



DELPHI

BIKE + PEDESTRIAN

MASTER PLAN 2023

DRAFT 01.30.2023



ACKNOWLEDGMENTS

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This plan was supported by funds made available from the Centers for Disease Control and Prevention (CDC), Center for State, Tribal, Local and Territorial Support, under NH75OT000073-01-00, administered by the Indiana Department of Health, Division of Nutrition and Physical Activity. The contents of this plan are those of the authors and do not necessarily represent the official position of or endorsement by the CDC.

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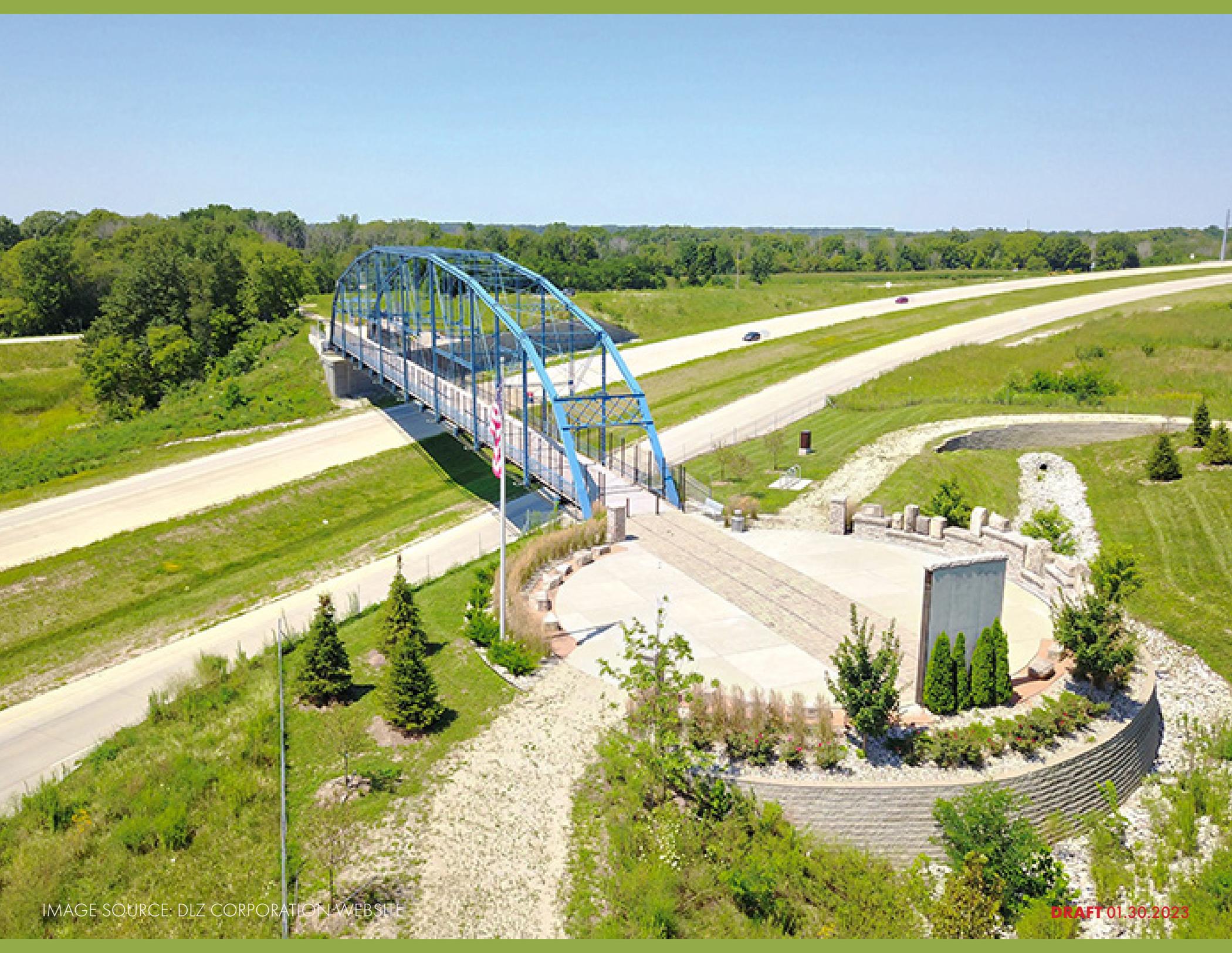




IMAGE SOURCE: WABASH & ERIE CANAL PARK FACEBOOK

01

EXECUTIVE SUMMARY

DRAFT 01.30.2023

PURPOSE OF THE PLAN

With over 15 miles of historic trails, five public parks, and an array of recreational amenities throughout the community, the City of Delphi has demonstrated a strong commitment to bicycle and pedestrian activity. The City seeks to build upon these assets to ensure the bicycle and pedestrian network meets the needs of its residents, visitors, and workforce. To achieve this goal, this plan has been developed to assess potential improvements that offer desirable levels of accessibility, mobility, convenience, and safety.

This bicycle and pedestrian master plan evaluates the existing conditions within community, establishes a clear vision and goals for the future, and identifies recommendations that translate the vision and goals into actionable projects and initiatives. This plan will serve as a framework to help guide local leaders and staff when making decisions about future growth, connectivity, and safety. By supporting walking and biking opportunities, Delphi residents and visitors of all ages and abilities will experience the environmental, economic, health, and social benefits that come from increased bicycle and pedestrian opportunities and activity.

A LEGACY OF TRAIL DEVELOPMENT

Delphi residents and volunteers have a long legacy of designing and developing trails throughout the community. Delphi's extensive trails network was originally built upon the Wabash and Erie Canal towpath and has since been extended throughout the community. The Delphi Historic Trail system stands as a testament to the vision of community leaders, the generosity of landowners along the towpath, and the dedication and perseverance of local volunteers. With nearly 15 miles of trails in a city of 3,000, Delphi has more trails per capita than any other city in the state. National recognition of these local trail amenities came from the US Department of Interior with the Interior Secretary designating Delphi Historic Trails as a National Recreation Trail system.

VISION

To guide the development of the bicycle and pedestrian master plan, an advisory committee was formed. This committee developed the following vision statement to help guide the plan development process:

The City of Delphi will continue to develop a comprehensive and visible bicycle and pedestrian network that remains an asset to the community. The City will ensure the network:

- ▶ *Supports diversity and is inclusive of all ages, abilities, and incomes;*
- ▶ *Promotes health, safety, education, and recreation;*
- ▶ *Connects local and regional destinations.*

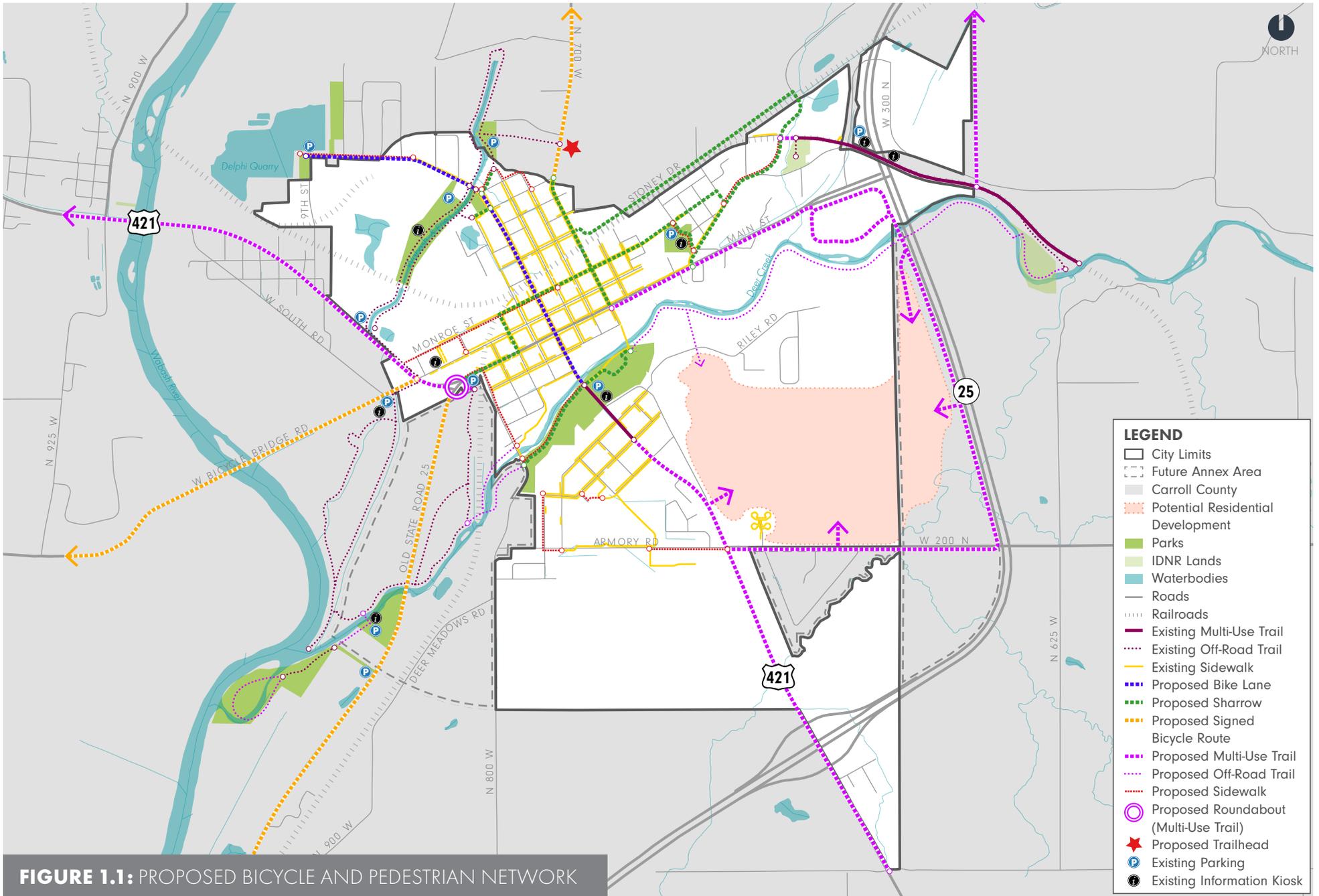


FIGURE 1.1: PROPOSED BICYCLE AND PEDESTRIAN NETWORK

GOALS

The Advisory Committee developed the following goals to be accomplished with this Bicycle and Pedestrian Master Plan:

- ▶ Improve and expand Delphi’s existing bicycle and pedestrian facilities, connecting local and regional destinations.
- ▶ Identify existing deficiencies in Delphi’s bicycle and pedestrian network and develop a project priority list.
- ▶ Continue highlighting Delphi’s rich cultural heritage through the Delphi Historic Trails system.
- ▶ Implement education and encouragement initiatives to inform Delphi residents, workforce, and youth of the public health, social, and economic benefits of walking and bicycling.
- ▶ Ensure safety and security initiatives are in place so all network users can walk, bike, and hike confidently.
- ▶ Provide policy and programming support for the expansion of walking and bicycling opportunities in the City of Delphi.
- ▶ Pursue funding opportunities for infrastructure and programming.



Freedom Bridge
Image Source: DLZ Corporation Website



IMAGE SOURCE: CITY OF DELPHI

02

PLANNING PROCESS & PUBLIC ENGAGEMENT

DRAFT 01.30.2023

PROCESS TO DEVELOP THE PLAN

The City of Delphi received a grant from the Indiana Department of Health (IDOH), Division of Nutrition and Physical Activity (DNPA) to fund the development of this bicycle and pedestrian master plan. The grant was awarded to assist community-wide planning efforts supporting bicycle and pedestrian activities to lead to more active living and higher rates of physical activity. After selecting HWC Engineering to help facilitate and create the plan, the planning process began in September 2022 and concluded in December 2022.

ADVISORY COMMITTEE

An advisory committee was formed to provide direction on the plan’s vision, goals, and objectives. The Advisory Committee consisted of stakeholders that represented various groups within the Delphi community, including local government, businesses, organizations, schools, and health and family services. Members of the Advisory Committee acted as advocates of the plan and process, attended meetings, reviewed input received from the public, and helped make recommendations for the final plan.

ADVISORY COMMITTEE LIST

NAME	AFFILIATION
Mayor Anita Werling	City of Delphi
Kaila Brooks	Downtown Business Owner
Scott Brosman	Carroll County Chamber
Cesar Cervantes	Community Representative
Dr. Ann-Marie Circle	Delphi School Superintendent
JT Doane	City of Delphi, Community Development Director
Kevin Hintzman	Family Health
Jayce Johnson	Delphi High School Student
Spencer Kingery	Delphi City Council; Police Officer
Aaron Lyons	City of Delphi, Street and Parks Superintendent
Joe Mayfield	Delphi Preservation Society
Dan McCain	Wabash and Erie Canal
Mike Tetrault	Wabash and Erie Canal, Executive Director
Maguire Thompson	Delphi High School Student
Brenden Whiteman	Delphi High School Student

Advisory Committee Meeting 1 | September 28th, 2022

A kickoff meeting for the Advisory Committee was held to inform members of the process and project timeline, introduce facility types and programming, and discuss issues that the community is facing related to bicycle and pedestrian activities. During the first meeting, the Advisory Committee also took part in a walking tour from the Delphi Community Center to the Wabash & Erie Canal Center to identify issues and opportunities.

Advisory Committee Meeting 2 | November 9th, 2022

A virtual meeting was held to provide the Advisory Committee with a public engagement summary. Results from the public input survey and public workshop were presented and discussed. The Advisory Committee started a draft of the future facilities map.

Advisory Committee Meeting 3 | November 30th, 2022

The third Advisory Committee was another virtual session and the Committee reviewed draft plan recommendations and a draft future facilities map.

Advisory Committee Meeting 4 | December 7th, 2022

This Advisory Committee meeting took place after the public presentation of the plan. The Advisory Committee discussed the public input that was provided during the presentation and changes that should be made to the adoption draft.



Advisory Committee Meeting Walking Tour
Image Source: HWC Engineering

PUBLIC ENGAGEMENT

Multiple public engagement opportunities were offered throughout the planning process to gain input on how to improve the existing pedestrian network and recommendations on new project areas. Public input efforts took place both online and in-person, and included the following:

PUBLIC INPUT SURVEY

A public input survey was available online from September 28 through November 2, 2022 and collected 75 responses. The survey included questions focused on access to pedestrian facilities, activity levels, potential barriers in the community, areas to target for improvement, as well as programming questions. A detailed summary of survey results is included in the Appendix.

Key findings from the Public Input Survey:

- ▶ Existing trail system is viewed as a major asset to the community.
- ▶ Connections to the trail system are highly desired.
- ▶ Downtown semi-truck traffic is viewed as discouraging to bike/pedestrian activity.
- ▶ Better/safer walking and biking facilities are desired around the schools.
- ▶ Safety amenities – lighting, cameras, etc. – are desired in areas where paths/trails are existing.
- ▶ Amenities, like bike racks and benches near downtown shops, restaurants, and businesses, may help increase activity.
- ▶ The community is interested in some programming, notably programming related to children walking and biking to school.

PUBLIC WORKSHOP

A public workshop was held at the Delphi Community Center on October 26th, 2022 at 6:30 pm. Approximately 16 attendees were present and participated in board exercises to gauge what type of pedestrian and bicyclist they are, what types of sidewalk/trail elements are desired, and comfort levels with various bicycle and pedestrian facilities. Attendees also took part in mapping exercises that identified locations of potential improvements to the bicycle and pedestrian network.

Key findings from the Public Workshop:

- ▶ Most participants identified as strong and confident pedestrians but were slightly less confident as cyclists.
- ▶ Multi-use paths and greenways were identified as the types of facilities participants were most comfortable using.
- ▶ Increased bicycle paths are desired, as not all pedestrian trails are perceived as bike-friendly.
- ▶ Directional signage, lighting, cameras, bike racks, and restrooms were noted as the most desired amenities for the growing bicycle and pedestrian network.
- ▶ Attendees expressed the need for increased sidewalks around school facilities.
- ▶ Trail connections to the quarry, Abby & Libby Memorial Park, and Monon High Bridge are desired.
- ▶ Bike lanes and/or sharrows would help make roadways more bike-friendly.



Public Workshop Group Mapping Exercise
Image Source: HWC Engineering



Public Workshop Group Mapping Exercise
Image Source: HWC Engineering



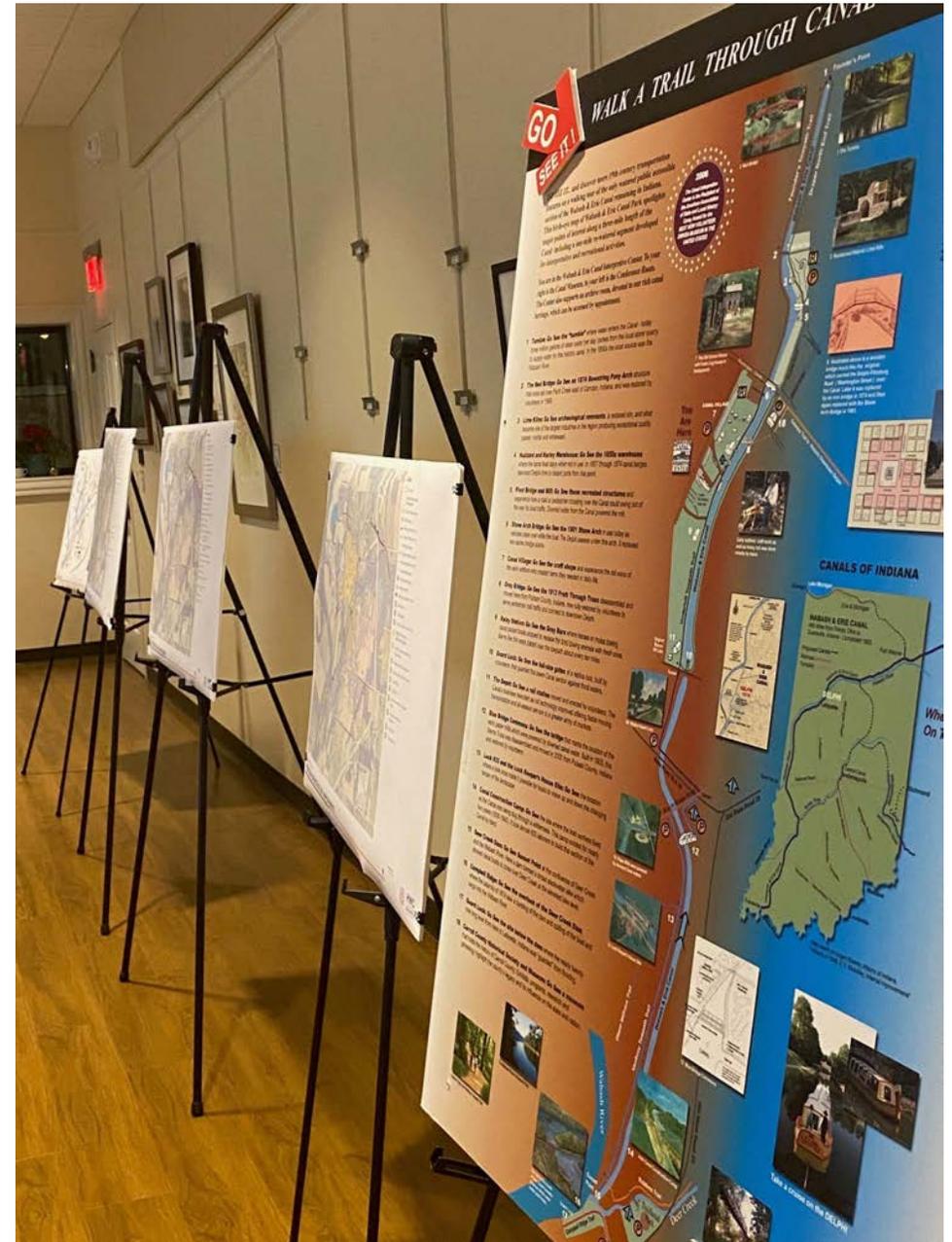
Public Workshop Board Exercises
Image Source: HWC Engineering

PUBLIC PRESENTATION

A public presentation of the plan was held at the Delphi Opera House on December 7th, 2022 at 6:00 pm. Nineteen participants learned about the bicycle and pedestrian planning process in Delphi, including the public engagement results and the plan vision, goals, and recommendations. The meeting participants were also able to review the proposed facilities map and were given time to ask questions. Generally, meeting participants were pleased with the plan and requested that the important role the Carroll County Wabash and Erie Canal, Inc. has played in trail development in Delphi be further recognized in the final draft of the plan. Comments gathered at this meeting were incorporated into the final plan.



Public Presentation
Image Source: HWC Engineering



Proposed Facilities Maps and the Wabash and Erie Canal Initiatives
Image Source: HWC Engineering



IMAGE SOURCE: WABASH & ERIE CANAL PARK FACEBOOK

03

EXISTING CONDITIONS

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PLANNING AREA

The City of Delphi is located in central Indiana and is the county seat of Carroll County. With a population of over 2,900, Delphi is situated between the major metropolitan cities of Indianapolis and Chicago and is approximately twenty miles north of Lafayette, Indiana. Regional waterways such as the Wabash River, the Wabash and Erie Canal, and Deer Creek have helped shape Delphi's rich history and provide both economic and recreational opportunities in the community. Delphi's historic downtown is centrally located in the community and features a variety of local businesses and remarkable architectural charm. The Delphi Historic Trail system features an on- and off-road trail network that provides connections to the various parks and waterways throughout the City.

The primary focus of the bicycle and pedestrian master plan is to provide opportunities within the city limits to better connect residents to existing public amenities and the vibrant downtown district, however, this plan also considers regional bicycle and pedestrian connections. Regional networks, such as the proposed Wabash River Greenway, offer opportunities to provide connectivity to recreational and cultural amenities on a larger scale.

DEMOGRAPHIC PROFILE

Health and Wellness Characteristics

Carroll County ranks among the higher middle range of counties in Indiana in terms of health factors, according to the County Health Rankings published by the University of Wisconsin Population Health Institute. Health factors such as behaviors, social and economic factors, clinical care, and the physical environment impact an individual's overall health outcome. Health outcomes are more long-term and consist of a person's quality of life and length of life. While the life expectancy of Carroll County residents (80.3 years) is slightly higher than the state of Indiana (76.5 years), there are

several health factors that rank below the state average that contribute to lower health outcomes. Based on the study, Carroll County ranked higher than the state average in poor physical health days (4.3 compared to 4.1) and adult obesity (36% compared to 35%) and ranked well below the state average in access to exercise opportunities (35% compared to 68%).

Expanding upon the existing bicycle and pedestrian network in Delphi will provide opportunities to improve the health factors in the community and lead to better health outcomes of the City's residents.

Disability Population

The U.S. Census Bureau indicates that approximately 18% of Delphi's population lives with a disability (2020 ACS 5-Year Estimates S1810 Disability Characteristics). Of those individuals living with a disability, over 72% are estimated to have an ambulatory difficulty, which is considered as experiencing serious difficulty walking or climbing stairs. These estimates, along with strong community feedback from public input forums, highlight the need for sidewalks, trails, and other facilities to be accessible for people of all physical capabilities.

School-Aged Population

According to the U.S. Census Bureau (2020 ACS 5-Year Estimates S0101 Age and Sex), 28% of Delphi's population is school-aged or between the ages of 5 and 19. It is critical that the community's students have access to safe sidewalks and pedestrian crossings for traveling to school and extracurricular activities.

Vehicle Ownership and Commuting Patterns

Data from the U.S. Census Bureau (2020 ACS 5-Year Estimates S2504 Physical Housing Characteristics for Occupied Housing Units) indicates that 2.9% of households in Delphi do not have access to a vehicle. It is important for these residents that pedestrian-friendly networks be available for access to everyday necessities such as school, work, healthcare, household items, and food.

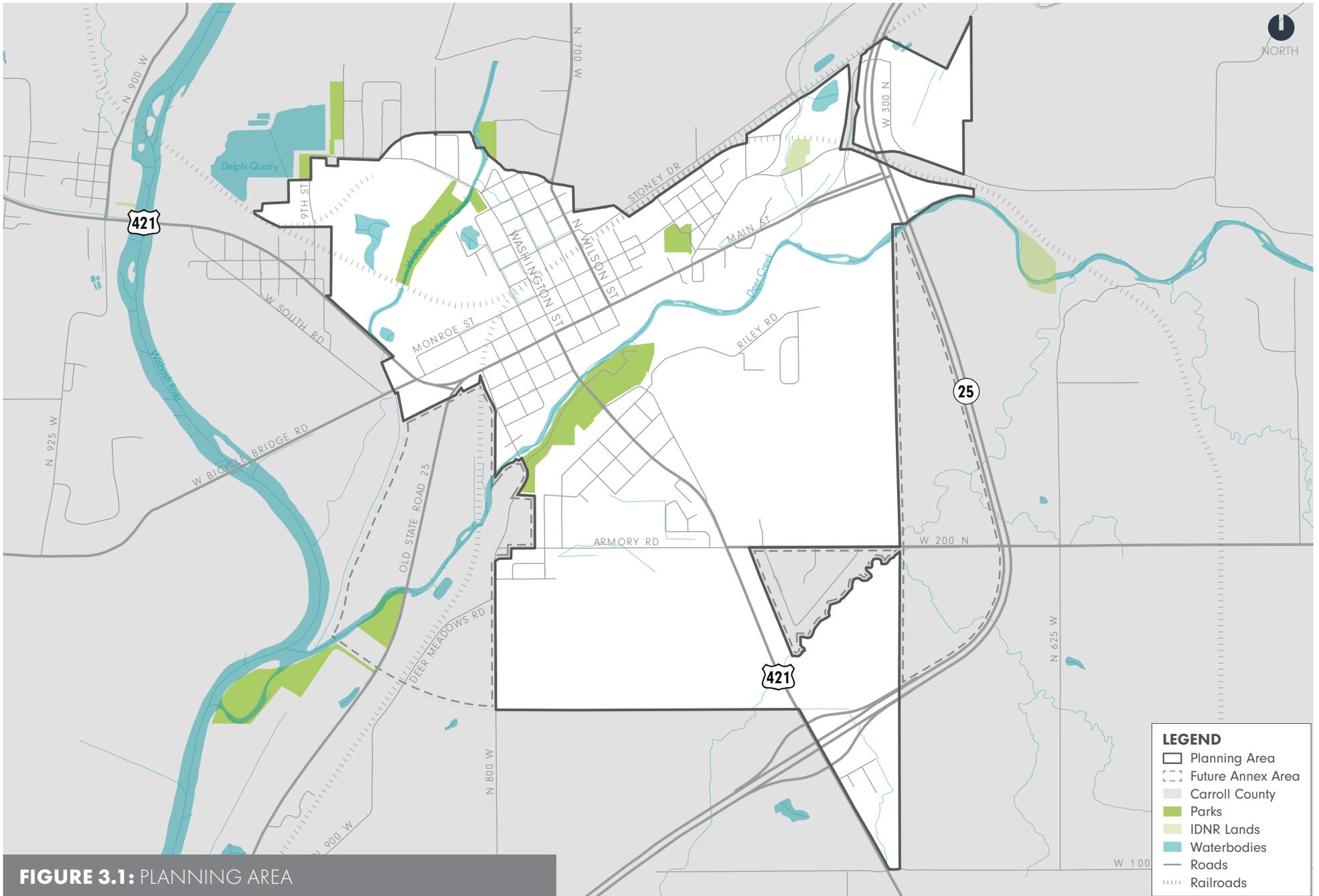
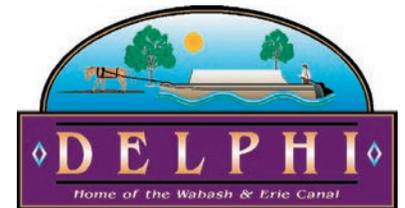
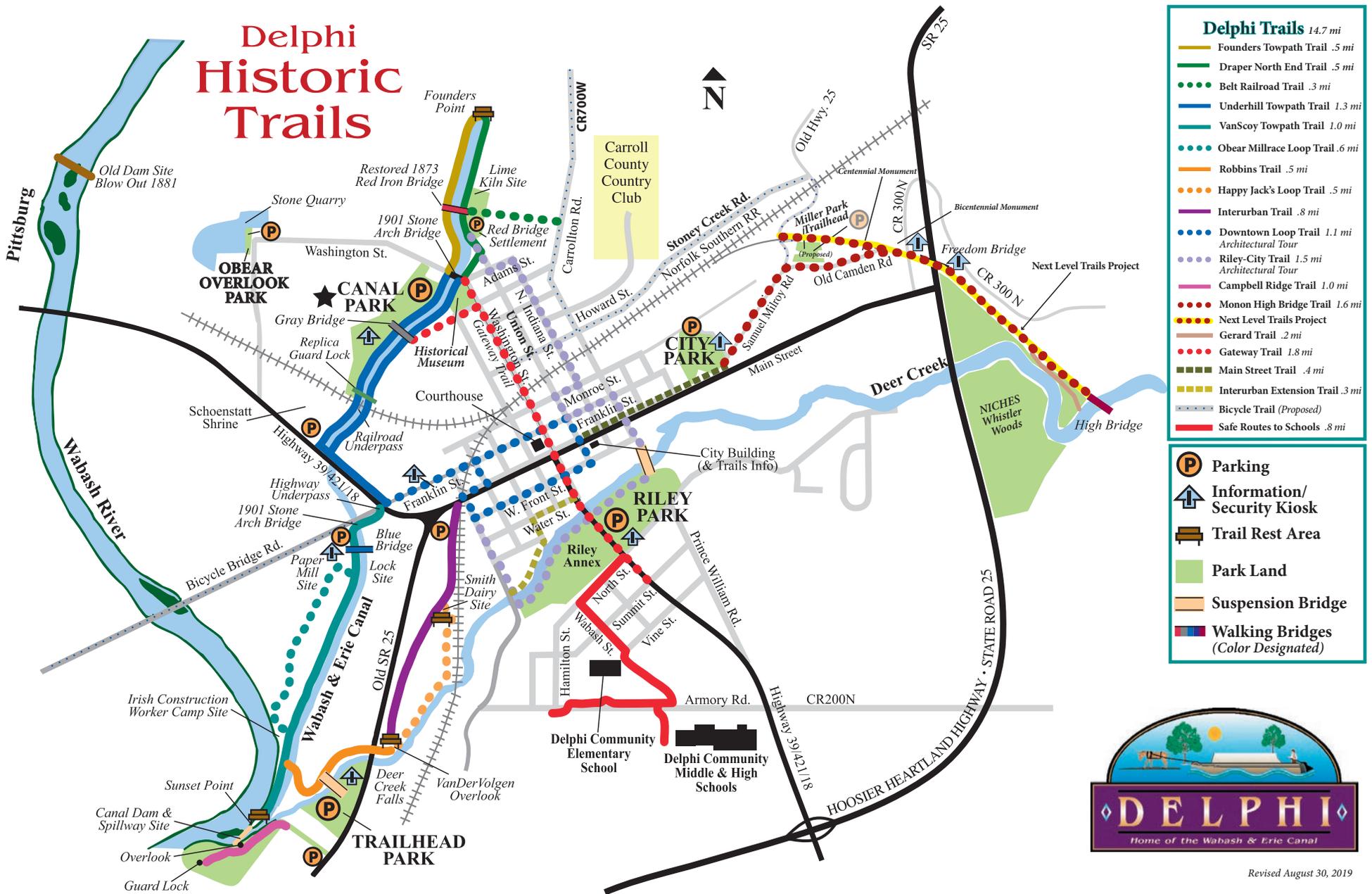


FIGURE 3.1: PLANNING AREA

Delphi Historic Trails



Revised August 30, 2019

FIGURE 3.2: DELPHI HISTORIC TRAILS MAP

A large majority of Delphi’s working age (16+ years old) residents rely on a vehicle as a means of transportation to work, with approximately 94% of workers driving alone, carpooling, or driving a motorcycle (2020 ACS 5-Year Estimates S0801 Commuting Characteristics by Sex). Approximately 4% of Delphi workers walk to work, while 0% bike to work.

EXISTING FACILITIES

Delphi Historic Trail System

The Delphi Historic Trail system features over 15 miles of trails around the community that are open to walkers, runners, and bikers. The Historic Trail system connects to, and often runs through, the various parks throughout the City. Two of the longest trails, the Riley-City Trail and the Gateway Trail, both run through the downtown district and provide connections to Deer Creek to the south and the Wabash and Erie Canal to the north. The Historic Trail system is widely seen as a cultural and recreational asset to the community, and the City offers a detailed map for its residents and visitors that features parks, parking areas, and other amenities.

The Delphi Historic Trails system has been made possible through a unique and important partnership between the City of Delphi and the local non-profit group, Carroll County Wabash and Erie Canal, Inc. As far back as the 1980’s, the Wabash and Erie Canal group began acquiring trail corridors from private individuals after students from Purdue University pitched the idea of a trails system linked to the former Wabash and Erie Canal and its towpath. A volunteer network helped to further develop this vision and built the trail network, which is now an important piece of Indiana’s Wabash Heritage Trail system.

The Wabash and Erie Canal group has since donated the trail system to the City of Delphi but leases the trails back through a 99 year lease agreement that allows volunteers help to maintain and expand the trails. This agreement and partnership is an important to the City as this robust volunteer support from the Wabash and Erie Canal group helps to provide an incredible historic, cultural, and recreational asset to the City of Delphi.

Sidewalks

The City of Delphi has inventoried and rated the sidewalk system within the community and uses this inventory to help plan road and sidewalk improvements. The City has developed an internal ranking system that describes the condition of a particular sidewalk within City right-of-way. A detailed description of the ranking system has been included in the Appendix, but generally, sidewalks are ranked on a numbered scale as follows:

- ▶ (5) Excellent
- ▶ (4) Good
- ▶ (3) Fair
- ▶ (2) Poor
- ▶ (1) Very Poor

Figure 3.3 illustrates that core sidewalk facilities located in the downtown area and south of Washington Street are in excellent to good condition. Facilities located southwest and northeast of the downtown core vary in condition with most of the facilities falling in the fair and poor categories. The sidewalks in the neighborhood located near the elementary and high school are of mixed condition, with the majority of the facilities falling in the fair and poor categories.

Most sidewalks in Delphi are constructed of concrete. There are a few sidewalks in the downtown area made with urban materials such as pavers and some trails, such as Gateway Trail, are made with asphalt.

In 2012, Delphi was selected as a Stellar Community by the State of Indiana, which allowed the City to invest in revitalization efforts in the downtown commercial district. One of the major investments included in these efforts was the installation of a pedestrian-friendly streetscape with traffic bump outs, sidewalk pavers, and historic lighting. Gateway and trail development were also added, establishing a hiking-biking trail from East Washington Street to the Wabash and Erie Canal Park.

EXISTING POLICIES & PROGRAMMING

Delphi Community School Corporation (DCSC)

The Delphi Community School Corporation (DCSC) includes an early childhood center, elementary school, middle school, and a high school. The school system serves approximately 1,400 students, with all school facilities being located on the south side of Delphi. The DCSC is supportive of students walking and bicycling to the schools but does not have an official district policy. Past school programming has included safety training, walking events, and bike giveaways to encourage participation, however, these types of programs have been placed on hold since the beginning of the COVID-19 pandemic.

Delphi Police Department

In years prior to the COVID-19 pandemic, the Delphi Police Department hosted bicycle rodeos for students. The events offered bicycle safety training and included helmet giveaways for those in need. The programming was put on hold in 2020 due to the pandemic.

EXISTING PLANS & PROJECTS

Next Level Trails Project for Monon High Bridge Trail

In 2019, the Indiana Department of Natural Resources (DNR) awarded the City of Delphi a Next Level Trails grant to refurbish the Monon High Bridge Trail on the east side of Delphi. The project connects heritage sites via a 1.5-mile ADA compliant trail along the former Monon railroad bed to High Bridge - a 66' high wooden trestle bridge overlooking Deer Creek. As of December 2022, the trail has been paved leading up to the bridge. Trail cameras, lighting, signage, and an information kiosk have also been installed. Finally, new decking and railings were added to the bridge to allow users to enjoy the scenery. Parking is available at Miller Park.

Trail Safety Grant

Funded through a Patronicity grant in 2017, cameras and mile markers were added to several of the historic trails to improve safety and emergency response times. This matching grant program was supported by the Indiana Housing and Community Development Authority.

Wabash River Greenway

As a member of the five-county Wabash Heartland Innovation Network, Carroll County is involved with the proposed Wabash River Greenway. The goal of the regional initiative is to create a significant quality of life recreational resource within the largest watershed of the state, restore the regional river system, and provide economic development opportunities within the region. As the county seat of Carroll County, the City of Delphi is involved with planning efforts with a seat on the Steering Committee.

Safe Routes to School Master Plan

In 2012, the City of Delphi completed a Safe Routes to School (SRTS) Master Plan with the vision of helping the community utilize its existing multi-use trail network as a means of encouraging walking and bicycling to school. The SRTS plan identified strategies for educational events and programming, enforcement efforts, and engineering recommendations for pedestrian infrastructure. While a number of the SRTS plan's infrastructure priorities have been constructed since its completion, there are gaps remaining in the proposed sidewalks, mainly around the school facilities on Armory Road.

City of Delphi ADA Transition Plan

The City of Delphi completed a sidewalk and curb ramp inventory in 2021. This inventory identified locations where non-compliant ramps and sidewalks exist. The City uses this inventory to program and prioritize repairs on an annual and on-going basis.

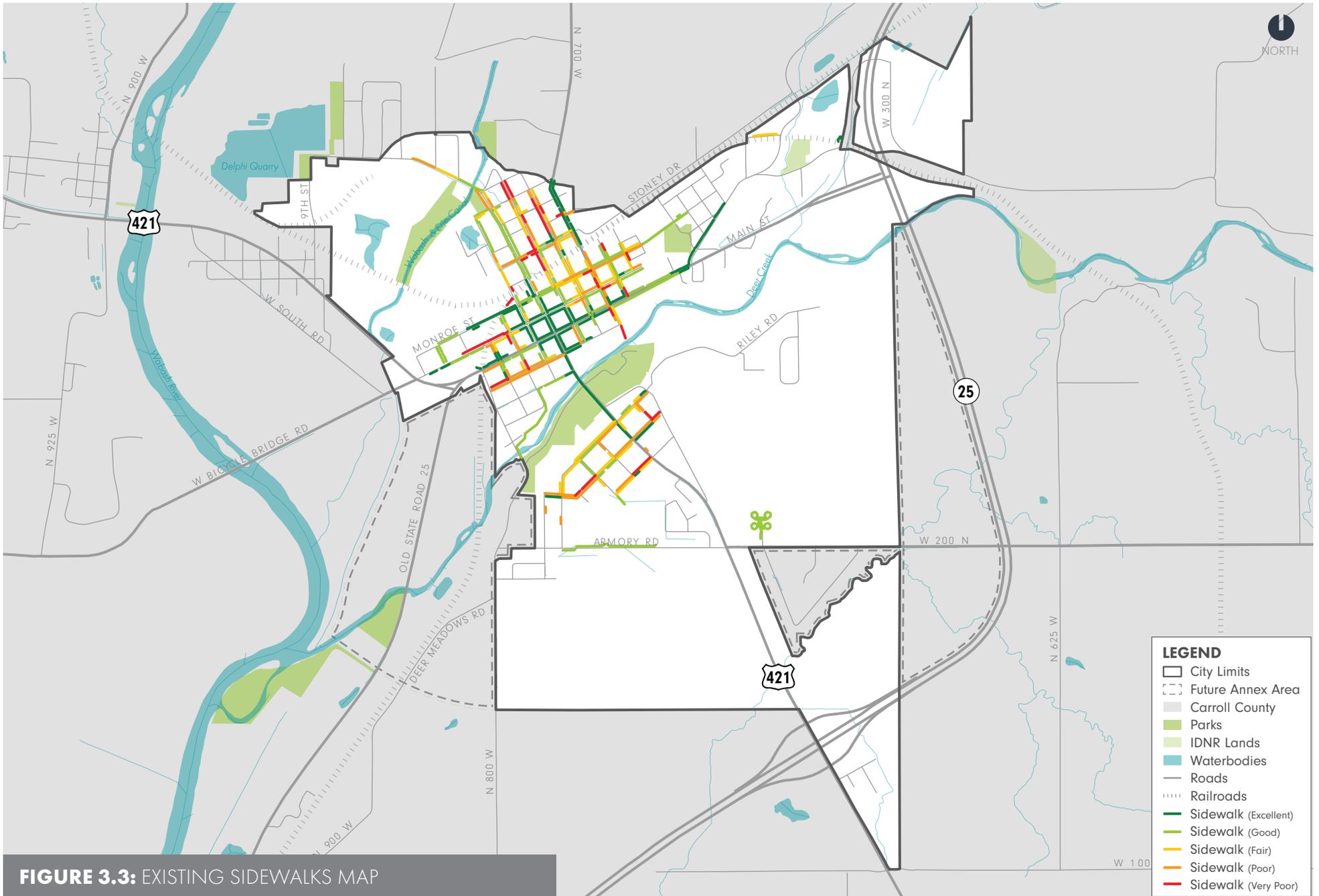


FIGURE 3.3: EXISTING SIDEWALKS MAP

DESTINATIONS

Key Destinations

The following have been identified as key destinations in the City of Delphi. These locations were identified through Advisory Committee meetings and public input.

-  Carroll County Courthouse
-  Delphi City Building
-  Carroll County Country Club
-  Delphi Public Library
-  Delphi Opera House
-  Delphi Community Elementary School
-  Delphi Community Middle and High School
-  Pittsburg Public Access Site
-  George Obear Overlook Park
-  Canal Park*
-  City Park
-  Monon Trail Miller Park
-  Mary Gerard Nature Preserve
-  Riley Park
-  Trailhead Park
-  Campbell Ridge Property*

*Indicates parks owned by private, non-profit entities.

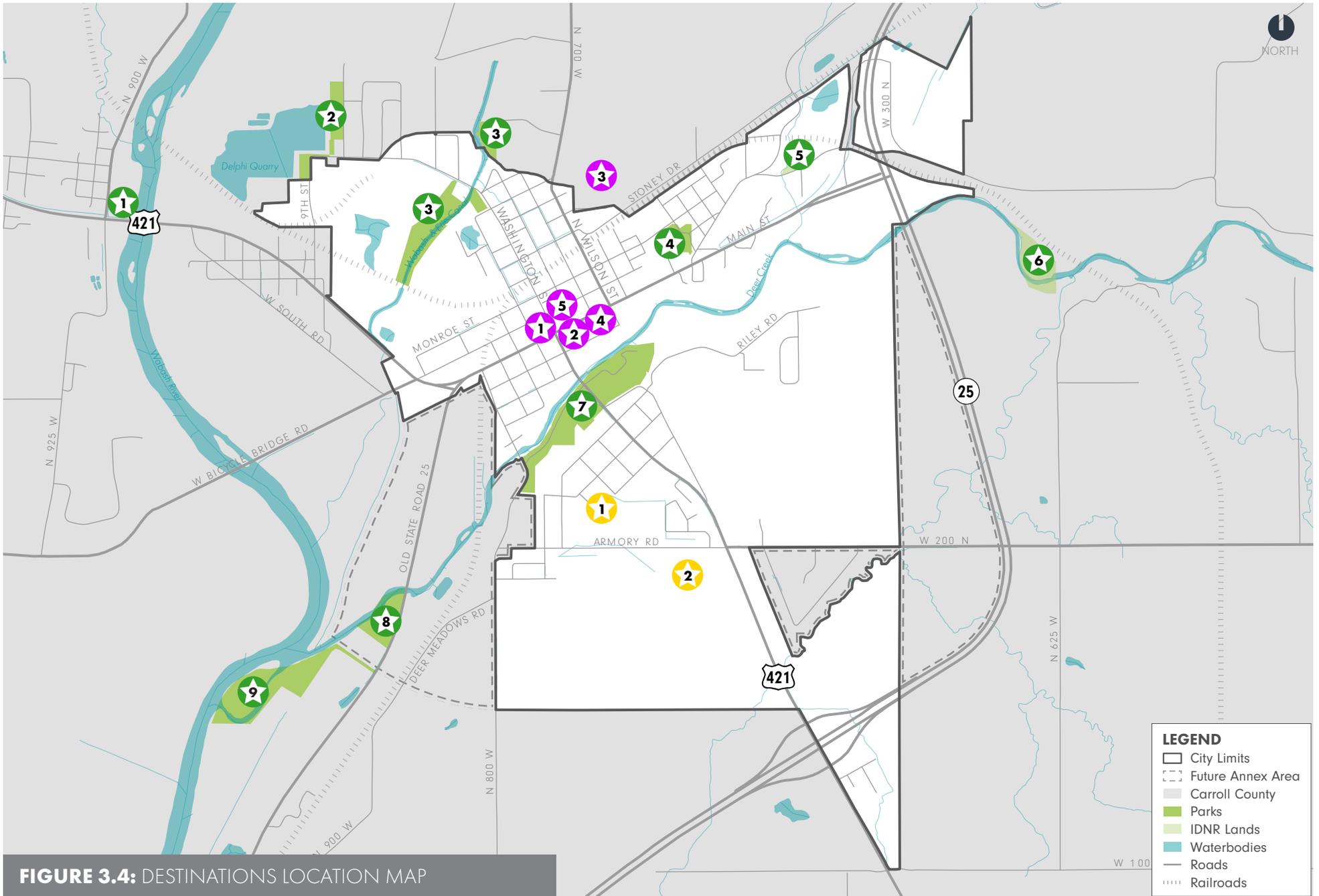


FIGURE 3.4: DESTINATIONS LOCATION MAP

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IMAGE SOURCE: WABASH & ERIE CANAL PARK FACEBOOK

04

VISION, GOALS, & RECOMMENDATIONS

DRAFT 01.30.2023



The Gray Bridge Over the Wabash and Erie Canal
Image Source: Wabash & Erie Canal, Inc.

PLAN VISION

Using public input and guidance from the Advisory Committee, a vision statement for the Bicycle and Pedestrian Plan was crafted to help guide the identification of planning goals, recommendations, and implementation items:

The City of Delphi will continue to develop a comprehensive and visible bicycle and pedestrian network that remains an asset to the community. The City will ensure the network:

- ▶ *Supports diversity and is inclusive of all ages, abilities, and incomes;*
- ▶ *Promotes health, safety, education, and recreation;*
- ▶ *Connects local and regional destinations.*

PLAN GOALS

The goals named in this bicycle and pedestrian plan are broad statements of how the City will work to accomplish the vision of this plan. Plan goals for the City of Delphi include the following:

- ▶ Improve and expand Delphi’s existing bicycle and pedestrian facilities, connecting local and regional destinations.
- ▶ Identify existing deficiencies in Delphi’s bicycle and pedestrian network and develop a project priority list.
- ▶ Continue highlighting Delphi’s rich cultural heritage through the Delphi Historic Trails system.
- ▶ Implement education and encouragement initiatives to inform Delphi residents, workforce, and youth of the public of health, social, and economic benefits of walking and bicycling.
- ▶ Ensure safety and security initiatives are in place so all network users can walk, bike, and hike confidently.
- ▶ Provide policy and programming support for the expansion of walking and bicycling opportunities in the City of Delphi.
- ▶ Pursue funding opportunities for infrastructure and programming.



Monon High Bridge
Image Source: City of Delphi

THE FIVE E'S

To accomplish the goals and vision, measurable recommendations and implementation steps have been identified for the City of Delphi. Planning for bicycle and pedestrian networks is unique in that it calls for a multi-faceted approach; infrastructure investments alone do not address all the elements that factor into a successful bicycle and pedestrian system. These recommendations and implementation steps follow the “Five E’s” approach, which is a popular method used for bicycle and pedestrian planning to produce well-rounded plans that address policy, programming, and infrastructure elements.

The “Five E’s” include the following areas of focus:

POLICY & PROGRAMMING	1.	Equity and Accessibility	This area of focus strives to include elements that ensure bicycle and pedestrian opportunities are available for everyone.
	2.	Education	This focus area aims to give people of all ages and abilities the skills and confidence to walk and ride. This focus area also tries to highlight the safety and social benefits of walking and bicycling.
	3.	Encouragement	This area of focus seeks to create a strong walking and bicycling culture within communities that welcomes and celebrates walking and bicycling.
	4.	Evaluation and Planning	This focus area encourages the use of planning and evaluation methods to help ensure biking and walking is a safe and viable transportation option. This focus area also encourages assessment of the bicycle and pedestrian plan to ensure progress is being made and goals are being met.
INFRASTRUCTURE	5.	Engineering	This focus area identifies infrastructure investments that help to create safe, visible, and convenient places to walk, ride, and park.

POLICY & PROGRAMMING RECOMMENDATIONS

EQUITY AND ACCESSIBILITY

- ▶ Continue making progress on sidewalk and curb replacements as recommended in the Delphi ADA Transition Plan.
- ▶ Develop and adopt a Complete Streets Policy.
- ▶ Develop and adopt a Vulnerable Road User Ordinance.
- ▶ Consider expanding the Delphi Historic Trails system map to clarify facility type and surface type (on-road facility versus off-road facility, gravel surface versus asphalt path) so users can adequately plan routes according to their ability level or mode of travel.

EDUCATION

- ▶ Host a “Trail Safety Event” to help educate the public on safe walking and bicycling practices and steps the City has taken to promote trail safety.
- ▶ Encourage and support the Delphi Police Department, or other organization, in holding an annual “Bicycle Rodeo” to educate Delphi residents and youth on bicycle safety.
- ▶ Work with the Delphi Community School Corporation to reactivate Safe Routes to School programming efforts.
- ▶ Continue to make updates to the Delphi Historic Trails system map as amenities and infrastructure projects are identified and completed.
- ▶ Consider adding additional information kiosks at locations such as Riley Annex, George Obear Overlook Park, and the Carroll County Country Club.

ENCOURAGEMENT

- ▶ Use the Bicycle and Pedestrian Amenities Inventory (identified under Evaluation & Planning) to prioritize areas in need of additional support elements, such as benches, directional signage, and bicycle parking.
- ▶ Support and publicize events held by walking and bicycling organizations.
- ▶ Continue having a City presence at local walking and bicycling events.
- ▶ Consider creating an interactive online map component of the Delphi Historic Trails system map that helps users identify additional local amenities, such as restaurants, Airbnbs, bicycle parking, and historic locations.
- ▶ Develop and install directional signage at key locations of Delphi’s Historic Trails system. Signage could include trail names, destinations, and route distance.
- ▶ Include information about trail amenities and safety elements on all trail-related materials, such as kiosks, online and printed maps, and the “Biking and Hiking Trails” page of the City’s website.
- ▶ Investigate implementing a bike share program that encourages tourism and healthy lifestyles.
- ▶ Support the Carroll County Wabash and Erie Canal, Inc., in their efforts to highlight Delphi’s history through the Delphi Historic Trails system.

EVALUATION & PLANNING

Overall Facilities Map

An overall facilities map has been developed to be used as a tool to help plan for future bicycle and pedestrian facilities in Delphi. To identify gaps in Delphi's robust bicycle and pedestrian network, the system was evaluated from the perspective of a bicyclist and then of a pedestrian. The overall network map illustrates the cohesive bicycle and pedestrian network, while the stand-alone bicycle facilities map and pedestrian facilities map illustrate projects needed to move the needle forward with the respective modes of travel. These maps are intended to be used in conjunction with the following recommendations.

- ▶ Use the Overall Facilities Map as a tool to implement bicycle and pedestrian improvements as road corridors are reconstructed, sites are developed, or funding sources become available.
- ▶ Maintain the Bicycle and Pedestrian Plan Advisory Committee to help bring the plan elements to fruition and track plan progress.
- ▶ Continue having a City presence on the Wabash River Greenway Steering Committee and ensure Delphi is connected to this regional greenway opportunity.
- ▶ Foster relationships with nearby communities, such as Monticello and Lafayette, who may be interested in connecting regionally through bicycle and pedestrian facilities.
- ▶ Ensure the Unified Development Ordinance requires new developments to install connections to the bicycle and pedestrian network.
- ▶ Ensure the Unified Development Ordinance and the City's Street Standards include minimum standards for bicycle and pedestrian facilities.
- ▶ Expand Delphi's sidewalk inventory in GIS to include City-maintained bicycle and pedestrian facilities. Track surface conditions and prioritize replacement in a manner similar to what is in place for City sidewalks.
- ▶ Develop a Bicycle and Pedestrian Amenities Inventory in GIS of existing bicycle and pedestrian amenities (benches, safety elements, bicycle parking, etc.) to help identify and correct deficiencies in the network.
- ▶ Increase dialogue opportunities between the City and residents for walking and bicycling (for example, how can the public make suggestions about the network?).
- ▶ Ensure the Parks and Recreation Master Plan acknowledges and supports the Bicycle and Pedestrian Master Plan.

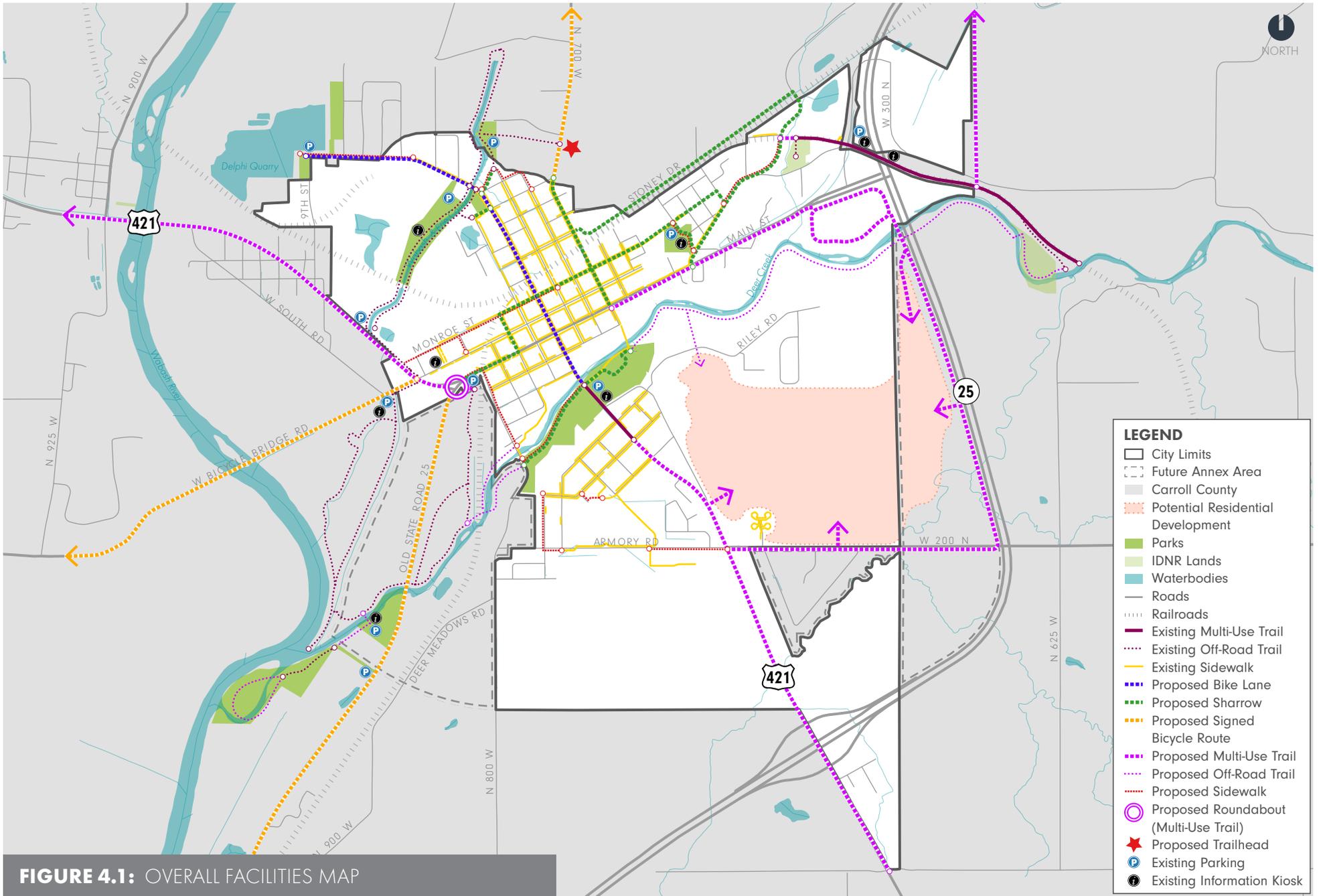


FIGURE 4.1: OVERALL FACILITIES MAP

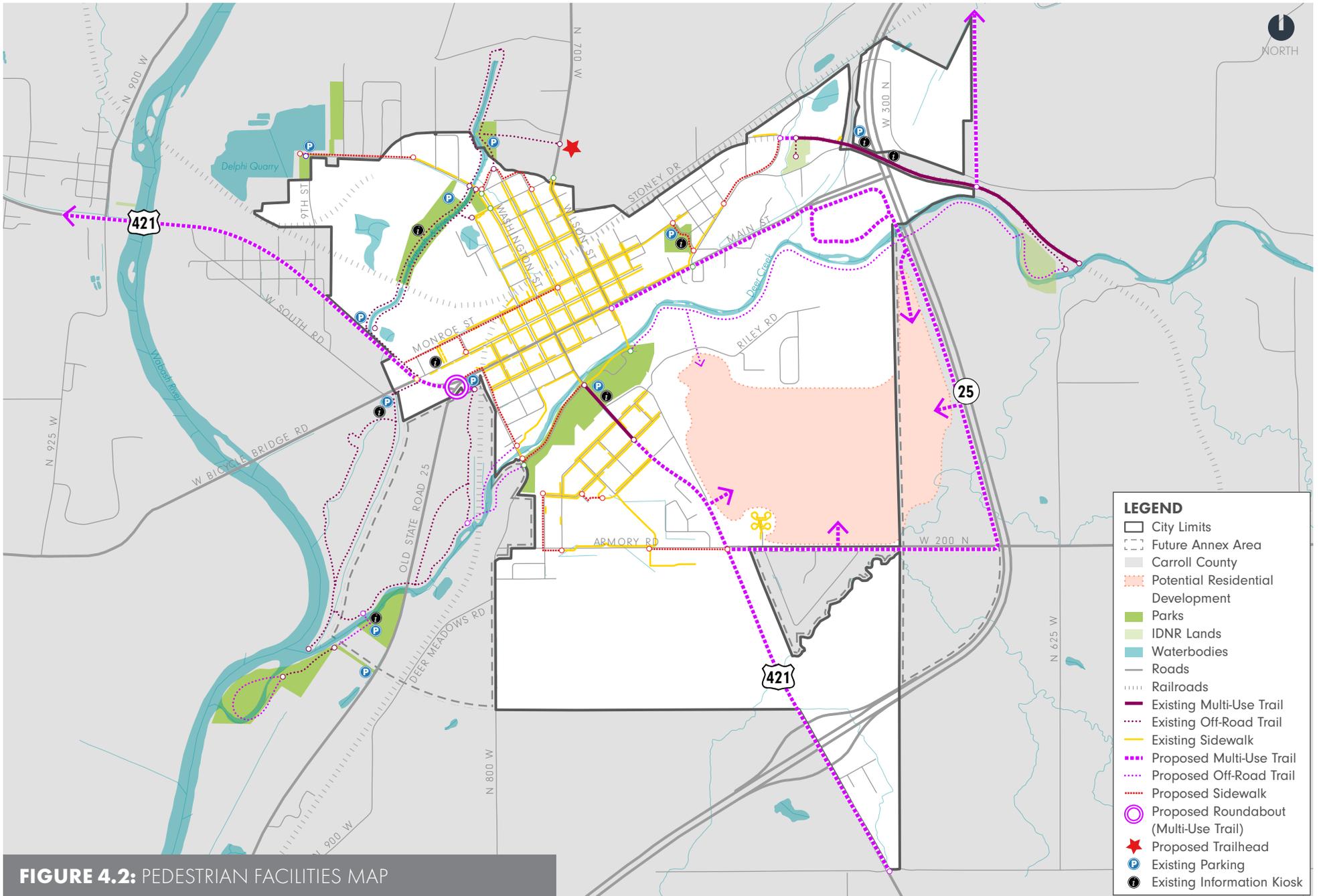


FIGURE 4.2: PEDESTRIAN FACILITIES MAP

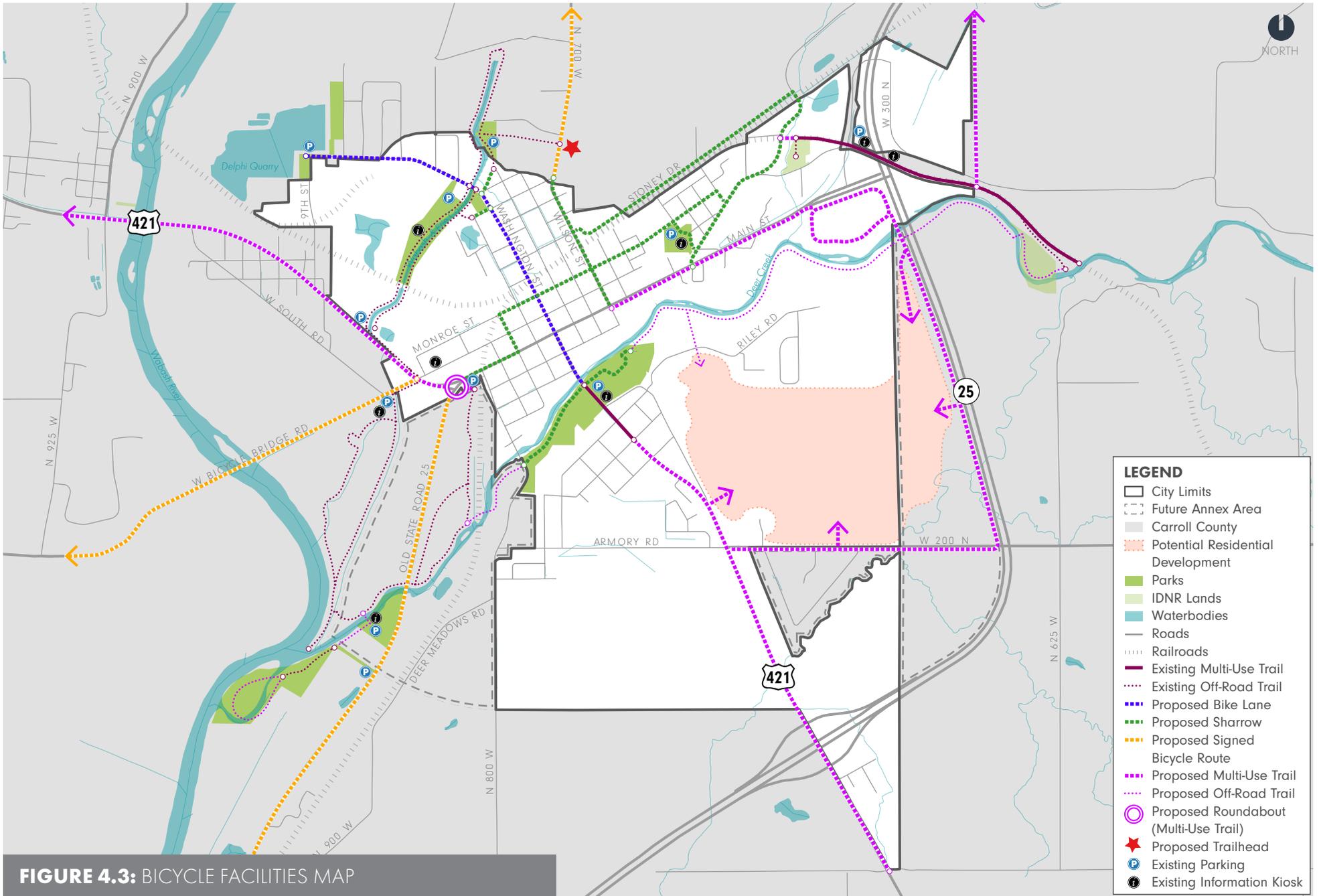


FIGURE 4.3: BICYCLE FACILITIES MAP

INFRASTRUCTURE RECOMMENDATIONS

ENGINEERING

Using the overall network map, priority projects were identified through the planning process. Priority projects are not ranked in any order, and projects identified on the overall network map may be elevated to priority if unforeseen opportunities are presented and the City deems a priority ranking appropriate.

Below is a list of priority projects. Projects are located on the map in Figure 4.4 on the following page.

- A. *Mushroom Field Multi-Use Trail***
- B. *Burnbrae Farms Multi-Use Trail***
- C. *Monon High Bridge Trail Extension***
- D. *Armory Road Sidewalk***
- E. *Old State Road 25 Bridge Over Deer Creek & Trailhead Park***
- F. *Bicycle & Pedestrian Accommodations at US 421 & Old State Road 25***
- G. *US 421 Multi-Use Trail to Pittsburgh
(plus Alternative Route on South Road)***
- H. *VanScoy Towpath Trail Land Acquisition***

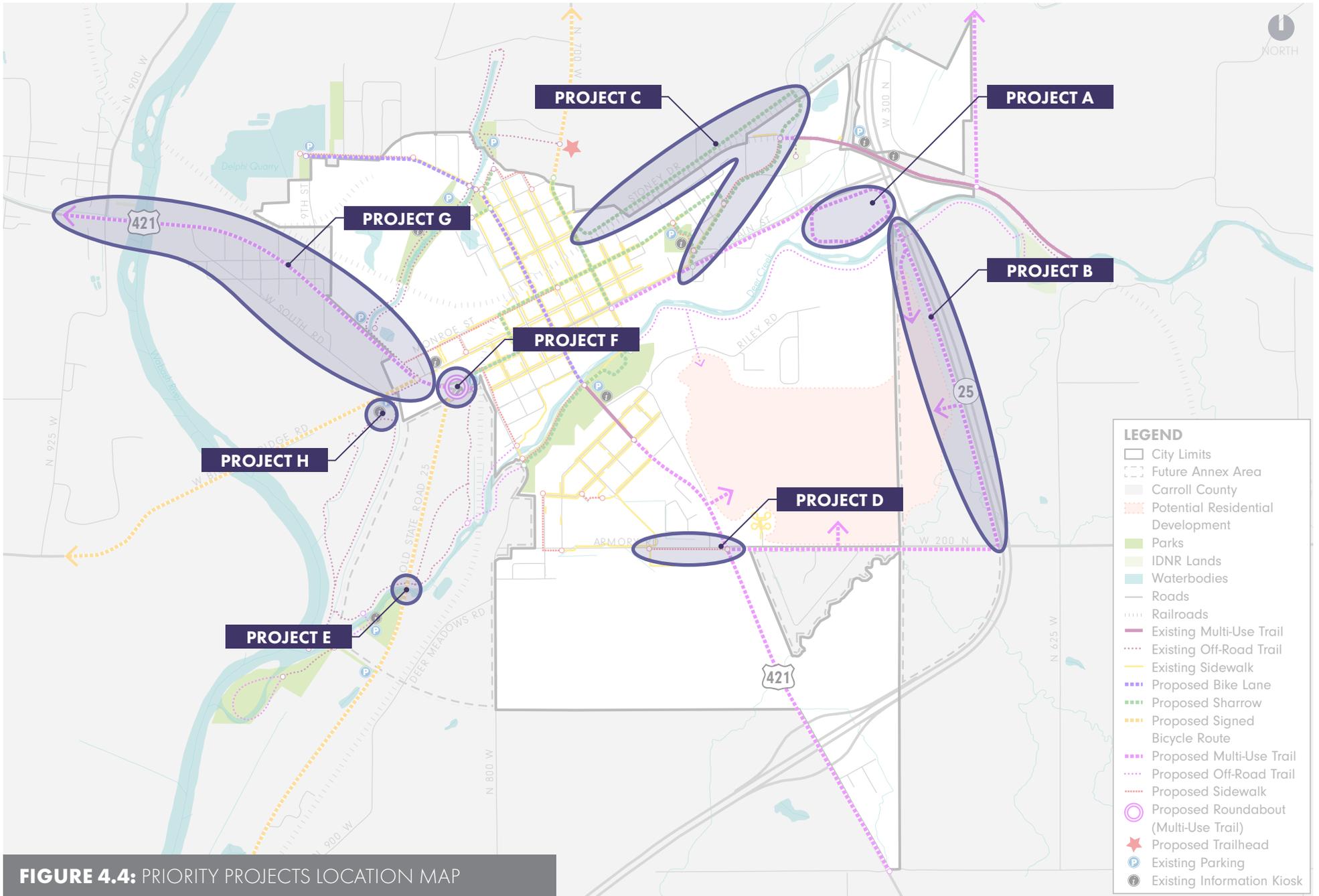


FIGURE 4.4: PRIORITY PROJECTS LOCATION MAP



FIGURE 4.5: PRIORITY PROJECT - MUSHROOM FIELD MULTI-USE TRAIL

A. Mushroom Field Multi-Use Trail

Approximate Trail Length: 3,622 LF

Approximate Cost: \$347,000

The Mushroom Field is a City-owned property on the northeast side of the community. Facilities at this location would initially offer a looped 8' multi-use trail and in the future be expanded to offer an alternative connection from downtown Delphi to the Burnbrae housing addition.



FIGURE 4.6: PRIORITY PROJECT - BURNBRAE FARMS MULTI-USE TRAIL

B. Burnbrae Farms Multi-Use Trail

Approximate Trail Length: 5,622 LF + Bridge

Approximate Cost \$1,738,000

This 8' multi-use trail will run along the west side of the Hoosier Heartland Highway (State Road 25) underneath a proposed Wabash Valley Power Alliance transmission line. This project will include a pedestrian bridge across Deer Creek to link to the Mushroom Field Multi-Use Trail. This project corridor could also link to the Niches Land Trust property to the east of the Hoosier Heartland Highway. As the Burnbrae site is developed, the City will work with the developer to provide internal access to this multi-use trail and extend the trail along Armory Road from the Hoosier Heartland Highway to the intersection with US 421 (Prince William Road).



FIGURE 4.7: PRIORITY PROJECT - MONON HIGH BRIDGE TRAIL EXTENSION

C. Monon High Bridge Trail Extension

Approximate Trail Length: 455 LF + 40 Sharrow Markers Approximate Cost: \$71,000

The Monon High Bridge Trail Extension will extend the trail west to Samuel Mill Road. This project will also include a sharrow on Samuel Mill Road and Stoney Drive that will help connect users to both the Carroll County Country Club and downtown Delphi.



FIGURE 4.8: PRIORITY PROJECT - ARMORY ROAD SIDEWALK

D. Armory Road Sidewalk

Approximate Length: 1,228 LF + 3 Crosswalks Approximate Cost: \$133,000

The Armory Road Sidewalk improvement will add to the pedestrian network already existing around the Delphi Community School Corporation campus. This sidewalk will run on the south side of Armory Road from the west entry drive of Delphi High School and Middle School to US 421 (Prince William Road). The project includes crosswalks at the three driveway cuts to the school.

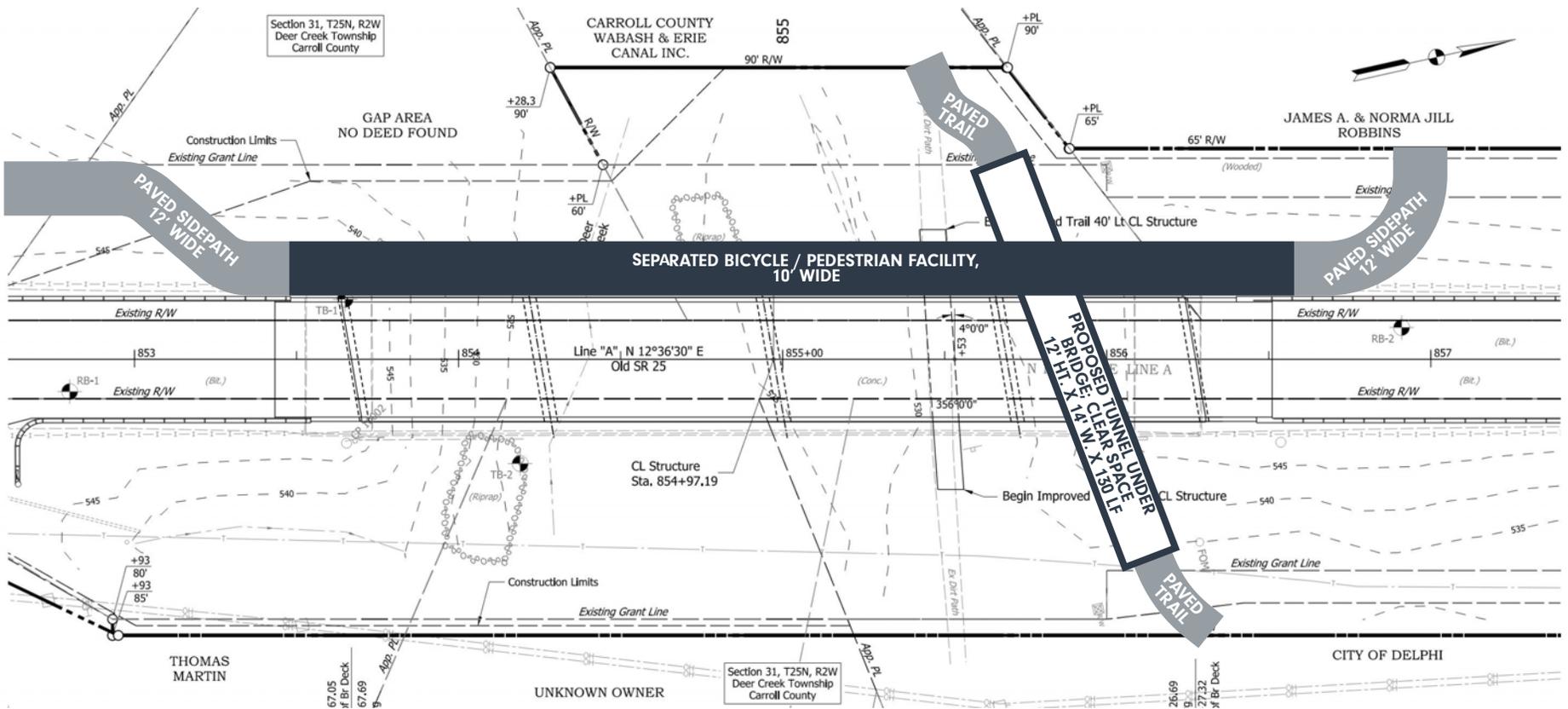


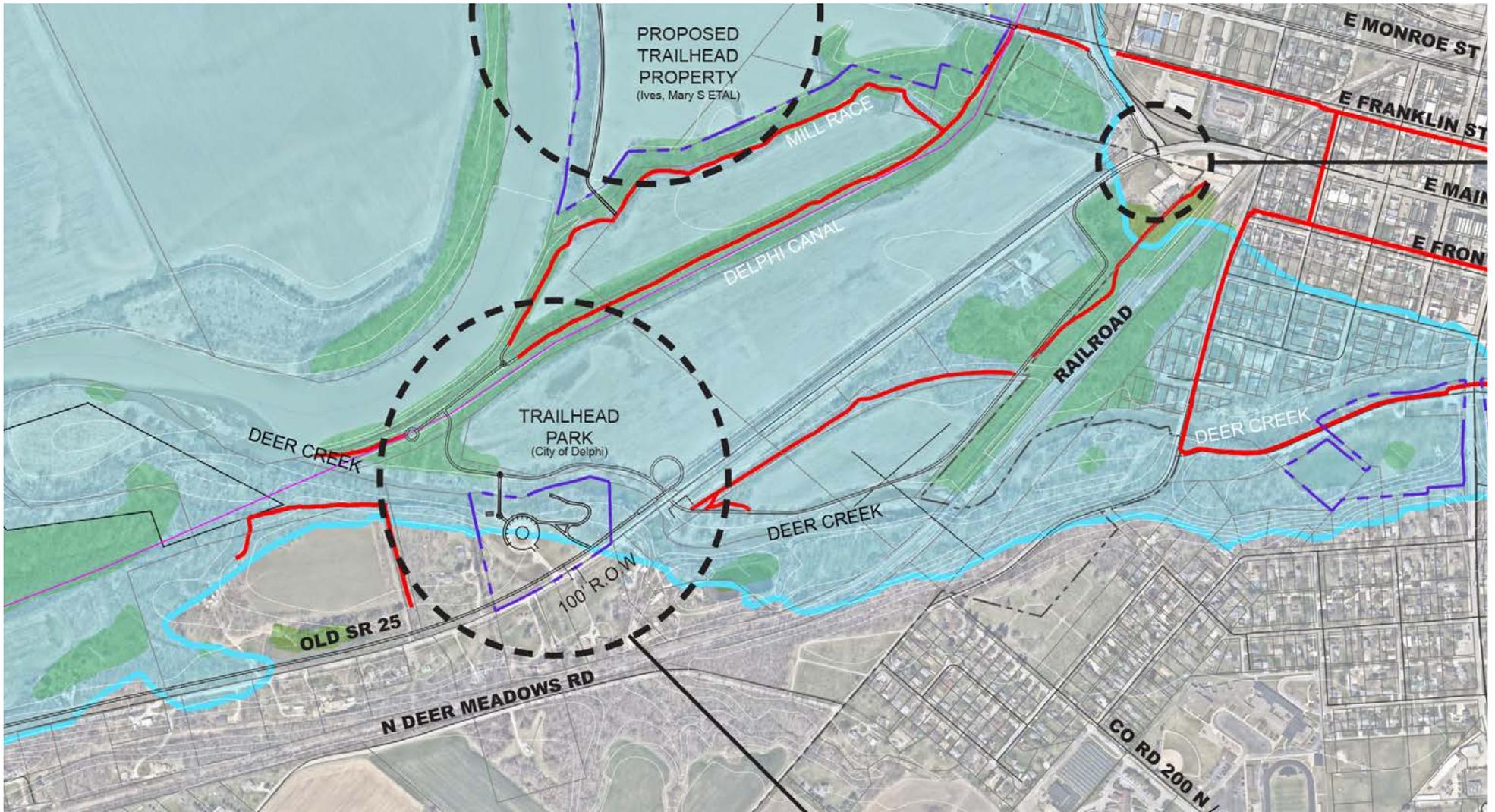
FIGURE 4.9: PRIORITY PROJECT - OLD STATE ROAD 25 BRIDGE OVER DEER CREEK

Image Source: Kimley Horn

E. Old State Road 25 Bridge Over Deer Creek & Trailhead Park

Approximate Cost: \$930,000 - \$1,300,000

To accommodate a separated bicycle and pedestrian lane on Old State Road 25 in the future, it is prudent for the City of Delphi, Carroll County, and the Indiana Department of Transportation (INDOT) to work together on corridor improvements and investments that help support the overall vision. Specifically, the bridge over Deer Creek that is scheduled for replacement can include bicycle and pedestrian facilities, including a separated bike lane and a tunnel under the bridge to connect trail segments. In conjunction with this project, the City should pursue efforts to develop the adjacent Trailhead Park (see Figure 4.10).



Kimley»Horn

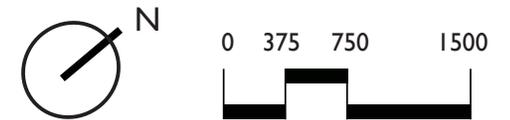


FIGURE 4.10: TRAILHEAD PARK

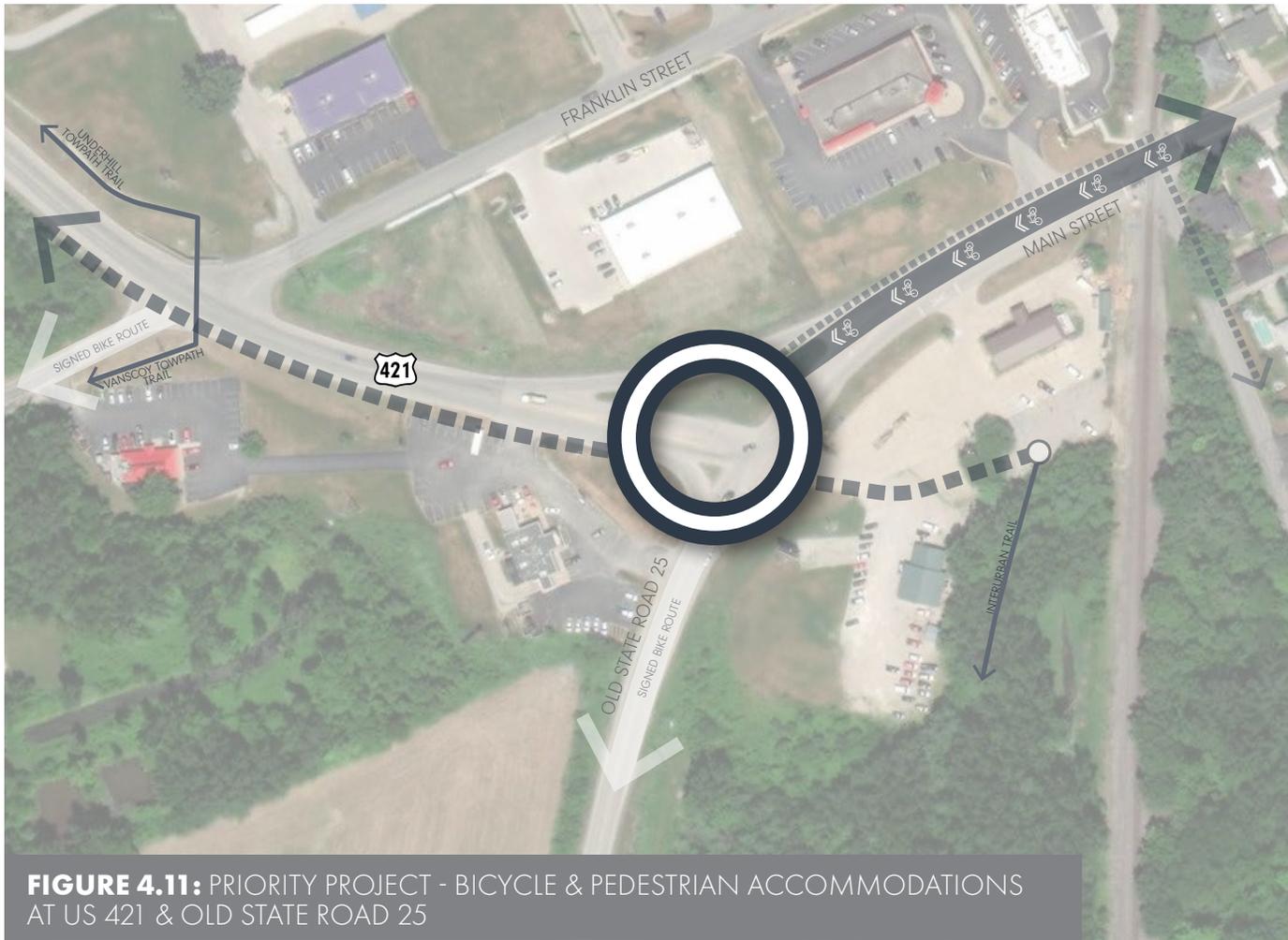


FIGURE 4.11: PRIORITY PROJECT - BICYCLE & PEDESTRIAN ACCOMMODATIONS AT US 421 & OLD STATE ROAD 25

F. Bicycle & Pedestrian Accommodations at US 421 & Old State Road 25

Approximate Cost: \$1,000,000 - \$2,000,000

As INDOT plans improvements to the intersection of US 421 and Old State Road 25, the City of Delphi should work with INDOT to ensure bicycle and pedestrian accommodations are included in the intersection design. This intersection is not only a key intersection for vehicular traffic, but a key intersection for Delphi’s bicycle and pedestrian network as multiple facilities converge at this location.



G. US 421 Multi-use Trail to Pittsburg (plus Alternative Route on South Road)

Approximate Length: 5,756 LF	Approximate Cost: \$627,000
Alternate Route with 24 Sharrow Markers	Approximate Cost: \$16,000

This multi-use trail would serve as a primary connector connecting the City of Delphi to the unincorporated areas of “West Delphi” and Pittsburg. This route has potential to connect Delphi to the Tippecanoe River and other communities such as Monticello and Brookston. An alternate route to provide this connection would be to locate a sharrow on South Road between Bicycle Bridge Road and US 421.



FIGURE 4.13: PRIORITY PROJECT - VANSCOY TOWPATH TRAIL LAND ACQUISITION

H. VanSchoy Towpath Trail Land Acquisition

The City should consider acquiring additional land to support the VanSchoy Towpath Trail, specifically near the site of the two paper mills that operated in the mid-1800's. The VanSchoy Towpath is part of the Delphi Historic Trails system and runs between US 421 and Sunset Point along Deer Creek. This trail contains many breathtaking views and historic sites, including Canal Lock #33 and the 1838-39 Irish Canal Construction Camp, both listed on the National Register of Historic Places.



05

IMPLEMENTATION

IMAGE SOURCE: CITY OF DELPHI WEBSITE

DRAFT 01.30.2023

IMPLEMENTATION PLAN

This implementation plan includes policy, programming, and infrastructure projects that were identified as priority by the Delphi Bicycle and Pedestrian Plan Advisory Committee. Many factors influence project implementation, including right-of-way availability, adjacent land ownership, funding, user needs, staff time, and political will. Furthermore, implementation may require collaboration among many entities, including city government, INDOT, the Delphi Community School Corporation, business owners, and property owners.

The recommendations for funding, implementing, and prioritizing proposed projects should be considered guidelines which may change over the implementation timeline of this plan. The City of Delphi should continue to evaluate priority projects as opportunities for funding become available.

The tables on the following pages list the implementation item, potential project partners, and potential funding sources. A relative timeline for implementation has also been included for each project. These timeframes are intended only to serve as a guide for plan implementation and should be considered flexible. Timeframes are defined as the following:

- ▶ Ongoing = Efforts to be made on an ongoing basis
- ▶ Short-term = Years 0-2
- ▶ Medium-term = Years 3-4
- ▶ Long-term = Years 5+

IMPLEMENTATION CHART

	THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME
POLICY & PROGRAMMING	Equity & Accessibility	Continue making progress on sidewalk and curb replacements as recommended in the Delphi ADA Transition Plan.	ADA Coordinator	City Budget	Ongoing
		Develop and adopt a Complete Streets Policy.	Mayor, City Council	City Budget	Medium
		Develop and adopt a Vulnerable Road User Ordinance.	Mayor, City Council	City Budget	Short
		Consider expanding the Delphi Historic Trails System map to clarify facility type and surface type (on-road facility versus off-road facility, gravel surface versus asphalt path) so users can adequately plan routes according to their ability level or mode of travel.	Wabash & Erie Canal, Inc., Street and Parks Department	City Budget	Medium

IMPLEMENTATION CHART

POLICY & PROGRAMMING

THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME
Education	Host a "Trail Safety Event" to help educate the public on safe walking and bicycling practices and steps the City has taken to promote trail safety.	Mayor, Wabash & Erie Canal, Inc., Street and Parks Department	City Budget	Short
	Encourage and support the Delphi Police Department, or other organization, in holding an annual "Bicycle Rodeo" to educate Delphi residents and youth on bicycle safety.	Mayor, Delphi Police Department	City Budget	Short
	Work with the Delphi Community School Corporation to reactivate Safe Routes to School programming efforts.	Mayor, Delphi Community School Corporation	City Budget	Medium
	Continue to make updates to the Delphi Historic Trails system map as amenities and infrastructure projects are identified and completed.	Wabash & Erie Canal, Inc., Street and Parks Department	City Budget	Ongoing
	Consider adding additional information kiosks at locations such as Riley Annex, George Obear Overlook Park, and the Carroll County Country Club.	Wabash & Erie Canal, Inc., Street and Parks Department	City Budget	Medium

IMPLEMENTATION CHART

POLICY & PROGRAMMING

THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME
Encouragement	Use the Bicycle and Pedestrian Amenities Inventory (identified under Evaluation & Planning) to prioritize areas in need of additional support elements, such as benches, directional signage, and bicycle parking.	Wabash & Erie Canal, Inc., Street and Parks Department	City Budget	Medium
	Support and publicize events held by walking and bicycling organizations.	Mayor	–	Ongoing
	Continue having a City presence at local walking and bicycling events.	Mayor	–	Ongoing
	Consider creating an interactive online map component of the Delphi Historic Trails System map that helps users identify additional local amenities, such as restaurants, Airbnbs, bicycle parking, and historic locations.	Mayor, Community Development Director, Wabash & Erie Canal, Inc.	City Budget	Short
	Develop and install directional signage at key locations of Delphi's Delphi Historic Trails System. Signage could include trail names, destinations, and route distance.	Wabash & Erie Canal, Inc., Street and Parks Department	City Budget	Medium

IMPLEMENTATION CHART

POLICY & PROGRAMMING

THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME
Encouragement (Continued)	Include information about trail amenities and safety elements on all trail-related materials, such as kiosks, online and printed maps, and the "Biking and Hiking Trails" page of the City's website.	Wabash & Erie Canal, Inc., Street and Parks Department	City Budget	Short
	Investigate implementing a bike share program that encourages tourism and healthy lifestyles.	Mayor, Carroll County Chamber of Commerce, Hospital and Wellness Partners	City Budget	Medium
	Support the Carroll County Wabash and Erie Canal, Inc., in their efforts to highlight Delphi's history through the Delphi Historic Trails System.	Wabash and Erie Canal, Inc., Street and Parks Department	Wabash River Heritage Corridor Fund (WRHCF)	Ongoing

IMPLEMENTATION CHART

	THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME
POLICY & PROGRAMMING	Evaluation & Planning	Maintain the Bicycle and Pedestrian Plan Advisory Committee to help bring the plan elements to fruition and track plan progress.	Mayor, Bicycle and Pedestrian Plan Advisory Committee	—	Ongoing
		Continue having a City presence on the Wabash River Greenway Steering Committee and ensure Delphi is connected to this regional greenway opportunity.	Mayor, Wabash River Greenway Steering Committee	—	Ongoing
		Foster relationships with nearby communities, such as Monticello and Lafayette, who may be interested in connecting regionally through bicycle and pedestrian facilities.	Mayor	—	Ongoing
		Ensure the Unified Development Ordinance requires new developments to install connections to the bicycle and pedestrian network.	Mayor, Community Development Director, Carroll County APC	—	Short
		Ensure the Unified Development Ordinance and the City's Street Standards include minimum standards for bicycle and pedestrian facilities.	Mayor, Community Development Director, Carroll County APC	—	Short

IMPLEMENTATION CHART

POLICY & PROGRAMMING

THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME
Evaluation & Planning (Continued)	Expand Delphi’s sidewalk inventory in GIS to include City-maintained bicycle and pedestrian facilities. Track surface conditions and prioritize replacement in a manner similar to what is in place for City sidewalks.	Street and Parks Department	City Budget	Short
	Develop a Bicycle and Pedestrian Amenities Inventory in GIS of existing bicycle and pedestrian amenities (benches, safety elements, bicycle parking, etc.) to help identify and correct deficiencies in the network.	Street and Parks Department	City Budget	Medium
	Increase dialogue opportunities between the City and residents for walking and bicycling.	Mayor	—	Medium
	Ensure the Parks and Recreation Master Plan acknowledges and supports the Bicycle and Pedestrian Master Plan.	Mayor, Street and Parks Department	City Budget	Short

IMPLEMENTATION CHART

	THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME	COST*
INFRASTRUCTURE	Engineering	Mushroom Field Multi-Use Trail	Mayor, Street and Parks Department	Next Level Trails, Indiana Trails Program, City Budget	Medium	\$347,000
		Burnbrae Farms Multi-Use Trail	Mayor, Street and Parks Department	Next Level Trails, Indiana Trails Program, City Budget	Medium	\$1,738,000
		Monon High Bridge Trail Extension	Mayor, Wabash & Erie Canal, Inc., Street and Parks Department	Next Level Trails, Indiana Trails Program, City Budget	Long	\$71,000
		Armory Road Sidewalk	Mayor, Street and Parks Department	LPA - Federal Highway Funding (FAST ACT), City Budget	Medium	\$133,000
		Old State Road 25 Bridge Over Deer Creek & Trailhead Park	Mayor, INDOT, Wabash & Erie Canal, Inc., Street and Parks Department	Partnership Agreement with INDOT and Carroll County	Short	\$930,000 - \$1,300,000
		Bicycle & Pedestrian Accommodations at US 421 & Old State Road 25	Mayor, INDOT, Street and Parks Department	LPA - Federal Highway Funding (FAST ACT), City Budget	Medium	\$1,000,000 - \$2,000,000
		US 421 Multi-Use Trail to Pittsburgh	Mayor, Street and Parks Department	Next Level Trails, LPA - Federal Highway Funding (FAST ACT), Wabash River Heritage Corridor Fund (WRHCF), City Budget	Long	\$627,000

*Cost represents a conceptual planning cost only and does not reflect design fees, right-of-way acquisition, or permitting. Detailed estimates should be obtained when a specific project scope, schedule, and funding source is identified.

IMPLEMENTATION CHART

	THE FIVE E'S	IMPLEMENTATION ITEM	PROJECT PARTNERS	POTENTIAL FUNDING SOURCE	TIMEFRAME	COST
AQUISITION		VanScoy Towpath Trail Land Acquisition	Mayor, Wabash & Erie Canal, Inc., Street and Parks Department	Land & Water Conservation Fund, Indiana Trails Program, City Budget	Short	Appraisal-dependent



IMAGE SOURCE: WABASH & ERIE CANAL PARK FACEBOOK

06

APPENDIX

DRAFT 01.30.2023

POTENTIAL FUNDING SOURCES

INDIANA DEPARTMENT OF NATURAL RESOURCES (IDNR)			
GRANT	ELIGIBILITY	PROJECT TYPES	GRANT LIMITS
Next Level Trails	Local Government, Non-profit organizations. Must fulfill at least one of the following roles: <ul style="list-style-type: none"> ▶ Own (or acquire) the trail corridor ▶ Manage and maintain the trail once developed ▶ Oversee and manage trail construction through completion 	<ul style="list-style-type: none"> ▶ All non-motorized trails ▶ Multi-use trails (consideration) ▶ Trails must be open to the public 	\$200,000 - \$5,000,000 (20% match can include land value, and in-kind donations)
Indiana Trails Program	Government agencies, non-profit organizations	<ul style="list-style-type: none"> ▶ Land acquisition, trail development, and amenities 	\$100,000 - \$400,000 (20% match)
Wabash River Heritage Corridor Fund (WRHCF)	Units of Governments (preferably Park Boards) and 501(c)(3) not-for-profits. Projects must be located in one of the 19 counties along the Wabash River Corridor.	<ul style="list-style-type: none"> ▶ Conservation and recreational development projects 	\$50,000 - \$150,000 (20% match)
INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)			
GRANT	ELIGIBILITY	PROJECT TYPES	GRANT LIMITS
LPA - Federal Highway Funding (FAST ACT)	Local agencies not in an MPO	<ul style="list-style-type: none"> ▶ Highway Safety Improvement Program ▶ Streetscapes ▶ Trails ▶ Roads on INDOT functional classification maps 	\$5,000,000 (20% match)

POTENTIAL FUNDING SOURCES

INDIANA HOUSING AND COMMUNITY DEVELOPMENT AUTHORITY (IHCDA)			
GRANT	ELIGIBILITY	PROJECT TYPES	GRANT LIMITS
CreatINg Places	Non-profit entities and Local units of government	<ul style="list-style-type: none"> ▶ Streetscape beautification and walkability ▶ Art/Public plaza development activation etc. 	\$10,000 - \$100,000 (50% match)
INDIANA STATE DEPARTMENT OF HEALTH (ISDH)			
GRANT	ELIGIBILITY	PROJECT TYPES	GRANT LIMITS
Bike and Pedestrian Master Plan	Communities and non-profits	<ul style="list-style-type: none"> ▶ Plan preparation in house or via consultant 	\$10,000 - \$20,000
Tactical Urbanism Demonstration	Incorporated communities in Indiana	<ul style="list-style-type: none"> ▶ Temporary bicycle and pedestrian safety demonstration projects ▶ Property purchases ▶ Traffic calming projects 	\$10,000
OFFICE OF COMMUNITY AND RURAL AFFAIRS (OCRA)			
GRANT	ELIGIBILITY	PROJECT TYPES	GRANT LIMITS
Main Street Revitalization Program	Indiana Main Street Community and Non-entitlement communities, Communities with at least 51% low-moderate income, or slum and blight designation	<ul style="list-style-type: none"> ▶ Streetscape upgrades ▶ Facade renovations ▶ Downtown infrastructure 	\$500,000 (10% match)

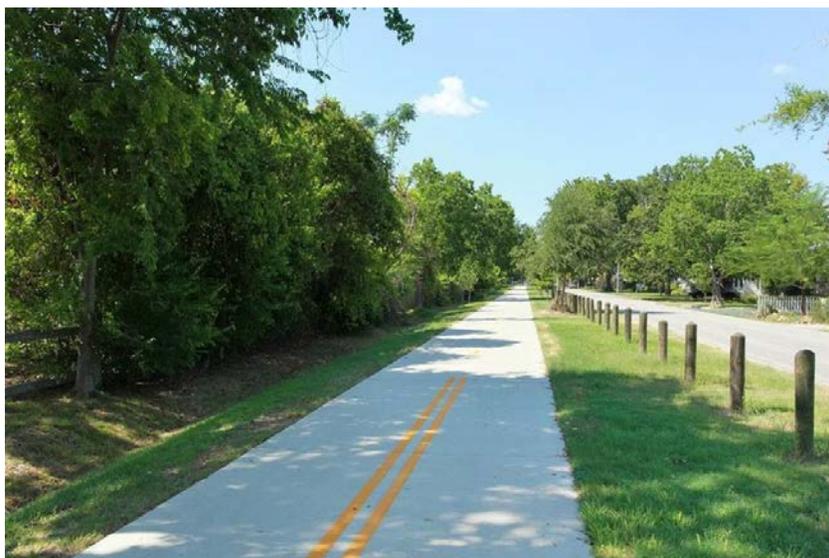
DESIGN GUIDANCE & FACILITY TYPES

SIDEWALK



- Hard surface walkway (4-8 feet) along a street or right-of-way, typically for exclusive pedestrian use.

MULTI-USE OR SIDE PATH



- Paved path (10+ feet) hosting pedestrians and bicyclists. Typically located within a road right-of-way and can be an alternative to a sidewalk.

GREENWAY



- Paved multi-use path (10+ feet) used for recreation and commuting. Located along natural features, rail lines, or utility corridors. Can be considered a “linear park.”

BICYCLE LANE



- Five-foot space along the right side (typically) of a roadway dedicated for one-way bicycle travel, separated from vehicular traffic with a painted line.

SHARROW



- “Share the Road” marking with bicycle symbol and two chevrons. Used in cases where a roadway cannot accommodate a dedicated striped bicycle lane.

SIGNED BICYCLE ROUTE



- Road/street that is safe for use by both bicycle and vehicles without a designated facility, but with appropriate signage. Often in rural settings.

CYCLE TRACK



- Vehicle travel lane dedicated to two-way bicycle traffic on one side of a street. Separated from adjacent moving traffic with a physical barrier.

PUBLIC ENGAGEMENT RESULTS



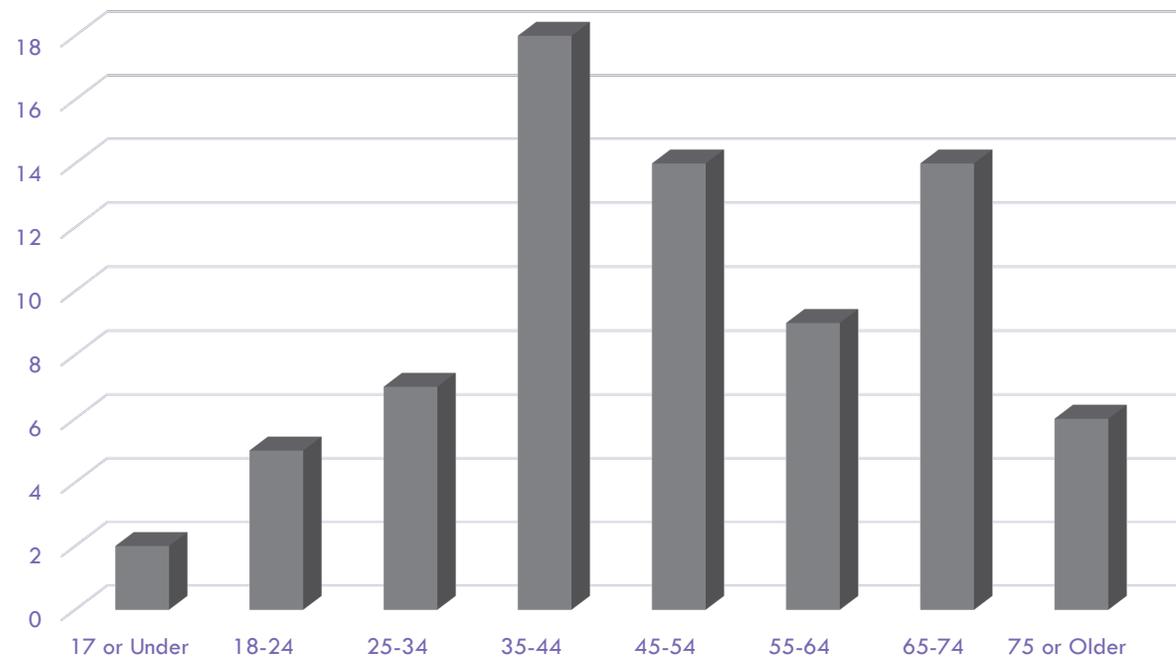
PUBLIC ENGAGEMENT RESULTS

CITY OF DELPHI
BICYCLE AND PEDESTRIAN MASTER PLAN

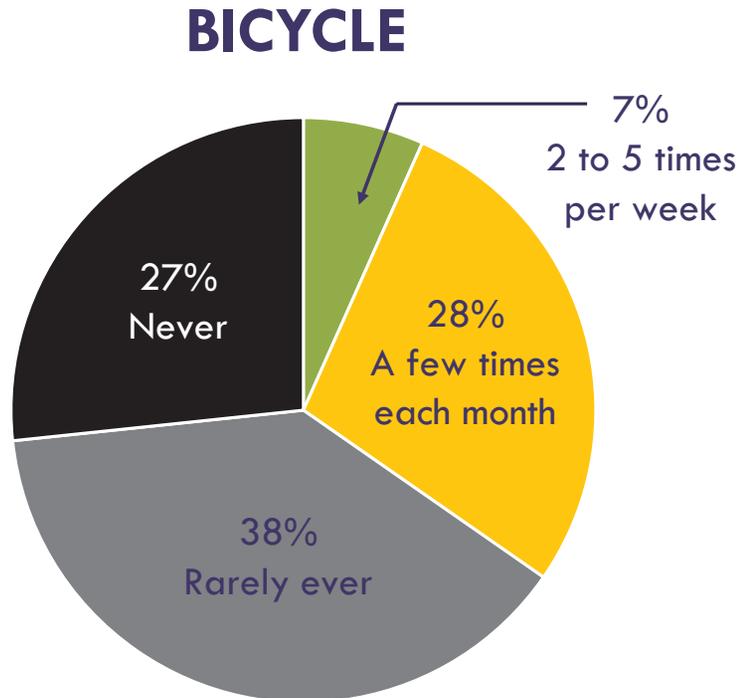
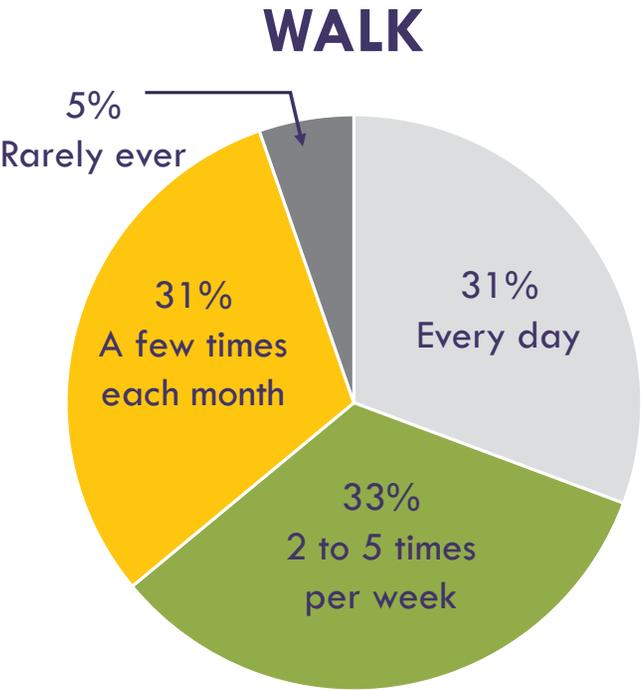
ADVISORY COMMITTEE MEETING 2
NOVEMBER 9, 2022

PUBLIC SURVEY RESULTS

- Available from September 28th to November 2nd
- 75 responses



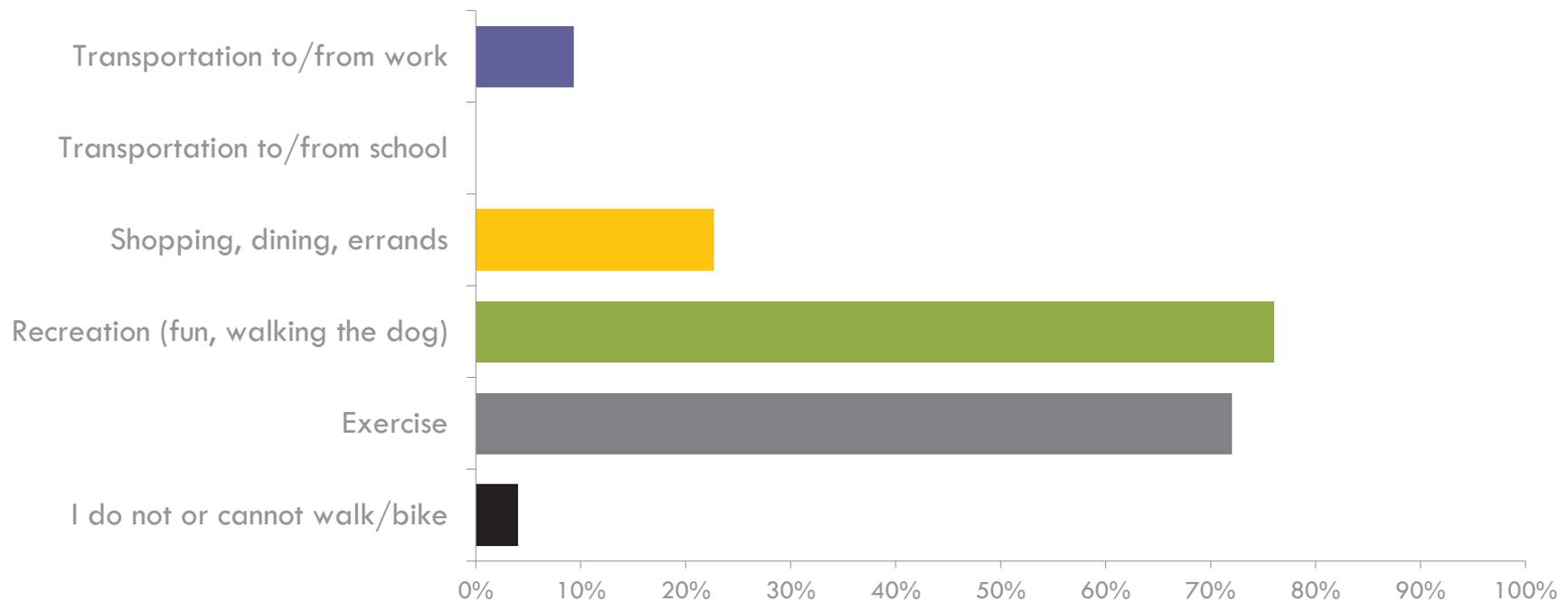
HOW OFTEN DO YOU WALK / BICYCLE FOR AT LEAST 10 MINUTES AT A TIME?



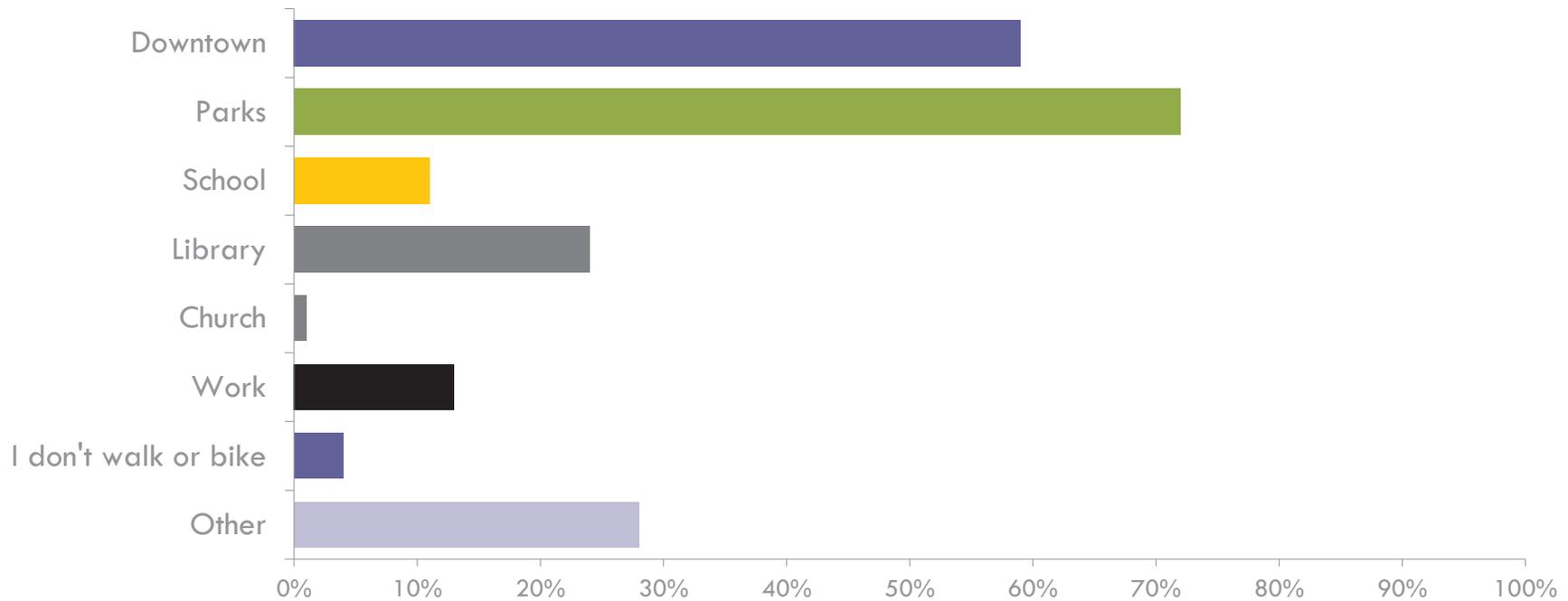
CITY OF DELPHI
BICYCLE AND PEDESTRIAN MASTER PLAN

ADVISORY COMMITTEE MEETING 2
NOVEMBER 9, 2022

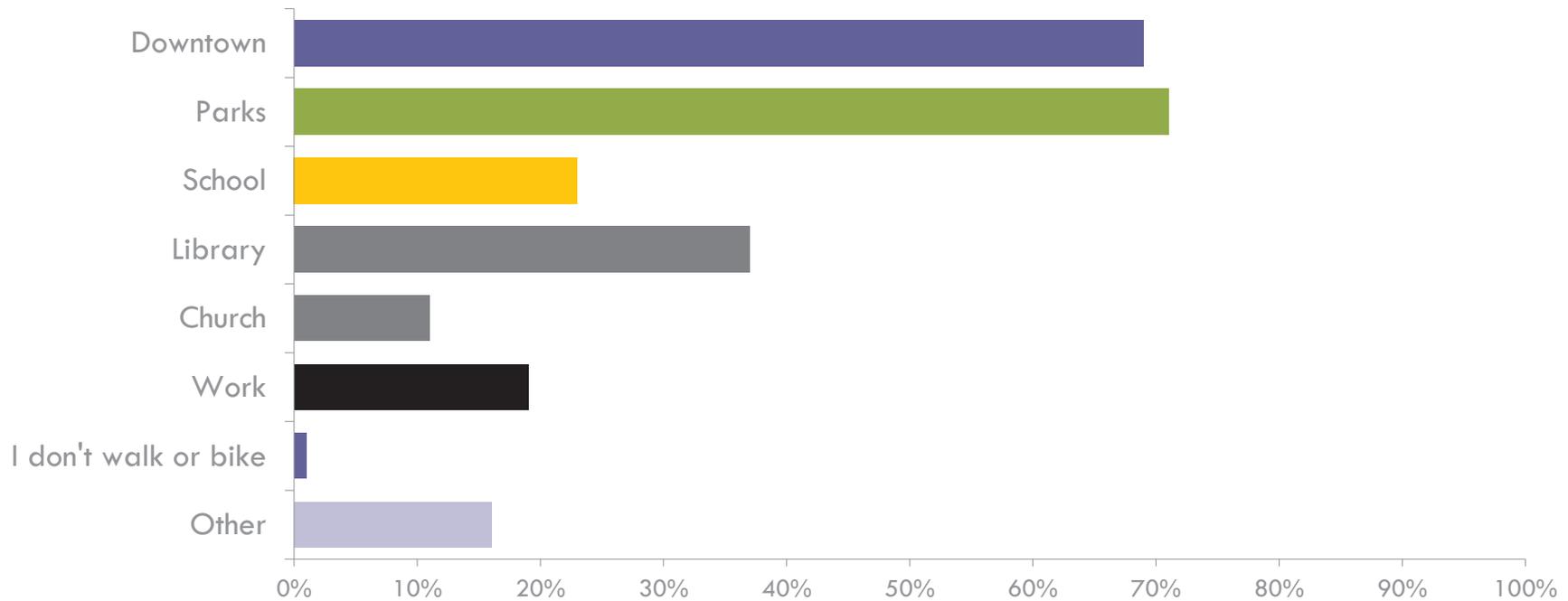
WHY DO YOU WALK OR BIKE?



WHAT PLACES DO YOU CURRENTLY WALK OR BICYCLE TO?

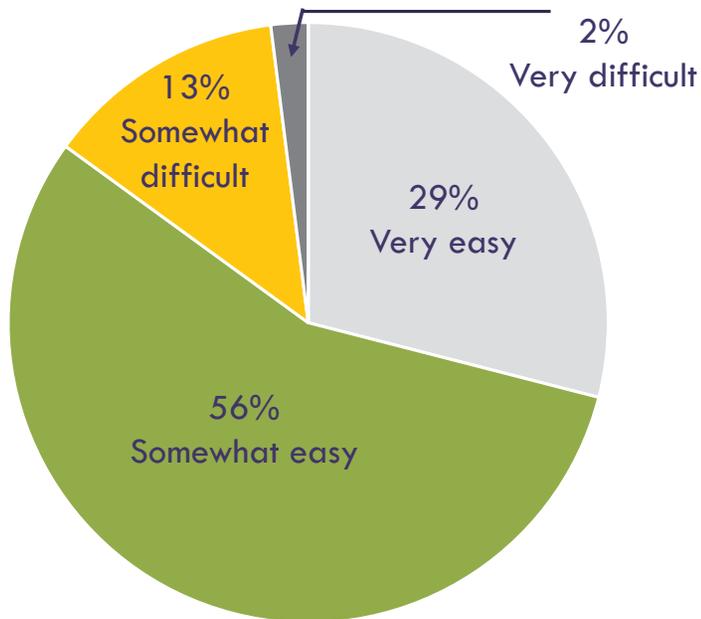


WHAT PLACES WOULD YOU LIKE TO WALK OR BICYCLE TO?

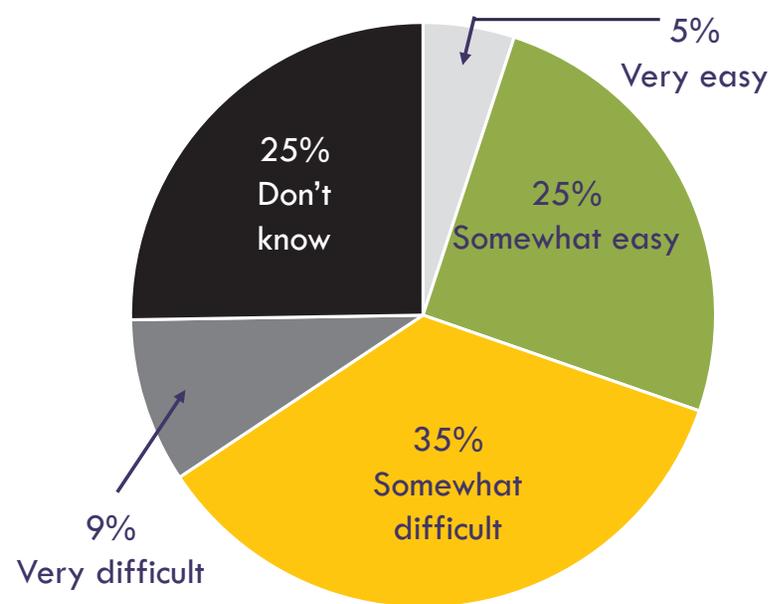


HOW WOULD YOU RATE THE EASE OR DIFFICULTY OF WALKING/BIKING IN DELPHI?

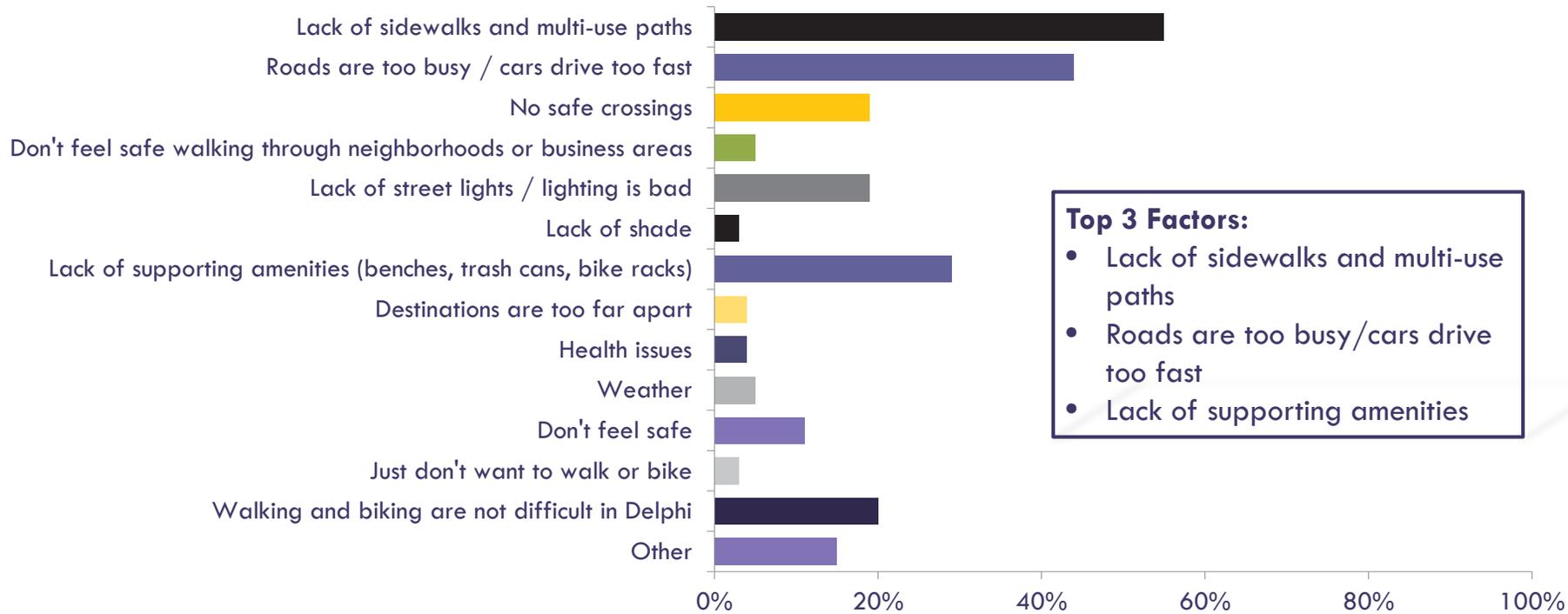
WALK



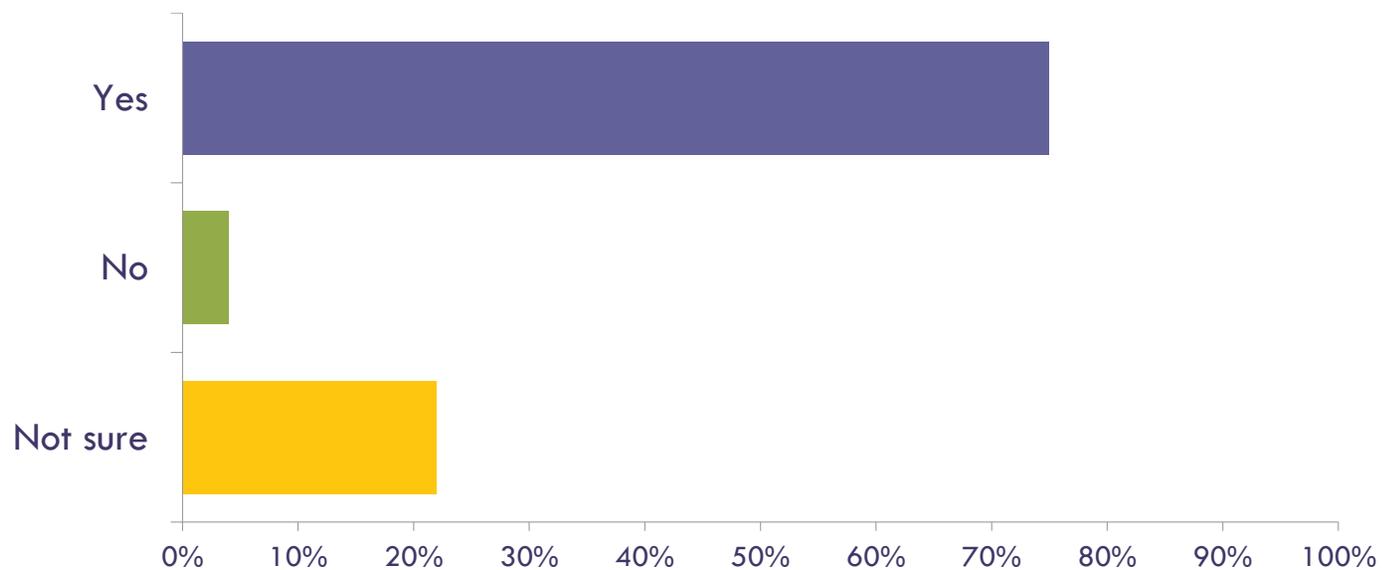
BICYCLE



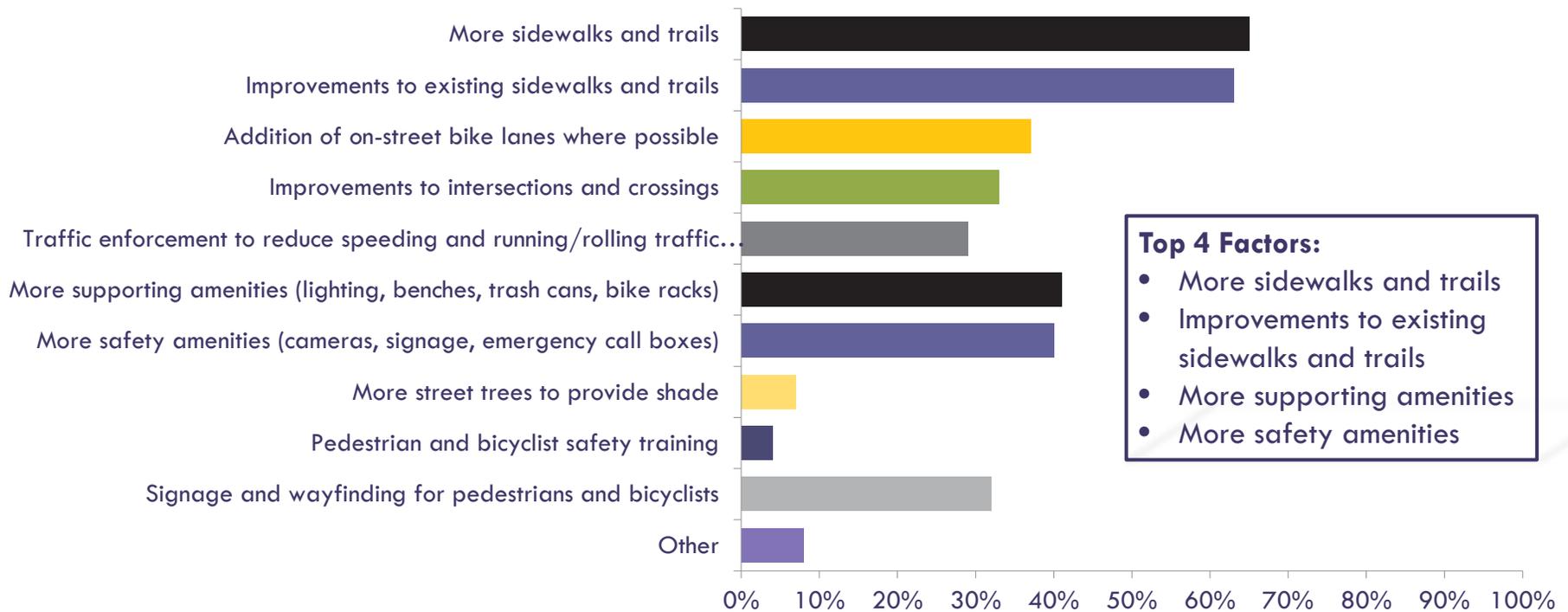
WHAT FACTORS MAKE IT DIFFICULT TO WALK OR BIKE IN DELPHI?



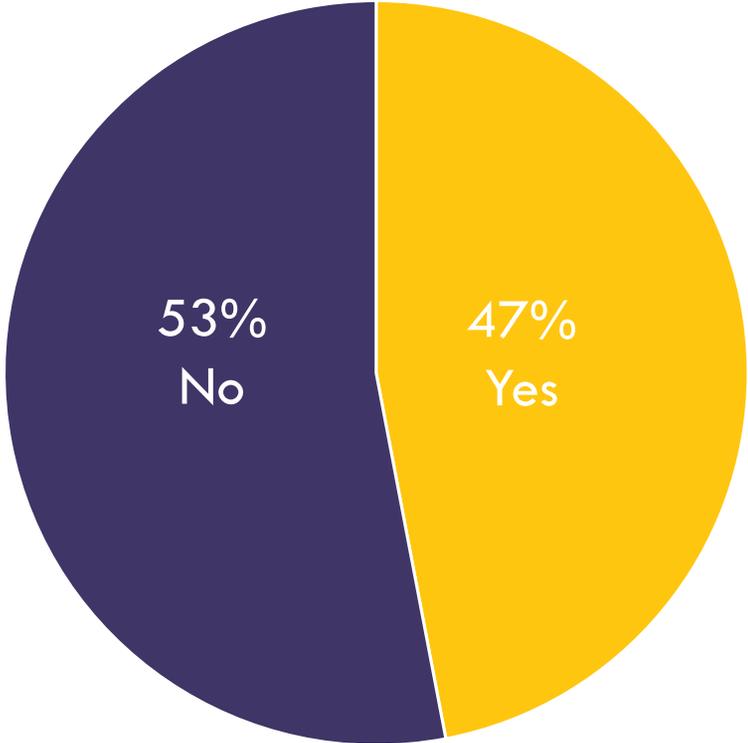
GIVEN SAFER FACILITIES AND IMPROVED ACCESS, WOULD YOU WALK OR BIKE MORE OFTEN THAN YOU DO NOW?



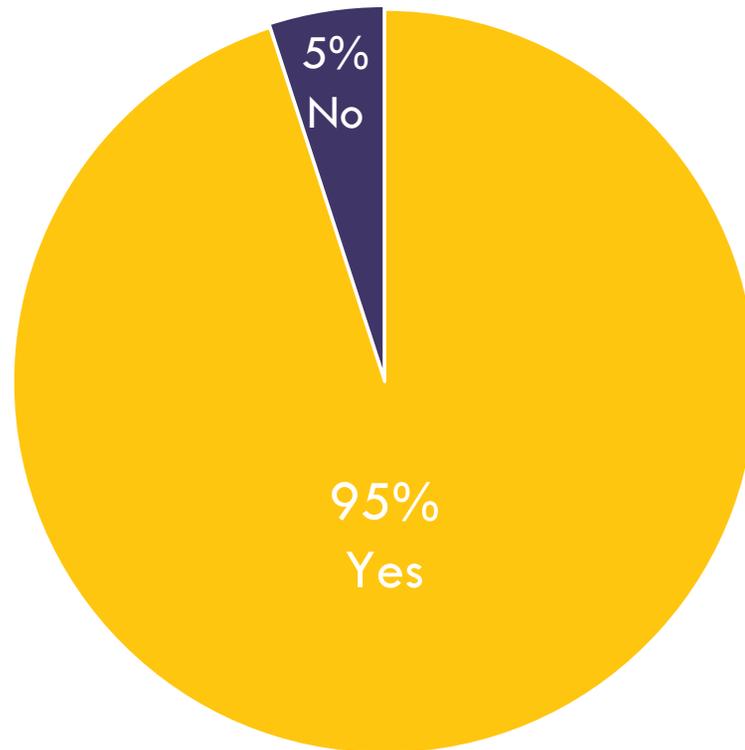
WHICH OF THE FOLLOWING CHANGES WOULD HAVE THE MOST BENEFICIAL IMPACT ON WALKING AND BIKING IN DELPHI?



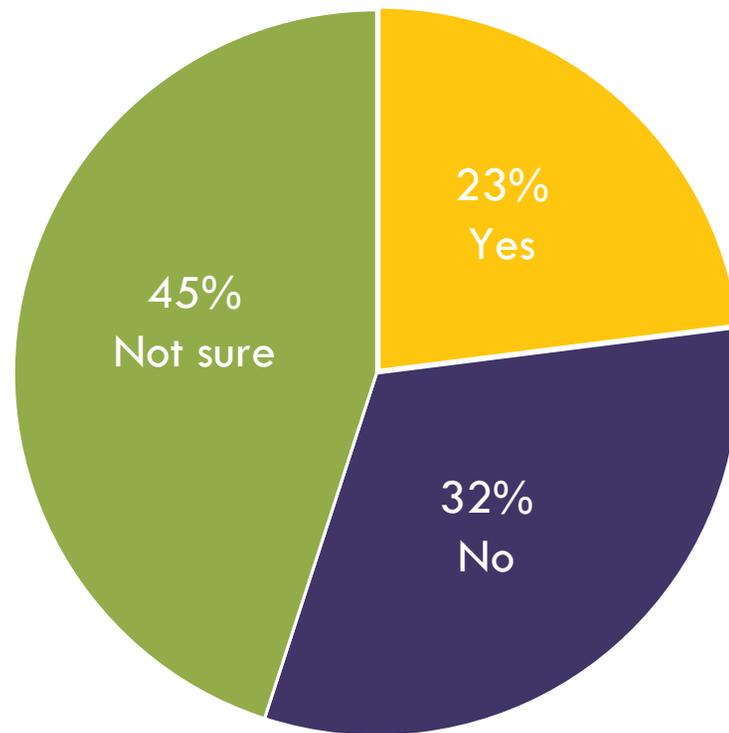
IS THERE A SIDEWALK OR TRAIL IN FRONT OF YOUR HOUSE?



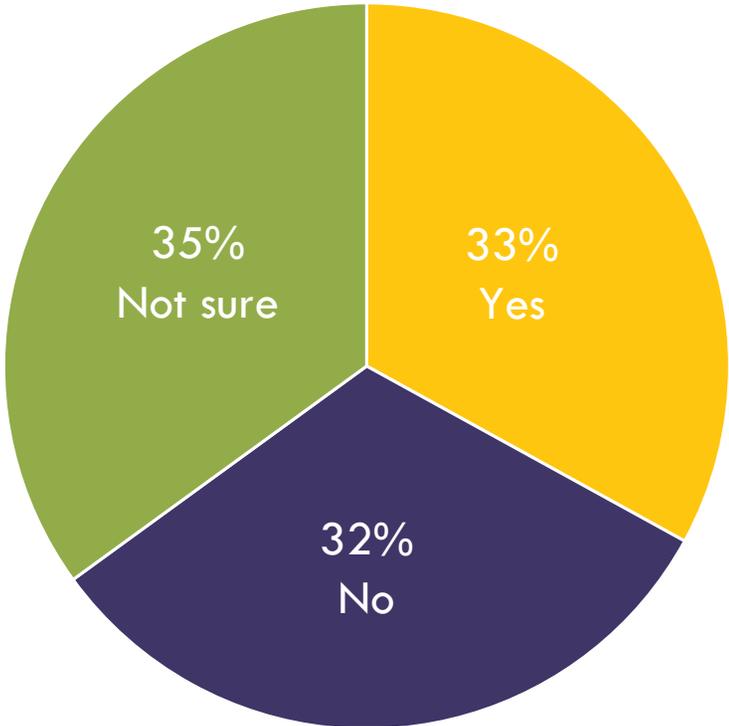
DOES YOUR HOUSEHOLD HAVE ACCESS TO A WORKING MOTOR VEHICLE?



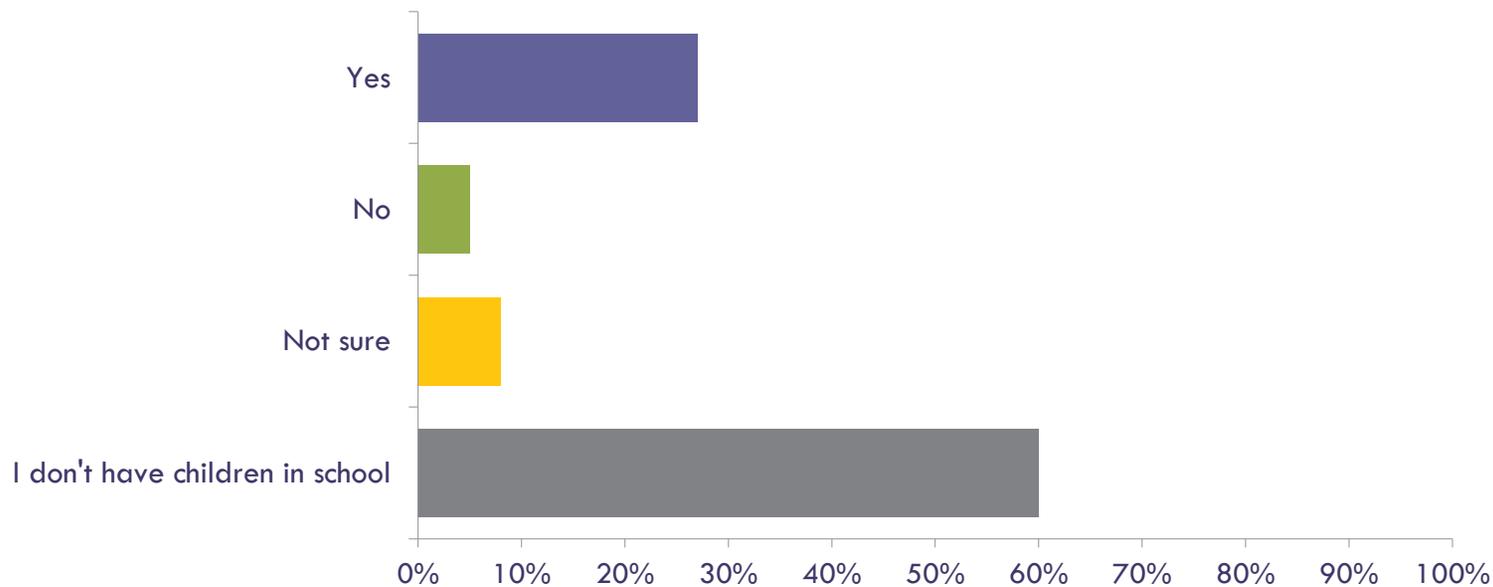
IF OFFERED, WOULD YOU PARTICIPATE IN BICYCLE AND PEDESTRIAN TRAINING AND EDUCATION OPPORTUNITIES?



IF OFFERED, WOULD YOU RIDE BICYCLES AS PART OF A COMMUNITY BIKE SHARE PROGRAM?



IF YOU HAVE SCHOOL-AGED CHILDREN, WOULD YOU BE INTERESTED IN SAFE ROUTES TO SCHOOL PROGRAMMING?



PUBLIC WORKSHOP RESULTS

- October 26, 2022
- 6:30-7:30 PM
- 16 attendees



CITY OF DELPHI
BICYCLE AND PEDESTRIAN MASTER PLAN

ADVISORY COMMITTEE MEETING 2
NOVEMBER 9, 2022

WHAT TYPE OF PEDESTRIAN ARE YOU?

Responses	
	<p>STRONG & FEARLESS</p> <p>● ● ● ● ● ●</p>
	<p>ENTHUSIASTIC & CONFIDENT</p> <p>● ● ● ●</p>
	<p>INTERSETED BUT CONCERNED</p>
	<p>NO WAY, NO HOW!</p>

WHAT TYPE OF BICYCLIST ARE YOU?

Responses	
 STRONG & FEARLESS	● ●
 ENTHUSIASTIC & CONFIDENT	● ● ● ● ●
 INTERSETED BUT CONCERNED	●
 NO WAY, NO HOW!	● ●

WHAT TYPES OF BICYCLE AND PEDESTRIAN FACILITIES ARE YOU MOST COMFORTABLE USING?

	FACILITY	COMFORTABLE	NOT SURE	NOT COMFORTABLE
	SIDEWALK	78%	0%	22%
	MULTI-USE OR SIDE PATH	100%	0%	0%
	GREENWAY	80%	20%	0%

WHAT TYPES OF BICYCLE AND PEDESTRIAN FACILITIES ARE YOU MOST COMFORTABLE USING?

	FACILITY	COMFORTABLE	NOT SURE	NOT COMFORTABLE
	BICYCLE LANE	57%	27%	14%
	SHARROW	0%	38%	63%
	SIGNED BICYCLE ROUTE	57%	43%	0%
	CYCLE TRACK	100%	0%	0%

WHAT SIDEWALK/TRAIL ELEMENTS ARE DESIRED AS DELPHI'S BICYCLE AND PEDESTRIAN NETWORK GROWS?

	Top Responses	Category
	Directional Signage – 9 votes	Wayfinding Resources
	Lighting – 8 votes	Safety Features
	Cameras – 7 votes	Safety Features
	Bike Racks – 7 votes	Bicycle Amenities

WHAT SIDEWALK/TRAIL ELEMENTS ARE DESIRED AS DELPHI'S BICYCLE AND PEDESTRIAN NETWORK GROWS?

	Top Responses	Category
	Restrooms – 7 votes	General Amenities
	Benches & Litter Bins – 6 votes	General Amenities
	Pavement Markings – 5 votes	Safety Features
	Drinking Fountains – 5 votes	General Amenities

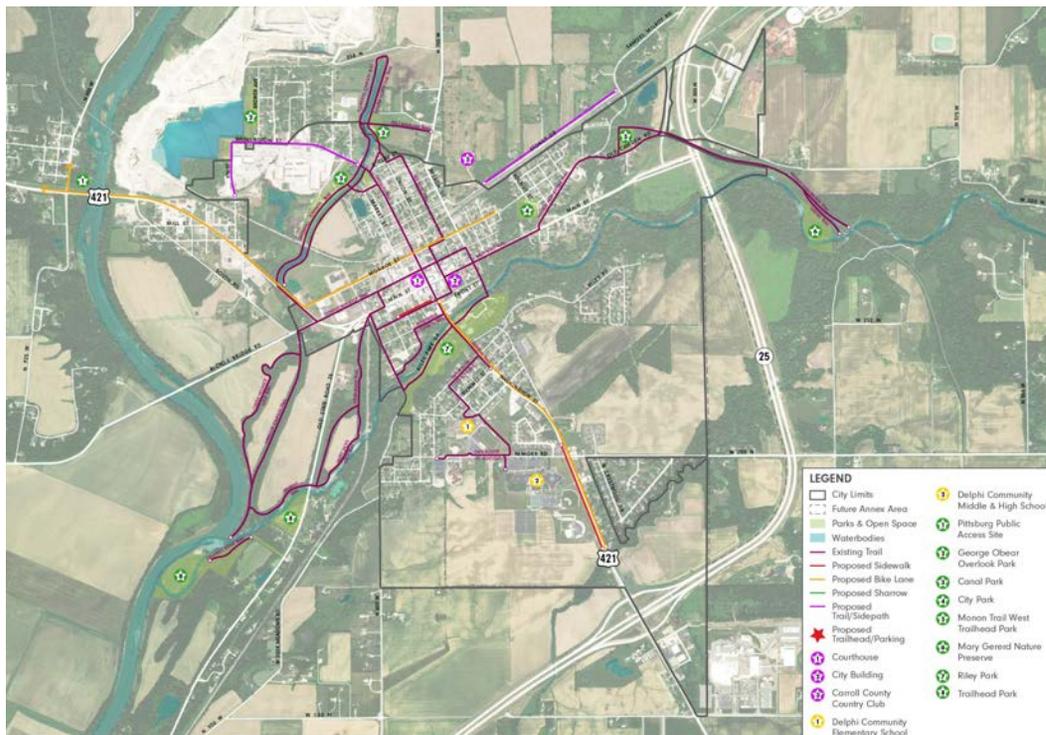
WHAT TYPE OF PROGRAMMING IS DESIRED AS DELPHI'S BICYCLE AND PEDESTRIAN NETWORK GROWS?

Top Responses	
	Walk/Bike to School Activities – 4 votes
	Bike Share – 2 votes
	Walk/Run Club – 2 votes
	Special Events/Activities– 2 votes

PUBLIC ENGAGEMENT SUMMARY

- Existing trail system is viewed as a major asset.
- Connections to trail system are highly desired.
- Downtown traffic is viewed as prohibitive for bike/pedestrian activity.
- Better/safer walking and biking facilities are desired around the schools.
- Safety amenities – lighting, cameras, etc. – are desired in areas where paths/trails are existing.
- Amenities like bike racks and benches near downtown shops, restaurants, and businesses may help increase activity.

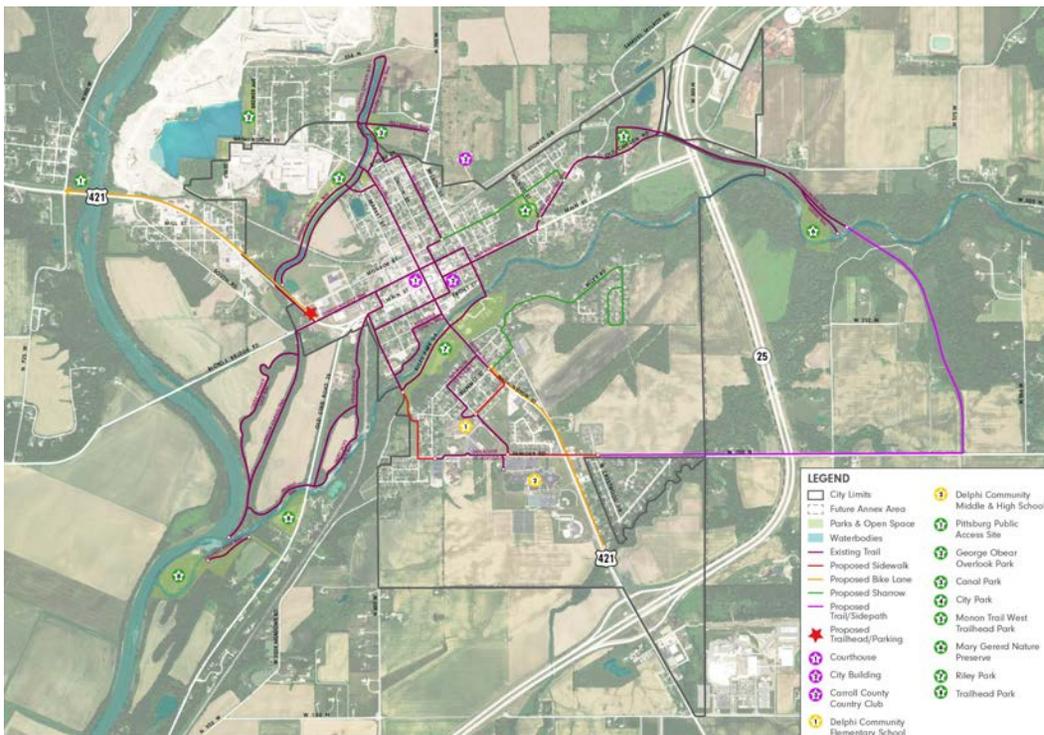
MAPPING EXERCISE (GROUP 1)



KEY TAKEAWAYS

- Bike lane on Washington to Front Street
- Bike lane on Monroe Street and 421 connecting to Pittsburg. Kids live in Pittsburg and Camden that are already using this route. Currently not a safe route to walk or bike on 421.
- Added trail along connecting to the quarry
- Added trail along Stoney Drive

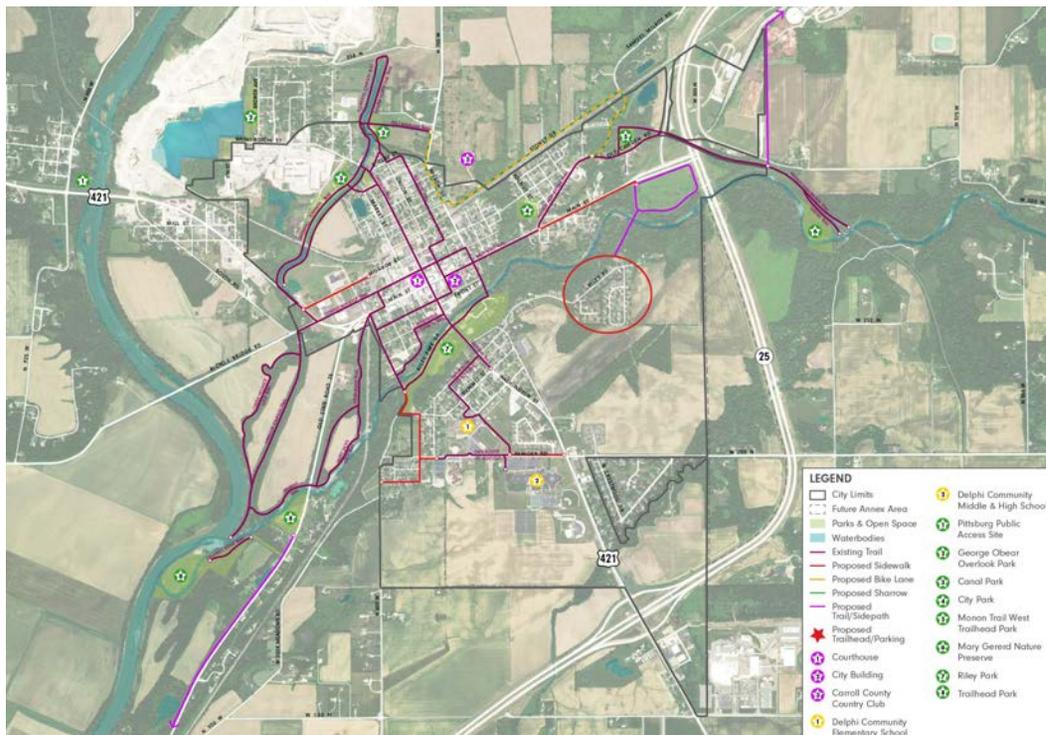
MAPPING EXERCISE (GROUP 2)



KEY TAKEAWAYS

- Bike lane from Indiana Packers along 421 and connecting to Gate Trail
- Extending sidewalk/safe routes to school along the cemetery
- Sharrow from 421 to Riley Meadows
- Bike lane from 421 connecting to Pittsburg
- Sharrow on Monroe Street
- New trail along 200 to railroad and connecting to Monon High Bridge

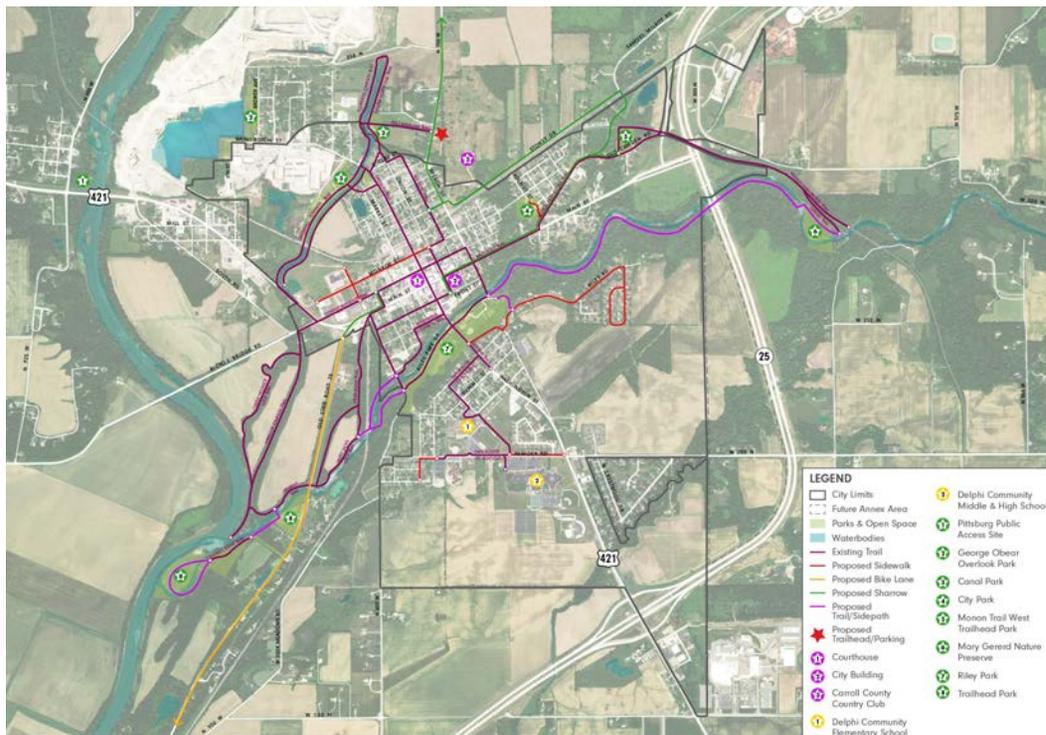
MAPPING EXERCISE (GROUP 3)



KEY TAKEAWAYS

- Extend sidewalk/safe routes to school down Armory Road to Heritage or 42, to Terrace Meadows development to Dayton Road and along cemetery.
- Trail connecting to Prophetstown
- Trail connecting to Abby & Libby Memorial Park
- Trail loop near Indiana 25 and Main Street
- Bike lane or sharrow from Monon High Trail to

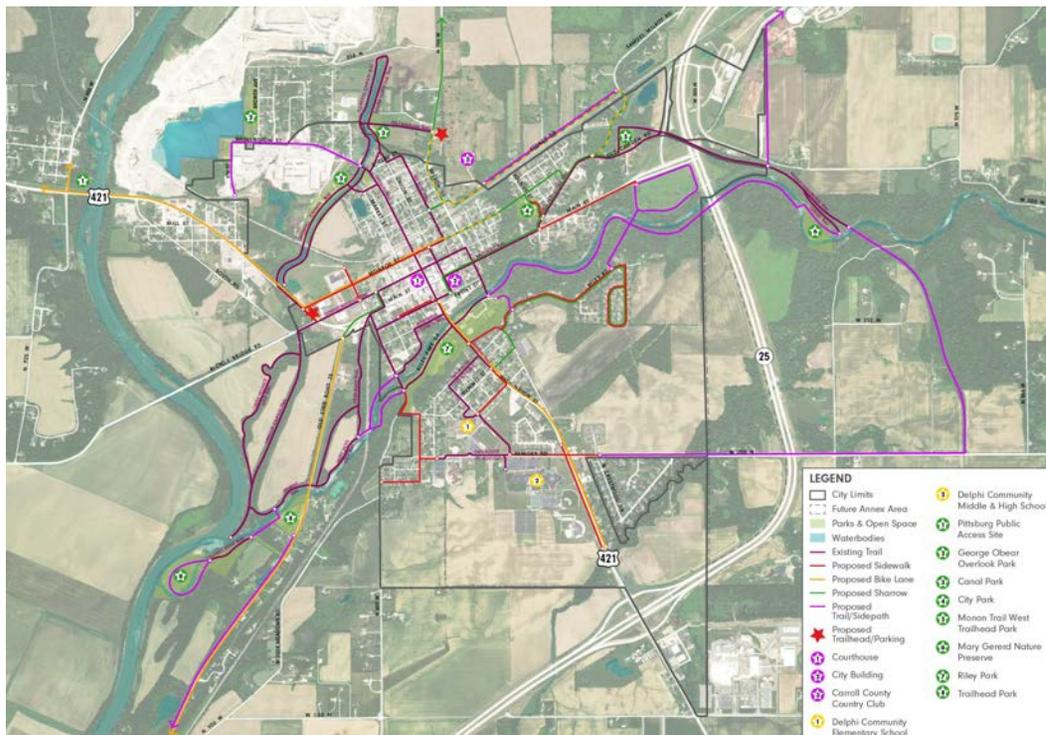
MAPPING EXERCISE (GROUP 4)



KEY TAKEAWAYS

- Sharrow along Main Street connecting to the overpass and Stoney Drive to 700
- Sharrow to connect to Prophetstown
- Extending sidewalks around the school on Armory Road
- Connecting existing trails such as Campbell Ridge Trail to Trailhead Park and Riley Park to Jack’s Loop
- New trail connecting to Monon High Bridge along Deer Creek
- Sidewalk from 421 to Riley Meadows

MAPPING EXERCISE SUMMARY



- Trailheads or Parking
- Bike Lanes or Sharrow
- New sidewalks or improvements to existing sidewalks

SIDEWALK RATINGS

Excellent (5)

- No observable issues.

Good (4)

- Minor hazards an inch or less.
- No mobility issues.
- Stub toe, cracked slab, gaps, vegetation.
- 1-2 types of hazards.
- 25% or less of segment affected.
- Collect 1-2 hazard points to on segment to maintain rating.

Fair (3)

- Minor hazards an inch or less.
- No mobility issues.
- Stub toe, cracked slab, gaps, spalling, utility damage, tree damage, vegetation, ponding, slope.
- 3-4 types of hazards.
- 25%-50% of segment affected.
- Collect up to 5 hazard points on segment to maintain rating.

Poor (2)

- Major hazards of 1-2 inches.
- Minor mobility issues.
- Stub toe, cracked slab, gaps, spalling, utility damage, tree damage, ponding, slope.
- Many types of hazards
- 50%-75% of segment affected.
- Collect no hazard points.

Very Poor (1)

- Major hazards of 2 inches or greater.
- Major mobility issues.
- Missing, stub toe, cracked slab, gaps, spalling, utility damage, tree damage, ponding, slope.
- Many types of hazards.
- 75%-100% of segment affected.
- Collect no hazard points.