

# TRAILS, GREENWAYS, *and* BLUEWAYS MASTER PLAN

October 5, 2023



**LA PORTE**  
I N D I A N A

# Acknowledgments

## Thank you.

We would like to thank all those who participated in the development of the Trails, Greenways, and Blueways Plan. The content in this Plan reflects the ongoing collaboration between City residents, stakeholders, the Steering Committee, Planning Commission, and City Council.

Tom Dermody, Mayor

### **COUNCIL**

Julie West, Ward 1  
Karyl Machek-Feikes, Ward 2  
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Jerry Jackson  
Damon Gasaway  
Denise Bealor  
Fonda Owens  
Mario Rosa  
Dave Wolfe  
Lee Whitman  
Christine Livingston  
Barbara Krieg

### **STAFF**

Craig Phillips, AICP  
Director of Community Development and Planning  
  
Nick Minich, PE  
City Engineer  
  
Mark Schreiber  
Parks and Recreation Department, Superintendent  
  
David Heinold, AICP  
Assistant City Planner/ADA Coordinator

### **CONSULTANT TEAM**

**McKenna**  
**235 E. Main Street, Suite 105**  
**Northville, MI 48167**  
**mcka.com**

John Jackson, AICP, NCI, *President*  
Paul Lippens, AICP, NCI, *Vice President, Project Manager*  
Lauren Sayre, *Project Planner, GIS/Mapping*  
Gage Belko, *Project Planner*  
Alexis Farrell, *Project Planner*  
Carrie Leitner, *Art Director*

*This plan was supported by funds administered by the Indiana Department of Health, Division of Nutrition and Physical Activity.*



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# 01

## Introduction

*The La Porte Trails, Greenways, and Blueways Plan aims to create a roadmap for the continued provision and enhancement of sidewalks, bikeways, and blueways in the City of La Porte, considering both near term improvements and long term vision.*

# Vision Statement + Goals

## Vision

The City of La Porte's vision for its bikeway and blueway network is stated below. This vision will help create a culture change that promotes more bicycling and boating, which can bring neighborhoods, families, and residents together for positive health and wellbeing. Achieving the vision for La Porte will require a concerted effort to educate community members on biking and boating safety. It will also require infrastructure improvements like sidewalks, bikeways, crossings, bridges, and boat launches to allow the community to access its many destinations by foot, peddle, and by paddle and safely provide connections between them.

*The City of La Porte will be an active place where residents can safely walk, bike, and paddle to nature, history, and community destinations. Neighborhoods will be connected via a comfortable greenways and blueways network to support a rich quality of life that promotes healthy living amongst citizens.*

## Goals

The following goals guided the development of the Trails, Greenways, and Blueways Plan:

### 1. CONNECTIVITY.

Connecting to destinations such as parks, schools, trails, neighborhoods, and shopping districts / corridors.

### 2. SAFETY.

Improving safety at intersections and crossings.

### 3. COMPLETE THE NETWORK.

Planning for new greenways, blueways, and bikeways and signs.

### 4. RECREATION.

Enhancing and encouraging recreational opportunities in the community.

### 5. EDUCATION.

Supporting educational events and programs to promote walking and biking in La Porte.

### 6. COMPLETE STREETS.

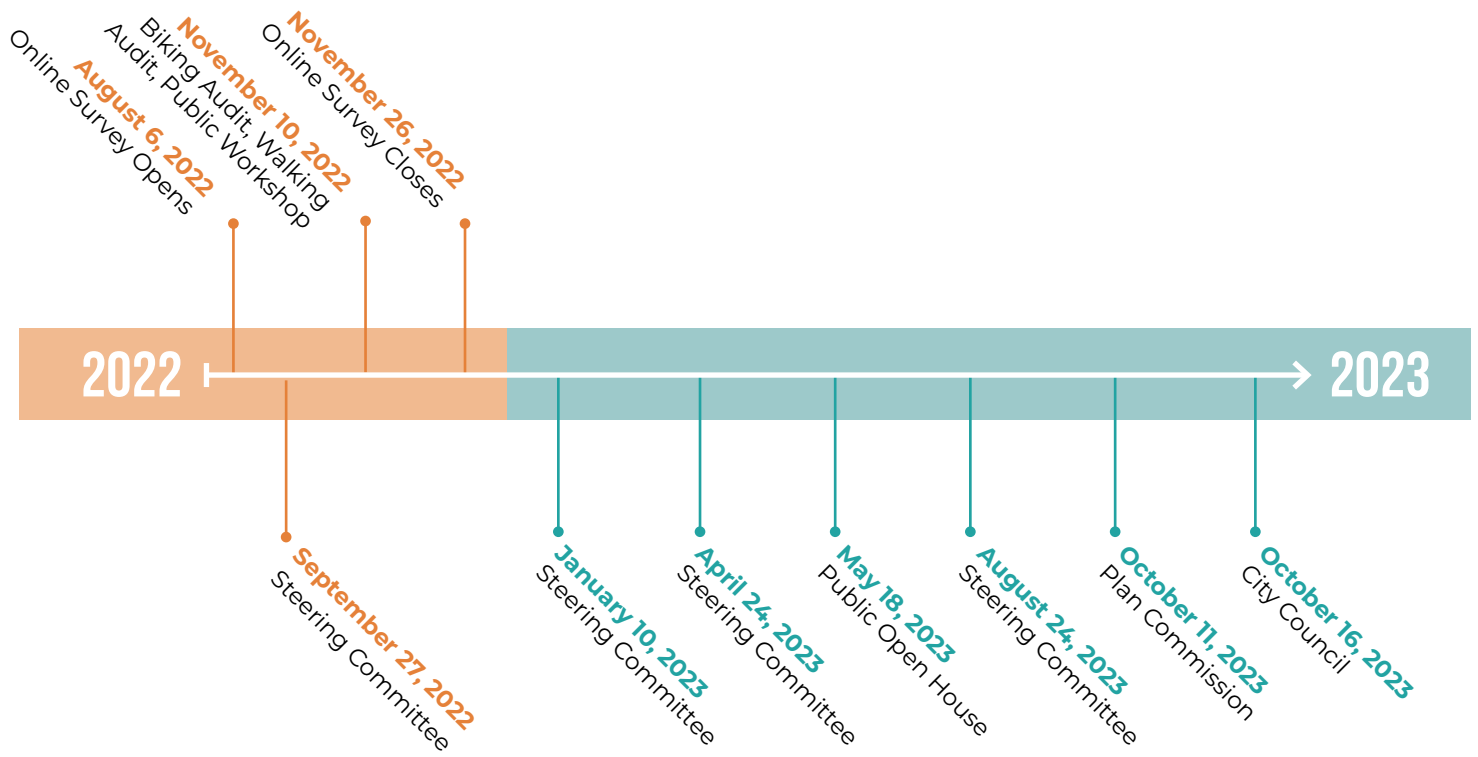
Supporting complete streets so that the City's motorized network can be safely crossed and traveled upon and alongside by all users of the roadway, regardless of their age, ability or travel mode.



# Plan Process

## Steering Committee

Throughout the planning process, the City and planning consultants worked closely with a Steering Committee. The Steering Committee was comprised of representatives from throughout the community including residents, business owners, bicycle advocates, and City representatives from Engineering and Building, Community Development and Planning, and the Park and Recreation Department. The Steering Committee met four times throughout the project and provided important feedback on the proposed non-motorized networks, public engagement, and draft plan.





## Biking Audit

On November 10, 2022, members of the steering committee, as well as several members of the public, participated in a biking audit through La Porte. The 5-mile route traversed typical street conditions in the City. This included riding along neighborhood streets, collector roads, and busy arterials in residential, industrial, and commercial areas, as well as crossing the railroad and experiencing an existing buffered bike lane.

This audit covered areas that were more comfortable for bicycling, including the buffered bike lane around Lake Shore Drive and the residential streets. There were also sections that presented challenges such as the railroad crossings, crossing Pine Lake Avenue, and crossing Lincolnway.

Following the biking audit, several participants joined the Planning Team for a lunch discussion on the audit findings. Participants shared concerns along the route as well as areas that were well suited for biking.



## Walking Audit

Also on November 10, 2022, members of the steering committee, as well as several members of the public, participated in a walking audit through La Porte. The 2-mile route focused around Downtown La Porte. Participants observed the pedestrian experience on residential streets, as well as along busier commercial corridors.

Similar to the biking audit, there were areas that were more comfortable for pedestrians than others. Residential streets provided a calmer atmosphere, however the sidewalks were occasionally in disrepair. Conversely, the sidewalks along the Downtown were well maintained, however the traffic from Lincolnway created a less pleasant pedestrian environment.





## Public Workshop

After both the biking and walking audits, a public workshop was held on November 10, 2022 at the LPCLP Exchange from 6:00 to 7:30 PM. This workshop included a short presentation on the existing conditions of La Porte, initial survey responses, and introduction of bicycle facilities planning. After the presentation, participants were asked to draw on a blank map areas that were their favorite biking streets, favorite walking streets, favorite destinations, and the worst barriers for non-motorized transportation. The results for this exercise is expanded upon in the Public Engagement Summary section.

## Public Open House

Once the multimodal network was drafted, a second public input opportunity was provided. The public open house was held on May 18th, 2023 at the Civic Auditorium from 5:30 to 7:00 PM. The open house included a presentation on bicycle and pedestrian facilities best practices and an overview of the draft multimodal system. Participants were asked to rank the bike facilities recommendations and provide feedback for the overall network. Each link in the multimodal system was ranked by participants and there were 200 "great" response, 28 "good" responses, 8 "OK" responses, and zero responses in the "No way" or "NA" categories. Additionally, this open house garnered interest and feedback on the blueways system and potential improvements.

## Survey

Another part of the public engagement process was an interactive survey was developed using the ArcGIS Survey123 application. The survey link opened on August 6, 2022 and closed November 26, 2022. The survey featured a wide variety of questions representing modes of active transportation and recreation that includes the following: walking, bicycling, running, and kayaking. Over the two month period, a total of 137 participants logged survey responses to the variety of questions. To promote the survey link, the City published a press release to circulate throughout the local news media outlets.

In addition, the City created a short video that was circulated on the City's Facebook page. The survey was released in both English and Spanish to increase accessibility. The City promoted the survey with informational cards and discussed the Trails, Greenways, and Blueways Master Plan at the day-long Sunflower Fair event on September 17, 2022. Held on Michigan Avenue in La Porte, the City had the opportunity to engage with thousands of residents and visitors. The City also distributed survey informational flyers to local businesses, places of employment, parks, and other destinations. According to the survey, the top reasons why people walk, bike, or kayak in La Porte are as follows:

1. Fitness/Recreation
2. Spend time with family
3. Social visits
4. Walking the dog or pet
5. Environmental reasons
6. Commuting to places



## Public Engagement Summary

During the public workshop, participants mapped their favorite biking streets, favorite walking streets, favorite destinations, and the worst barriers. Results from this exercise are displayed in this section.

### Worst Barriers

There were many intersections and roads that are viewed as barriers to non-motorized transportation in La Porte. The most common intersections barriers were located along Pine Lake Avenue at Waverly Avenue, Weller Avenue, and Indiana Avenue at Kingsbury Avenue. Pine Lake Avenue was also identified as the largest barrier road. This road is a principle arterial with high traffic volumes traveling at high speeds. Participants indicated safety concerns along Pine Lake Ave that usually cause them to avoid the road all together. Other notable barriers include Waverly Avenue, Lincolnway, and the railroad tracks. Waverly Avenue has narrow shoulders and steep slopes creating safety concerns. Lincolnway has high volumes of traffic including truck traffic that create safety concerns. The railroad crossings can create safety concerns for bicyclists when they are designed poorly or not properly maintained.

### Favorite Destinations

La Porte is home to many great attractions. The parks were frequently identified as favorite destinations. Specifically, Soldiers Memorial Park, Fox Memorial Park, and Kesling Park were called out as popular destinations. There were also several locations identified within Downtown La Porte, including the YMCA, the hospital, and shops and restaurants. In addition to recreation or leisure destinations, there were several employment and service locations that were identified such as Walmart, schools, and businesses downtown. Destinations and connecting to destinations is an integral part of the City's economic Development and linking residents and visitors to their desired destinations should be a priority when considering future non-motorized routes.

# Worst Barriers

City of La Porte, Indiana

November 10, 2022

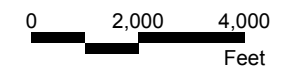
## LEGEND

### Barriers

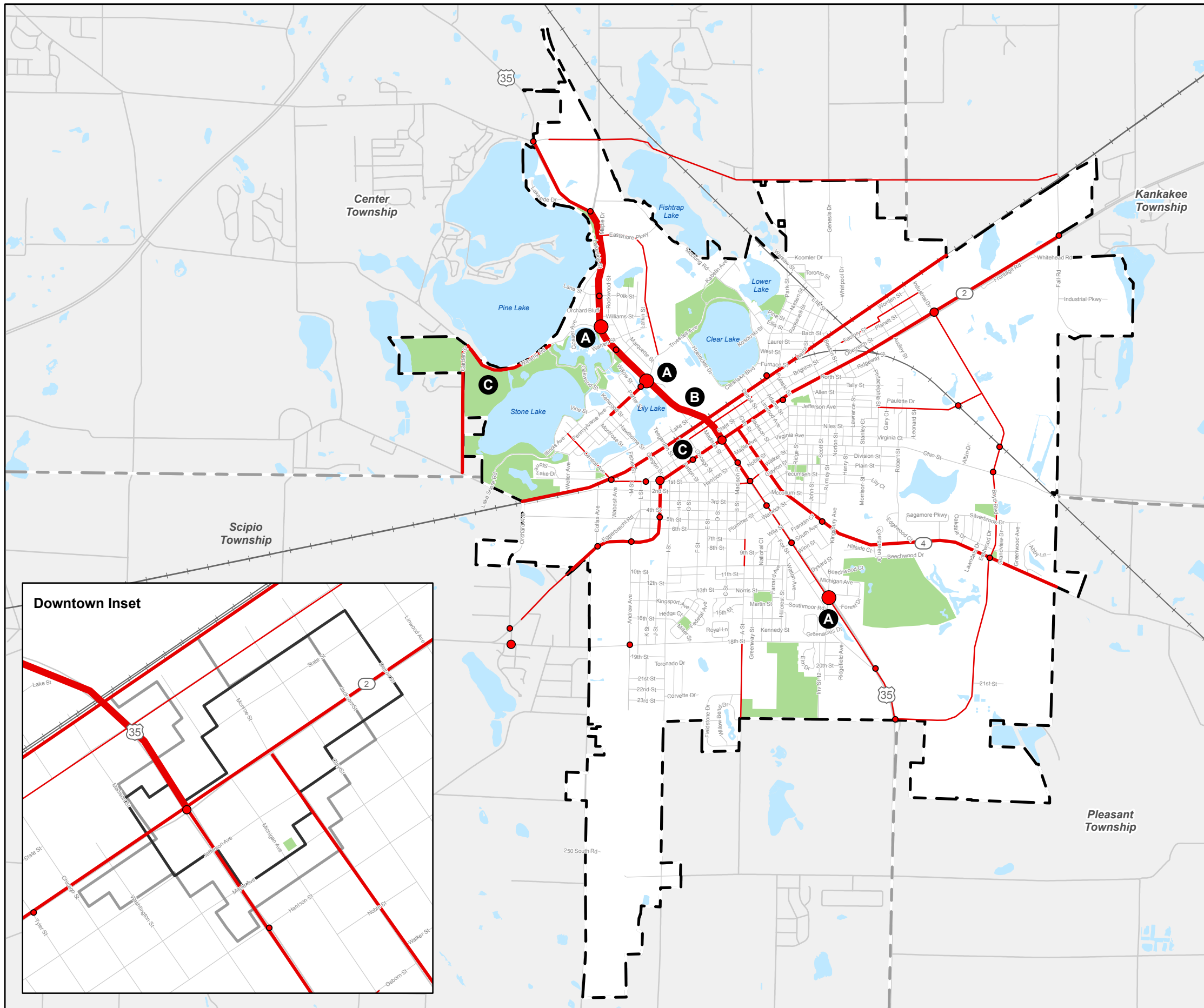
- Lower Frequency
- Medium Frequency
- Higher Frequency

- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries
- Business Improvement District
- Downtown La Porte Historic District

- A. The worst intersections are identified at:  
US 35 / Indiana Ave. and Kingsbury Ave. / Woodlawn Dr.  
US 35 / Pine Lake Ave. and Weller Ave.  
US 35 / Pine Lake Ave. and Waverly Rd.
- B. US 35 / Pine Lake Ave. is identified as the biggest barrier to non-motorized mobility. This road is a principle arterial with high traffic.
- C. Waverly Rd. on the north side of Soldiers Memorial Park and IN 2 / Lincolnway through Downtown La Porte are also frequently identified as barriers to non-motorized mobility.



Data Source: City of La Porte 2022. McKenna 2022.



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








# Favorite Destinations

City of La Porte, Indiana

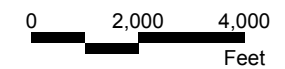
November 10, 2022

## LEGEND

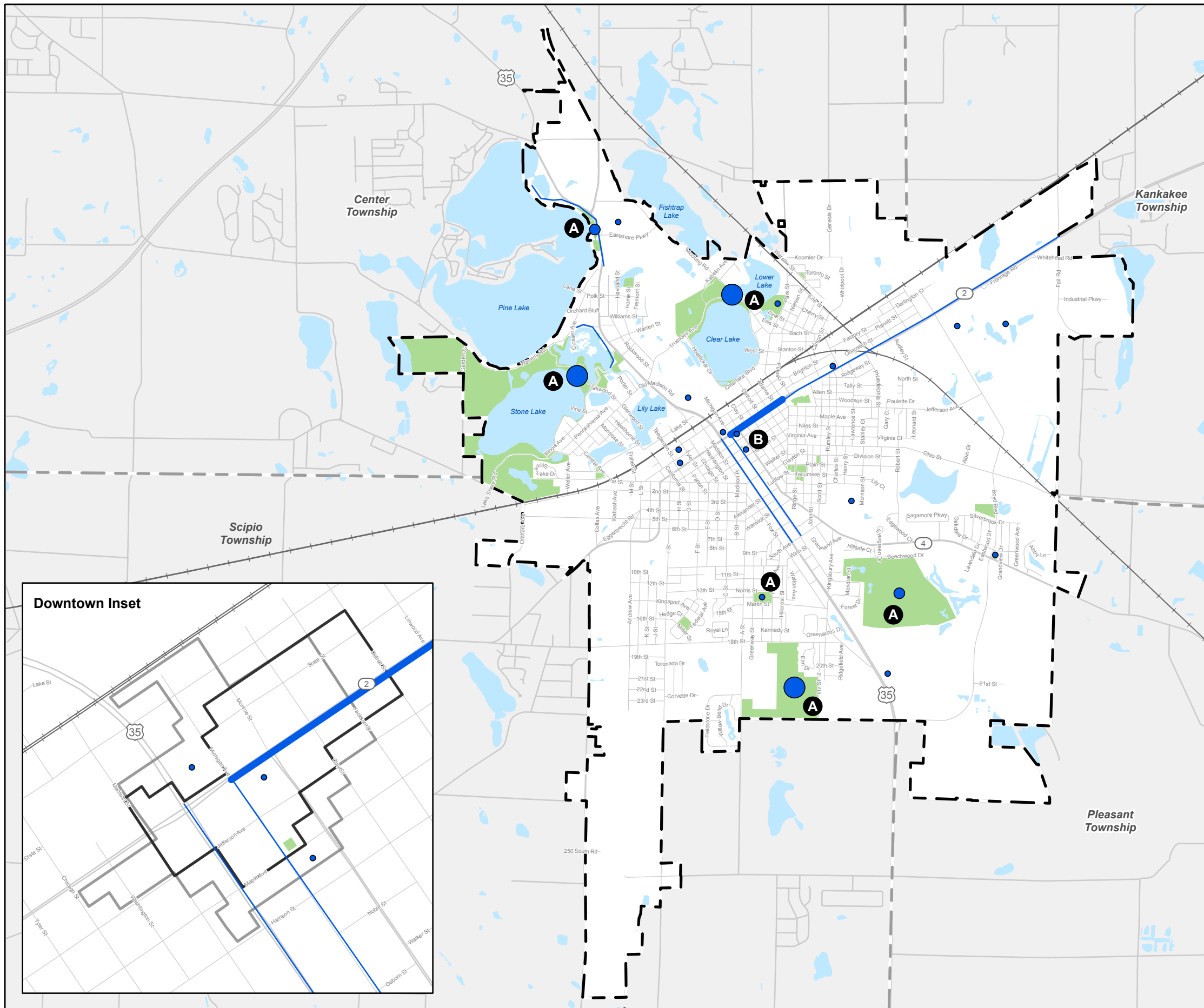
### Destinations

-  Lower Frequency
-  Higher Frequency
-  Lower Frequency
-  Medium Frequency
-  Higher Frequency
-  Parks
-  Bodies of Water
-  City of La Porte Boundary
-  Other Municipal Boundaries
-  Business Improvement District
-  Downtown La Porte Historic District

- A. City parks, including Fox Park, Kesling Park, and Soldiers Memorial Park, are the most popular destinations.
- B. Downtown La Porte is also a popular destination including the hospital, pharmacies, shops, and the YMCA.



Data Source: City of La Porte 2022. McKenna 2022.



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## Favorite Walking Streets

The favorite locations for walking streets were primarily existing off-street trails. These include trails around Stone Lake and Clear Lake, as well as the multi-use path along 18th Street. Another favored route was along Michigan Avenue, which parallels Indiana Avenue. Michigan Avenue provides a more pleasant pedestrian atmosphere as it does not experience the same level of traffic as Indiana Avenue. Downtown La Porte has a high concentration of streets identified as favorite walking streets. This is due to the attractions and amenities downtown, as well as the inviting character of Downtown.

## Favorite Biking Streets

The favorite locations for biking streets were primarily off-street existing trails such as the Chessie Trail, Clear Lake Greenway Loop, and 18th Street Greenway. Similar to the favorite walking streets, another favored route was Michigan Avenue, which parallels Indiana Avenue (US 35). The smaller collector streets that mirror the major thoroughfares are preferred due to the decreased traffic, particularly truck traffic. Safety is an important consideration as evidenced by the preference for existing off-road trails and routes with less traffic.

Many participants identified routes outside of the City. These roads provide connections to County bicycle routes, including Red Mill Loop, La Porte Loop, Luhr County Park Loop, La Porte East Loop, and Door Village Loop, and indicate the desire for regional connectivity.

## Results Summary

The Summary Map includes the most frequently identified barriers, destinations, favorite walking streets, and favorite biking streets. When looking at the feedback comprehensively, a few patterns emerge. First, popular walking and biking streets largely correlate with each other. Additionally, these routes are mainly existing off-street trails. Another pattern is that the largest barriers occur around the busiest roads, Pine Lake Avenue/Indiana Avenue and Lincolnway. While popular destinations are spread across the City, there are barriers existing that limit the non-motorized connectivity of these destinations.





# Favorite Walking Streets

City of La Porte, Indiana

November 10, 2022

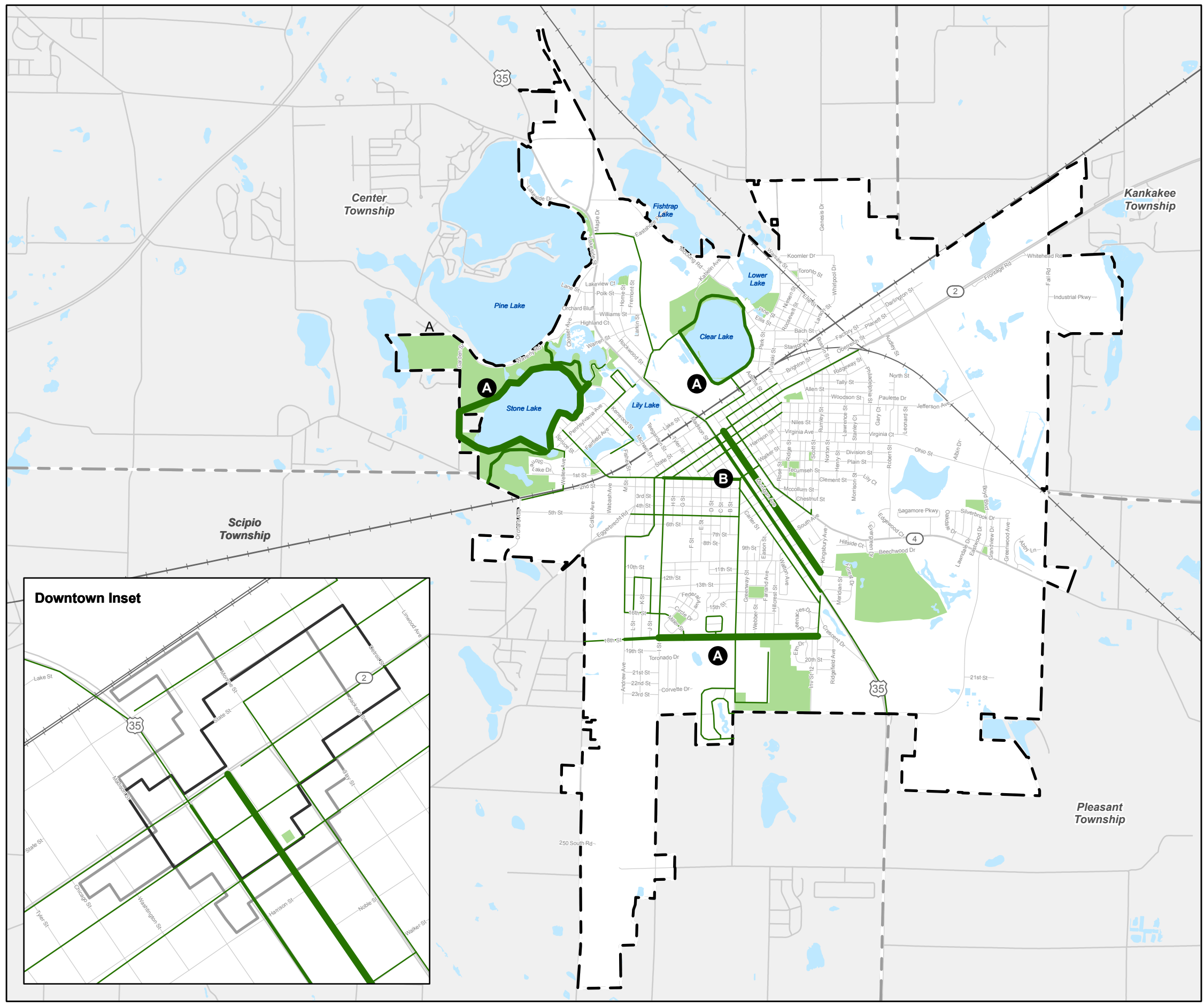
## LEGEND

- Walking Streets
  - Lower Frequency
  - Medium Frequency
  - Higher Frequency
- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries
- Business Improvement District
- Downtown La Porte Historic District

- A. Existing trails, such as the Clear Lake Trail, Stone Lake Trail, and 18th St Trail, are favored pedestrian routes. These trails also correspond with park locations.
- B. Downtown La Porte is a common pedestrian walking area.



Data Source: City of La Porte 2022. McKenna 2022.



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# Favorite Biking Streets

City of La Porte, Indiana

November 10, 2022

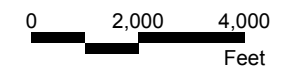
## LEGEND

Biking Streets

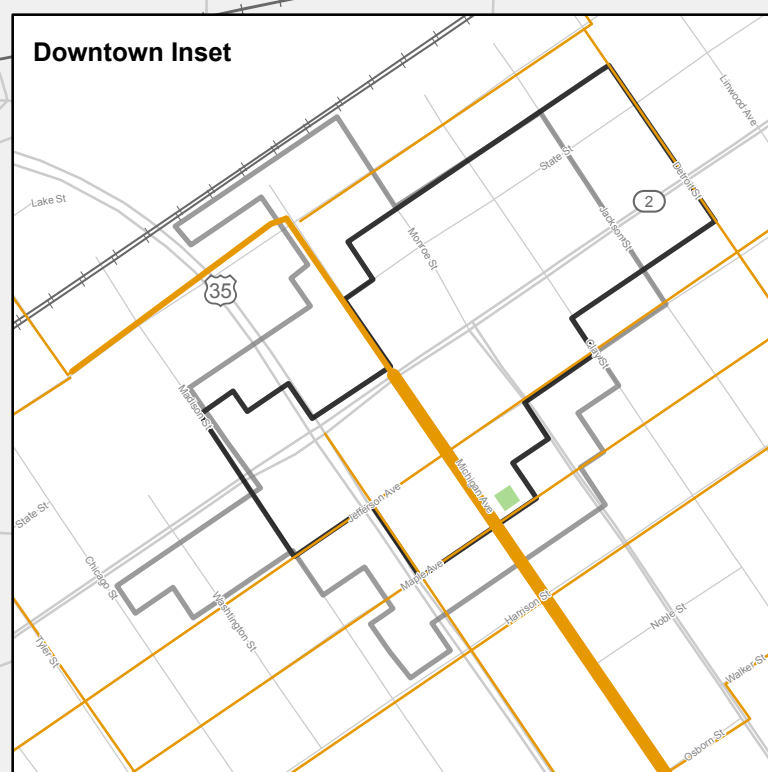
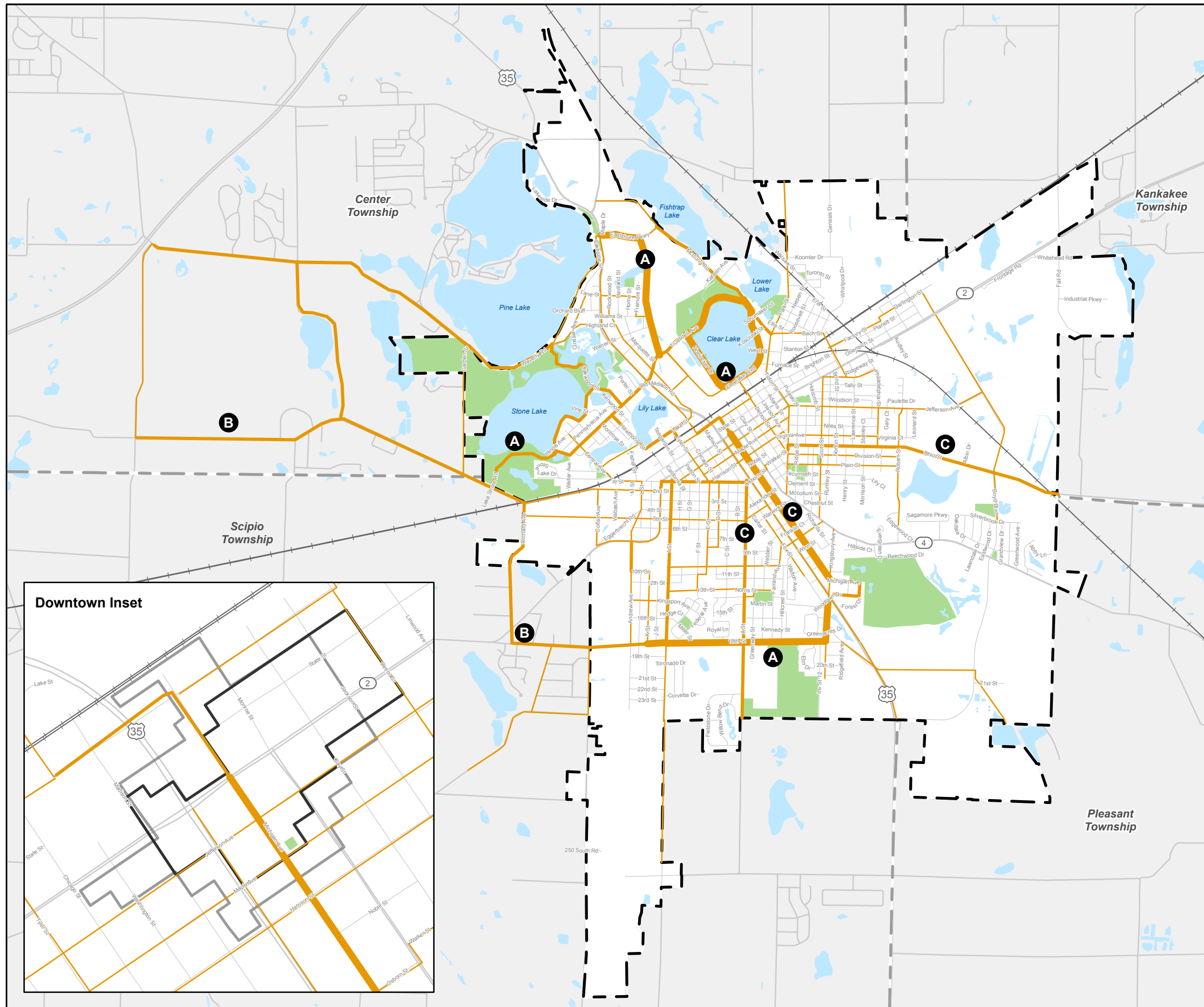
- Lower Frequency
- Medium Frequency
- Higher Frequency
- Parks

- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries
- Business Improvement District
- Downtown La Porte Historic District

- A. Chessie Trail, Clear Lake Greenway Loop, Stone Lake Trail, and 18th Street Greenway are favored biking routes.
- B. Many biking routes are identified outside of the City of La Porte boundaries indicating a desire for regional biking connectivity.
- C. Collector streets are more commonly favored over arterials as means to traverse through the city. These streets experience less traffic.



Data Source: City of La Porte 2022. McKenna 2022.



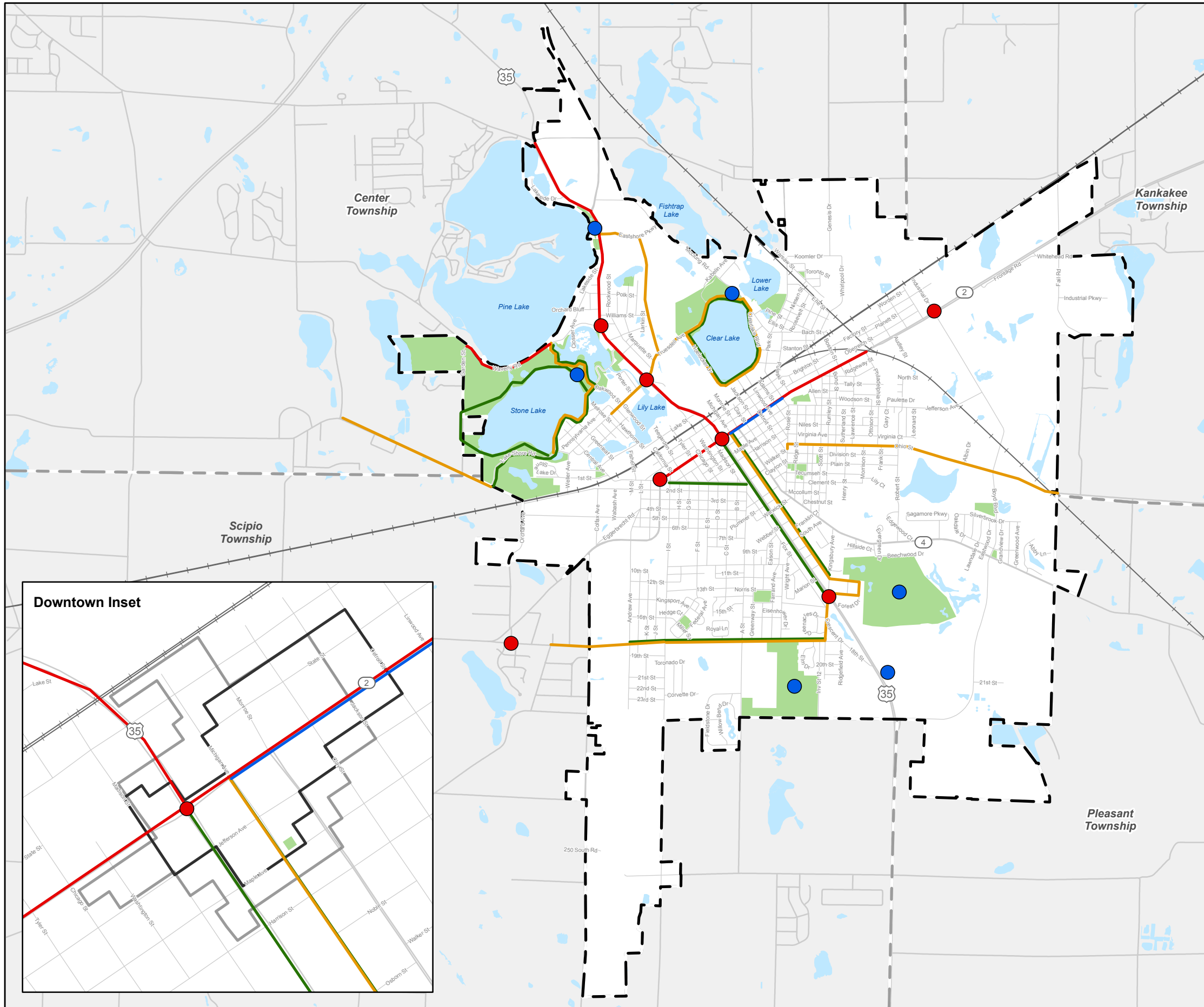
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# Summary Map

City of La Porte, Indiana

November 10, 2022



## LEGEND

- Barriers
- Destinations
- Favorite Walking Streets
- Favorite Biking Streets
- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries
- Business Improvement District
- Downtown La Porte Historic District

Popular biking and walking streets correlate and are frequently located within La Porte Parks.

Barriers to non-motorized transportation occur primarily along major roads and major road intersections.

The most popular destinations are La Porte Parks and Downtown La Porte.



Data Source: City of La Porte 2022. McKenna 2022.



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# Existing Conditions

The City of La Porte is located in Northwestern Indiana approximately 20 miles west of South Bend and approximately 10 miles south of the Michigan-Indiana border. The City is the county seat of LaPorte County and has a population of roughly 23,305 people. This section examines the current conditions of the City, particularly the transportation system, motorized and non-motorized, which is important to understand in order to make informed recommendations.



## Community Features

The community features include amenities like schools, recreation centers, museums, community centers, and parks. These facilities are examples of potential destinations for residents and visitors. Non-motorized connections to and from these locations are important.

### PARKS

- » Allesee Park
- » Ben Rees Park
- » Charles Lindewald Park
- » Clarke Park
- » Foundation Square
- » Fox Memorial Park
- » Hastings Park
- » Kesling Park
- » Kiwanis Teledyne Park
- » Koomler Park
- » Larson Danielson Fields
- » Rumely Park
- » Scott Park
- » Soldiers Memorial Park
- » Unity Park
- » Warsaw Park

### SCHOOLS

- » Hailmann Elementary School
- » Handley Elementary School
- » Kesling Intermediate School
- » La Porte High School
- » La Porte Middle School
- » Lincoln Elementary School
- » Riley Elementary School

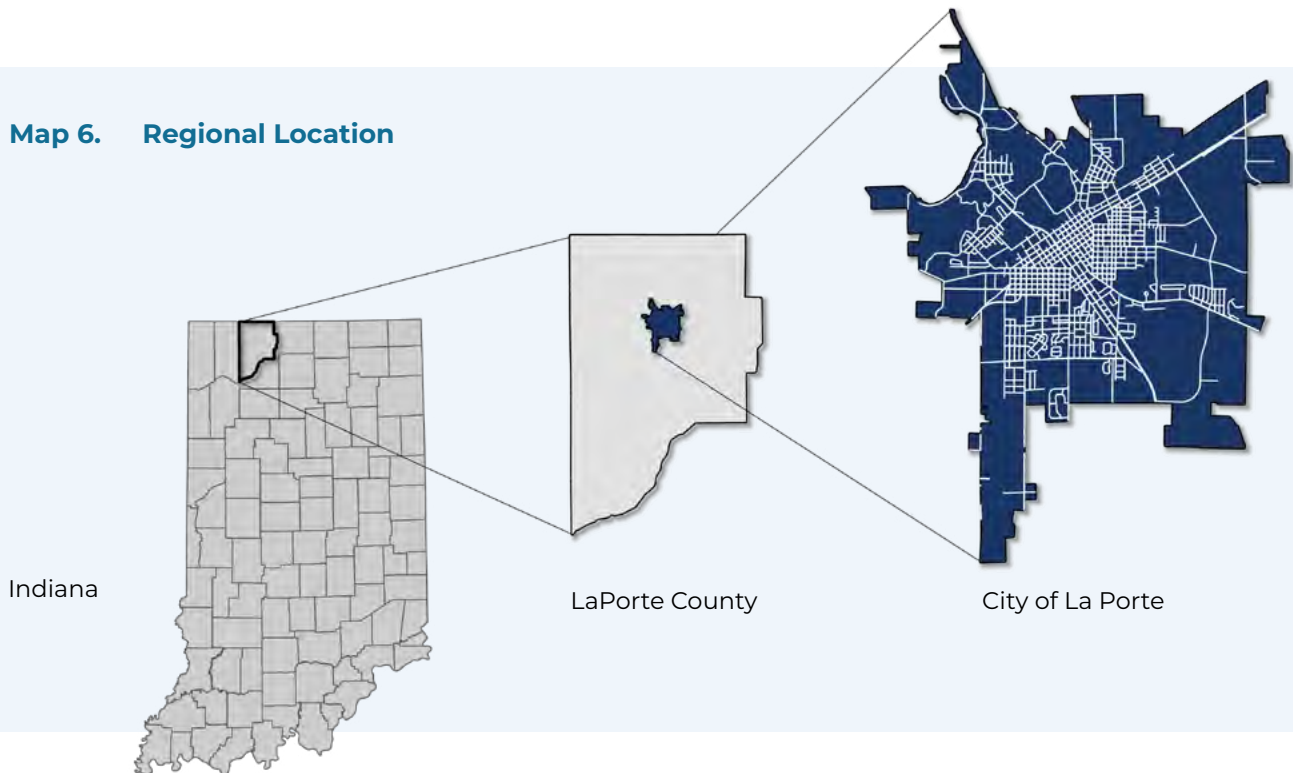
### RECREATION CENTERS/ AMENITIES

- » Beechwood Golf Course
- » Cummings Lodge
- » Dennis F. Smith Amphitheatre
- » La Porte County YMCA
- » LaPark Playground
- » Scott Field
- » Stone Lake Beach House
- » Waverly Beach

### COMMUNITY CENTERS/ AMENITIES

- » Brighton Street Green Space
- » City Hall
- » Healthcare Foundation of La Porte
- » Jackson Street Community Garden
- » Civic Auditorium
- » La Porte County Fairgrounds
- » La Porte County Historical Society Museum
- » La Porte County Public Library
- » Plaza 618

Map 6. Regional Location







## LAND USE

Land use patterns influence the layout of roads, streets, and pathways. This can impact the suitability for various biking and pedestrian facilities. The existing land use classes were approximated using property assessment codes. These categories have been generalized into the following categories: agricultural, industrial, commercial, residential, public/quasi-public, and utility. Notably, the public/quasi-public areas have the largest footprint. These areas include the parks, schools, community features, and municipally owned properties.

Land Use	Acres	Percentage
Agriculture	1,192	16%
Industrial	847	11%
Commercial	741	10%
Residential	1,993	26%
Public/Quasi-Public	2,495	33%
Utility	305	4%
<b>Total</b>	<b>7,573</b>	<b>100%</b>

## ZONING

Zoning districts are specific geographic areas within a municipality or jurisdiction that have been designated for particular types of land use and development regulations. These districts are created as part of a zoning ordinance or code, which outlines the rules and regulations governing what can and cannot be built or conducted within each designated area. La Porte has 16 zoning districts. Zoning can impact the allowable infrastructure, thus the allowable biking or pedestrian facilities.

## TIF DISTRICT

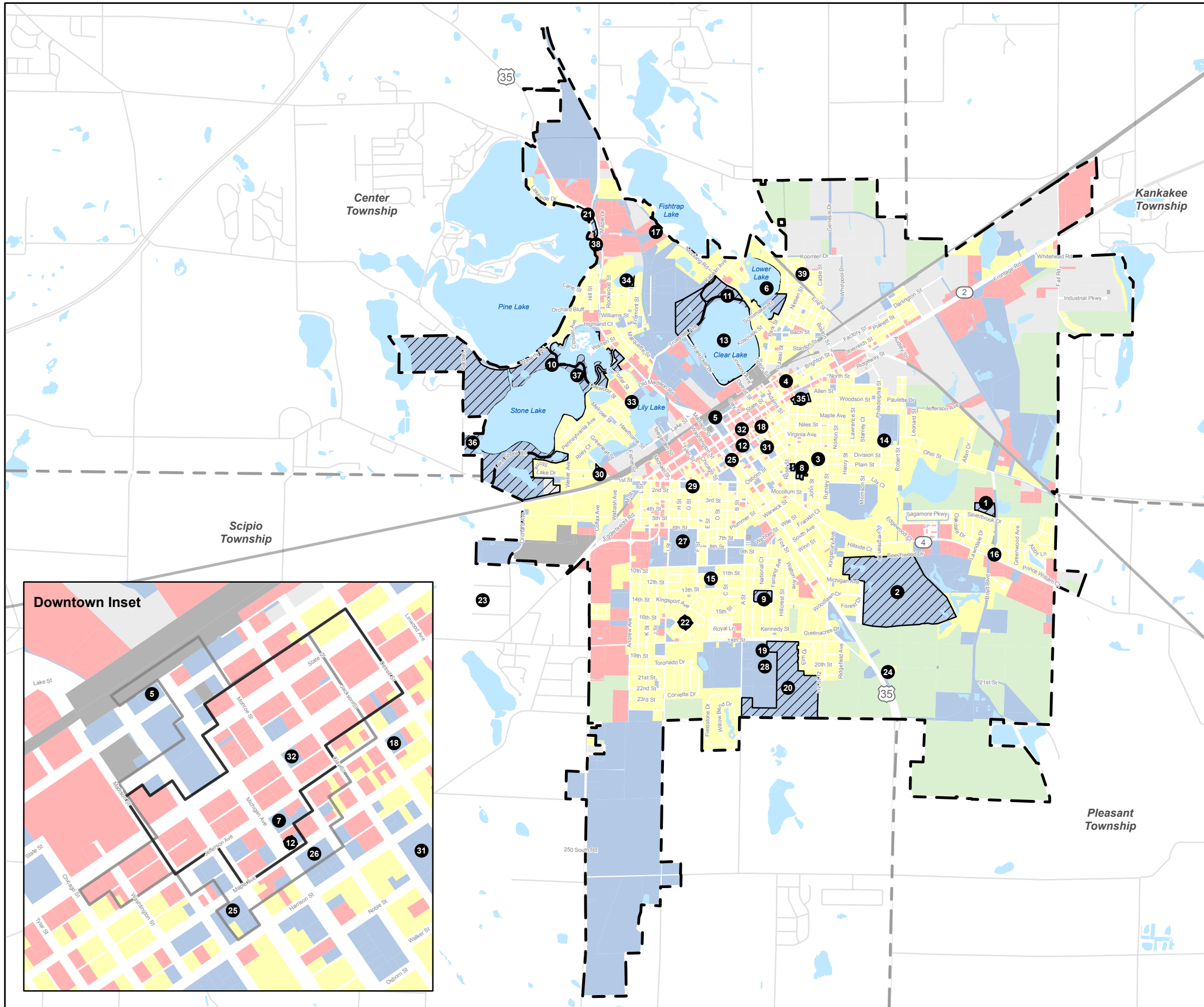
A Tax Increment Financing (TIF) district is a public financing tool used by municipalities to promote economic development, community revitalization, and infrastructure improvements within a designated area. TIF districts are often created in areas that are deemed in need of redevelopment or that have the potential for significant growth. The primary mechanism of a TIF district involves capturing a portion of the property tax revenue generated within the district and redirecting it toward funding various projects and improvements within that same district. La Porte has four TIF district designations. These are located along Lincolnway and Pine Lake Avenue. TIFs provide an opportunity for bicycling or pedestrian infrastructure; however, it must be prioritized in the allocation process.



# Land Use and Community Features

City of La Porte, Indiana

November 10, 2022

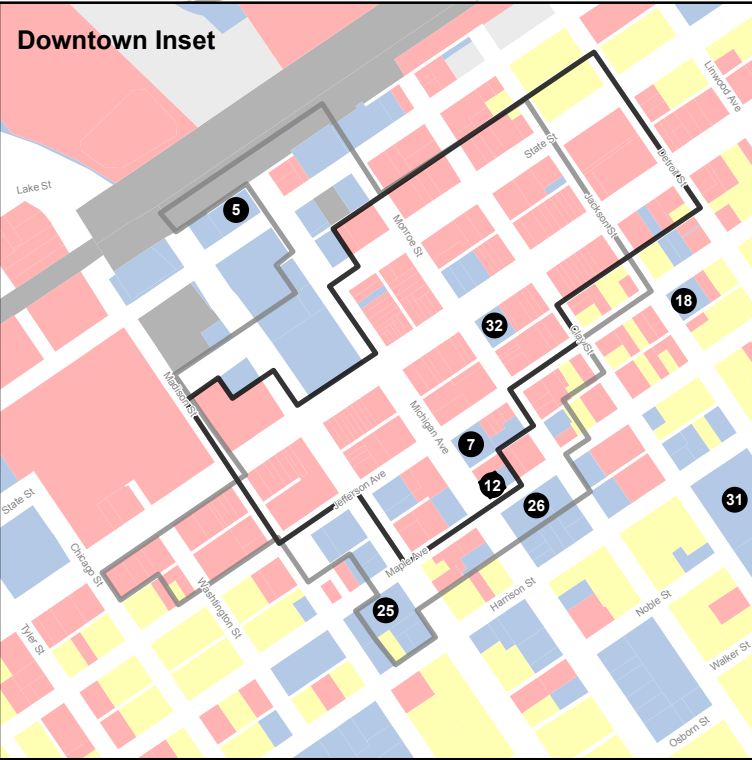


## LEGEND

- Agricultural
- Industrial
- Commercial
- Residential
- Public / Quasi-Public
- Utility
- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries
- Business Improvement District
- Downtown La Porte Historic District

## Map ID Community Feature

Map ID	Community Feature
1	Allesee Park
2	Beechwood Golf Course
3	Ben Rees Park
4	Brighton Street Green Space
5	Centennial Park
6	Charles Lindewald Park
7	City Hall
8	Civic Auditorium
9	Clarke Park
10	Cummings Lodge
11	Dennis F. Smith Amphitheatre
12	Foundation Square
13	Fox Memorial Park
14	Hailmann Elementary School
15	Handley Elementary School
16	Hastings Tot Lot Park
17	Healthcare Foundation of La Porte Conference & Learning Center
18	Jackson Street Community Garden
19	Kesling Intermediate School
20	Kesling Park
21	Kiwanis Teledyne Park
22	Koomler Park
23	La Porte County Fairgrounds and Event Center
24	La Porte County Historical Society Museum
25	La Porte County Public Library - Main Branch
26	La Porte County YMCA
27	La Porte High School
28	La Porte Middle School
29	LaPark Playground
30	Larson Danielson Fields
31	Lincoln Elementary School
32	Plaza 618
33	Riley Elementary School
34	Rumely Park
35	Scott Field
36	Soldiers Memorial Park
37	Stone Lake Beach House
38	Unity Park
39	Warsaw Park



Data Source: City of La Porte 2022. McKenna 2022.



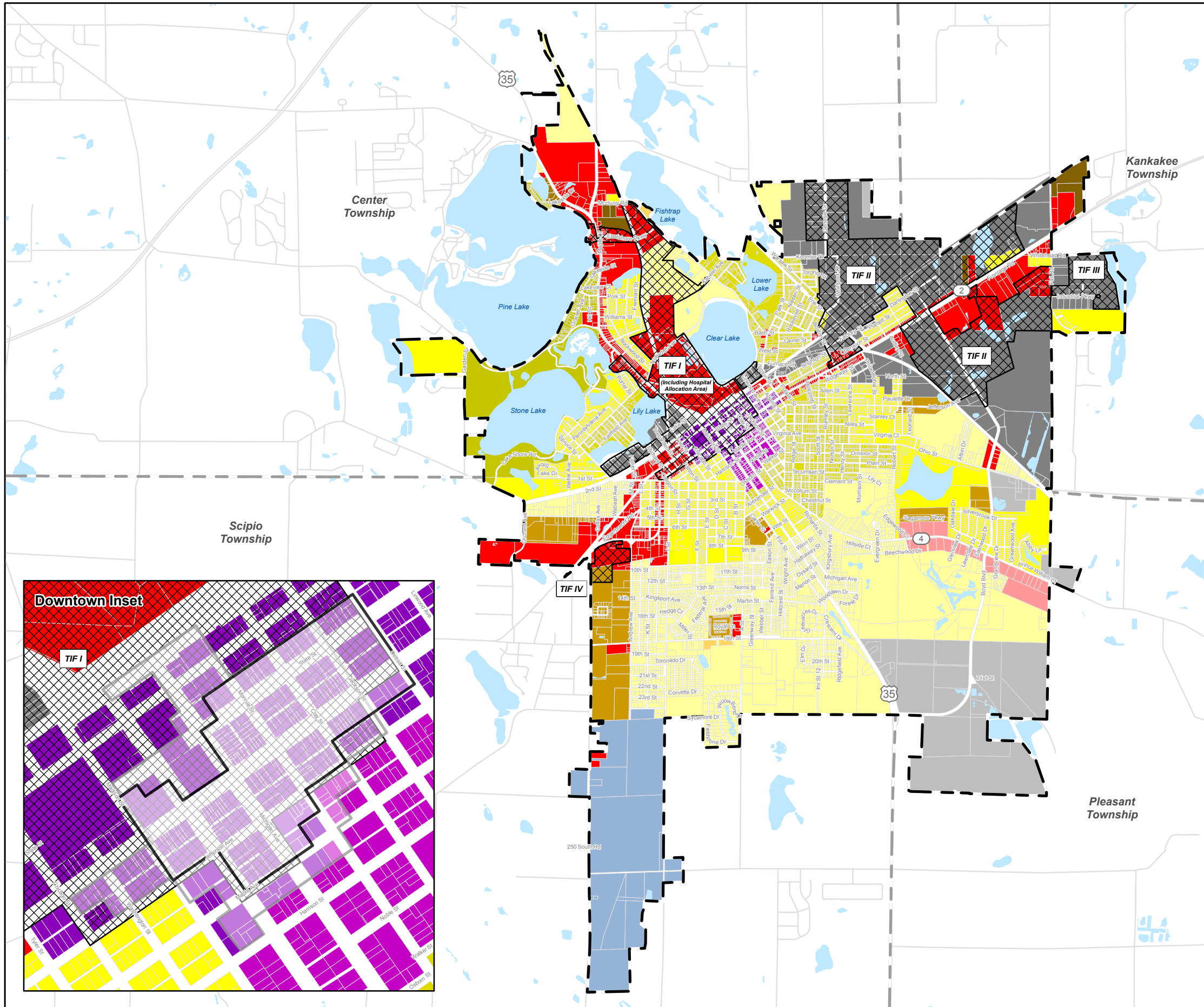
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# Zoning Map and TIF Districts

City of La Porte, Indiana

November 10, 2022

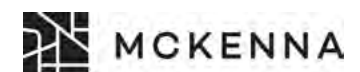


## LEGEND

- A - Agriculture
- AP - Airport
- B1 - Neighborhood Commercial
- B2 - General Commercial
- CBD1 - Downtown Core
- CBD2 - Transition or Hamlet Center
- M1 - Light Industrial
- M2 - Heavy Industrial
- R1B - Single Family Residential
- R1C - Single Family Residential
- R1D - Single Family Residential
- R1E - Waterfront Residential
- R2A - Townhouse
- R3A - Low-Rise Multiple Family Residential
- R3B - Mid-Rise Multiple Family Residential
- R4 - Manufactured Housing Park
- Tax Increment Financing (TIF) District
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries
- Business Improvement District
- Downtown La Porte Historic District



Data Source: City of La Porte 2022. McKenna 2022.



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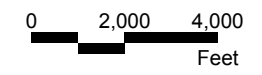
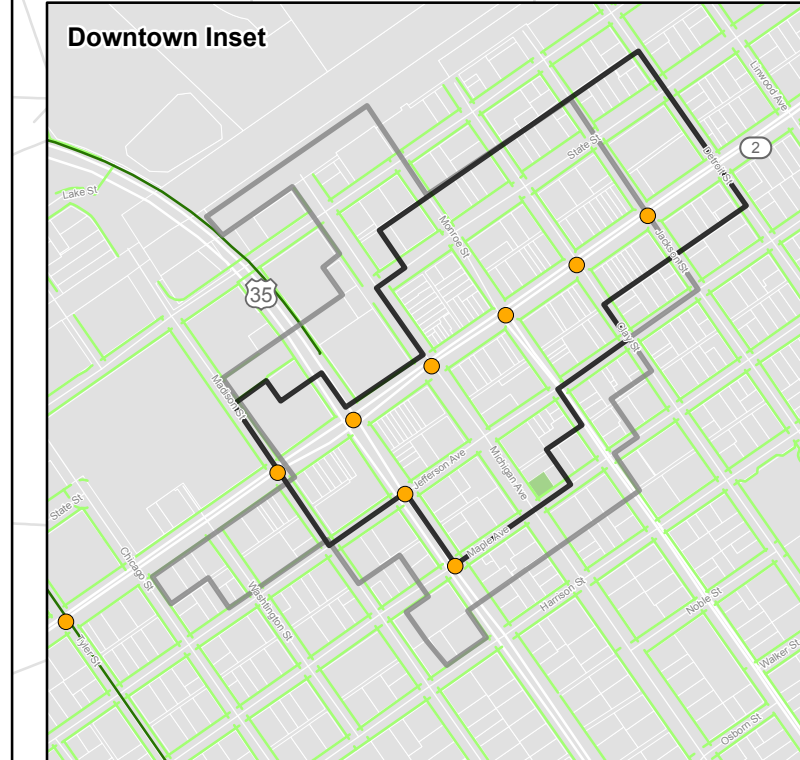
# Pedestrian Facilities Map

City of La Porte, Indiana

November 10, 2022

## LEGEND

-  Traffic Signals
-  Kayak Launches
-  Sidewalks
-  Existing Trails
-  Future Trails
-  Parks
-  Bodies of Water
-  City of La Porte Boundary
-  Other Municipal Boundaries
-  Business Improvement District
-  Downtown La Porte Historic District



Data Source: City of La Porte 2022. McKenna 2022.



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### PEDESTRIAN FACILITIES

Pedestrian facilities refer to the infrastructure, amenities, and design elements specifically created to support and enhance pedestrian movement and safety in urban and suburban environments. In La Porte, the existing sidewalk network includes about 110 miles. The sidewalk network covers a majority of residential areas; however, there are gaps toward the southern residential areas in the City. There are approximately 10 miles of off-street trails. Off-street pedestrian trails include:

- » **Chessie Trail:** A multi-use path from Pine Lake to Newporte Landing. The trailhead is located in Kiwanis-Teledyne Park, located on the east shore of Pine Lake just off Pine Lake Avenue.
- » **Clear Lake Greenway Loop:** A multi-use path around Clear Lake in Fox Memorial Park. This trail is planned to completely encircle Clear Lake and connect to the Chessie Trail.
- » **Kesling Park Trail:** A walking trail that winds around Kesling Park. This trail connects to the 19th Street Trail.
- » **Stone Lake Trail:** A multi-use trail that runs along Lake Shore Drive and Grangemouth Road. This trail is planned to connect Stone Lake to the Chessie Trail
- » **18th Street Greenway:** A multi-use path along 18th Street. This trail runs from Kingsbury Avenue to I Street.

While not necessarily pedestrian facilities, the City of La Porte also has three existing kayak launches. Two are along Stone Lake, one is along Clear Lake, and one is along Pine Lake. These are largely accessible by trail, however integrating connectivity between modes of movement, whether it is for recreation or transportation, is important.





## BICYCLE FACILITIES

Bicycle facilities refer to the infrastructure, amenities, and design elements specifically created to support and encourage safe and convenient cycling as a mode of transportation and recreation. Within La Porte, there are several roads with designated shared bicycle routes. Additionally, most of Boyd Boulevard has designated bike lanes. There are bicycle racks located throughout the City, but they are concentrated in Downtown. There are also five bicycle repair stations, one on the Chessie Trail, by Stone Lake Beach House, by the Clear Lake Greenway Loop trailhead, by the SMP Mountain Bike Trail, and one Downtown near the Library. On the recreational front, Soldiers Memorial Park includes 7.12 miles on mountain biking trails.

Regionally, La Porte is well connected to several county bicycle routes. La Porte is also connected to the national bicycle network through United States Bicycle Route (USBR) 35. The regional and national bicycle routes include:















- » **Door Village Loop (23 miles):** is located southwest of La Porte. This loop travels through the small town of Door Village in rural LaPorte County and experiences fairly flat terrain.
- » **La Porte Loop (22 miles):** travels around the city of La Porte near several City parks and lakes. It is also very close to many downtown shops, restaurants and other amenities.
- » **La Porte East Loop (30 miles):** starts and ends at Allesee Park but travels east of the City through rural terrain.
- » **Luhr County Park Loop (14 miles):** starts and ends at Luhr County Park and travels through the southern portion of the City as well as east of Luhr County Park.
- » **Red Mill Loop (28 miles):** connects Red Mill County Park, to the west of La Porte, with Soldiers Memorial Park.
- » **USBR 35 (Indiana portion-381 miles):** is a route on the national cycling route network. The entire route starts in Michigan's Upper Peninsula and ends in Louisiana connecting to USBR 45. The Indiana portion of USBR 35 runs north-south the length of the state and traverses directly through the City of La Porte.

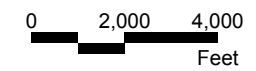
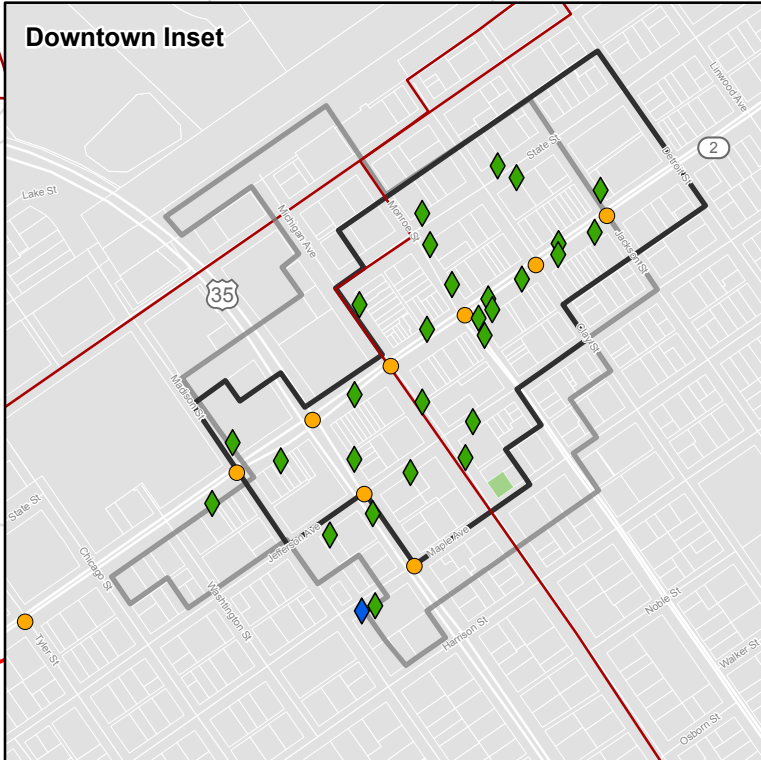
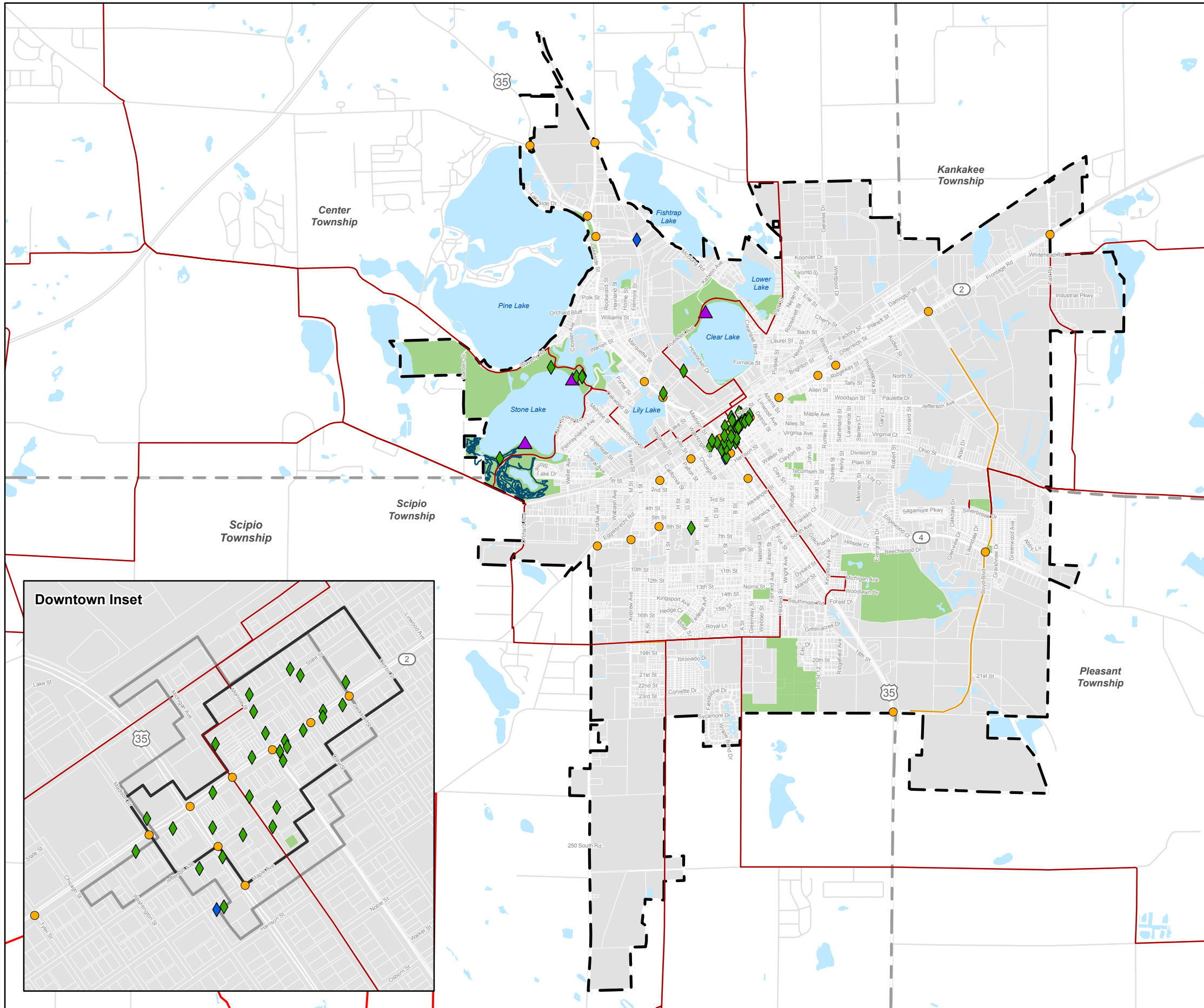
# Bicycle Facilities Map

City of La Porte, Indiana

November 10, 2022

## LEGEND

-  Traffic Signals
-  Kayak Launches
-  Bicycle Repair Stations
-  Bicycle Racks
-  Shared Bicycle Route
-  Future Bicycle Route
-  Bicycle Lanes
-  Mountain Bike Trails
-  Parks
-  Bodies of Water
-  City of La Porte Boundary
-  Other Municipal Boundaries
-  Business Improvement District
-  Downtown La Porte Historic District



Data Source: City of La Porte 2022. McKenna 2022.



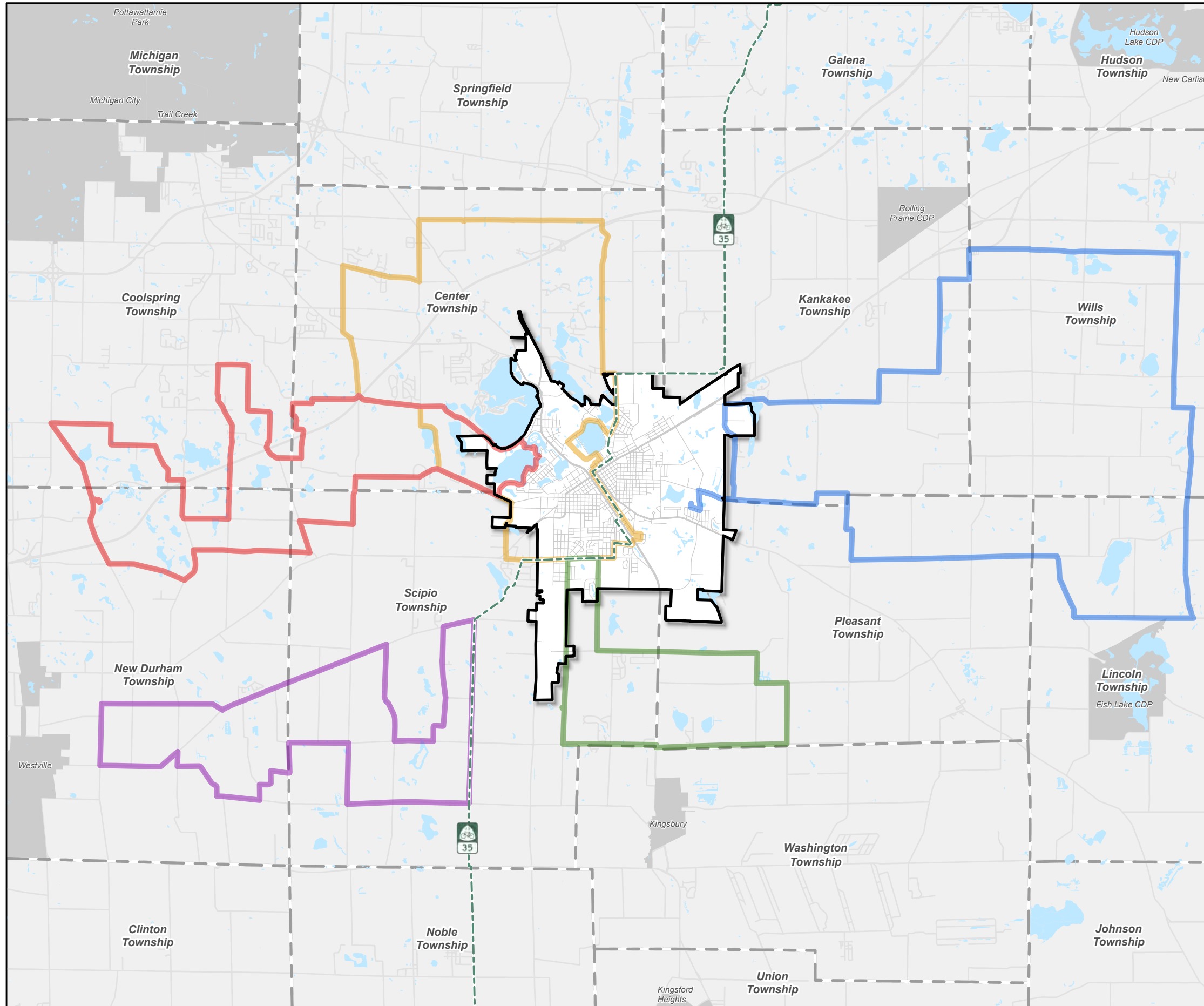
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# Connections to Existing Regional Bike Routes

City of La Porte, Indiana

November 10, 2022



**LEGEND**

- Door Village Loop
- La Porte East Loop
- La Porte Loop
- Luhr County Park Loop
- Red Mill Loop
- USBR 35
- City of La Porte Boundary
- Other Municipal Boundaries



Data Source: City of La Porte 2022. McKenna 2022.



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### ANNUAL AVERAGE DAILY TRAFFIC

Average annual daily traffic (AADT) is an important metric used to assess traffic volume and plan transportation infrastructure. It provides insights into the level of road usage, helps in assessing road capacity and potential congestion, and is crucial for making decisions about road maintenance, improvements, and expansions. It also can assist in determining appropriate bicycle routes and associated facilities.

The roads that experienced the highest AADT are Pine Lake Avenue and Lincolnway, which received between 20,000 and 25,000 daily vehicles. This is in contrast to most of the residential roads in La Porte, which experienced less than 5,000 daily vehicles.

### SPEED LIMITS

Speed limits are the maximum speed vehicles are allowed to travel on a given road. They also can help inform recommendations for bicycle facilities and bicycle route planning by ensuring the selected route will limit encounters with fast-moving vehicle traffic.

The highest speed limits in La Porte are 45 MPH located along Lincolnway, but slow to 25 MPH through Downtown. The speed limit along Pine Lake Avenue is 35 MPH, however traffic is often observed exceeding this speed creating unsafe conditions along the corridor for non-motorized traffic.

### ROAD WIDTH

Road width is measured from curb to curb. When planning for bicycle facilities, road width is often a limiting factor. Ensuring that there is adequate room for the recommended bicycle facilities is crucial. Local residential streets are often 20-30 feet wide, collector streets are typically 30 to 40 feet wide, and arterial roads are often 40 to 60 feet wide.

The widest road widths from the available data set are located along Michigan Avenue and the Downtown section of Lincolnway. It should be noted that there is no data for Indiana Avenue or Pine Lake Avenue.

### CURB RAMPS

Curb ramps are inclined surfaces that provide a smooth transition between a sidewalk or pedestrian path and a street or roadway. These curb ramps can either be compliant or non-compliant with the Americans with Disability Act (ADA) standards. ADA compliant curb ramps adhere to slope, width, flared sides, edge protection, detectable warning surfaces, landing, and protruding objects standards.

La Porte has approximately 2,085 curb ramps. Of these only 97 are not compliant with ADA standards. This means that 95% of the curb ramps in the City are ADA compliant. Most of the non-compliant ADA ramps are in the Business Improvement District (BID). The BID recently completed a streetscape redesign and long-term replacement plan for downtown streetscape elements including all crosswalks.





# AADT and Speed Limit Existing Conditions

City of La Porte, Indiana

November 10, 2022

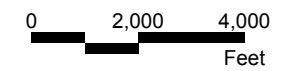
## LEGEND

2021 Annual Average Daily Traffic (AADT)

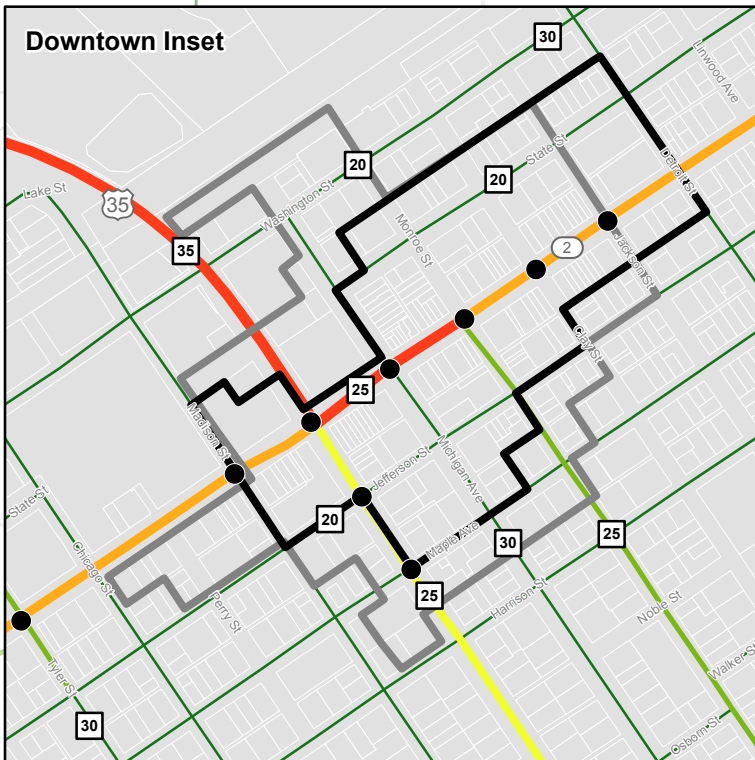
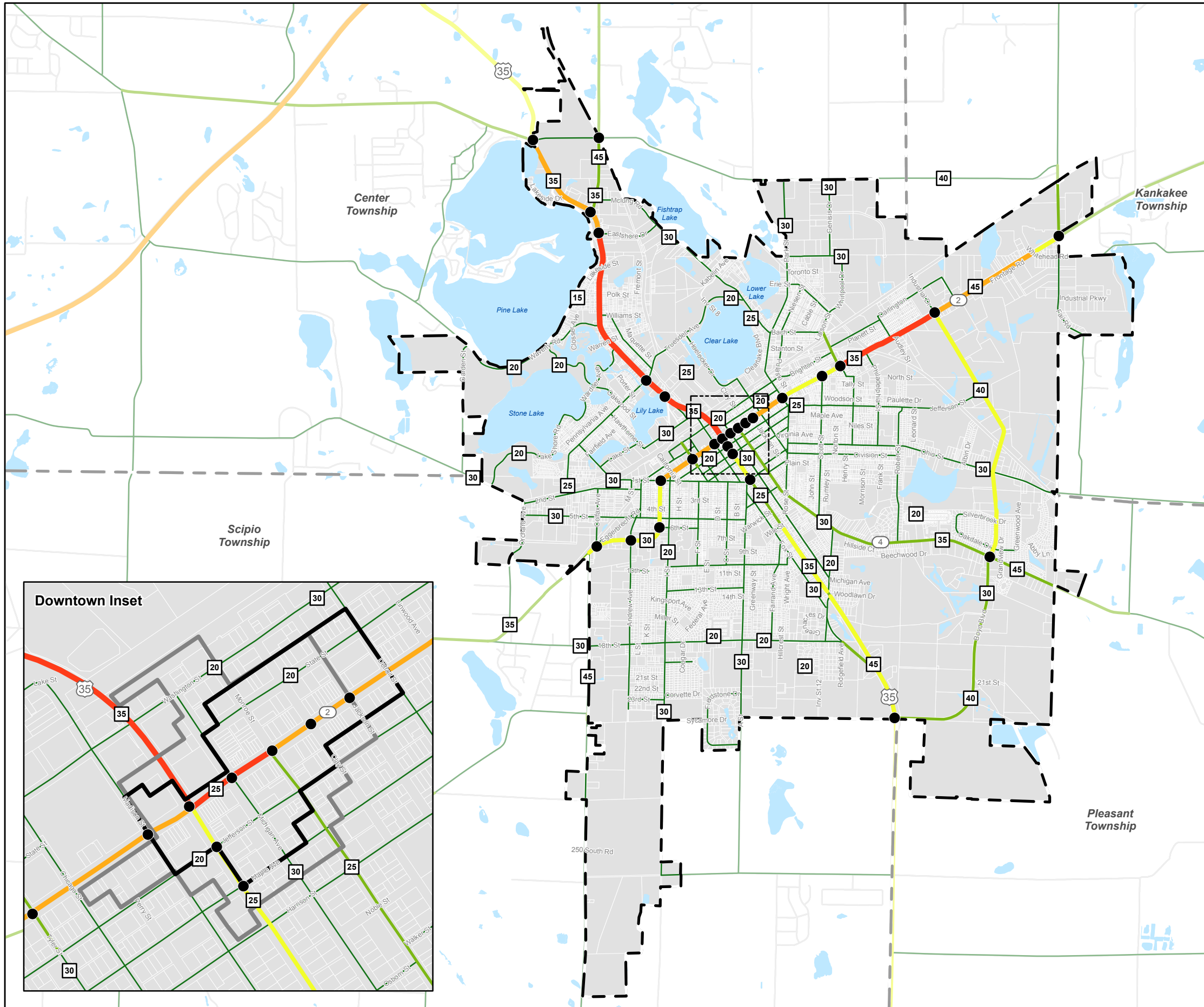
- 0 - 5,000
- 5,000 - 10,000
- 10,000 - 15,000
- 15,000 - 20,000
- 20,000 - 25,000

Speed Limit (miles per hour)

- Traffic Signals
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries
- Business Improvement District
- Downtown La Porte Historic District



Data Source: City of La Porte 2022. McKenna 2022.



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# Road Width and Curb Ramps Existing Conditions








City of La Porte, Indiana

November 10, 2022

## LEGEND

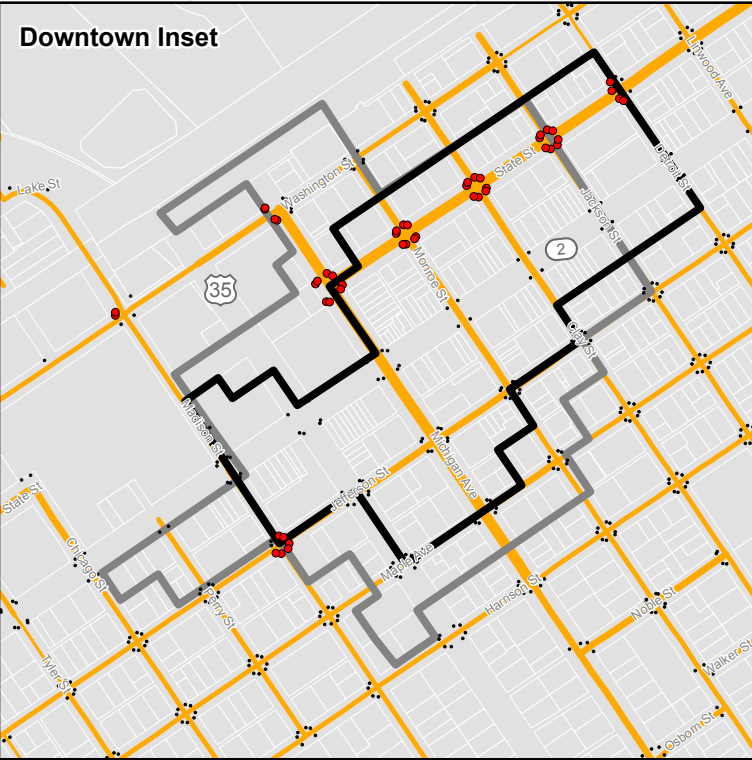
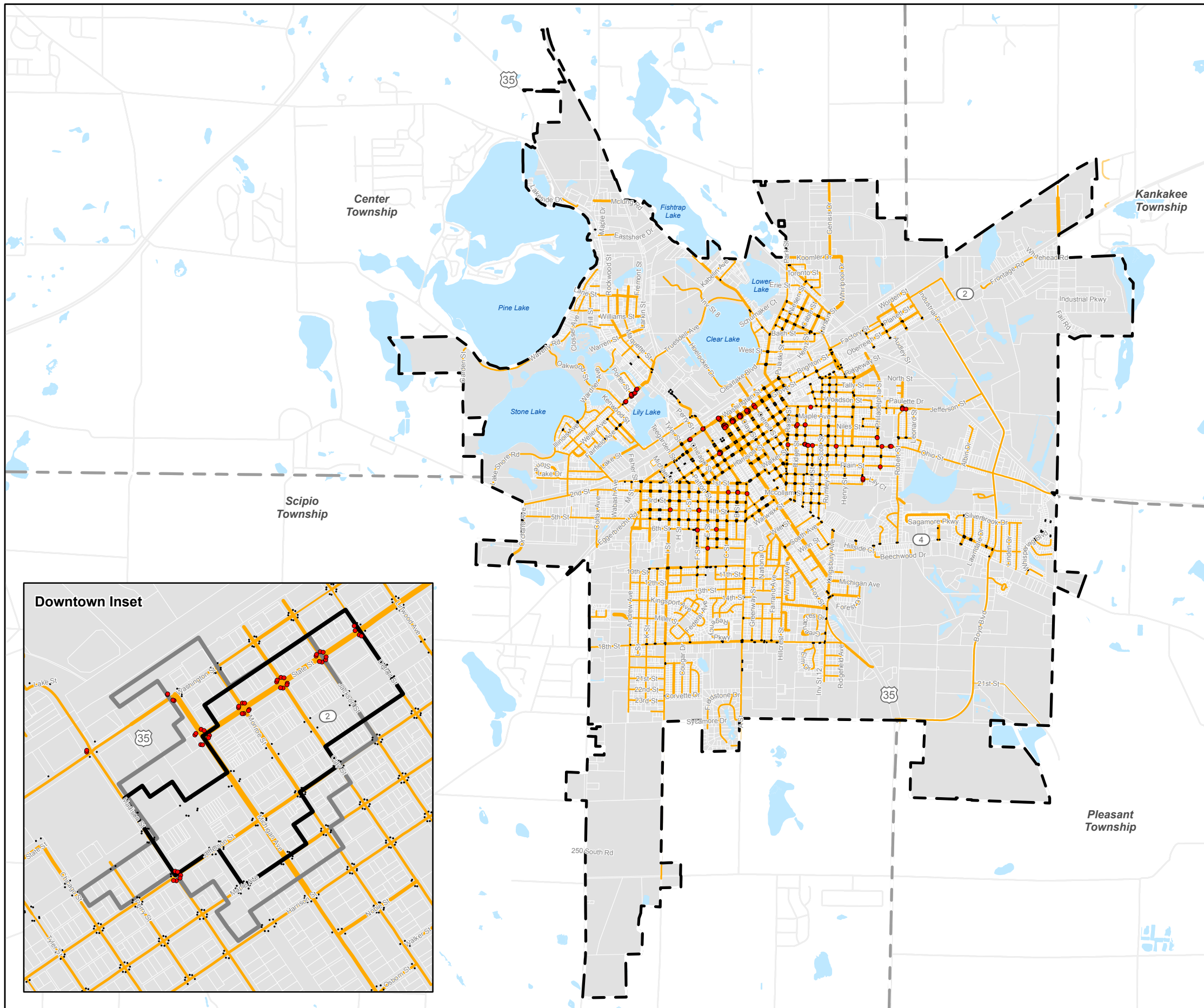
Curb to Curb Width (ft.)

-  Less than 16
-  16 - 28
-  29 - 36
-  37 - 48
-  More than 48

-  ADA Non-Compliant Curb Ramps
-  ADA Compliant Curb Ramps
-  Bodies of Water
-  City of La Porte Boundary
-  Other Municipal Boundaries
-  Business Improvement District
-  Downtown La Porte Historic District



Data Source: City of La Porte 2022. McKenna 2022.





# 02

## Future Networks Defined

*This section provides network maps for all of the plan's recommendations. The following sections break down the network into four components.*



## Future Multimodal Network Overview

The La Porte future transportation network is designed to improve multimodal access across the City to better connect residential, commercial, and recreational destinations. By making these trips more convenient and enjoyable, residents of La Porte can expect a higher quality of life; from older adults to young kids, the future transportation network is designed to increase physical activity, accessibility, safety, and independence. Using critical input from residents and stakeholders, the plan is intended to accommodate the many users of La Porte's network.

### Future Network Components

- » **Destinations** form the foundation of the multimodal network. They inform where connections should be made and identify importation locations within the City.
- » **Blueways** connect existing lakes, ponds, and wetlands to each other and to other transportation networks. They allow for improved access to La Porte's important water features, as well as add connectivity between paddling, walking, and biking.
- » **Trails & Greenways** offer the means to link people to each other as well as to destinations. These connections intentionally prioritize non-motorized users to create a comfortable and functional network.
- » **Multimodal Intersections** are important focal points of the future network. These often present mobility challenges within the system, but addressing them can create a more safe and efficient system.

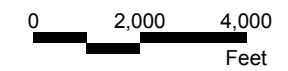
# Future Multimodal System

City of La Porte, Indiana

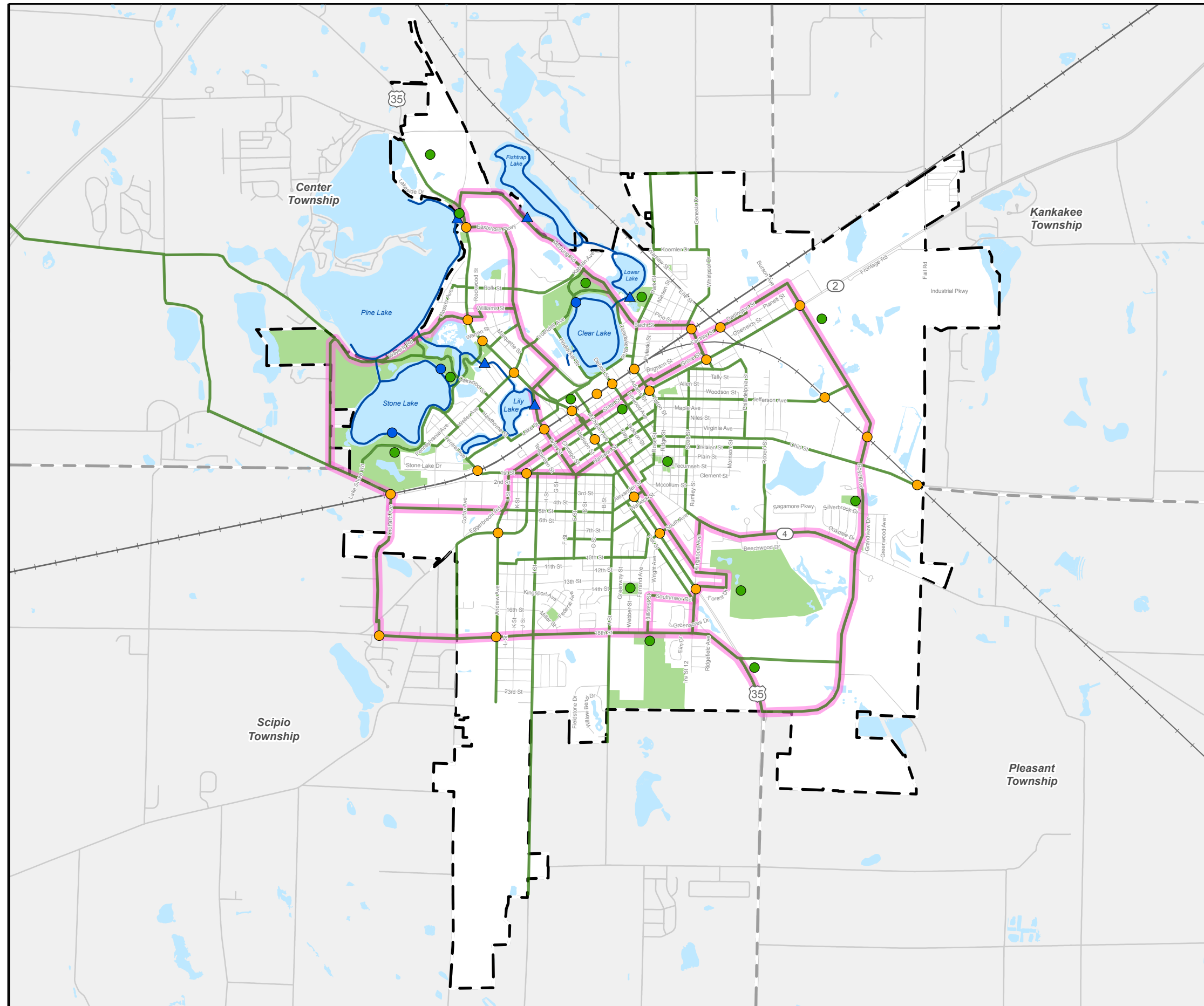
September 19, 2023

## LEGEND

- Destination
- Multimodal Intersection
- Existing Kayak Launch
- ▲ Proposed Kayak Launch
- Multimodal Corridor
- Priority Loop
- Blueways
- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries



Data Source: City of La Porte 2023. McKenna 2023.



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# Destinations

The City of La Porte has a lot to offer residents and visitors. From diverse shopping and dining options to beautiful recreation opportunities, there is no shortage of attractions and destinations. Improving the non-motorized connectivity between these destinations will help integrate sustainable, efficient, and healthy living into La Porte community life. La Porte is also a very bikeable community. Most destinations within the city are within a 10-minute bicycle ride from each other, so improving safety and visibility along these existing access ways will strengthen the connectivity.

Places are the cornerstone of the Trails, Greenways, and Blueways Plan. Not only are attractions important, but also employment centers, schools, community facilities, and locations residents commute to daily. Through public outreach and engagement, 15 destinations were identified as part of the multimodal system. These are not the only destinations the multimodal system serves, but the 15 destinations represent frequently identified locations throughout the City. Additionally, the 15 destinations are all a 5-minute walk or 5-minute bike ride from the multimodal system, thus providing safe and convenient access to the destinations and providing connectivity through the multimodal network.

According to the survey, respondents chose other trails or routes and parks or recreation areas as the top destinations to visit by active mode of travel. These destinations were closely followed by community events, restaurants, entertainment facilities, library, and shopping businesses.

Additionally, respondents reported an overwhelming indication that many of the sidewalks are in disrepair and/or not connected to destinations throughout the City. The respondents also indicated encountering speeding motor vehicles on many of the major streets and designated bicycle routes, which can be a barrier.

A detailed description of each destination is provided on the following pages:



- 1. Allesee Park:** is located on the eastern side of the City along Boyd Boulevard. It encompasses 6 acres and is named for former Physical Director of the La Porte YMCA, George Allesee Sr. The park includes a ball diamond, basketball half-court, tennis court, parking, playground, benches, walking track, and a shelter.
- 2. Beechwood Golf Course:** is a 18-hole golf course located on the southeast side of La Porte. The golf course was built in the 1930's as a gift to La Porte from the Fox family. Today, the course is enjoyed by golfers throughout northern Indiana, southern Michigan, and Chicago.
- 3. Charles W. Lindewald Park:** is located along Lower Lake near Fox Memorial Park. The park sits on 9 acres and includes amenities such as a basketball half-court, a grill, parking, a playground, restrooms, a shelter, water fountain, ball diamond, and lighted horseshoe pits. This park is also ADA accessible.



4. **Civic Auditorium:** is located on Ridge Street in the heart of La Porte. The Civic Auditorium hosts events such as athletic contests, weddings, concerts and stage plays. The building was opened in 1930 and has 7,600 square feet of space.
5. **Clarke Park:** is a two square block area of 6 acres on the south side of La Porte. The park is mainly used for its two ball diamonds, but it also contains a playground, a concession stand, water fountains, and public restrooms.
6. **Downtown:** spans 10 blocks along Lincolnway. Included are several dining and shopping options, as well as historic buildings such as the La Porte County Courthouse.

7. **Fox Memorial Park:** is located along Clear Lake. This 170-acre park includes amenities such as ball diamonds, basketball court, playgrounds, picnic shelters and grills, water fountains, trails, an amphitheater, a skate park, and kayak launch. Fox Memorial Park can be considered one of La Porte's finest parks and it still contains much of its scenic beauty.
8. **Kesling Park:** is a 90-acre park located on the south side of La Porte. The park includes modern facilities such as ball diamonds, tennis courts, a walking and nature trail, soccer fields, sledding hill, disc golf course, playground, and picnic shelters. Kesling Park also connects to the 18th Street Trail.
9. **Kiwanis-Teledyne Park:** is a 6-acre park on the eastern shore of Pine Lake. The trailhead of the Chessie Trail is located in this park. Additionally, the park includes restrooms, a fishing pier, fireplace, shelters, an ADA accessible lake walkway, benches, and grills.



- 10. LaPorte County Historical Society Museum:** is located along Indiana Avenue on the southern edge of La Porte. The museum offers a glimpse into the history of LaPorte County and is run by the LaPorte County Historical Society which was founded in 1906.
- 11. Pine Lake Cemetery:** is located on the northern edge of the City. It is accessible from Pine Lake Avenue and from Severs Road.
- 12. Pine Lake Shopping Center:** is located near the intersection of Pine Lake Avenue and the railroad. The shopping center is a strip mall that includes stores such as Kroger, Ollie's Bargain Outlet, Boost Mobile, H&R Block, Anytime Fitness, El Cantarito, and Buffalo Wild Wings.
- 13. Soldiers Memorial Park:** is La Porte's largest park encompassing 556 acres of woodlands and water. The park is located on the northwest side of the City and wraps around Stone Lake and Hennessey Wetland. The park provides a variety of active and passive recreational activities including swimming, playgrounds, ball diamond sports, volleyball, mountain biking, cross-country skiing, fat tire biking, fishing and boating. Cummings Lodge and Stone Lake Beach are also attractions located within the park.
- 14. Stone Lake Beach:** is located on the eastern shore of Stone Lake. The public beach includes volleyball courts, a playground, a picnic shelter, a concession stand, and public restrooms. Additionally, the beach has an ADA accessible walkway and self-rental kayaks available.
- 15. Walmart:** is a major retailer on the eastern edge of the City. Walmart is a destination that many residents frequent for affordable groceries and home necessities.



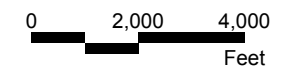
# Multimodal System Destinations

City of La Porte, Indiana

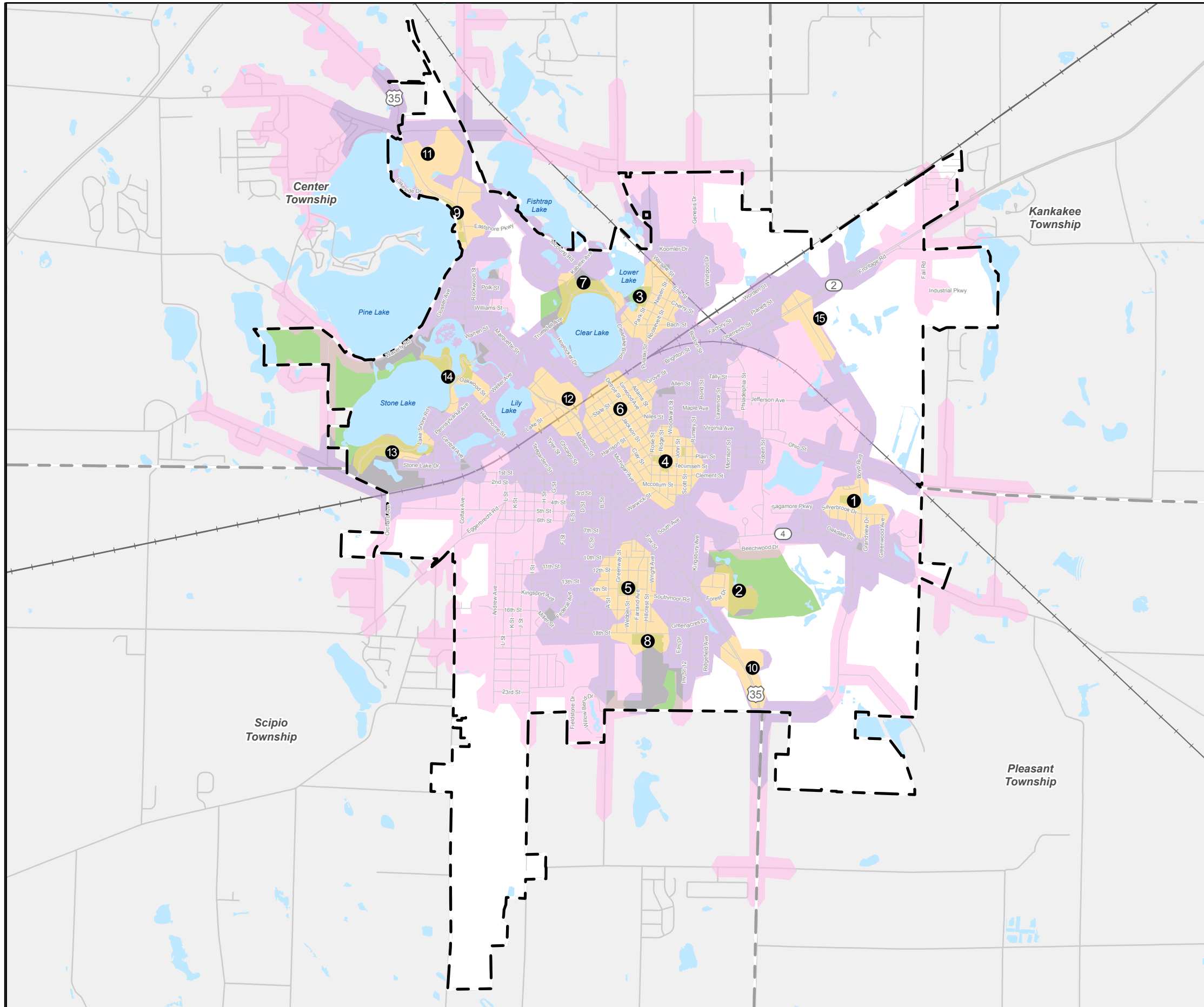
May 16, 2023

## LEGEND

- ① Allesee Park
- ② Beechwood Golf Course
- ③ Charles W. Lindewald Park
- ④ Civic Auditorium
- ⑤ Clarke Park
- ⑥ Downtown
- ⑦ Fox Memorial Park
- ⑧ Kesling Park
- ⑨ Kiwanis-Teledyne Park
- ⑩ La Porte County Historical Society Museum
- ⑪ Pine Lake Cemetery
- ⑫ Pine Lake Shopping Center
- ⑬ Soldiers Memorial Park
- ⑭ Stone Lake Beach
- ⑮ Walmart
- 5 Minute Walk
- 5 Minute Bike
- 10 Minute Bike
- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries



Data Source: City of La Porte 2023. McKenna 2023.



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# Blueways Network

One of La Porte's greatest assets and defining features is its lakes. This chain of deep, glacial lakes includes:

- » Clear Lake
- » Fishtrap Lake
- » Hennessey Wetland
- » Horseshoe Lake
- » Lily Lake
- » Lower Lake
- » Pine Lake
- » Stone Lake

Blueways, often referred to as "water trails," represent a captivating and innovative approach to exploring the world's water bodies. Just as hiking trails connect nature enthusiasts with the beauty of the land, blueways offer a unique opportunity to engage with the serenity and diversity of water-based landscapes. These interconnected routes, which can include rivers, lakes, canals, and coastlines, provide a remarkable avenue for recreational activities such as kayaking, canoeing, paddleboarding, and even wildlife observation. By blending adventure with conservation, blueways not only promote outdoor leisure but also foster a deeper appreciation for the vital role that water ecosystems play in sustaining our planet.



## Components of a Blueway

### ACCESSIBLE INFRASTRUCTURE

- » **Access Points:** Design and maintain well-marked entry and exit points along the blueway, including docks, launches, and rest areas.
- » **Signage and Navigation:** Install clear and informative signs, maps, and markers to guide users along the route and indicate points of interest.
- » **Safety Information:** Provide easily accessible information on water conditions, potential hazards, emergency contacts, and safety guidelines.
- » **User-Friendly Facilities:** Ensure facilities such as restrooms, parking areas, and picnic spots are conveniently located and properly maintained.



### SAFETY AND EDUCATION

- » **Safety Workshops:** Organize workshops and training sessions to educate users about water safety, paddling techniques, and how to respond in emergencies.
- » **Environmental Awareness:** Raise awareness about the importance of protecting water ecosystems, wildlife habitats, and water quality.
- » **Responsible Practices:** Promote ethical and responsible behavior among users, including waste disposal, wildlife interaction, and respecting natural habitats.

### COMMUNITY CONNECTION

- » **Local Partnerships:** Collaborate with local governments, communities, tourism boards, and businesses to gain support, funding, and local insights.
- » **Economic Benefits:** Highlight the economic advantages of the blueway, such as increased tourism, job creation, and revenue for nearby businesses.
- » **Events and Engagement:** Organize events, festivals, clean-up drives, and educational programs to engage the local community and foster a sense of ownership.

### RECREATIONAL VARIETY

- » **Diverse Activities:** Cater to a wide range of interests by providing opportunities for kayaking, canoeing, paddleboarding, fishing, birdwatching, and more.
- » **Skill Levels:** Design routes that cater to various skill levels, from beginners seeking calm waters to experienced paddlers seeking more challenging routes.
- » **Accessible Experiences:** Ensure that the blueway accommodates individuals with different abilities, making it inclusive and enjoyable for everyone.

### CONTINUOUS CARE

- » **Regular Maintenance:** Conduct routine inspections, repairs, and clean-ups of access points, facilities, and signage to provide a safe and pleasant experience.
- » **Partnership Sustainability:** Maintain strong partnerships with stakeholders, government agencies, nonprofits, and businesses to secure ongoing funding and support.
- » **User Feedback:** Encourage user feedback through surveys, reviews, and social media to identify areas for improvement and address concerns.
- » **Adaptation and Growth:** Remain open to changes based on user needs, environmental shifts, and technological advancements to ensure the blueway stays relevant and appealing over time.

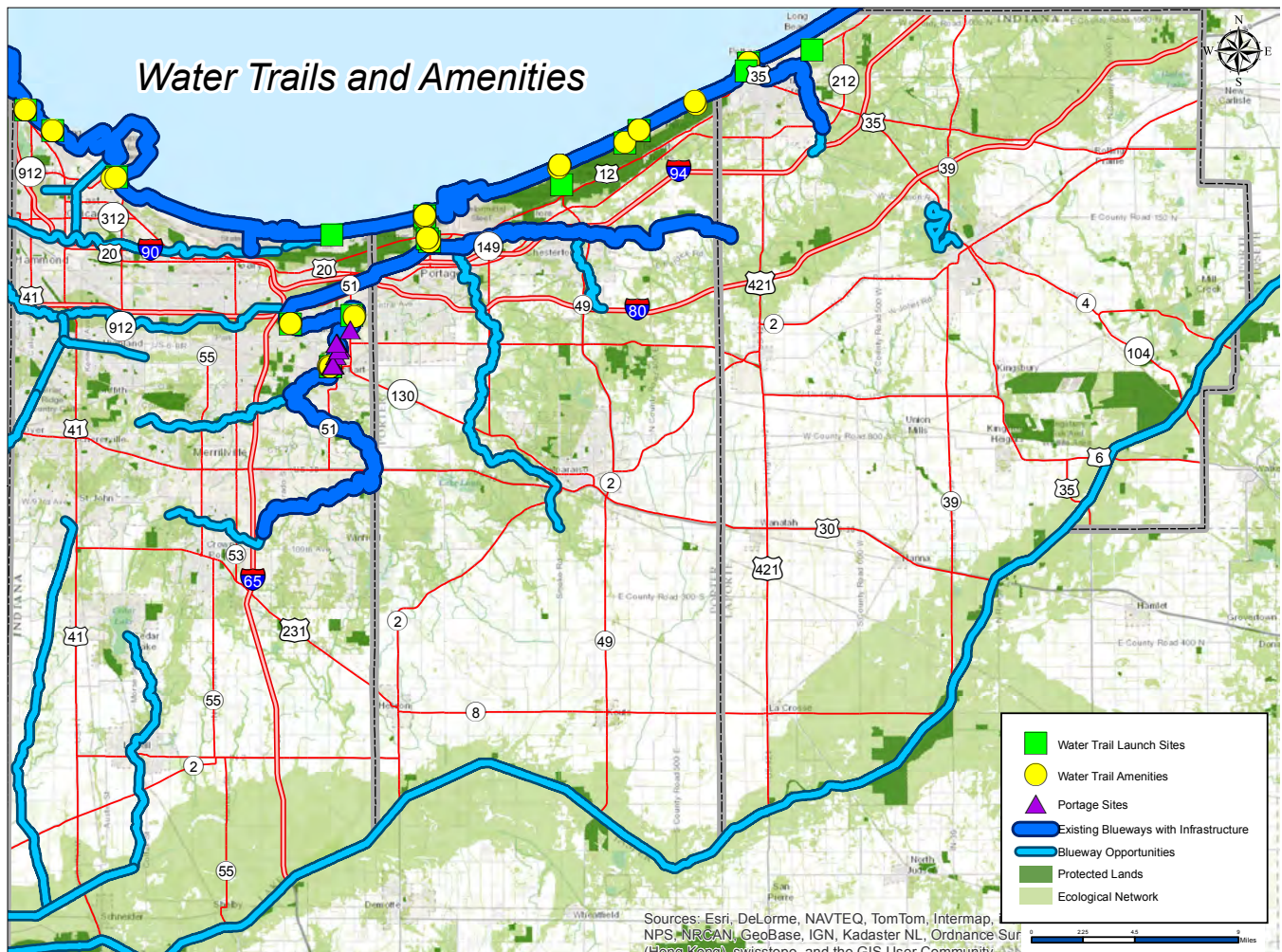


## Blueways in Northwestern Indiana

The Northwestern Indiana Regional Planning Commission (NIRPC) is a regional planning organization responsible for coordinating and promoting various aspects of regional development and quality of life in northwestern Indiana, including Lake, Porter, and LaPorte counties. One of NIRPC's initiatives has been the development and promotion of their Greenways+Blueways 2020 Plan. This plan is a regional planning initiative focused on developing interconnected networks of greenways (land-based trails) and blueways (water-based trails) in the northwestern Indiana region.

The Greenways+Blueways 2020 Plan identifies existing blueways and areas where there is potential for the creation of blueways, which are shown below. The Lakes of La Porte are identified as 'Blueway Opportunities.' The plan recommends increased signage and reconnecting Lily Lake to Hennessey Wetland.

Map 16. NIRPC Water Trails



## Blueways in La Porte

There are currently four kayak access points for the lakes of La Porte. Two are located on Stone Lake, one on the south and one on the north. One is located on Clear Lake. And one is located on the eastern side of Pine Lake. The kayak launch on Stone Lake Beach offers 8 self-rental kayaks. These are rented for \$20 an hour using an app to unlock lockers that store kayaks, paddles, and life vests. Another unique feature near the Stone Lake Beach kayak launch is self-storage lockers for kayak owners. These self-storage lockers allow kayak owners to store their watercraft near the water for easy access. These self-storage lockers cost \$500 for the year.

Historically, the lakes of La Porte were connected. The Trails, Greenways, and Blueways Plan encourages the reconnection of several lakes through two blueway loops: One connecting Lily Lake, Hennessey Wetland, Stone Lake, and Pine Lake and one connecting Clear Lake, Lower Lake, and Fishtrap Lake. Connections can be accomplished by redesigning the Weller Avenue culvert to be a passable bridge and ensuring that the Veterans Memorial Parkway Bridge and Grangemouth Drive Bridge remain navigable. Additionally, the blueways network relies on portages to connect lakes without existing water connections.

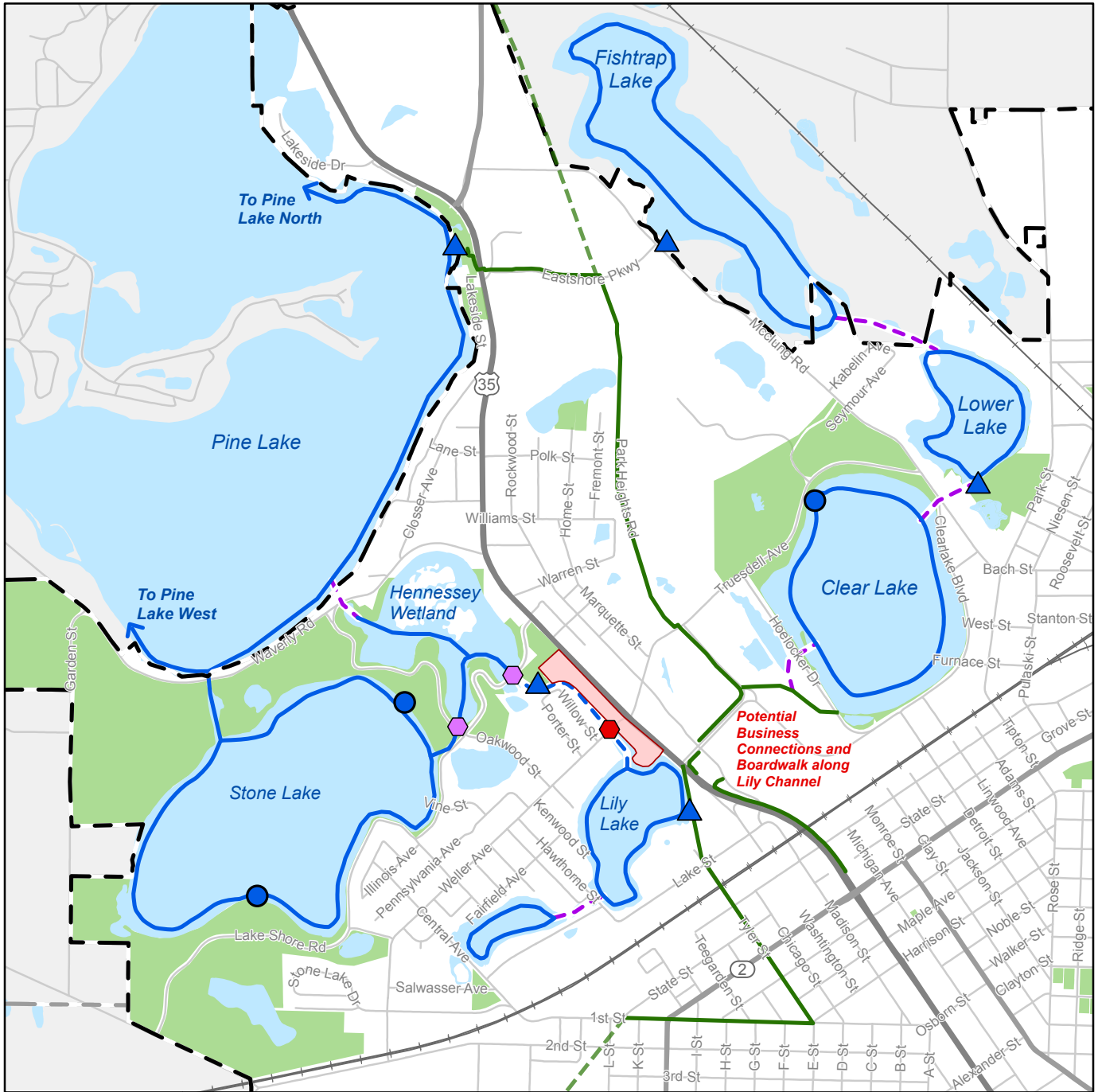
Five additional kayak launches are proposed along the blueway. The first is located along Pine Lake at Kiwanis-Teledyne Park. This location has been discussed previously by the City and would provide access to the largest lake in La Porte. The second is located on the eastern edge of Lily Lake. This kayak launch would connect the Chessie Trail to the blueway network. The third proposed kayak launch is along Lily Channel on the Recreation Department's parcel. This would allow for an additional access point, and paddlers could utilize the existing parking. The fourth is located along Lower Lake and would provide access through a City-owned right-of-way. The fifth kayak launch is proposed using city-owned right-of-way along Fishtrap Lake and would likely require stairs to overcome the elevation drop to the lake from the street. The Blueways Map shows the proposed routes which integrate the existing and proposed kayak launch locations.

In addition to the natural connections the blueways system offers, the network also provides an opportunity for economic integration. There are several existing businesses and vacant properties along the Lily Channel that could include a rear-frontage on the channel. This would provide an opportunity for businesses to integrate with the blueway network.

Along with creating connections between most of the lakes, signage, accessibility, and amenities should be an important aspect of the blueway system. Paddlers should be able to navigate easily. This means that a navigable waterway should be maintained from vegetation overgrowth and wayfinding should be readily available. Kayak launches should also be accessible for individuals of all ages and abilities. Along the blueway, at kayak launch locations, restrooms and picnic tables should be available for a more enjoyable paddling experience.

Northwest Indiana Paddling Association (NWIPA) and the City of La Porte are creating more accessible access to the lakes for paddlers. On August 21, 2022, NWIPA hosted the 11th annual "Rendezvous" and membership meeting to celebrate the dedication of the newly installed kayak, canoe, and stand up paddle board amenities at Stone Lake Beach. This gathering was well attended and included a paddle around Stone Lake for attendees. The La Porte Chain of Lakes tour was hosted by NWIPA on June 10, 2023 that gave many participants the opportunity to paddle together down the Lily Channel towards Weller Avenue.





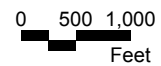
# Multimodal System Blueways

City of La Porte, Indiana

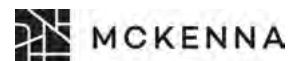
September 14, 2023

## LEGEND

- Bridge
- Culvert
- Proposed Kayak Launch
- Existing Kayak Launch
- Blueways
- Blueway-Future
- Blueway-Portage
- Chessie Trail
- Future Chessie Trail
- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: City of La Porte 2022. McKenna 2022.

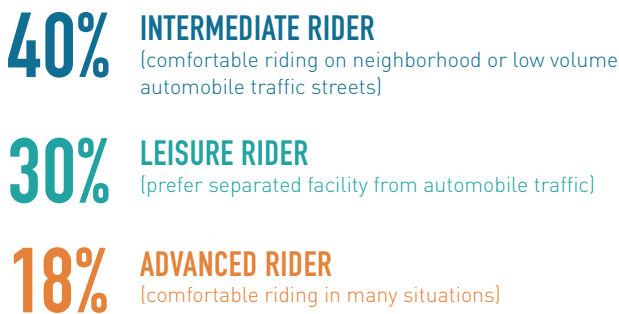


# Trails & Greenways: Bikeway Network

Trails and greenways are integral components of urban and natural landscapes that offer diverse opportunities for recreation, transportation, and environmental stewardship. The Trails, Greenways, and Blueways Plan focuses on trails and greenways as paths that provide connectivity for non-motorized transportation. A greenway is a linear open space or corridor, often created for recreational, conservation, and transportation purposes. Greenways are typically characterized by their natural or landscaped features, such as parks, trails, and vegetation, which can provide a variety of benefits to communities and the environment. The goal of these paths is to connect people to destinations as well as connect to existing trails and routes.

In La Porte, biking is an important and emphasized mode of non-motorized transportation. In Fall 2022, La Porte was recognized as a bronze-level Bicycle Friendly Community (BFC). The multimodal network includes multimodal corridors and priority loops that are focused around a biking network. However, these routes may also be suitable for pedestrian mobility, and pedestrian priority streets are also included.

La Porte is largely characterized by neighborhood streets. The majority of these streets are safe and comfortable for biking and offer a strong foundation for the creation of an active and notable bikeway network. Further, most of La Porte's popular destinations are all within a 10-to-20-minute bike ride from each other. The system recommendations will provide comfortable and safe options to ride based on the level of experience reported in the survey responses, as follows:



## Bicycle Loops

The Priority Loop is the backbone of the multimodal system. It provides key north-south and east-west connections throughout the city. The Priority Loop covers 19 miles and directly connects nine of the 15 destinations. Of the four county bike loops that intersect the city, the Priority Loop connects to all four. The Priority Loop also directs north-south traffic to utilize the Chessie Trail rather than Pine Lake Avenue.

The Priority Loop is mostly along locally controlled roads, however there are portions outside the City that are county owned. Additionally US 35 is maintained by the state. Since a majority of the Loop is locally controlled, a large portion can be feasibly implemented with relatively low-cost bikeway markings and wayfinding signs. The portion of the Priority Loop along Pine Lake Avenue will be more costly to implement as the route should be buffered from traffic to ensure the safety of cyclists.

## Bicycle Facilities

There are several treatments that are common practice for bicycle networks. These tools should be utilized in the design of each bicycle facility project, as needed, to accommodate bicyclists of all ages and abilities. Some of these treatments create awareness for cyclists on shared roadways, other treatments help to create space for cyclists separated from traffic, but still on the roadway, while others create a shared space for cyclists and pedestrians off the roadway.

The Multimodal System Bicycle Facilities Map outlines the preferred treatment for each corridor. Also identified are roads that are best suited for pedestrian mobility rather than biking.









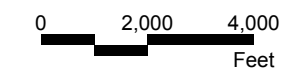
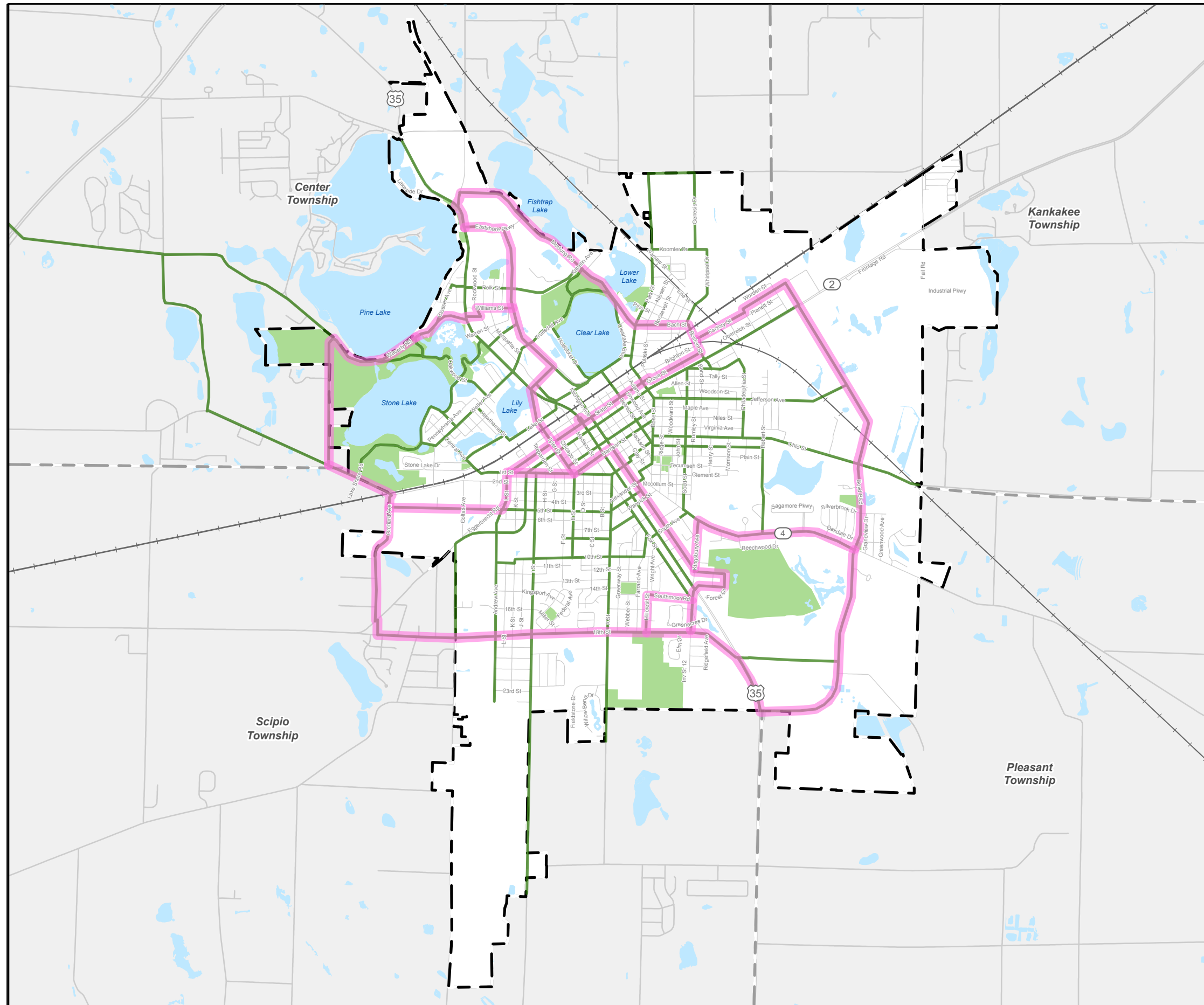
# Future Multimodal System Bicycle Loops

City of La Porte, Indiana

September 19, 2023

## LEGEND

-  Priority Loop (22.2 miles)
-  Multimodal Corridors (63.1 miles)
-  Parks
-  Bodies of Water
-  City of La Porte Boundary
-  Other Municipal Boundaries



Data Source: City of La Porte 2023. McKenna 2023.



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## Pedestrian and Bikeway Facilities

The following design treatments will ensure the safety and integration of bicyclists and pedestrians within La Porte's transportation network. These tools should be utilized in the design of each transportation project in the City of La Porte, as needed, to accommodate bicyclists of all ages and abilities. Additionally routes that would be better served as pedestrian priority were identified. These treatments vary in scale and scope and should be re-evaluated before implementation to ensure appropriateness of the treatment at the time of implementation.

The Summary Map identifies streets and trails with the most bicycle traffic, with streets signifying the integration of bicyclists and motorists. Routes identified with areas having the biggest barriers to safe non-motorized travel should be given the highest priority for treatments. Generally, all on-street markings are recommended within existing curb-to-curb dimensions, through lane narrowing to 10 -11 feet, or shared lane markings.

According to the survey, respondents indicated the most important benefits for providing trails, bicycle routes, sidewalks, and water trails are the following:

1. Increase the amount of recreational and fitness-related activities (82.48%)
2. Provide safe routes for all people to get to their destinations (72.99%)
3. Improve the quality of public spaces for current residents & visitors (67.88%)
4. Connect the La Porte to surrounding communities & destinations (50.36%)
5. Increase the number of people that exercise daily (57.66%)
6. Increase the number of people commuting to destinations (37.96%)

Additionally, when asked what type of infrastructure would you use to travel to your top 3 destinations, survey respondents answered:

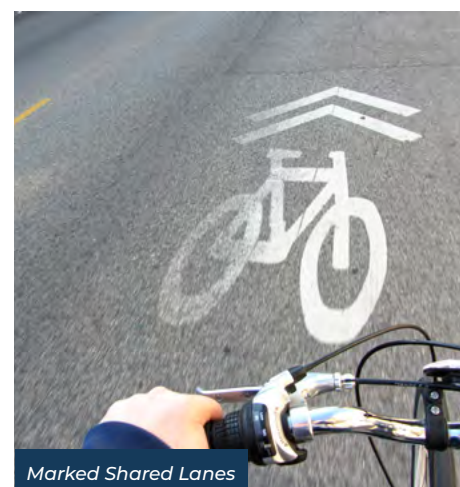
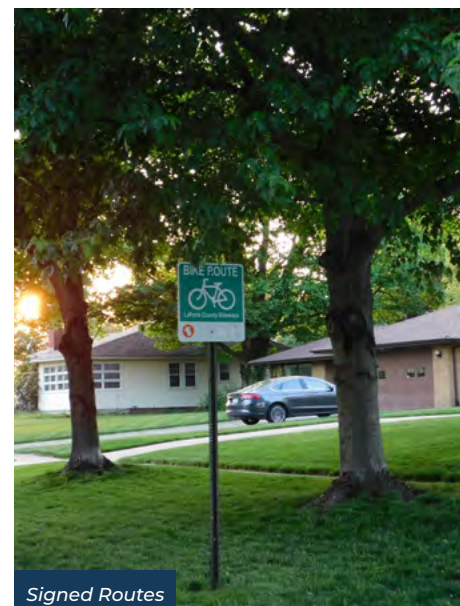
1. Shared-use trail (31.75%)
2. Sidewalk (26.19%)
3. Bicycle lane (25.4%)
4. On-street bicycle route (10.32%)

### SIGNED ROUTES

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

### MARKED SHARED LANES

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





## BIKE LANES

Bike lanes create a dedicated space for cyclists on a roadway. They are appropriate on streets with moderate to heavy traffic. Bike lanes are indicated by on-street markings, which can be supplemented with signs and sharrow. Bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when sharing road space. For safe cycling, bike lanes should be 5 - 6 feet wide. In constrained conditions, 4-foot bike lanes are acceptable for short distances.



## ADVISORY BIKE LANES

An advisory bike lane is a type of bike lane design used in urban and suburban environments to improve cycling safety and accommodate cyclists on roads with limited space or varying traffic conditions. Unlike traditional dedicated bike lanes that are physically separated from the vehicular traffic by barriers or markings, an advisory bike lane consists of dashed or dotted lines on the road indicating a designated space for cyclists. These lanes are typically narrower than traditional bike lanes and are often positioned along roads with lower traffic volumes and lower speeds. The "advisory" aspect of these lanes comes from the fact that they are not exclusively for cyclists, but they advise both cyclists and drivers on how to share the road. The concept assumes that drivers and cyclists should respect each other's space and communicate effectively to ensure safe passage.



## BUFFERED BIKE LANES (PAINTED SEPARATION)

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



## MULTI-USE PATHS

Multi-Use Paths are paved concrete or asphalt paths wide enough to accommodate both pedestrians and cyclists. They are typically a minimum of 8-feet wide with 2-feet of clearance on either side of the path. Multi-use paths offer cyclists a safe place to bike off-street when there is no space for a bike lane, or it is unsafe to bike on the street. They should be installed parallel to arterial and collector streets in areas where there are only a limited number of driveways.



## TRAILS

Trails are a place for recreation as well as transportation. Paved trails are off-street paths, usually not next to a roadway. Trails should be at least 8 feet wide with 2-feet of clearance on either side. However, a 10 to 12-foot paved trail with additional clearance is recommended.



## PEDESTRIAN PRIORITY

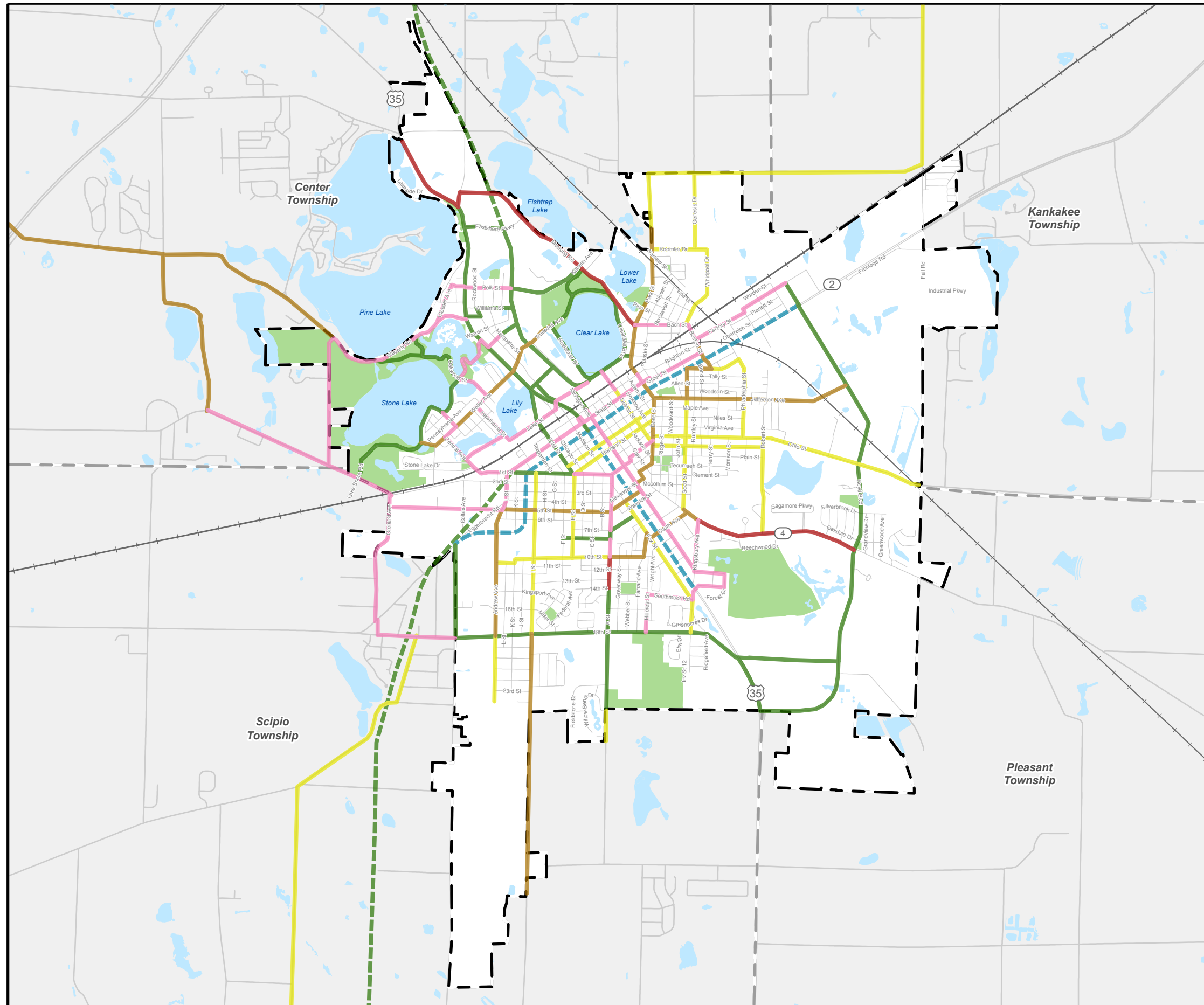
Pedestrian priority corridors are streets that are more appropriate for pedestrian traffic rather than bicycle traffic. This is because of the high volumes and high speeds of traffic that make cycling both unsafe and unenjoyable. These corridors will focus on pedestrian improvements such as crossings, design elements, and sidewalk improvements.














# Future Multimodal System Bicycle Facilities

City of La Porte, Indiana

September 19, 2023



## LEGEND

-  Marked Shared Lane / Advisory Bike Lane (16.2 miles)
-  Bike Lane / Buffered Bike Lane (3.5 miles)
-  Signed Route (12.6 miles)
-  Bike Route (12.4 miles)
-  Multi-Use Path / Trail (18.4 miles)
-  Planned Future Multi-Use Path
-  Pedestrian Priority (4.2 miles)
-  Parks
-  Bodies of Water
-  City of La Porte Boundary
-  Other Municipal Boundaries



Data Source: City of La Porte 2023. McKenna 2023.



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# Multimodal Intersections

Throughout the planning process, Steering Committee members and La Porte residents provided feedback on locations in the City that were most difficult to cross on foot or by bike. The Multimodal System Crossings Map identifies intersections that are recommended to be prioritized for multimodal enhancements. The priority crossings fall into two types: railroad crossings, and multimodal corridor crossings. Railroad crossings are when the multimodal system crosses the railroad. Multimodal corridor crossings are intersections within the multimodal system that have been identified as difficult to cross for non-motorized transportation.

## Railroad Crossings

There are several elements that can improve the safety of railroad crossings. These elements vary in cost and should be assessed on a case-by-case basis. One of the biggest safety concerns for bicyclists crossing railroad tracks is getting the wheel stuck in the tracks, leading to falls. Whenever possible, the angle of the intersecting sidewalk or shared use path should be adjusted to meet the tracks at a 90-degree angle. 60 degrees is the minimum safe angle, but 90 degrees is preferred. An unobstructed pedestrian and/or bicycle travel way should be maintained through the crossing area and tactile warning textures should be used to queue people with visual impairment.

Increasing safety signs before the railroad crossing can help cyclists improve awareness of the potential hazard. Additionally, striping and markings can help encourage riders to cross at a 90-degree angle. Another component that can help increase awareness is textured pavement leading up to the crossing. Creating grade-separated crossings, such as bridges or tunnels, where bikes and pedestrians can cross over or under the railroad tracks without interacting with vehicular traffic, can greatly enhance safety, however this is typically very costly and not practical for municipalities.

## Multimodal Corridor Crossings

There are several commonly occurring barriers to walking and biking to destinations in La Porte. Applying the following design principles throughout the City, especially during the development phase of a project, will ensure greater walkability and bikability to destinations in La Porte.

Crashes at intersections are particularly likely to affect bicyclists due to the varying speeds and turning movements of motor vehicles. At intersections, bicycle safety can be enhanced through the utilization of special treatments. Approaches such as the implementation of thru-bike lanes, intersection marking and dashing, and the creation of bike turn lanes can all contribute to increased cyclist visibility and reduced likelihood of collisions.

As numerous neighborhoods lack direct routes connecting them to nearby areas, pedestrians and cyclists frequently utilize collector and arterial roads to reach their destinations. To enhance the suitability of these journeys, the following features should be integrated into all intersections where local roads intersect with collector roads or arterial roads: curb ramps equipped with truncated domes at each corner of every intersection, stop signs-accompanied by stop bars and marked crosswalks-on the local segments of the intersection, and clear markings or signage indicating zones where parking is prohibited, including the mandatory 20-foot distance preceding each intersection.

Even though local streets often accommodate pedestrians and cyclists well, enhancing the safety of cyclists and pedestrians at every corner of an intersection can be achieved by installing curb ramps with truncated domes, using stop signs in place of yield signs, marking crosswalks, and applying stop bars. This can also involve employing mini roundabouts and implementing daylighting (clearing parking near the intersection) at such intersections to further enhance safety.

Another intersection consideration is the signal detector for bicycles that activate the traffic signals. If applicable, these loop detectors should be adjusted to detect most cyclists, or pavement marking should be placed to indicate to cyclists where they should place their bicycles.



# Multimodal System Crossings

City of La Porte, Indiana

May 16, 2023

**LEGEND**

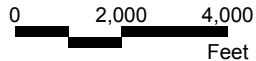
**Railroad Crossings**

- 1 Boston St
- 2 Boyd Blvd
- 3 Central Ave
- 4 Detroit St
- 5 Factory St
- 6 Monroe St
- 7 Jefferson Ave
- 8 Ohio St
- 9 Orchard Ave
- 10 Pine Lake Ave
- 11 Tipton St
- 12 Tyler St

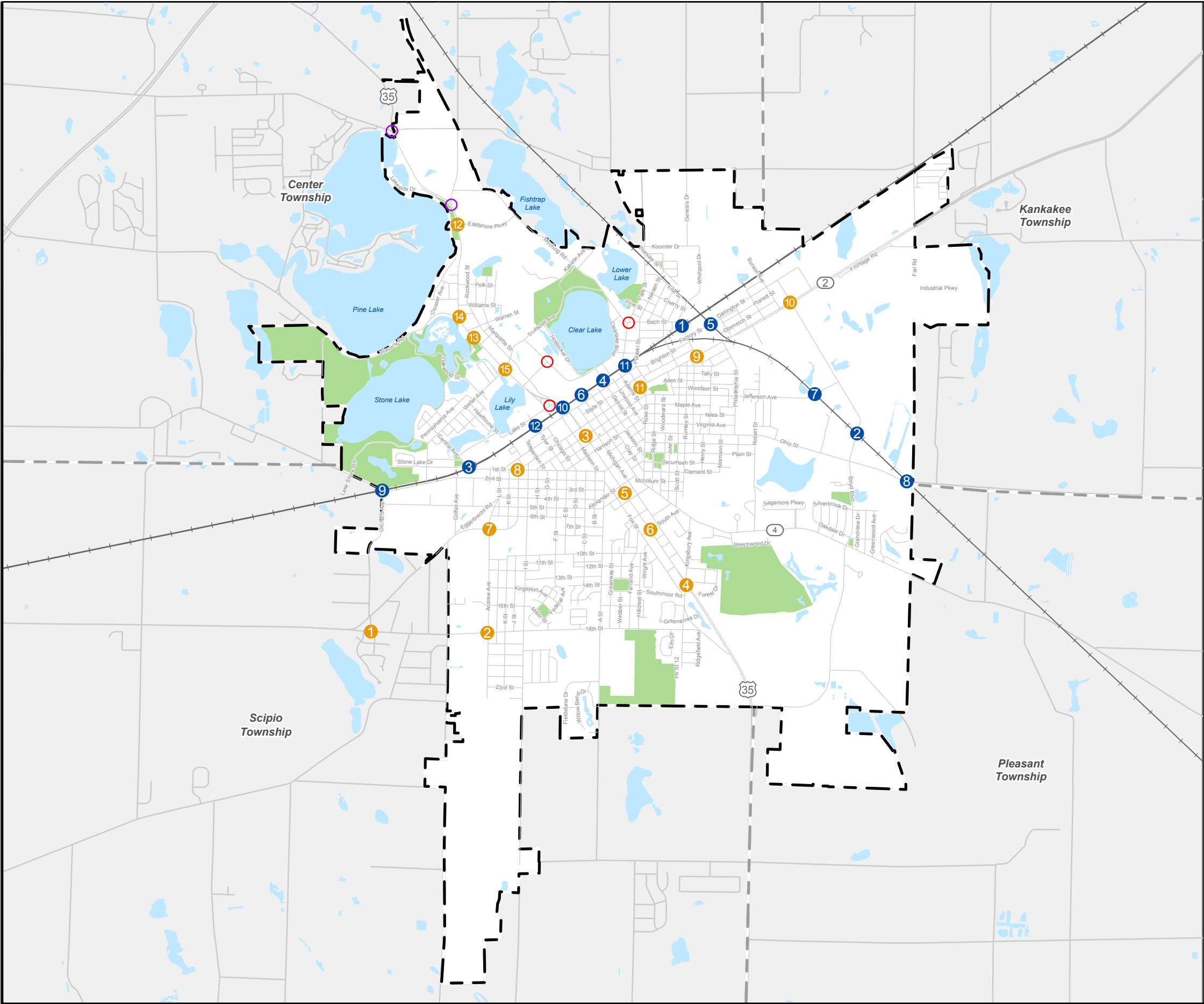
- City Roundabouts (existing and future)
- State Roundabouts (future)
- Parks
- Bodies of Water
- City of La Porte Boundary
- Other Municipal Boundaries

**Multimodal Corridor Crossings**

- 1 18th St & Nursery Rd
- 2 18th Street & Andrew Ave
- 3 Indiana Ave & Jefferson Ave
- 4 Indiana Ave & Kingsbury Ave
- 5 Indiana Ave & Plummer St
- 6 Indiana Ave & South Ave
- 7 J Street & Andrew Ave
- 10 Lincolnway & Boyd Blvd
- 9 Lincolnway & Boston St
- 11 Lincolnway & Tipton St
- 8 Lincolnway & 1st St
- 12 Pine Lake Ave & East Shore Pkwy
- 13 Pine Lake Ave & Veterans Memorial Pkwy
- 14 Pine Lake Ave & Waverly Rd
- 15 Pine Lake Ave & Weller Ave



Data Source: City of La Porte 2023. McKenna 2023.





# 03

## Policy and Programming

*This Chapter lays out policy recommendations that will help sustain La Porte's vision for an active and connected transportation network by prioritizing safety through legislation and enforcement.*

*In addition to design and planning guidance, policy strategies can improve the transportation environment in ways that infrastructure cannot. Education and encouragement are also powerful tools for promoting healthy and safe behaviors for all users of a multimodal network. As more people walk and bike for transportation and health, education should come in a variety of forms to reach all network users.*

# Municipal Policy Recommendations

The City of La Porte's municipal code currently contains some provisions benefiting active transportation users. These include strict speed limits on residential streets, sidewalk requirements, snow removal requirements, and zoning that fosters biking and walking. The recommendations that follow build upon the strong framework already established by the community.



## IMPLEMENT COMPLETE STREETS AND GATEWAY CORRIDOR REVITALIZATION PLAN: NEAR-TERM

La Porte adopted a Complete Streets Program in 2015, requiring all street design projects to be reviewed for multimodal transportation needs. Following this directive, the City enlisted consultants to develop the LaPorte Corridor Revitalization Program, which identified existing corridor conditions, public input, and recommendations for an improved streetscape network. Recommendations surrounding infill development and its compatibility with surrounding land uses, pedestrian multimodal facilities and coordination with capital projects, as well as inter-agency cooperation and prioritization schedule. The many efforts of this current Blueways, Greenways, and Trails Master Plan are aimed at helping shepherd many of these recommendations.

## WINTER SNOW REMOVAL POLICY NEAR-TERM

Provisions and clear guidance on snow removal was brought up during engagement as something that must be addressed. The City should consider investing in adequate removal equipment to meet the needs of the system, as well as a plan for prioritization. Major roadways and intersections should be done first, followed by secondary, and so on. Coordination with snow removal in vehicular lanes will be critical so snow is not pushed into pedestrian and bicycle lanes. Lastly, there should be communication with the public on the policy, the importance of keeping the system clear, and the hazards of snow and ice accumulation.

## UPDATE ZONING CODE TO ENSURE WALKABLE AND BIKEABLE DEVELOPMENTS: MID-TERM

While plans, policies, and programs are an excellent exercise in identification, analysis, and prioritization of projects, updates to the Zoning Code can enshrine specific recommendations for streetscape and multimodal transportation improvements within and near private developments by creating provisions for developers for public improvements in the right-of-way. Facilities within private developments play a significant role in whether they can be accessed by foot or by bike. La Porte can update its zoning code to ensure that these sites and the rights-of-way are accessible to pedestrians and cyclists in all redevelopments. Sample model policies include:

- » Require a maintenance policy for sidewalks, bikeways, and shared use paths.
- » Allow for greater integration of land use types through multi-use developments, thereby decreasing distance barriers for walking and cycling.
- » Require connectivity to building entrances.
- » Require a maximum setback distance for building entrances, ensuring shorter trips through parking lots for cyclists and pedestrians.
- » Increase flexibility on the required number of car parking spaces in order to limit parking lot size.





### **ENGINEERING DESIGN STANDARDS:** MID-TERM

Continue implementing the standards that were adopted in the Complete Streets Ordinance. Consider revisiting and reviewing the design references within the Complete Streets Ordinance to integrate current best practices. Additionally, ensure a consistent review and update of other adopted standards, such as zoning, subdivision, and engineering standards, which encompasses the 2004 sidewalk design standards.

### **BICYCLE PARKING ORDINANCE:** NEAR-TERM

Bicycle parking is an essential amenity for any nonmotorized transportation network. Residents will not use bikeways unless they can lock their bikes securely at their destinations. The City should set specific minimum standards for the quantity of parking required. To promote the use of the City's planned bicycle network, La Porte should update its code to include national best practice standards for bike parking at key destinations.

### **E-BIKE/E-SCOOTER POLICY:** NEAR-TERM

The City should consider allowing for electric bikes and scooters on the multimodal system. While there may be safety concerns over the speed these types of equipment travel at, bicyclists also travel at high speeds and traffic calming measures can be taken to prevent misuse. This also allows users of all abilities to take advantage of the system, as not everyone can walk or bike many miles on their own.

### **BIKE LANE PARKING ORDINANCE:** LONG-TERM

As La Porte develops its biking and walking networks, bikeways will be installed on local streets. In order for these facilities to be safe for bicyclists, they must be kept clear of motor vehicle traffic. The City should consider the establishment and enforcement of meaningful penalties for motorists driving or parking in bike lanes, or blocking marked shared lanes with their vehicles.

### **SAFE ROUTES TO SCHOOL (SR2S) PARTNERSHIPS AND SAFE ROUTES FOR SENIORS:** MID-TERM

Collaborate with the school districts to promote Safe Routes to School. Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement, and engineering projects aimed at making the trip to school safe, fun, and convenient for students in elementary and middle school. Additionally, La Porte can build on the Safe Routes to School concept by initiating a local Safe Routes for Seniors program.

# 3 E's: Education, Encouragement, Enforcement

While engineered solutions to improve conditions for bicyclists and pedestrians often have the highest public profile, other efforts are a crucial part of a holistic approach to bicycle and pedestrian accommodations. The three (3) main efforts that are examined here are Education, Encouragement, and Enforcement.

Efforts to raise greater awareness of bicycle and pedestrian issues benefit all road users. In addition to changes in the physical design of roadways, programs that educate road users, encourage bicycling and walking, and increase compliance with existing laws will lead to improved road safety.



## Education

Education is a critical component to improving the safety of bicyclists, pedestrians, and motorists. Many bicycle and pedestrian crashes are predictable and therefore preventable. However, without the proper knowledge and skills on how to interact with different types of road users, people may behave in ways that put themselves or others at unnecessary risk (i.e. failing to yield to pedestrians in crosswalks, bicycling against traffic, walking with traffic). Furthermore, poorly-trained road users may not use safe facilities as intended and create resource-consuming enforcement issues. Education can provide all users of the traffic environment with the knowledge and skills they need to navigate traffic safely and enjoyably.

Children, people with disabilities, and older adults, because of their physical and mental characteristics, are particularly vulnerable as pedestrians and bicyclists and pose little risk to others. Conversely, motorists are at little risk in crashes with pedestrians and bicyclists and are almost exclusively capable of causing the greatest harm (regardless of fault).

In light of this dynamic, education efforts in La Porte should be targeted toward those operating motor vehicles being more aware of the effects of their actions while assuming a greater level of responsibility. Education efforts should also make vulnerable users—pedestrians and cyclists—aware of the proper interactions with motorized traffic.





### **YOUTH SAFETY EDUCATION: NEAR-TERM**

The City of La Porte should consider youth education events that include a station on bicycle safety. This event would be tailored for children and possibly organized by the Police and Fire Departments. At the bicycle safety area, kids might receive free, fitted bike equipment, learn basic bicycling skills and given the opportunity to ride on a test track to practice what they have learned.

#### **RECOMMENDATIONS:**

- » Research has shown that children begin adopting safe bicycling behavior after 4-6 hours of on-bike practice. Expand education efforts to children by working with local hospitals, Bicycle Indiana, Bike Safe Indiana, People for Bikes, and/or Health by Design to offer at least two additional events or activities dedicated to teaching bicycle safety and encourage active living.
- » Encourage elementary schools to incorporate a walking unit in physical education classes, in which pedestrian safety is discussed and practiced by taking walks around schools.
- » Partner with La Porte Public Schools to explore the ability to have a Safe Routes to School program in La Porte to reach more schoolchildren with bicycle safety education efforts.

### **COMMUNITY MEDIA CAMPAIGN: NEAR-TERM**

The City can produce educational videos that air on local news stations. Videos can introduce citizens to the goals and planning process of the La Porte Trails, Greenways, and Blueways Master Plan. These provide an excellent basis for future media campaigns that educate residents about bicycle and pedestrian issues.

In addition to resources produced by the City, The Indiana Department of Transportation (INDOT) and Bicycle Indiana have a range of educational materials on their websites. Suggested topics for La Porte to focus on include: pedestrian-bicyclist-motorist laws, speeding in school zones, and sharing the road with bicycles.

#### **RECOMMENDATIONS:**

- » Distribute bicycle and pedestrian education information through City communications to residents, including the City newsletter, utility bills, or tax bills.
- » In many areas, local TV and radio stations willingly run stories on bicycling and walking topics. Regularly provide media with material on bicycle and pedestrian safety and offer to meet on-location to demonstrate the information. Such materials could also be distributed through network affiliates or other channels with local programming.
- » Work with law enforcement and the court system to offer a bicycle and pedestrian education course as an alternative for motorists, bicyclists, and pedestrians who are first-time minor offenders of bicycle- and pedestrian-related rules of the road.
- » Develop a La Porte Trails, Greenways, and Blueways smart phone application as a vehicle for community education efforts and stay connected with residents 24/7.

## Encouragement

Community events that highlight walking, paddling, and biking will create awareness of using active transportation, and encourage residents who do not often walk or bike to try. The benefits are numerous—for example, employees who bike to work are healthier and more productive, and students who walk to school are better able to stay on task.

### WALK AND BIKE TO SCHOOL DAY EVENTS: NEAR-TERM

Several national organizations coordinate to designate an International Walk to School day each year in early October and a Bike to School day each year in early May. Walking and biking to school is fun for kids and is an opportunity for them to be physically active. It also helps reduce the traffic congestion around schools, making it safer for everyone using the streets during arrival and dismissal time.

#### RECOMMENDATIONS:

- » Coordinate with La Porte School District elementary and middle schools to host International Walk to School Day and Bike to School day events to encourage the use of active transportation and reduce traffic around schools.

### BIKE TO WORK WEEK/NATIONAL BICYCLE CHALLENGE: NEAR-TERM

The City can declare a local bike challenge, which can be timed to coincide with National Bike to Work Week, help raise awareness of the benefits of biking to work, and encourage La Porte residents to post on social media about their rides in order to win a prize.

#### RECOMMENDATIONS:

- » Expand the Bike to Work Day event in La Porte to Bike to Work Week so that inclement weather, irregular work schedules, or other factors are less likely to impact participation.
- » Encourage involvement with local bike shops and businesses by hosting refueling stops for bicycle commuters along popular routes.
- » Work with major employers to encourage employees to sign up on the National Bike Challenge website. Some employers even offer small incentives such as gift cards to employees that log a certain number of miles over the week / month.

### COMMUNITY EVENTS: NEAR-TERM

Other community events also provide opportunities for residents to get to know their neighbors, shop locally, and explore their community.

#### RECOMMENDATIONS:

- » Continue promoting the Park and Recreation Department Night Bike Rides to encourage safe ridership during low visibility.
- » Work with the Greater La Porte Chamber of Commerce, La Porte Economic Advancement Partnership (LEAP), or other local business groups to hold a “bike and dine” event, or a “shop by foot and bike” event, where diners and shoppers travel on bike to each restaurant or retail location. This can garner media attention for the local businesses and encourage people to try biking for transportation. The businesses highlighted should have adequate bicycle parking.
- » Host a “bike-in movie” or “Wheels and Reels” at a City park. Such an event should be designed to be more convenient for people to walk or bike to the event than to drive.

### ONLINE SOCIAL MEDIA STRATEGIES TO PROMOTE COMMUNITY EVENTS AND BIKING AND WALKING: NEAR-TERM

Create a single online site for residents visitors to receive updates and information on biking in La Porte to increase awareness and attendance at events.

#### RECOMMENDATIONS:

- » Work with community groups and event sponsors to create and maintain a social media page for community active transportation events in La Porte. This effort could involve a combination of social media platforms including Facebook, Twitter, and others.



# Enforcement

Successful implementation of this plan will result in an increase in active transportation users, which can also create new law enforcement challenges. To promote the safety of all people using traffic laws that deter reckless behavior by road users.

## TRAINING FOR POLICE ON BICYCLE AND PEDESTRIAN SAFETY ISSUES: NEAR-TERM

Police officers can partake in a variety of trainings offered for law enforcement about pedestrian and bicycle safety. The League of American Bicyclists offers information and resources for law enforcement officers, including training sessions.

### RECOMMENDATIONS:

- » Conduct regular training for officers and staff on the rules of the road for bicyclists and pedestrians, and the most common causes of bicycle and pedestrian crashes. Special consideration should be given to laws that impact bicycle and pedestrian safety in school zones.

## CROSSWALK ENFORCEMENT EVENTS/ TARGETED ENFORCEMENT EFFORTS: NEAR-TERM

The La Porte Police can use existing pedestrian and bicycle crash data to identify the most dangerous locations for pedestrians. Police “walk-out” stings have been used successfully in other communities to increase the number of motorists yielding to pedestrians, especially when paired with a television media effort.

### RECOMMENDATIONS:

- » Perform police “walk-outs” to demonstrate that motorists should yield to pedestrians in crosswalks. Campaigns can be especially impactful in commercial areas near transit routes and near schools throughout the City.

## SCHOOL ZONE TRAFFIC ENFORCEMENT: NEAR-TERM

Involving police and parking enforcement officers is an effective way to encourage compliance with existing laws. Regular traffic enforcement events around schools during arrival and dismissal are an effective way to remind drivers to operate their vehicles safely in school zones.

### RECOMMENDATIONS:

- » Create an internal calendar to schedule traffic enforcement event “stings” at La Porte schools during arrival and dismissal, ensuring that each school has an enforcement event at least once every semester to ensure driver compliance.





# 04

## Implementation

*The La Porte Trails, Greenways, and Blueways Master Plan advocates for a comprehensive set of network improvements, policies and programs that are staggered over several years. When implemented, they will help La Porte reach its vision for accommodating bicyclists and pedestrians in the City.*

*The effective implementation of this plan will require leadership by City Staff and a continued partnership with the schools and community organizations in La Porte. It will also require cooperation with neighboring municipalities, LaPorte County, and the Indiana Department of Transportation.*

# Timing

The recommendations are divided into three (3) categories: near-term, mid-term, and long-term. These categories will help the City coordinate its efforts with staffing and work plans.

## Near-Term Priorities: 1 to 3 Years

The near-term network recommendation is generally to focus on the installation of the La Porte Bike Loop. Corridors and intersections that are currently walkable and bikeable may be aided by low-cost improvements, such as network signage, markings, cut-throughs, or crossing improvements, are major priorities in the next 3 years.

Near-term policy and programming projects are quick-wins that should be completed in less than three years. These projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

## Mid-Term Priorities: 3 to 5 Years

Mid-term network recommendations are corridors and intersections that tie into the La Porte Bike Loop and can be easily improved—with a moderate construction budget—to become more walkable and bikeable. Examples of mid-term priorities are corridors with low average daily traffic (ADT) and ample width to add roadway/right-of-way signs, bike lanes, or shared lane markings; intersections that are currently signaled but can be improved by curb extensions; local sidewalk completion; and other network amenities, such as benches and identity features.

For policy and programming projects, mid-term means completion is expected within three to five years, although some projects require preliminary work in the near-term. These projects may have initial start-up costs and coordination with community organizations. Mid-term projects generally involve more planning.

## Long-Term Priorities: More than 5 Years

Long term network recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high average daily traffic or restricted road width or right-of-way.

Policy and programming projects, expected to begin implementation after five years, frequently depend on the completion of earlier projects and local support.

## Opportunistic Implementation

While this plan offers a guide to prioritizing these recommendations as near, mid, or longterm priorities, the City should actively seek opportunities to coordinate implementation with private development and public projects. Private development can often trigger the need to improve the corridor frontage areas, and State and County construction and maintenance priorities can overlap with this plan's recommendations. Implementing agencies should remain aware of these kinds of opportunities and seek to coordinate the implementation of this plan with parallel County and regional efforts.





# Evaluation

A plan as comprehensive as this one requires vigorous oversight to ensure its effective implementation. The following tools can help the City effectively evaluate their progress.

## Continue the Plan Steering Committee as a Standing Bike-Ped Task Force

The heart and soul of this plan came from local residents who participated in public engagement events hosted by the Steering Committee. Resident's visions and goals are expressed throughout the recommendations of this plan. La Porte can continue to benefit from the wisdom of these advocates by inviting them to join a standing bicycle and pedestrian task force. A representative each from La Porte's Commission on Sustainability and Traffic Commission should be appointed to the task-force to ensure coordination of similar objectives.

The task force will monitor implementation of the plan, promote events celebrating biking and walking in La Porte, and encourage residents and visitors to use the improved biking and walking networks. The task force would benefit from membership derived from the key stakeholders who comprised the Steering Committee for this plan. The primary responsibilities of the task force are to:

- » Facilitate outreach to the community at time of adoption of the Trails, Greenways, and Blueways Plan and as parts of the plan are implemented. Task Force members can use their existing community and social networks to spread the word about upcoming projects.
- » Monitor implementation of the plan.
- » Establish a budget for the Task Force so that they may continue using City resources to implement the plan's recommendations.
- » Form partnerships with schools and community organizations to advance the plan's recommendations.

## REVIEW AND REPORT ON PLAN IMPLEMENTATION

La Porte staff should regularly review and report on progress and implementation of this plan to the Trails, Greenways, and Blueways (TGB) Task Force. The City should establish performance metrics to include in the report. Recommended metrics include:

- » Miles of bicycle network implemented;
- » Miles of sidewalk, path and trails built;
- » Complete intersections developed;
- » Bicycle- and pedestrian-friendly policies adopted;
- » Educational events and encouragement opportunities offered;
- » Enforcement events held; and
- » Other bicycle and pedestrian improvements.

## MONITOR BICYCLE AND PEDESTRIAN USAGE

In addition to improving the built environment for biking and walking, advancing policy, and holding programs that promote biking and walking, it is important to monitor usage and safety of active transportation in La Porte. The following data-collection and analysis efforts should be made on a regular basis:

- » Review and analyze crash data annually to identify high-crash area locations;
- » Develop counting system for assessing use of bike racks; and
- » Conduct bicycle and pedestrian counts at key roadway and trail locations throughout the City including adjacent lands in City and County parks.
- » Monitor La Porte's ratings on websites like "Walkscore" to see if plan implementation is resulting in improved ratings.

## COORDINATE IMPLEMENTATION

La Porte's transportation network is part of a much larger regional system. Many recommendations in this plan are on roads or lands controlled by other agencies. To fully implement the Plan recommendations and to connect La Porte's transportation network with the regional and statewide transportation system, the City will need to coordinate projects with other agencies. INDOT, LaPorte County, and the La Porte Public School District are partner agencies that should be consulted and coordinated with regularly during plan implementation.



# Funding

## Strategically pursue funding for plan implementation

Although portions of this plan can be completed for little to no cost, this plan cannot be fully implemented without financial support. Many outside funding sources are available, and there are many opportunities to integrate plan implementation into the City's budget. The following are suggestions for how to fund implementation of this plan:

- » Dedicate funding towards biking and walking infrastructure and programs.
- » Integrate recommendations into the CIP.
- » Pursue outside funding opportunities.

There are numerous funding sources available to support the implementation of this plan. Opportunities include public sources, like the NIRPC administered transportation programs. For a list of sources to draw upon for support during implementation.

## Implementation

Throughout this plan, the consultants have provided recommendations for implementation of the various recommendations. The plan advocates for a comprehensive set of network, policy, education, enforcement, encouragement, and evaluation improvements staggered over several years. The effective implementation of this plan will require leadership by La Porte staff and residents. It will also require cooperation with neighboring municipalities, La Porte County, and INDOT.

Biking and walking in the community will only increase if the plan's recommendations for education, encouragement, and enforcement are implemented in a timely manner in conjunction with the physical improvements to the network.

Based on level of difficulty, and number of stakeholders needed to implement, the following recommendations are prioritized for near, mid, or long term implementation.

## IMPLEMENTATION TABLE

<b>Blueway Network</b>	<b>Near -Term</b>	<b>Mid-Term</b>	<b>Long-Term</b>
Accessible Infrastructure: Access Points		X	X
Accessible Infrastructure: Signage and Navigation		X	
Accessible Infrastructure: Safety Information	X		
Accessible Infrastructure: Use-Friendly Facilities		X	
Safety and Education: Safety Workshops	X		
Safety and Education: Environmental Awareness	X		
Safety and Education: Responsible Practices	X		
Community Connection: Local Partnerships		X	
Community Connection: Economic Benefits			X
Community Connection: Events and Engagement		X	
Recreational Variety: Di-verse Activities		X	
Recreational Variety: Skill Levels		X	
Recreational Variety: Accessible Experiences			X
Continuous Care: Regular Maintenance			X
Continuous Care: Partner-ship Sustainability		X	
Continuous Care: User Feedback		X	
Continuous Care: Adaptation and Growth			X
Infrastructure: Restore Lily Channel	X		
Install new boat / kayak launch at Parks and Rec Office site along Lily Channel		X	
Install new boat / kayak launch at Chessie Trail site along Lily Channel			X
<b>Bicycle Network</b>			
Conduct a Bike Share Feasibility Study		X	
Develop a Bike Parking Plan	X		
Conduct A Bicycle Wayfinding Study focusing on the bike loops and multimodal corridors		X	
Improve Connections Between Biking and Paddling to TransPorte bus system			X
Develop A Smartphone Application For Biking In La Porte		X	
Bike Priority Loops	X	X	X
Marked Shared Lanes / Advisory Bike Lanes	X	X	
Bike Lanes / Buffered Bike Lanes		X	
Signed Routes		X	
Bike Routes	X		
Multi-Use Paths			X
Pedestrian Priority	X		

<b>Multimodal Intersections</b>	<b>Near-Term</b>	<b>Mid-Term</b>	<b>Long-Term</b>
Railroad Crossings		X	X
Multimodal Corridor Crossings	X	X	
<b>Municipal Policy Recommendations</b>			
Continue to implement the City Complete Streets Policy	X		
Adopt a Complete Streets Policy		X	
Update Zoning Code to Ensure Walkable and Bikeable Developments		X	
Engineering Design Standards		X	
Bicycle Parking Ordinance	X		
Bike Lane Parking Ordinance			X
Adopt Winter Snow Removal Policy	X		
Adopt E-Bike/Scooter Policy	X		
Safe Routes to School Partnerships		X	
<b>Education Recommendations</b>			
Youth Safety Education	X		
Community Media Campaign	X		
<b>Encouragement Recommendations</b>			
Bike to Work Week/National Bicycle Challenge	X		
Walk and Bike to School Day Events	X		
Community Events	X		
Online Social Media Strategies to Promote Community Events, Biking, and Walking	X		
<b>Enforcement Recommendations</b>			
Training for Police on Bicycle and Pedestrian Safety Issues	X		
Crosswalk Enforcement Events/Targeted Enforcement Efforts	X		
School Zone Traffic Enforcement	X		



# Near-Term Projects

This memo includes cut sheets for the five projects identified as part of the Phase I bike network. These projects are as follows:

- 1 **Lily Channel**
- 2 **State Street**
- 3 **Michigan Avenue**
- 4 **Monroe Street**
- 5 **Indiana Avenue Crossing Improvements**

**TOP 5  
PRIORITY  
PROJECTS**

## COST ESTIMATES

Generalized cost estimates have been provided for each project. Estimates are based on observed costs from a sampling of projects around the country, as well as publicly-available unit price information published by the Wisconsin Department of Transportation and U.S. DOT PEDSAFE, Pedestrian Safety and Countermeasure Selection System.

	Total Miles	Estimated Cost Per Mile	Estimated System Cost
Wayfinding Signs for Multimodal Corridor	63.1	\$35,000	\$2,208,500
Wayfinding Signs For Bike Priority Loops	22.2	\$25,000	\$555,000
Installing Marked Shared Lane / Advisory Bike Lane	16.2	\$12,000	\$194,400
Installing Bike Lane / Buffered Bike Lane	3.5	\$25,000	\$87,500
Installing Bike Route Signs on Signed Route	12.4	\$24,000	\$297,600
Install Multi-Use Path	18.4	\$1,000,000	\$18,40,000
Pedestrian Priority Intersection Improvements	4.2	\$90,000	\$378,000

*These typical costs were developed in part using U.S. DOT PEDSAFE, Pedestrian Safety and Countermeasure Selection System Located at: <http://pedbikesafe.org/PEDSAFE/countermeasures.cfm> (accessed August 16, 2023) and Wisconsin Department of Transportation Average Unit Price data located at: <http://wisconsin.gov/hccidocs/contracting-info/average-unit-price.pdf> (accessed August 16, 2023), as well as historical average costs observed by McKenna.*



## Lily Channel

**(OPENING LILY CHANNEL AND  
ADDING TWO KAYAK LAUNCHES)**

Lily Channel is a water connection between Lily Lake and Hennessey Wetland, Stone Lake, and Pine Lake. This connection was cut off with the construction of the Weller Avenue culvert. Reconstructing the Weller Avenue culvert as a passable bridge would open the channel and allow for water access between Lily Lake and the other lakes of La Porte. In addition to reconnecting the lakes, two additional kayak launches are recommended. The first is along the Chessie Trail on the eastern shore of Lily Lake. The second is along Lily Channel near Hennessey Wetland on the Recreation Department's property. These additional kayak launches would allow for greater access to the blueway network and increase multimodal connectivity.



## State Street

**(GROVE STREET /FACTORY STREET/  
DARLINGTON STREET/WASHINGTON STREET)**

State Street offers connection from southwest to northeast La Porte. This route has been identified as a priority loop route and parallels the railroad tracks. The corridor includes State Street, Grove Street, Factory Street, and Darlington Street. While part of this route has been considered for a truck route, the average traffic counts are still fairly low, so this should not be a major concern for cyclists. Marked shared lanes or advisory lanes are recommended along this corridor given the calmer nature of this route.



## Michigan Avenue

**(FROM WASHINGTON STREET TO KINGSBURY  
AVENUE)**

Michigan Avenue parallels Indiana Avenue (IN 2) and provides a calmer alternative for northwest-southeast travel. It also is included in USBR 35 and La Porte Loop. Michigan Avenue also provides access to destinations such as Downtown and the Beechwood Golf Course. Marked shared lanes or advisory bike lanes are recommended. While the northwest section of the corridor is commercial, the majority of the corridor is residential in nature which lends itself to marked shared lanes/advisory lanes.

## Monroe Street

**(FROM KINGSBURY AVENUE TO BOYD BOULEVARD)**

Monroe Street is a state route that provides connection from the southeast to Downtown. This corridor also directly connects to Hastings Park and several commercial businesses. The current road configuration includes two lanes for vehicle traffic (one going each way) and parking lanes on either side of the road. The parking is not widely utilized as there is adequate off-street parking, therefore it is recommended that the parking lanes should be converted into buffered bike lanes to offer cyclists increased protection and visibility from traffic.

## Indiana Avenue Crossing Improvements

**(AT JEFFERSON STREET, PLUMMER STREET, SOUTH AVENUE, AND KINGSBURY AVENUE)**

Indiana Avenue (US 35) experiences high traffic volumes, including truck traffic. Crossing improvements along key corridor intersections are recommended. These improvements vary based on the intersection, but in general, crossings should be clearly marked and visible for vehicle traffic. Additionally, installing curb ramps with truncated domes, using stop signs in place of yield signs, signalizing crosswalks, and applying stop bars is recommended.



