How It All Began

- Fairgrounds Park
- Multi-Use Facility
- Added Perimeter Pathway in 1988
- ¾ Mile Track
- ↑ 500 People/Day
Lakewood Link

- Began in 1992
- 1.5 Mile Pathway, 150-FT Bridge
- TE Funded - $685,000
- Connected Residents to Park Outside City Limits
Developed Pathways Master Plan in 2005

Fit City Initiative

Pathway Committee

Updated Plan in 2010

Community Survey

Current Infrastructure:

- Bike Lanes – 2.4 Miles
- Pathways – 12+ Miles

2010 Citizen Survey Results
(Performed as part of Parks Dept. Master Plan)

<table>
<thead>
<tr>
<th>Facility/Amenity</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connected Walking and Biking Trails</td>
<td>#1</td>
</tr>
<tr>
<td>Outdoor Swimming Pool/Aquatic Center</td>
<td>2</td>
</tr>
<tr>
<td>Nature Center</td>
<td>3</td>
</tr>
<tr>
<td>Indoor Fitness and Exercise Facility</td>
<td>4</td>
</tr>
<tr>
<td>Indoor Running/Walking Track</td>
<td>5</td>
</tr>
<tr>
<td>Small Neighborhood Parks</td>
<td>6</td>
</tr>
<tr>
<td>Off-Leash Dog Park</td>
<td>7</td>
</tr>
<tr>
<td>Recreation Community Center</td>
<td>8</td>
</tr>
<tr>
<td>Indoor Swimming Pool/Leisure Pool</td>
<td>9</td>
</tr>
<tr>
<td>Greenspace and Natural Areas</td>
<td>10</td>
</tr>
</tbody>
</table>
Route Alternatives
Where to Start?

**PRIORITY LOOP CRITERIA**

- Partners with Road Extension
- Links to Existing Major Pathway
- Encompasses/Acces 23 Key Points (Including 10 Schools & 10 Parks/Community Centers)
- Proximity to Population Base
- Proximity to Downtown
- Loop is ~ 6.25 Miles
Master Plan

- Grid System
- Primary “Spines”
- Goal: Pathway Within 3-4 Blocks
- Regional Connections
BIKE LANES
ROAD DIET?

The Way to a Healthier Diet

Veggies Save

Caution
Animal Fats, Next 20 Miles

Artery Narrows
High Cholesterol Slow Down

No Turn On Red Meat

Mad Cow Crossing

Gas, Next Left

Spasm, Next Right

Vegan on Board

Caution

Beware of Hot Dog!
Road Diet
Road Diet Impacts

Evaluation of “Road Diet” Measures on Crashes
- Summary Report, FHWA-HRT-10-053, June 2010

- Reduced Vehicle Speeds
  - 4-5 mph reduction in 85th % free-flow speed

- Reduced Pedestrian Crash Risk

- Minimal Effects on Vehicle Capacity for AADTs <20,000

- Crash Reduction Data:
  - Moderate AADTs (Iowa Study): 47%
  - Higher AADTs (California/Washington Study): 19%
  - Combined Study Sites: 29%
Roosevelt Rd

BEFORE:
- 4 Travel Lanes

AFTER:
- 2 Travel Lanes, TWLTL, & 2 Bike Lanes
Downtown Lane Configuration Changes

**Jefferson Street**
Overall Width: 35’ – 36’
Parallel Parking Lanes: 8’ – 9’
Lane Widths Ranged: 8.7’ – 10.4’

**Chicago Street**
Overall Width: 37’ – 38’
Parallel Parking Lanes: 8’ – 9’
Lane Widths Ranged: 10.1’ – 11.2’
Glendale Blvd

BEFORE:
- 2 Wide, Undefined Lanes
- Parking Allowed on Both Sides

AFTER:
- Restricted Parking to 1 Side, Added Bike Lanes
- Reduced Vehicular Speeds
PATHWAYS
Campbell St Pathway

Shifted Centerline

Saw Cut for New Curb Line
Campbell St Pathway

New Curb Line

Shifted Centerline
Campbell St Pathway
SR 49 & Vale Park Rd

8' Pathway

Existing Woods to Remain

Native Tree Species

Vale Park Overpass

Special Accent Plantings

Native Meadow Plantings
Typical Cross Section

CR400N - VALE PARK ROAD BRIDGE
OVER SR 49
SR 49 & Vale Park Rd
“Art Walk”
“Art Walk”

The Fine Arts play a fundamental role in shaping society's cultural, education, and economic systems.

Midwest Sculpture Initiative’s Mission Statement: To provide outdoor sculpture exhibitions throughout the Midwest, promote cooperation among art and civic organizations, advance the role that the visual arts play in the quality of life and increase economic development.
Control Joints
PATHWAYS & BIKE LANES
A LOCAL PERSPECTIVE

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