



WARSAW + WINONA LAKE
Bicycle and Pedestrian Master Plan

January 2013



ACKNOWLEDGMENTS

City of Warsaw

The Honorable Joseph M. Thallemer, Mayor
Staci Young, Recreation Director, Warsaw Parks and Recreation
Tim Dombrosky, Assistant City Planner, Warsaw Planning
Lieutenant Kip Shuter, Warsaw Public Safety
Lacy Francis, Superintendent, Public Works

Town of Winona Lake

Craig Allebach, Town Coordinator

Warsaw + Winona Lake Bicycle Advisory Committee (see next page for listing)

FUNDING

This plan was funded by a grant from the Indiana State Department of Health, Division of Nutrition and Physical Activity.





Warsaw + Winona Lake Bicycle Advisory Committee

Brad Bishop, Executive Director, OrthoWorx
Bill Crane, Kosciusko Runners' Association
Greg Demopoulos, Kosciusko County Velo (KCV) Cycling Club
Mark Dobson, President and CEO, Warsaw Kosciusko Chamber of Commerce
Denny Duncan, Grace College
Fred Helfrich, KCV Cycling Club
Robin Mitchell, KCV Cycling Club
Steve Riffe, KCV Cycling Club
Ron Robinson, County Administrator, Kosciusko County
Greg Schroeder, Director of Building and Grounds, Warsaw Community Schools
David Taylor, Kosciusko County Convention, Recreation, and Visitors Commission
Troy Turley, KCV Cycling Club

CONSULTANT

RW Armstrong
300 South Meridian St
Indianapolis, Indiana 46225
317.786.0461
www.rwArmstrong.com



TABLE OF CONTENTS

1.	Executive Summary	1
2.	Context & Framework	5
3.	Vision, Goals, and Objectives	15
4.	System Plan	21
5.	Implementation	43

This page intentionally blank.



Executive Summary

MOBILITY IS A QUALITY OF LIFE INITIATIVE

Planning for a comprehensive, connected bicycle and pedestrian system is an economic development, transportation, and quality of life initiative. The benefits of a connected system that considers both vehicular and non-vehicular transportation are numerous. The presence of facilities conveys the message that a community is progressive and healthy – physically, environmentally, and economically. The City of Warsaw and the Town of Winona Lake recognize these benefits and the importance of quality of life in their community. As such, the *Warsaw + Winona Lake Bicycle & Pedestrian Master Plan* was undertaken in 2012.

The *Warsaw + Winona Lake Bicycle & Pedestrian Master Plan* proposes a connected system of 87 miles of multi-use paths, greenways, bike lanes, sharrows, and signed routes along major transportation thoroughfares, utility corridors, and natural features to create a network of bicycle and pedestrian facilities to make it easier for citizens to choose these modes of transportation in order to commute, exercise, walk their children to school, visit friends, run errands, and more.

The focus of the *Warsaw + Winona Lake Bicycle & Pedestrian Master Plan* is bicycle and pedestrian movement and the reduction of potential conflicts among transportation modes, including vehicles, within the community. Pedestrian and bicycle facilities serve as critical links throughout the overall transportation





network, providing access to neighborhoods, employment centers, schools, retail destinations, and recreation opportunities. These facilities, and the entire bicycle and pedestrian system, can enrich the livability of a community in that they provide transportation choices and recreation options and are available to nearly all citizens, regardless of ability, age, or economic status. Neighborhoods that encourage walking and biking by incorporating facilities become safer because there are more people on the street. A broader range of commercial, social, and leisure opportunities is available in areas that connect to bicycle and pedestrian facilities. It is important to note this plan should be adjusted in subsequent updates to ensure meaningful connections to any future planned transit hubs or stations.

The City of Warsaw and the Town of Winona Lake initiated the *Bicycle & Pedestrian Master Plan* planning process in March of 2012 with the release of a competitive Request for Qualifications to complete this master plan. Following selection of a consultant, the planning process included seven monthly committee meetings and two public meetings to solicit input from the community on the development of a bicycle and pedestrian system. The draft plan was presented to the Warsaw Plan Commission and Warsaw Common Council in January of 2013 for approval.

A vision statement was crafted early in the planning process as an inspirational description articulating the future of Warsaw and Winona Lake's transportation system. It is a preface to all goals, objectives, recommendations, and priority strategies. The vision is:

The Warsaw and Winona Lake bicycle and pedestrian system will be a comprehensive and visible transportation network that is an asset to the community. The system, inclusive to users of all ages and abilities, will promote safety, health, education, and recreation.

The vision statement should be used as a benchmark to measure new planning initiatives and development petitions within the community. With this vision in mind, a series of seven goals was developed to provide the framework for the development of this plan's recommendations.

1. Economic Benefits Goal

Promote the bicycle and pedestrian system as an exceptional feature of the community to attract and retain quality residents and commerce.

2. Health Benefits & Quality of Life Goal

Market the bicycle and pedestrian system as a tool to address public health concerns and to encourage active lifestyles.

3. Connectivity Goal

Establish a network of convenient, safe, and well-designed bicycle and



pedestrian facilities that link all local and regional systems and community destinations.

4. Safety Goal

Provide for the safe, convenient, and accessible movement of people for all modes of transportation.

5. Environment Goal

Enhance natural, cultural, and historic resources with a compatible multi-modal system.

6. Educational Opportunities Goal

Program bicycle and pedestrian facilities to highlight learning opportunities.

7. Community Involvement Goal

Engage citizens in the planning and development of the bicycle and pedestrian system to build consensus and create champions.

Plan recommendations are outlined in Chapters 4 and 5. Chapter 4, “System Plan,” describes the bicycle and pedestrian facility types referenced throughout the plan. Five priority strategies emerged as the foundation for the proposed bicycle and pedestrian system development. All strategies support the vision statement, represent the rationale for system development, assist in determining the action plan for implementation, and guide where resources and efforts should be concentrated. The system map displays the locations of recommended facilities and illustrates the connectivity among community destinations and resources. Facility type explanations and design guidelines are presented to assist Warsaw and Winona Lake in establishing common criteria for a unified and consistent bicycle and pedestrian system.

Chapter 5, “System Development & Implementation,” identifies policies, tools, and resources that are needed to implement the recommendations of the *Bicycle & Pedestrian Master Plan*. This plan is ambitious, but achievable; it is long-range, but with immediate benefits. Successful implementation of this plan’s recommendations, and thus realization of the vision, requires a coordinator and manager of the community’s bicycle and pedestrian network development. Coordination and management should be the primary responsibility of the City of Warsaw and Town of Winona Lake. In addition to these implementers, several critical partnerships are needed with State government and other local jurisdictions within Kosciusko County, non-profit organizations, schools, institutions, and the private sector.

The overarching intent behind the bicycle and pedestrian facility planning process is to change the perception of bicycling and walking as alternative transportation activities to being regarded as mainstream transportation



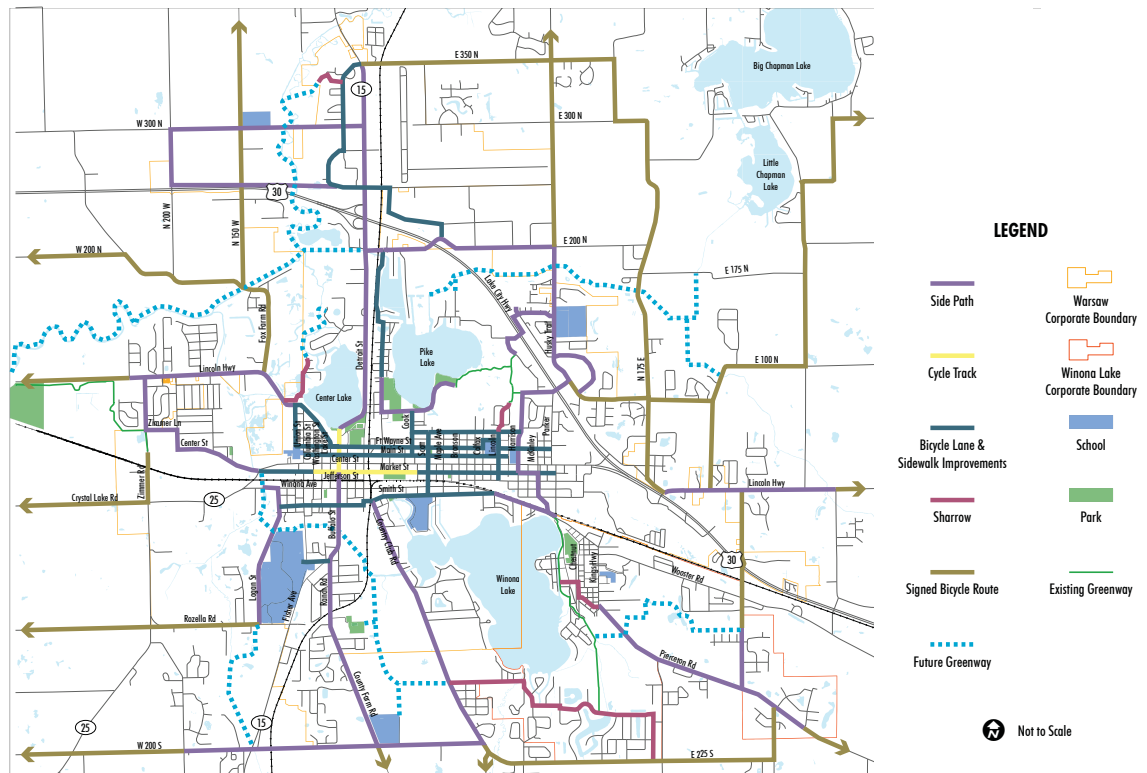
The presence of bicycle and pedestrian facilities conveys the message that a community is progressive and healthy.



activities within the community. Chapter 5 identifies potential funding sources for bicycle and pedestrian system development and cost estimates for development. The “Route Analysis & Evaluation” chart summarizes each proposed route’s role in the priority strategy, its level of difficulty (in terms of implementation), likely challenges or constraints, length, conceptual budgets for implementation, and a targeted time frame.

Choices in transportation options influence how people move from place to place. Bicycle and pedestrian transportation is an important component for creating a high quality of life in a community where residents and visitors can easily be physically active, reduce air pollution and dependency on oil, and enjoy the benefits of the environment while getting from one place to another.

The *Warsaw + Winona Lake Bicycle & Pedestrian Master Plan* is a vision document with several near-term, implementable recommendations. It is intended that this plan be adopted and used in daily and long-term decision-making and approvals by City and Town officials and staff. The vision articulated in this document is the basis for plan goals, objectives, opportunities, and thematic strategies. The vision, recommendations, and benefits of bicycle and pedestrian facilities should be widely promoted to build support for full development of the system. This plan is designed to be flexible and allow modifications when situations change. It should be reviewed and updated regularly in order to remain relevant and effective.



The Warsaw + Winona Lake Bicycle and Pedestrian Master Plan is a vision document with several near-term implementable recommendations.