	OTHER (PLEASE SPECIFY)	DATE
1	Any	4/3/2018 1:52 PM
2	Concrete, if ecofriendly. Prefer recycled materials	3/14/2018 10:12 AM
3	Obviously some of these I would ride on but walking would be fine (chipped rubber)	3/12/2018 9:01 AM
4	Dirt	3/12/2018 8:42 AM
5	hard surface for biking	3/9/2018 7:57 PM
6	walking on something is totally different than a bike or pushing a stroller. I would not push a stroller in gravel. I would not use wood chips for biking either. I would want the option as close to current sidewalk material for the safety of everyone! The last thing the city/county needs is someone getting hurt on new and improved sidewalks for it to be gravel that washes away in heavy rains!	2/25/2018 6:43 PM
7	none	2/21/2018 11:05 AM
8	N/A	2/20/2018 3:09 PM
9	Any surface would be suitable.	2/19/2018 4:19 PM
10	well cleared dirt path	2/12/2018 5:01 PM
11	I would use the route no matter what surface, but the surface limits how I use the route	2/6/2018 11:18 AM

Q12 Indicate the priority of each of the following amenities as part of a bike/ped route system.

Answered: 210 Skipped: 3



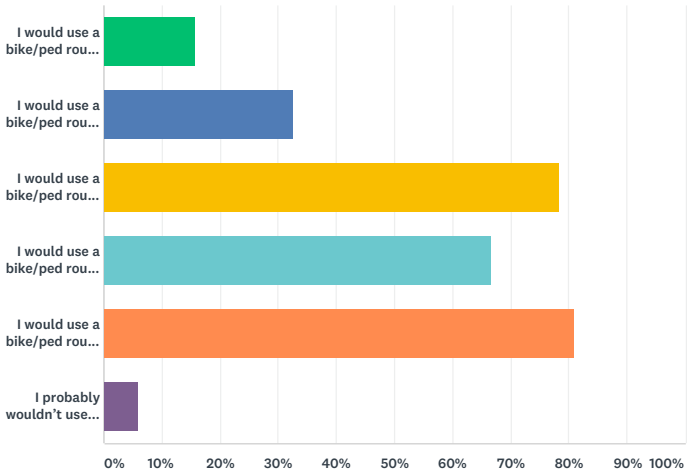
	1 (HIGH PRIORITY)	2	3 (NEUTRAL)	4	5 (LOW PRIORITY)	TOTAL	WEIGHTED AVERAGE
Restrooms	61.00% 122	17.50% 35	14.50% 29	2.00% 4	5.00% 10	200	1.46
Fishing/observation decks	18.59% 29	20.51% 32	35.26% 55	9.62% 15	16.03% 25	156	2.07
Trailhead Parking	46.86% 82	26.29% 46	17.14% 30	4.57% 8	5.14% 9	175	1.63
Trailhead signage	40.24% 66	28.66% 47	19.51% 32	6.10% 10	5.49% 9	164	1.71
Educational or historical displays	18.93% 32	34.32% 58	26.63% 45	10.06% 17	10.06% 17	169	2.01
Boardwalks	14.94% 23	25.32% 39	38.96% 60	9.09% 14	11.69% 18	154	2.06
Drinking fountains	41.90% 75	21.23% 38	21.23% 38	4.47% 8	11.17% 20	179	1.74
Lighting for night use	52.20% 95	23.08% 42	12.09% 22	4.40% 8	8.24% 15	182	1.60
Trash Container	62.83% 120	20.94% 40	10.47% 20	1.57% 3	4.19% 8	191	1.43
Plastic clean-up bags for dogs	40.85% 67	25.61% 42	16.46% 27	3.05% 5	14.02% 23	164	1.76
Bike Racks	25.00% 39	26.92% 42	30.77% 48	5.77% 9	11.54% 18	156	1.92
Benches or seat walls	49.73% 93	30.48% 57	12.30% 23	3.74% 7	3.74% 7	187	1.58
Picnic Shelters	29.76% 50	30.95% 52	24.40% 41	5.36% 9	9.52% 16	168	1.85

#	OTHER (PLEASE SPECIFY)	DATE
1	Recycling containers	3/15/2018 12:55 PM
2	Recycling containers	3/14/2018 10:53 AM
3	Sponsorship acknowlegement, Who to call	3/12/2018 8:42 AM

4	Container	3/8/2018 5:20 PM
5	Fences around the boardwalk.	3/7/2018 10:23 AM
6	RC car recreation area	2/20/2018 9:49 AM
7	911 Call Boxes on the routes	2/19/2018 5:16 PM
8	easy access - high	2/6/2018 11:18 AM

Q13 Check one or more of the following in relation to your use of a recreational bike/ped route system. (may check more than one)

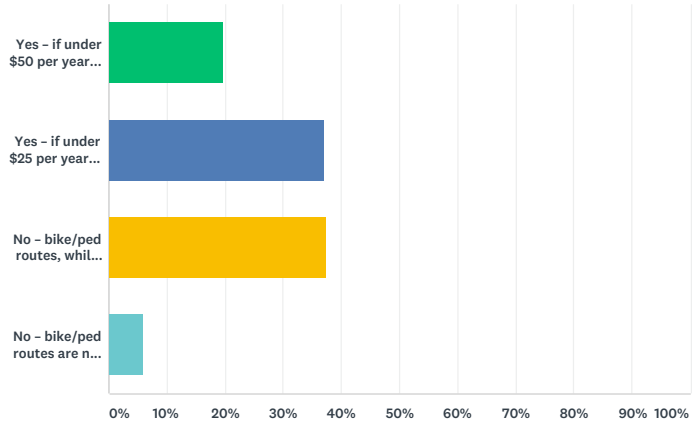
Answered: 205 Skipped: 8



ANSWER CHOICES	RESPONSES	
I would use a bike/ped route system to get to work.	15.61%	32
I would use a bike/ped route system year round.	32.68%	67
I would use a bike/ped route system as part of my recreational needs.	78.54%	161
I would use a bike/ped route system seasonally when the weather is better.	66.83%	137
I would use a bike/ped route system as part of my exercise program.	80.98%	166
I probably wouldn't use a bike/ped route system.	5.85%	12
Total Respondents: 205		

Q14 Bike/ped routes fall into a number of strategic community-wide categories, including transportation, health and wellness, quality of life, and economic development and sustainability. Given the broad strategic impact, could you support a modest recreational tax or usage fee for bike/ped route development and maintenance?

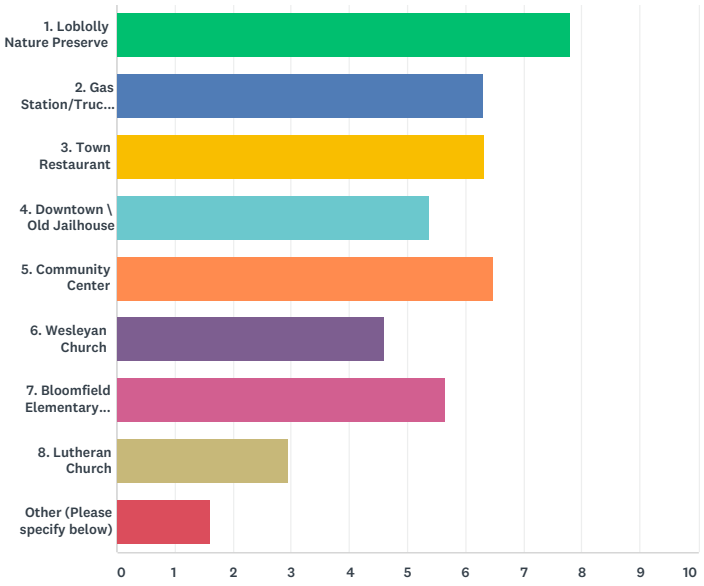
Answered: 203 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes – if under $50 per year per household.	19.70%	40
Yes – if under $25 per year per household.	36.95%	75
No – bike/ped routes, while important, should be funded with existing available funds.	37.44%	76
No – bike/ped routes are not an important priority to me.	5.91%	12
TOTAL		203

Q15 The following points of interest or destinations were identified. Rank your top destinations or points of interest from highest to lowest (with 1 being highest and 8 the lowest) that you would likely use a bike/ped route system to access.Bryant

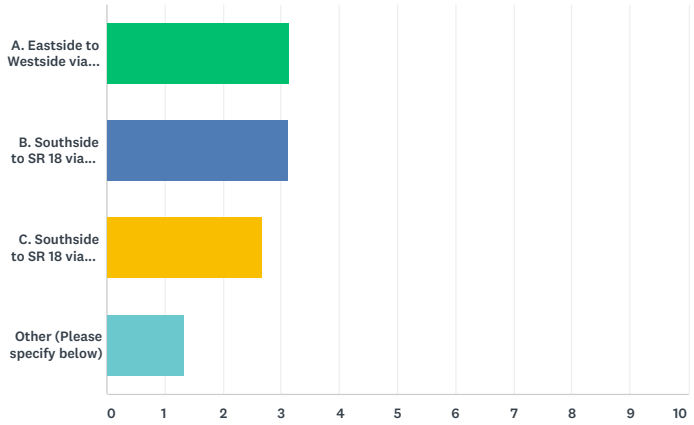
Answered: 123 Skipped: 90



	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
1. Loblolly Nature Preserve	60.95% 64	12.38% 13	9.52% 10	3.81% 4	3.81% 4	2.86% 3	1.90% 2	2.86% 3	1.90% 2	105	7.81
2. Gas Station/Truck Stop	10.13% 8	29.11% 23	12.66% 10	17.72% 14	7.59% 6	8.86% 7	10.13% 8	3.80% 3	0.00% 0	79	6.30
3. Town Restaurant	5.75% 5	16.09% 14	31.03% 27	25.29% 22	9.20% 8	3.45% 3	5.75% 5	2.30% 2	1.15% 1	87	6.32
4. Downtown \ Old Jailhouse	4.23% 3	8.45% 6	11.27% 8	30.99% 22	18.31% 13	9.86% 7	5.63% 4	8.45% 6	2.82% 2	71	5.38
5. Community Center	14.58% 14	19.79% 19	16.67% 16	11.46% 11	28.13% 27	7.29% 7	1.04% 1	0.00% 0	1.04% 1	96	6.49
6. Wesleyan Church	7.14% 5	5.71% 4	4.29% 3	8.57% 6	8.57% 6	35.71% 25	24.29% 17	5.71% 4	0.00% 0	70	4.61
7. Bloomfield Elementary School	19.10% 17	19.10% 17	11.24% 10	0.00% 0	5.62% 5	12.36% 11	22.47% 20	5.62% 5	4.49% 4	89	5.64
8. Lutheran Church	0.00% 0	1.35% 1	6.76% 5	2.70% 2	6.76% 5	5.41% 4	14.86% 11	59.46% 44	2.70% 2	74	2.96
Other (Please specify below)	2.70% 1	0.00% 0	2.70% 1	0.00% 0	5.41% 2	0.00% 0	0.00% 0	2.70% 1	86.49% 32	37	1.62

Q16 Rank your highest priority linkages (with 1 being the highest and 3 being lowest) to get between points of interests via a bike/ped route system. (Refer to map in question 15)Bryant

Answered: 85 Skipped: 128



	1	2	3	4	TOTAL	SCORE
A. Eastside to Westside via Main Street	44.59% 33	28.38% 21	22.97% 17	4.05% 3	74	3.14
B. Southside to SR 18 via west side of US 27	35.14% 26	45.95% 34	14.86% 11	4.05% 3	74	3.12
C. Southside to SR 18 via Meridian St	24.64% 17	18.84% 13	55.07% 38	1.45% 1	69	2.67
Other (Please specify below)	10.00% 3	0.00% 0	3.33% 1	86.67% 26	30	1.33

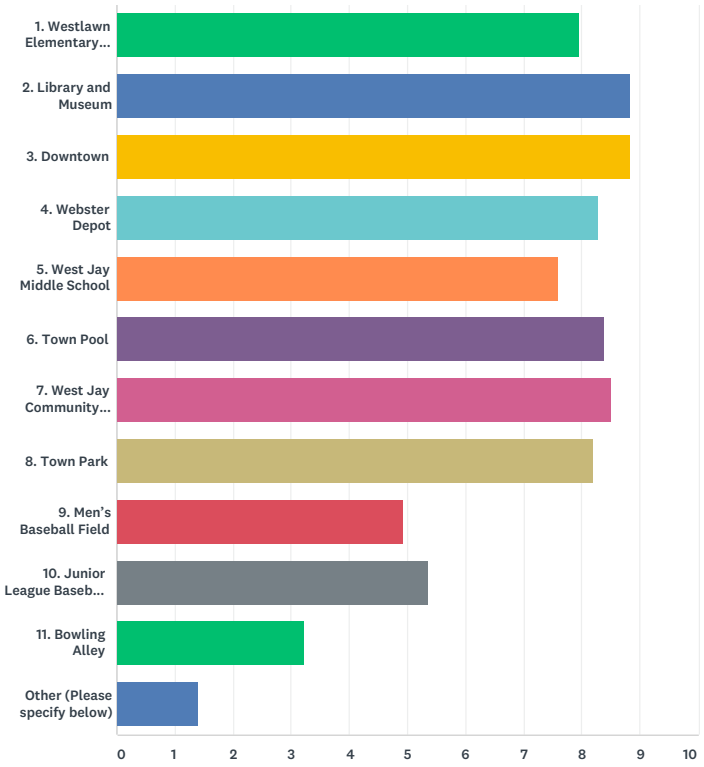
Q17 Any other thoughts or comments regarding Bryant?

Answered: 22 Skipped: 191

#	RESPONSES	DATE
1	West side of 27 South to CR 600 N	4/3/2018 1:52 PM
2	AB-C- non issues for me. Live 3 miles east of Bryant	3/19/2018 10:29 AM
3	Since I live in Portland I'm probably not going to ride to Bryant unless there's a bike route going all the way there.	3/16/2018 10:06 AM
4	Limberlost wetlands	3/14/2018 10:56 AM
5	Loblolly great tourist destination.	3/13/2018 5:24 PM
6	I'm not a Bryant resident.	3/12/2018 9:01 AM
7	Important points of interest AROUND Bryant include Loblolly Marsh and Gravel Hill Cemetery.	3/12/2018 8:42 AM
8	650 N to 250 W to the Lobblolly.	3/9/2018 11:54 PM
9	Bike trails somewhere in town or a frisbee course.	3/7/2018 10:23 AM
10	some scooter ramps bike trails nicer sidewalks	3/7/2018 10:20 AM
11	I would like to see more sidewalks, and maybe a like little dog park or a small park for kids to play in at bryant.	3/7/2018 10:20 AM
12	a bike path to bloomfield .and on the side rodes .a park .dog park .	3/7/2018 10:20 AM
13	Updated parks bike paths ext.	3/7/2018 10:19 AM
14	there need to be more resturants for people that live there and people that want to visit there	3/7/2018 10:14 AM
15	no	3/7/2018 10:13 AM
16	no	3/7/2018 10:12 AM
17	should have a bike path going from the farm land to city	3/7/2018 10:11 AM
18	NONE	3/7/2018 10:09 AM
19	Road to east of SR 27	2/22/2018 2:49 PM
20	no	2/20/2018 9:49 AM
21	I like the fact that they already have a grassy greenway, so seems like lots of possibilities.	2/14/2018 1:59 PM
22	Love that area. Connecting to the trail head that is through Geneva would be great!	2/13/2018 9:31 PM

Q18 The following points of interest or destinations were identified. Rank your top ten destinations or points of interest from highest to lowest (with 1 being highest and 11 the lowest) that you would likely use a bike/ped route system to access.Dunkirk

Answered: 76 Skipped: 137

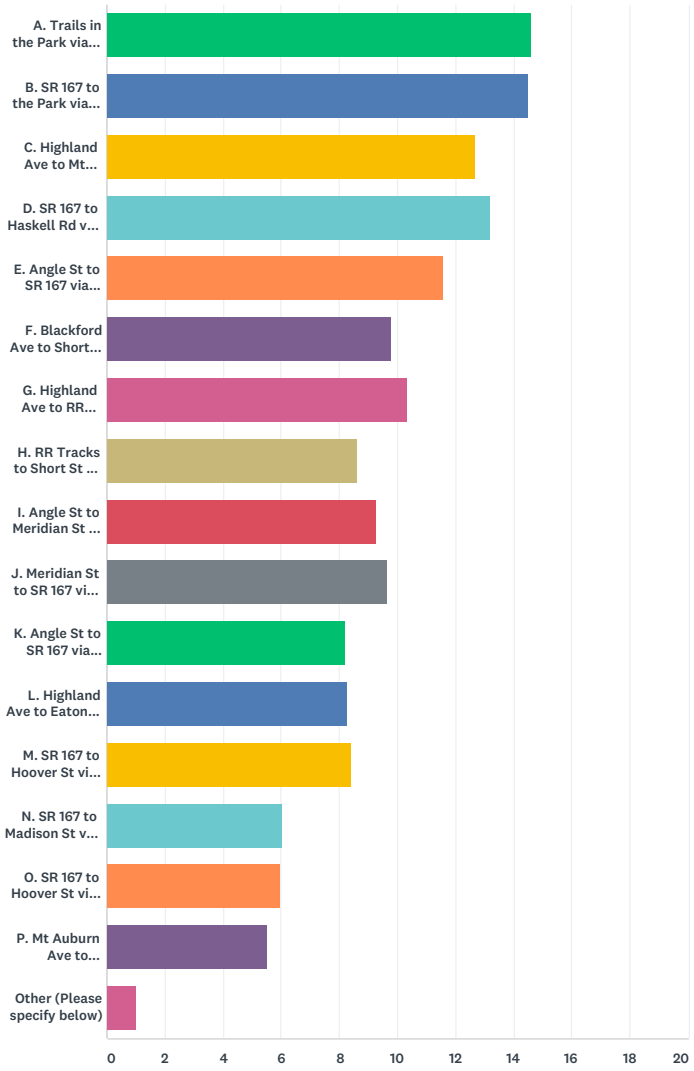


	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	SCORE
1. Westlawn Elementary School	25.00% 14	8.93% 5	1.79% 1	7.14% 4	8.93% 5	7.14% 4	16.07% 9	10.71% 6	5.36% 3	3.57% 2	5.36% 3	0.00% 0	56	7.95
2. Library and Museum	16.13% 10	24.19% 15	12.90% 8	12.90% 8	1.61% 1	6.45% 4	9.68% 6	6.45% 4	4.84% 3	1.61% 1	1.61% 1	1.61% 1	62	8.82
3. Downtown	14.52% 9	16.13% 10	20.97% 13	14.52% 9	6.45% 4	6.45% 4	9.68% 6	0.00% 0	3.23% 2	6.45% 4	1.61% 1	0.00% 0	62	8.82
4. Webster Depot	11.67% 7	13.33% 8	11.67% 7	18.33% 11	8.33% 5	11.67% 7	8.33% 5	5.00% 3	3.33% 2	6.67% 4	1.67% 1	0.00% 0	60	8.28
5. West Jay Middle School	4.00% 2	6.00% 3	10.00% 5	6.00% 3	36.00% 18	12.00% 6	6.00% 3	12.00% 6	4.00% 2	2.00% 1	0.00% 0	2.00% 1	50	7.60
6. Town Pool	11.67% 7	18.33% 11	6.67% 4	10.00% 6	10.00% 6	25.00% 15	5.00% 3	8.33% 5	1.67% 1	1.67% 1	0.00% 0	1.67% 1	60	8.38
7. West Jay Community Center	20.97% 13	6.45% 4	16.13% 10	9.68% 6	9.68% 6	4.84% 3	22.58% 14	3.23% 2	3.23% 2	0.00% 0	1.61% 1	1.61% 1	62	8.52
8. Town Park	16.39% 10	11.48% 7	13.11% 8	6.56% 4	8.20% 5	13.11% 8	1.64% 1	24.59% 15	3.28% 2	0.00% 0	1.64% 1	0.00% 0	61	8.20
9. Men's Baseball Field	1.85% 1	1.85% 1	5.56% 3	5.56% 3	3.70% 2	7.41% 4	0.00% 0	3.70% 2	42.59% 23	20.37% 11	7.41% 4	0.00% 0	54	4.94
10. Junior League Baseball Field	1.85% 1	5.56% 3	9.26% 5	7.41% 4	3.70% 2	0.00% 0	9.26% 5	7.41% 4	11.11% 6	37.04% 20	7.41% 4	0.00% 0	54	5.35
11. Bowling Alley	1.92% 1	1.92% 1	1.92% 1	3.85% 2	3.85% 2	0.00% 0	0.00% 0	0.00% 0	7.69% 4	13.46% 7	57.69% 30	7.69% 4	52	3.23

Other (Please specify below)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4.55% 1	0.00% 0	4.55% 1	13.64% 3	77.27% 17	22	1.41

Q19 Rank your highest priority linkages (with 1 being the highest and 16 being lowest) to get between points of interests via a bike/ped route system. (Refer to map in question 18)Dunkirk

Answered: 48 Skipped: 165



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
A. Trails in the Park via Speedcat and Mt Auburn Ave	51.22% 21	7.32% 3	4.88% 2	4.88% 2	4.88% 2	7.32% 3	7.32% 3	4.88% 2	2.44% 1	0.00% 0	2.44% 1	0.00% 0	0.00% 0	2.44% 1	0.0
B. SR 167 to the Park via Mt Auburn Ave	8.82% 3	58.82% 20	5.88% 2	2.94% 1	5.88% 2	0.00% 0	5.88% 2	2.94% 1	2.94% 1	2.94% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.9
C. Highland Ave to Mt Auburn Ave via Haskell Rd	2.86% 1	8.57% 3	34.29% 12	11.43% 4	11.43% 4	2.86% 1	2.86% 1	5.71% 2	8.57% 3	0.00% 0	2.86% 1	5.71% 2	0.00% 0	0.00% 0	0.0
D. SR 167 to Haskell Rd via Highland Ave	8.11% 3	0.00% 0	13.51% 5	43.24% 16	5.41% 2	10.81% 4	8.11% 3	0.00% 0	8.11% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.7
E. Angle St to SR 167 via Blackford Ave	6.06% 2	3.03% 1	0.00% 0	3.03% 1	39.39% 13	18.18% 6	6.06% 2	6.06% 2	0.00% 0	3.03% 1	6.06% 2	3.03% 1	3.03% 1	0.00% 0	3.0
F. Blackford Ave to Short St via Angle St	2.86% 1	5.71% 2	0.00% 0	8.57% 3	2.86% 1	34.29% 12	2.86% 1	5.71% 2	2.86% 1	5.71% 2	8.57% 3	2.86% 1	0.00% 0	2.86% 1	2.8

G. Highland Ave to RR Tracks via Meridian St	0.00% 0	2.94% 1	8.82% 3	8.82% 3	5.88% 2	2.94% 1	38.24% 13	2.94% 1	2.94% 1	5.88% 2	2.94% 1	8.82% 3	0.00% 0	0.00% 0	5.8
H. RR Tracks to Short St via Meridian St	6.06% 2	0.00% 0	3.03% 1	3.03% 1	3.03% 1	6.06% 2	3.03% 1	30.30% 10	6.06% 2	0.00% 0	3.03% 1	3.03% 1	12.12% 4	12.12% 4	0.0
I. Angle St to Meridian St via RR Tracks	2.86% 1	11.43% 4	5.71% 2	0.00% 0	0.00% 0	0.00% 0	2.86% 1	8.57% 3	34.29% 12	8.57% 3	5.71% 2	8.57% 3	0.00% 0	0.00% 0	2.8
J. Meridian St to SR 167 via RR Tracks	2.78% 1	5.56% 2	8.33% 3	8.33% 3	5.56% 2	0.00% 0	5.56% 2	2.78% 1	11.11% 4	30.56% 11	2.78% 1	0.00% 0	2.78% 1	8.33% 3	5.5
K. Angle St to SR 167 via Short St	2.86% 1	5.71% 2	2.86% 1	0.00% 0	2.86% 1	0.00% 0	2.86% 1	5.71% 2	2.86% 1	14.29% 5	40.00% 14	8.57% 3	2.86% 1	2.86% 1	2.8
L. Highland Ave to Eaton Pike via SR 167	8.11% 3	2.70% 1	5.41% 2	0.00% 0	0.00% 0	2.70% 1	5.41% 2	5.41% 2	2.70% 1	5.41% 2	8.11% 3	37.84% 14	8.11% 3	2.70% 1	5.4
M. SR 167 to Hoover St via Center St	8.82% 3	5.88% 2	5.88% 2	2.94% 1	5.88% 2	5.88% 2	0.00% 0	0.00% 0	0.00% 0	2.94% 1	2.94% 1	2.94% 1	44.12% 15	5.88% 2	2.9
N. SR 167 to Madison St via Washington St	6.25% 2	0.00% 0	0.00% 0	3.13% 1	0.00% 0	3.13% 1	0.00% 0	0.00% 0	6.25% 2	6.25% 2	3.13% 1	6.25% 2	6.25% 2	46.88% 15	6.2
O. SR 167 to Hoover St via Grand St	3.13% 1	0.00% 0	3.13% 1	3.13% 1	6.25% 2	3.13% 1	6.25% 2	0.00% 0	0.00% 0	0.00% 0	9.38% 3	0.00% 0	6.25% 2	3.13% 1	46.8
P. Mt Auburn Ave to Washington St via Hoover St	2.86% 1	0.00% 0	2.86% 1	2.86% 1	0.00% 0	5.71% 2	2.86% 1	11.43% 4	0.00% 0	5.71% 2	0.00% 0	2.86% 1	2.86% 1	2.86% 1	5.7
Other (Please specify below)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0

Q20 Any other thoughts or comments regarding Dunkirk?

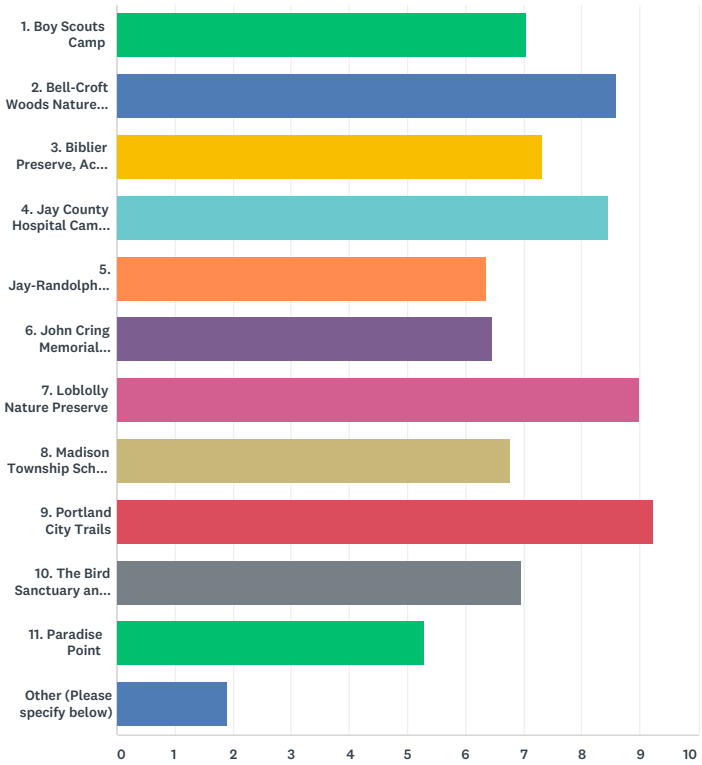
Answered: 16 Skipped: 197

#	RESPONSES	DATE
1	Rarely go to Dunkirk. Disregard answers	3/17/2018 7:54 AM
2	Since I live in Portland I'm probably not going to ride to Dunkirk unless there's a bike route going all the way there.	3/16/2018 10:06 AM
3	Dunkirk is pretty easy to get around in. I would like a marked path from Dunkirk to Frank Merry Park as it is only 4.5 miles from the bowling alley and makes a nice ride with many amenities, including fishing, shooting, archery, playground, woods, walking, horseshoes, tennis, and basketball. I think an off road bike path on 167 would be great for moving throughout the county.	3/15/2018 12:55 PM
4	I am. It familiar with Dunkirk and do not want to guess the priorities of locals. I am not completing this section.	3/13/2018 12:39 PM
5	I'm not a Dunkirk resident, but as a survey tip, this is too hard to rank and will take too long.	3/12/2018 9:01 AM
6	Dunkirk and Redkey are fairly close together. Good candidates for linking with designated routes and pathways/trails.	3/12/2018 8:42 AM
7	I am not familiar enough with Dunkirk.	3/9/2018 11:54 PM
8	Not sure I have a preference for Dunkirk.	3/9/2018 5:07 PM
9		3/9/2018 11:04 AM
10	no	3/7/2018 10:30 AM
11	A cool place to eat out like just a place with shelter and picnic tables.	3/7/2018 10:23 AM
12	no	3/7/2018 10:12 AM
13	no	2/20/2018 9:49 AM
14	Great wide mains street for Bike lane. would be nice to use that Depot.	2/14/2018 1:59 PM
15	Not very familiar with Dunkirk	2/13/2018 9:31 PM
16	no	1/29/2018 8:55 PM

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TOTAL	SCORE
A. Trails in the Park via Speedcat and Mt Auburn Ave	51.22% 21	7.32% 3	4.88% 2	4.88% 2	4.88% 2	7.32% 3	7.32% 3	4.88% 2	2.44% 1	0.00% 0	2.44% 1	0.00% 0	0.00% 0	2.44% 1	0.00% 0	0.00% 0	0.00% 0	41	14.59
B. SR 167 to the Park via Mt Auburn Ave	8.82% 3	58.82% 20	5.88% 2	2.94% 1	5.88% 2	0.00% 0	5.88% 2	2.94% 1	2.94% 1	2.94% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.94% 1	0.00% 0	0.00% 0	34	14.50
C. Highland Ave to Mt Auburn Ave via Haskell Rd	2.86% 1	8.57% 3	34.29% 12	11.43% 4	11.43% 4	2.86% 1	2.86% 1	5.71% 2	8.57% 3	0.00% 0	2.86% 1	5.71% 2	0.00% 0	0.00% 0	0.00% 0	2.86% 1	0.00% 0	35	12.69
D. SR 167 to Haskell Rd via Highland Ave	8.11% 3	0.00% 0	13.51% 5	43.24% 16	5.41% 2	10.81% 4	8.11% 3	0.00% 0	8.11% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.70% 1	0.00% 0	0.00% 0	37	13.16
E. Angle St to SR 167 via Blackford Ave	6.06% 2	3.03% 1	0.00% 0	3.03% 1	39.39% 13	18.18% 6	6.06% 2	6.06% 2	0.00% 0	3.03% 1	6.06% 2	3.03% 1	3.03% 1	0.00% 0	3.03% 1	0.00% 0	0.00% 0	33	11.61
F. Blackford Ave to Short St via Angle St	2.86% 1	5.71% 2	0.00% 0	8.57% 3	2.86% 1	34.29% 12	2.86% 1	5.71% 2	2.86% 1	5.71% 2	8.57% 3	2.86% 1	0.00% 0	2.86% 1	2.86% 1	2.86% 1	8.57% 3	35	9.80
G. Highland Ave to RR Tracks via Meridian St	0.00% 0	2.94% 1	8.82% 3	8.82% 3	5.88% 2	2.94% 1	38.24% 13	2.94% 1	2.94% 1	5.88% 2	2.94% 1	8.82% 3	0.00% 0	0.00% 0	5.88% 2	2.94% 1	0.00% 0	34	10.35
H. RR Tracks to Short St via Meridian St	6.06% 2	0.00% 0	3.03% 1	3.03% 1	3.03% 1	6.06% 2	3.03% 1	30.30% 10	6.06% 2	0.00% 0	3.03% 1	3.03% 1	12.12% 4	12.12% 4	0.00% 0	9.09% 3	0.00% 0	33	8.61
I. Angle St to Meridian St via RR Tracks	2.86% 1	11.43% 4	5.71% 2	0.00% 0	0.00% 0	0.00% 0	2.86% 1	8.57% 3	34.29% 12	8.57% 3	5.71% 2	8.57% 3	0.00% 0	0.00% 0	2.86% 1	8.57% 3	0.00% 0	35	9.29
J. Meridian St to SR 167 via RR Tracks	2.78% 1	5.56% 2	8.33% 3	8.33% 3	5.56% 2	0.00% 0	5.56% 2	2.78% 1	11.11% 4	30.56% 11	2.78% 1	0.00% 0	2.78% 1	8.33% 3	5.56% 2	0.00% 0	0.00% 0	36	9.67
K. Angle St to SR 167 via Short St	2.86% 1	5.71% 2	2.86% 1	0.00% 0	2.86% 1	0.00% 0	2.86% 1	5.71% 2	2.86% 1	14.29% 5	40.00% 14	8.57% 3	2.86% 1	2.86% 1	2.86% 1	2.86% 1	0.00% 0	35	8.20
L. Highland Ave to Eaton Pike via SR 167	8.11% 3	2.70% 1	5.41% 2	0.00% 0	0.00% 0	2.70% 1	5.41% 2	5.41% 2	2.70% 1	5.41% 2	8.11% 3	37.84% 14	8.11% 3	2.70% 1	5.41% 2	0.00% 0	0.00% 0	37	8.27
M. SR 167 to Hoover St via Center St	8.82% 3	5.88% 2	5.88% 2	2.94% 1	5.88% 2	5.88% 2	0.00% 0	0.00% 0	0.00% 0	2.94% 1	2.94% 1	2.94% 1	44.12% 15	5.88% 2	2.94% 1	2.94% 1	0.00% 0	34	8.41
N. SR 167 to Madison St via Washington St	6.25% 2	0.00% 0	0.00% 0	3.13% 1	0.00% 0	3.13% 1	0.00% 0	0.00% 0	6.25% 2	6.25% 2	3.13% 1	6.25% 2	6.25% 2	46.88% 15	6.25% 2	6.25% 2	0.00% 0	32	6.03
O. SR 167 to Hoover St via Grand St	3.13% 1	0.00% 0	3.13% 1	3.13% 1	6.25% 2	3.13% 1	6.25% 2	0.00% 0	0.00% 0	0.00% 0	9.38% 3	0.00% 0	6.25% 2	3.13% 1	46.88% 15	9.38% 3	0.00% 0	32	6.00
P. Mt Auburn Ave to Washington St via Hoover St	2.86% 1	0.00% 0	2.86% 1	2.86% 1	0.00% 0	5.71% 2	2.86% 1	11.43% 4	0.00% 0	5.71% 2	0.00% 0	2.86% 1	2.86% 1	2.86% 1	5.71% 2	48.57% 17	2.86% 1	35	5.51
Other (Please specify below)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 13	13	1.00

Q21 The following points of interest or destinations were identified. Rank your top ten destinations or points of interest from highest to lowest (with 1 being highest and 11 the lowest) that you would likely use a bike/ped route system to access.Jay County

Answered: 136 Skipped: 77

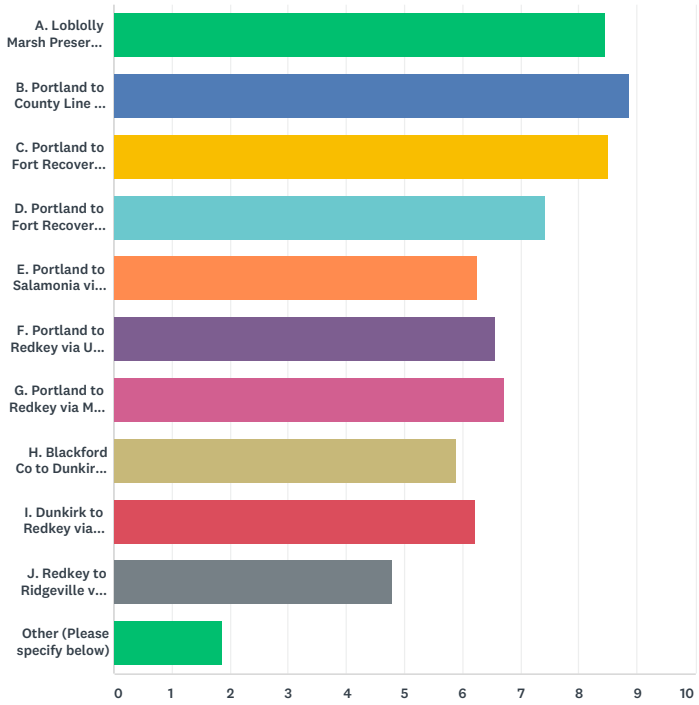


	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	SCORE
1. Boy Scouts Camp	16.87% 14	3.61% 3	8.43% 7	7.23% 6	14.46% 12	6.02% 5	3.61% 3	7.23% 6	13.25% 11	9.64% 8	7.23% 6	2.41% 2	83	7.06
2. Bell-Croft Woods Nature Preserve	5.43% 5	21.74% 20	14.13% 13	16.30% 15	15.22% 14	7.61% 7	7.61% 7	4.35% 4	2.17% 2	5.43% 5	0.00% 0	0.00% 0	92	8.60
3. Biblier Preserve, Acres Land Trust	2.30% 2	6.90% 6	14.94% 13	13.79% 12	12.64% 11	12.64% 11	16.09% 14	6.90% 6	2.30% 2	4.60% 4	4.60% 4	2.30% 2	87	7.32
4. Jay County Hospital Campus Rec Trail	23.76% 24	16.83% 17	7.92% 8	10.89% 11	5.94% 6	5.94% 6	3.96% 4	5.94% 6	6.93% 7	4.95% 5	5.94% 6	0.99% 1	101	8.46
5. Jay-Randolph Development Services	5.00% 4	5.00% 4	11.25% 9	6.25% 5	7.50% 6	13.75% 11	8.75% 7	8.75% 7	8.75% 7	15.00% 12	10.00% 8	0.00% 0	80	6.36
6. John Cring Memorial Forest, Earlham College	0.00% 0	4.82% 4	9.64% 8	6.02% 5	10.84% 9	20.48% 17	10.84% 9	14.46% 12	14.46% 12	3.61% 3	2.41% 2	2.41% 2	83	6.47
7. Loblolly Nature Preserve	24.04% 25	23.08% 24	12.50% 13	7.69% 8	4.81% 5	2.88% 3	7.69% 8	4.81% 5	3.85% 4	3.85% 4	1.92% 2	2.88% 3	104	8.99
8. Madison Township School Nature Preserve, Acres Land Trust	4.76% 4	3.57% 3	8.33% 7	14.29% 12	7.14% 6	9.52% 8	15.48% 13	15.48% 13	11.90% 10	8.33% 7	1.19% 1	0.00% 0	84	6.77
9. Portland City Trails	33.62% 39	18.97% 22	7.76% 9	4.31% 5	7.76% 9	6.90% 8	2.59% 3	4.31% 5	6.90% 8	4.31% 5	2.59% 3	0.00% 0	116	9.22

10. The Bird Sanctuary and Music of the Wild Preserve	8.42% 8	9.47% 9	10.53% 10	11.58% 11	10.53% 10	4.21% 4	5.26% 5	9.47% 9	7.37% 7	13.68% 13	8.42% 8	1.05% 1	95	6.96
11. Paradise Point	4.76% 4	5.95% 5	8.33% 7	8.33% 7	3.57% 3	3.57% 3	7.14% 6	4.76% 4	5.95% 5	10.71% 9	34.52% 29	2.38% 2	84	5.29
Other (Please specify below)	0.00% 0	2.94% 1	0.00% 0	0.00% 0	0.00% 0	2.94% 1	2.94% 1	2.94% 1	2.94% 1	2.94% 1	2.94% 1	79.41% 27	34	1.91

Q22 Rank your highest priority linkages (with 1 being the highest and 10 being lowest) to get between points of interests via a bike/ped route system. (Refer to map in question 21)Jay County

Answered: 134 Skipped: 79



	1	2	3	4	5	6	7	8	9	10	11	TOTAL	SCORE
A. Loblolly Marsh Preserve to Bryant via CR 650 N and CR 250 W	36.46% 35	9.38% 9	15.63% 15	10.42% 10	5.21% 5	3.13% 3	9.38% 9	2.08% 2	1.04% 1	6.25% 6	1.04% 1	96	8.46
B. Portland to County Line via Abandoned RR/Utility Corridor	22.00% 22	37.00% 37	11.00% 11	9.00% 9	6.00% 6	6.00% 6	2.00% 2	2.00% 2	1.00% 1	2.00% 2	2.00% 2	100	8.88
C. Portland to Fort Recovery via Abandoned RR Corridor	26.00% 26	16.00% 16	24.00% 24	12.00% 12	3.00% 3	6.00% 6	1.00% 1	3.00% 3	3.00% 3	5.00% 5	1.00% 1	100	8.52
D. Portland to Fort Recovery via CR 200 South	11.25% 9	13.75% 11	10.00% 8	25.00% 20	10.00% 8	5.00% 4	6.25% 5	6.25% 5	10.00% 8	2.50% 2	0.00% 0	80	7.42
E. Portland to Salamonia via CR 400 South	1.25% 1	3.75% 3	11.25% 9	8.75% 7	32.50% 26	6.25% 5	11.25% 9	12.50% 10	6.25% 5	6.25% 5	0.00% 0	80	6.25
F. Portland to Redkey via US 67	6.49% 5	5.19% 4	15.58% 12	9.09% 7	12.99% 10	23.38% 18	7.79% 6	2.60% 2	7.79% 6	6.49% 5	2.60% 2	77	6.56
G. Portland to Redkey via Mt Pleasant Rd and CR 600 S	6.49% 5	16.88% 13	7.79% 6	9.09% 7	2.60% 2	16.88% 13	24.68% 19	5.19% 4	5.19% 4	3.90% 3	1.30% 1	77	6.71

H. Blackford Co to Dunkirk via Abandoned RR Corridor	10.39% 8	9.09% 7	7.79% 6	1.30% 1	9.09% 7	6.49% 5	5.19% 4	33.77% 26	7.79% 6	9.09% 7	0.00% 0	77	5.91
I. Dunkirk to Redkey via Active RR Corridor	17.11% 13	11.84% 9	2.63% 2	10.53% 8	1.32% 1	3.95% 3	6.58% 5	7.89% 6	32.89% 25	5.26% 4	0.00% 0	76	6.21
J. Redkey to Ridgeville via Abandoned RR Corridor	1.35% 1	5.41% 4	10.81% 8	6.76% 5	6.76% 5	5.41% 4	9.46% 7	9.46% 7	8.11% 6	33.78% 25	2.70% 2	74	4.80
Other (Please specify below)	3.57% 1	0.00% 0	0.00% 0	0.00% 0	3.57% 1	3.57% 1	0.00% 0	0.00% 0	0.00% 0	10.71% 3	78.57% 22	28	1.86

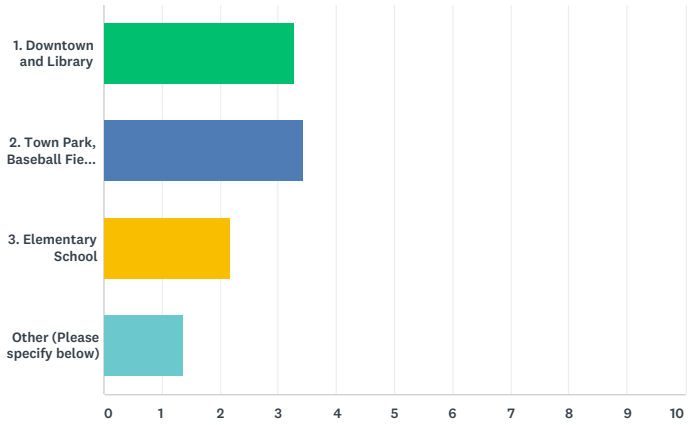
Q23 Any other thoughts or comments regarding Jay County?

Answered: 21 Skipped: 192

#	RESPONSES	DATE
1	I would like a bike trail from Dunkirk to Frank Merry Park via CR1200 to CR 800E to CR	3/15/2018 12:55 PM
2	I chose the Portland to County Line route as #1 and Loblolly Route as #2 because of the possibility to connect Portland and the Loblolly marsh to Geneva and the developing South Adams Trails. I feel like this connection has the most potential as it would tie into and strengthen the environmental tourist aspect of Geneva's Gene Stratton Porter house and adjacent Limberlost State Historic Site and trail that has already been built. I chose the Fort Recovery route as #3 as it would help tie Portland into the history of the area-relating it to Fort Recovery's tie to General Wayne and the resulting boundary line that was drawn through Jay County. This is a stretch, but possibly in the future, a route would be made from Fort Recovery to Coldwater, OH and could tie into their existing bike path that leads to Grand Lake St. Mary's. That would be pretty cool to have such a neat destination at the end of a path that started at Portland.	3/14/2018 10:17 PM
3	Im willing to ride anywhere thats not on the roads.	3/14/2018 8:38 AM
4	Hope this happens soon.	3/13/2018 5:24 PM
5	Too many things to rank on all of these questions.	3/12/2018 9:01 AM
6	A "ring" or "Community Loop" around the county should be considered vs. corridors that only connect through Portland. Example: Travel from Redkey to Pennville should not require travel through Portland.	3/12/2018 8:42 AM
7	Arts Place, Hudson Park, Pool	3/9/2018 3:09 PM
8	Keep the bike paths off of highways to keep people safe	3/9/2018 11:04 AM
9	Boundry Pike to forest preserves, Kanter Forest, and Acres Forest Preserves	3/7/2018 3:04 PM
10	better side walks	3/7/2018 10:30 AM
11	bike paths	3/7/2018 10:20 AM
12	more parks	3/7/2018 10:20 AM
13	L think there is a problem with not throwing you trash away	3/7/2018 10:15 AM
14	No, it is perfect.	3/7/2018 10:14 AM
15	no	3/7/2018 10:13 AM
16	NO	3/7/2018 10:09 AM
17	Golf cart path to Paradise Point	2/20/2018 9:49 AM
18	State Rd 26 E & W	2/19/2018 8:13 PM
19	I'd use a trail from Portland to Bryant running along US 27	2/17/2018 3:30 PM
20	Tyson rd. connection to Hwy. 67 and City Trails.	2/14/2018 1:59 PM
21	no	1/29/2018 8:55 PM

Q24 The following points of interest or destinations were identified. Rank your top ten destinations or points of interest from highest to lowest (with 1 being highest and 3 the lowest) that you would likely use a bike/ped route system to access.Pennville

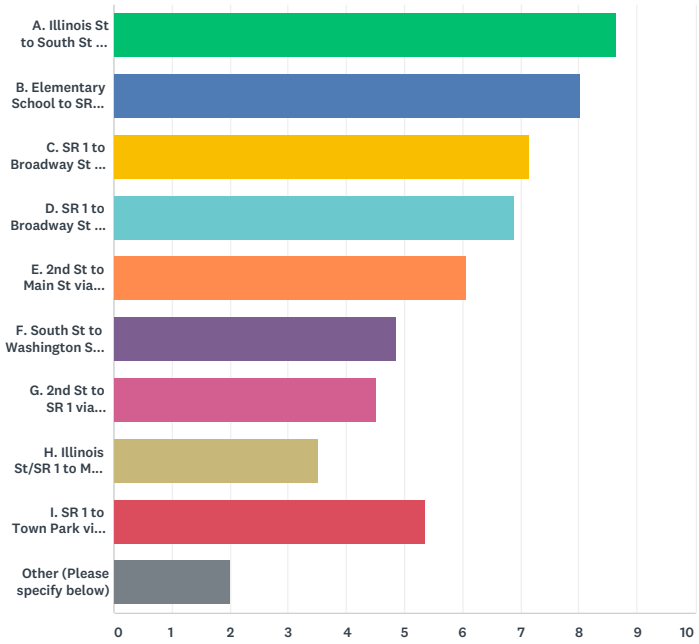
Answered: 52 Skipped: 161



	1	2	3	4	TOTAL	SCORE
1. Downtown and Library	36.96% 17	54.35% 25	8.70% 4	0.00% 0	46	3.28
2. Town Park, Baseball Field, and Community Center	57.14% 28	28.57% 14	14.29% 7	0.00% 0	49	3.43
3. Elementary School	8.89% 4	13.33% 6	64.44% 29	13.33% 6	45	2.18
Other (Please specify below)	9.09% 2	0.00% 0	9.09% 2	81.82% 18	22	1.36

Q25 Rank your highest priority linkages (with 1 being the highest and 10 being lowest) to get between points of interests via a bike/ped route system. (Refer to the map in question 24)Pennville

Answered: 37 Skipped: 176



	1	2	3	4	5	6	7	8	9	10	TOTAL	SCORE
A. Illinois St to South St via SR 1	55.56% 15	14.81% 4	7.41% 2	7.41% 2	3.70% 1	3.70% 1	3.70% 1	0.00% 0	3.70% 1	0.00% 0	27	8.63
B. Elementary School to SR 1 via Maple St	10.34% 3	51.72% 15	10.34% 3	3.45% 1	17.24% 5	0.00% 0	3.45% 1	3.45% 1	0.00% 0	0.00% 0	29	8.03
C. SR 1 to Broadway St via North St	0.00% 0	16.00% 4	56.00% 14	8.00% 2	4.00% 1	4.00% 1	0.00% 0	0.00% 0	12.00% 3	0.00% 0	25	7.16
D. SR 1 to Broadway St via Main St	3.85% 1	7.69% 2	11.54% 3	42.31% 11	19.23% 5	15.38% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	26	6.88
E. 2nd St to Main St via South, Harrison, and Washington St	7.41% 2	3.70% 1	0.00% 0	22.22% 6	37.04% 10	18.52% 5	3.70% 1	3.70% 1	0.00% 0	3.70% 1	27	6.07
F. South St to Washington St via 2nd St	0.00% 0	0.00% 0	11.11% 3	7.41% 2	3.70% 1	40.74% 11	18.52% 5	7.41% 2	11.11% 3	0.00% 0	27	4.85
G. 2nd St to SR 1 via Washington and South St	0.00% 0	8.00% 2	4.00% 1	0.00% 0	8.00% 2	4.00% 1	52.00% 13	24.00% 6	0.00% 0	0.00% 0	25	4.52
H. Illinois St/SR 1 to Main St/SR 1 via Illinois, Meridian, and Main St	3.70% 1	0.00% 0	0.00% 0	3.70% 1	3.70% 1	0.00% 0	18.52% 5	51.85% 14	18.52% 5	0.00% 0	27	3.52

I. SR 1 to Town Park via Pleasant, Broad, Maple, Inv, Lagro, and Broadway St	32.26% 10	0.00% 0	3.23% 1	3.23% 1	0.00% 0	9.68% 3	3.23% 1	6.45% 2	41.94% 13	0.00% 0	31	5.35
Other (Please specify below)	11.11% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	88.89% 16	18	2.00

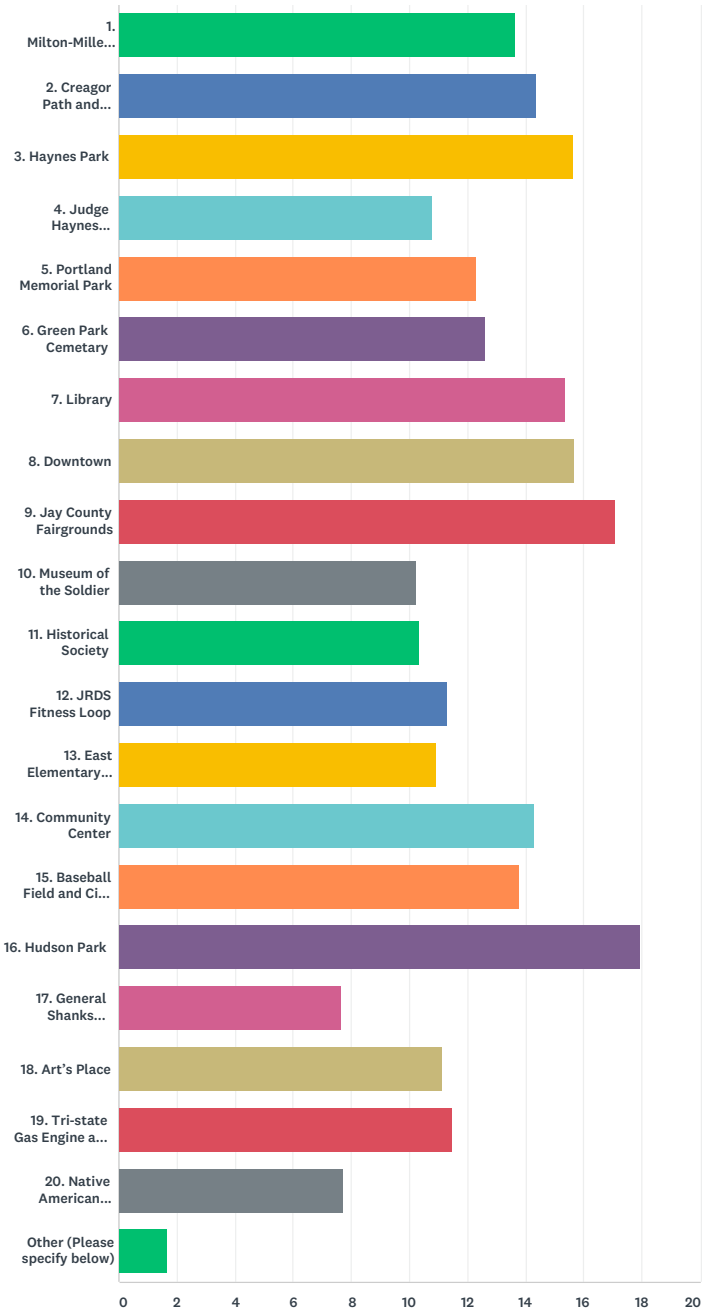
Q26 Any other thoughts or comments regarding Pennville?

Answered: 15 Skipped: 198

#	RESPONSES	DATE
1	24 - 2. Young boys talk to the Sri bridge (river area) with their fishing poles. 24. 4 - Cemeteries.	4/3/2018 2:09 PM
2	I would prefer to see sidewalk from Pennville Park out Largo/Largo/400 N East to the cemeteries we can walk there also. A path along river road behind the elementary would be good.	4/3/2018 2:00 PM
3	Since I live in Portland I'm probably not going to ride to Pennville unless there's a bike route going all the way there.	3/16/2018 10:06 AM
4	What about the Cabin at Balbec? Historical site.	3/13/2018 5:24 PM
5	I not familiar with Pennville to the extent of competing the detailed part of this survey. I'm hoping the school can be reopened though!	3/13/2018 12:39 PM
6	I'm not a Pennville Resident.	3/12/2018 9:01 AM
7	The Underground Railorad Cabin and cemeteries are important points of interest near Pennville.	3/12/2018 8:42 AM
8	River Road from the Elementary school would be scenic.	3/9/2018 11:54 PM
9	no chip n sile roads	3/7/2018 10:30 AM
10	more roads to town .bike path	3/7/2018 10:20 AM
11	Pennville decided to distance themselves from the community by the way the citizens have handled the school closing. You can build their trail to Southern Wells....	2/20/2018 9:49 AM
12	Trail to the Balbec Cabin and Godfrey House (Springer residence)	2/19/2018 5:57 PM
13	Balbec Cabin	2/14/2018 1:59 PM
14	The cemeteries East of town	1/22/2018 3:15 PM
15	Linkages to the cemeteries would be useful	1/22/2018 2:06 PM

Q27 The following points of interest or destinations were identified. Rank your top ten destinations or points of interest from highest to lowest (with 1 being highest and 20 the lowest) that you would likely use a bike/ped route system to access.Portland

Answered: 128 Skipped: 85



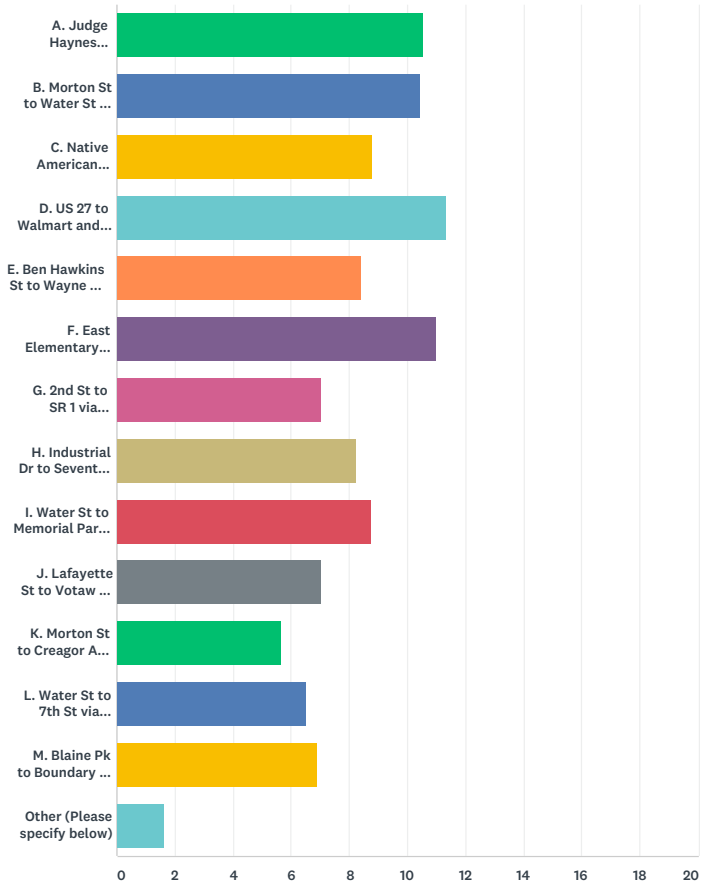
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1. Milton-Miller Park	11.43% 8	15.71% 11	4.29% 3	4.29% 3	1.43% 1	4.29% 3	2.86% 2	2.86% 2	4.29% 3	7.14% 5	8.57% 6	7.14% 5	1.43% 1	7.14% 5	7.14% 5
2. Creagor Path and Hospital Loop	6.58% 5	3.95% 3	18.42% 14	9.21% 7	7.89% 6	3.95% 3	3.95% 3	6.58% 5	2.63% 2	3.95% 3	6.58% 5	7.89% 6	3.95% 3	3.95% 3	3.95% 3
3. Haynes Park	7.89% 6	13.16% 10	11.84% 9	13.16% 10	3.95% 3	3.95% 3	9.21% 7	7.89% 6	9.21% 7	2.63% 2	5.26% 4	2.63% 2	2.63% 2	1.32% 1	1.32% 1
4. Judge Haynes Elementary School	3.28% 2	3.28% 2	4.92% 3	9.84% 6	6.56% 4	1.64% 1	1.64% 1	1.64% 1	1.64% 1	8.20% 5	4.92% 3	8.20% 5	6.56% 4	4.92% 3	6.56% 4

5. Portland Memorial Park	1.45% 1	5.80% 4	1.45% 1	4.35% 3	14.49% 10	7.25% 5	7.25% 5	4.35% 3	8.70% 6	4.35% 3	2.90% 2	5.80% 4	4.35% 3	7.25% 5	2.90% 2
6. Green Park Cemetary	1.37% 1	1.37% 1	5.48% 4	6.85% 5	6.85% 5	15.07% 11	9.59% 7	6.85% 5	5.48% 4	2.74% 2	6.85% 5	4.11% 3	4.11% 3	4.11% 3	5.48% 4
7. Library	9.41% 8	10.59% 9	14.12% 12	4.71% 4	7.06% 6	8.24% 7	8.24% 7	10.59% 9	4.71% 4	3.53% 3	1.18% 1	2.35% 2	3.53% 3	2.35% 2	3.53% 3
8. Downtown	8.11% 6	9.46% 7	13.51% 10	10.81% 8	12.16% 9	5.41% 4	6.76% 5	10.81% 8	9.46% 7	1.35% 1	0.00% 0	1.35% 1	0.00% 0	1.35% 1	2.70% 2
9. Jay County Fairgrounds	13.27% 13	20.41% 20	11.22% 11	14.29% 14	5.10% 5	9.18% 9	3.06% 3	3.06% 3	10.20% 10	4.08% 4	1.02% 1	0.00% 0	2.04% 2	2.04% 2	0.00% 0
10. Museum of the Soldier	4.55% 3	1.52% 1	3.03% 2	0.00% 0	3.03% 2	3.03% 2	1.52% 1	3.03% 2	3.03% 2	15.15% 10	9.09% 6	3.03% 2	15.15% 10	6.06% 4	6.06% 4
11. Historical Society	0.00% 0	1.49% 1	4.48% 3	4.48% 3	5.97% 4	1.49% 1	2.99% 2	7.46% 5	4.48% 3	5.97% 4	14.93% 10	2.99% 2	1.49% 1	10.45% 7	4.48% 3
12. JRDS Fitness Loop	3.03% 2	6.06% 4	0.00% 0	9.09% 6	6.06% 4	9.09% 6	1.52% 1	1.52% 1	3.03% 2	3.03% 2	3.03% 2	13.64% 9	9.09% 6	4.55% 3	4.55% 3
13. East Elementary School	4.92% 3	3.28% 2	8.20% 5	0.00% 0	0.00% 0	4.92% 3	8.20% 5	1.64% 1	1.64% 1	8.20% 5	6.56% 4	3.28% 2	13.11% 8	4.92% 3	3.28% 2
14. Community Center	8.24% 7	9.41% 8	9.41% 8	8.24% 7	8.24% 7	5.88% 5	7.06% 6	1.18% 1	7.06% 6	4.71% 4	2.35% 2	3.53% 3	4.71% 4	10.59% 9	3.53% 3
15. Baseball Field and City Pool	8.86% 7	10.13% 8	6.33% 5	6.33% 5	8.86% 7	7.59% 6	8.86% 7	6.33% 5	1.27% 1	2.53% 2	0.00% 0	2.53% 2	2.53% 2	2.53% 2	10.13% 8
16. Hudson Park	39.42% 41	17.31% 18	6.73% 7	6.73% 7	7.69% 8	2.88% 3	4.81% 5	2.88% 3	0.00% 0	0.96% 1	0.96% 1	0.96% 1	0.00% 0	0.00% 0	0.96% 1
17. General Shanks Elementary School	5.26% 3	0.00% 0	1.75% 1	0.00% 0	1.75% 1	0.00% 0	1.75% 1	3.51% 2	3.51% 2	3.51% 2	0.00% 0	7.02% 4	3.51% 2	3.51% 2	5.26% 3
18. Art's Place	1.45% 1	1.45% 1	8.70% 6	7.25% 5	2.90% 2	8.70% 6	5.80% 4	4.35% 3	2.90% 2	7.25% 5	7.25% 5	2.90% 2	2.90% 2	2.90% 2	2.90% 2
19. Tri-state Gas Engine and Tractor	6.49% 5	6.49% 5	5.19% 4	9.09% 7	6.49% 5	2.60% 2	1.30% 1	7.79% 6	5.19% 4	0.00% 0	3.90% 3	2.60% 2	5.19% 4	1.30% 1	2.60% 2
20. Native American Grounds	1.35% 1	2.70% 2	4.05% 3	4.05% 3	6.76% 5	2.70% 2	2.70% 2	2.70% 2	2.70% 2	4.05% 3	0.00% 0	2.70% 2	0.00% 0	1.35% 1	2.70% 2
Other (Please specify below)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.45% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	TOTAL	SCORE
1. Milton-Miller Park	11.43% 8	15.71% 11	4.29% 3	4.29% 3	1.43% 1	4.29% 3	2.86% 2	2.86% 2	4.29% 3	7.14% 5	8.57% 6	7.14% 5	1.43% 1	7.14% 5	7.14% 5	5.71% 4	1.43% 1	0.00% 0	1.43% 1	0.00% 0	1.43% 1	70	13.63
2. Creagor Path and Hospital Loop	6.58% 5	3.95% 3	18.42% 14	9.21% 7	7.89% 6	3.95% 3	3.95% 3	6.58% 5	2.63% 2	3.95% 3	6.58% 5	7.89% 6	3.95% 3	3.95% 3	3.95% 3	0.00% 0	3.95% 3	0.00% 0	1.32% 1	1.32% 1	0.00% 0	76	14.36
3. Haynes Park	7.89% 6	13.16% 10	11.84% 9	13.16% 10	3.95% 3	3.95% 3	9.21% 7	7.89% 6	9.21% 7	2.63% 2	5.26% 4	2.63% 2	2.63% 2	1.32% 1	1.32% 1	0.00% 0	1.32% 1	1.32% 1	0.00% 0	1.32% 1	0.00% 0	76	16.63
4. Judge Haynes Elementary School	3.28% 2	3.28% 2	4.92% 3	9.84% 6	6.56% 4	1.64% 1	1.64% 1	1.64% 1	1.64% 1	8.20% 5	4.92% 3	8.20% 5	6.56% 4	4.92% 3	6.56% 4	1.64% 1	1.64% 1	4.92% 3	14.75% 9	3.28% 2	0.00% 0	61	10.79
5. Portland Memorial Park	1.45% 1	5.80% 4	1.45% 1	4.35% 3	14.49% 10	7.25% 5	7.25% 5	4.35% 3	8.70% 6	4.35% 3	2.90% 2	5.80% 4	4.35% 3	7.25% 5	2.90% 2	7.25% 5	2.90% 2	1.45% 1	1.45% 1	1.45% 1	2.90% 2	69	12.30
6. Green Park Cemetary	1.37% 1	1.37% 1	5.48% 4	6.85% 5	6.85% 5	15.07% 11	9.59% 7	6.85% 5	5.48% 4	2.74% 2	6.85% 5	4.11% 3	4.11% 3	4.11% 3	5.48% 4	1.37% 1	1.37% 1	4.11% 3	2.74% 2	4.11% 3	0.00% 0	73	12.68
7. Library	9.41% 8	10.59% 9	14.12% 12	4.71% 4	7.06% 6	8.24% 7	8.24% 7	10.59% 9	4.71% 4	3.53% 3	1.18% 1	2.35% 2	3.53% 3	2.35% 2	3.53% 3	4.71% 4	1.18% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	85	16.38
8. Downtown	8.11% 6	9.46% 7	13.51% 10	10.81% 8	12.16% 9	5.41% 4	6.76% 5	10.81% 8	9.46% 7	1.35% 1	0.00% 0	1.35% 1	0.00% 0	1.35% 1	2.70% 2	1.35% 1	2.70% 2	1.35% 1	0.00% 0	1.35% 1	0.00% 0	74	16.69
9. Jay County Fairgrounds	13.27% 13	20.41% 20	11.22% 11	14.29% 14	5.10% 5	9.18% 9	3.06% 3	3.06% 3	10.20% 10	4.08% 4	1.02% 1	0.00% 0	2.04% 2	2.04% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.02% 1	98	17.08
10. Museum of the Soldier	4.55% 3	1.52% 1	3.03% 2	0.00% 0	3.03% 2	3.03% 2	1.52% 1	3.03% 2	3.03% 2	15.15% 10	9.09% 6	3.03% 2	15.15% 10	6.06% 4	6.06% 4	7.58% 5	1.52% 1	7.58% 5	4.55% 3	1.52% 1	0.00% 0	66	10.27
11. Historical Society	0.00% 0	1.49% 1	4.48% 3	4.48% 3	5.97% 4	1.49% 1	2.99% 2	7.46% 5	4.48% 3	5.97% 4	14.93% 10	2.99% 2	1.49% 1	10.45% 7	4.48% 3	7.46% 5	7.46% 5	2.99% 2	2.99% 2	2.99% 2	2.99% 2	67	10.34
12. JRDS Fitness Loop	3.03% 2	6.06% 4	0.00% 0	9.09% 6	6.06% 4	9.09% 6	1.52% 1	1.52% 1	3.03% 2	3.03% 2	3.03% 2	13.64% 9	9.09% 6	4.55% 3	4.55% 3	3.03% 2	7.58% 5	4.55% 3	3.03% 2	4.55% 3	0.00% 0	66	11.29
13. East Elementary School	4.92% 3	3.28% 2	8.20% 5	0.00% 0	0.00% 0	4.92% 3	8.20% 5	1.64% 1	1.64% 1	8.20% 5	6.56% 4	3.28% 2	13.11% 8	4.92% 3	3.28% 2	9.84% 6	8.20% 5	8.20% 5	1.64% 1	0.00% 0	0.00% 0	61	10.92
14. Community Center	8.24% 7	9.41% 8	9.41% 8	8.24% 7	8.24% 7	5.88% 5	7.06% 6	1.18% 1	7.06% 6	4.71% 4	2.35% 2	3.53% 3	4.71% 4	10.59% 9	3.53% 3	0.00% 0	2.35% 2	2.35% 2	1.18% 1	0.00% 0	0.00% 0	85	14.31
15. Baseball Field and City Pool	8.86% 7	10.13% 8	6.33% 5	6.33% 5	8.86% 7	7.59% 6	8.86% 7	6.33% 5	1.27% 1	2.53% 2	0.00% 0	2.53% 2	2.53% 2	2.53% 2	10.13% 8	7.59% 6	0.00% 0	5.06% 4	1.27% 1	1.27% 1	0.00% 0	79	13.76
16. Hudson Park	39.42% 41	17.31% 18	6.73% 7	6.73% 7	7.69% 8	2.88% 3	4.81% 5	2.88% 3	0.00% 0	0.96% 1	0.96% 1	0.96% 1	0.00% 0	0.00% 0	0.96% 1	5.77% 6	0.96% 1	0.00% 0	0.96% 1	0.00% 0	0.00% 0	104	17.93
17. General Shanks Elementary School	5.26% 3	0.00% 0	1.75% 1	0.00% 0	1.75% 1	0.00% 0	1.75% 1	3.51% 2	3.51% 2	3.51% 2	0.00% 0	7.02% 4	3.51% 2	3.51% 2	5.26% 3	5.26% 3	28.07% 16	14.04% 8	8.77% 5	3.51% 2	0.00% 0	57	7.65
18. Art's Place	1.45% 1	1.45% 1	8.70% 6	7.25% 5	2.90% 2	8.70% 6	5.80% 4	4.35% 3	2.90% 2	7.25% 5	7.25% 5	2.90% 2	2.90% 2	2.90% 2	2.90% 2	5.80% 4	1.45% 1	13.04% 9	4.35% 3	5.80% 4	0.00% 0	69	11.13
19. Tri-state Gas Engine and Tractor	6.49% 5	6.49% 5	5.19% 4	9.09% 7	6.49% 5	2.60% 2	1.30% 1	7.79% 6	5.19% 4	0.00% 0	3.90% 3	2.60% 2	5.19% 4	1.30% 1	2.60% 2	1.30% 1	7.79% 6	3.90% 3	20.78% 16	0.00% 0	0.00% 0	77	11.48
20. Native American Grounds	1.35% 1	2.70% 2	4.05% 3	4.05% 3	6.76% 5	2.70% 2	2.70% 2	2.70% 2	2.70% 2	4.05% 3	0.00% 0	2.70% 2	0.00% 0	1.35% 1	2.70% 2	4.05% 3	2.70% 2	8.11% 6	5.41% 4	36.49% 27	2.70% 2	74	7.72
Other (Please specify below)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.45% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.45% 1	6.90% 2	86.21% 25	29	1.6

Q28 Rank your highest priority linkages (with 1 being the highest and 13 being lowest) to get between points of interests via a bike/ped route system. (Refer to the map in question 27)Portland

Answered: 89 Skipped: 124



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	TOTAL
A. Judge Haynes Elementary to Native American Grounds via High, Ship, River Rd, Jack, Pierce, North, and Morton St	37.74% 20	9.43% 5	5.66% 3	15.09% 8	0.00% 0	7.55% 4	0.00% 0	5.66% 3	3.77% 2	0.00% 0	1.89% 1	3.77% 2	9.43% 5	0.00% 0	5
B. Morton St to Water St via North, Moose Easement, SR 26, and Charles St	6.45% 4	30.65% 19	16.13% 10	4.84% 3	8.06% 5	4.84% 3	11.29% 7	3.23% 2	3.23% 2	6.45% 4	4.84% 3	0.00% 0	0.00% 0	0.00% 0	6
C. Native American Grounds to Milton-Miller Park via Lincoln, Utility Easement, Wayne, and Lafayette St	5.36% 3	7.14% 4	23.21% 13	12.50% 7	10.71% 6	1.79% 1	7.14% 4	3.57% 2	1.79% 1	3.57% 2	1.79% 1	8.93% 5	12.50% 7	0.00% 0	5

D. US 27 to Walmart and Hospital via Industrial Dr, Franklin, Lafayette, Creagor Ave, Easement behind and next to businesses, and SR 26	23.61% 17	16.67% 12	12.50% 9	23.61% 17	8.33% 6	4.17% 3	2.78% 2	0.00% 0	2.78% 2	1.39% 1	0.00% 0	1.39% 1	1.39% 1	1.39% 1	7
E. Ben Hawkins St to Wayne St via Lincoln St	0.00% 0	8.00% 4	2.00% 1	2.00% 1	34.00% 17	14.00% 7	6.00% 3	8.00% 4	10.00% 5	6.00% 3	4.00% 2	4.00% 2	2.00% 1	0.00% 0	5
F. East Elementary School to Jay Co High School via Water and Tyson St	25.37% 17	13.43% 9	14.93% 10	4.48% 3	7.46% 5	19.40% 13	4.48% 3	4.48% 3	1.49% 1	1.49% 1	1.49% 1	1.49% 1	0.00% 0	0.00% 0	6
G. 2nd St to SR 1 via Washington and South St	1.92% 1	0.00% 0	0.00% 0	5.77% 3	3.85% 2	9.62% 5	38.46% 20	3.85% 2	7.69% 4	11.54% 6	5.77% 3	3.85% 2	7.69% 4	0.00% 0	5
H. Industrial Dr to Seventh St via US 27	1.64% 1	11.48% 7	8.20% 5	1.64% 1	11.48% 7	8.20% 5	6.56% 4	31.15% 19	3.28% 2	4.92% 3	3.28% 2	4.92% 3	1.64% 1	1.64% 1	6
I. Water St to Memorial Park and 7th St via Western Ave and easement around Memorial Park	9.84% 6	8.20% 5	11.48% 7	8.20% 5	3.28% 2	9.84% 6	3.28% 2	3.28% 2	29.51% 18	3.28% 2	8.20% 5	1.64% 1	0.00% 0	0.00% 0	6
J. Lafayette St to Votaw St via Wayne St	11.54% 6	0.00% 0	7.69% 4	3.85% 2	1.92% 1	0.00% 0	5.77% 3	3.85% 2	9.62% 5	42.31% 22	7.69% 4	3.85% 2	1.92% 1	0.00% 0	5
K. Morton St to Creagor Ave via Votaw St	3.77% 2	1.89% 1	1.89% 1	3.77% 2	7.55% 4	0.00% 0	1.89% 1	11.32% 6	5.66% 3	1.89% 1	37.74% 20	13.21% 7	9.43% 5	0.00% 0	5
L. Water St to 7th St via Wayne St	0.00% 0	9.80% 5	9.80% 5	3.92% 2	5.88% 3	9.80% 5	1.96% 1	1.96% 1	1.96% 1	3.92% 2	7.84% 4	39.22% 20	1.96% 1	1.96% 1	5
M. Blaine Pk to Boundary Pk via 7th St	10.17% 6	5.08% 3	3.39% 2	13.56% 8	5.08% 3	3.39% 2	3.39% 2	8.47% 5	1.69% 1	3.39% 2	5.08% 3	3.39% 2	33.90% 20	0.00% 0	5
Other (Please specify below)	0.00% 0	0.00% 0	3.85% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.85% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	92.31% 24	2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	TOTAL	SCORE
A. Judge Haynes Elementary to Native American Grounds via High, Ship, River Rd, Jack, Pierce, North, and Morton St	37.74% 20	9.43% 5	5.66% 3	15.09% 8	0.00% 0	7.55% 4	0.00% 0	5.66% 3	3.77% 2	0.00% 0	1.89% 1	3.77% 2	9.43% 5	0.00% 0	53	10.53
B. Morton St to Water St via North, Moose Easement, SR 26, and Charles St	6.45% 4	30.65% 19	16.13% 10	4.84% 3	8.06% 5	4.84% 3	11.29% 7	3.23% 2	3.23% 2	6.45% 4	4.84% 3	0.00% 0	0.00% 0	0.00% 0	62	10.44
C. Native American Grounds to Milton-Miller Park via Lincoln, Utility Easement, Wayne, and Lafayette St	5.36% 3	7.14% 4	23.21% 13	12.50% 7	10.71% 6	1.79% 1	7.14% 4	3.57% 2	1.79% 1	3.57% 2	1.79% 1	8.93% 5	12.50% 7	0.00% 0	56	8.77
D. US 27 to Walmart and Hospital via Industrial Dr, Franklin, Lafayette, Creagor Ave, Easement behind and next to businesses, and SR 26	23.61% 17	16.67% 12	12.50% 9	23.61% 17	8.33% 6	4.17% 3	2.78% 2	0.00% 0	2.78% 2	1.39% 1	0.00% 0	1.39% 1	1.39% 1	1.39% 1	72	11.32
E. Ben Hawkins St to Wayne St via Lincoln St	0.00% 0	8.00% 4	2.00% 1	2.00% 1	34.00% 17	14.00% 7	6.00% 3	8.00% 4	10.00% 5	6.00% 3	4.00% 2	4.00% 2	2.00% 1	0.00% 0	50	8.42
F. East Elementary School to Jay Co High School via Water and Tyson St	25.37% 17	13.43% 9	14.93% 10	4.48% 3	7.46% 5	19.40% 13	4.48% 3	4.48% 3	1.49% 1	1.49% 1	1.49% 1	1.49% 1	0.00% 0	0.00% 0	67	11.01
G. 2nd St to SR 1 via Washington and South St	1.92% 1	0.00% 0	0.00% 0	5.77% 3	3.85% 2	9.62% 5	38.46% 20	3.85% 2	7.69% 4	11.54% 6	5.77% 3	3.85% 2	7.69% 4	0.00% 0	52	7.04
H. Industrial Dr to Seventh St via US 27	1.64% 1	11.48% 7	8.20% 5	1.64% 1	11.48% 7	8.20% 5	6.56% 4	31.15% 19	3.28% 2	4.92% 3	3.28% 2	4.92% 3	1.64% 1	1.64% 1	61	8.25
I. Water St to Memorial Park and 7th St via Western Ave and easement around Memorial Park	9.84% 6	8.20% 5	11.48% 7	8.20% 5	3.28% 2	9.84% 6	3.28% 2	3.28% 2	29.51% 18	3.28% 2	8.20% 5	1.64% 1	0.00% 0	0.00% 0	61	8.74
J. Lafayette St to Votaw St via Wayne St	11.54% 6	0.00% 0	7.69% 4	3.85% 2	1.92% 1	0.00% 0	5.77% 3	3.85% 2	9.62% 5	42.31% 22	7.69% 4	3.85% 2	1.92% 1	0.00% 0	52	7.04
K. Morton St to Creagor Ave via Votaw St	3.77% 2	1.89% 1	1.89% 1	3.77% 2	7.55% 4	0.00% 0	1.89% 1	11.32% 6	5.66% 3	1.89% 1	37.74% 20	13.21% 7	9.43% 5	0.00% 0	53	6.64
L. Water St to 7th St via Wayne St	0.00% 0	9.80% 5	9.80% 5	3.92% 2	5.88% 3	9.80% 5	1.96% 1	1.96% 1	1.96% 1	3.92% 2	7.84% 4	39.22% 20	1.96% 1	1.96% 1	51	6.61
M. Blaine Pk to Boundary Pk via 7th St	10.17% 6	5.08% 3	3.39% 2	13.56% 8	5.08% 3	3.39% 2	3.39% 2	8.47% 5	1.69% 1	3.39% 2	5.08% 3	3.39% 2	33.90% 20	0.00% 0	59	6.92
Other (Please specify below)	0.00% 0	0.00% 0	3.85% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.85% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	92.31% 24	26	1.62

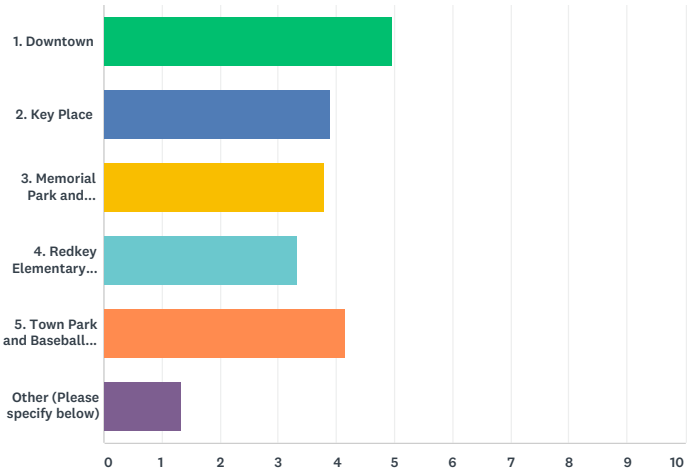
Q29 Any other thoughts or comments regarding Portland?

Answered: 17 Skipped: 196

#	RESPONSES	DATE
1	I do not see a link/ sidewalk to the trailer court on the north side of town along US 27. I think this needs to be a priority corridor. I see so many individuals having to walk on the side of busy US27 or in the side ditch. I feel there needs to be a safe walking route for these individuals who may not have easy access to vehicles to drive and rely more on walking or biking.	3/14/2018 10:17 PM
2	I'm finding this pretty overwhelming and was unable to attend the explanation. Please disregard the answers to number 28. I did not complete. Thank you.	3/13/2018 12:39 PM
3	The old bike path on Tyson Road used to be used frequently for transportation from the high school to and from Portland, but has not been maintained.	3/12/2018 9:32 PM
4	These maps are way too confusing to take the survey quickly.	3/12/2018 9:01 AM
5	The suggested "Cultural Loop" in Portland should receive significant attention and support. TOP priority. This was not specifically called out on the map.	3/12/2018 8:42 AM
6	7th to Blaine to 200 S to Boundary Pike and back to Seventh St.	3/9/2018 11:54 PM
7	Keep the bike paths off of busy highways. People don't pay attention when driving and it would lead to accidents or death.	3/9/2018 11:04 AM
8	better side walks	3/7/2018 10:30 AM
9	More sidewalks around hudson park to see more things.	3/7/2018 10:23 AM
10	put more fish in hudson park	3/7/2018 10:20 AM
11	No, it's perfect	3/7/2018 10:14 AM
12	no	3/7/2018 10:13 AM
13	-	2/20/2018 2:55 PM
14	This is way too confusing...put it where it will be used the most!	2/20/2018 9:49 AM
15	Old railroad path west on 200S to seventh street to meet other local cal paths. It coul even farther south as there is a path there beside the golf course	2/19/2018 7:34 PM
16	lots of destinations. Could be easy to connect with signage and sharrows.	2/14/2018 1:59 PM
17	I would enjoy using the abandoned rail road tracks arount the county. These are beautiful already and there are often tressels abandoned that could be used to build up a natural looking and feeling bike trail.	2/13/2018 9:31 PM

Q30 The following points of interest or destinations were identified. Rank your top ten destinations or points of interest from highest to lowest (with 1 being highest and 5 the lowest) that you would likely use a bike/ped route system to access.Redkey

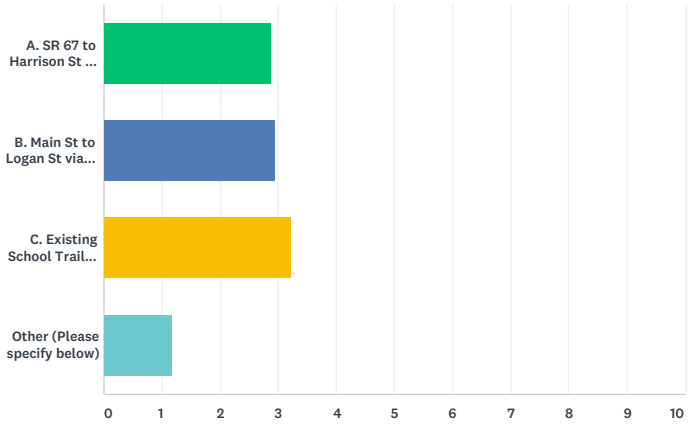
Answered: 45 Skipped: 168



	1	2	3	4	5	6	TOTAL	SCORE
1. Downtown	46.34% 19	21.95% 9	14.63% 6	14.63% 6	2.44% 1	0.00% 0	41	4.95
2. Key Place	7.69% 3	43.59% 17	7.69% 3	12.82% 5	28.21% 11	0.00% 0	39	3.90
3. Memorial Park and Firehouse	10.53% 4	10.53% 4	47.37% 18	15.79% 6	10.53% 4	5.26% 2	38	3.79
4. Redkey Elementary School	2.70% 1	13.51% 5	21.62% 8	37.84% 14	24.32% 9	0.00% 0	37	3.32
5. Town Park and Baseball Fields	36.59% 15	12.20% 5	12.20% 5	12.20% 5	24.39% 10	2.44% 1	41	4.17
Other (Please specify below)	6.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	93.33% 14	15	1.33

Q31 Rank your highest priority linkages (with 1 being the highest and 4 being lowest) to get between points of interests via a bike/ped route system. (Refer to the map in question 30)Redkey

Answered: 33 Skipped: 180



	1	2	3	4	TOTAL	SCORE
A. SR 67 to Harrison St via Main St	30.77% 8	30.77% 8	34.62% 9	3.85% 1	26	2.88
B. Main St to Logan St via SR 1	26.92% 7	42.31% 11	30.77% 8	0.00% 0	26	2.96
C. Existing School Trail to SR 1 via High St	56.67% 17	13.33% 4	26.67% 8	3.33% 1	30	3.23
Other (Please specify below)	0.00% 0	9.09% 1	0.00% 0	90.91% 10	11	1.18

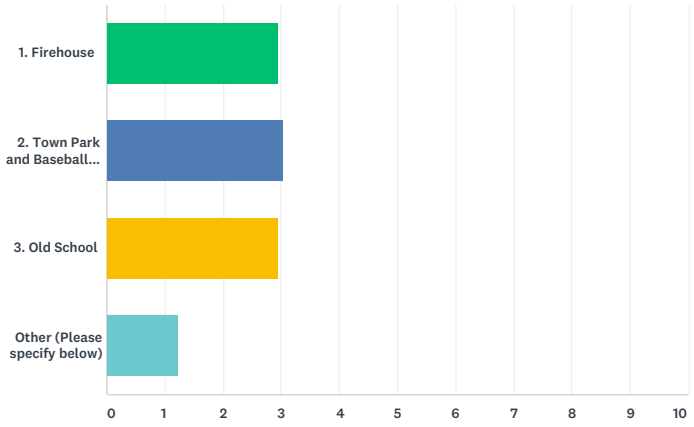
Q32 Any other thoughts or comments regarding Redkey?

Answered: 8 Skipped: 205

#	RESPONSES	DATE
1	Disregard. Don't go to Redkey	3/17/2018 7:54 AM
2	I do not live in redkey and do not want to have influence on the locals priorities.	3/13/2018 12:39 PM
3	Not a Redkey Resident.	3/12/2018 9:01 AM
4	Redkey and Dunkirk should be joined by walking and bicycling routes. Few communities in Jay County are as close. Test case. Poster child. First to go. All the usual terms apply.	3/12/2018 8:42 AM
5	Don't know enough about Redkey.	3/9/2018 11:54 PM
6	no	3/7/2018 10:30 AM
7	lots of cool shopping places now.	2/14/2018 1:59 PM
8	no	1/29/2018 8:55 PM

Q33 The following points of interest or destinations were identified. Rank your top ten destinations or points of interest from highest to lowest (with 1 being highest and 3 the lowest) that you would likely use a bike/ped route system to access.Salamonia

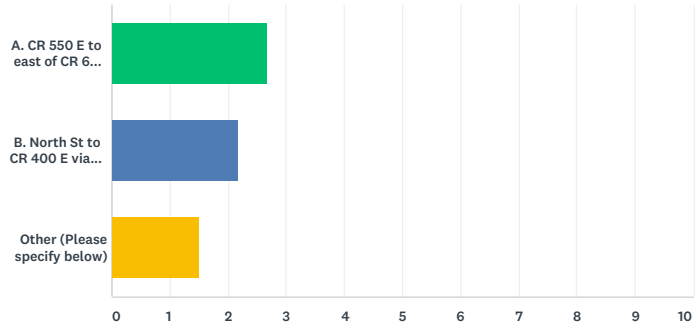
Answered: 39 Skipped: 174



	1	2	3	4	TOTAL	SCORE
1. Firehouse	30.56% 11	38.89% 14	25.00% 9	5.56% 2	36	2.94
2. Town Park and Baseball Field	38.24% 13	29.41% 10	29.41% 10	2.94% 1	34	3.03
3. Old School	34.21% 13	28.95% 11	34.21% 13	2.63% 1	38	2.95
Other (Please specify below)	0.00% 0	7.69% 1	7.69% 1	84.62% 11	13	1.23

Q34 Rank your highest priority linkages (with 1 being the highest and 2 being lowest) to get between points of interests via a bike/ped route system. (Refer to the map in question 33)Salamonia

Answered: 27 Skipped: 186



	1	2	3	TOTAL	SCORE
A. CR 550 E to east of CR 600 E via CR 400 S	72.00% 18	24.00% 6	4.00% 1	25	2.68
B. North St to CR 400 E via Harrison St	25.00% 6	66.67% 16	8.33% 2	24	2.17
Other (Please specify below)	20.00% 2	10.00% 1	70.00% 7	10	1.50

Q35 Any other thoughts or comments regarding Salamonia?

Answered: 9 Skipped: 204

#	RESPONSES	DATE
1	Again, I do not live in Salominie and do not want to have influence over the locals voice.	3/13/2018 12:39 PM
2	NA	3/12/2018 9:01 AM
3	The cemetery should be considered as a relatively safe place for walking/biking that can be used immediately with little need for trails and signage. It just needs designation. There are a couple of nature preserves nearby that should also be noted. Salamonia is the bike/pedestrian route anchor for the southeast corner of the County.	3/12/2018 8:42 AM
4	From 7th to Boundary and 200 S, 300 or 400 S to Salamonie.	3/9/2018 11:54 PM
5	no	3/7/2018 10:30 AM
6	-	2/20/2018 2:55 PM
7	Cemetery	2/20/2018 12:18 PM
8	no	2/20/2018 9:49 AM
9	Biebler trail?? Nature Trail, hidden footpath. Connection to College Corner or The property the DNR own?	2/14/2018 1:59 PM

Q36 Any other thoughts or comments?

Answered: 25 Skipped: 188

#	RESPONSES	DATE
1	I believe the revenue from the confined feeding tax should pay for it. We keep hearing about the "revenue" but do not see it showing	4/3/2018 2:00 PM
2	Include signage warnings along trails with dogs presents problems	3/19/2018 1:11 PM
3	it is nice to have a place to walk that is safe and clean	3/19/2018 12:57 PM
4	We need to keep bicycle and pedestrian paths in proper perspective because Portland is still a golf cart city. The bike and pedestrian pathways make sense in some areas, but not many others. Great idea, and we should encourage it. Portland waterpark is a great destination for all young people during June, July, and August.	3/19/2018 10:16 AM
5	No 9 - Exercise class	3/19/2018 10:08 AM
6	Within the towns, it seems like getting around by bike is easy. I am most interested in a dedicated bike/walking trail that connects all the towns & townships for cross county cycling. Then to points outside the county including Frank Merry Park, the Albany Golf Course, Loblolly/Limberlost, and Ft. Recovery.	3/15/2018 12:55 PM
7	Please consider a walking path along the side of US 27 from the north side of Portland to the trailer court for the many people who have to walk on the road or the side ditch.	3/14/2018 10:17 PM
8	Not sure I answered well - too many choices so they became a bit arbitrary.	3/14/2018 11:13 AM
9	Thank you for updating our community!	3/14/2018 10:00 AM
10	This survey would do well to offer us the option to not have an opinion on different sections.	3/13/2018 12:39 PM
11	I appreciate the work you're doing. I would simply make the survey simpler to take. By skipping many of the ranking questions it only took me a few minutes. But had I tried to rank all of those options and study the maps I could have easily spent 30+ minutes on this survey. Probably why your N-Size is low...	3/12/2018 9:01 AM
12	1. Dangerous intersection - Southeast corner of Walmart parking lot needs attention if there is to be increased pedestrian and/or bicycle traffic. 2. Robust coordination needed with county road maintenance for details of "Chip and Seal" maintenance program. 3. Advantages of designated routes and signage vs. trail construction should be discussed in the county master plan. 4. Sustainability - Can designated routes be established and maintained at relatively low cost? 5. What needs to happen w.r.t. public education to help ensure safety and civility? (Police/Sheriff input needed.) 6. How does Jay County benefit from better linkages among county cities, towns and neighboorhoods? 7. Why are routes/trails good for the community? What are the benefits? 8. Please ensure results are published in local newspaper, libraries, and online.	3/12/2018 8:42 AM
13	People tend to go to muncie a lot. I would like to see a path connecting us to a larger city.	3/9/2018 5:07 PM
14	no	3/7/2018 10:30 AM
15	no	3/7/2018 10:13 AM
16	No	3/7/2018 10:09 AM
17	Let us not forget that Jay County has a west side. Not just Portland!	3/6/2018 5:41 PM
18	Organized trips on certain days from 1 point to another to help support and encourage those streets to run, walk or bike ride	2/23/2018 2:33 PM
19	Bryant to Pennville 650 N 700 W 400 N	2/22/2018 2:49 PM
20	-	2/20/2018 2:55 PM
21	We need a dedicated golf cart path. Nature can be observed just as easy on a golf cart as a Bike. Use a road material that can handle both...make it wide enough for both.We all know this town is in need of a dedicated cart path.	2/20/2018 9:49 AM
22	Connecting county roads to the towns would be ideal, though I am sure very difficult.	2/19/2018 4:19 PM
23	Connecting the cities and towns of Jay County with Bike Routes and then to points outside the county would be wonderful. If one could bike to Ft. Recovery or to Redkey and then Ridgeville or Blackford County, it would really make Jay County a recreational area. These trails could be used in the winter for cross country skiing.	2/19/2018 12:24 PM
24	This is a really great idea! The bike path that connects celina and coldwater gets used a lot. It lacks parking in coldwater at where it starts.	2/6/2018 5:49 PM
25	Need a trail to connect the cities. walking or riding trails within the city limits are not the best options although sure they are less costly	1/22/2018 2:34 PM

Q37 If interested in receiving the surveying results, please leave your name and email address.

Answered: 24 Skipped: 189

#	RESPONSES	DATE
1	marlabinegar@yahoo.com	4/3/2018 2:00 PM
2	Blake Watson Jay County Tourism Bureau director@visitjaycounty.com	3/29/2018 12:11 PM
3	Joe Roberts srjrobert@comcast.net	3/19/2018 1:11 PM
4	bracybunchmom@gmail.com	3/17/2018 7:54 AM
5	P Bishop; pbishop818@yahoo.com	3/15/2018 12:55 PM
6	Chad Miller email: chadmiller61987@gmail.com	3/14/2018 10:17 PM
7	Donna Richards portlanddonna@gmail.com	3/14/2018 8:38 AM
8	Please ensure results are published in local newspaper, libraries, and online.	3/12/2018 8:42 AM
9	Sammie L Bowers Email Address sammiebowers1957@outlook.com	3/10/2018 4:22 PM
10	Kevo999@hotmail.com Kevin Wentz	3/9/2018 5:07 PM
11	Paul Vesperry pvesperr@gmail.com	3/9/2018 4:27 PM
12	Michele.Goldman37@gmail.com	3/9/2018 3:09 PM
13	Jen Fruitt kinopela@yahoo.com	3/8/2018 12:29 AM
14	For volunteering: Arnold Clevenger, 202 Shady Side, Dunkirk, IN 47336, 765-768-7667	2/23/2018 2:33 PM
15	Randy Fisher. rfisher@jayco.net	2/22/2018 6:23 PM
16	dru@sdpmfy.com / Dru Hall, 4175 S. 1000 N, Redkey, In 47373, 765-744-2642	2/22/2018 3:04 PM
17	Joseph Acker joeacker63@yahoo.com	2/20/2018 6:00 PM
18	-	2/20/2018 2:55 PM
19	Travis Coats - tcoats84@gmail.com	2/19/2018 9:50 PM
20	Susan Meinerding. Susie_ meinerding@comcast.net	2/19/2018 7:34 PM
21	Kari Brotherton klbrotherton@outlook.com	2/19/2018 5:57 PM
22	Theresa Inman theresacinman@gmail.com	2/14/2018 1:59 PM
23	Kirk Daniels kddaniels66@gmail.com	2/6/2018 10:32 PM
24	Travis Decker Roughneck2100@yahoo.com	2/4/2018 12:57 PM

Salamonia Nodes

	1	2	3	4	Total	Score
3 - Old School	13	11	13	1	38	340
1 - Firehouse	11	14	9	2	36	322
2 - Town Park and Baseball Field	13	10	10	1	34	307
Other	0	1	1	11	13	94

Salamonia Connectivity

	1	2	3	Total	Score
A - CR 550 E to east of CR 600 E via CR 400 S	18	6	1	25	242
B. North St to CR 400 E via Harrison St	6	16	2	24	220
Other	2	1	7	10	85

Bryant Nodes

	1	2	3	4	5	6	7	8	9	Total	Score
Loblolly Nature Preserve	64	13	10	4	4	3	2	3	2	105	925
Community Center	14	19	16	11	27	7	1	0	1	96	719
Town Restaurant	5	14	27	22	8	3	5	2	1	87	637
Bloomfield Elem School	17	17	10	0	5	11	20	5	4	89	591
Gas Station/Truck Stop	8	23	10	14	6	7	8	3	0	79	577
Downtown/Jailhouse	3	6	8	22	13	7	4	6	2	71	453
Wesleyan Church	5	4	3	6	6	25	17	4	0	70	393
Lutheran Church	0	1	5	2	5	4	11	44	2	74	293
Other	1	0	1	0	2	0	0	1	32	37	97

Bryant Connectivity

	1	2	3	4	Total	Score
Eastside to Westside via Main Street	33	21	17	3	74	306
Southside to SR 18 via west side of US 27	26	34	11	3	74	305
Southside to SR 18 via Meridian St	17	13	38	1	69	253
Other	3	0	1	26	30	70

Dunkirk Nodes

	1	2	3	4	5	6	7	8	9	10	11	12	Total	Score
2-Library and Museum	10	15	8	8	1	4	6	4	3	1	1	1	62	424
3-Downtown	9	10	13	9	4	4	6	0	2	4	1	0	62	423
7-W. Jay Community Center	13	4	10	6	6	3	14	2	2	0	1	1	62	405
6-Town Pool	7	11	4	6	6	15	3	5	1	1	0	1	60	384
8-Town Park	10	7	8	4	5	8	1	15	2	0	1	0	61	378
4-Webster Depot	7	8	7	11	5	7	5	3	2	4	1	0	60	377
1-Westlawn Elementary School	14	5	1	4	5	4	9	6	3	2	3	0	56	333
5-W. Jay Middle School	2	3	5	3	18	6	3	6	2	1	0	1	50	281
10-Jr. League Baseball Field	1	3	5	4	2	0	5	4	6	20	4	0	54	181
9-Men's Baseball Field	1	1	3	3	2	4	0	2	23	11	4	0	54	159
11-Bowling Alley	1	1	1	2	2	0	0	0	4	7	30	4	52	68
Other	0	0	0	0	0	0	0	1	0	1	3	17	22	4

Dunkirk Connectivity

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total	Score
A-Trails in the Park via Speedcat and Mt Auburn Ave	21	3	2	2	2	3	3	2	1	0	1	0	0	1	0	0	0	41	314
B-SR 167 to the Park via Mt Auburn Ave	3	20	2	1	2	0	2	1	1	1	0	0	0	0	1	0	0	34	259
D-SR 167 to Haskell Rd via Highland Ave	3	0	5	16	2	4	3	0	3	0	0	0	0	0	1	0	0	37	232
C-Highland Ave to Mt Auburn Ave via Haskell Rd	1	3	12	4	4	1	1	2	3	0	1	2	0	0	0	1	0	35	206
E-Angle St to SR 167 via Blackford Ave	2	1	0	1	13	6	2	2	0	1	2	1	1	0	1	0	0	33	159
G-Highland Ave to RR Tracks via Meridian St	0	1	3	3	2	1	13	1	1	2	1	3	0	0	2	1	0	34	130
F-Blackford Ave to Short St via Angle St	1	2	0	3	1	12	1	2	1	2	3	1	0	1	1	1	3	35	129
J-Meridian St to SR 167 via RR Tracks	1	2	3	3	2	0	2	1	4	11	1	0	1	3	2	0	0	36	115
I-Angle St to Meridian St via RR Tracks	1	4	2	0	0	0	1	3	12	3	2	3	0	0	1	3	0	35	102
M-SR 167 to Hoover St via Center St	3	2	2	1	2	2	0	0	0	1	1	1	15	2	1	1	0	34	94
H-RR Tracks to Short St via Meridian St	2	0	1	1	1	2	1	10	2	0	1	1	4	4	0	3	0	33	89
L-Highland Ave to Eaton Pike via SR 167	3	1	2	0	0	1	2	2	1	2	3	14	3	1	2	0	0	37	78
K-Angle St to SR 167 via Short St	1	2	1	0	1	0	1	2	1	5	14	3	1	1	1	1	0	35	59
P-Mt Auburn Ave to Washington St via Hoover St	1	0	1	1	0	2	1	4	0	2	0	1	1	1	2	17	1	35	53
O-SR 167 to Hoover St via Grand St	1	0	1	1	2	1	2	0	0	0	3	0	2	1	15	3	0	32	50
N-SR 167 to Madison St via Washington St	2	0	0	1	0	1	0	0	2	2	1	2	2	15	2	2	0	32	38
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0

Jay County Nodes

	1	2	3	4	5	6	7	8	9	10	11	12	Total	Score
9-Portland City Trails	39	22	9	5	9	8	3	5	8	5	3	0	116	837
7-Loblolly Nature Preserve	25	24	13	8	5	3	8	5	4	4	2	3	104	730
4-JC Hospital Campus Rec Trail	24	17	8	11	6	6	4	6	7	5	6	1	101	653
2-Bell-Croft Woods Nature Preserve	5	20	13	15	14	7	7	4	2	5	0	0	92	607
10-Bird Sanctuary & Music of the Wild	8	9	10	11	10	4	5	9	7	13	8	1	95	472
3-Biblier Preserve, Acres Land Trust	2	6	13	12	11	11	14	6	2	4	4	2	87	465
1-Boys Club Camp	14	3	7	6	12	5	3	6	11	8	6	2	83	422
8-Madison Twsp School Nature Preser	4	3	7	12	6	8	13	13	10	7	1	0	84	401
6-John Cring Memorial Forest	0	4	8	5	9	17	9	12	12	3	2	2	83	373
5-Jay-Randolph Development Services	4	4	9	5	6	11	7	7	7	12	8	0	80	349
11-Paradise Point	4	5	7	7	3	3	6	4	5	9	29	2	84	278
Other	0	1	0	0	0	1	1	1	1	1	1	27	34	24

Jay County Connectivity

	1	2	3	4	5	6	7	8	9	10	11	Total	Score
B-Portland to County Line via Abandoned RR/Utility Corridor	22	37	11	9	6	6	2	2	1	2	2	100	788
C-Portland to Fort Recovery via Abandoned RR Corridor	26	16	24	12	3	6	1	3	3	5	1	100	752
A-Loblolly Marsh Preserve to Bryant via CR 650 N and CR 250 W	35	9	15	10	5	3	9	2	1	6	1	96	716
D-Portland to Fort Recovery via CR 200 South	9	11	8	20	8	4	5	5	8	2	0	80	514
G-Portland to Redkey via Mt Pleasant Rd and CR 600 S	5	13	6	7	2	13	19	4	4	3	1	77	440
F-Portland to Redkey via US 67	5	4	12	7	10	18	6	2	6	5	2	77	428
E-Portland to Salamonia via CR 400 South	1	3	9	7	26	5	9	10	5	5	0	80	420
I-Dunkirk to Redkey via Active RR Corridor	13	9	2	8	1	3	5	6	25	4	0	76	396
H-Blackford Co to Dunkirk via Abandoned RR Corridor	8	7	6	1	7	5	4	26	6	7	0	77	378
J-Redkey to Ridgeville via Abandoned RR Corridor	1	4	8	5	5	4	7	7	6	25	2	74	281
Other	1	0	0	0	1	1	0	0	0	3	22	28	24

Pennville Nodes

	1	2	3	4	Total	Score
2-Town Park, Baseball Field, and Cc	28	14	7	0	49	462
1-Downtown and Library	17	25	4	0	46	427
3-Elementary School	4	6	29	6	45	368
Other	2	0	2	18	22	162

Pennville Connectivity

	1	2	3	4	5	6	7	8	9	10	Total	Score
B. Elementary School to SR 1 via Maple St	3	15	3	1	5	0	1	1	0	0	29	233
A. Illinois St to South St via SR 1	15	4	2	2	1	1	1	0	1	0	27	233
D. SR 1 to Broadway St via Main St	1	2	3	11	5	4	0	0	0	0	26	179
C. SR 1 to Broadway St via North St	0	4	14	2	1	1	0	0	3	0	25	179
I. SR 1 to Town Park via Pleasant, Broad, Maple	10	0	1	1	0	3	1	2	13	0	31	166
E. 2nd St to Main St via South, Harrison, and W	2	1	0	6	10	5	1	1	0	1	27	164
F. South St to Washington St via 2nd St	0	0	3	2	1	11	5	2	3	0	27	131
G. 2nd St to SR 1 via Washington and South St	0	2	1	0	2	1	13	6	0	0	25	113
H. Illinois St/SR 1 via Illinois, Meridian, and Ma	1	0	0	1	1	0	5	14	5	0	27	95
J. Other	2	0	0	0	0	0	0	0	0	16	18	36

Portland Nodes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total	Score
16 - Hudson Park	41	18	7	7	8	3	5	3	0	1	1	1	0	0	1	6	1	0	1	0	0	104	770
9 - Jay County Fairgrounds	13	20	11	14	5	9	3	3	10	4	1	0	2	2	0	0	0	0	0	0	1	98	616
7 - Library	8	9	12	4	6	7	7	9	4	3	1	2	3	2	3	4	1	0	0	0	0	85	422
8 - Downtown	6	7	10	8	9	4	5	8	7	1	0	1	0	1	2	1	2	1	0	1	0	74	392
3 - Haynes Park	6	10	9	10	3	3	7	6	7	2	4	2	2	1	1	0	1	1	0	1	0	76	387
14 - Community Center	7	8	8	7	7	5	6	1	6	4	2	3	4	9	3	0	2	2	1	0	0	85	365
15 - Baseball Field and City Pool	7	8	5	5	7	6	7	5	1	2	0	2	2	2	8	6	0	4	1	1	0	79	336
2 - Creagor Path and Hospital Loop	5	3	14	7	6	3	3	5	2	3	5	6	3	3	3	0	3	0	1	1	0	76	323
1 - Milton-Miller Park	8	11	3	3	1	3	2	2	3	5	6	5	1	5	5	4	1	0	1	0	1	70	270
19 - Tri-state Gas Engine and Tractor	5	5	4	7	5	2	1	6	4	0	3	2	4	1	2	1	6	3	16	0	0	77	246
6 - Green Park Cemetary	1	1	4	5	5	11	7	5	4	2	5	3	3	3	4	1	1	3	2	3	0	73	224
5 - Portland Memorial Park	1	4	1	3	10	5	5	3	6	3	2	4	3	5	2	5	2	1	1	1	2	69	204
18 - Art's Place	1	1	6	5	2	6	4	3	2	5	5	2	2	2	2	4	1	9	3	4	0	69	178
12 - JRDS Fitness Loop	2	4	0	6	4	6	1	1	2	2	2	9	6	3	3	2	5	3	2	3	0	66	165
4 - Judge Haynes Elementary School	2	2	3	6	4	1	1	1	1	5	3	5	4	3	4	1	1	3	9	2	0	61	147
20 - Native American Grounds	1	2	3	3	5	2	2	2	2	3	0	2	0	1	2	3	2	6	4	27	2	74	134
13 - East Elementary School	3	2	5	0	0	3	5	1	1	5	4	2	8	3	2	6	5	5	1	0	0	61	133
11 - Historical Society	0	1	3	3	4	1	2	5	3	4	10	2	1	7	3	5	5	2	2	2	2	67	116
10 - Museum of the Soldier	3	1	2	0	2	2	1	2	2	10	6	2	10	4	4	5	1	5	3	1	0	66	101
17 - General Shanks Elementary School	3	0	1	0	1	0	1	2	2	2	0	4	2	2	3	3	16	8	5	2	0	57	60
Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	25	29	5

Portland Connectivity

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total	Score
D - US 27 to Walmart and Hospital via Industrial Dr, Franklin, Lafayette, Creagor Ave, Easement behind and next to businesses, and SR 26	17	12	9	17	6	3	2	0	2	1	0	1	1	1	72	533
F - East Elementary School to Jay Co High School via Water and Tyson St	17	9	10	3	5	13	3	3	1	1	1	1	0	0	67	471
B - Morton St to Water St via North, Moose Easement, SR 26, and Charles St	4	19	10	3	5	3	7	2	2	4	3	0	0	0	62	399
A - Judge Haynes Elementary to Native American Grounds via High, Ship, River Rd, Jack, Pierce, North, and Morton St	20	5	3	8	0	4	0	3	2	0	1	2	5	0	53	358
I - Water St to Memorial Park and 7th St via Western Ave and easement around Memorial Park	6	5	7	5	2	6	2	2	18	2	5	1	0	0	61	290
C - Native American Grounds to Milton-Miller Park via Lincoln, Utility Easement, Wayne, and Lafayette St	3	4	13	7	6	1	4	2	1	2	1	5	7	0	56	286
H - Industrial Dr to Seventh St via US 27	1	7	5	1	7	5	4	19	2	3	2	3	1	1	61	267
E - Ben Hawkins St to Wayne St via Lincoln St	0	4	1	1	17	7	3	4	5	3	2	2	1	0	50	225
M - Blaine Pk to Boundary Pk via 7th St	6	3	2	8	3	2	2	5	1	2	3	2	20	0	59	214
G - 2nd St to SR 1 via Washington and South St	1	0	0	3	2	5	20	2	4	6	3	2	4	0	52	168
J - Lafayette St to Votaw St via Wayne St	6	0	4	2	1	0	3	2	5	22	4	2	1	0	52	162
L - Water St to 7th St via Wayne St	0	5	5	2	3	5	1	1	1	2	4	20	1	1	51	153
K - Morton St to Creagor Ave via Votaw St	2	1	1	2	4	0	1	6	3	1	20	7	5	0	53	104
N - Other	0	0	1	0	0	0	0	0	1	0	0	0	0	24	26	10

Redkey Nodes

	1	2	3	4	5	6	Total	Score
1 - Downtown	19	9	6	6	1	0	41	367
5 - Town Park and Baseball Fields	15	5	5	5	10	1	41	335
2 - Key Palace	3	17	3	5	11	0	39	308
3 - Memorial Park and Firehouse	4	4	18	6	4	2	38	296
4 - Redkey Elementary School	1	5	8	14	9	0	37	271
Other	1	0	0	0	0	14	15	80

Redkey Connectivity

	1	2	3	4	Total	Score
C - Existing School Trail to SR 1 via High St	17	4	8	1	30	277
B - Main St to Logan St via SR 1	7	11	8	0	26	233
A - SR 67 to Harrison St via Main St	8	8	9	1	26	231
Other	0	1	0	10	11	79

Trail Use	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total	Score	Percentage
Walking	61	35	26	16	13	3	1	6	0	0	1	1	0	0	163	1360	32%
Health & Recreation	24	24	30	22	20	5	1	1	3	10	3	0	0	1	144	1018	13%
Outdoor Family Recreation	18	24	25	22	27	4	2	1	3	0	1	1	12	1	141	949	9%
Cycling	20	29	23	18	10	2	7	3	0	2	0	0	1	1	116	880	10%
Bird Watching	12	14	16	11	17	8	3	3	4	1	2	1	1	1	94	623	6%
Running	21	15	7	11	12	5	3	2	1	1	1	1	0	2	82	596	11%
Accessibility	4	9	16	16	13	2	2	5	4	3	12	2	0	1	89	483	2%
Educational Oppurtunities	4	6	12	9	12	10	7	5	7	4	1	0	0	0	77	436	2%
Kayaking & Canoeing	9	8	7	13	11	1	6	1	3	7	3	0	1	1	71	420	5%
Horseback Riding	4	7	6	3	5	0	5	2	1	3	6	9	1	3	55	233	2%
Commute to Work	4	0	6	4	10	3	3	2	2	3	0	0	5	20	62	216	2%
Cross-country Skiing	3	0	3	10	5	2	1	2	2	0	2	5	10	3	48	178	2%
Other	4	2	1	3	9	0	0	0	0	0	0	1	1	3	24	141	2%
Inline Skating	2	2	1	2	0	2	0	6	14	7	2	3	4	2	47	123	1%
Skateboarding	2	1	1	1	2	0	3	1	0	1	5	19	4	3	43	72	1%
	192																100.0%