

Connect in
**ELKHART
COUNTY**
INDIANA, USA

NETWORK IMPLEMENTATION GUIDE

MAY 2022



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OUR CONNECTED COUNTY



A PLACE FOR EVERYDAY LIFE AT ITS FULLEST

Connect in
**ELKHART
COUNTY**
INDIANA, USA

connectinelhartcounty.com

Connect in Elkhart County (CiEC) is all about how the head, heart and soul of our county can come together, celebrate what unites us today, and use our collective natural people power to boldly explore what might be next.

Elkhart County has always been about building things that allow people to live life to the fullest. Building a world-class trail network is simply our next frontier.

It is going to be built for our kids and families, for the old timers and those yet to arrive. It also will help diversify our economy, attract talented and creative people and conserve resources. But at its core, this project is even more elemental. We are building a shared place for everyday people to do everyday things. A place for someone who wants to get to work, elevate their heart rate, get together or just get out and away from it all. It is just as much for those seeking a calm and safe independence as it is for those yearning for more adventure and challenges to conquer.



WE HAVE ONLY JUST BEGUN TO SEE WHAT IS POSSIBLE

The work of many has brought us to where we are today. The Pumpkinvine Nature Trail attracts over 250,000 people a year, Goshen is connecting people to jobs and experiences, downtown Elkhart is building up its riverfront, Nappanee and Wakarusa have been in discussion about a trail connection, all while parks across the county have pathways that are exploding in popularity.

BUT THERE IS STILL MUCH TO DO

The cities and regions that we compete with for residents, employers and tourism are proactively growing their regional trail systems. They are connecting their parks, downtowns, job centers and homes and lowering the stress of using these connections such that people of all ages and abilities can experience safe and independent travel.



||||| **285** Kalamazoo County, MI

||||| **230** Benton & Washington
Counties, AR

||||| **116** Montgomery County, OH

||||| **68** Elkhart County

OUR COMMITMENT

The Community Foundation of Elkhart County (CFEC) is committed to accelerating the growth of our trail network and the diversity of amenities and destinations it connects. This type of endeavor is not new for us. It is a natural reflection of what has always been our focus.

OUR FOCUS

The mission of the CFEC is to improve the quality of life in Elkhart County by making our communities welcoming and vibrant places to live, work and play through investments in arts, culture and entertainment in active downtowns, trails and public spaces.

OUR GUIDING PRINCIPLES

- **Respect** for all users of places, streets and trails
- **Connections** between people of varied backgrounds, opinions, and perspectives
- **Quality** in everything we build and offer
- **Collaboration** amongst leaders and doers of all shapes, sizes and origins



THE ROLE OF THE COMMUNITY FOUNDATION OF ELKHART COUNTY:



ORGANIZE AND OPERATIONALIZE

Facilitate the creation of a trail organization that leads and/or coordinates the building and management of trail facilities.



LEVERAGE PARTNERSHIPS AND FUNDING

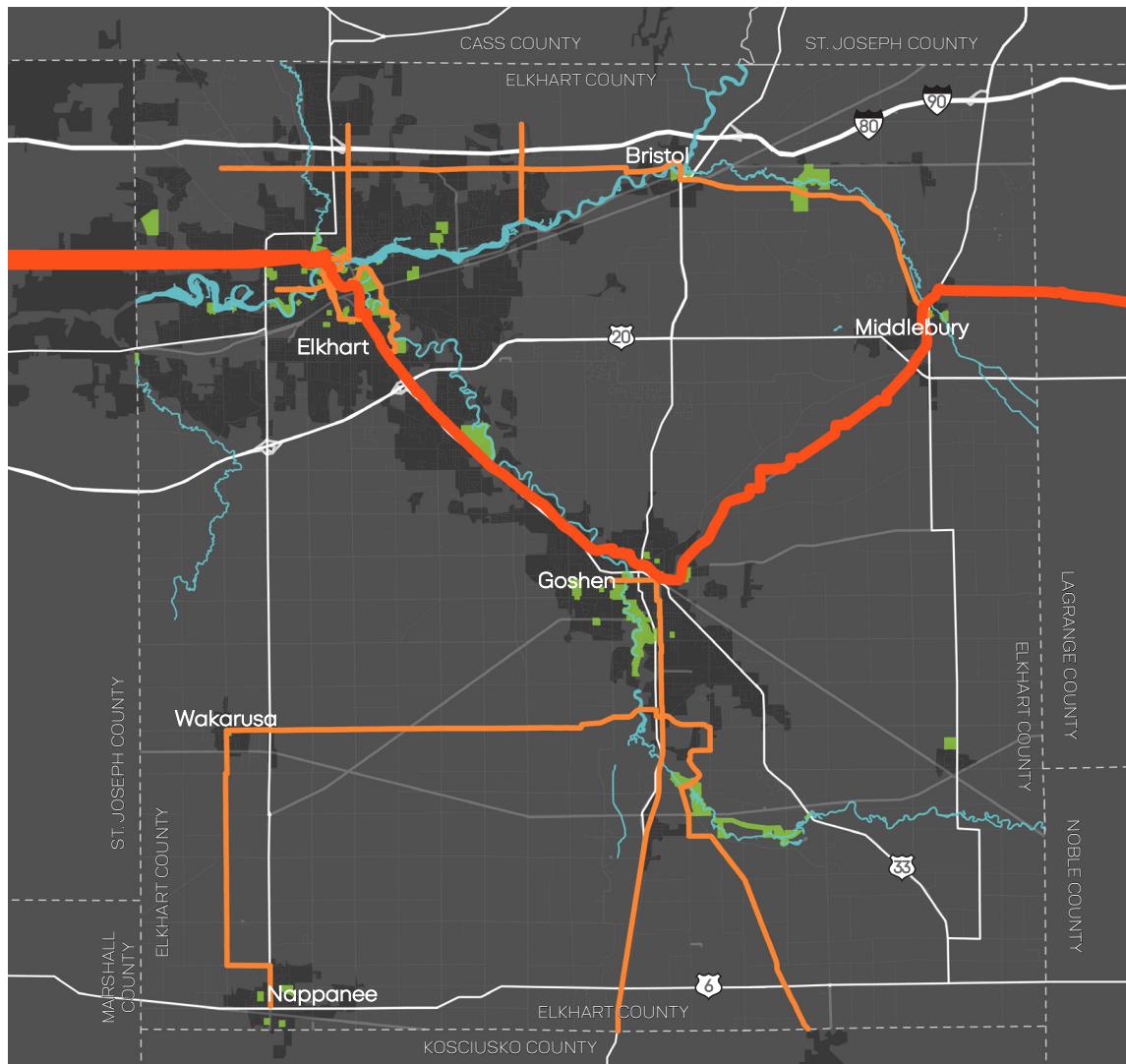
Convene government, philanthropy and corporate citizens to advocate for and financially contribute to the trail network's success.



SUPPORT TRAIL EXPERIENCES

Enable the efforts of small businesses, non-profits and community members to activate and animate the trail.

THE VISION



Super Highway

Network Spurs

WE BELIEVE THAT THE RV CAPITAL OF THE WORLD SHOULD ALSO BE A LEADER IN CONNECTING PEOPLE WITH THE GREAT OUTDOORS.

Connect in Elkhart County envisions a county where vibrant and active communities come together on a world-class, interconnected network of trails, streets, and public spaces where neighbors can meet, companies can grow, and visitors can experience everything our county has to offer.

Together, we can build a **130-mile network** of low-stress trails and streets that connect the communities of Elkhart County to each other and the county to the region.

WITHIN TEN YEARS, THE NETWORK WILL:

- Focus and implement recent planning
- Create working partnerships between Cities, philanthropy and corporate citizens
- Be widely used for both recreation and transportation
- Double as a series of vibrant public spaces
- Allow safe and equitable connections between diverse communities

THE VISION



County Road 12

New traditional neighborhood development connected by multi-modal path.



Sterling Avenue

Warehouse district development along expanded Maple Heart Trail.



Downtown Goshen

Mixed-use development at gateway to downtown Goshen

IT IS TIME TO GET TO WORK

Connect in Elkhart County is the culmination of a 10-month effort to comprehensively assess the state of the county's current pathway environment and chart an implementation-focused approach to its growth. This was accomplished in three primary steps:



GET INVOLVED



BE PART OF THE MOVEMENT

Sign up to keep track of project updates, learn about ways to engage, and experience new ways to connect in Elkhart County.



JOIN A COMMITTEE

Get your hands dirty. Whether your passion is cutting trails, organizing events or advocacy, there is a place for you here.

Building the network will require collaboration from all corners of the county. State, county and city officials; institutional and corporate leaders; philanthropy; and widespread community activism must all be at the table guiding the efforts of one or more organizations that will focus on the building and management of the network.



APPLY FOR A GRANT

The Community Foundation of Elkhart County is providing a number of grant opportunities to expand trail use and development.



BECOME A FUNDER

Whether you are a community member that wants to see change happen or a corporation committed to our region's growth, explore several ways to partner on this journey.

IN THIS GUIDE

THIS IMPLEMENTATION GUIDE INCLUDES:



NETWORK

Project-specific details and costs for each priority segment of the primary pathway network.



FOUNDATION EARLY ACTIONS

Framework for ongoing CFEC participation and leadership in organization and operations, partnerships, funding and grants.



WORK PLAN

A three-year outlook for roles and responsibilities pertaining to trail building, placemaking, policies, marketing and development.

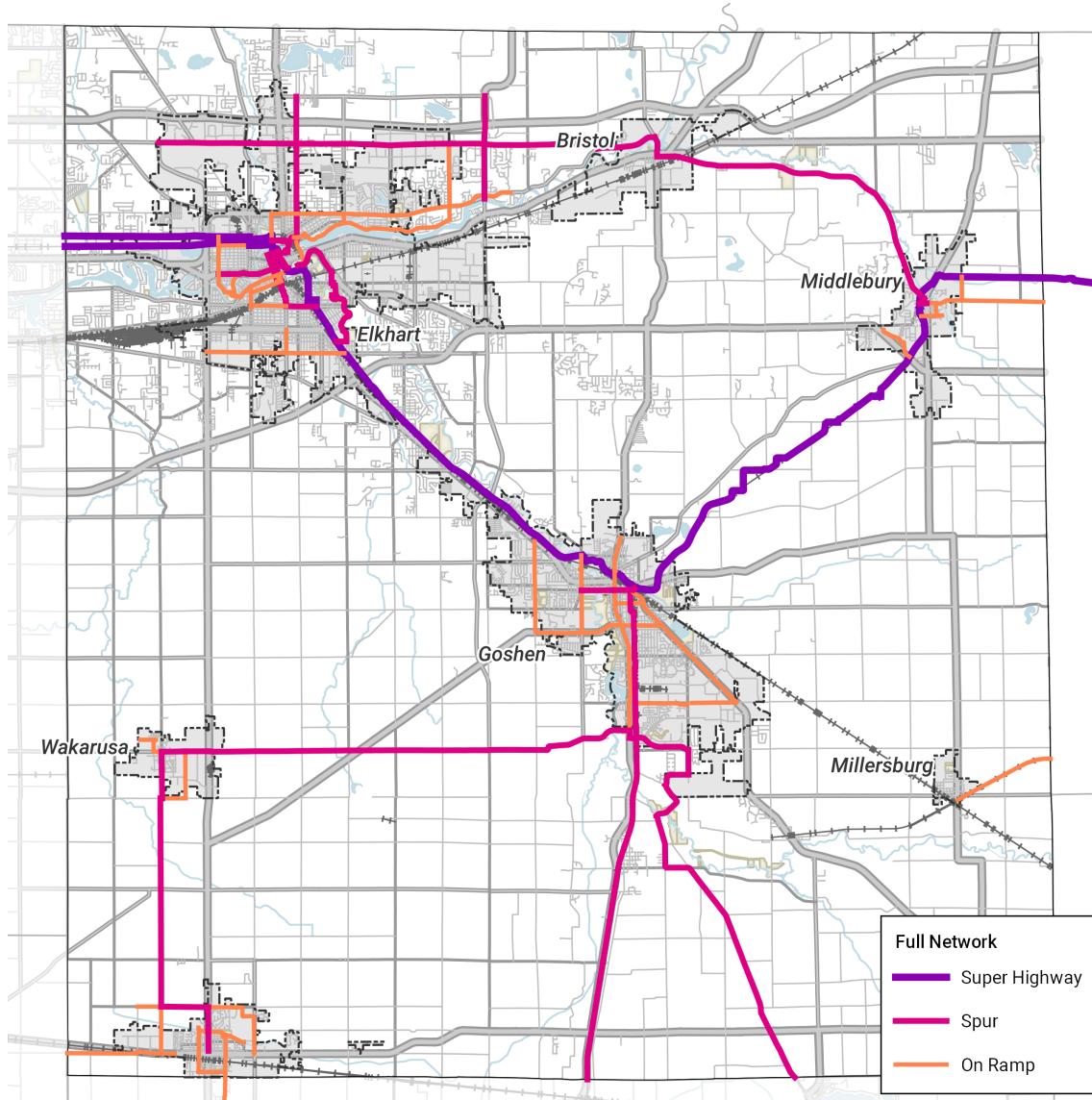
ADDITIONAL DETAILS

Additional project details and prioritization methods, demonstration projects and links to this process's supporting documents including the Summary of Understanding, Public Engagement Plan, Scenarios and Options and the CiEC Project Look Book.

NETWORK



OVERVIEW



Significant investments have been made in walking and bicycling facilities in Elkhart County and its communities. These facilities provide opportunities for residents and visitors to walk and bike to many destinations throughout the county. However, the facilities are fragmented and disconnected. This plan details a three-tiered, interconnected active transportation network connecting Elkhart County communities to each other and to communities in neighboring counties. This network is comprised of:

- » Super Highway
- » Spurs
- » On-Ramps

These components and the projects that comprise them are described on the following pages. The network builds upon the existing walking and bicycling facilities that have already been developed and the comprehensive active transportation planning that has previously been conducted within the county. The network is designed to connect Elkhart County communities, close gaps in the existing system, and provide a high-comfort and low-stress network that appeals to a broad range of users.

PROJECT PRIORITIZATION

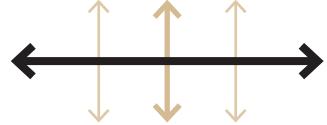
Even with a commitment to rapidly expanding Elkhart County's bikeway system, the entire network cannot be built overnight and the CFEC and its municipal partners must decide where to focus their efforts. The proposed super highway network is divided into 64 distinct projects, with 131 distinct segments. The projects were prioritized based on the following metrics:



CONNECTIVITY

[35%]

Projects in areas with poor bicycle connectivity score higher than those in areas with good bicycle connectivity as they will provide better connections within the community.



NETWORK LEVEL

[20%]

Projects on the Super Highway—the backbone active transportation route through the county—score the highest, while local projects score the lowest in order to prioritize county-wide connections.



LEVEL OF TRAFFIC STRESS

[15%]

Projects along high stress streets score higher than those along low stress streets as they will provide a greater overall reduction in the stress people experience when bicycling.



DEMOGRAPHIC INDEX

[15%]

Projects in areas with a higher demographic index score higher as they increase mobility options for disadvantaged communities (based on a US EPA metric that measures concentrations of poverty and communities of people of color).



DEVELOPMENT POTENTIAL

[15%]

Projects proximate to sites identified as potentially ripe for development or redevelopment score higher than projects not proximate to development sites.

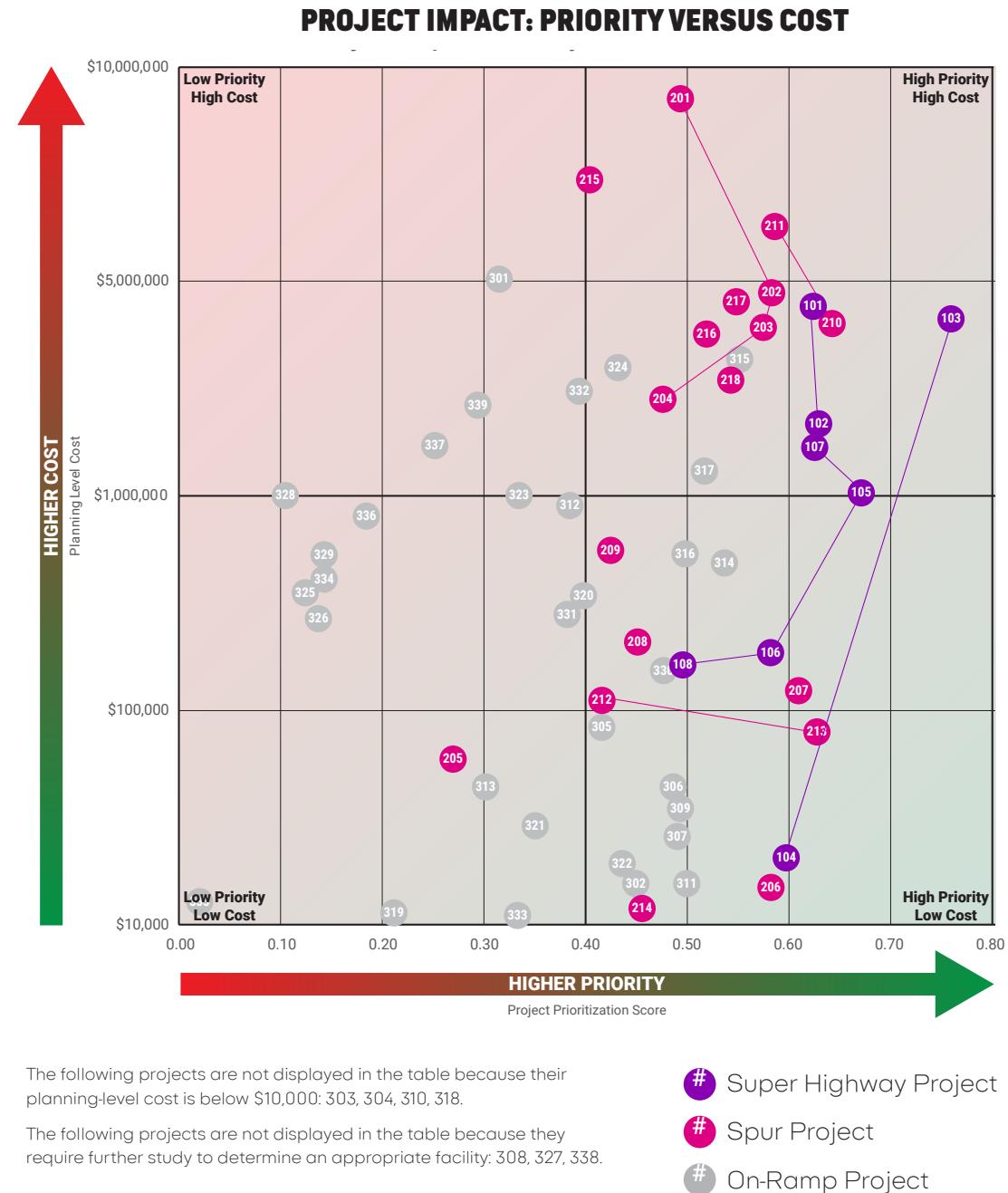
PROJECT PRIORITIZATION

The prioritization process results in a composite score for each project that can be used to rank projects.

The prioritization ranking is only one factor that should be considered when deciding to move ahead with a project; other considerations such as available funding, pressing safety concerns, redevelopment opportunities, and other factors should also be considered.

Additionally, the prioritization process is imprecise: a project that scores 82 is not empirically better than a project that scores 79. Despite these considerations, the prioritization scores can be a useful tool when comparing one project to another.

The cost to implement a project is also an important consideration when selecting priority projects. The chart to the right displays the prioritization score of each project versus the planning level cost estimate for each project. The closer projects are to the lower right corner of the chart, the more "bang for the buck" they deliver.



PROJECT DESCRIPTIONS AND IMPLEMENTATION

Descriptions of the recommended projects are provided on the following pages, organized by network level (Super Highway, Spurs, On-Ramps). Each section includes a summary table that lists each project's component segments, the recommended facility, the municipality the segment is primarily within, the primary implementation step, the length of the segment, and the planning-level cost estimate to implement the segment. Planning level cost estimates are based on generalized per-mile costs to implement specific facility types; more information is provided in the appendix. These costs are intended to provide order of magnitude estimates for each project segment; more detailed cost estimates should be developed as projects move toward implementation.

More detailed descriptions are provided for projects on the Super Highway and Spur networks. The included project descriptions include a brief description of the network connection, broad implementation steps for each segment, a depiction of the existing project area and the proposed project, a map of the project area, and planning-level cost estimates by segment.

The project descriptions include the project's priority ranking. In order to ensure that projects are developed that provide connections across Elkhart County, the county was split into two geographies with projects ranked within each geography.

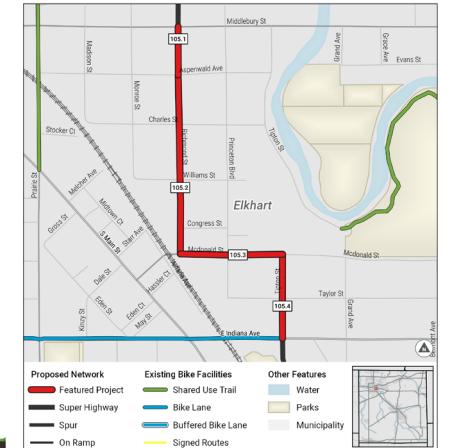
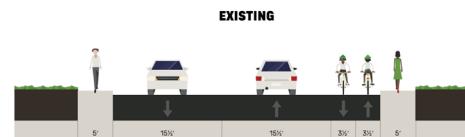
Region A includes the City of Elkhart and areas to the north and west of the city. Region B includes the remainder of Elkhart County. Although Region A is approximately one quarter of the county, it includes half of the project segments due to the size and density of the City of Elkhart.

105: RICHMOND ST / MCDONALD ST / TIPTON ST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 7/30

This segment upgrades existing substandard bicycle facilities along these streets. The recommended improvements provide low-stress facilities separated from motor vehicle traffic.

- Segment 105.1: Remove center turn lane to provide space for delineator-separated two-way bike lane.
- Segment 105.2: Remove center turn lane to provide space for delineator-separated two-way bike lane.
- Segment 105.3 (shown below): Shift the two-way delineator-separated bike lane to the north side of the street to eliminate the crossing at the intersection with Richmond Street. Narrow travel lanes to provide an adequate buffer.
- Segment 105.4: Widen the existing sidewalk on the east side of the street to provide a shared use trail.
- McDonald/Tipton Intersection: Reconstruct intersection to provide a 4-way stop and improve pedestrian safety.



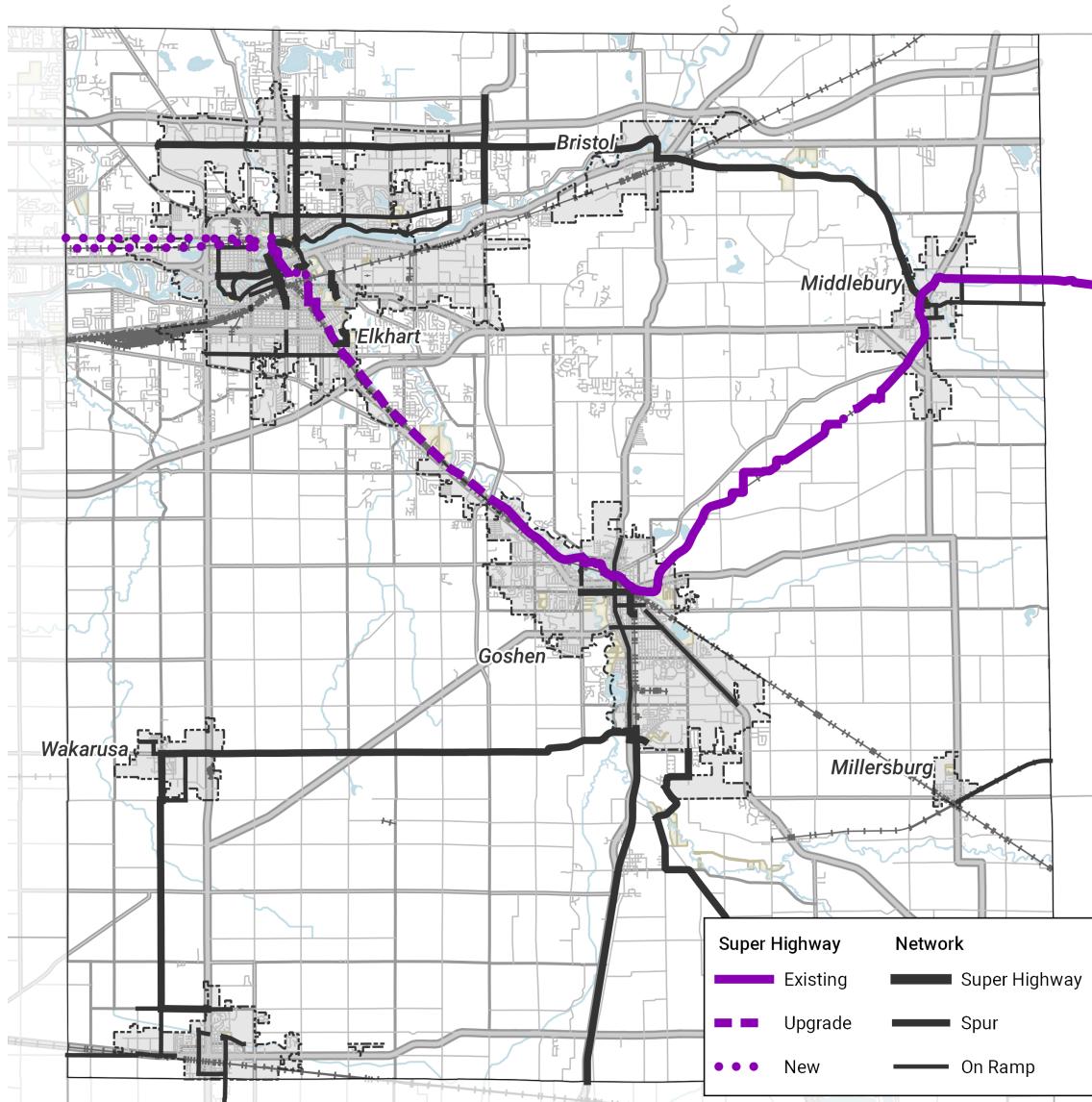
PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
105.1	Separated Bike Lane	0.1	\$7,500
105.2	Separated Bike Lane	0.3	\$20,000
105.3	Separated Bike Lane	0.2	\$12,500
105.4	Shared Use Trail [low effort]	0.2	\$155,000
TOTAL		0.8	\$195,000

Cost Estimate Notes:

- Does not include reconstruction of McDonald / Tipton intersection
- Does not include improvements to traffic signals at intersections

SUPER HIGHWAY



The most prominent feature of the Elkhart County active transportation network is a 32-mile “super highway” that extends from Shipshewana to Mishawaka, and from there to South Bend and Niles, Michigan—a true regional trail.

	EXISTING FACILITIES	UPGRADE FACILITIES	NEW FACILITIES
On-Street	-	0.6	0.5
Off-Street	20.5	5.9	10.6
TOTAL	20.5	6.5	11.1

Much of this super highway exists today in Elkhart County, and key gaps will be closed within the coming year. Other gaps, particularly the connection between Elkhart and Mishawaka, will need more concerted efforts applied to them.

SUPER HIGHWAY PROJECTS SUMMARY

PROJECT	NAME	RECOMMENDED BIKEWAY FACILITY	MUNICIPALITY	IMPLEMENTATION	MILES	COST
101.1	Rail Trail	Shared Use Trail	Elkhart County	Construct trail along railroad ROW	1.0	\$1,270,000
101.2	Rail Trail	Shared Use Trail	Elkhart	Construct trail along railroad ROW	2.3	\$2,920,000
102.1	Rail Trail	Shared Use Trail	Elkhart	Construct trail along railroad ROW	1.2	\$1,525,000
102.2	Main St	Shared Use Trail	Elkhart	Widen sidewalk on east side of street	0.2	\$155,000
103.1	Edison Rd / CR-12	Shared Use Trail	Elkhart County	Construct trail on south side of street	2.3	\$2,070,000
103.2	California Rd	Shared Use Trail	Elkhart	Construct trail on south side of street	0.8	\$720,000
103.3	Mishawaka St	Shared Use Trail	Elkhart	Construct trail on south side of street	1.0	\$775,000
103.4	Michigan St	Shared Use Trail	Elkhart	Construct trail on west side of street	0.2	\$155,000
104.1	W Beardsley Ave	Buffered Bike Lane	Elkhart	Remove parking / narrow lanes to add buffered bicycle lanes	0.5	\$22,500
105.1	Waterfall Dr	Shared Use Trail	Elkhart	Narrow street and construct trail	0.2	\$255,000
105.2	Waterfall Dr	Shared Use Trail	Elkhart	Narrow street and construct trail	0.3	\$385,000
105.3	Richmond St	Shared Use Trail	Elkhart	Narrow street and construct trail	0.3	\$385,000
106.1	Richmond St	Separated Bike Lane	Elkhart	Restripe and construct flex-post separated bike lane	0.1	\$7,500
106.2	Richmond St	Separated Bike Lane	Elkhart	Restripe and construct flex-post separated bike lane	0.3	\$20,000
106.3	McDonald St	Separated Bike Lane	Elkhart	Restripe and construct flex-post separated bike lane	0.2	\$12,500
106.4	Tipton St	Shared Use Trail	Elkhart	Widen sidewalk on east side of street	0.2	\$155,000
107.1	Maple Heart Trail - Sterling	Shared Use Trail	Elkhart	Narrow street and construct trail on west side	1.2	\$1,525,000
108.1	Maple Heart Trail - Hammond	Shared Use Trail	Elkhart County	Consolidate driveways; add reflective delineators; add high visibility crosswalks	4.7	\$165,000
109.1	Pumpkinvine Trail	Shared Use Trail	Elkhart County	Construct trail	0.6	N/A*
					TOTAL	17.6
						\$12,522,500

Cost Estimate Notes:

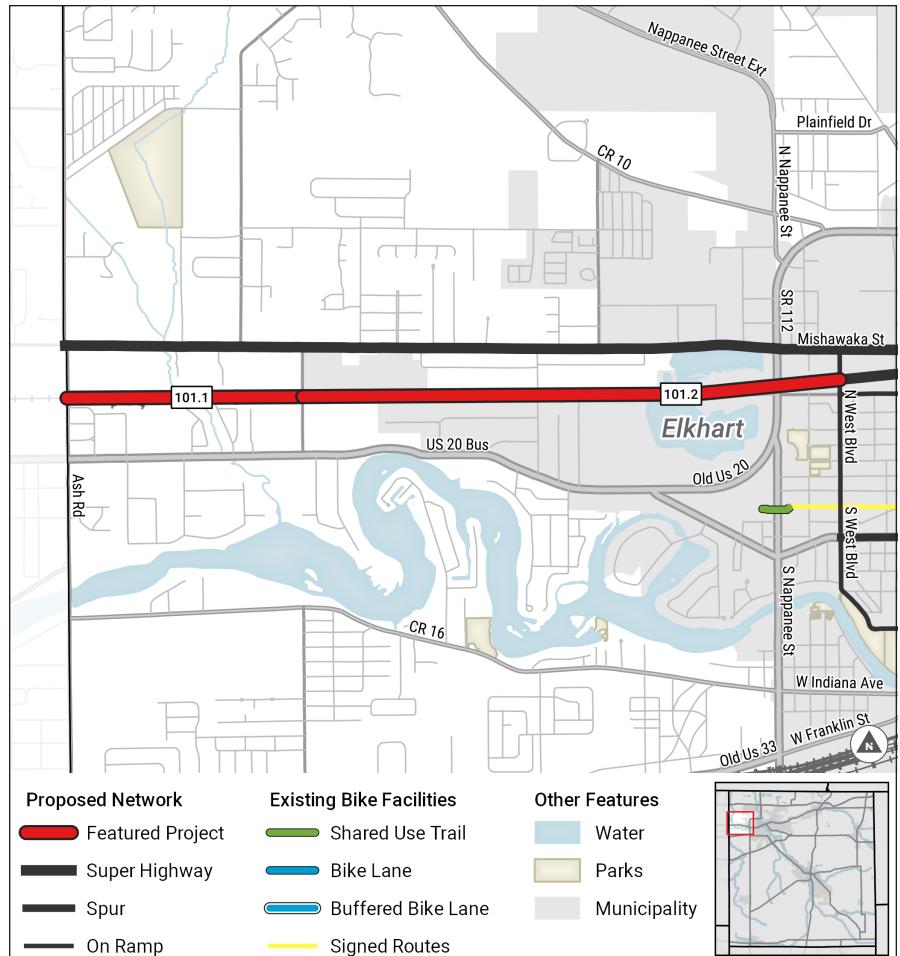
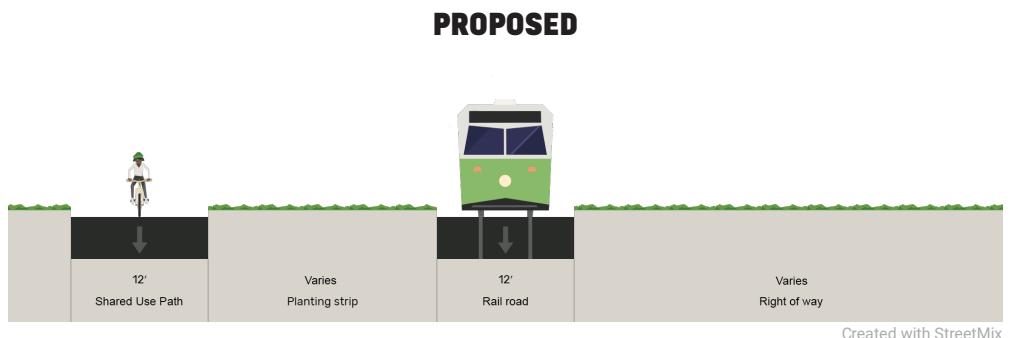
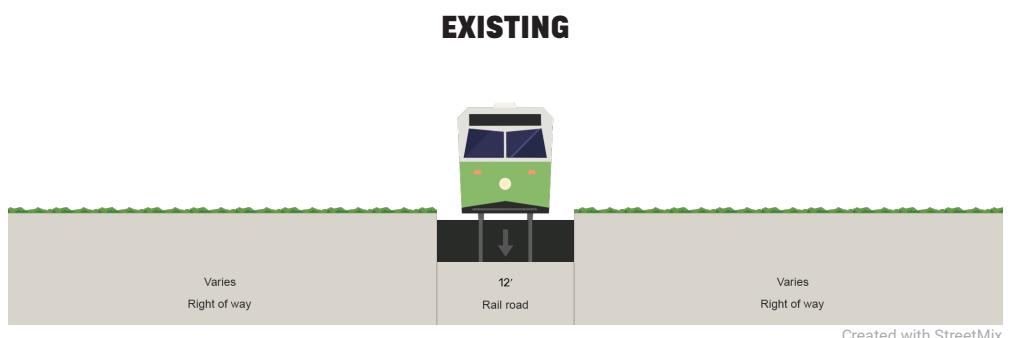
- Costs are provided for general planning information
- *A cost is not provided for the segment of the Pumpkinvine Trail between County Highway 20 and County Highway 35 as the segment is being completed under a separate initiative

101: GATEWAY RAIL TRAIL - WEST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 5/31

The Gateway Rail Trail-West will provide a connection from western Elkhart west into Saint Joseph County. The rail corridor is lightly used and is a prime candidate for rail-with-trail, where active rail and a multimodal trail coexist in close proximity. However, the corridor has significant constraints including narrow right of way, industrial land uses, and numerous bridges/trestles that are not wide enough to accommodate a trail.

- » Segments 101.1 - 101.2: Investigate feasibility of adding a trail within or adjacent to the railroad right of way. The crossing of SR 19 will require careful consideration during preliminary design.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
101.1	Shared Use Trail (high effort)	1.0	\$1,270,000
101.2	Shared Use Trail (high effort)	2.3	\$2,920,000
TOTAL		3.3	\$4,190,000

Cost Estimate Notes:

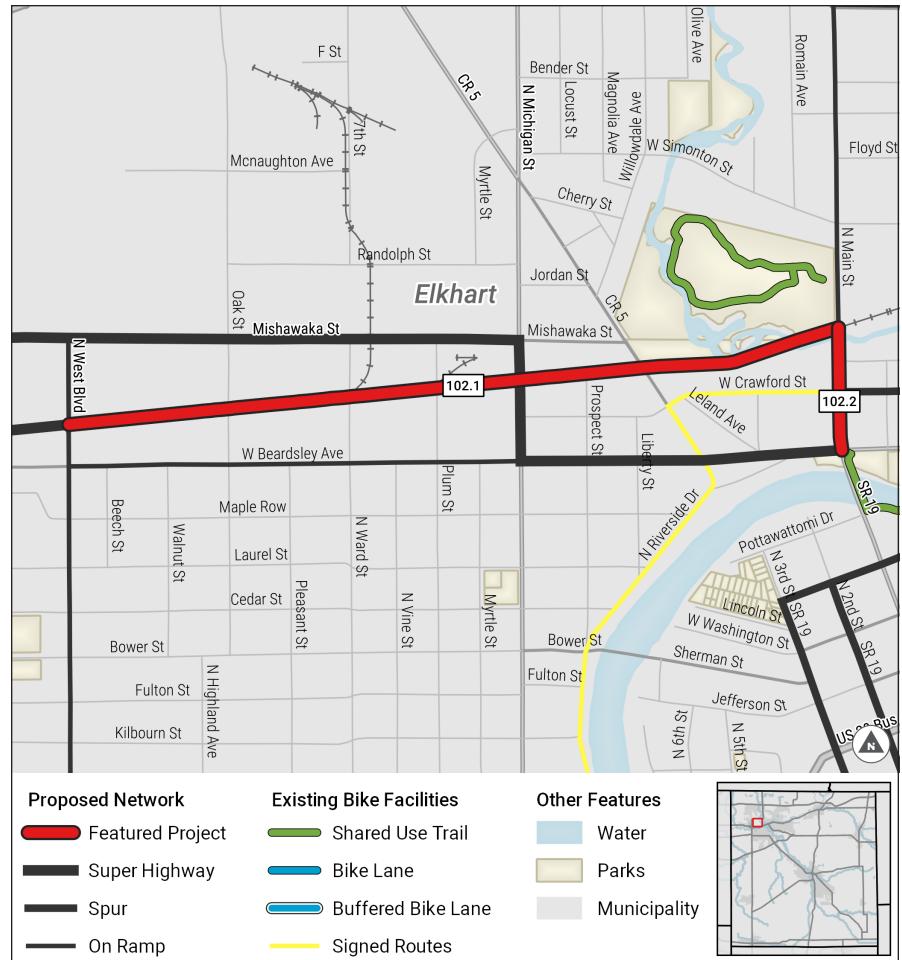
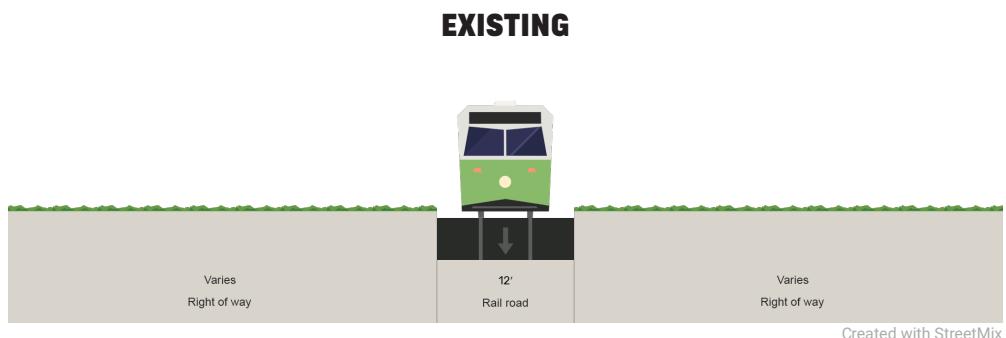
- Does not include right of way acquisition or costs for bridges

102: GATEWAY RAIL TRAIL - EAST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 3/31

The Gateway Rail Trail-East will provide a connection from just north of Downtown Elkhart west toward the western edge of the city. The rail corridor is lightly used and is a prime candidate for rail-with-trail, where active rail and a multimodal trail coexist in close proximity. However, the corridor has significant constraints including narrow right of way, industrial land uses, and numerous bridges/trestles that are not wide enough to accommodate a trail.

- » Segment 102.1: Investigate feasibility of adding a trail within or adjacent to the railroad right of way.
- » Segment 102.2: Widen the sidewalk along the east side of Main Street to connect the rail trail south to the RiverWalk at the Main Street bridge.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
102.1	Shared Use Trail (high effort)	1.2	\$1,525,000
102.2	Shared Use Trail (low effort)	0.2	\$155,000
TOTAL		4.7	\$1,680,000

Cost Estimate Notes:

- Does not include right of way acquisition or costs for bridges

103: EDISON RD / CALIFORNIA RD / MISHAWAKA ST / MICHIGAN ST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 1/31

This corridor provides an east-west connection from Elkhart to Saint Joseph County. The route utilizes low-stress side paths that separate people bicycling and walking from vehicular traffic.

- » Segment 103.1 (shown below): Construct a side path on the south side of Edison Road.
- » Segment 103.2: Construct a side path on the south side of California Road; there may be significant constraints near Elkhart High School. The crossing of SR 19 will require careful consideration during preliminary design.
- » Segment 103.3 Widen the sidewalk to construct a side path on the south side Mishawaka Street.
- » Segment 103.4: Widen the sidewalk along the west side of North Michigan Street to connect to West Beardsley Avenue.

EXISTING

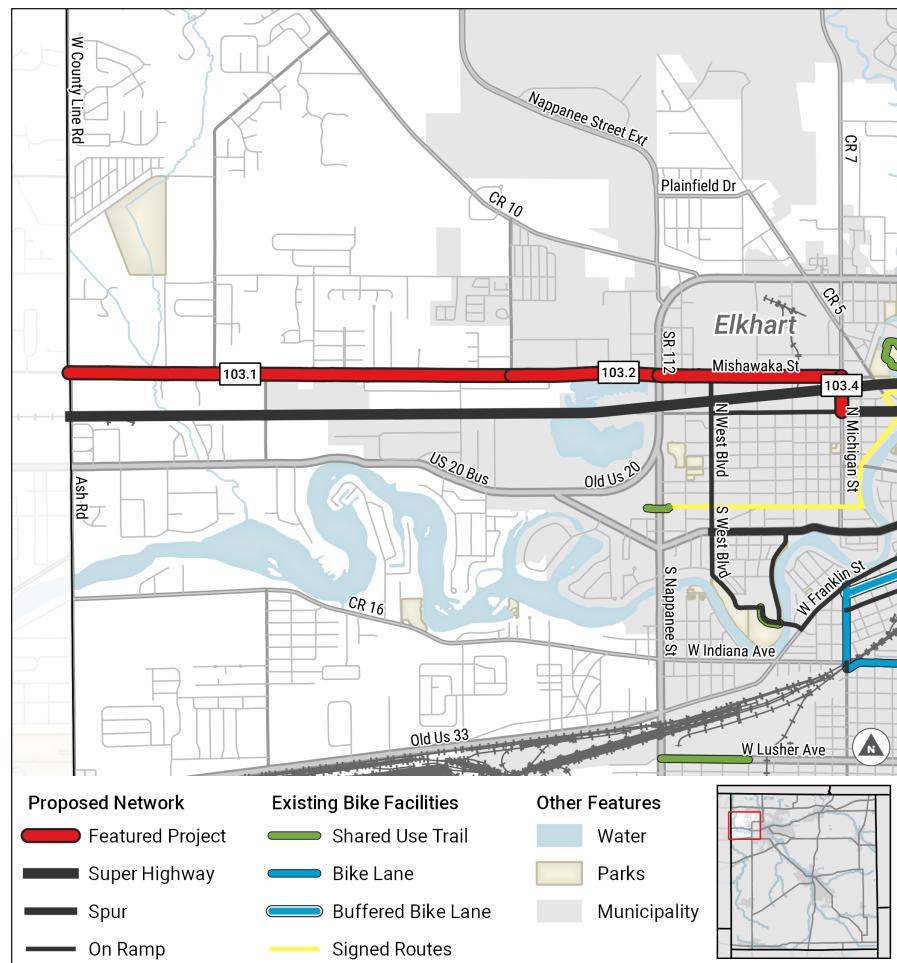


Created with StreetMix

PROPOSED



Created with StreetMix



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
103.1	Shared Use Trail (standard effort)	2.3	\$2,070,000
103.2	Shared Use Trail (standard effort)	0.8	\$720,000
103.3	Shared Use Trail (low effort)	1.0	\$775,000
103.4	Shared Use Trail (low effort)	0.2	\$155,000
TOTAL		4.3	\$3,720,000

Cost Estimate Notes:

- Does not include improvements to traffic signals at intersections

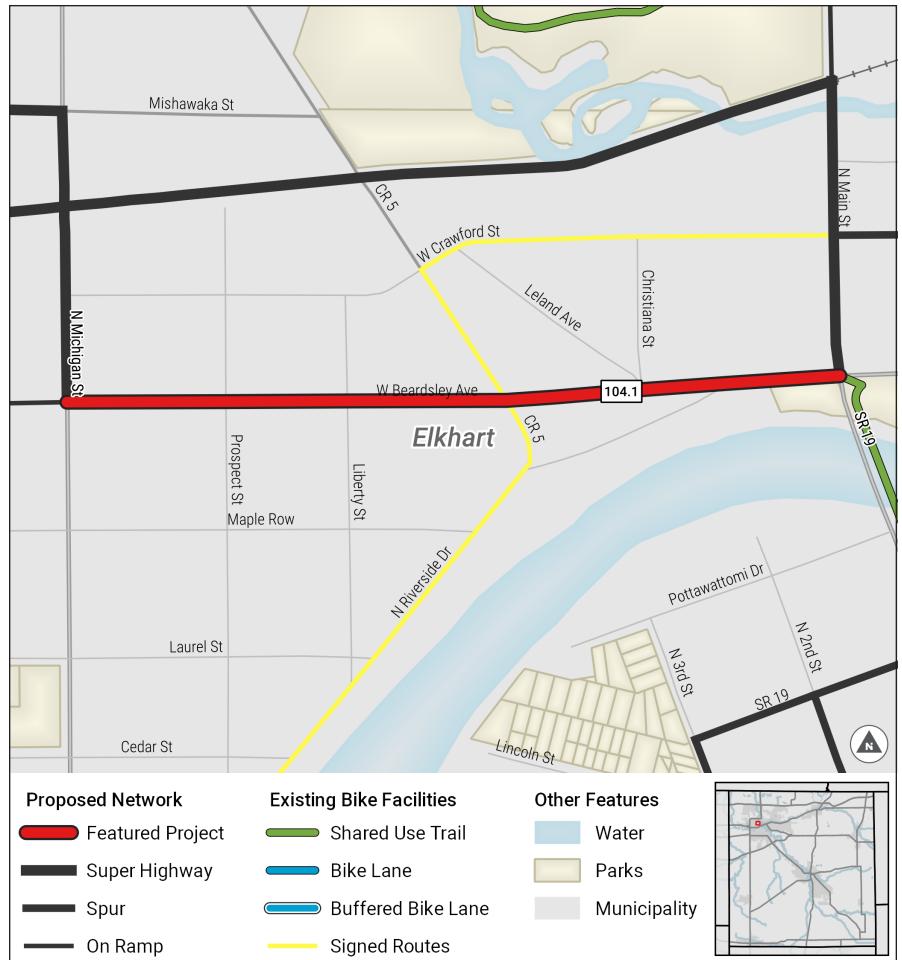
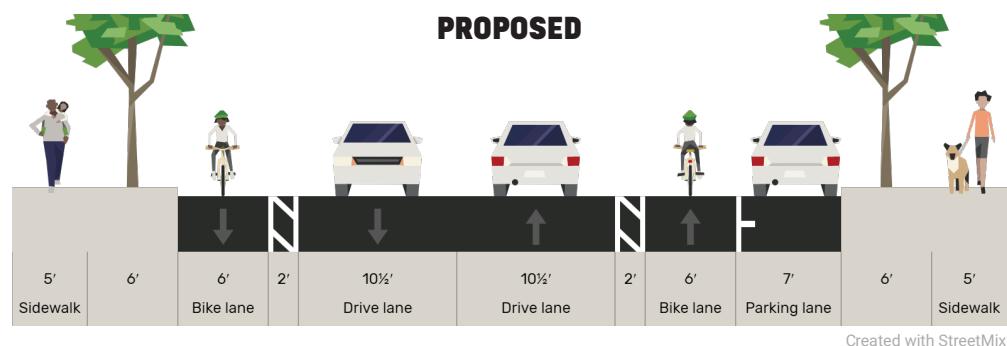
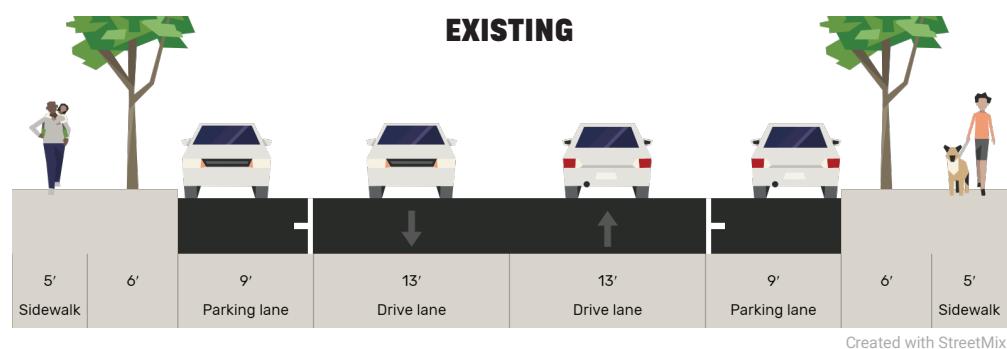


104: W BEARDSLEY AVE

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 8/31

This corridor connects Corridor 102 to the Elkhart RiverWalk at the North Main Street Bridge.

- » Segment 104.1: Remove parking on one side of the street to add buffered bike lanes west of Edwardsburg Avenue. Narrow existing travel lanes to add buffered bike lanes east of Edwardsburg Avenue.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
104.1	Buffered Bike Lane	0.5	\$22,500
TOTAL		0.5	\$22,500

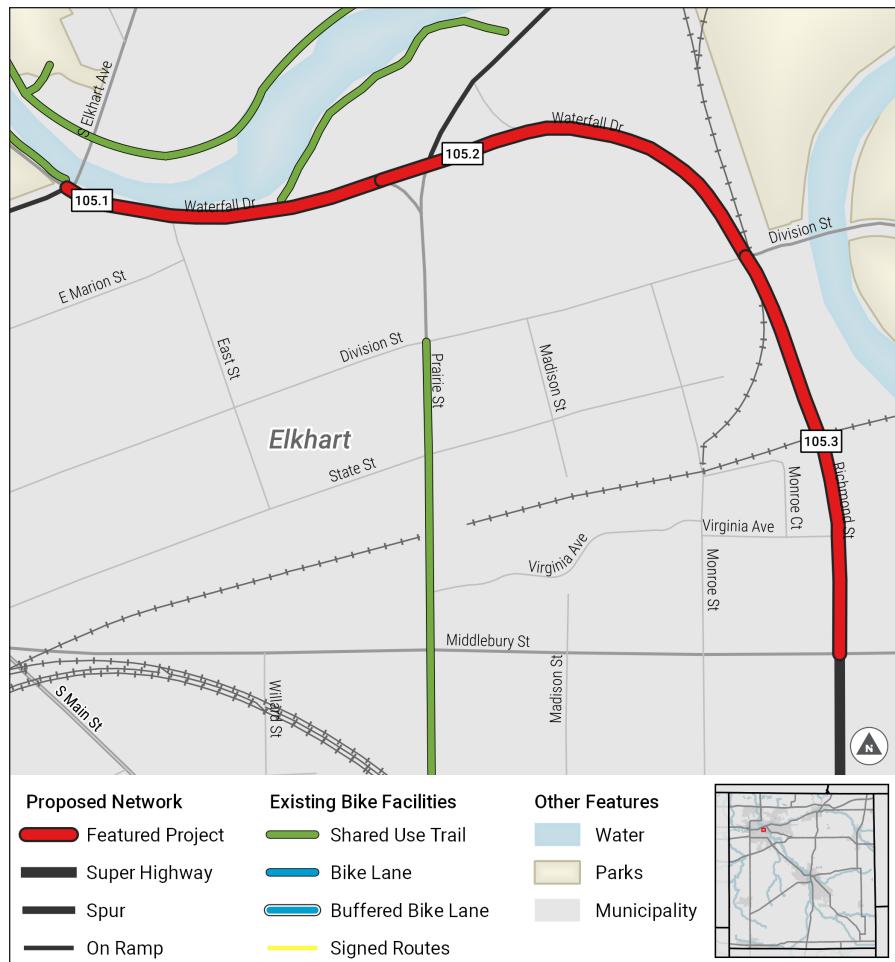
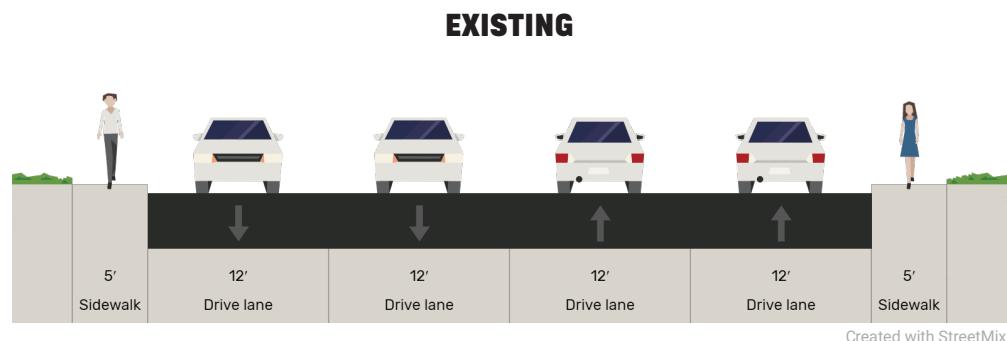
105: WATERFALL DR / RICHMOND ST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 2/31

This segment extends the existing Elkhart RiverWalk along Waterfall Drive and Richmond Street. The route relies on narrowing overly wide streets to provide space for a low-stress shared use trail along one side of the street.

- » Segment 105.1 (shown below): Implement a road diet to reduce the number of travel lanes from four to two, with a center turn lane. Narrowing the street will provide space for a shared use trail.
- » Segment 105.2: Narrow wide travel lanes to narrow the overall street and provide space for a shared use trail.
- » Segment 105.3: Widen the existing sidewalk through Ludwig Corner Park to provide a shared use trail.

A concept plan of this project and project #105 is provided as a separate document.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
105.1	Shared Use Trail (high effort)	0.2	\$255,000
105.2	Shared Use Trail (high effort)	0.3	\$385,000
105.3	Shared Use Trail (high effort)	0.3	\$385,000
TOTAL		0.8	\$1,025,000

Cost Estimate Notes:

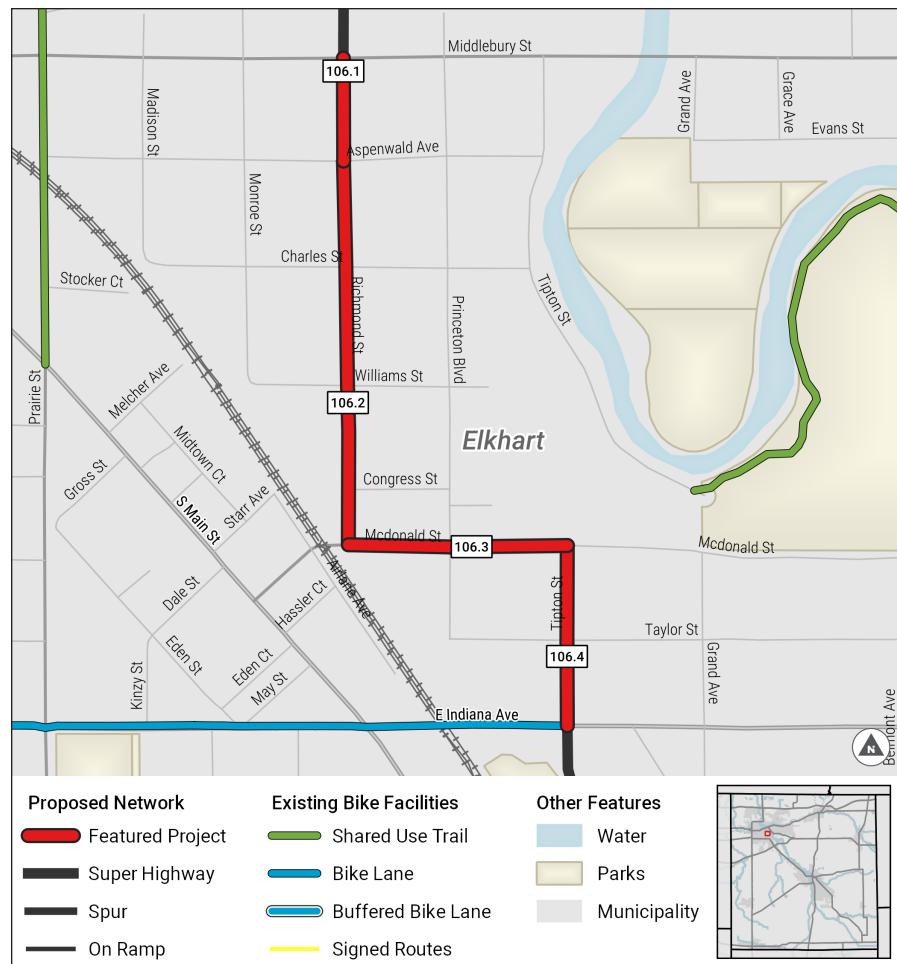
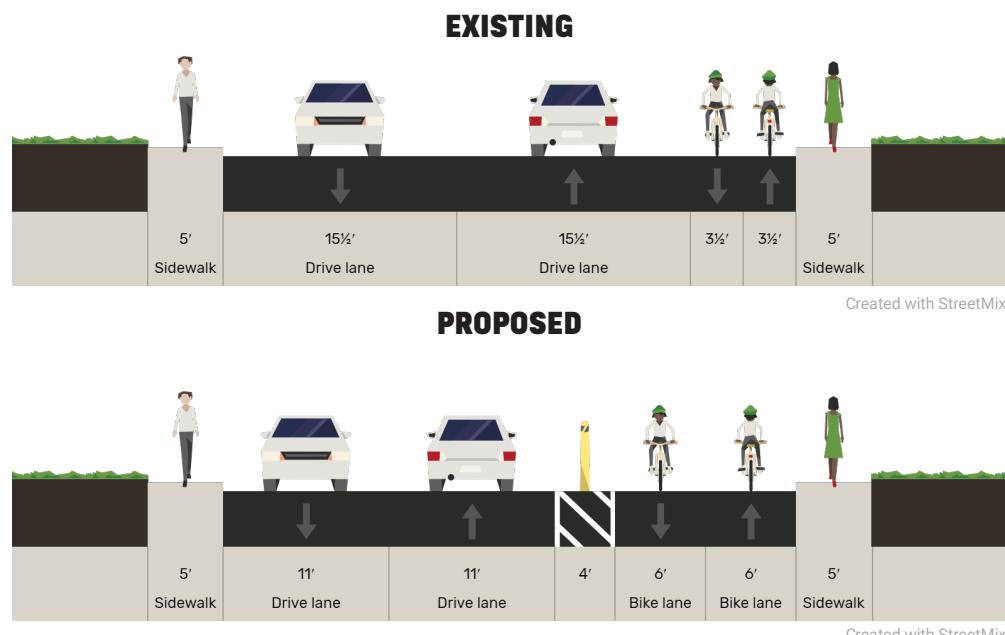
- Does not include improvements to traffic signals at intersections
- All segments require narrowing the street, which may add to costs where sewers and utilities need to be relocated

106: RICHMOND ST / MCDONALD ST / TIPTON ST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 9/31

This segment upgrades existing substandard bicycle facilities along these streets. The recommended improvements provide low-stress facilities separated from motor vehicle traffic.

- » Segment 106.1: Remove center turn lane to provide space for delineator-separated two-way bike lane.
- » Segment 106.2: Remove center turn lane to provide space for delineator-separated two-way bike lane.
- » Segment 106.3 (shown below): Shift the two-way delineator-separated bike lane to the north side of the street to eliminate the crossing at the intersection with Richmond Street. Narrow travel lanes to provide an adequate buffer.
- » Segment 106.4: Widen the existing sidewalk on the east side of the street to provide a shared use trail.
- » McDonald/Tipton Intersection: Reconstruct intersection to provide a 4-way stop and improve pedestrian safety.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
106.1	Separated Bike Lane	0.1	\$7,500
106.2	Separated Bike Lane	0.3	\$20,000
106.3	Separated Bike Lane	0.2	\$12,500
106.4	Shared Use Trail (low effort)	0.2	\$155,000
TOTAL		0.8	\$195,000

Cost Estimate Notes:

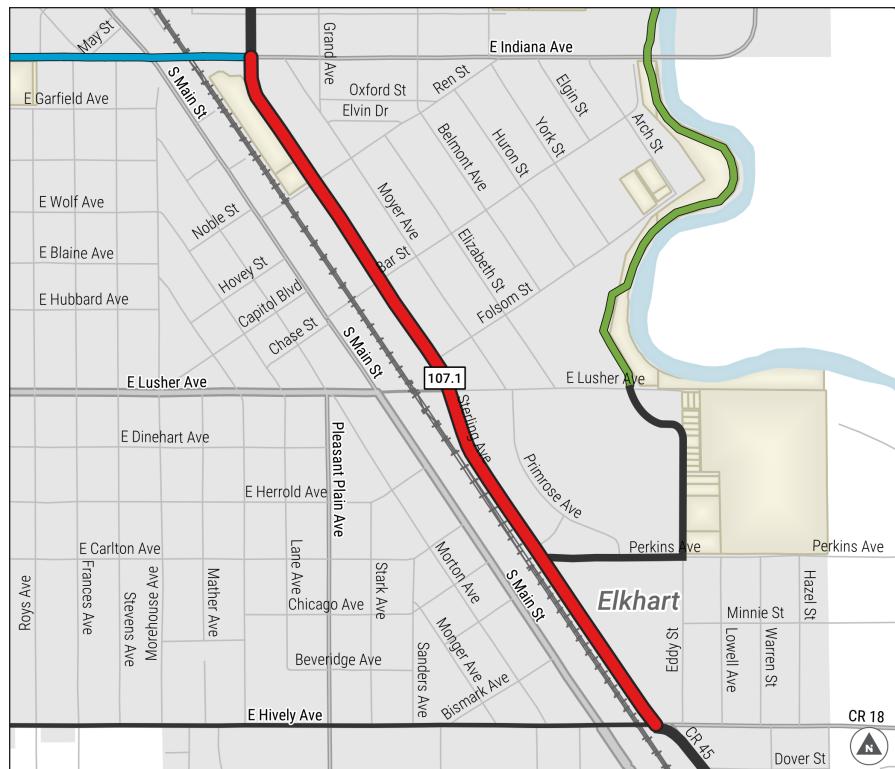
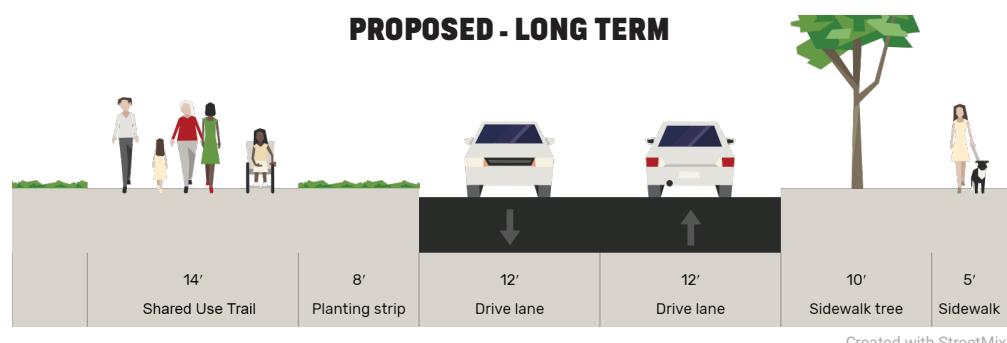
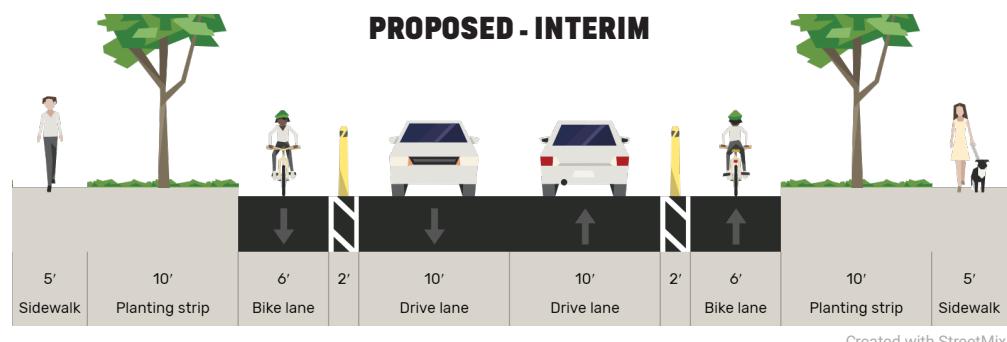
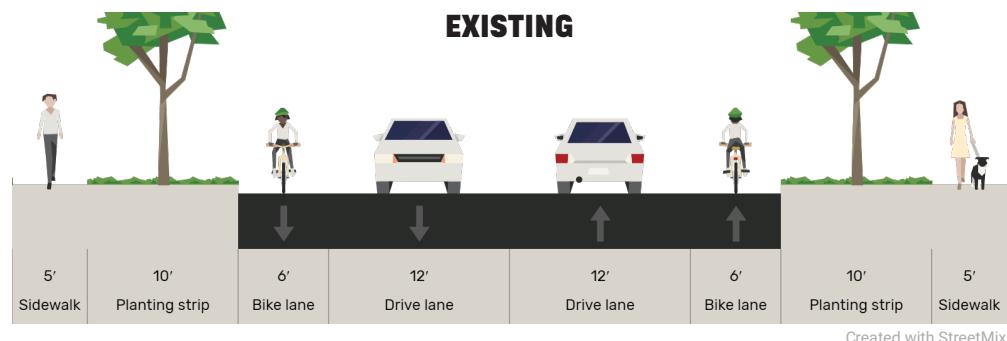
- Does not include reconstruction of McDonald / Tipton intersection
- Does not include improvements to traffic signals at intersections

107: MAPLE HEART TRAIL - STERLING AVE SEGMENT

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 4/31

This segment of the Maple Heart Trail provides a key connection through the south side of Elkhart.

- » Segment 107.1: In the near term, narrow travel lanes to provide delineator-separated bike lanes. Long term, narrow the roadway to provide a shared use trail on the west side of the street.

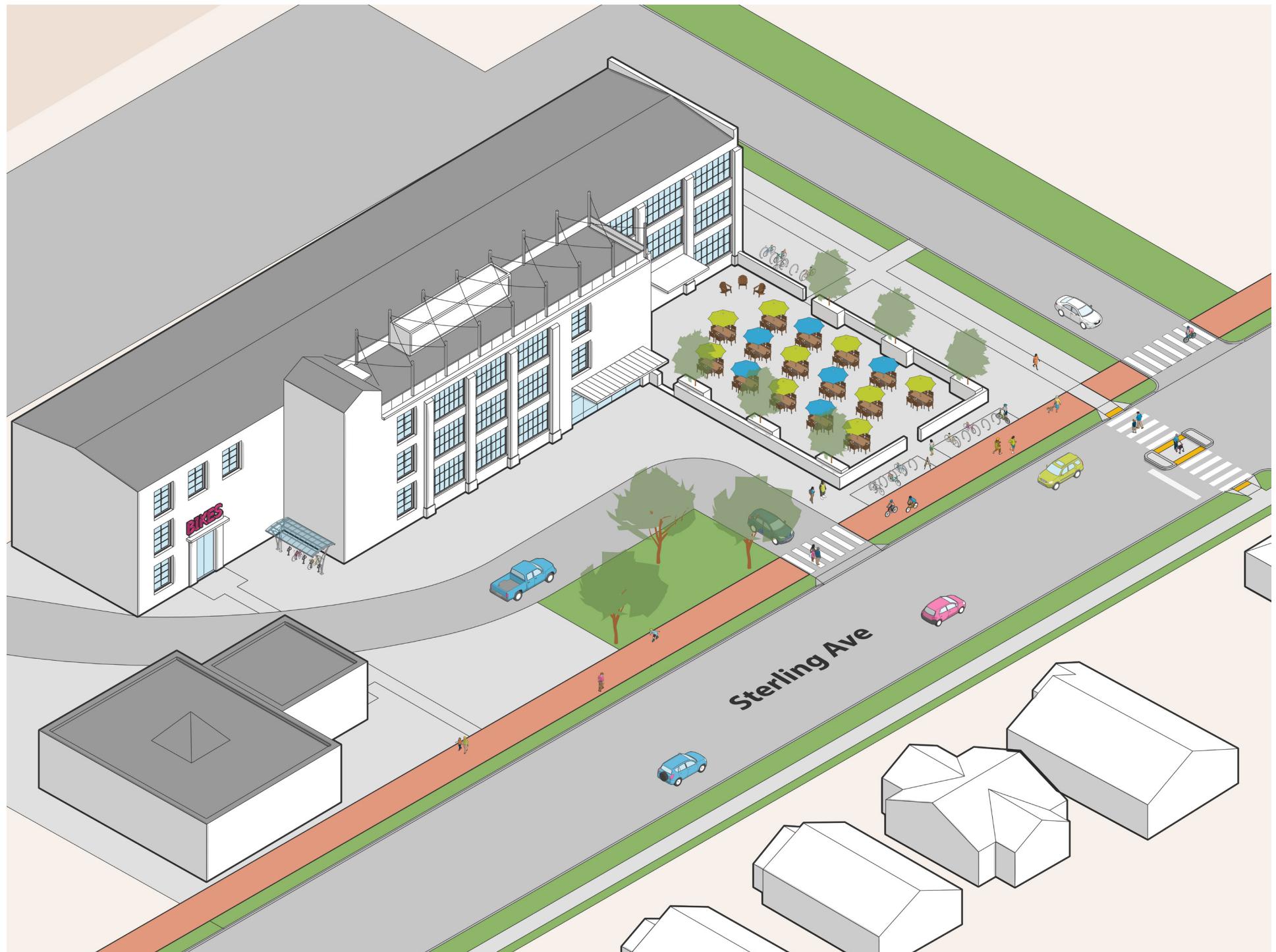


PLANNING-LEVEL COST ESTIMATE (INTERIM)

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
107.1	Separated Bike Lane (Delineator)	1.2	\$75,000
TOTAL		4.6	\$75,000

PLANNING-LEVEL COST ESTIMATE (LONG TERM)

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
107.1	Shared Use Trail (high effort)	1.2	\$1,525,000
TOTAL		4.6	\$1,525,000

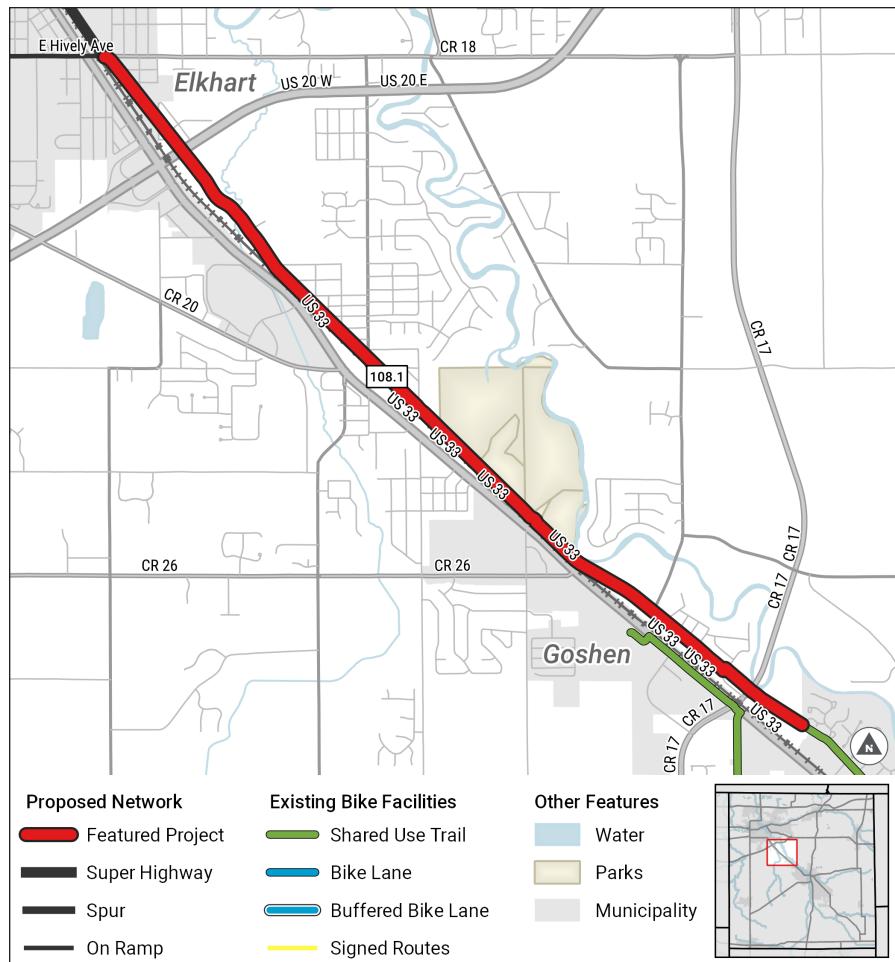
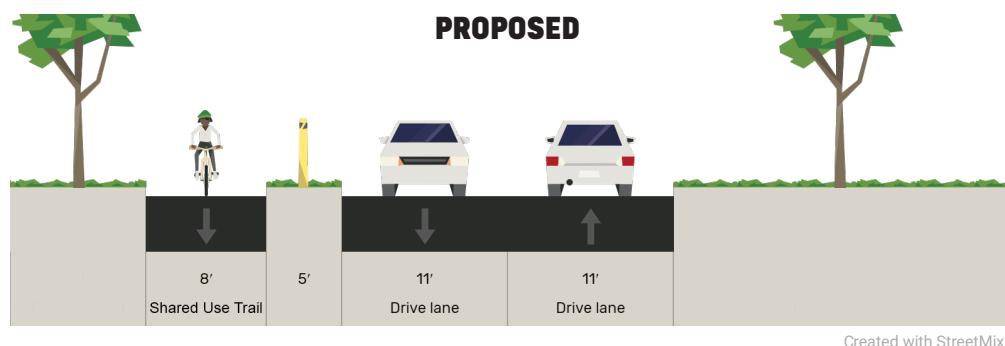
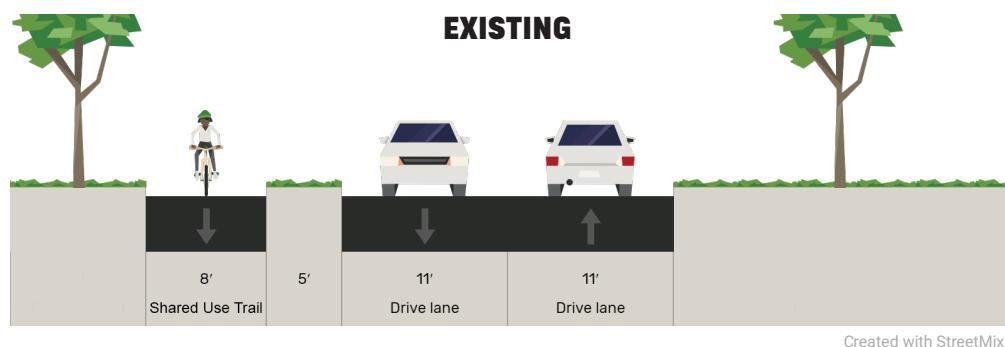


108: MAPLE HEART TRAIL - HAMMOND AVE SEGMENT

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 15/31

The Maple Heart Trail is a shared use trail with a narrow buffer from the street along Hammond Avenue (CR-45). Small scale improvements to the trail can improve the separation from the street and reduce conflicts at driveways and intersections.

- » Segment 108.1: Install closely spaced reflective flexible delineators in the buffer area between the trail and street; consolidate and narrow driveways along the trail wherever possible; mark high visibility crosswalks at all street crossings and commercial driveways.

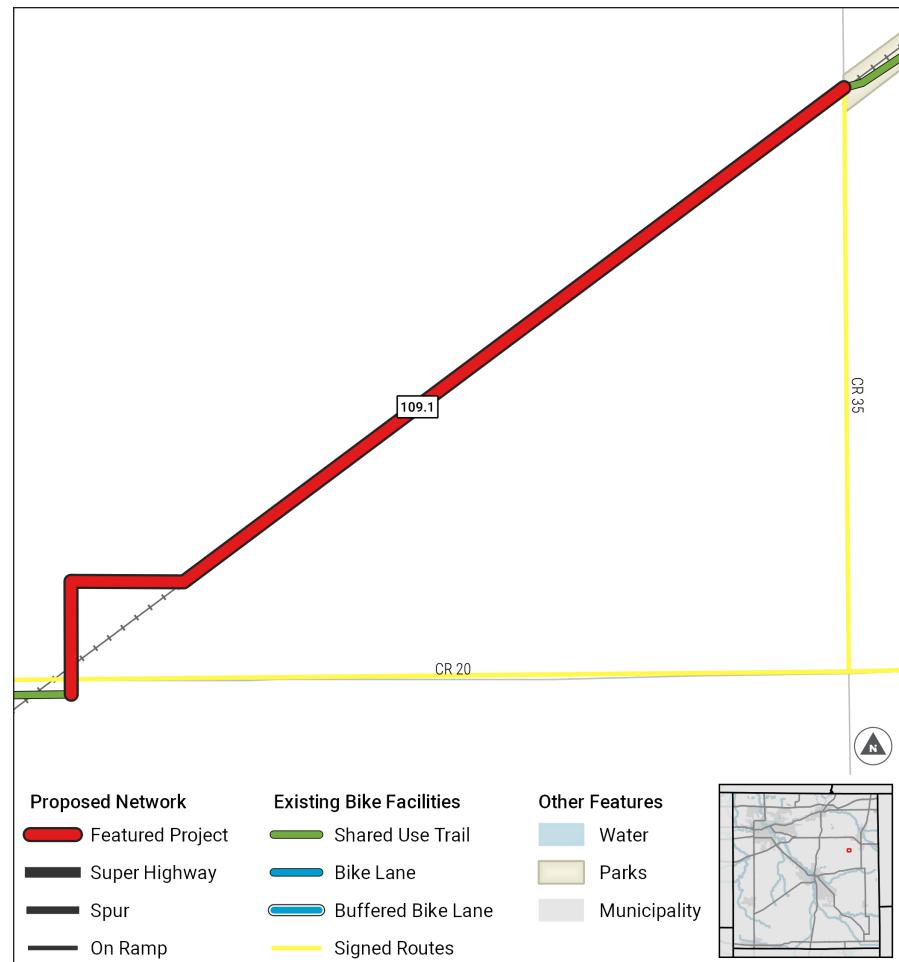
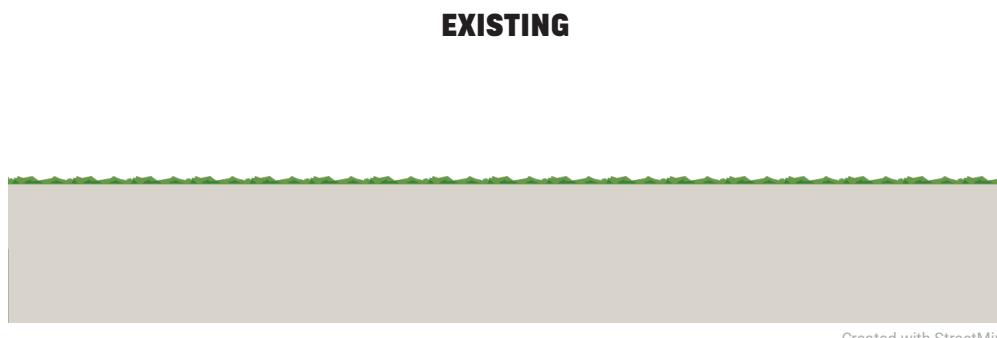


109: PUMPKINVINE TRAIL

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 6/35

This segment will close the last on-street segment in the Pumpkinvine trail between County Highway 20 and County Highway 35. The project is currently in process.

- » Segment 109.1: Construct a shared use trail in independent right of way.



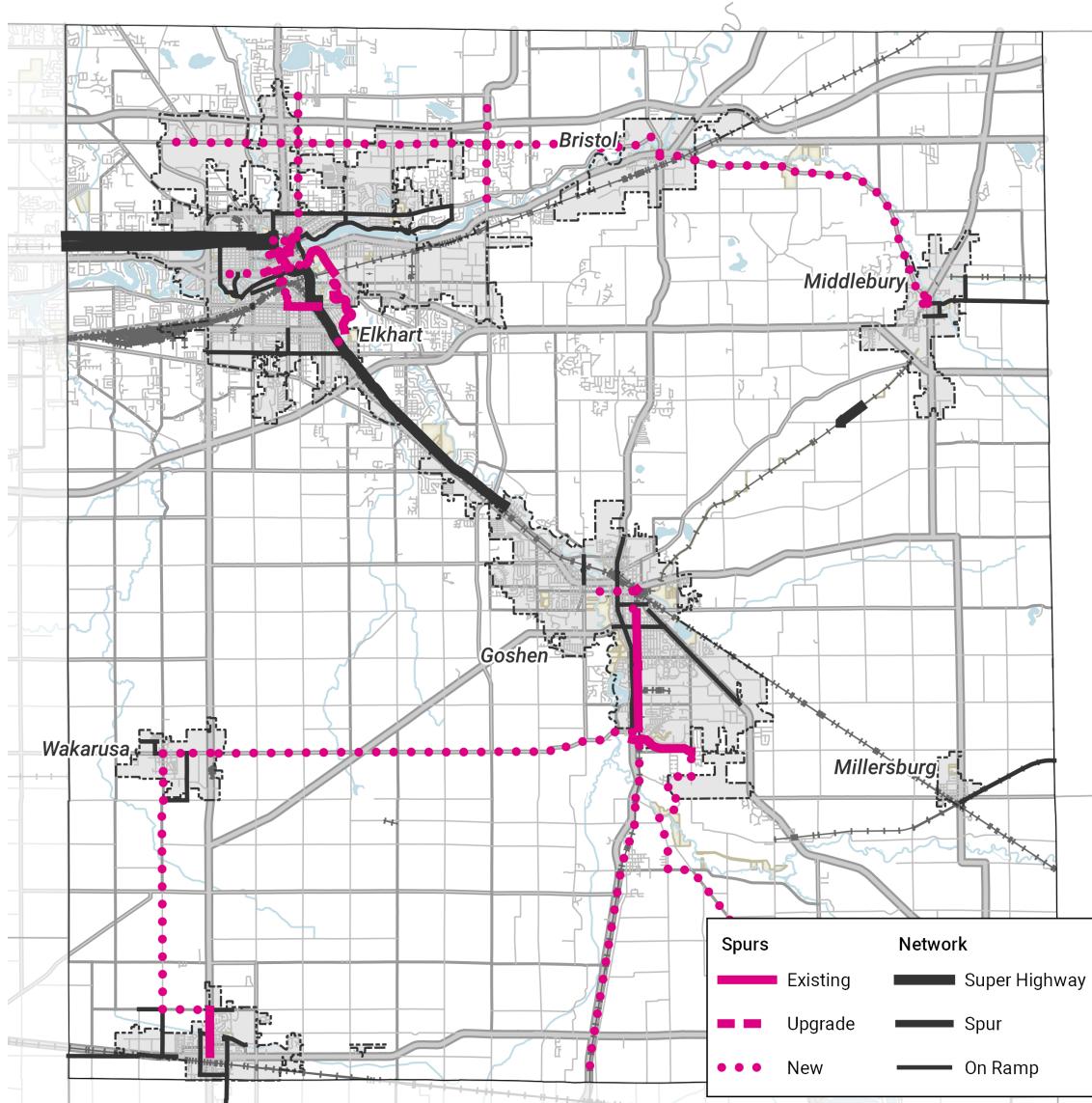
PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
109.1	Shared Use Trail (high effort)	0.6	N/A
TOTAL		0.6	N/A

Cost Estimate Notes:

- Cost is not provided as project is being implemented as a separate initiative

SPURS



Radiating out from the Super Highway is a series of spurs designed to connect communities across the county to each other and to the Super Highway. Spurs also provide additional connections to the Super Highway within larger urban areas, such as the City of Elkhart.

	EXISTING FACILITIES	UPGRADE FACILITIES	NEW FACILITIES
On-Street	1.6	0.3	28.2
Off-Street	6.8	-	37.5
TBD	-	-	1.0
TOTAL	8.4	0.3	66.8

The spurs are not as far along in development as the Super Highway and may take longer to see through. Nevertheless, their alignments can start to inform other capital projects and funding opportunities as they become available.

SPUR PROJECTS SUMMARY

PROJECT	NAME	RECOMMENDED BIKEWAY FACILITY	MUNICIPALITY	IMPLEMENTATION	MILES	COST
201.1	CR 6	Shared Use Trail	Elkhart	Construct trail on south side of street	3.0	\$3,805,000
201.2	CR 6	Shared Use Trail	Elkhart	Construct trail on south side of street	4.1	\$5,200,000
202.1	CR 6	Shared Use Trail	Elkhart County	Construct trail on one side of street	2.6	\$2,335,000
202.2	CR 8	Shared Use Trail	Elkhart County	Construct trail on one side of street	1.3	\$1,650,000
202.3	Division St	Shared Use Trail	Bristol	Construct trail on one side of street	0.4	\$510,000
203.1	CR 9	Shared Use Trail	Elkhart	Construct trail on west side of street	1.0	\$900,000
203.2	Johnson St	Shared Use Trail	Elkhart	Construct trail on west side of street	2.1	\$2,665,000
204.1	CR 17	Shared Use Trail	Elkhart County	Construct trail on one side of street	1.1	\$990,000
204.2	CR 17	Shared Use Trail	Elkhart County	Construct trail on one side of street	1.2	\$1,080,000
205.1	E Crawford St	Nbrhood Greenway	Elkhart	Mark and sign	0.2	\$7,500
205.2	Cassopolis St	Shared Use Trail	Elkhart	Construct trail on east side of street	0.1	\$40,000
205.3	E Crawford St	Nbrhood Greenway	Elkhart	Mark and sign	0.1	\$2,500
205.4	Crawford Connector	Shared Use Trail	Elkhart	Construct trail to connect to existing trail	0.02	\$17,500
206.1	Lexington Ave	TBD	Elkhart	Further study needed	1.0	STBD
206.2	Lexington Ave	Bike Lane	Elkhart	Remove parking as necessary to add bike lanes	0.5	\$17,500
207.1	Sycamore St	Nbrhood Greenway	Elkhart	Mark and sign	0.2	\$5,000
207.2	3rd St	Separated Bike Lane	Elkhart	Narrow lanes to construct separated bike lane	0.7	\$45,000
207.3	2nd St	Separated Bike Lane	Elkhart	Narrow lanes to construct separated bike lane	0.7	\$45,000
207.4	Benham Ave	Separated Bike Lane	Elkhart	Remove one travel lane in each direction; add separated bike lanes	0.6	\$37,500
208.1	RiverWalk	Shared Use Trail	Elkhart	Construct new segment of the RiverWalk	0.2	\$220,000
209.1	Gladstone Ave	Nbrhood Greenway	Elkhart	Add markings and signage	0.3	\$7,500
209.2	Middlebury St	Separated Bike Lane	Elkhart	Remove parking on one side of street and construct two-way separated bike lane	0.1	\$7,500
209.3	Floral Ct	Nbrhood Greenway	Elkhart	Add markings and signage	0.1	\$2,500
209.4	Evans St	Nbrhood Greenway	Elkhart	Add markings and signage	0.1	\$2,500
209.5	Joanne Dr	Nbrhood Greenway	Elkhart	Add markings and signage	0.2	\$5,000
209.7	River Greenway Extension	Shared Use Trail	Elkhart	Construct shared use trail	0.3	\$270,000
209.8	Perkins Ave	Shared Use Trail	Elkhart	Construct shared use trail on one side of street	0.3	\$270,000

PROJECT	NAME	RECOMMENDED BIKEWAY FACILITY	MUNICIPALITY	IMPLEMENTATION	MILES	COST
210.1	SR 15	Shared Use Trail	Bristol	Widen sidewalk on east side of street	0.1	\$77,500
210.2	E Elkhart St	Shared Use Trail	Bristol	Construct shared use trail on one side of street	0.8	\$1,015,000
210.3	CR 8	Shared Use Trail	Elkhart County	Construct shared use trail on one side of street	2.0	\$2,537,500
211.1	CR 8	Shared Use Trail	Elkhart County	Construct shared use trail on one side of street	3.6	\$4,565,000
211.2	Bristol Ave	Shared Use Trail	Middlebury	Construct shared use trail on one side of street	1.1	\$1,395,000
211.3	Brown St	Nbrhood Greenway	Middlebury	Add markings and signage	0.2	\$5,000
211.4	Warren St	Nbrhood Greenway	Middlebury	Add markings and signage	0.2	\$5,000
212.1	Lincoln Ave	Separated Bike Lane	Goshen	Remove parking to add separated bike lanes	0.8	\$80,000
212.2	Lincoln Ave	Separated Bike Lane	Goshen	Remove parking to add separated bike lanes	0.4	\$40,000
213.1	E Lincoln Ave	Shared Use Trail	Goshen	Provide trail under highway and across RR	0.1	\$90,000
214.1	8th St	Nbrhood Greenway	Goshen	Add markings and signage	0.6	\$15,000
215.1	Winona RR Trail Extension	Shared Use Trail	Elkhart County	Extension of trail in Goshen	1.7	\$1,530,000
215.2	Winona RR Trail Extension	Shared Use Trail	Elkhart County	Extension of trail in Goshen	6.0	\$5,390,000
216.1	CR 27	Shared Use Trail	Elkhart County	Construct shared use trail on one side of street	0.6	\$540,000
216.2	CR 27	Shared Use Trail	Elkhart County	Construct shared use trail on one side of street	0.7	\$630,000
216.3	Syracuse Connector	Wide Shoulder	Elkhart County	Add wide shoulders	0.3	\$82,500
216.4	Syracuse Connector	Wide Shoulder	Elkhart County	Add wide shoulders	0.7	\$192,500
216.5	Syracuse Connector	Wide Shoulder	Elkhart County	Add wide shoulders	6.8	\$1,850,000
217.1	Waterford Mills Pkwy	Bike Lane	Elkhart County	Mark and sign shoulders as bike lanes	0.3	\$5,000
217.2	S Main St	Shared Use Trail	Elkhart County	Widen sidewalk on east side of street	0.2	\$155,000
217.3	CR 40	Shared Use Trail	Elkhart County	Construct shared use trail on south side of the street	0.8	\$720,000
217.4	CR 40	Wide Shoulder	Elkhart County	Add wide shoulders	8.4	\$2,285,000
217.5	CR 40	Shared Use Trail	Elkhart County	Construct shared use trail on south side of the street	0.6	\$540,000
217.6	Waterford St	Shared Use Trail	Wakarusa	Construct shared use trail on south side of the street	0.6	\$540,000
218.1	South Elkhart St	Nbrhood Greenway	Wakarusa	Add markings and signage	0.4	\$10,000
218.2	CR 3	Shared Use Trail	Wakarusa	Construct shared use trail on one side of street	1.0	\$900,000
218.3	CR 42	Wide Shoulder	Elkhart County	Add wide shoulders	0.1	\$27,500
218.4	CR 3	Wide Shoulder	Elkhart County	Add wide shoulders	4.5	\$1,225,000
218.5	CR 52	Wide Shoulder	Elkhart County	Add wide shoulders	1.0	\$272,500
					TOTAL	67.1
						\$46,857,500

Cost Estimate Notes:

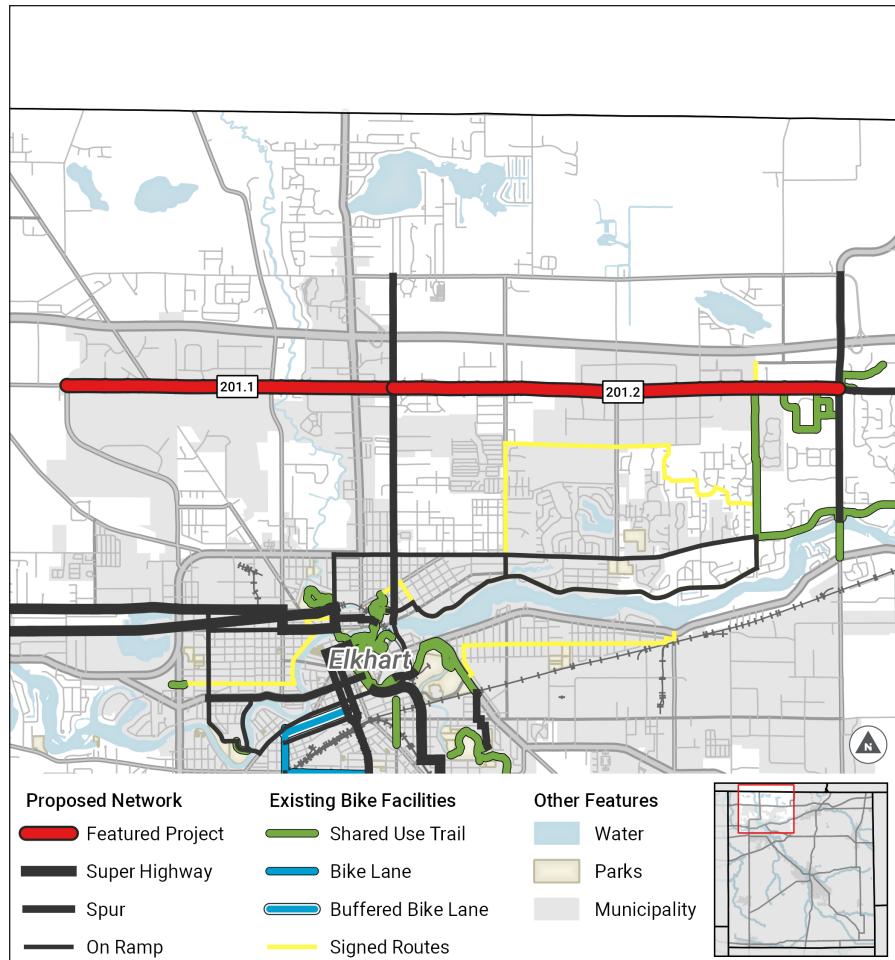
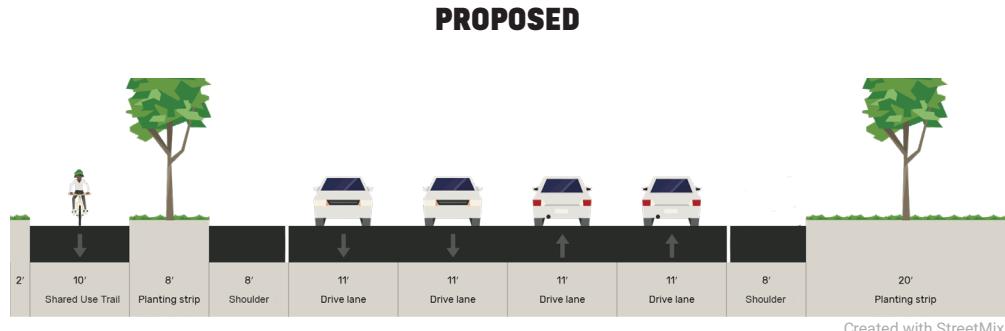
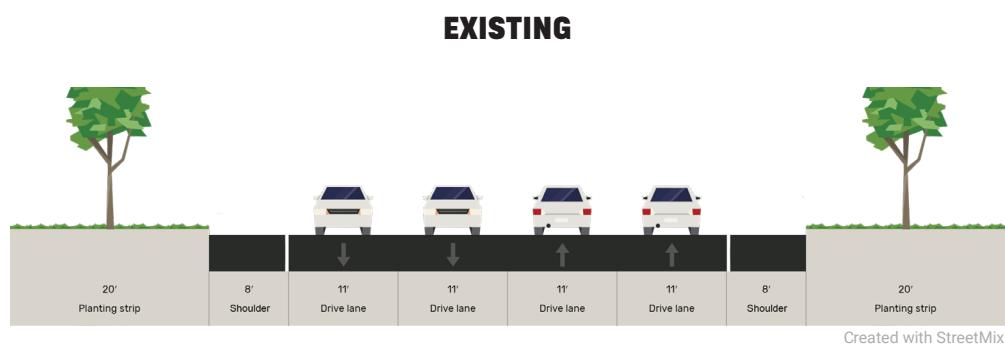
- Costs are provided for general planning information

201: COUNTY ROAD 6

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 18/31

This corridor provides a connection across the north side of Elkhart and provides connections to commercial, manufacturing, residential, and employment areas.

- » Segment 201.1: Construct a side path on the south side of CR 6. Right of way may be required; project is best accomplished in conjunction with a street reconstruction.
- » Segment 201.2 (shown below): Construct a side path on the south side of CR 6. This project is best accomplished in conjunction with a street reconstruction.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
201.1	Shared Use Trail (high effort)	3.0	\$3,805,000
201.2	Shared Use Trail (high effort)	4.1	\$5,200,000
TOTAL		7.1	\$9,005,000

Cost Estimate Notes:

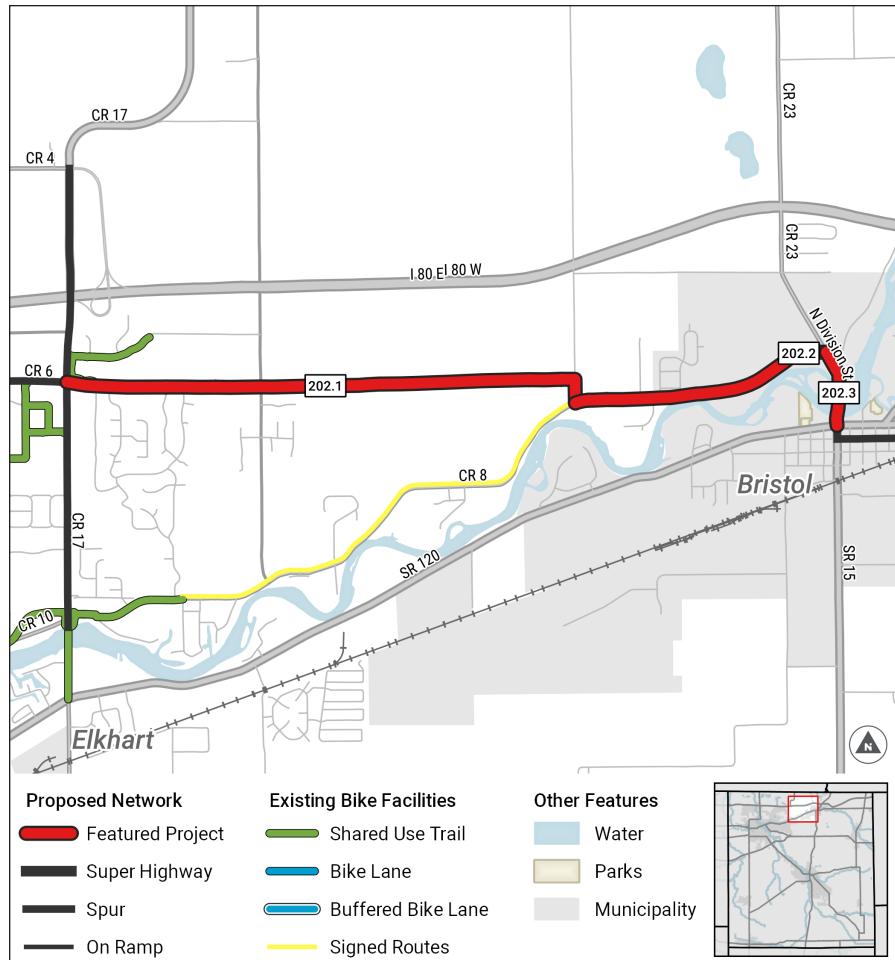
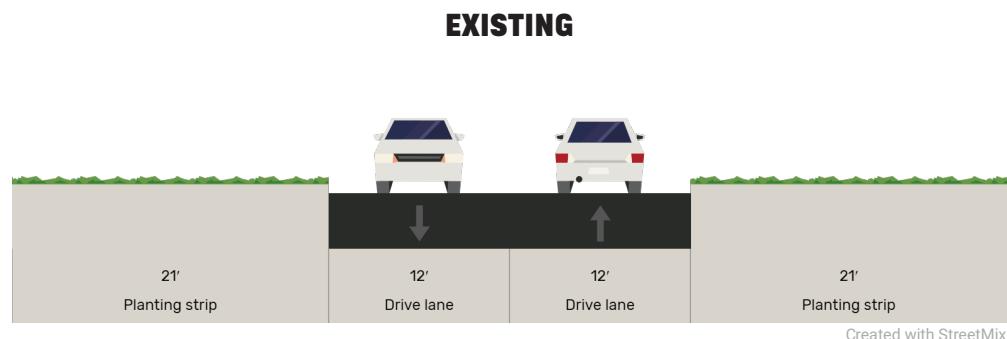
- Does not include improvements to traffic signals at intersections
- Does not include right of way acquisition

202: BRISTOL CONNECTOR

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 3/35

This corridor provides a connection from Elkhart to Bristol.

- » Segment 202.1: Construct a side path on one side of CR 6. Right of way may be required; project is best accomplished in conjunction with a street reconstruction.
- » Segment 202.2 (shown below): Construct a side path on the one side of CR 8. Right of way may be required; project is best accomplished in conjunction with a street reconstruction.
- » Segment 202.3: Construct a side path on the one side of Division Street. Right of way may be required; project is best accomplished in conjunction with a street reconstruction and/or bridge work.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
202.1	Shared Use Trail (standard effort)	2.6	\$2,335,000
202.1	Shared Use Trail (high effort)	1.3	\$1,650,000
202.2	Shared Use Trail (high effort)	0.4	\$510,000
TOTAL		4.3	\$4,495,000

Cost Estimate Notes:

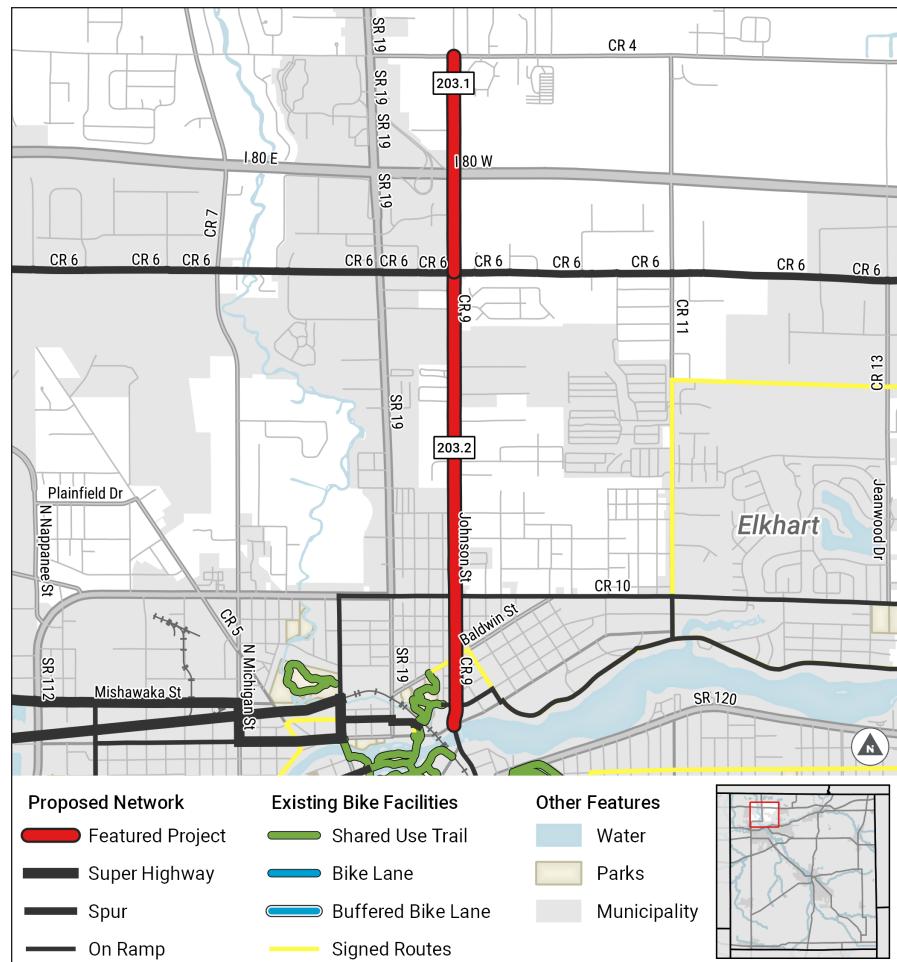
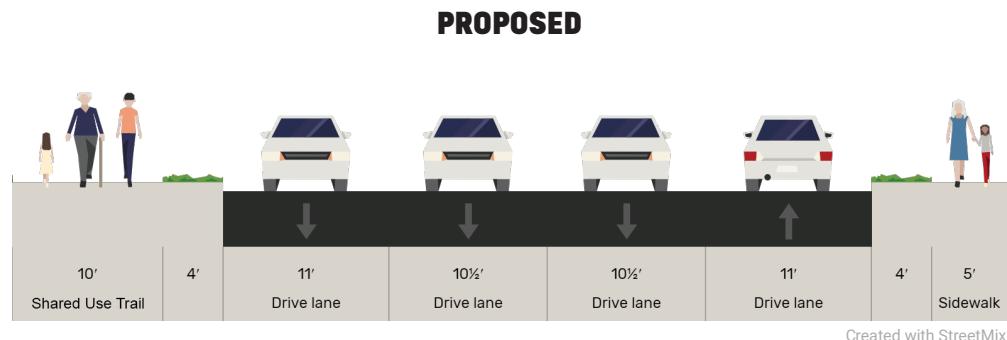
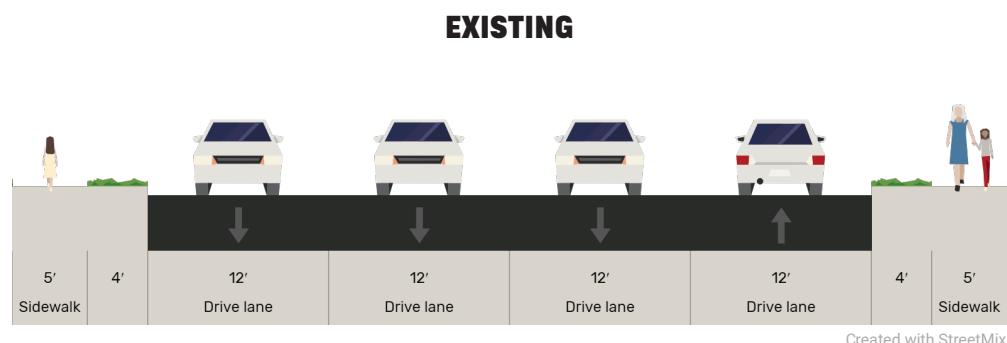
- Does not include improvements to traffic signals at intersections
- Does not include right of way acquisition or bridge work

203: COUNTY ROAD 9 / JOHNSON ST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 11/31

This corridor provides a primary north-south connection on Elkhart's north side, including connections to commercial, residential, and employment areas, and a non-interchange crossing of the Indiana Toll Road

- » Segment 203.1: Construct a side path on the west side of the street. Right of way may be required.
- » Segment 203.2 (shown below): Construct a side path on the west side of the street. Right of way may be required; project is best accomplished in conjunction with a street reconstruction.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
203.1	Shared Use Trail (standard effort)	1.0	\$900,000
203.2	Shared Use Trail (high effort)	2.1	\$2,665,000
TOTAL		3.1	\$3,565,000

Cost Estimate Notes:

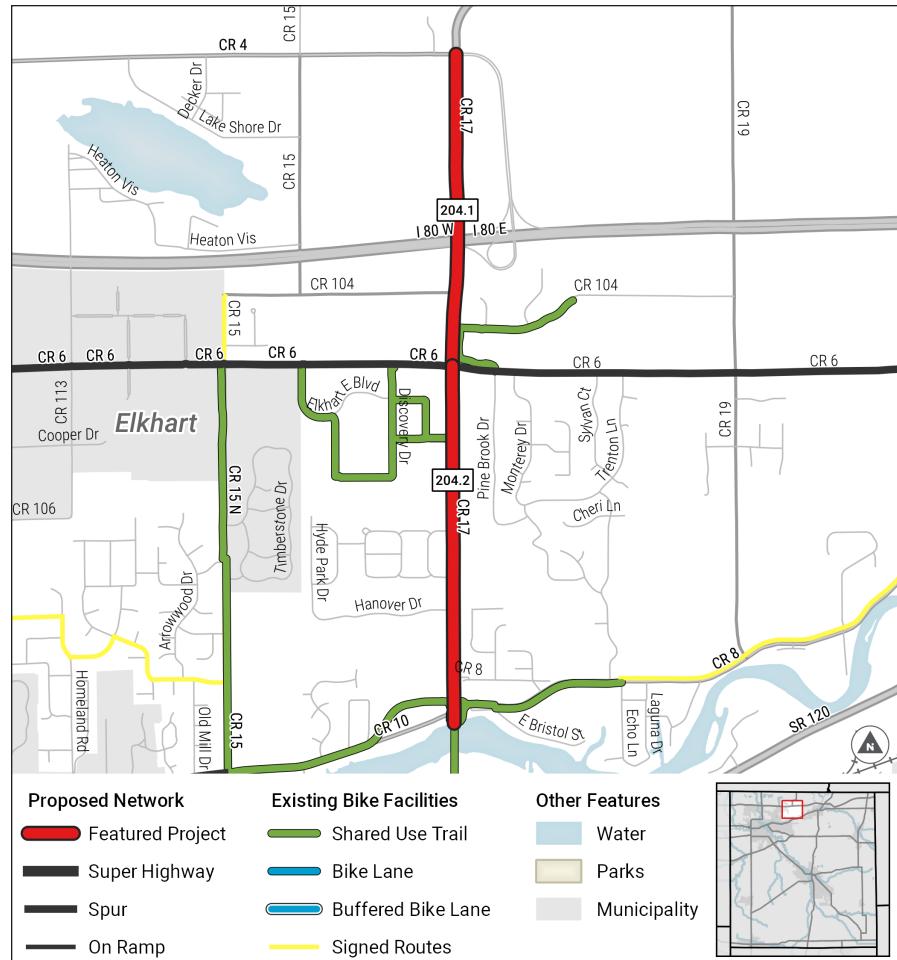
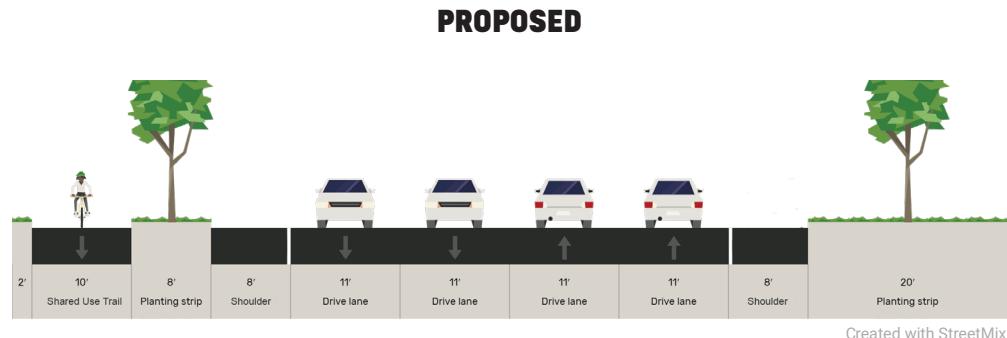
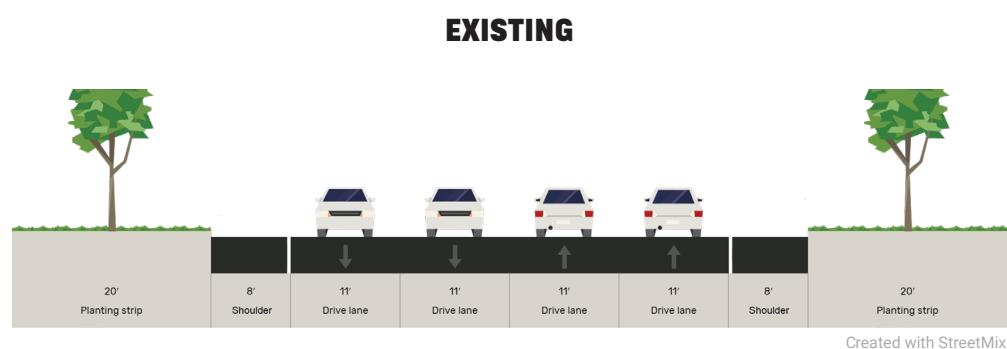
- Does not include improvements to traffic signals at intersections
- Does not include right of way acquisition

204: COUNTY ROAD 17

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 20/31

This segment provides a north-south connection on Elkhart's far east side, connecting Six Span Bridge to residential areas and developing employment centers.

- » Segment 204.1 (shown below): Construct a side path on one side of the street.
- » Segment 204.2: Construct a side path on one side of the street.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
204.1	Shared Use Trail (standard effort)	1.1	\$990,000
204.2	Shared Use Trail (standard effort)	1.2	\$1,080,000
TOTAL		2.3	\$2,070,000

Cost Estimate Notes:

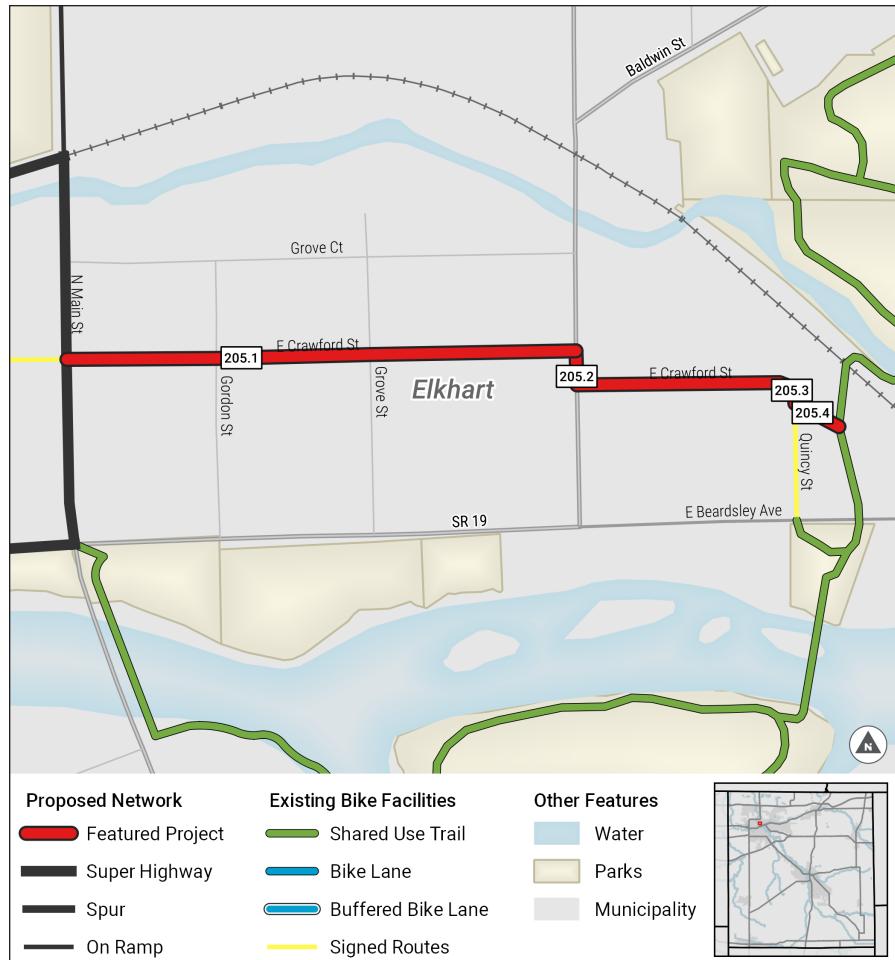
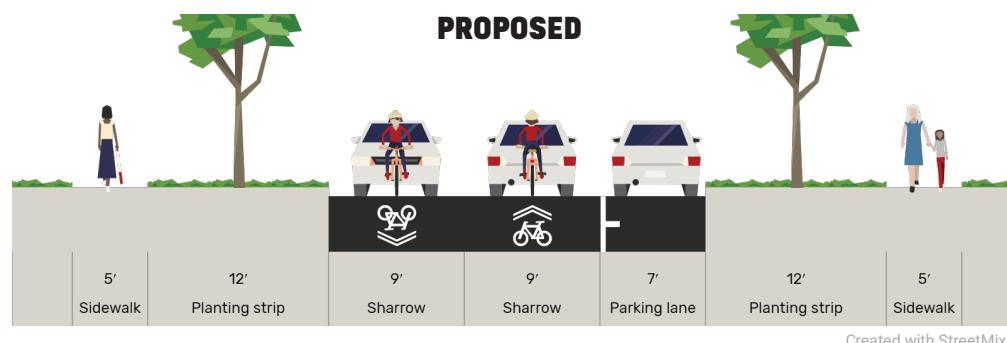
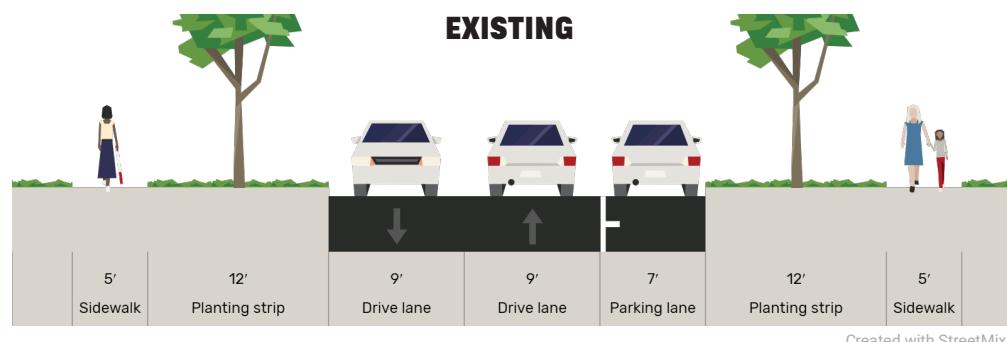
- Does not include improvements to traffic signals at intersections

205: E CRAWFORD ST

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 30/31

This neighborhood greenway uses residential streets to connect the North Main Street bikeway to existing trails near Pulaski Park. This corridor serves as an alternate to East Beardsley Avenue.

- » Segment 205.1 (shown below): Mark and sign a neighborhood greenway.
- » Segment 205.2: Construct a short side path on the east side of the street to connect segments 203.1 and 203.3.
- » Segment 205.3: Mark and sign a neighborhood greenway.
- » Segment 205.4: Construct a shared use trail to connect to the existing trail through the park.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
205.1	Neighborhood Greenway	0.2	\$7,500
205.2	Shared Use Trail (low effort)	0.1	\$40,000
205.3	Neighborhood Greenway	0.1	\$2,500
205.4	Shared Use Trail (low effort)	0.02	\$17,500
TOTAL		0.4	\$67,500

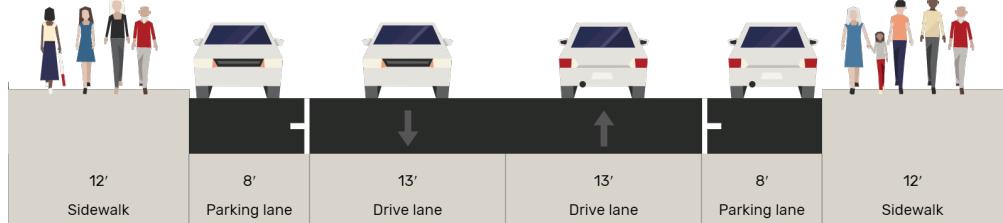
206: LEXINGTON AVE

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 10/31

This segment connects residential neighborhoods and the hospital area northwest of the river to downtown Elkhart. Due to limited right of way, further study is required for much of the corridor.

- » Segment 206.1: Further study required.
- » Segment 206.2 [shown below]: Remove parking as necessary to add bike lanes.

EXISTING

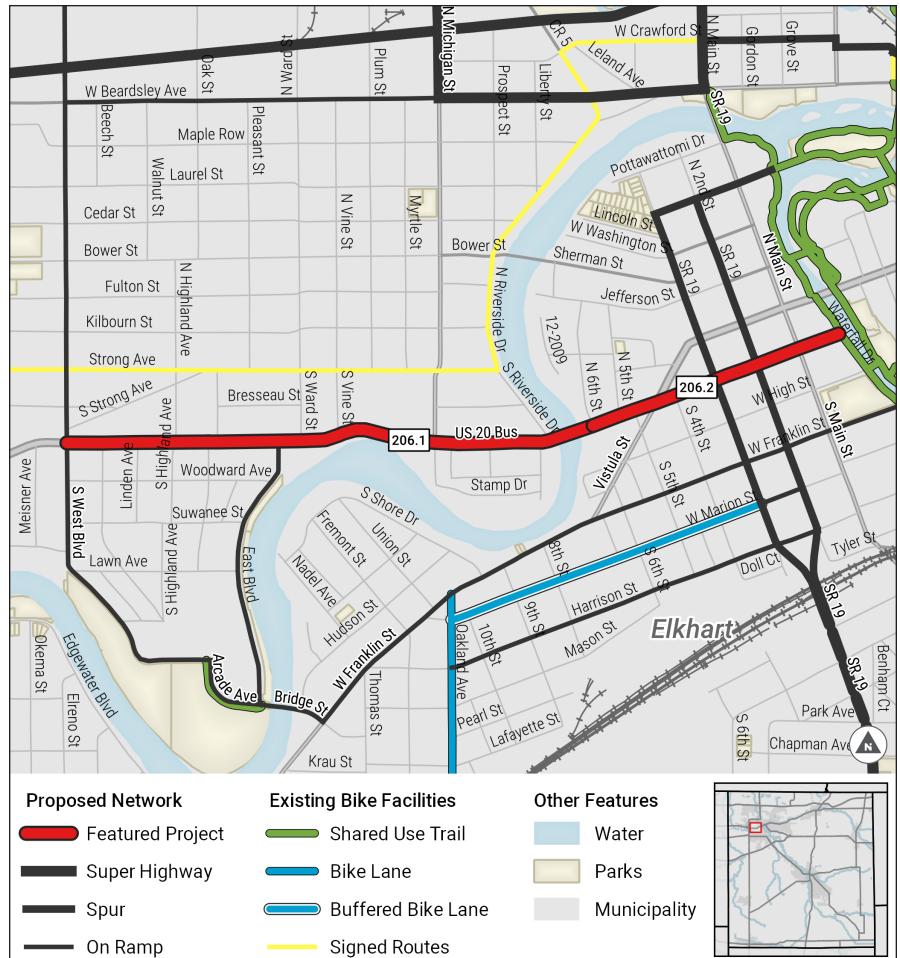


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PROPOSED



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PLANNING-LEVEL COST ESTIMATE

Segment	Recommended Concept	Miles	Planning Cost
206.1	To be determined	1.0	TBD
206.2	Bike Lane	0.5	\$17,500
TOTAL		1.5	\$17,500*

Cost Estimate Notes:

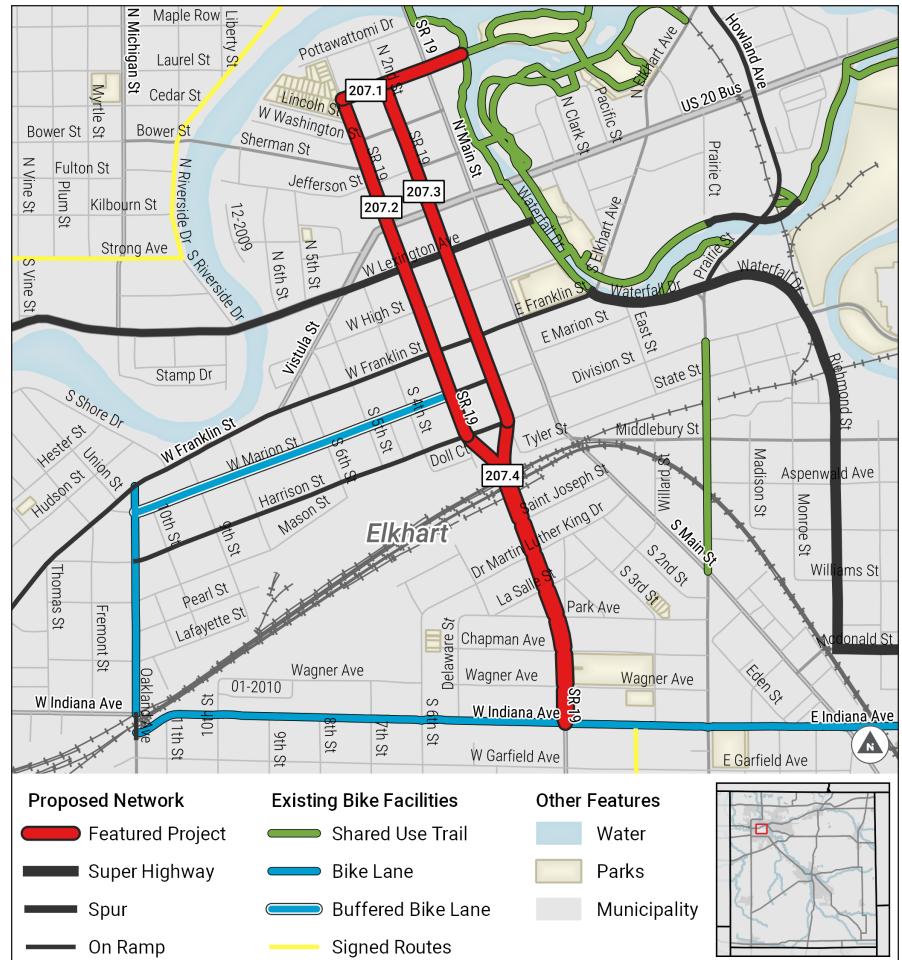
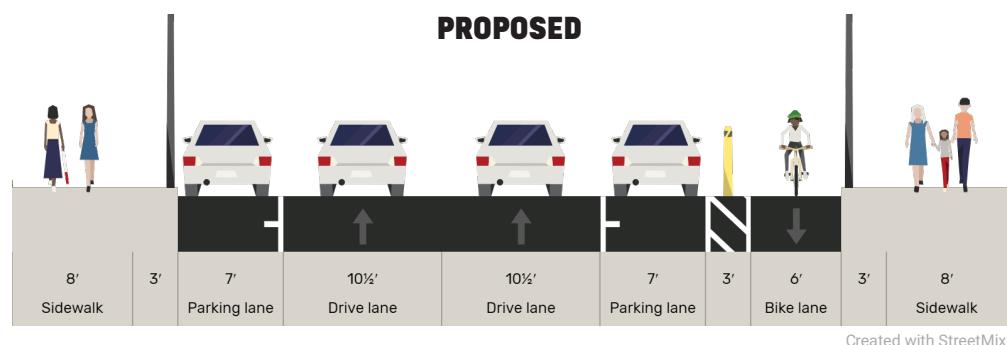
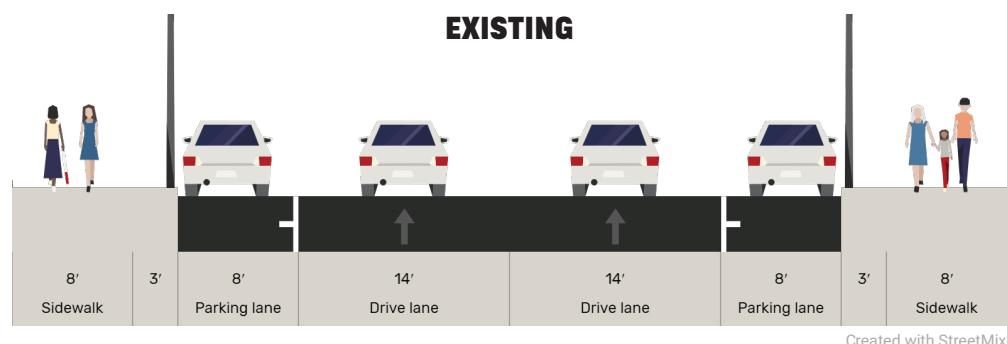
- Does not include improvements to traffic signals at intersections
- * Does not include cost for segment 205.1

207: DOWNTOWN CONNECTOR

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 6/31

This segment provides separated bike lanes through the heart of downtown Elkhart. The route connects to the newly constructed separated bike lanes on Benham Avenue south of Indiana Avenue and to the RiverWalk north of downtown.

- » Segment 207.1: Mark and sign a neighborhood greenway. Provide a high visibility crosswalk and actuated beacon at the crossing of N Main St.
- » Segment 207.2: Narrow travel lanes to construct separated bike lane on one side of the street.
- » Segment 207.3 (shown below): Narrow travel lanes to construct separated bike lane on one side of the street.
- » Segment 207.4: Remove one travel lane in each direction to add separated bike lanes. Further study will be needed for this segment.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
207.1	Neighborhood Greenway	0.2	\$5,000*
207.2	Separated Bike Lane (delineators)	0.7	\$45,000
207.3	Separated Bike Lane (delineators)	0.7	\$45,000
207.4	Separated Bike Lane (delineators)	0.6	\$37,500
TOTAL		4.3	\$132,500

Cost Estimate Notes:

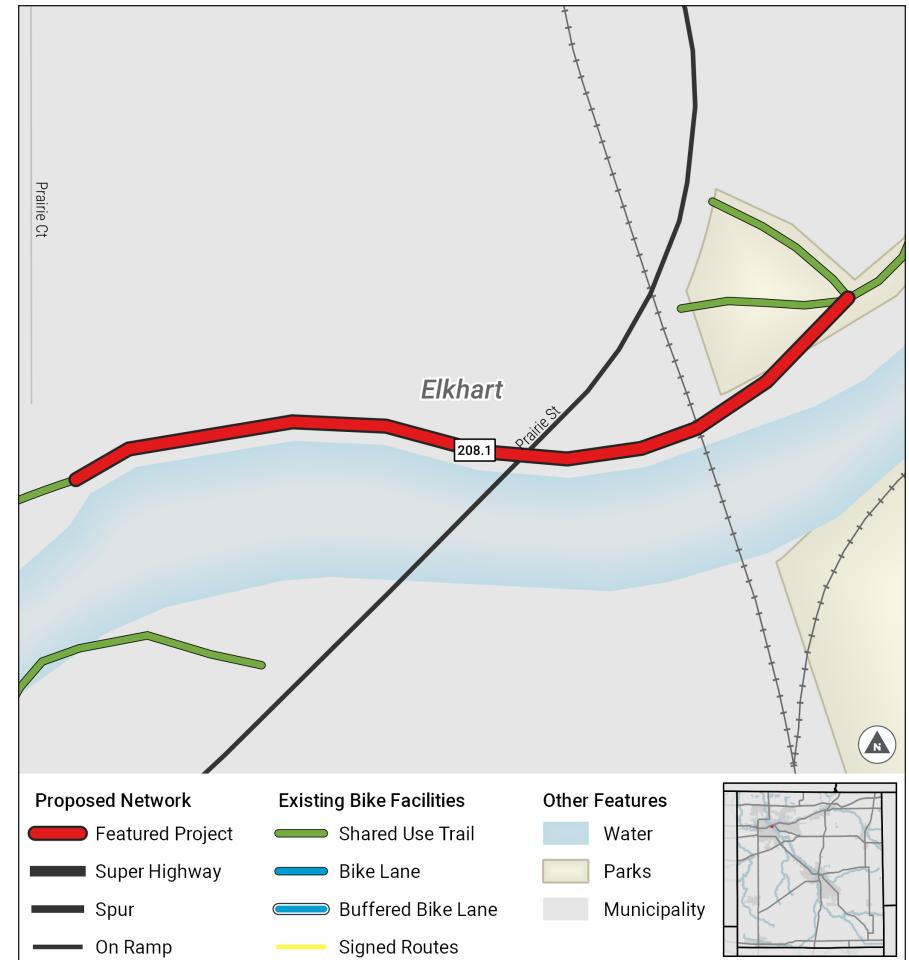
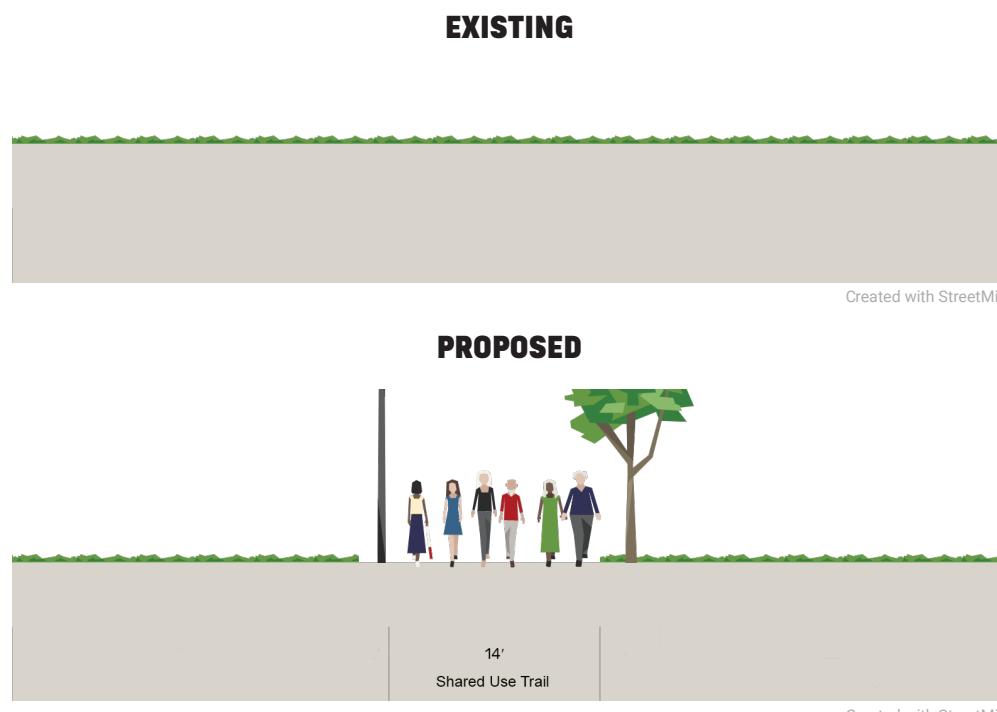
- Does not include improvements to traffic signals at intersections
- *Does not include crossing enhancements at N Main St

208: RIVERWALK

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 21/31

This segment connects the existing RiverWalk from RiverWalk Commons east under Prairie Street to the existing River Greenway Trail, closing a key gap in Elkhart's trail network

- » Segment 208.1: Construct a shared use trail along the riverbank, under Prairie Street.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
208.1	Shared Use Trail (high effort)	0.2	\$220,000
TOTAL		0.2	\$220,000

Cost Estimate Notes:

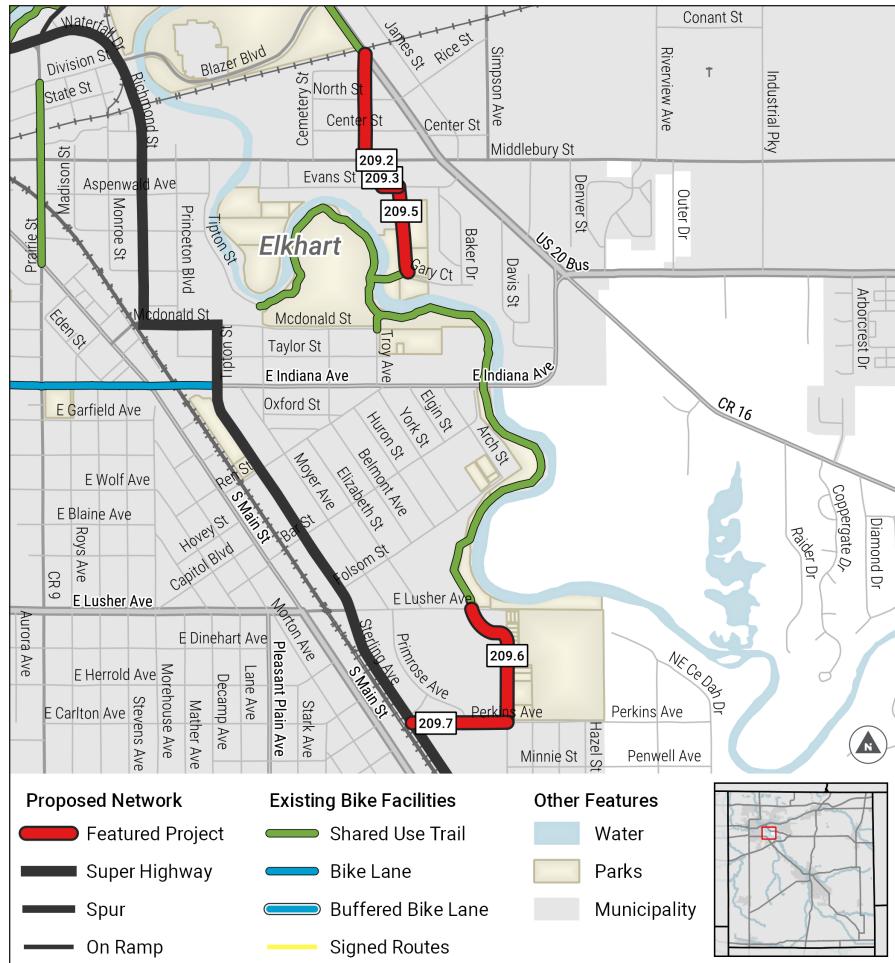
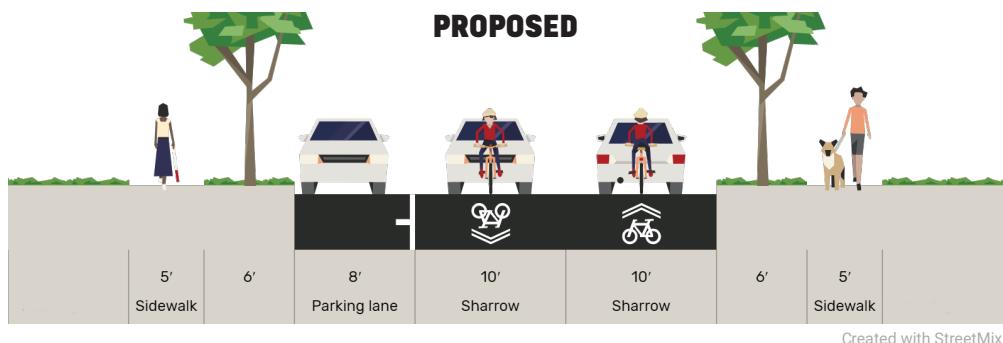
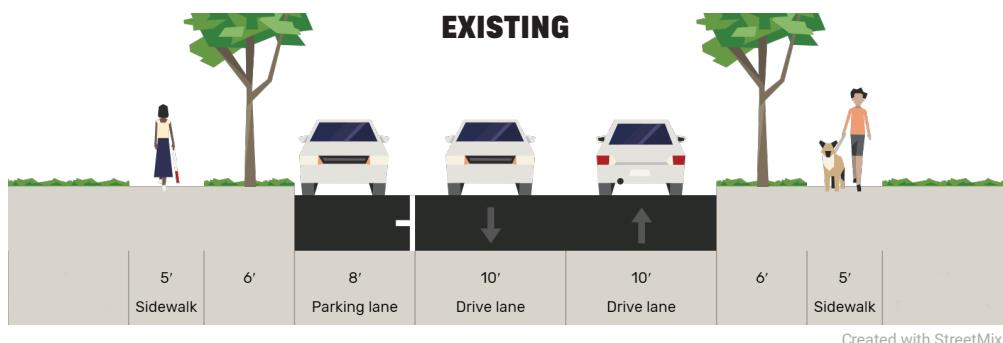
- Construction under Prairie Street may be more complex than accounted for here.

209 RIVER GREENWAY TRAIL EXTENSION

RECOMMENDED BIKEWAY CONCEPT / REGION A PRIORITY RANK: 23/31

This segment provides connections on the north and south ends of the River Greenway Trail to connect it to other regional trail segments.

- » Segment 209.1 (shown below): Mark and sign a neighborhood greenway.
- » Segment 209.2: Remove parking on one side of street and construct two-way separated bike lane.
- » Segment 209.3: Mark and sign a neighborhood greenway.
- » Segment 209.4: Mark and sign a neighborhood greenway.
- » Segment 209.5: Mark and sign a neighborhood greenway.
- » Segment 209.6: Construct construct shared use trail.
- » Segment 209.7: Construct side path on one side of street.



PLANNING-LEVEL COST ESTIMATE

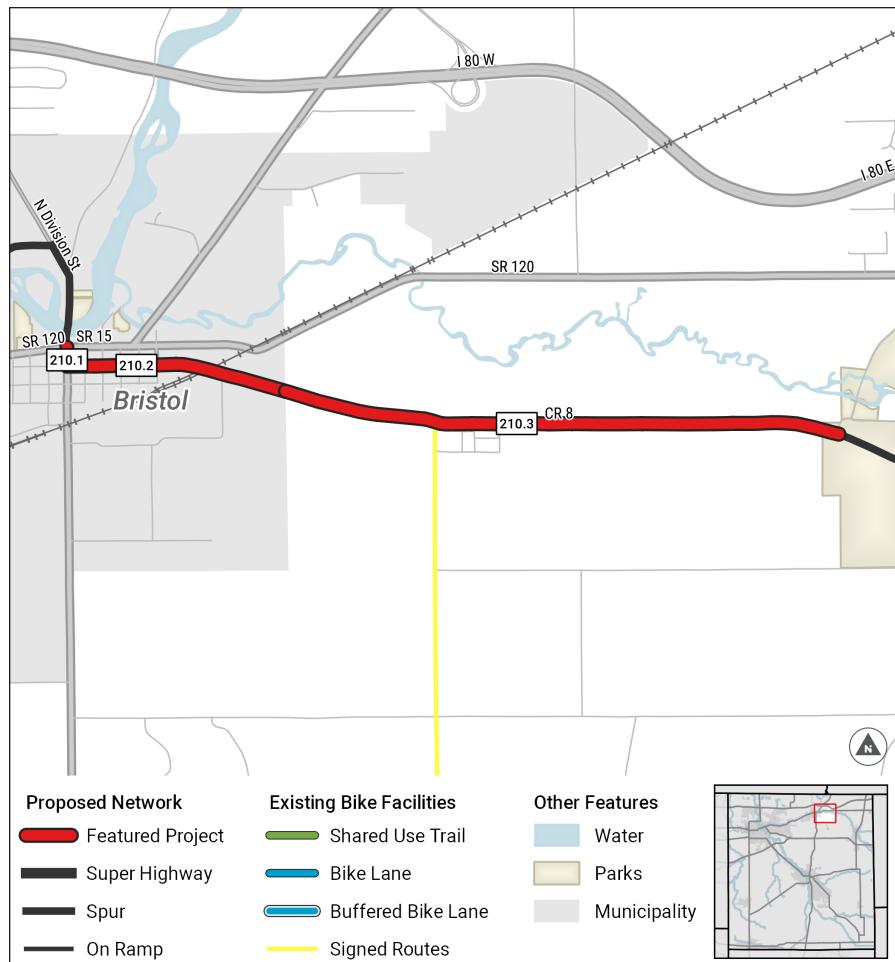
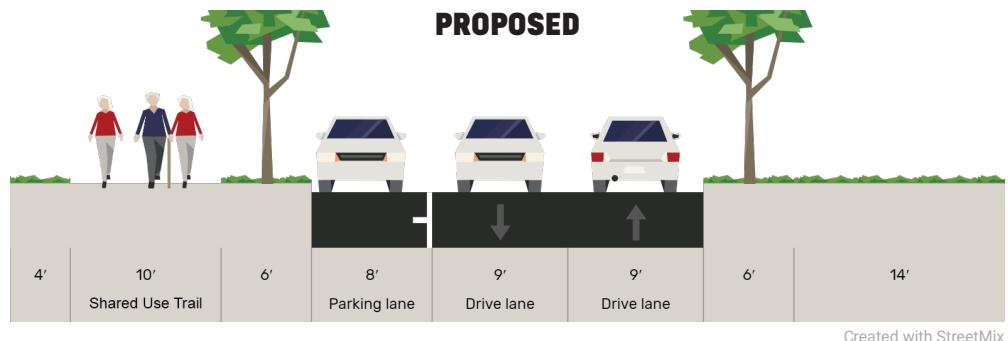
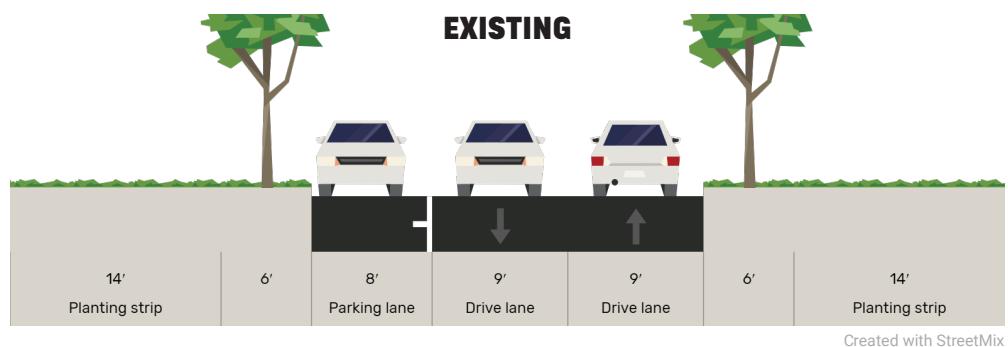
SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
209.1	Neighborhood Greenway	0.3	\$7,500
209.2	Separated Bike Lane (delineators)	0.1	\$7,500
209.3	Neighborhood Greenway	0.1	\$2,500
209.4	Neighborhood Greenway	0.1	\$2,500
209.5	Neighborhood Greenway	0.2	\$5,000
209.6	Shared Use Trail (standard effort)	0.3	\$270,000
209.7	Shared Use Trail (standard effort)	0.3	\$270,000
TOTAL		1.4	\$565,000

210: BRISTOL TO BONNEYVILLE MILL

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 1/35

This segment provides a connection from downtown Bristol east to Bonneyville Mill County Park and to Middlebury via Segment 210.

- » Segment 210.1: Widen the sidewalk on the east side of the street to provide a shared use trail.
- » Segment 210.2 (shown below): Construct a side path on one side of the street. Right of way may be required for portions of this corridor.
- » Segment 210.3: Construct a side path on one side of the street. Right of way may be required for portions of this corridor.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
210.1	Shared Use Trail (low effort)	0.1	\$77,500
210.2	Shared Use Trail (high effort)	0.8	\$1,015,000
210.3	Shared Use Trail (high effort)	2.0	\$2,537,500
TOTAL		2.9	\$3,630,000

Cost Estimate Notes:

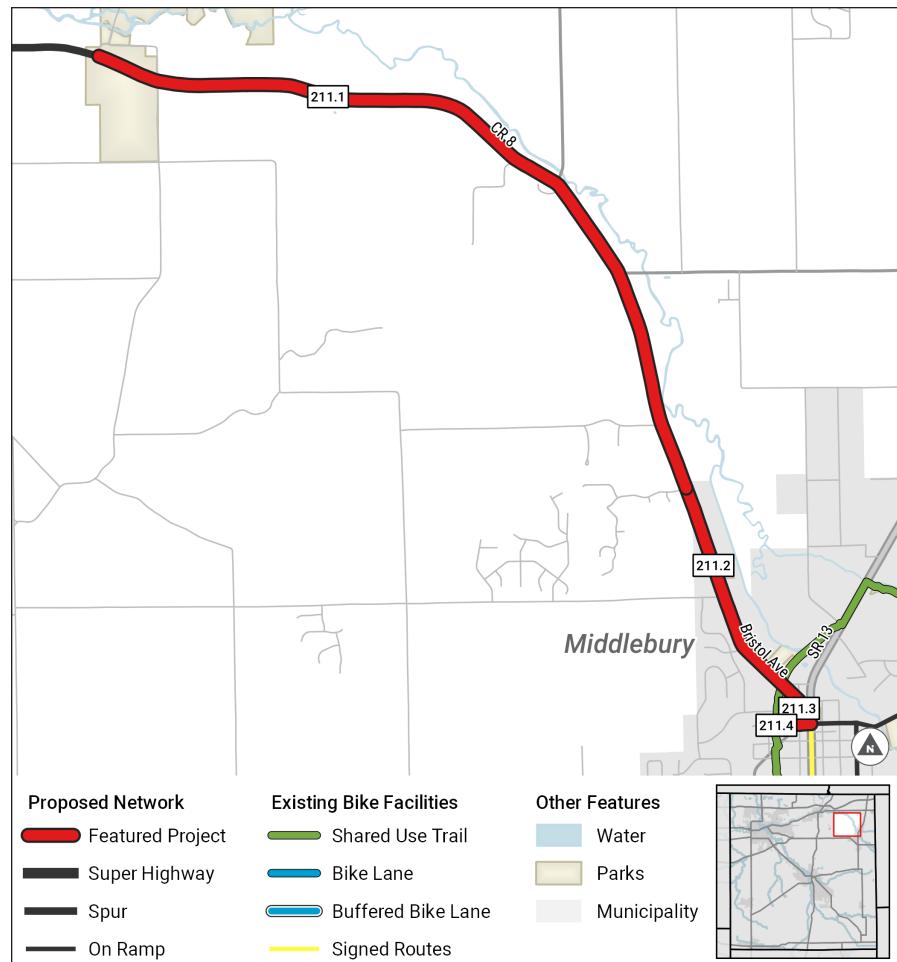
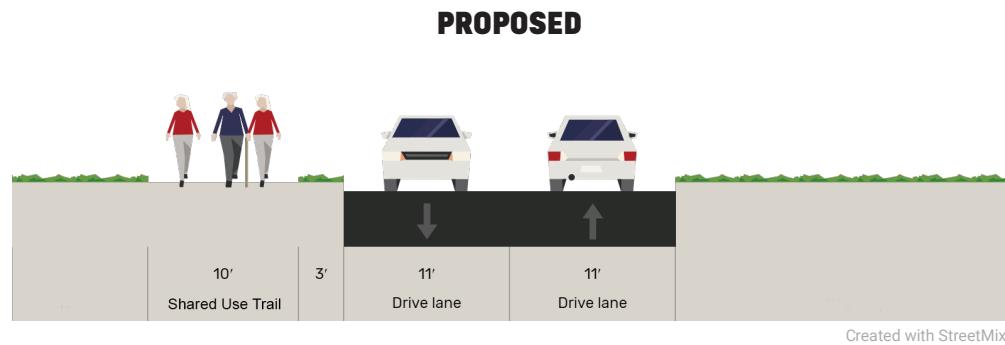
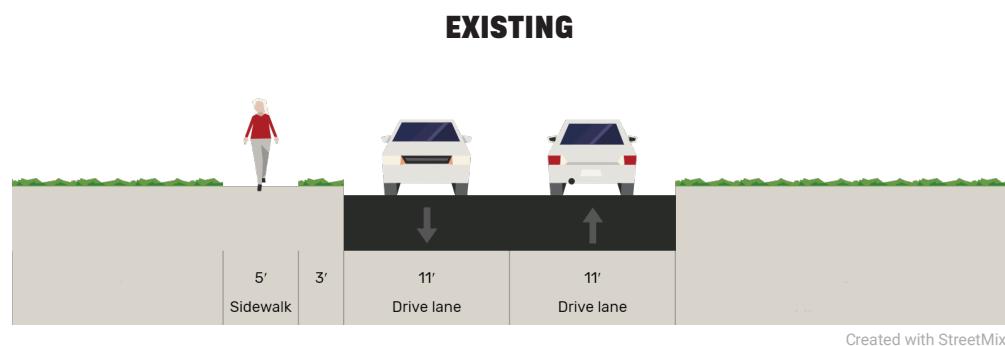
- Does not include improvements to traffic signals at intersections or right of way acquisition

211: MIDDLEBURY TO BONNEYVILLE MILL

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 4/35

This segment provides a connection from downtown Middlebury west to Bonneyville Mill County Park and to Bristol via Segment 209. Strong consideration should be given to providing a shared use trail along the parallel creek rather than along County Road 8, which will provide a more scenic and lower stress connection.

- » Segment 211.1: Construct a side path on one side of the street. Right of way may be required for portions of this corridor.
- » Segment 211.2 (shown below): Construct a side path on one side of the street. Right of way may be required for portions of this corridor.
- » Segment 211.3: Mark and sign a neighborhood greenway.
- » Segment 211.4: Mark and sign a neighborhood greenway.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
211.1	Shared Use Trail (high effort)	3.6	\$4,565,000
211.2	Shared Use Trail (high effort)	1.1	\$1,395,000
211.3	Neighborhood Greenway	0.2	\$5,000
211.4	Neighborhood Greenway	0.2	\$5,000
TOTAL		5.1	\$5,970,000

Cost Estimate Notes:

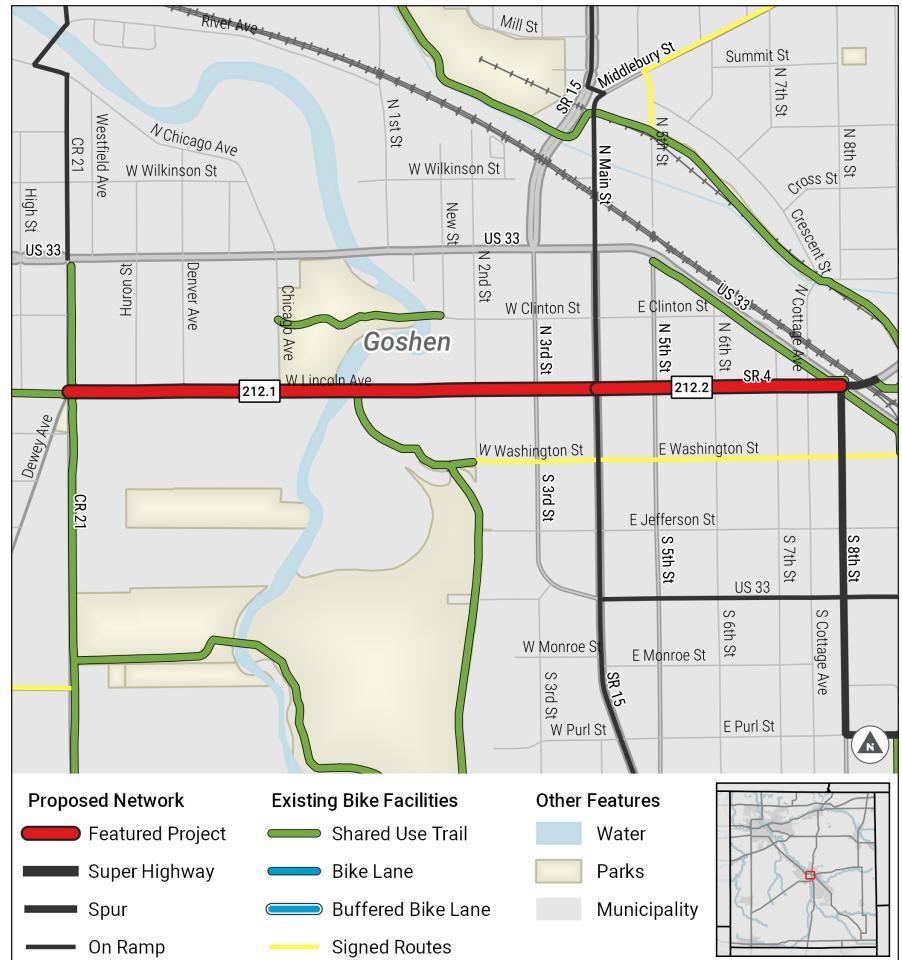
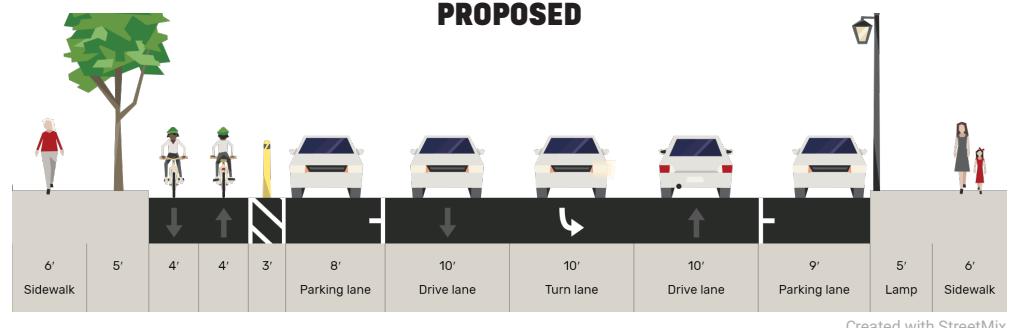
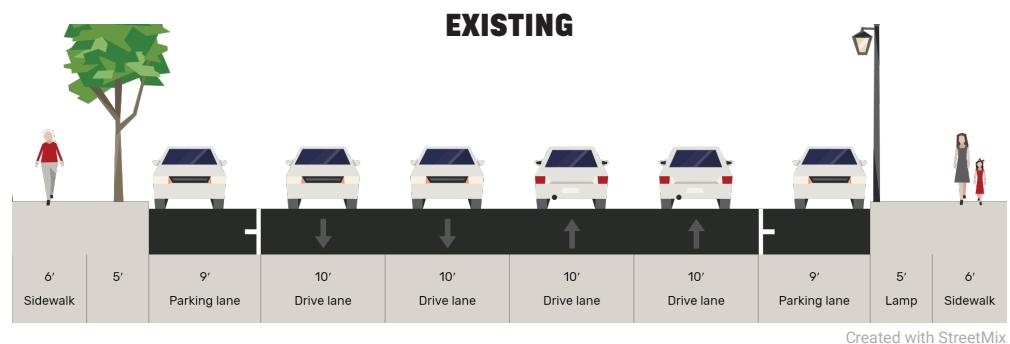
- Does not include improvements to traffic signals at intersections or right of way acquisition

212: LINCOLN AVE

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 15/35

This segment provides a separated bike lane connecting existing trails and commercial areas west of the Elkhart River to Goshen's downtown and the Pumpkinvine Trail. The City has developed plans for this corridor and is currently planning for implementation.

- » Segment 212.1: Reconfigure travel lanes and parking to construct a two way separated bike lane on the south side of the street.
- » Segment 212.2 (shown below) : Reconfigure travel lanes and parking to construct a two way separated bike lane on the south side of the street.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
212.1	Separated Bike Lane (delineator)	0.8	\$80,000
212.2	Separated Bike Lane (delineator)	0.4	\$40,000
TOTAL		1.2	\$120,000

Cost Estimate Notes:

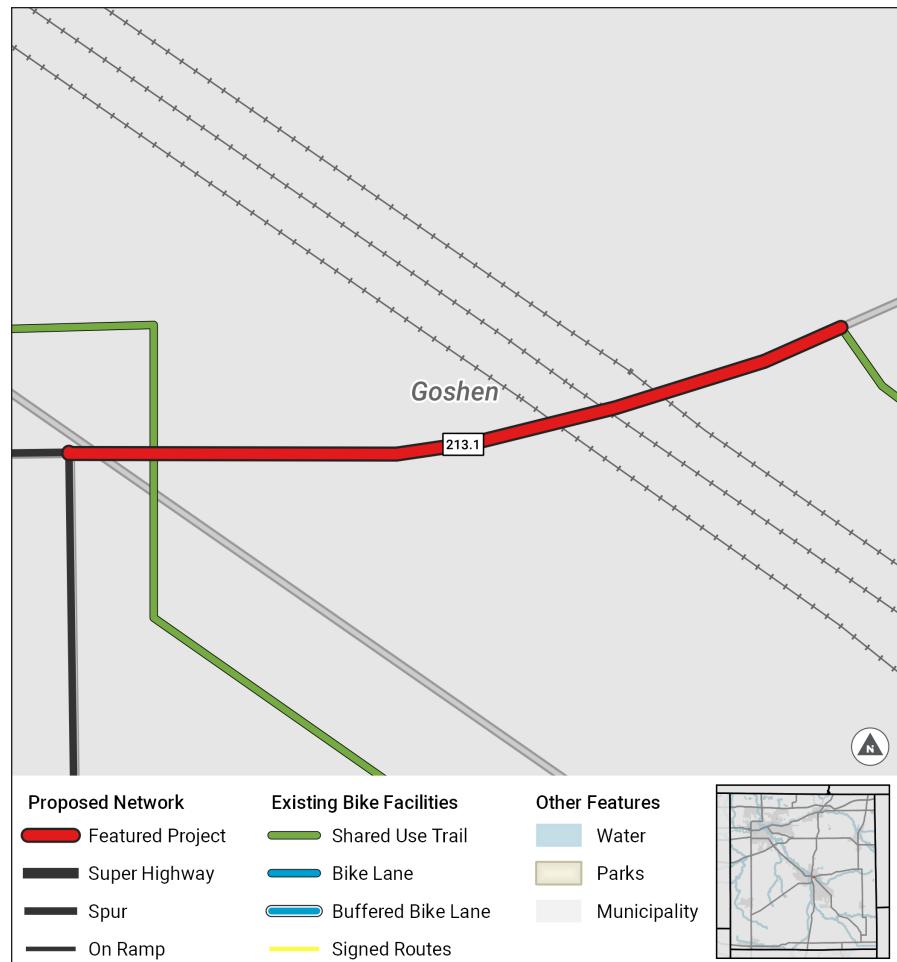
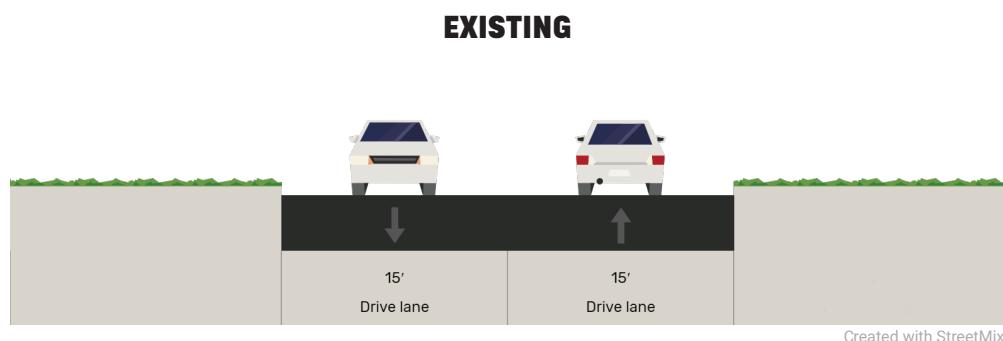
- Does not include improvements to traffic signals and intersections

213: LINCOLN AVE CONNECTOR

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 2/35

This segment connects the separated bike lanes on Lincoln Avenue (211) to the Pumpkinvine Trail. Project will require coordination with the railroad.

- » Segment 213.1: Construct a side path under the highway overpass and across the railroad to connect to the Pumpkinvine Trail.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
213.1	Shared Use Trail (standard effort)	0.1	\$90,000
TOTAL		0.1	\$90,000

Cost Estimate Notes:

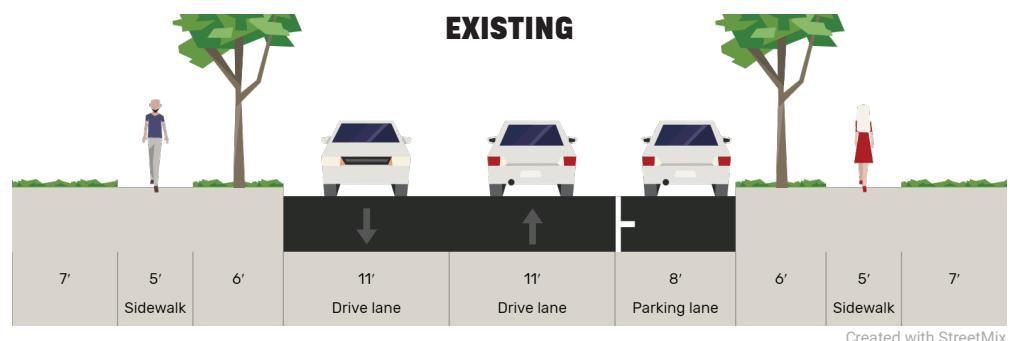
- Does not include improvements to traffic signals at intersections

214: S 8TH ST NEIGHBORHOOD GREENWAY

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 12/35

This segment provides a north-south connection in Goshen connecting the Lincoln Avenue separated bike lanes (211) and Pumpkinvine Trail to the existing South 9th Avenue side path.

- » Segment 214.1: Mark and sign a neighborhood greenway.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
214.1	Neighborhood Greenway	0.6	\$15,000
TOTAL		0.6	\$15,000

Cost Estimate Notes:

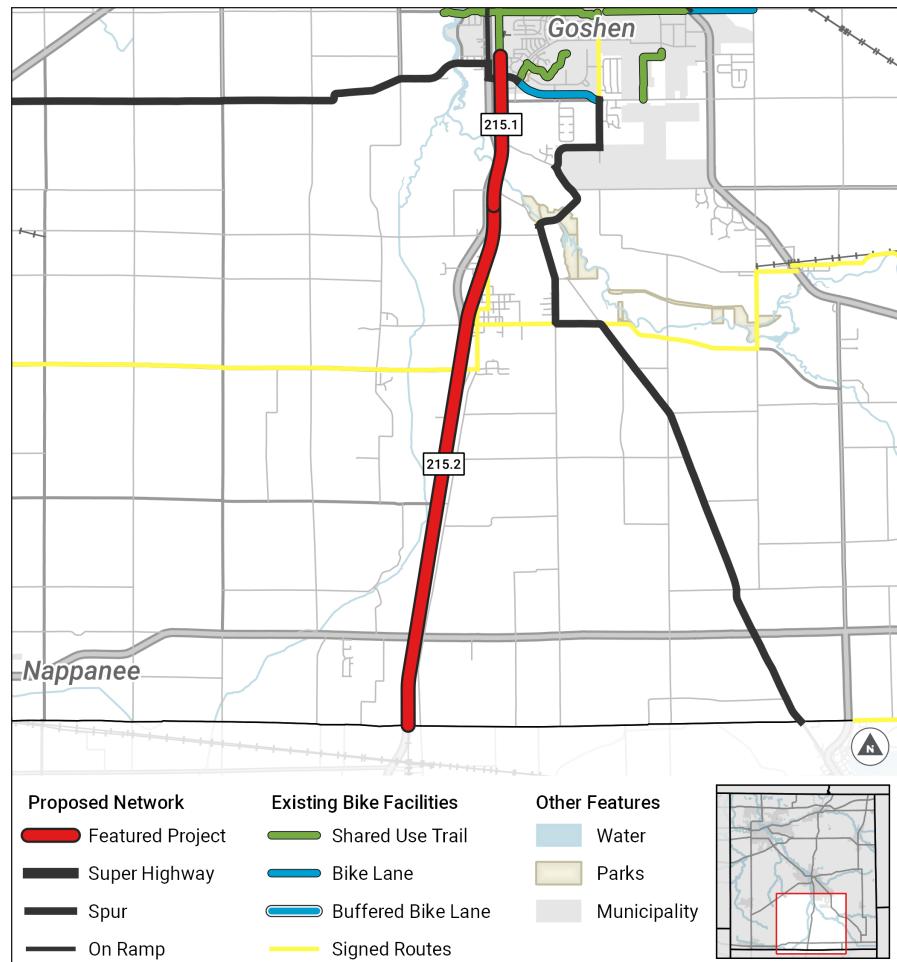
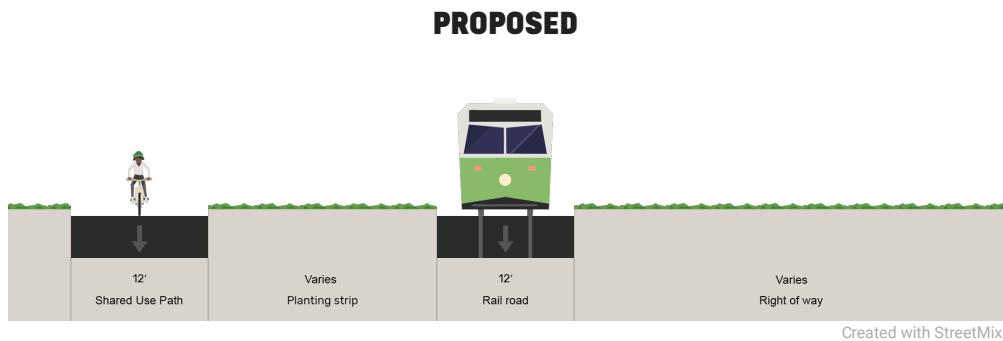
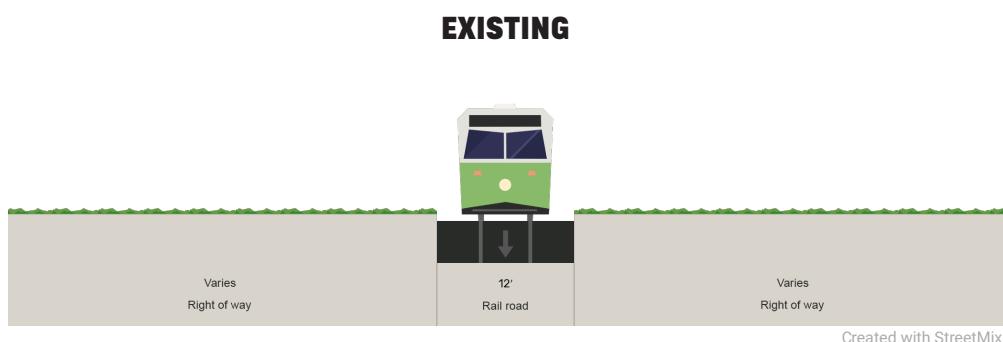
- Does not include improvements at intersections

215: WINONA RAIL TRAIL EXTENSION

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 16/35

This project extends the existing Winona Rail Trail in Goshen south to the Elkhart County border, providing a low stress connection to New Paris, smaller communities, and eventually Milford in Kosciusko County.

- » Segment 215.1: Construct rail with trail. Right of way may be required for this segment.
- » Segment 215.2 (shown below): Construct rail with trail. Right of way may be required for this segment.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
215.1	Shared Use Trail (standard effort)	1.7	\$1,530,000
215.2	Shared Use Trail (standard effort)	6.0	\$5,390,000
TOTAL		7.7	\$6,920,000

Cost Estimate Notes:

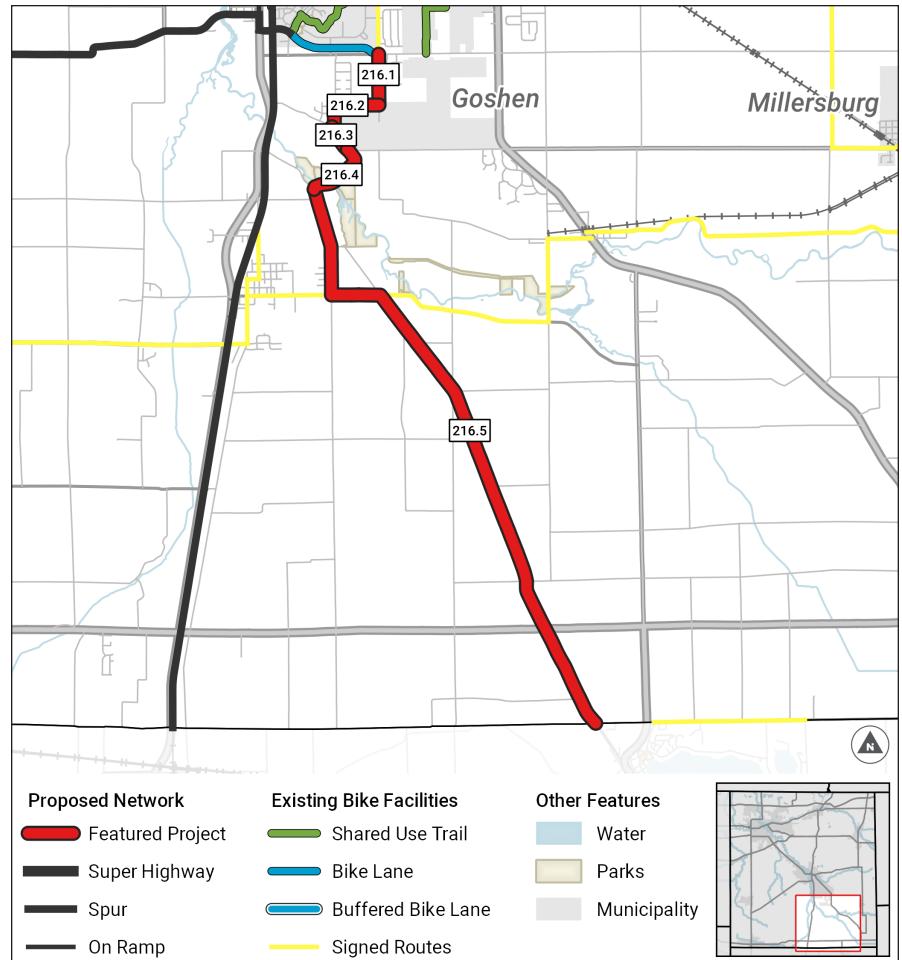
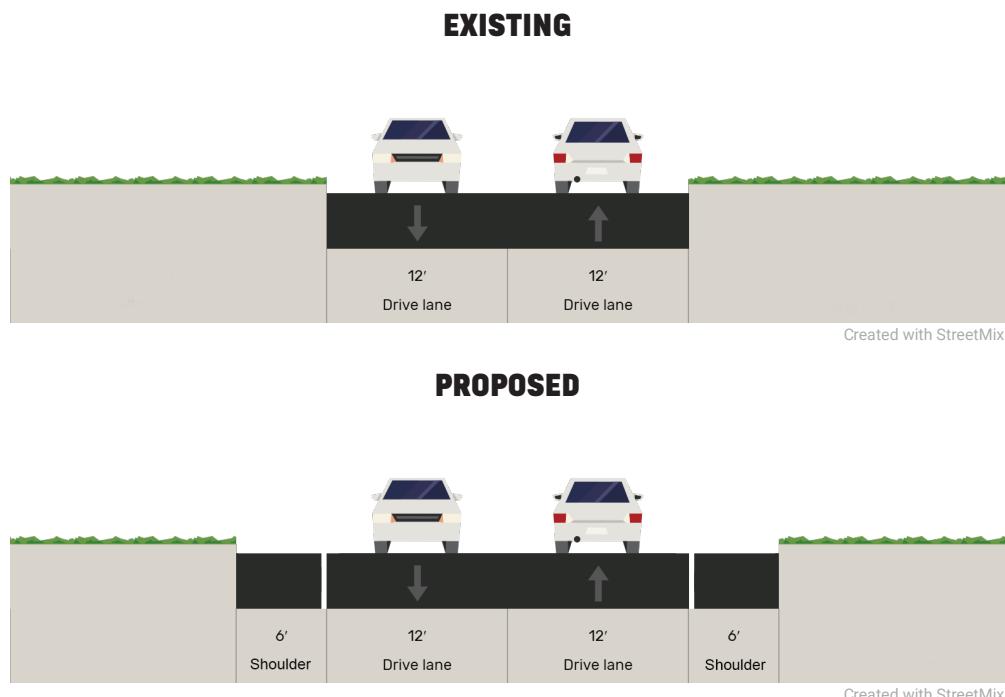
- Does not include improvements at intersections or right of way acquisition

216: SYRACUSE CONNECTOR

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 9/35

This project enhances an existing signed bike route by providing segments of shared use trail and side shoulders to connect southern Goshen to Syracuse in Kosciusko County.

- » Segment 216.1: Construct shared use trail on one side of street. Right of way may be required for this segment.
- » Segment 216.2: Construct shared use trail on one side of street. Right of way may be required for this segment.
- » Segment 216.3 (shown below): Add wide shoulders to the existing roadway.
- » Segment 216.4: Add wide shoulders to the existing roadway.
- » Segment 216.5: Add wide shoulders to the existing roadway.



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
216.1	Shared Use Trail (standard effort)	0.6	\$540,000
216.2	Shared Use Trail (standard effort)	0.7	\$630,000
216.3	Wide Shoulder	0.3	\$82,500
216.4	Wide Shoulder	0.7	\$192,500
216.5	Wide Shoulder	6.8	\$1,850,000
TOTAL		9.1	\$3,295,000

Cost Estimate Notes:

- Does not include intersection improvements or right of way acquisition

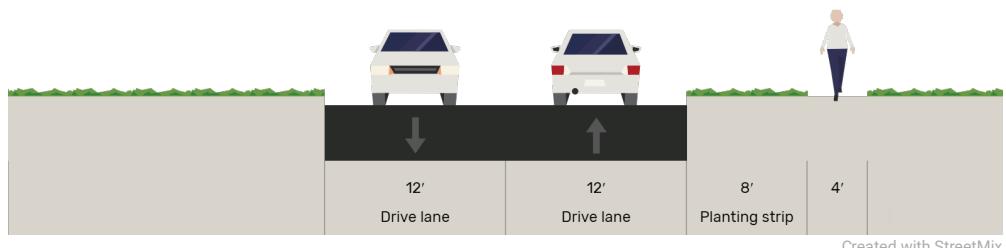
217: WAKARUSA CONNECTOR

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 5/35

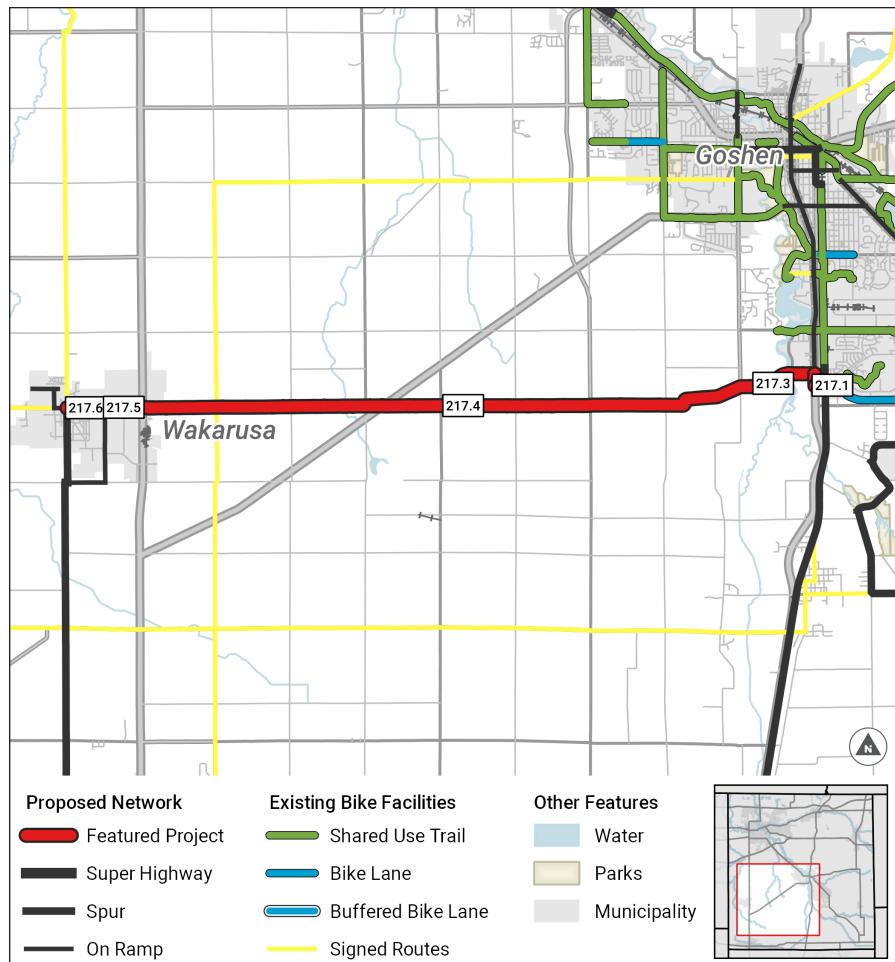
This project provides a direct connection from southern Goshen to Wakarusa.

- » Segment 217.1: Mark and sign the existing shoulders as bike lanes.
- » Segment 217.2: Widen sidewalk on the east side of the street to provide a side path.
- » Segment 217.3: Construct shared use trail on south side of the street. The bicycle/pedestrian area on the Elkhart River bridge should eventually be upgraded to meet current standards.
- » Segment 217.4: Add wide shoulders to the existing roadway.
- » Segment 217.5 (shown below): Construct shared use trail on south side of the street.
- » Segment 217.6: Construct shared use trail on south side of the street.

EXISTING



PROPOSED



PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
217.1	Bike Lane	0.3	\$5,000
217.2	Shared Use Trail (low effort)	0.2	\$155,000
217.3	Shared Use Trail (standard effort)	0.8	\$720,000
217.4	Wide Shoulder	8.4	\$2,285,000
217.5	Shared Use Trail (standard effort)	0.6	\$540,000
217.6	Shared Use Trail (standard effort)	0.6	\$540,000
TOTAL		10.3	\$4,245,000

Cost Estimate Notes:

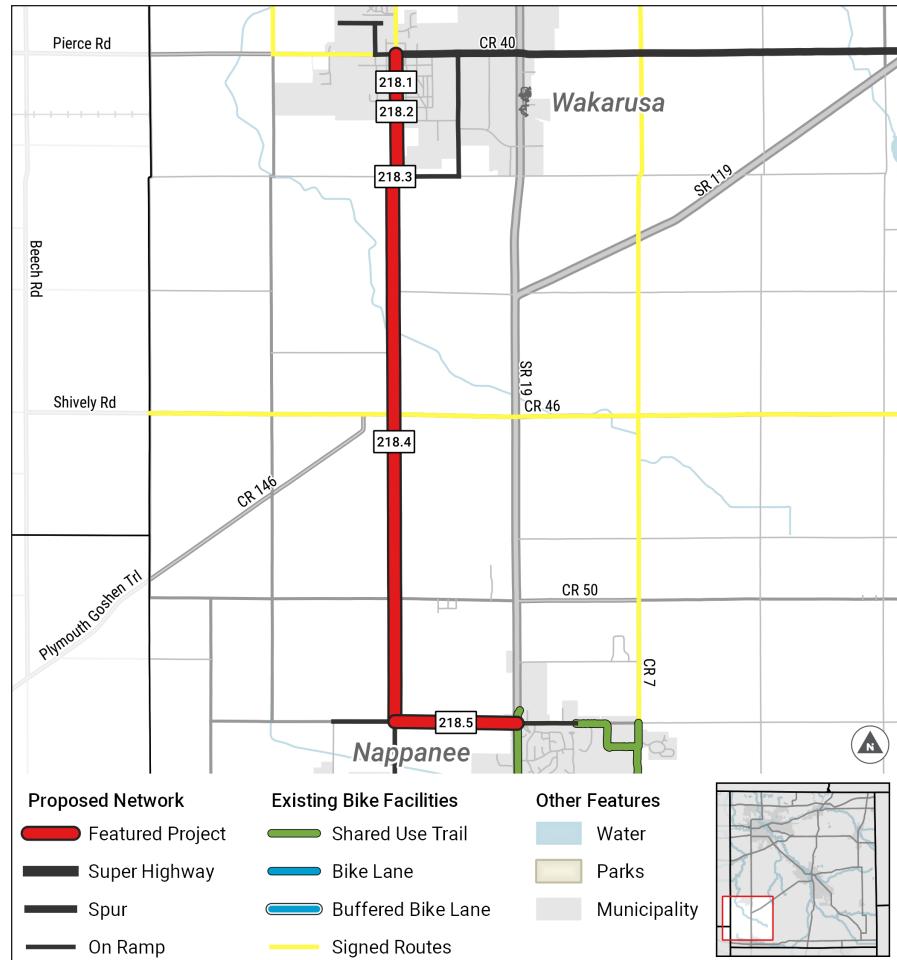
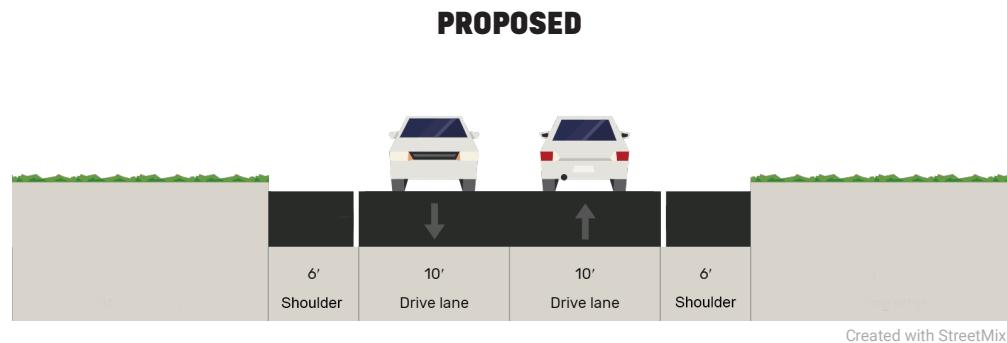
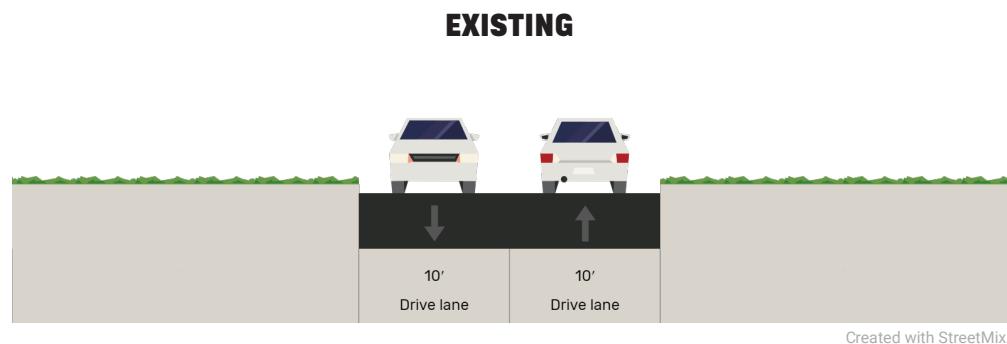
- Does not include intersection improvements or right of way acquisition

218: WAKARUSA-NAPPANEE CONNECTOR

RECOMMENDED BIKEWAY CONCEPT / REGION B PRIORITY RANK: 7/35

This project provides a direct connection between central Wakarusa and the north side of Nappanee where users can connect to existing trails. Within Wakarusa, this project provides low stress bike facilities

- » Segment 218.1: Mark and sign a neighborhood greenway.
- » Segment 218.2: Construct a side path on one side of street. Right of way may be required for this segment.
- » Segment 218.3: Add wide shoulders to the existing roadway.
- » Segment 218.4: Add wide shoulders to the existing roadway.
- » Segment 218.5 (shown below): Add wide shoulders to the existing roadway.



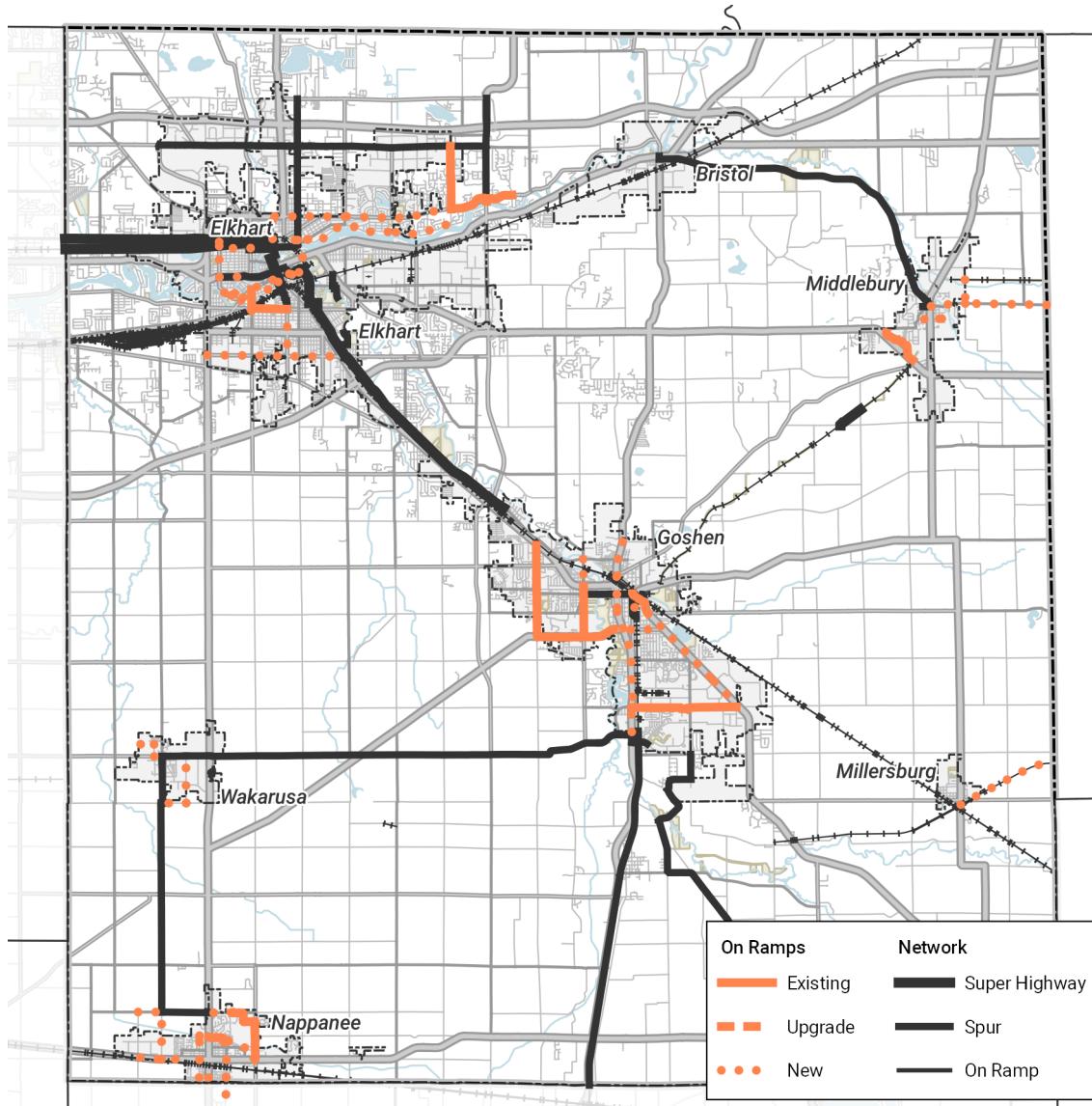
PLANNING-LEVEL COST ESTIMATE

SEGMENT	RECOMMENDED CONCEPT	MILES	PLANNING COST
218.1	Neighborhood Greenway	0.4	\$10,000
218.2	Shared Use Trail (standard effort)	1.0	\$900,000
218.3	Wide Shoulder	0.1	\$27,500
218.4	Wide Shoulder	4.5	\$1,225,000
218.5	Wide Shoulder	1.0	\$272,500
TOTAL		7.0	\$2,435,000

Cost Estimate Notes:

- Does not include intersection improvements or right of way acquisition

ON RAMPS



A network of on ramps provide connectivity and access from the Super Highway and spurs into each community. The on ramps provide access to schools, parks, and other local destinations across Elkhart County.

	EXISTING FACILITIES	UPGRADE FACILITIES	NEW FACILITIES
On-Street	1.2	-	16.4
Off-Street	13.1	-	23.2
TBD	-	-	6.0
TOTAL	14.3	-	45.6

LOCAL ACCESS

The Super Highway network, and in particular the spurs and on ramps, is not meant to replace the local bikeway network, but to supplement it. In many cases, the network utilizes existing local bikeways, but it does not include all of them. Local bikeways, including both on street facilities and off street trails, should fill in the spaces within the superhighway network and should connect neighborhoods, local business districts, parks, schools, and other destinations.

ON RAMP PROJECTS SUMMARY

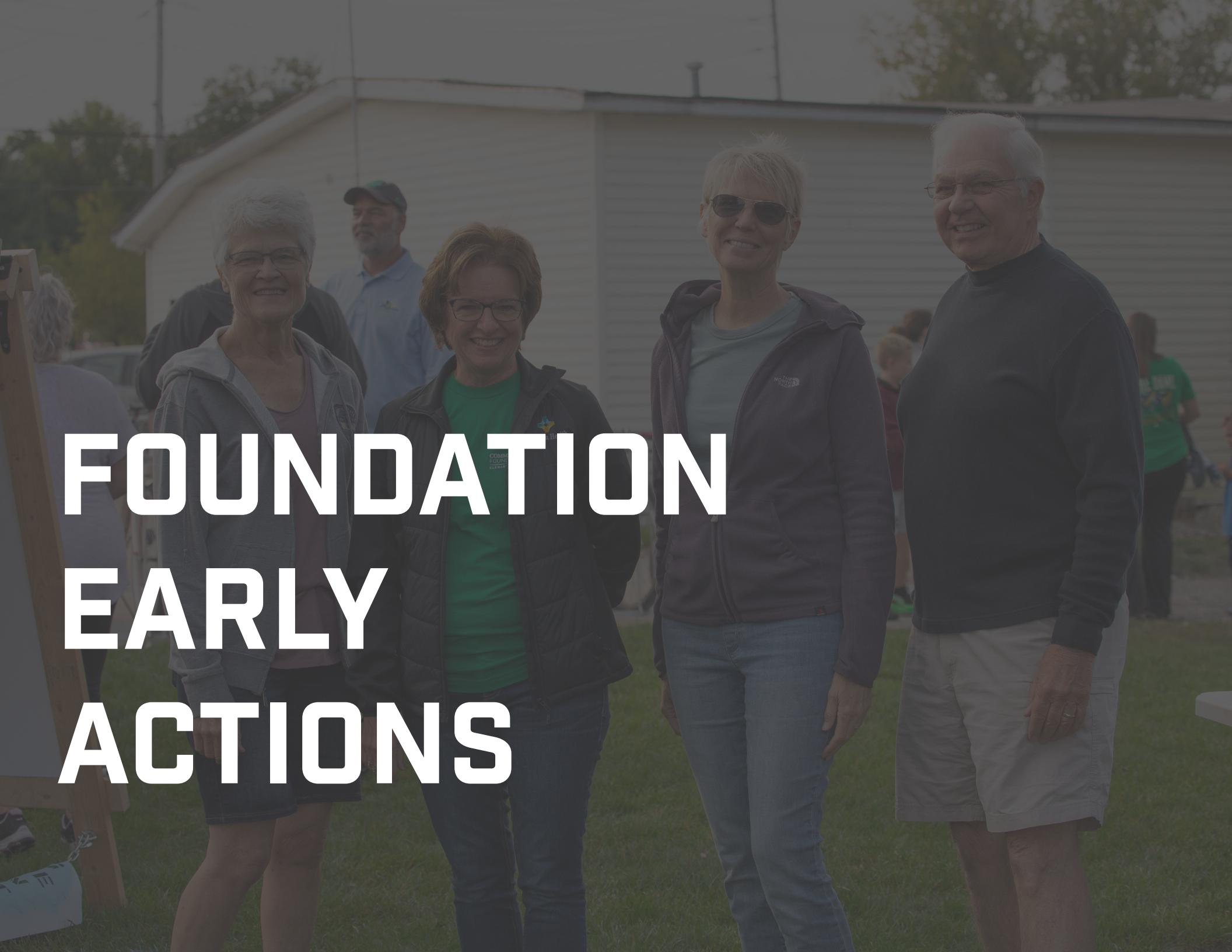
PROJECT	NAME	RECOMMENDED BIKEWAY FACILITY	MUNICIPALITY	IMPLEMENTATION	MILES	COST
301.1	Bristol St	Shared Use Trail	Elkhart	Add trail on south side of street	1.6	\$2,030,000
301.2	Bristol St	Shared Use Trail	Elkhart	Add trail on south side of street	2.3	\$2,917,500
302.1	N Main St	Buffered Bike Lane	Elkhart	Add bike lanes; remove parking as necessary	0.5	\$17,500
303.1	Osolo Rd	Nbrhood Greenway	Elkhart	Add markings and signage	0.2	\$5,000
304.1	CR 15	Nbrhood Greenway	Elkhart County	Add markings and signage	0.3	\$7,500
305.1	Erwin St	Nbrhood Greenway	Elkhart	Add markings and signage	0.1	\$2,500
305.2	Erwin St	Nbrhood Greenway	Elkhart	Add markings and signage	0.2	\$5,000
305.3	Dearborn St	Nbrhood Greenway	Elkhart	Add markings and signage	0.1	\$2,500
305.4	Beardsley Ave	Nbrhood Greenway	Elkhart	Add markings and signage	0.1	\$2,500
305.5	Greenleaf Blvd	Nbrhood Greenway	Elkhart	Add markings and signage	2.1	\$50,000
305.6	Greenleaf Blvd	Nbrhood Greenway	Elkhart County	Add markings and signage	1.3	\$30,000
306.1	West Blvd	Bike Lane	Elkhart	Add bike lanes within existing space	0.9	\$30,000
306.2	West Blvd	Bike Lane	Elkhart	Add bike lanes within existing space	0.5	\$17,500
306.3	South Blvd	TBD	Elkhart	Further evaluation needed	0.2	TBD
306.4	Arcade Ave	TBD	Elkhart	Further evaluation needed	0.2	TBD
306.5	Bridge St	TBD	Elkhart	Further evaluation needed	0.1	TBD
307.1	Beardsley Ave	Buffered Bike Lane	Elkhart	Remove parking on one side of street and add buffered bike lanes	0.7	\$30,000
308.1	East Blvd	TBD	Elkhart	Further evaluation needed	0.5	TBD
309.1	Franklin St	Bike Lane	Elkhart	Remove parking as necessary to add bike lanes	1.2	\$40,000
310.1	Marion St	Buffered Bike Lane	Elkhart	Remove parking as necessary to add buffered bike lanes	0.1	\$5,000
311.1	Harrison St	Nbrhood Greenway	Elkhart	Add markings and signage	0.7	\$17,500
312.1	Howland Ave	Shared Use Trail	Elkhart	Widen sidewalk on one side of street; ROW likely required	0.3	\$382,500
312.2	Prairie St	Shared Use Trail	Elkhart	Widen sidewalk on one side of street; ROW likely required	0.4	\$507,500
313.1	Oakland Ave	Bike Lane	Elkhart	Provide ramps to use sidewalks through underpass	0.1	\$50,000
314.1	Benham Ave	Separated Bike Lane	Elkhart	Add separated bike lanes	0.5	\$492,500
315.1	Hively Ave	Shared Use Trail	Elkhart	Construct shared use trail on one side of street	3.0	\$2,695,000
316.1	Pumpkinvine Connector	Shared Use Trail	Middlebury	Construct shared use trail	0.6	\$540,000

PROJECT	NAME	RECOMMENDED BIKEWAY FACILITY	MUNICIPALITY	IMPLEMENTATION	MILES	COST
317.1	Warren St	Shared Use Trail	Middlebury	Widen sidewalk on one side of street	0.8	\$720,000
317.2	CR 16	Wide Shoulder	Elkhart County	Add wide shoulders	1.8	\$490,000
318.1	Mill St	Nbrhood Greenway	Middlebury	Add markings and signage	0.3	\$7,500
319.1	Spring St	Nbrhood Greenway	Middlebury	Add markings and signage	0.5	\$12,500
320.1	Indiana Ave	Shared Use Trail	Goshen	Construct trail on one side of street	0.4	\$360,000
320.2	Indiana Ave	Nbrhood Greenway	Goshen	Add markings and signage	0.3	\$7,500
321.1	Main St	TBD	Goshen	Further evaluation needed	0.8	TBD
321.2	N Main St	Separated Bike Lane	Goshen	Add separated bike lanes	0.5	\$32,500
321.3	S Main St	TBD	Goshen	Further evaluation needed	3.1	TBD
322.1	Madison St	Bike Lane	Goshen	Add bike lanes	0.7	\$22,500
323.1	Plymouth Ave	Shared Use Trail	Goshen	Widen sidewalk on one side of street	1.1	\$990,000
324.1	Lincolnway East	Shared Use Trail	Goshen	Add shared use trail on one side of street	2.1	\$1,887,500
324.2	Lincoln Hwy	Shared Use Trail	Goshen	Add shared use trail on one side of street	0.8	\$720,000
325.1	Memorial Park Connector	Shared Use Trail	Wakarusa	Construct shared use trail on north side of street	0.4	\$360,000
326.1	Washington St	Shared Use Trail	Wakarusa	Add shared use trail on one side of street	0.3	\$270,000
327.1	Waterford St	TBD	Wakarusa	Further evaluation needed	0.2	TBD
328.1	Maple Ln	Shared Use Trail	Wakarusa	Add shared use trail on one side of street	1.1	\$990,000
329.1	CR 42	Shared Use Trail	Wakarusa	Add shared use trail on one side of street	0.6	\$540,000
330.1	CR 52	Wide Shoulder	Elkhart County	Add wide shoulders	0.6	\$165,000
331.1	N Arnott St	Wide Shoulder	Nappanee	Add wide shoulders	1.1	\$300,000
332.1	CR 56	Shared Use Trail	Elkhart County	Construct shared use trail on north side of street	1.6	\$1,437,500
332.1	US 6	Shared Use Trail	Nappanee	Construct shared use trail on north side of street	0.8	\$720,000
333.1	Nappanee St	Nbrhood Greenway	Nappanee	Add markings and signage	0.5	\$12,500
334.1	Soccer Complex Trail	Shared Use Trail	Nappanee	Construct shared use trail	0.3	\$382,500
335.1	Stauffer Park	Nbrhood Greenway	Nappanee	Add markings and signage	0.6	\$15,000
336.1	Nappanee St	Shared Use Trail	Nappanee	Add shared use trail on one side of street	0.5	\$450,000
336.2	S Nappanee St	Shared Use Trail	Nappanee	Add shared use trail on one side of street	0.4	\$360,000
337.1	N Summit St	Nbrhood Greenway	Nappanee	Add markings and signage	0.1	\$2,500
337.2	Broad Ave	Nbrhood Greenway	Nappanee	Add markings and signage	0.1	\$2,500
337.3	N Jackson St	Shared Use Trail	Nappanee	Add shared use trail on one side of street	0.4	\$360,000
337.4	S Jackson St	Shared Use Trail	Nappanee	Add shared use trail on one side of street	1.2	\$1,080,000
338.1	Indiana Ave	TBD	Nappanee	Further evaluation needed	0.6	\$0
339.1	Hawpatch Trail	Shared Use Trail	Elkhart County	Construct shared use trail	2.2	\$1,977,500
					TOTAL	45.6
						\$24,552,500

Cost Estimate Notes:

- Costs are provided for general planning information

FOUNDATION EARLY ACTIONS



OUR ROLE

Connect in
ELKHART
COUNTY
INDIANA, USA

The Community Foundation of Elkhart County (CFEC) has leveled up to be the convener of leadership rather than the sole author, funder and driver of this county-wide effort. We have brought together and supported a broad coalition of stakeholders and influencers to shape bold investments in connecting recreation, tourism, economic growth, our communities, and our shared quality of life.

Our ongoing focus out of this work will be to successfully launch a new trail-oriented operating entity; bring together public and private parties to seed funding for and build trail segments; and unleash a wave of private and public innovation to activate the trails through small business, public art and trailside amenities.

This represents a \$3 million initial investment in the first three years.



ORGANIZE AND OPERATIONALIZE



LAUNCH TRAIL ORGANIZATION

The 'Connect in Elkhart County' has identified the need for a new or significantly repurposed operating entity to, in part, facilitate the ongoing implementation of this initiative. Starting in 2022, CFEC will lead the strategic planning of this new entity with community partners in the following steps:

Phase 1: Establish the Base Line [Month 1]

The CFEC will conduct the necessary research and meetings required to refine the needs for a new or repurposed operating entity. This, at a minimum will include the following:

- Update the CiEC operations audit, if necessary
- Hold an initial meeting with a Steering Committee. This that is made up of 3-5 highly engaged stakeholders to develop a broader Working Group that will advise on the entity's shape and form
- Hold a Working Group meeting to develop the initial draft strategic plan.

ORGANIZE AND OPERATIONALIZE



Phase 2: Draft Operating Entity Strategic Plan [Months 2-3]

The CFEC will work with the Steering Committee to develop the draft Strategic Plan to present to the Working Group for feedback. The Steering Committee will then finalize and deliver the Strategic Plan. The final Strategic Plan should include at a minimum the following:

- A mission and vision statement
- General naming and brand strategies
- Outline of a committee structure and committee job descriptions/makeup
- A lead versus support analysis and recommendations
- Staffing recommendations
- Board of Directors structure recommendations
- Legal structure analysis
- By-laws outline
- Job descriptions and responsibilities
- Internal templates and forms
- 12-month implementation matrix

ORGANIZE AND OPERATIONALIZE



SEED LAUNCH OF TRAIL ORGANIZATION

Informed by the outcome of the Strategic Planning Process, a three-year runway for the new organization will be established to fund early operations. Operations may include, but not be limited to, core staff, office space, equipment, brand development, marketing, regular events, and other related expenses. For budgeting purposes, specific programs and initiatives are considered separate and in addition to the essential operational dollars.

LEVERAGE PARTNERSHIPS AND FUNDING

ADMINISTER TRAIL NETWORK DEVELOPMENT FUND

As a convener of the County's governments, institutions, corporations and families, the Community Foundation has the unique ability to bring together a significant, unified funding source that may leverage public partnerships to build the network. This fund should cover, at a minimum, the following:

- Demonstration and Pilot Projects
- Design, engineering and environmental review
- Right-of-way acquisition/assembly
- State and Federal grant writing
- Local match support for federal infrastructure programs
- Cash back stop for federal infrastructure reimbursement

The first iteration of the fund should be focused on completing the 25-mile Super Highway. Completing the Super Highway is estimated to cost \$12-15 million.

Under the assumption that 80 percent of this amount may come through various grant programs (see Options +Alternatives in the Appendix for grant program details), an initial \$3 million would need to be raised by the Foundation, with the Foundation contributing the first half, or \$1.5 million.



LEVERAGE PARTNERSHIPS AND FUNDING

ESTABLISH A LENDING LIBRARY

Demonstration and pilot projects provide a crucial bridge to longer term, more permanent solutions. They also play a critical role in the design and engagement process while unleashing new, more productive uses for the right-of-way.

Material costs are one of the largest barriers to implementing demonstration projects. To remove this barrier, the Foundation will work with the Operating Entity to develop a lending library and system for its use. The Operating Entity will use its expertise and partnerships with local communities to appropriately deploy the tools and materials required.

The lending library may include items such as, but not limited to:

- Cones, delineators and barricades
- Tape and paint applicators
- Stencils
- Moveable bike racks
- Traffic management and project information signage
- Traffic counters
- Volunteer safety items and management kit



SUPPORT TRAIL EXPERIENCES



ESTABLISH & SUPPORT PLACE-BASED COMMITTEES

Throughout the latter stages of the CiEC process, regular, place-based committee meetings have been taking place with the goal to engage broader local communities throughout the county around trail connectivity, largely through events.

For the remainder of 2022, these committees will:

- Be organized and managed by the Foundation until such a point in time that this role can transfer to the new Operating Entity
- Design and implement one or more regularly occurring community events focused on activating a street or trail to build awareness and advocacy for safe, multi-modal connectivity
- Document and share the outcomes of these events
- Identify capacity and leadership to play larger roles in the formation and launch of the new Operating Entity

SUPPORT TRAIL EXPERIENCES



ADMINISTER EXPERIENCE FUND

The Foundation's Placemaking Committee (PMC), of which trails and connectivity is part, has historically played a significant role in enabling community events and projects. Looking forward, the Placemaking Committee will earmark a percentage of its yearly project grant giving to trail activation projects, with nearly exclusive priority given to projects along the network presented here. The Foundation will develop, market and maintain this grant program. It will include a clear checklist for applicability and quality control purposes.

Eligible applicants

- Cities and towns
- Place-based non-profits
- Small businesses and retailers
- Property owners and developers
- The new Operating Entity

Eligible uses

- Trailhead infrastructure
- Public art
- Storefronts and patios
- "Last mile" connections and signage
- Secure bike parking, storage and locker facilities
- Trail-oriented events and demonstration projects

WORK PLAN



APPROACH

Connect in
ELKHART
COUNTY
INDIANA, USA

Getting to work on implementation is a primary goal of Connect in Elkhart County. The first 36 months are critical to the long-term realization of the vision. A Work Plan has been developed to guide, quarter-by-quarter, the efforts of many and will be used to focus our limited resources, track progress and hold each other accountable. This Work Plan will be revisited on a yearly basis to provide updates and refinements, as necessary.

The Work Plan is organized in the following categories of tasks:

- **Trail Building + Maintenance**
Design, funding, construction and maintenance of trail and pathway facilities
- **Placemaking**
Activation, programming, and development of trailside amenities and destinations
- **Policy**
Amendments and changes to policies to improve user safety and better facilitate the growth and success of the network
- **Marketing + Branding**
The attraction and growth of a diverse and loyal trail user base
- **Trail-Oriented Development (TrOD)**
Supporting the growth and development of trailside districts, neighborhoods and downtowns

CLICK FOR FULL WORK PLAN

YEAR 1 (CFEC FY23): ALIGNMENT

	Q1	Q2	Q3	Q4
TRAILS + MAINT.	Fund and design priority trail projects			
	Enhance trail clean up and maintenance			
	Finish Pumpkinvine			
	Form and launch new operating entity			
	Conduct first demonstration projects			
	Launch a trail-facing grant program			
	Initiate small area planning in Tolson and Downtown			
	Set up tracking system to establish base			
	Develop a county-wide event calendar			
	Build a tactical lending library			
PLACEMAKING	Expedited event permitting processes			
	Adopt county-wide Vision Zero and NACTO policies			
POLICY				

YEAR 2 (CFEC FY24): ADVANCEMENT

	Q1	Q2	Q3	Q4
TRAILS + MAINT.				
Install critical trail amenities along completed trails (bike parking etc.)				
Design development on priority trail projects, as funded				
Install new signage for trail system along completed trail segments				
PLACEMAKING				
Demonstration projects				
Revisit tracking system to measure progress				
POLICY				
Continue trail-facing grant program				
Adopt county-wide eBike policies				
BRAND + MARKET.				
Develop opt-in incentives program for active transportation to work				
Develop a comprehensive/sponsored brand system for the trail network				
Launch the brand and a marketing strategy for the trail network				

YEAR 3 (CFEC FY25): ACCELERATION

	Q1	Q2	Q3	Q4
TRAILS + MAINT.				
Start design development on next phase of projects				
Start construction on priority projects				
Continue installation of trail amenities (bike parking, signage, etc.)				
PLACEMAKING				
Continue trail-facing grant program				
Demonstration projects				
Evaluate future funding for Operating Entity				
POLICY				
Develop micro mobility policies				
Develop model TrOD zoning policies				
DEV.				
Support pre-development on priority sites				

ADDITIONAL DETAILS



PROJECT DOCUMENTS

The following documents and resources were created throughout the project's development:

Engagement Plan

July 13, 2021

Summary of Understanding

August 17, 2021

Connect in Elkhart County Brand Assets

September 2021

Options & Alternatives

November 23, 2021

Community Conversations Series

Episode 1: Building the Coalition - October 7, 2021

Episode 2: Operations & Implementation - November 3, 2021

Episode 3: Placemaking & Economic Development - December 9, 2021

Connect in Elkhart County Look Book

May 2022

A group of people, mostly from behind, are walking away from the viewer on a paved path. They are dressed in casual attire like hoodies, t-shirts, and jeans. The setting is a park with green grass and mature trees. The overall atmosphere is casual and suggests a community event or a day out in nature.

Connect in ELKHART COUNTY

INDIANA, USA

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