



Brownsburg

TRANSPORTATION PLAN

Adopted By Town Council Resolution #2020-18



Acknowledgments

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Table of Contents

- Introduction7**
 - What is a transportation plan?7
 - How is a transportation plan implemented? 8
 - Plan Jurisdiction..... 8

- Vision Statement, Goals, and Objectives 11**

- Existing Conditions 15**
 - Related Planning Efforts - Local 15
 - Brownsburg Comprehensive Plan 2019 15
 - Town of Brownsburg 2018-2020 Strategic Plan.....16
 - Town of Brownsburg 2020 Thoroughfare plan.....16
 - Town of Brownsburg Active Transportation Plan.....16
 - Town of Brownsburg Asset Management Plan16
 - Related Planning Efforts - Regional 17
 - IndyGo Comprehensive Operations Analysis 17
 - MPO 2045 Long Range Transportation Plan..... 17
 - MPO Regional Pedestrian Plan 2006 17
 - MPO Travel Demand Model 17
 - Ronald Reagan Corridor Master Plan 2005.....18
 - Ronald Reagan Corridor Design Guidelines 200518
 - The Central Indiana Transit Plan18
 - Neighboring Thoroughfare Plans19
 - Traffic Counts.....19
 - Demographic Trends 19
 - Brownsburg’s Population and Growth19
 - Brownsburg’s Employment and Income.....20
 - Brownsburg’s Housing Status.....20
 - Brownsburg’s Commuting Patterns.....20
 - Future Land Use..... 21
 - Existing Transportation Network Analysis 21
 - FHWA Functional Classification 21
 - Intersection Controls 24
 - Existing Traffic Volumes.....24
 - Safety/Crash Analysis 24

- Planning Process 29**
 - Steering Committees 29
 - Subcommittees..... 29
 - Public Workshop.....30
 - Public Survey 31

- Thoroughfare Plan 37**
 - Future Transportation Network Analysis..... 37
 - Growth Rates 37
 - Estimated Traffic Volumes 37
 - Congestion40
 - Brownsburg Roadway Classifications Definitions 42

| | |
|--|-----------|
| Thoroughfare Plan Map..... | 42 |
| Connectivity Opportunities | 42 |
| Cross-Sections | 45 |
| Principal Arterial..... | 45 |
| Minor Arterial | 45 |
| Major Collector | 45 |
| Minor Collector | 46 |
| Local Road | 46 |
| Range of Values..... | 46 |
| Important Notes | 50 |
| Transportation Improvement Plan..... | 52 |
| Identifying Projects | 52 |
| Prioritizing Projects..... | 53 |
| Project Priority Lists | 55 |
| Town of Brownsburg Projects..... | 55 |
| Multi-Jurisdictional Projects | 56 |
| Hendricks County Projects..... | 58 |
| Active Transportation Plan..... | 61 |
| Vision, Goals, and Objectives | 61 |
| Definitions and Responsible Departments | 63 |
| Existing System Map..... | 65 |
| Planning Process..... | 65 |
| Active Transportation Plan | 68 |
| Active Plan Map | 68 |
| Connectivity Opportunities | 68 |
| Proposed Cross-Sections..... | 68 |
| Identifying Projects | 69 |
| Prioritizing Projects..... | 75 |
| Active Transportation Project Priority List - Town of Brownsburg | 76 |
| Active Transportation Project Priority List – Multiple Jurisdictions | 77 |
| Future Steps..... | 85 |
| Monitor | 85 |
| Maintenance of Trails | 85 |
| Promote Active Transportation | 85 |
| Complete Streets Policy | 87 |
| Introduction..... | 87 |
| Vision and Intent..... | 87 |
| Commitment in All Projects and Phases | 87 |
| Jurisdiction | 87 |
| Exceptions | 87 |
| Design..... | 88 |
| Land Use and Context Sensitivity..... | 88 |
| Implementation Steps..... | 88 |
| Access Management Policy | 89 |
| Introduction..... | 90 |
| Need For Access Management..... | 90 |
| Access Management Example Project..... | 91 |
| Before Access Management..... | 91 |
| After Access Management..... | 92 |
| Access Management References..... | 93 |
| Traffic Impact Studies | 94 |

| | |
|--|------------|
| Access Management Principles | 94 |
| Functional Classification System | 94 |
| Limit Number of Intersections and Reduce Conflicts | 95 |
| Driveway Spacing | 97 |
| Property Clearance | 97 |
| Corner Clearance | 98 |
| Driveway Throat Length..... | 99 |
| Approach Angle | 100 |
| Driveway Exiting Lanes | 100 |
| Turn Lane Warrants | 101 |
| Stopping Sight Distance..... | 101 |
| Raised Center Medians..... | 102 |
| Intersection Sight Distance..... | 102 |
| On-Site Circulation..... | 103 |
| Signalized Intersections | 104 |
| Unsignalized Intersections..... | 105 |
| Roundabouts..... | 105 |
| Alternative Modes Of Travel | 106 |
| Coordination With Other Agencies | 106 |
| Appendices | 108 |
| References | 108 |
| Meeting Notes..... | 111 |
| Public Survey | 182 |
| Master List - All Projects..... | 267 |
| Master List - Active Projects | 272 |
| Miscellaneous Maps..... | 276 |



Introduction

What is a transportation plan?

How is a transportation plan implemented?

Plan jurisdiction





Introduction

What is a transportation plan?

A transportation plan is a planning tool which describes how transportation can support a community’s future goals. The plan should be updated about every ten years, and Brownsburg’s previous transportation plan was completed in 2009. The transportation plan is a component of the comprehensive plan, which was updated in 2012 and 2019. With many of the previous plan’s objectives satisfied, an update to the transportation plan was needed to keep Brownsburg moving in the right direction.

A transportation plan considers all modes of transportation, including personal vehicles, commercial trucks, bicycles, pedestrians, and transit. New to the current plan is the integration of the active transportation plan, and policies for complete streets and access management into the transportation plan. Previously, these were separate documents updated at different times. Combining them allows for a wholistic multi-modal plan to be utilized for the upcoming decade.

Some key components of the transportation plan include the transportation classification map, which assigns hierarchy to the roadway network; cross-section details, which provide general design guidelines for future road and trail projects; and the transportation improvement plan, which is a prioritized list of projects to pursue in the next few years.

This transportation plan is required to go through the same adoption process as a comprehensive plan, per Indiana law:

- 1 Plan Commission holds a public hearing.
- 2 Plan Commission recommends adoption to Town Council.
- 3 Town Council adopts the plan by resolution.

How is a transportation plan implemented?

A plan is only successful if it is implemented and referenced often. Plans must be evaluated and updated as the town changes through demographic trends, new technologies, economic growth or decline, annexations, and major transportation improvements.

Local government officials should use the transportation plan as follows:

- 1 As the basis for budgeting and planning of transportation-related improvements in Brownsburg.
- 2 To identify the need for additional public right-of-way dedication and improvements during the platting process, based on the transportation plan.
- 3 As a guideline in rezoning decisions per IC 36-7-4-603 (1), which requires the Plan Commission to consider the comprehensive plan.

In conjunction with the comprehensive plan, the transportation plan should be reviewed on a regular basis to determine how well the plan is working. Is the town actively working toward the plan's goals and objectives? What goals and objectives have been achieved? Have there been any big changes that the plan needs to respond to?

A complete update of the transportation plan should be scheduled about every ten years, generally after the update of the comprehensive plan. Amendments to the plan may be adopted in the interim, following the same procedures as plan adoption.

Plan Jurisdiction

The Town of Brownsburg is located primarily within Lincoln and Brown Townships. Small portions of the town are located within Middle and Washington Townships. The study area includes all of the Town of Brownsburg, as well as the unincorporated areas of Lincoln and Brown Townships as shown in **Map 1** on the next page.



Vision Statement, Goals, and Objectives





Vision Statement, Goals, and Objectives

The following vision, goals, and objectives are guiding principles for the development and implementation of this Transportation Plan. The vision is an over-arching policy statement for the plan, goals provide direction towards achieving the vision, and objectives are actionable steps toward achieving each goal. This plan’s visions goals, and objectives were developed from the 2009 Thoroughfare Plan, the 2019 Comprehensive Plan, the 2014 Active Transportation Plan, and were refined by the steering committee.

VISION

Provide a safe, efficient, accessible, and sustainable transportation system that balances the needs of all travel modes while promoting connectivity and economic development throughout the community.

GOAL 1

Improve safety and reduce congestion for vehicular traffic.

- Pursue safety and congestion improvement projects identified in this plan. Apply for Congestion Mitigation and Air Quality (CMAQ) and Highway Safety Improvement Program (HSIP) funds to help offset costs for these projects.
- Enact policies for access management as outlined as part of this plan.
- Identify preferred truck routes, including Ronald Reagan Parkway and streets connecting to local businesses. Coordinate with local companies to encourage truck drivers to use the preferred truck routes. Use a “carrot” approach to promote appropriate truck routes, and limit use of the “stick” of truck restrictions.

- Investigate opportunities to replace at-grade rail crossings with grade-separated crossings.
- Encourage the evaluation of alternative intersection and interchange treatments that may offer better safety/capacity benefits than traditional intersections and interchanges.



Improve connectivity in and around Brownsburg.

- Explore the feasibility of a new bridge crossing and possible interchange of I-74 west of Green Street.
- Explore the feasibility of a new bridge crossing of I-74 east of Green Street, in the vicinity of County Road 900 East.
- Plan and evaluate potential routes to complete Northfield Drive around the west side of Brownsburg.
- Continue to encourage connecting streets between adjacent residential neighborhoods.
- Encourage businesses to connect with adjacent properties, use frontage roads where access is controlled, and reduce drive cuts when redevelopment opportunities occur.
- As new developments are planned, require connections as shown in the **Thoroughfare Plan** and **Connectivity Opportunities Map**. These maps do not indicate an exact alignment, but a general concept to connect stub streets with future development.
- Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/ bicycle network.
- For new and redevelopment projects, and where right-of-way exists or private property allows, connect the pedestrian/bicycle network directly to the front door of destination buildings (not just to the parcel).



Encourage active transportation modes through policy updates and infrastructure investment.

- Adopt a Complete Streets ordinance based on the policy outlined in this plan.
- Implement trail and sidewalk projects as identified in this plan. To help offset costs, pursue Transportation Alternatives Program (TAP), Surface Transportation Block Grant (STBG), or the State of Indiana’s Next Level Trails (NTL) Program funds for eligible project types, public/private partnerships, interagency agreements, and other creative funding solutions.
- As the active transportation network expands, and more people use it, monitor user feedback for any emerging safety concerns. Include safety remediation projects (if needed) in the capital improvement plan in addition to new facilities.
- Continue to implement the the Town’s ADA Transition Plan, adopted in September 2013, to ensure the active transportation network is accessible to users.

- Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/ bicycle network.
- Classify trails within the network to assist in prioritizing maintenance. Commuter routes will be designated as higher priority for snow removal and other service restoration compared to recreational trails. Neighborhood trails are the responsibility of the Homeowners Association and receive no maintenance from the Town, but they may be open for public use.
- Promote walking and bicycling activity and safety through educational and encouragement programs.
- Update the Town’s Construction Standards as needed to reflect emerging best practices in pedestrian and bicycle design and safety.

GOAL 4

Partner with neighboring and regional agencies to plan for and implement regional transportation projects.

- Support Hendricks County in the completion of Ronald Reagan Parkway from 56th Street to the Boone County Line.
- Coordinate with INDOT regarding U.S. 136 through town and potential new overpasses/interchange of I-74.
- Coordinate with Hendricks County regarding proposed projects that cross jurisdictional boundaries.
- Work with the Central Indiana Regional Transit Authority (CIRTA) to explore the feasibility of regional express transit and local circulator transit.
- Share plans for capacity improvement projects (new roads, added travel lanes) with the Indianapolis Metropolitan Planning Organization (MPO) for inclusion in the Long-Range Plan and air quality model.
- Continue to pursue transportation-related goals and objectives from the Comprehensive Plan.
- Prepare or update land use plans in the vicinity of planned major transportation improvements.

GOAL 5

Include elements of sustainability in transportation improvements.

- Consider life cycle costs, including ongoing maintenance needs in addition to capital costs, as part of infrastructure planning. Budget to adequately maintain existing transportation infrastructure in addition to new projects.
- Evaluate green stormwater solutions as an alternative to traditional grey infrastructure.
- Utilize energy-efficient and power solutions, such as LED lighting and solar-powered infrastructure.
- Explore the implementation of roadway and stormwater impact fees.
- Develop an asset management plan specifically for active transportation infrastructure to assist with ongoing maintenance and upkeep needs.



Existing Conditions

Related Planning Efforts (Local and Regional)

Demographics

Existing Land Use

Existing Transportation Network Analysis

Steering Committees

Subcommittees

Public Workshop

Public Survey





Existing Conditions

Since the last thoroughfare plan was approved in 2009, the Town of Brownsburg has seen significant growth and change. Additionally, multiple planning documents, studies, and projects have been created and implemented in the last 10+ years. To start this process, the project team reviewed related planning efforts, current demographics, existing and future land use, and the existing transportation network including traffic volumes, intersection control, roadway classifications, and crash data. This information establishes the basis and framework for the plan towards the future transportation network in Brownsburg.

Related Planning Efforts - Local

BROWNSBURG COMPREHENSIVE PLAN 2019

The Town of Brownsburg updated their Comprehensive Plan in 2019 to help plan for future development and growth within Brownsburg and surrounding Brown and Lincoln Townships. The plan establishes long-term recommendations for existing neighborhoods and commercial area, as well as provides advanced strategies for the sustainable development and growth of the community.

The Comprehensive Plan has a chapter focused entirely on transportation and mobility. This chapter provides the following recommendations:

- Utilize federal funding programs to maximize future investments in roadways and pedestrian/bicycle facilities.
- Implement INDOT's Complete Streets Concept.
- Plan for long-term transportation solutions for improving traffic flow.
- Develop and implement an ADA Transition Plan.
- Develop an Access Management Plan.

- Continue to require traffic impact studies for proposed development.
- Investigate creating a traffic data collection program to monitor and plan for growth.
- Consider the implementation of mass transit facilities in key areas.
- Focus on enhanced connectivity with each development or redevelopment.

TOWN OF BROWNSBURG 2018-2020 STRATEGIC PLAN

This plan outlines the priorities and long-term goals of the Town of Brownsburg, and how the Town can address major issues. The Strategic Plan is used by Town staff to guide their day-to-day decisions to help ensure the realization of the Town’s Vision. One of the focus areas of the Strategic Plan was named Modernized and Planned Infrastructure. This focus area sets a goal of improving and maintaining existing infrastructure to leverage opportunities for new infrastructure.

TOWN OF BROWNSBURG 2020 THOROUGHFARE PLAN

This plan was adopted in November 2009 and has been used over the last 10 years by the Town of Brownsburg as a transportation planning tool to support the community’s future needs. This plan sought to improve safety, capacity, and connectivity, as well as promoting alternative transportation modes and a strong healthy community. This plan also provided a prioritized improvements list that the Town has used to guide infrastructure improvements over the last 10 years.

TOWN OF BROWNSBURG ACTIVE TRANSPORTATION PLAN

A joint planning effort in 2014 by Planning and the Parks and Recreation Department, this plan’s purpose was to set a roadmap for the construction of a complete system of facilities that would allow people to reach their destination without the use of their car. The plan sought to increase and promote biking and pedestrian facilities while improving connectivity and safety of this network. Also included was a list of project opportunities, a guide to different types of bike and pedestrian facilities, as well as an operations and maintenance guide for these facilities.

TOWN OF BROWNSBURG ASSET MANAGEMENT PLAN

This plan was updated in 2019 and is used to maintain pavement infrastructure in the Town of Brownsburg. Pavement conditions are ranked using the Pavement Surface Evaluation and Rating (PASER) system, and appropriate treatments are applied to a roadway segment based off the PASER score. Pavement treatments include crack sealing, HMA Sealing, asphalt patching, milling, and asphalt overlays. The Town uses this plan to budget expenses for pavement maintenance through 2023.

Related Planning Efforts - Regional

INDYGO COMPREHENSIVE OPERATIONS ANALYSIS

IndyGo's Comprehensive Operations Analysis (COA) from 2010 sought to develop recommendations for improvements to better serve IndyGo's potential and existing customers in the nine-county area of central Indiana. The COA had the following 3 tasks:

- Evaluate IndyGo's current system and develop a network for the future.
- Address the current IndyGo financial situation and help it use resources more effectively.
- Complete a detailed market, ridership, service, financial, and operational review.

MPO 2045 LONG RANGE TRANSPORTATION PLAN

This plan, adopted in December of 2017, is the regional plan for transportation for Central Indiana. The Long Range Transportation Plan (LRTP) is to be used to guide the Central Indiana's transportation network from its present state towards the system's future in 2045. The LRTP includes regionally significant projects that will change capacity (by adding or removing capacity) to the network. In Brownsburg the LRTP recommends projects such as the completion of Northfield Drive, a new bridge over I-74 in the vicinity of CR 625 E, a new bridge over I-74 connecting the two segments of CR 900 E, and railroad crossing improvements at CR 900 E and US 136. The LRTP outlines the following performance measures for the regional transportation network:

- **Move** – Provide transportation choices for people to easily access homes, jobs, recreation, and services.
- **Prosper** – Foster shared economic vitality through strategic investments in regional infrastructure to increase competitiveness and affordability.
- **Make Safe** – Support a safe travelling environment for all users. Making strategic investments in our region's infrastructure that preserve and enhance the condition of the existing system.
- **Sustain** – Ensure a convenient transportation network that offers healthy lifestyle options, is accessible to all people, and preserves or enhances the environment.

MPO REGIONAL PEDESTRIAN PLAN 2006

The Indianapolis Metropolitan Planning Organization adopted this plan in November of 2006 with a vision to create a regional network of diverse, walkable, bikeable, and transit-friendly communities linked by a comprehensive multi-modal system. For Hendricks County, the plan recommends multi-use paths as the preferred type of pedestrian facility, either alongside a road or in its own right of way.

MPO TRAVEL DEMAND MODEL

The Indianapolis Metropolitan Planning Organization's travel demand model shows base year and future year projected travel volumes on major roadways. These projected travel volumes were used to help determine average growth rates for road segments within the study area.

RONALD REAGAN CORRIDOR MASTER PLAN 2005

This master plan contains design parameters, land use recommendation, and access management strategies for the Ronald Reagan Corridor. The goals of the master plan focused on six key outcomes:

- Promote intergovernmental cooperation.
- Preserve, protect, and enhance the character of the corridor.
- Enhance the build environment of the corridor through aesthetic placemaking improvements.
- Implement an access management plan that optimizes roadway function.
- Promote transportation choices through pedestrian ways, bicycle ways, and multi-use paths.
- Protect environmentally sensitive and historic areas.

RONALD REAGAN CORRIDOR DESIGN GUIDELINES 2005

The Ronald Reagan Corridor Design Guidelines offers a unified visual identity for this corridor by promoting high quality and unique design treatments. Recommendations include aesthetic features, a wayfinding system, amenities, and landscaping recommendations. The guidelines call for a multi-use trail with a wide landscaped buffer for the full corridor.

THE CENTRAL INDIANA TRANSIT PLAN

Released in 2016, the Central Indiana Transit Plan (CITP) outlines a regionally-coordinated public transit vision for six central Indiana counties. CITP primarily focuses on Marion and Hamilton Counties. In Hendricks County the plan outlines how the county is currently served only by the LINK Hendricks County system, and the North and South Plainfield Workforce Connectors. The CITP does not outline any major plans to expand public transit services in Brownsburg. The CITP does provide guidance, and offers technical assistance, for communities to prepare for a regional transit system.

The CITP recommends communities do the following to prepare for a regional transit system:

- **Plan for Transit Connections** – Regional transit systems rely upon local routes and infrastructure to get people to transit. This can include things like shuttles and bus routes that feed people to the regional transit system.
- **Plan for Bicycle and Pedestrian Connections** – Most transit trips begin or end with walking or biking. Facilities and policies that provide for these trips should be assessed, updated, and maintained to help expand these networks.
- **Education** – IndyConnect.org shows what transit routes and technologies are under consideration, and what is planned for in both the short-term and long-term.

NEIGHBORING THOROUGHFARE PLANS

Several communities within Hendricks County have recently updated their thoroughfare plans. Thoroughfare plans were reviewed from communities that neighbor or overlap with the Town of Brownsburg, or the study area, to ensure continuity throughout the region. Reviewed neighboring thoroughfare plans include:

- **Hendricks County** – The County underwent the process of updating their thoroughfare plan in 2019. There was coordination with the County’s project team regarding areas of overlap.
- **Town of Avon** – The Town of Avon adopted a new Thoroughfare Plan in June 2019.
- **Marion County Thoroughfare Plan** – Marion County and the City of Indianapolis adopted their Thoroughfare plan in October 2019.

TRAFFIC COUNTS

Traffic counts were taken from two main sources; the Indiana Department of Transportation’s (INDOT) online traffic database system, and historic counts from the Town of Brownsburg. These counts were reviewed and compared to determine the 2019 Annual Average Daily Traffic (AADT), as well as the historic growth rates for roadway segments within the study area.

Demographic Trends

The table below summarizes various demographic data for the Town of Brownsburg. For comparison purposes data from the State of Indiana, Hendricks County, Lincoln Township, and Brown Township is also shown. This data has been obtained from the United States Census Bureau and comes from either 2010 Decennial Census data, or the most recent data estimates compiled from the American Community Survey. Knowing how the community has changed and grown is a valuable tool that can help the Town of Brownsburg to properly prepare for the future.

Table 1

| Data Set | State of Indiana | Hendricks County | Town of Brownsburg | Lincoln Township | Brown Township |
|------------------------------------|------------------|------------------|--------------------|------------------|----------------|
| 2010 Population | 6,483,802 | 145,448 | 21,285 | 28,665 | 11,593 |
| 2017 Population | 6,614,418 | 158,170 | 24,625 | 31,392 | 12,359 |
| Population Change (2010 - 2017) | +2.0% | +8.7% | +15.7% | +9.5% | +6.6% |
| 2010 Unemployment Rate | 8.4% | 4.8% | 3.5% | 3.9% | 4.0% |
| 2017 Unemployment Rate | 6.1% | 4.5% | 4.2% | 3.4% | 3.6% |
| 2010 Median Income | \$47,697 | \$67,180 | \$65,332 | \$66,930 | \$91,695 |
| 2017 Median Income | \$52,182 | \$74,245 | \$68,986 | \$74,157 | \$97,330 |
| Median Income Change (2010 - 2017) | +9.4% | +10.5% | +5.6% | 10.8% | +6.1% |
| 2010 Housing Units | 2,795,541 | 55,454 | 8,376 | 11,138 | 4,040 |
| 2017 Housing Units | 2,855,378 | 59,589 | 9,548 | 12,147 | 4,024 |
| Housing Unit Change (2010 – 2017) | +2.1% | +7.5% | +14.0% | +9.1% | -0.4% |

BROWNSBURG'S POPULATION AND GROWTH

The estimated population of Brownsburg in 2017 was 24,625. That population is a 15.7% growth from the 2010 Decennial Census, which is significantly higher growth than the State of Indiana saw in the same time period. Hendricks County also saw significant growth in the same time period and is one of the fastest growing counties in the State of Indiana. Brownsburg continues to grow rapidly and is the second largest municipality in Hendricks County behind only Plainfield with a 2017 population estimate of 31,012. The decennial US Census is set to be updated in 2020.

BROWNSBURG'S EMPLOYMENT AND INCOME

In 2017 Brownsburg had unemployment rates similar to those across Hendricks County, and lower than the statewide average. This low unemployment rate is generally considered to be full employment. The median household income in Brownsburg is approximately 30% higher than the rest of the State. These numbers show that Brownsburg has a strong local economy. Since the start of the planning process the world has been impacted by the COVID-19 coronavirus disease. These figures do not account for the impacts of COVID-19, the long-term impacts of which are not known at this time.

BROWNSBURG'S HOUSING STATUS

Similar to population, housing units increased in Brownsburg at a significantly higher rate than the rest of the State of Indiana or Hendricks County. These numbers reflect Brownsburg's rapidly growing population.

BROWNSBURG'S COMMUTING PATTERNS

Commuting data for Hendricks County was collected based on tax returns by the Indiana University's Kelley School of Business, who maintains statistical data for the State of Indiana. This 2016 data shows that more people are commuting out of Hendricks County for work (41,129), than those who are commuting into Hendricks County for work (18,513). The majority of people who commuted out of Hendricks County for work were commuting to Marion County/Indianapolis. Many people are choosing to live in Hendricks County communities, such as Brownsburg, even with longer commuting times to work. These commuters have driven Brownsburg's rapid growth shown in the table above. They are also dependent on a strong roadway infrastructure. These numbers show that planning and maintaining for the future transportation network is an important tool for the Town of Brownsburg.



Future Land Use

Future land use plays a large role in planning the transportation system. Future land use determines the type and intensity of future development, which in turn contributes to the need for transportation improvements.

The Town of Brownsburg’s 2019 Comprehensive Plan establishes a guide to future land use in the **Future Land Use Map shown as Map 2** on the next page. This map establishes 13 distinct land uses within the Town’s corporate boundaries, as well as outside the current boundaries to areas with potential for annexation.

Generally, this map provides for commercial land use along Main Street, North Green Street, Ronald Reagan north of I-74, and Northfield Drive west of North Green Street. Industrial, manufacturing, and corporate campuses are provided along Ronald Reagan Parkway near and south of the I-74 interchange, and along Northfield Drive between Main Street and 56th Street. Mixed use commercial is permitted in Downtown Brownsburg. Land is set aside for parks and open space primarily along creeks and floodplains. The remaining land use is mostly residential, with land in the outskirts of the planning area designated as agricultural or large lot/estate land use.

Existing Transportation Network Analysis

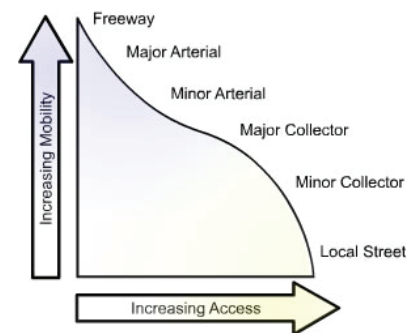
FHWA FUNCTIONAL CLASSIFICATION

Functional classification is the process by which roadways are grouped according to their role in moving vehicles through a network of highways. Classifications defined by the Federal Highway Administration (FHWA) include: interstates; other highways and expressways; primary arterial; minor arterial; major collector; minor collector; and local street.

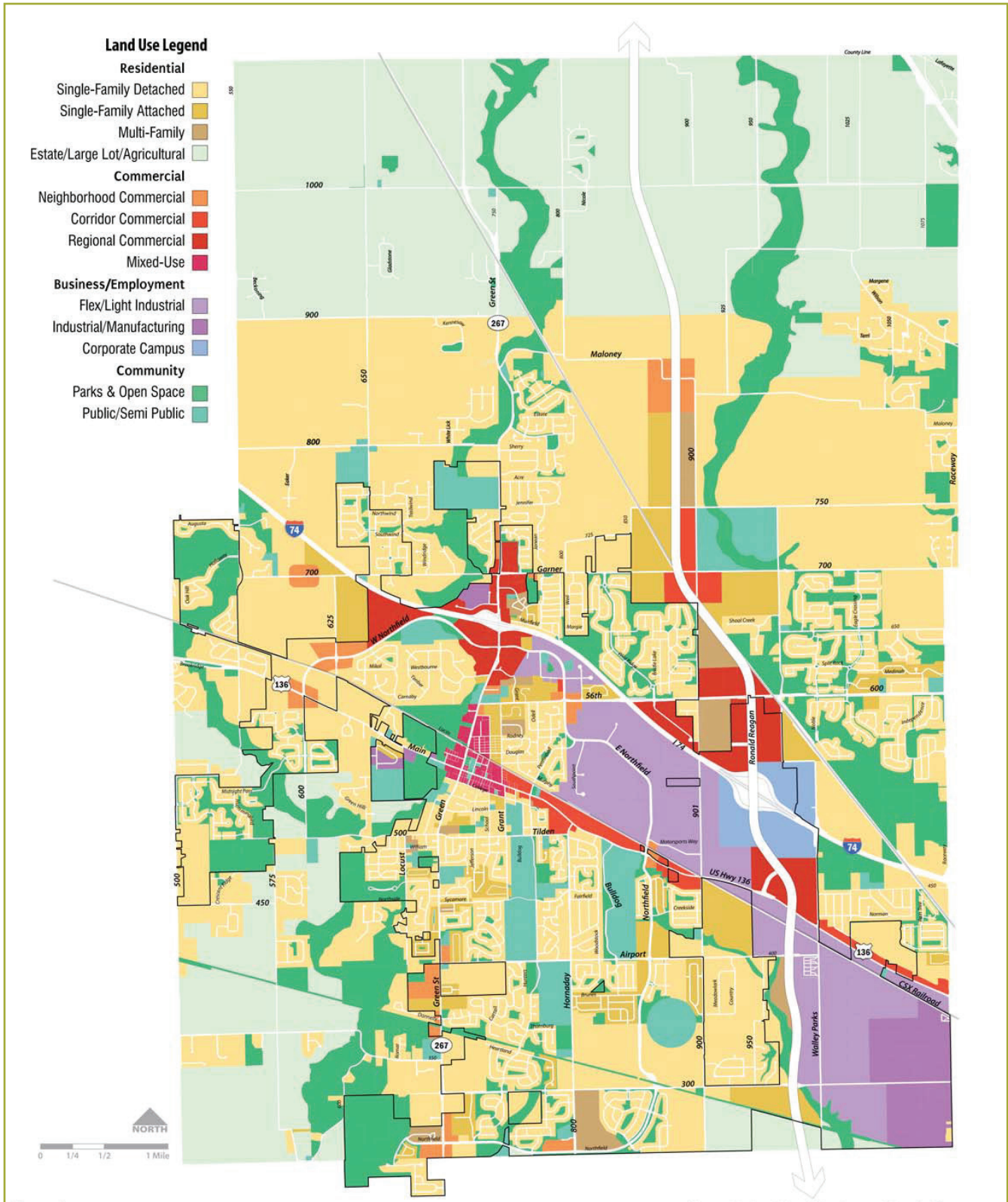
Roadways are classified by the FHWA based on access and mobility. A roadway with high access is defined as having many opportunities for entry and exit, which creates high travel friction, while a roadway with high mobility provides few opportunities for entry and exit, which creates low travel friction. Current **FHWA Classifications are shown in Map 3.**

Interstates offer the highest degree of mobility, carry large traffic volumes, and have limited access points. Interstates are controlled and maintained by INDOT and the FHWA. Arterials offer a high degree of mobility, carry large volumes of traffic for longer distances, and have fewer access points. Local streets are at the other end of the classification spectrum; they primarily serve as access to abutting land, have low traffic volumes with shorter trips, and have a high number of access points. Collectors are in between, offering some land access with moderate trip lengths.

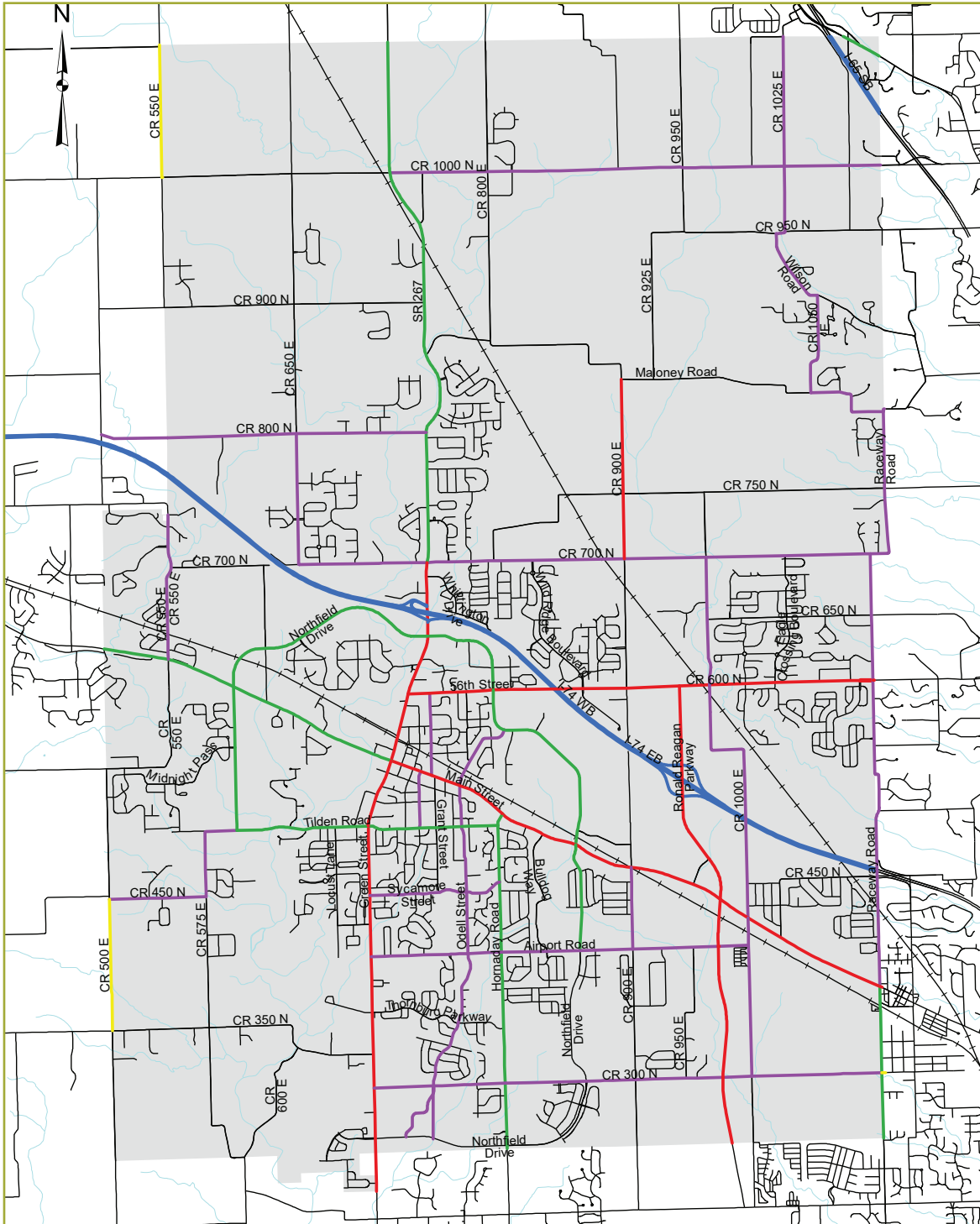
Any roadway that has a classification other than a local street is a part of the federal-aid system. This system is a network of roadways that are eligible for federal funding.



Future Land Use Map (Comprehensive Plan)



FHWA Functional Classification



LEGEND

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads
- Study Boundary

INTERSECTION CONTROLS

Intersection traffic control includes stop signs, traffic signals, and roundabouts. The existing intersection controls for the thoroughfare intersections in the study area are shown on **Map 4**. This includes some future intersection controls which are in design and slated for construction soon. In the last few years, Brownsburg has seen an increase in roundabout construction, and that trend is expected to continue.

EXISTING TRAFFIC VOLUMES

Available traffic counts on thoroughfare streets were assembled from the Town of Brownsburg's repository of traffic counts, INDOT's traffic count database, and recent traffic studies. These counts were reviewed for consistency and normalized to a common base year of 2019. The Average Annual Daily Traffic volumes for 2019 are shown in **Map 5**. The highest volume roadways within the study area are I-74, Green Street, and Ronald Reagan Parkway.

SAFETY/CRASH ANALYSIS

Three years of reported crash data (2016-2018) was summarized for thoroughfare intersections. Locations with higher traffic volumes are expected to have more crashes. To compare the relative risk at the study intersections, a crash rate was developed by dividing the number of crashes by the traffic volume, resulting in crashes per million entering vehicles (crashes per MEV). A map of crash rates per MEV is shown in **Map 6**. The study area intersections with a high risk of crashes are:

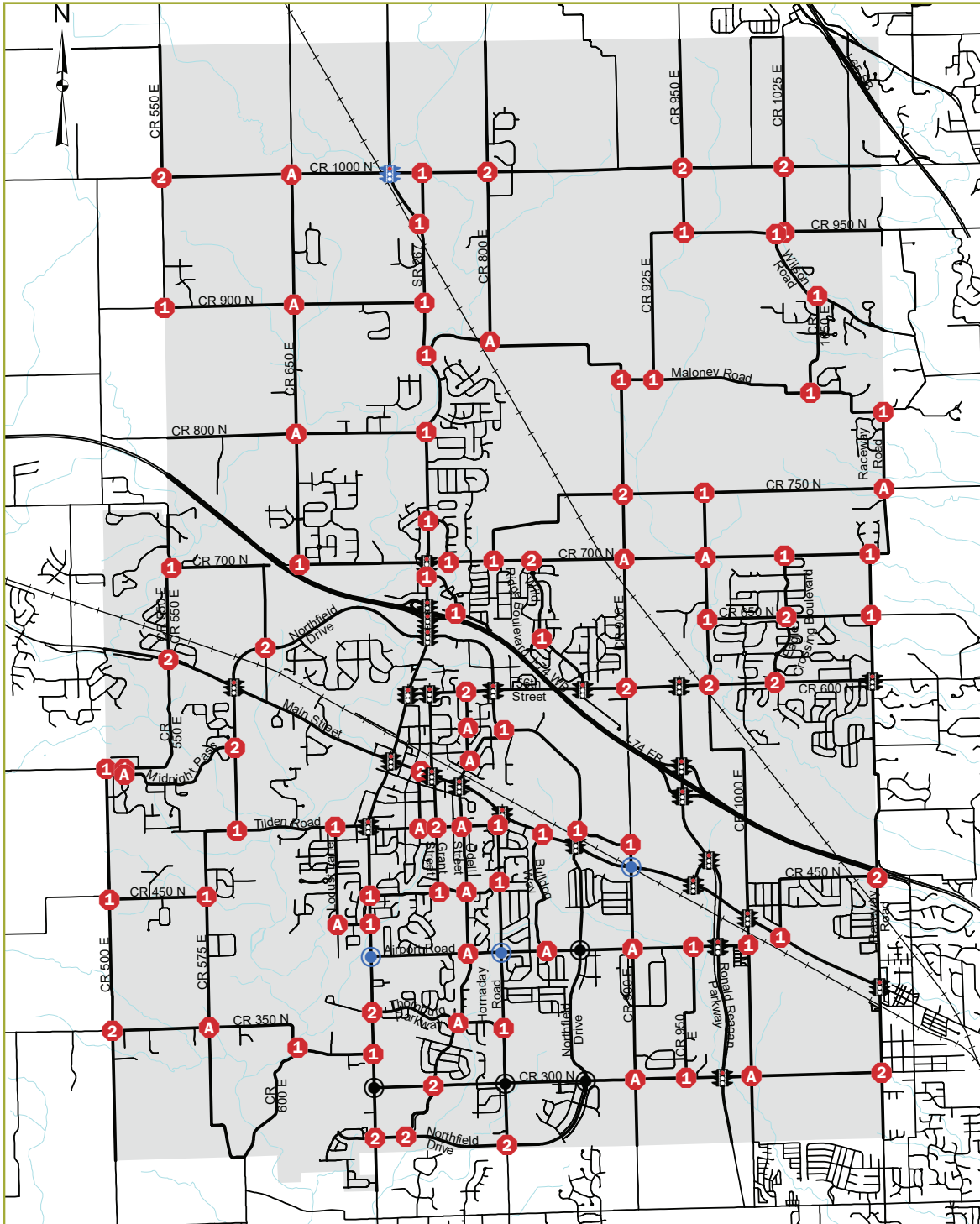
Within the Town of Brownsburg:

- North Green Street and Northfield Drive
- 56th Street and Grant Street
- Main Street and Northfield Drive
- County Road 300 N and Raceway Road
- Ronald Reagan Parkway and 56th Street

Within the Study Area:

- Raceway Road and 56th Street
- County Road 500 East and County Road 450 North
- County Road 700 North and Raceway Road
- County Road 1000 North and County Road 650 East

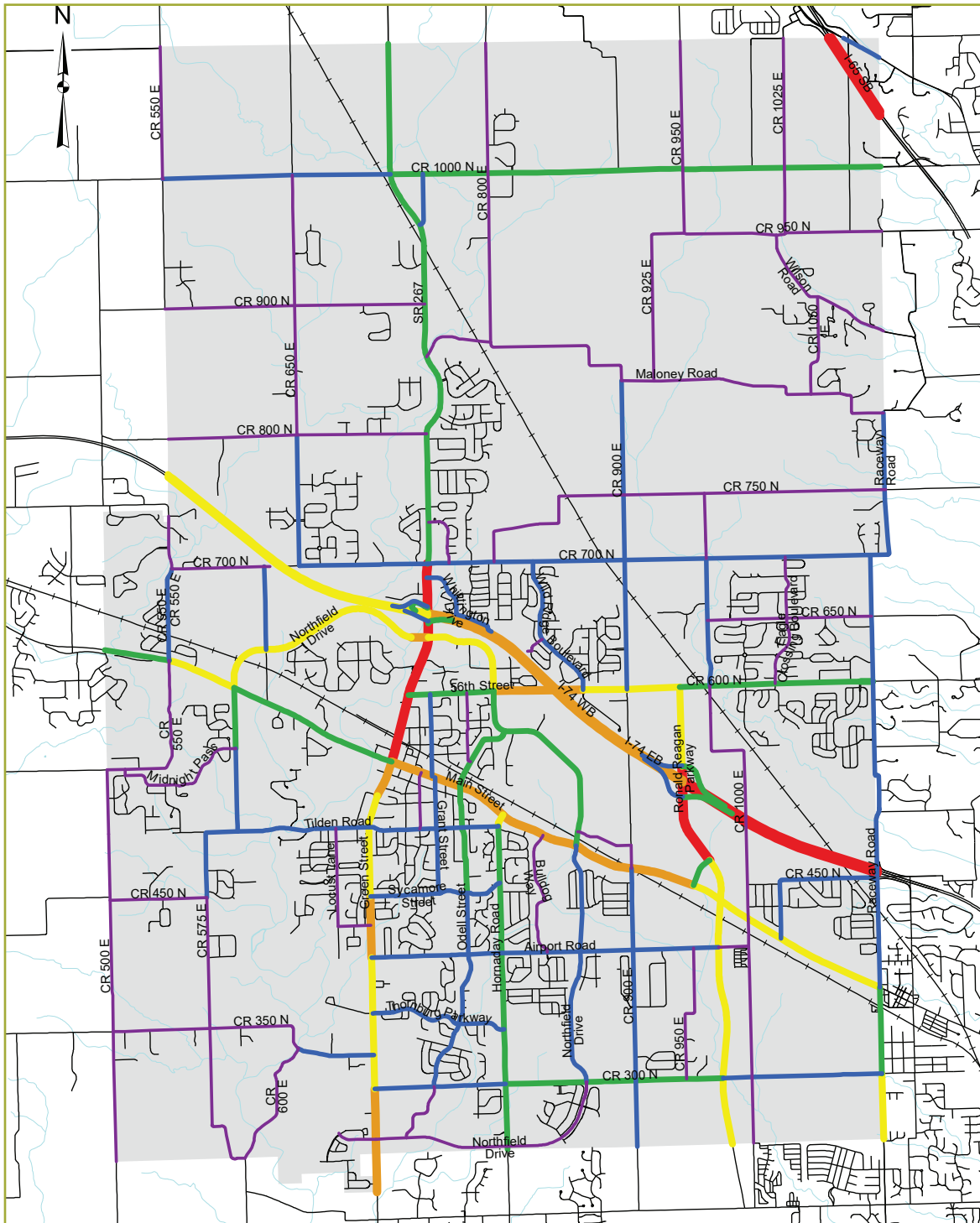
Intersection Controls



LEGEND

- | | | | |
|-----------------------|-------------------|---------------|----------------|
| 1 One-Way Stop | Roundabout | Future Signal | Study Boundary |
| 2 Two-Way Stop | Future Roundabout | Local Roads | |
| A All-Way Stop | Signal | Railroads | |

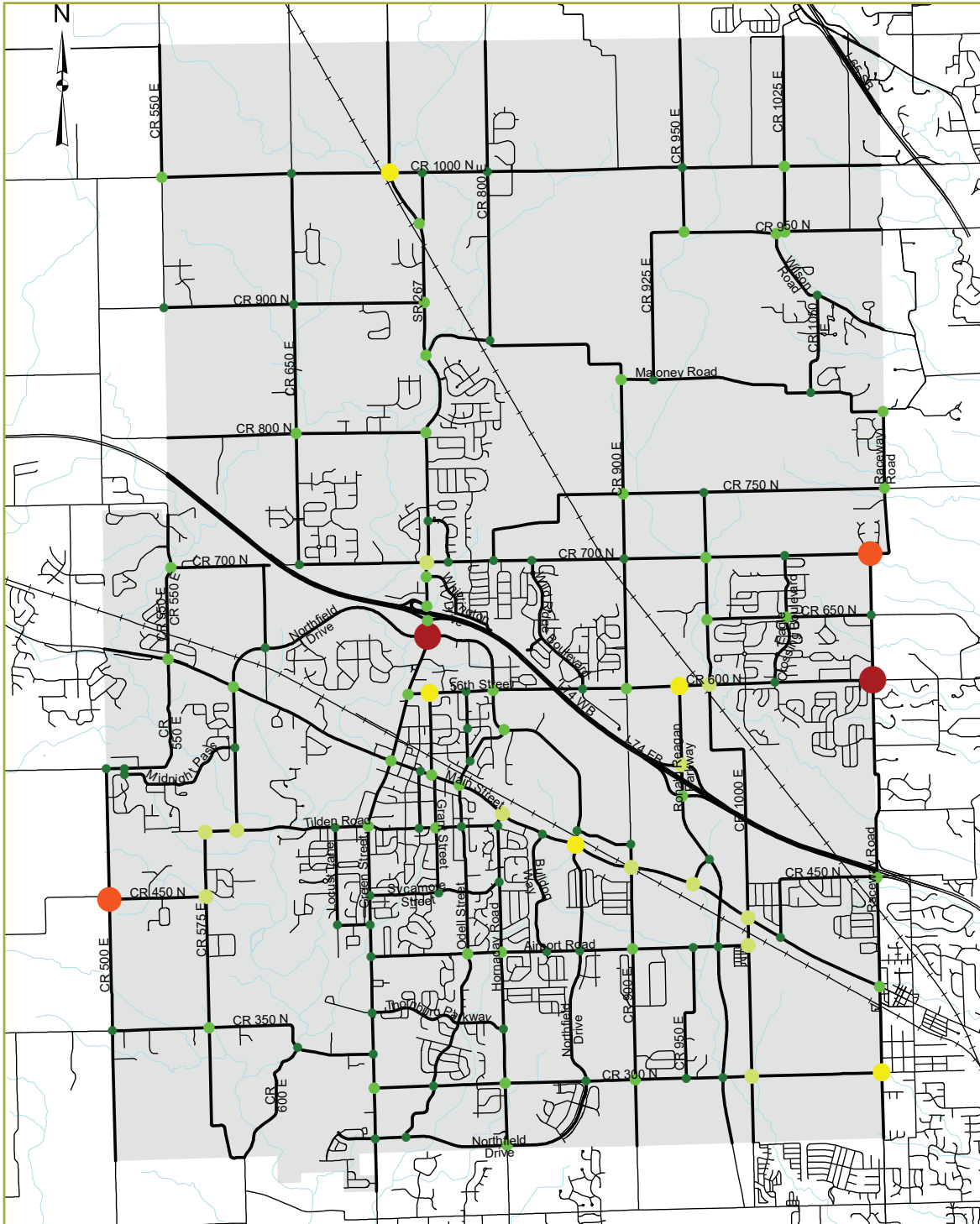
2019 Average Annual Daily Traffic



LEGEND

- | | | |
|-----------------------|------------------------|----------------|
| AADT = 0 - 2,000 | AADT = 10,001 - 15,000 | Railroads |
| AADT = 2,001 - 5,000 | AADT = 15,001 - 20,000 | Study Boundary |
| AADT = 5,001 - 10,000 | AADT = 20,001 - 36,000 | |

Crash Rate per Million Entering Vehicles



LEGEND

- 0.000 - 0.500 Crashes/MEV
- 0.501 - 1.500 Crashes/MEV
- 1.501 - 2.000 Crashes/MEV
- 2.001 - 2.500 Crashes/MEV
- 2.501 - 3.000 Crashes/MEV
- 3.001 - 3.500 Crashes/MEV
- 3.501+ Crashes/MEV
- +— Railroads
- ▭ Study Boundary



Planning Process

Steering Committees

Subcommittees

Public Workshop

Public Survey





Planning Process

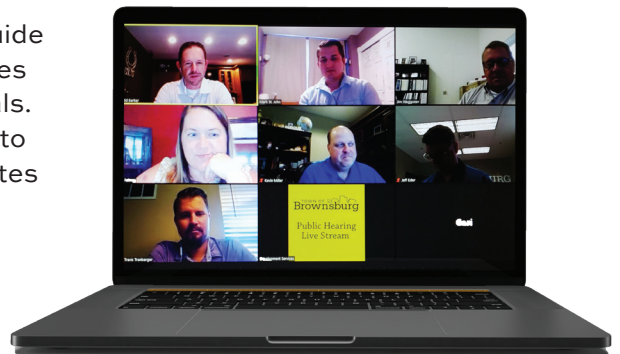
The planning process started in 2019 and carried through to 2020. This process involved the input from Town staff, steering committee members, focused subcommittees, as well as the general public through a public survey and workshop. This planning process was instrumental in creating the Thoroughfare Plan, the Active Transportation Plan, the Complete Streets Policy, and the Access Management Policy outlined further in this document.

Steering Committees

A steering committee was appointed by the town to help guide the planning process. The members included representatives from various town departments, boards, and elected officials. The committee met four times during the planning process to provide valuable input and local perspective. Meeting minutes from the steering committee meetings are located in the Appendix.

Subcommittees

Two subcommittees were formed as smaller groups of steering committee members to help work through some more detailed technical issues. A cross-section subcommittee developed new standards for right of way, lane widths, medians, sidewalks, and trails. An active plan subcommittee worked to update the active transportation plan with proposed sidewalks, trails, crossings, and related infrastructure. Each subcommittee met to discuss specific issues, then reported back to the full steering committee with their recommendations.



Public Workshop

On December 16, 2019, local residents and business owners were invited to attend a public workshop held before the regularly scheduled plan commission meeting. An estimated 30 people attended, interacting with the project team and providing input at eight stations. The subjects of feedback included locations of congestion, traffic hazards, active transportation needs, access management, prioritization of improvements, goals, and objectives. Complete results can be found in the Appendix.

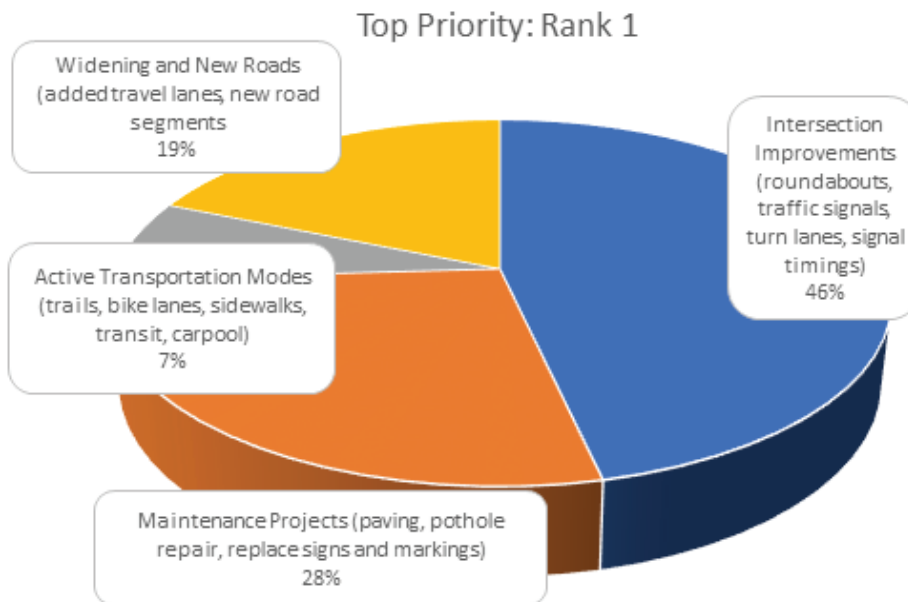
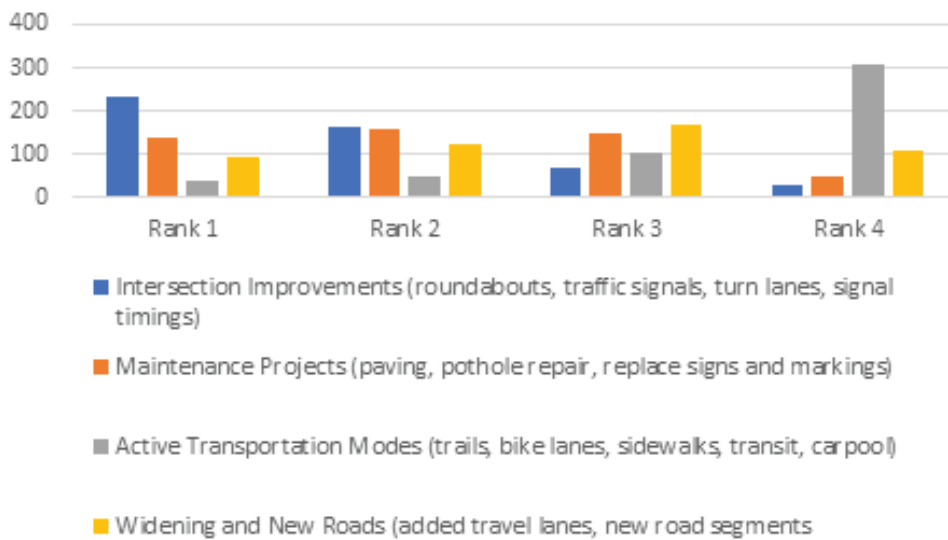


Public Survey

To supplement the feedback of the public workshop, an electronic survey was distributed locally, and over 500 responses were received. Similar questions were asked about congestion, safety, trails and sidewalks, access management, and prioritization. A summary of the results follows, and complete results including all comments are included in the Appendix.

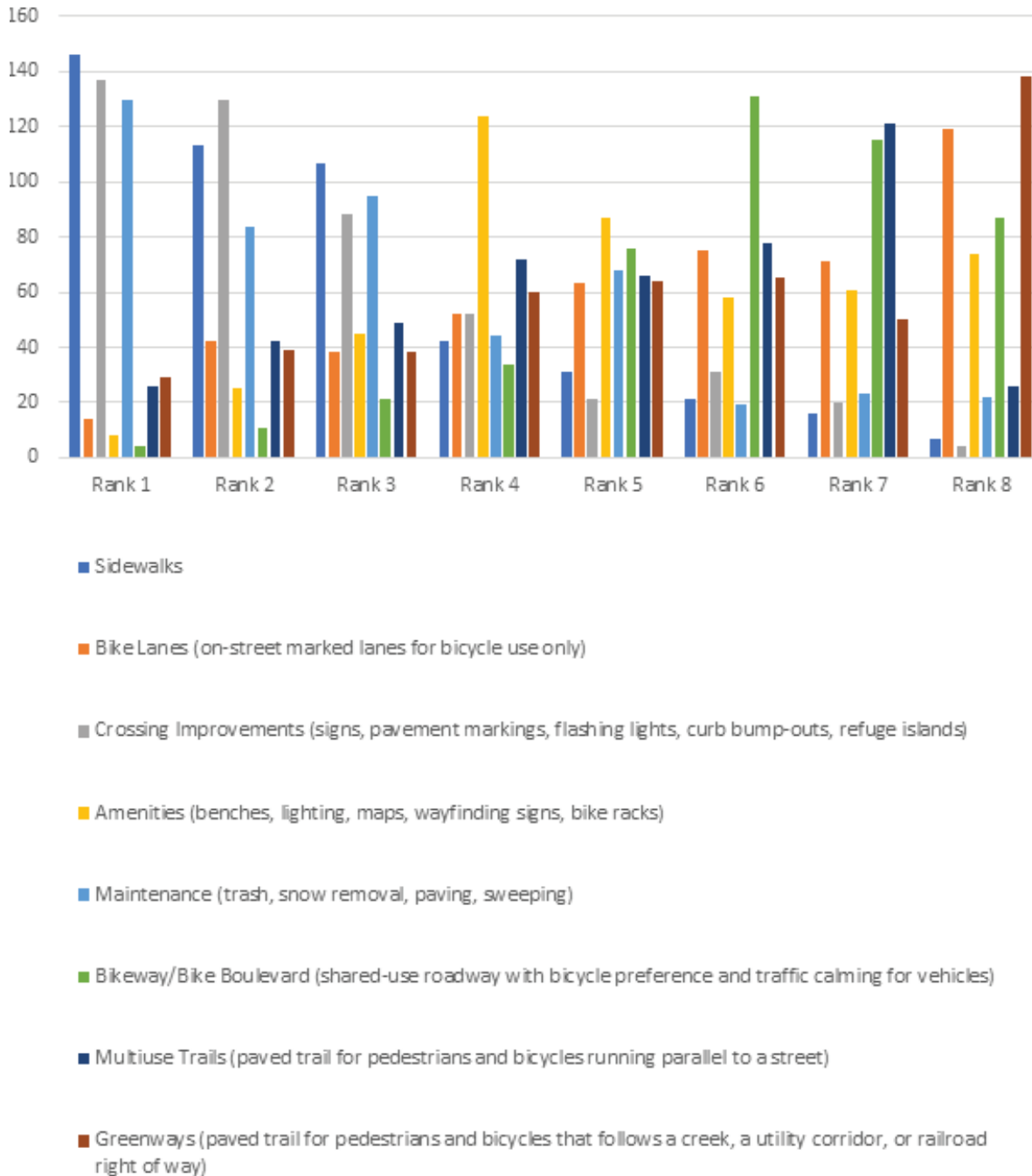
Online Survey Q1: *How should the Town of Brownsburg spend its tax dollars on transportation improvements? Rank the options from 1 (top priority) to 4 (low priority).*

Priorities (1 = highest, 4 = lowest)



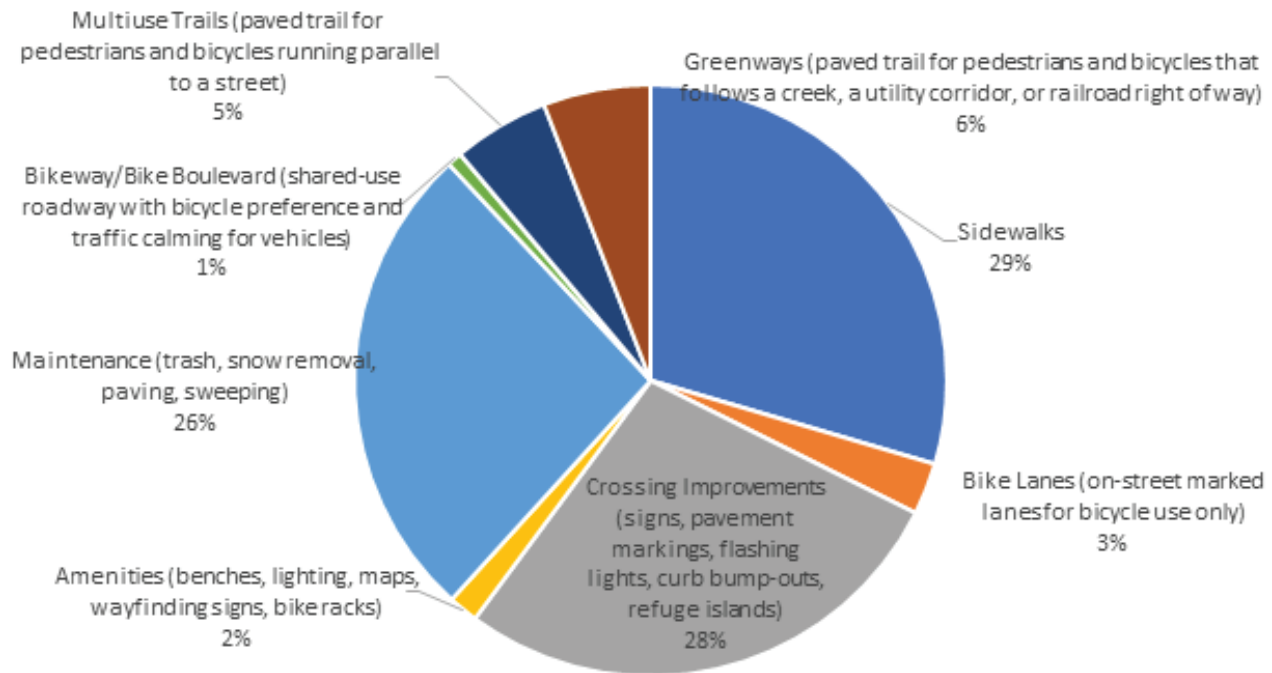
Online Survey Q2: How should the Town of Brownsburg spend its tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

Priorities (1 = highest, 8 = lowest)

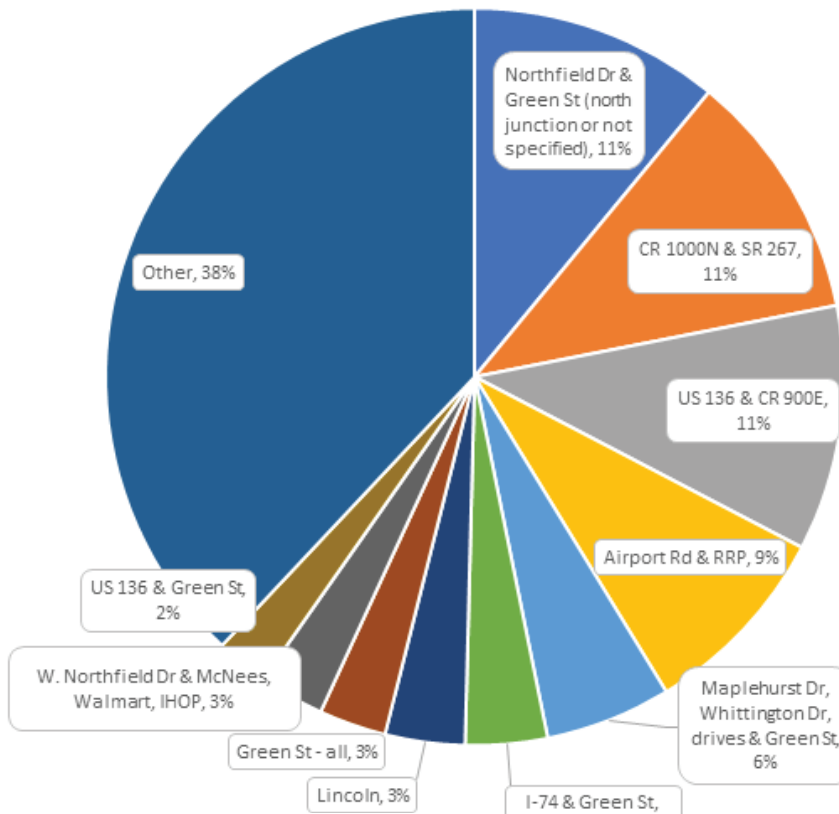


Online Survey Q2 (Continued):

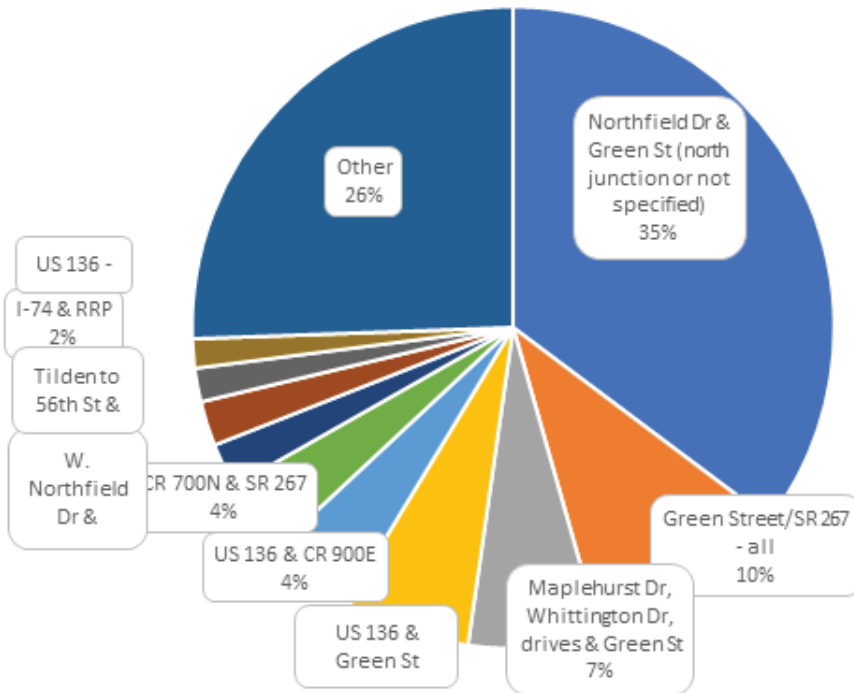
Top Priority: Rank 1



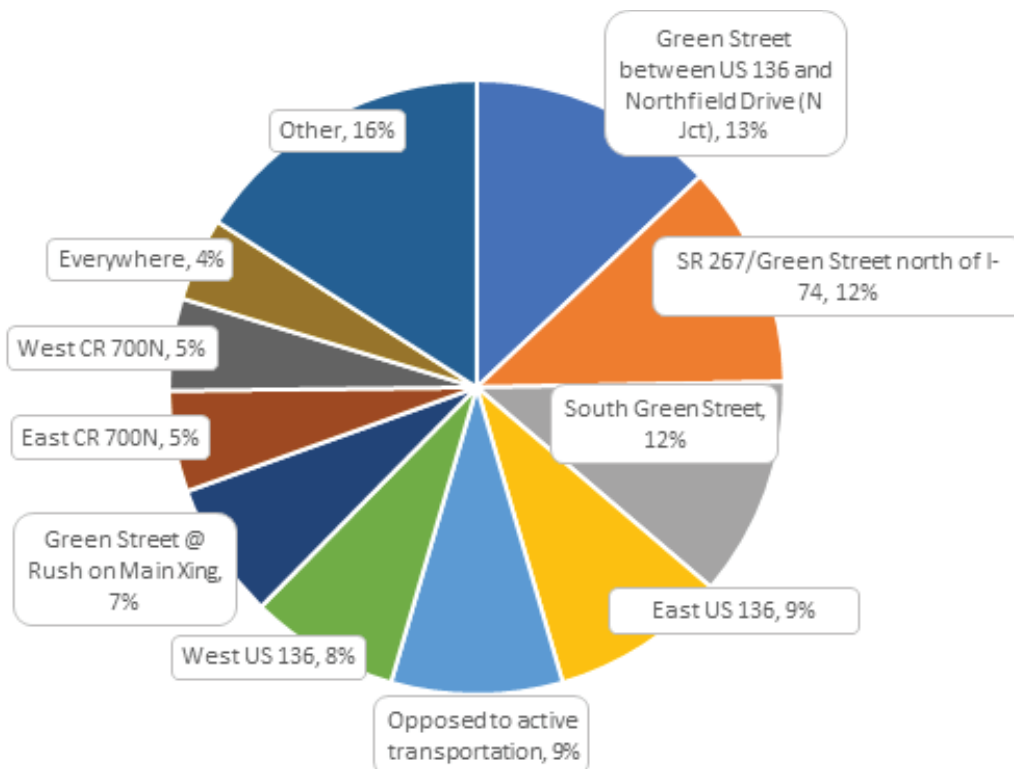
Online Survey Q3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?



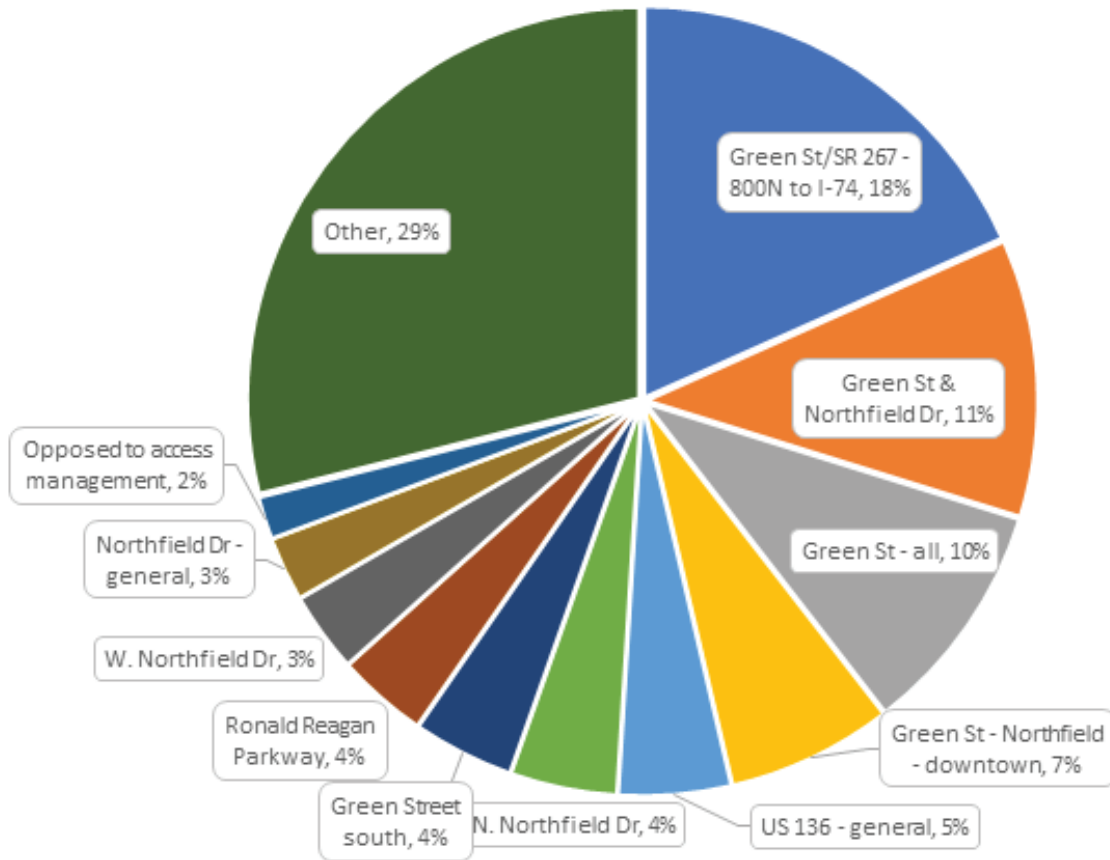
Online Survey Q4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?



Online Survey Q5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?



Online Survey Q6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.





Thoroughfare Plan

Future Transportation Network Analysis

Brownsburg Roadway Classifications Definitions

Thoroughfare Plan Map

Cross-Sections

Connectivity Opportunities





Thoroughfare Plan

The Thoroughfare Plan provides the guide to the future transportation network within the Town of Brownsburg. Growth rates and estimated traffic volumes were used to identify areas of growth and probable areas of congestion. Applicable thoroughfare classifications were created with the steering committee’s input to dictate the intended use of each roadway. Finally a subcommittee helped to create roadway cross-sections to indicate how each classified roadway should be built.

Future Transportation Network Analysis

GROWTH RATES

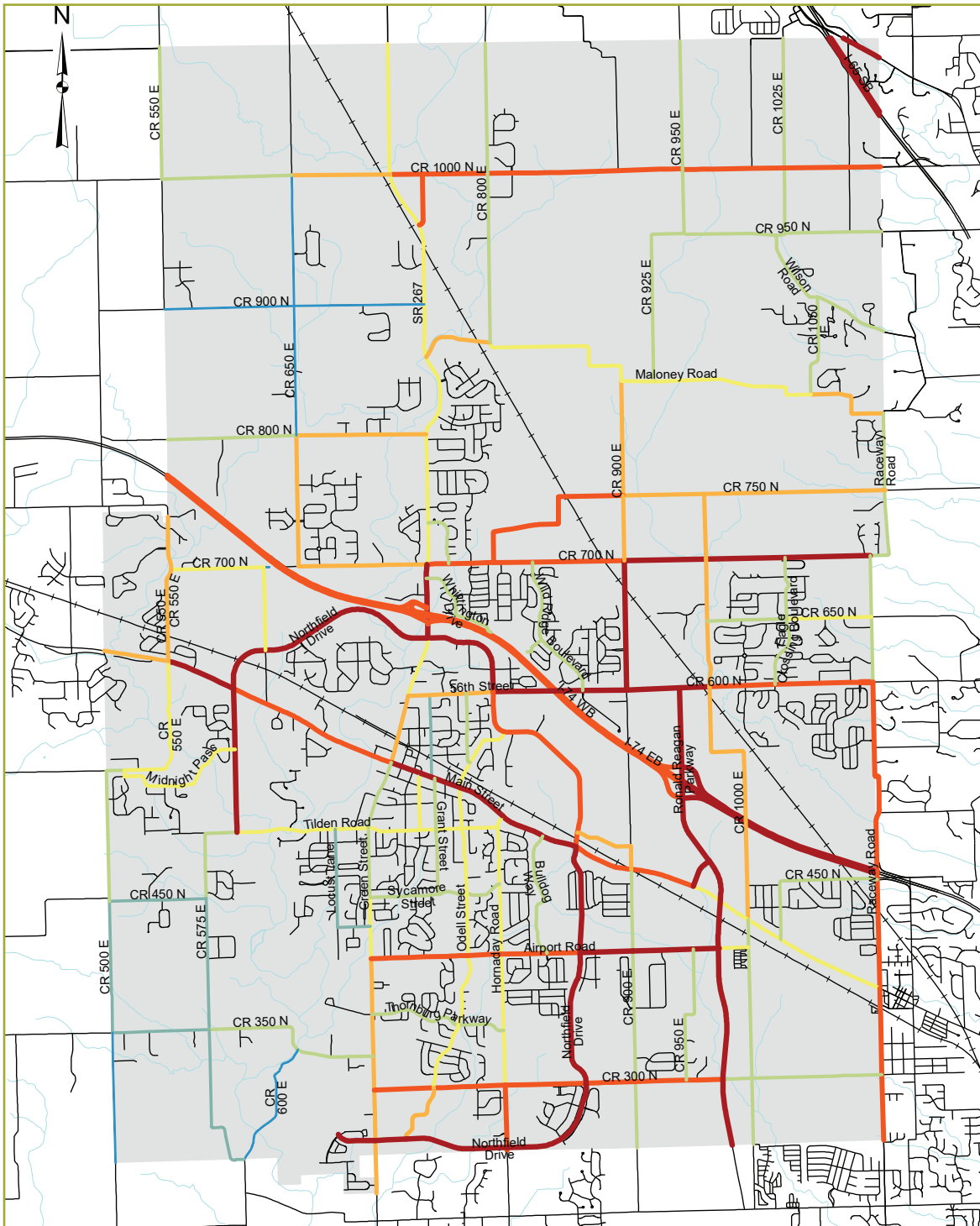
Growth rates for each thoroughfare were determined by reviewing data from traffic counts, historic growth rates, and the Indianapolis Metropolitan Organization (MPO) travel demand model. The Comprehensive Plan was also reviewed for proposed land use patterns, with consideration for recent development trends. Average annual growth rates are shown in **Map 7**.

Higher growth rates were assigned to roadways in areas that are developing, such as Northfield Drive, Ronald Reagan Parkway, and County Road 700 North. Lower rates of growth are expected in areas that are fully developed, such as downtown, and rural areas that lack utilities and are unlikely to develop soon.

ESTIMATED TRAFFIC VOLUMES

The growth rates were applied to the 2019 existing traffic volumes to develop traffic projections for the year 2029. These forecasted volumes will help determine the need for improvements before the need arises, allowing the Town time to plan and budget for construction. The 2029 Average Annual Daily Traffic is shown in **Map 8**.

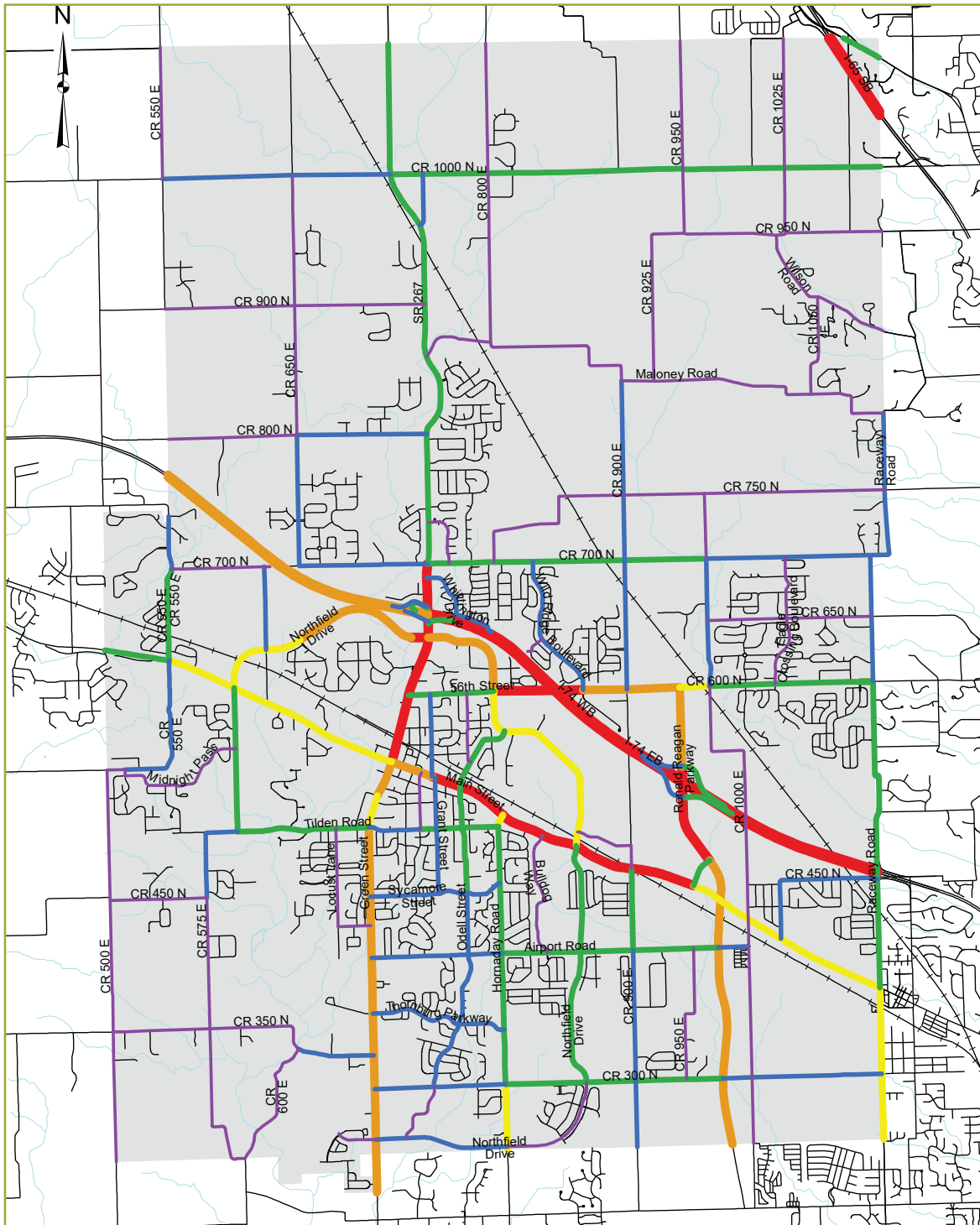
Average Annual Growth Rates



LEGEND

- AGR = 0.00%
- AGR = 0.50% - 0.99%
- AGR = 1.00% - 1.49%
- AGR = 1.50% - 1.99%
- AGR = 2.00% - 2.49%
- AGR = 2.50% - 3.00%
- Local Roads
- Study Boundary

2029 Average Annual Daily Traffic



LEGEND

- | | | |
|-----------------------|------------------------|----------------|
| AADT = 0 - 2,000 | AADT = 10,001 - 15,000 | Local Roads |
| AADT = 2,001 - 5,000 | AADT = 15,001 - 20,000 | Study Boundary |
| AADT = 5,001 - 10,000 | AADT = 20,001 - 46,000 | |

CONGESTION

Existing and future traffic volumes were compared to the capacity of existing intersections to determine where congestion exists and where congestion is anticipated in the future. Capacity was calculated based on concepts in the *Highway Capacity Manual* published by the Transportation Research Board. Congested intersections are shown on **Map 9**.

The following intersections are congested under existing conditions, and need capacity improvements in the short term:

Town of Brownsburg:

- North Green Street and Whittington Drive
- North Green Street and I-74 Ramps Junctions (Eastbound and Westbound)
- North Green Street and Northfield Drive
- Northfield Drive and Pennwood Lane
- Tilden Road and Hornaday Road
- South Green Street and Thornburg Parkway
- Northfield Drive and Hornaday Road
- County Road 300 North and Raceway Road

Study Area:

- US 136 and County Road 550 East
- Raceway Road and County Road 450 North
- 56th Street and County Road 900 E

Using projected future volumes, the following intersections are anticipated for future congestion, and need capacity improvements in the long term.

Town of Brownsburg:

- North Green Street and County Road 700 North
- 56th Street and Northfield Drive
- County Road 300 North and County Road 900 East

Study Area:

- County Road 600 North and County Road 1000 East

Intersection capacity improvements might include added turn lanes, new traffic control signal, traffic signal adjustments, or roundabout construction. Each location should be studied individually to determine the appropriate improvements.

Brownsburg Roadway Classifications Definitions

The Town of Brownsburg elected to use the FHWA functional classification definitions for Thoroughfare Classifications. These definitions are outline on page 20 above. However, unlike the FHWA functional classifications which indicate the current function of the roadway, the thoroughfare classification indicates a future planned function. Thoroughfares may include future roadways, or roadways that will become a higher functional classification once major upgrades have been constructed. The thoroughfare plan indicates a roadway network that is envisioned for the future.

Thoroughfare Plan Map

Map 10 shows the assignment of thoroughfare classifications to streets within the study area. The classification designations indicate the desired future use of each roadway. These were determined using the previous thoroughfare plan, traffic volumes, future land use, appropriate spacing of classifications, and input from the Steering Committee. For roads that continue beyond the study area borders, the thoroughfare plans of neighboring jurisdictions were considered as well.

In addition to classifications, the map shows proposed new roadways and extensions of existing roadways. These lines are not intended to show a specific alignment, but rather a connection between two points, or a continuation of a route.

The thoroughfare plan map is focused on roads. Other transportation modes are included in the Active Transportation Plan.

As new development occurs along thoroughfares, the right-of-way dedication along the site frontage shall correspond to the thoroughfare classification assigned on this map and the corresponding right-of-way width in the cross-section details.

Connectivity Opportunities

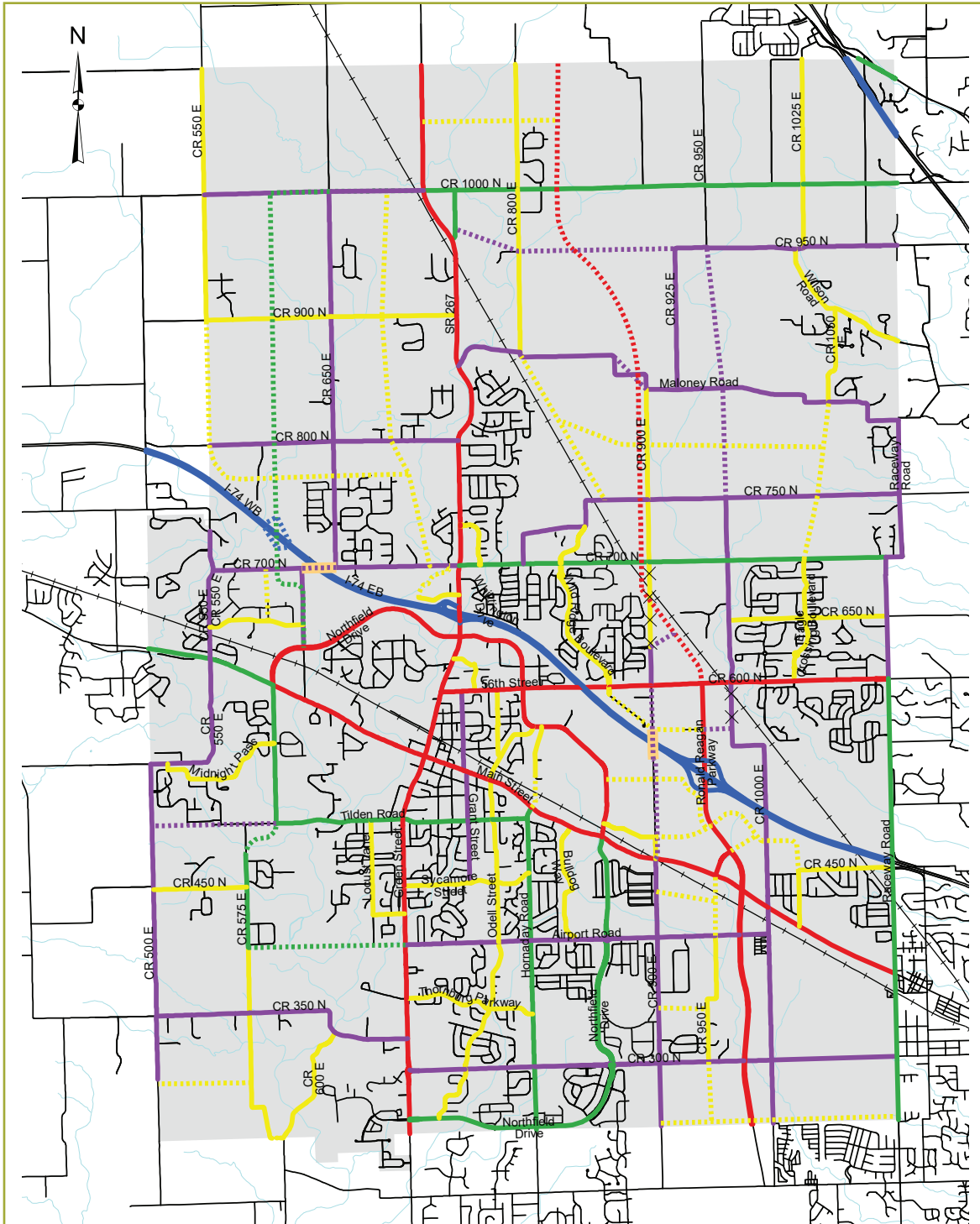
Strategic connections of local streets can improve the transportation system by reducing travel distances, improving access for emergency vehicles, and reducing demand on the thoroughfare network.

Map 11 shows potential connections of the local street network. It identifies existing stub streets within developments and options to break up the larger street grid of thoroughfares.

These lines are not intended to show a specific alignment, but rather a connection between two points. New developments or redevelopments should include a connection similar to what is shown on this map.

These connecting roads should be classified as local streets or minor collector, depending on the nature and intensity of the surrounding development.

Thoroughfare Plan Map



LEGEND

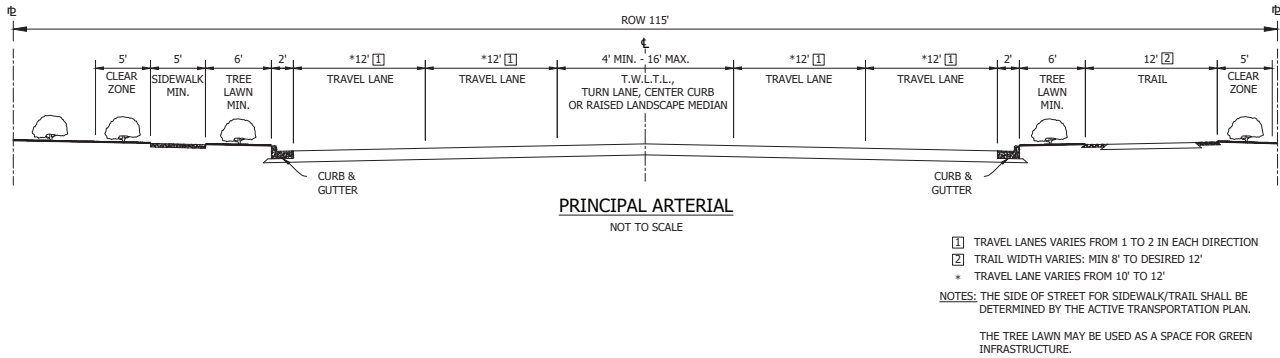
- | | | | |
|-----------------------------|--------------------------|-------------------------------------|---|
| Interstate | Minor Arterial | Proposed Major Collector (Overpass) | Local Roads |
| Proposed Interstate | Proposed Minor Arterial | Minor Collector | County_Street_Centerlines_IGIO_IN_Apr2018 |
| Principal Arterial | Major Collector | Proposed Minor Collector | Railroads |
| Proposed Principal Arterial | Proposed Major Collector | Close RR-Xing/Local Access Only | Study Boundary |

Cross-Sections

Each thoroughfare classification is assigned a cross-section. This cross-section will define various items for the roadway including width of right-of-way, lane widths, curb widths, on-street parking, median type and width, greenspace width, and pedestrian facility requirements. These cross-sections should be used when a new road is constructed, or when an existing road is rebuilt.

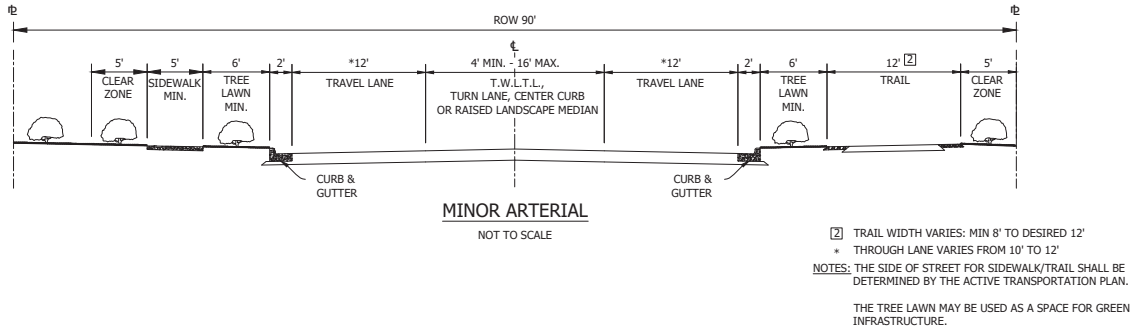
PRINCIPAL ARTERIAL

The principal arterial provides for a high level of mobility across long trip distances. The provided cross-sections reflect this in the wide right-of-way requirements that allows for multiple traffic lanes.



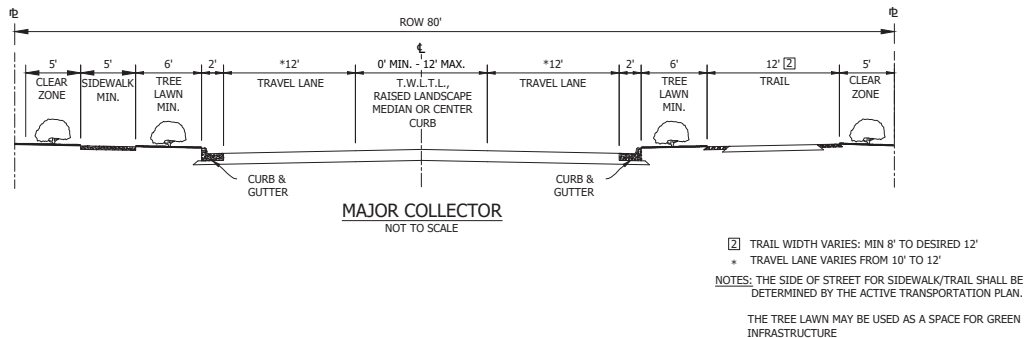
MINOR ARTERIAL

The cross-section requirements for a minor arterial are very similar to those of a principal arterial. However, as the minor arterial requires only one lane in each direction, the required right-of-way width is smaller than that of a principal arterial.



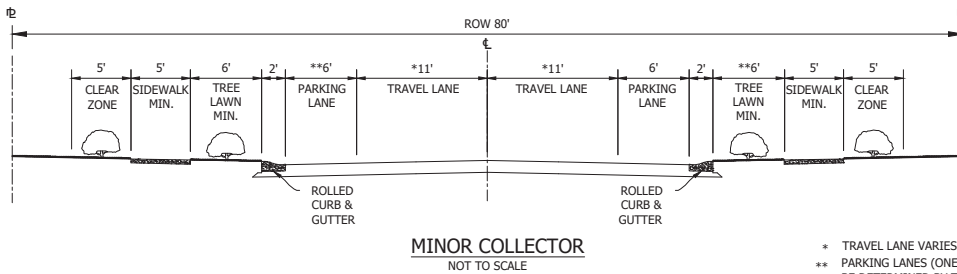
MAJOR COLLECTOR

The major collector must balance mobility and accessibility. This cross-section has a smaller right-of-way footprint due the smaller, optional, center lane. This center lane could be a two-way left-turn-lane, raised landscape median, or raised center curb.



MINOR COLLECTOR

The minor collector cross-section provides the highest level of flexibility. Its intended use is to provide direct connections between adjacent related land uses. In commercial areas, it may serve as a frontage road offering direct access to parcels adjacent to a main thoroughfare. Elsewhere, in residential areas, it may serve to gather traffic from within a neighborhood, bringing trips from local roads/driveways to collector roads and arterials. This cross-section requires rolled curb and gutter, does not have a center lane, and allows for on-street parking.



- * TRAVEL LANE VARIES FROM 10' TO 11'
 - ** PARKING LANES (ONE SIDE, BOTH SIDES, OR NO PARKING) WILL BE DETERMINED BY TOWN STAFF AND/OR DEVELOPER, AND APPROVED BY THE PLAN COMMISSION. IF ONE OR BOTH SIDES OF PARKING IS RESTRICTED, THE 6' PARKING LANE(S) SHALL BE OMITTED FROM THE CROSS SECTION.
- NOTE: 8'-12' TRAIL SHALL BE INCLUDED IF REQUIRED BY THE ACTIVE TRANSPORTATION PLAN.
- THE TREE LAWN MAY BE USED AS A SPACE FOR GREEN INFRASTRUCTURE.

LOCAL ROAD

Local road cross-sections are addressed in the Unified Development Ordinance (UDO). A local road section should be designed to calm traffic, encourage slow travel by vehicles, and provide for a high level of accessibility.

The minimum right-of-way width for a local road shall be as follows:

- 1 No Parking = 50 feet
- 2 Parking on One Side = 56 feet
- 3 Parking on Both Sides = 62 feet

RANGE OF VALUES

Many of the above cross-sections provide a range of values for various elements. Following is **Table 2** that provides guidance on when the minimum value should be used versus the maximum value.

Table 2

| Cross-Section: Principal Arterial | | | | |
|-----------------------------------|--------|---|---------|---|
| Element | Min. | Reason | Max. | Reason |
| Clear Zones | 5 ft. | Per Town construction standards. | 5+ ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | No Max. | Wider sidewalk is appropriate based on context of location (i.e. downtown Brownsburg). The Town shall have final say on appropriate sidewalk width. |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered based on location specific context. | 12+ ft. | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance. | No Max. | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Travel Lanes | 10 ft. | 12' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas), where there are high numbers of pedestrians, and where traffic data indicates low truck volumes. The need for one vs. two travel lanes shall be determined by an engineering study. | 12 ft. | 12' is desirable. This maximum should be used where traffic data shows high truck volumes, and where higher speeds, and free flowing traffic is wanted. The need for one vs. two travel lanes shall be determined by an engineering study. |
| Center Item | 4 ft. | A 4' raised center curb may be used where there are no turning movements (i.e. a bridge), or where turning movements are not desirable (i.e. for access management). | 16 ft. | The 16' max. should be used for a 12' left-turn lane bordered by a 4' raised center curb. Where a TWLTL is used, the width shall be 12' - 16'. Where a raised landscaped median is used, any width from 4'-12' is acceptable. |

Table 3

| Cross-Section: Minor Arterial | | | | |
|-------------------------------|--------|---|---------|---|
| Element | Min. | Reason | Max. | Reason |
| Clear Zones | 5 ft. | Per Town construction standards. | 5+ ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | No Max. | Wider sidewalk is appropriate based on context of location (i.e. downtown Brownsburg). The Town shall have final say on appropriate sidewalk width. |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered based on location specific context. | No Max. | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance | No Max. | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Travel Lanes | 10 ft. | 12' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas), where there are high numbers of pedestrians, and where traffic data indicates low truck volumes. | 12 ft. | 12' is desirable. This maximum should be used where traffic data shows high truck volumes, and where higher speeds, and free flowing traffic is wanted. |
| Center Item | 4 ft. | A 4' raised center curb may be used where there are no turning movements (i.e. a bridge), or where turning movements are not desirable (i.e. for access management). | 16 ft. | The 16' max. should be used for a 12' left-turn lane bordered by a 4' raised center curb. Where a TWLTL is used, the width shall be 12' - 16'. Where a raised landscaped median is used, any width from 4'-12' shall be acceptable. |

Table 4

| Cross-Section: Major Collector | | | | |
|--------------------------------|--------|---|---------|---|
| Element | Min. | Reason | Max. | Reason |
| Clear Zones | 5 ft. | Per Town construction standards. | 5+ ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | No Max. | Wider sidewalk is appropriate based on context of location (i.e. downtown Brownsburg). The Town shall have final say on appropriate sidewalk width. |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered based on location specific context. | No Max. | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance. | No Max. | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Travel Lanes | 10 ft. | 12' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas), where there are high numbers of pedestrians, and where traffic data indicates low truck volumes. | 12 ft. | 12' is desirable. This maximum should be used where traffic data shows high truck volumes, and where higher speeds, and free flowing traffic is wanted. |
| Center Item | 0 ft. | A TWLTL, left-turn lane, raised center curb, or raised landscaped median are not required on a Major Collector. Where a raised center curb is used, the minimum shall be 4'. | 12 ft. | The 12' max should be used for left-turn lanes and TWLTL. Where a raised landscaped median is used, any width from 4'-12' shall be acceptable. |

Table 5

| Cross-Section: Minor Collector | | | | |
|--------------------------------|--------|--|---------|---|
| Element | Min. | Reason | Max. | Reason |
| Clear Zones | 5 ft. | Per Town construction standards. | 5+ ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | No Max. | Wider sidewalk is appropriate based on context of location (i.e. downtown Brownsburg). The Town shall have final say on appropriate sidewalk width. |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered based on location specific context. | No Max. | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance. | No Max. | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Travel Lanes | 10 ft. | 11' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas). | 11 ft. | 11' is desirable. This maximum should be used for roadways with higher speeds, and where free flowing traffic is wanted. |

IMPORTANT NOTES

Through the planning process the following important items were identified regarding cross-sections.

- Variations to the standard cul-de-sac length required in the UDO shall receive written approval from the Department of Development Services, the Brownsburg Police Department, the Brownsburg Fire Territory, and by Brownsburg Community School Corporation.
- Cul-de-sac design standards should be reviewed to better allow for Brownsburg Fire Territory Access. In particular, the flare of the roadway before the round end of the cul-de-sac.



Transportation Improvement Plan

Identifying Projects

Prioritizing Projects

Project Priority Lists

Prioritized Project Maps





Transportation Improvement Plan

The work of the Steering Committee, Subcommittees, public involvement efforts, and data analysis created a large list of improvement projects to enable the vision of this Transportation Plan Update through the process described below. The final list of projects has been broken into the following categories: safety, congestion, active transportation, or access management. Projects were then given an overall project rank, and assigned to the responsible jurisdiction including the Town of Brownsburg, Hendricks County, INDOT, City of Indianapolis, Town of Avon, or some combination of the above.

Identifying Projects

One way congestion and safety projects were identified was through the use of data, including: traffic counts, traffic forecasts, crash data analysis, and through a review of existing planning documents. This work has been described in previous sections of this planning document.

Steering Committee members also helped to guide the direction of the planning process, and also identified ideas and areas of concern where planning efforts could be focused. Smaller subcommittees were also created to focus specifically on cross-section elements and active transportation. Congestion, safety, active transportation, and access control projects were identified by both the steering committee and subcommittees.

Members of the public were provided the opportunity to give their input on the Town's transportation and active transportation needs as a part of the planning process. Results from both the public workshop and online survey were reviewed and distilled into applicable congestion, safety, active transportation, and access control projects.

Prioritizing Projects

All identified projects were compiled into a master list. From there, the Steering Committee assisted in creating a scoring system used to prioritize the proposed projects.

Projects were assigned a score in each of the following categories: data source, steering committee, and public input. For example, the intersection with the highest amount of crashes received the highest points for that category, and the location with highest calculated congestion was given the highest points in that category. Projects could score points in more than one category. Scores were also standardized to balance the number of public input responses versus the data source and steering committee input.

Once each project was scored, the steering committee determined how much weight to give each category. The steering committee decided that the data analysis category should be weighted highest (60%), with the remaining weight broken out evenly between the other categories.

The steering committee assigned the following weights to each category:

- 1 Steering Committee Input = 13.33%
- 2 Public Workshop input = 13.33%
- 3 Online Public Survey Input = 13.33%
- 2 Data Source = 60%

The total weighted score for each project was calculated, and the projects prioritized by the standardized weighted score. The highest scoring project was given a priority of 1. A table showing all projects and scoring has been included in the Appendix.

Prioritized projects were able to be further subdivided into the following:

- **Short-Term Projects** – should be able to be constructed within the next 5 years. This typically means that the project will be locally funded.
- **Mid-Term Projects** – should be able to be constructed within the next 5-10 years. These are often federally funded projects as the federal funding requirements can take several years to implement.
- **Long-Term Projects** – should be pursued in 10+ years. These projects may require considerable planning efforts, study, and/or multi-jurisdictional action

While some high-scoring active transportation projects appear in the following tables, a list of exclusively Active Transportation Projects was also created and included in that section of the plan. Intersection and roadway improvement projects should consider all modes of transportation (including active transportation) in accordance with the Complete Streets Policy included in this Transportation Plan.

PLANNED AND COMPLETED PROJECTS

Several of the top scoring projects have already been identified by the Town of Brownsburg, have funding confirmed, are in various stages of plan development or implementation, or have already had improvements constructed. These projects are listed in the table below and have been removed from the subsequent project priority tables.

Table 6

| Overall Rank | Project Location | Project Type | Involved Jurisdictions | Estimated Construction Date |
|-----------------------------|---|---------------------------|------------------------|-----------------------------|
| 3 | SR 267 and CR 1000 N | Intersection Improvements | HC/INDOT | 2020 |
| 4 | Ronald Reagan Parkway and Airport Road | Intersection Improvements | TOB | 2021 |
| 23 | Ronald Reagan Parkway and I-74 EB Ramps | Intersection Improvements | TOB/INDOT | 2019 |
| 24 | 56th Street and Grant Road | Intersection Improvements | TOB | 2018 |
| 29,38, 65, 80, 85, 122, 128 | Northfield Drive from White Lick Creek to 56th Street | Access Control | TOB | 2021 |
| 36 | CR 700 N | Roadway Construction | TOB | 2022 |
| 37 | Town of Brownsburg (All) | Transportation Plan | TOB | 2021 |
| 44 | South Green Street and Airport Road | Intersection Improvements | TOB/HC/INDOT | 2021 |
| 46 | SR 136 and Connector Road | Intersection Improvements | TOB/INDOT | 2022 |
| 51 | Airport Road and Hornaday Road | Intersection Improvements | TOB | 2020 |
| 56, 64, 101 | North Green Street from 56th Street to Main Street | Roadway Construction | TOB | 2018 |
| 178 | Future Construction of Ronald Reagan Parkway North of 56th Street | Roadway Construction | HC | 2022 |
| 347 | Northfield Drive from CR 300 N to CR 400 N | Roadway Construction | TOB | 2018 |
| 348 | Hornaday Road and CR 300 N | Intersection Improvements | TOB | 2019 |
| 349 | Flashing Beacons in School Zones | Signage Improvements | TOB | 2020 |

Town of Brownsburg = TOB
Indianapolis Department of

Transportation = INDOT
Hendricks County = HC

City of Indianapolis = COI

Project Priority Lists

The following tables represent prioritized project lists for the Town of Brownsburg, multi-jurisdictional project lists, and projects for Hendricks County. The primary project need is based on the highest scoring category. A project may have a combination of multiple needs.

A planning level cost estimate has been included with each prioritized project. The planning level cost estimates are based on data available from the Indianapolis Metropolitan Planning Organization. Planning level cost estimates are for total project cost, and include construction cost, engineering/design work, right-of-way, and construction inspection, and are provided in 2020 dollar amounts.

The preliminary cost estimates are provided to help the Town of Brownsburg to plan future expenditures. Detailed cost estimates should be created when scoping is done for a specific project, and prior to beginning any funding applications, design, or construction.

TOWN OF BROWNSBURG PROJECTS

The following projects have been identified through the planning process as the top projects currently located entirely within the Town of Brownsburg’s jurisdiction.

Table 7

| Overall Rank | Project Location | Project Type | Primary Project Need | Planning Level Cost Estimate |
|----------------------------|---|--------------|----------------------|------------------------------|
| Short-Term Projects | | | | |
| 7 | South Green Street and Thornburg Parkway | Intersection | Congestion | \$370,000 |
| 28 | Ronald Reagan Parkway and 56th Street | Intersection | Safety | \$190,000 |
| 32 | North Green Street from Loraine Drive to North Northfield Drive | Roadway | Safety | \$252,700 |
| 33 | Pedestrian Crossing of North Green Street between Franklin Street and Lucas Drive | Active | Active | \$110,000 |
| 48 | Northfield Drive (All) | Roadway | Access Control | \$13,300,000 |
| 66 | Roads Near Schools | Area | Congestion | \$50,000* |
| 67 | Odell Street (All) | Roadway | Access Control | \$3,857,000 |
| 68 | North Northfield Drive and Walmart Center Entrance/IHOP | Intersection | Access Control | \$310,000 |
| 74 | Hornaday Road (All) | Roadway | Active | \$2,002,000 |
| 86 | SR 267 and Stoneybrook Drive | Intersection | Safety | \$310,000 |
| 89 | North Green Street from 56th Street to Northfield Drive | Active | Active | \$320,000 |
| 91 | North Green Street and Kroger Entrance/Exit | Area | Access Control | \$80,000 |

*Due to project complexity, anticipated public interest, or a generalized project area, the recommended improvement and corresponding cost is for a study to be performed.

**Project may require coordination with private property owners.

| Overall Rank | Project Location | Project Type | Primary Project Need | Planning Level Cost Estimate |
|---------------------------|---|---------------------|----------------------|------------------------------|
| Mid-Term Projects | | | | |
| 6 | Northfield Drive and Hornaday Road | Intersection | Congestion | \$2,510,000 |
| 22 | Tilden Drive and Hornaday Road | Intersection | Congestion | \$2,510,000 |
| 30 | Northfield Drive and Pennwood Lane | Intersection | Congestion | \$370,000 |
| 40 | Northfield Drive and 56th Street | Intersection | Congestion | \$190,000 |
| 47 | South Green Street and Tilden Road | Intersection | Congestion | \$310,000 |
| 57 | Ronald Reagan Parkway and Connector Road | Intersection | Congestion | \$190,000 |
| 58 | South Green Street from Main Street to Sycamore Street | Roadway | Active | \$15,700,000 |
| 58 | Odell Street and Tilden Road | Intersection | Congestion | \$2,510,000 |
| 88 | Roads Near Brownsburg Library | Area | Active | \$550,000 |
| Long-Term Projects | | | | |
| 1 | North Green Street and North Northfield Drive | Intersection | Congestion | \$190,000 |
| 53 | Downtown Brownsburg | Area | Congestion | \$50,000* |
| 77 | B&O Trail Separated Grade Crossing at South Green Street | Pedestrian Crossing | Active/Safety | \$3,340,000 |
| 89 | Connect Commerce Drive to Whittington Drive | Roadway | Access Control | \$1,644,000 |
| 92 | North Green Street from I-74 EB Ramps to Northfield Drive | Roadway | Safety | \$20,000* |

*Due to project complexity, anticipated public interest, or a generalized project area, the recommended improvement and corresponding cost is for a study to be performed.

MULTI-JURISDICTIONAL PROJECTS

The following projects have been identified through the planning process as the top projects currently located within the planning study boundary. The Town of Brownsburg (TOB) will need to coordinate these projects with one or more of the following jurisdictions: INDOT, Hendricks County (HC), or City of Indianapolis (COI).

Table 8

| Overall Rank | Project Location | Facility Type | Primary Project Need | Involved Jurisdictions | Planning Level Cost Estimate |
|----------------------------|--|---------------|----------------------|------------------------|------------------------------|
| Short-Term Projects | | | | | |
| 8 | North Green Street and Whittington Drive | Intersection | Congestion | TOB, INDOT | \$370,000 |
| 17 | SR 267 (All) | Roadway | Access Control | TOB, HC, INDOT | \$12,103,000 |
| 20 | Raceway Road and CR 450 N | Intersection | Congestion | HC, COI | \$370,000 |

| Overall Rank | Project Location | Facility Type | Primary Project Need | Involved Jurisdictions | Planning Level Cost Estimate |
|---------------------------|--|---------------|----------------------|------------------------|------------------------------|
| 21 | CR 450 N and CR 500 E | Intersection | Safety | TOB, HC | \$2,500,000 |
| 27 | North Green Street and Maplehurst Drive | Intersection | Safety | TOB, INDOT | \$310,000 |
| 39 | South Green Street from Main Street to Study Limits | Roadway | Access Control | TOB, HC, INDOT | \$4,522,000 |
| Mid-Term Projects | | | | | |
| 2 | Main Street, CR 900 E, and Railroad Crossing | Intersection | Safety | TOB, HC, INDOT | \$2,500,000 |
| 5 | Main Street and CR 550 E | Intersection | Congestion | HC, INDOT | \$190,000 |
| 12 | Raceway Road and 56th Street | Intersection | Safety | HC, COI | \$310,000 |
| 13 | 56th Street and CR 900 E | Intersection | Congestion | TOB, HC | \$370,000 |
| 14 | Raceway Road and CR 300 N | Intersection | Congestion | TOB, COI | \$2,500,000 |
| 15 | North Green Street and CR 700 N | Intersection | Congestion | TOB, HC, INDOT | \$190,000 |
| 16 | US 136 and Northfield Drive (East of Town) | Intersection | Safety | TOB, HC, INDOT | \$190,000 |
| 19 | Raceway Road and CR 700 N | Intersection | Safety | HC, COI | \$310,000 |
| 25 | Ronald Regan Parkway and I-74 WB Ramps | Intersection | Safety | TOB, INDOT | \$190,000 |
| 26 | CR 300 N and CR 900 E | Intersection | Congestion | TOB, HC | \$2,510,000 |
| 34 | Hornaday Road and Main Street | Intersection | Congestion | TOB, INDOT | \$310,000 |
| 35 | Main Street and Grant Street | Intersection | Congestion | TOB, INDOT | \$2,500,000 |
| Long-Term Projects | | | | | |
| 9 | North Green Street from North Town Limits to East Northfield Drive | Roadway | Congestion | TOB/INDOT | \$50,000* |
| 10 | Green Street and Main Street | Intersection | Congestion | TOB, INDOT | \$190,000 |

*Due to project complexity, anticipated public interest, or a generalized project area, the recommended improvement and corresponding cost is for a study to be performed.

Town of Brownsburg = TOB
Indianapolis Department of

Transportation = INDOT
Hendricks County = HC

City of Indianapolis = COI

| Overall Rank | Project Location | Facility Type | Primary Project Need | Involved Jurisdictions | Planning Level Cost Estimate |
|--------------|--|---------------|----------------------|------------------------|------------------------------|
| 11 | North Green Street and I-74 WB Ramps | Intersection | Congestion | TOB, INDOT | \$190,000 |
| 18 | North Green Street and I-74 EB Ramps | Intersection | Congestion | TOB, INDOT | \$190,000 |
| 31 | Main Street (All) | Roadway | Active | TOB, HC, INDOT | \$5,082,000 |
| 35 | North Green Street from CR 700 N to Northfield Drive | Roadway | Congestion | TOB, INDOT | \$6,963,000 |
| 42 | Ronald Reagan Parkway and I-74 Ramps (General) | Area | Congestion | TOB/INDOT | \$620,000 |

**Due to project complexity, anticipated public interest, or a generalized project area the recommended improvement and corresponding cost is for a study to be performed.*

HENDRICKS COUNTY PROJECTS

The following projects have been identified through the planning process as the top projects currently within the study boundary, but under the jurisdiction of Hendricks County. The Town of Brownsburg should make concerted efforts to work with Hendricks County to see the implementation of these projects to the transportation network. Additionally, should annexation around the proposed project occur, these projects will become a priority for the Town of Brownsburg.

Table 9

| Overall Rank | Project Location | Facility Type | Primary Project Need | Project Cost |
|----------------------------|--|---------------|----------------------|--------------|
| Short-Term Projects | | | | |
| 69 | Pedestrian Crossings of 56th Street between CR 1000 E and Raceway Road | Active | Safety/Active | \$110,000 |
| 128 | 56th Street and Eagle Crossing Boulevard | Intersection | Congestion | \$370,000 |
| Mid-Term Projects | | | | |
| 45 | 56th Street and CR 1000 E | Intersection | Safety | \$370,000 |
| 4* | CR 700 N and Railroad Crossing West of CR 900 E | Intersection | Safety | \$310,000 |
| 60 | CR 900 E and Railroad Crossing South of CR 700 N | Intersection | Safety | \$310,000 |
| Long-Term Projects | | | | |
| 135 | Pedestrian/Bike Improvements to all County Roads | Active | Active | \$100,000 |
| 136 | Tilden (All) | Area | Active | \$50,000* |
| 142 | CR 1000 N (General) | Roadway | Safety | \$50,000* |
| 181 | Connection of CR 900 E to CR 950 E (between Airport Road and CR 300 N) | Roadway | Active | \$4,274,400 |
| 184 | Minor Collector Extension of CR 550 E | Roadway | Active | \$21,920,000 |

**Due to project complexity, anticipated public interest, or a generalized project area the recommended improvement and corresponding cost is for a study to be performed.*



Active Transportation Plan

Vision, goals, and objectives

Definitions and Responsible Departments

Existing Conditions

Planning Process

Active Transportation Plan

Future Steps





Active Transportation Plan

The Town of Brownsburg elected to include the Active Transportation Plan as a component of the Transportation Plan. Similar to the Thoroughfare Plan component, this portion will provide a planning tool that will enable the Town of Brownsburg to achieve their vision of a future active transportation network.

Vision, Goals, and Objectives

As the Active Transportation Plan is a component of the Transportation Plan, the vision of the Active Plan remains the same as the overall vision of the Transportation Plan:

“Provide a safe, efficient, accessible, and sustainable transportation system that balances the needs of all travel modes while promoting connectivity and economic development throughout the community.”

Similarly, the goals and objectives of the Active Transportation Plan have also been incorporated with the goals and objectives of the Transportation Plan as a whole. The goals and objectives that specifically apply to the Active Plan component are restated on the following pages:

GOAL 2

Improve connectivity in and around Brownsburg.

- Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/ bicycle network.
- **For new and redevelopment projects, and where right-of-way exists or private property allows, connect the pedestrian/bicycle network directly to the front door of destination buildings (not just to the parcel).**

GOAL 3

Encourage active transportation modes through policy updates and infrastructure investment.

- Adopt a Complete Streets ordinance based on the policy outlined in this plan.
- Implement trail and sidewalk projects as identified in this plan. To help offset costs, pursue Transportation Alternatives Program (TAP), Surface Transportation Block Grant (STBG), or the State of Indiana’s Next Level Trails (NTL) Program funds for eligible project types, public/private partnerships, interagency agreements, and other creative funding solutions.
- As the active transportation network expands, and more people use it, monitor user feedback for any emerging safety concerns. Include safety remediation projects (if needed) in the capital improvement plan in addition to new facilities.
- Continue to implement the the Town’s ADA Transition Plan, adopted in September 2013, to ensure the active transportation network is accessible to users.
- Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/ bicycle network.
- Classify trails within the network to assist in prioritizing maintenance. Commuter routes will be designated as higher priority for snow removal and other service restoration compared to recreational trails. Neighborhood trails are the responsibility of the Homeowners Association and receive no maintenance from the Town, but they may be open for public use.
- Promote walking and bicycling activity and safety through educational and encouragement programs.
- Update the Town’s Construction Standards as needed to reflect emerging best practices in pedestrian and bicycle design and safety.

GOAL 5

Include elements of sustainability in transportation improvements

- Develop an asset management plan specifically for active transportation infrastructure to assist with ongoing maintenance and upkeep needs.

Definitions and Responsible Departments

More than any other part of this Transportation Plan, the Active Transportation Plan component will require the collaboration and effort of multiple Town Departments. To help define responsibility of various Active Transportation elements, the following definitions were created to be used within this planning document.



Greenway Trail – a multiuse facility that is separate from a motor vehicle corridor. A greenway trail will often follow natural features, utility easements, or old railroad corridors. Existing greenway trails in Brownsburg include the B&O Trail, White Lick Creek Greenway, and the Bicentennial Trail.



Roadside Trail – a multiuse facility that is located within the same right-of-way as a motor vehicle corridor. An example of this type of facility would include the roadside trail located along Northfield Drive from Hornaday Road to South Green Street.



Sidewalk – a paved path located alongside a roadway and within that roadway’s right-of-way and is primarily intended for pedestrian use. A sidewalk is typically constructed of concrete and is typically 5-6 feet wide. In some contexts, a wider sidewalk may be appropriate, such as within the downtown area.

Responsibility for each element was also determined as a part of the planning process. The following table indicates which Town departments are responsible for planning, design, construction, and maintenance of active transportation features.

Table 10

| Active Transportation Element | Greenway Trail | Roadside Trail | Sidewalk |
|--|----------------|----------------|----------|
| Planning/Feasibility Studies | BP | SD, DS | SD, DS |
| Identifying Project Funding | BP | SD, DS | SD, DS |
| Engineering and Design | BP | SD | SD |
| Construction | BP | SD | SD |
| Asset Management | BP | SD | SD |
| Monitor Safety | BP | SD | SD |
| Stormwater and Drainage | BP | SD | SD |
| Snow Removal | BP | SD | Other |
| Trash Removal | BP | SD | Other |
| Vegetation/Landscaping | BP | SD | SD |
| Maintenance of Pavement Markings/Signage | BP | SD | SD |
| Trailhead/Trailhead Facility Care | BP | BP | N/A |
| Amenities | BP | BP | SD |

BP = Brownsburg Parks

SD = Street Department

DS = Development Services

Other = Responsibility falls outside of the Town of Brownsburg (i.e. homeowners, HOA's, ect.)

N/a = Not Applicable.



Existing Conditions

The Town of Brownsburg has a robust existing active transportation network. The B&O Trail, White Lick Creek Greenway, and Bicentennial Trail are existing greenway trails that connect parks, schools, major traffic generators, neighborhoods, and multiple communities. There are also many roadside trails of significant length found along Northfield Drive, Ronald Reagan Parkway, Bulldog Way, and Hornaday Road.

Sidewalks are found alongside many roads within the Town of Brownsburg. The current UDO requires sidewalk be provided along all streets, and a multiuse path or sidewalk be provided along public street frontage when new roads are constructed.

EXISTING SYSTEM MAP

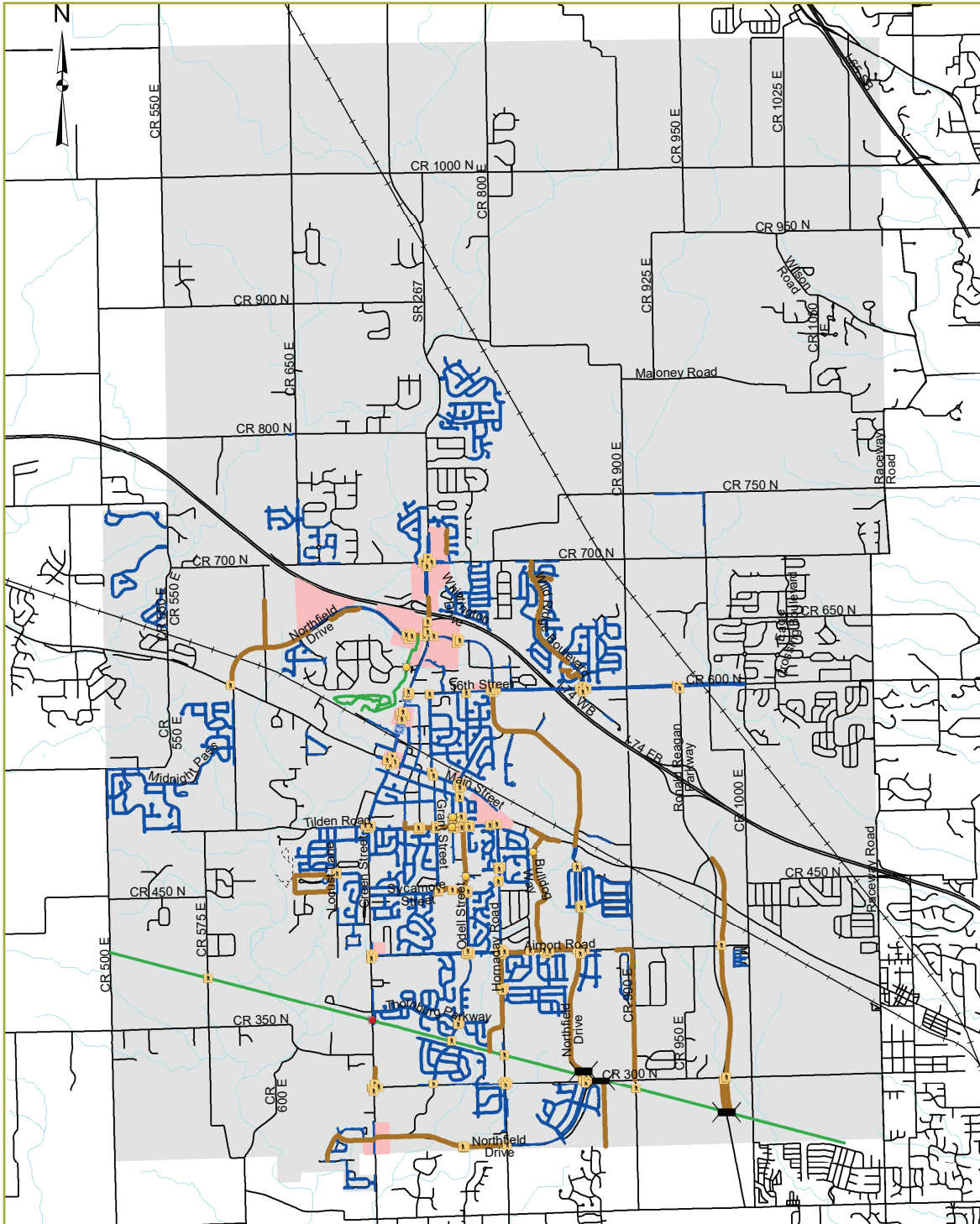
MAP 13 on the following page shows the existing active transportation facilities within the Town of Brownsburg.

Planning Process













The planning process for the Active Transportation Plan component was integrated with the planning process for the Thoroughfare Plan. Data was collected and reviewed, and input was gathered from Town Staff, Steering Committee meetings, a specific active transportation subcommittee meeting, and from the public. Previous planning efforts were also reviewed, and incorporated into this Active Transportation Plan as appropriate.



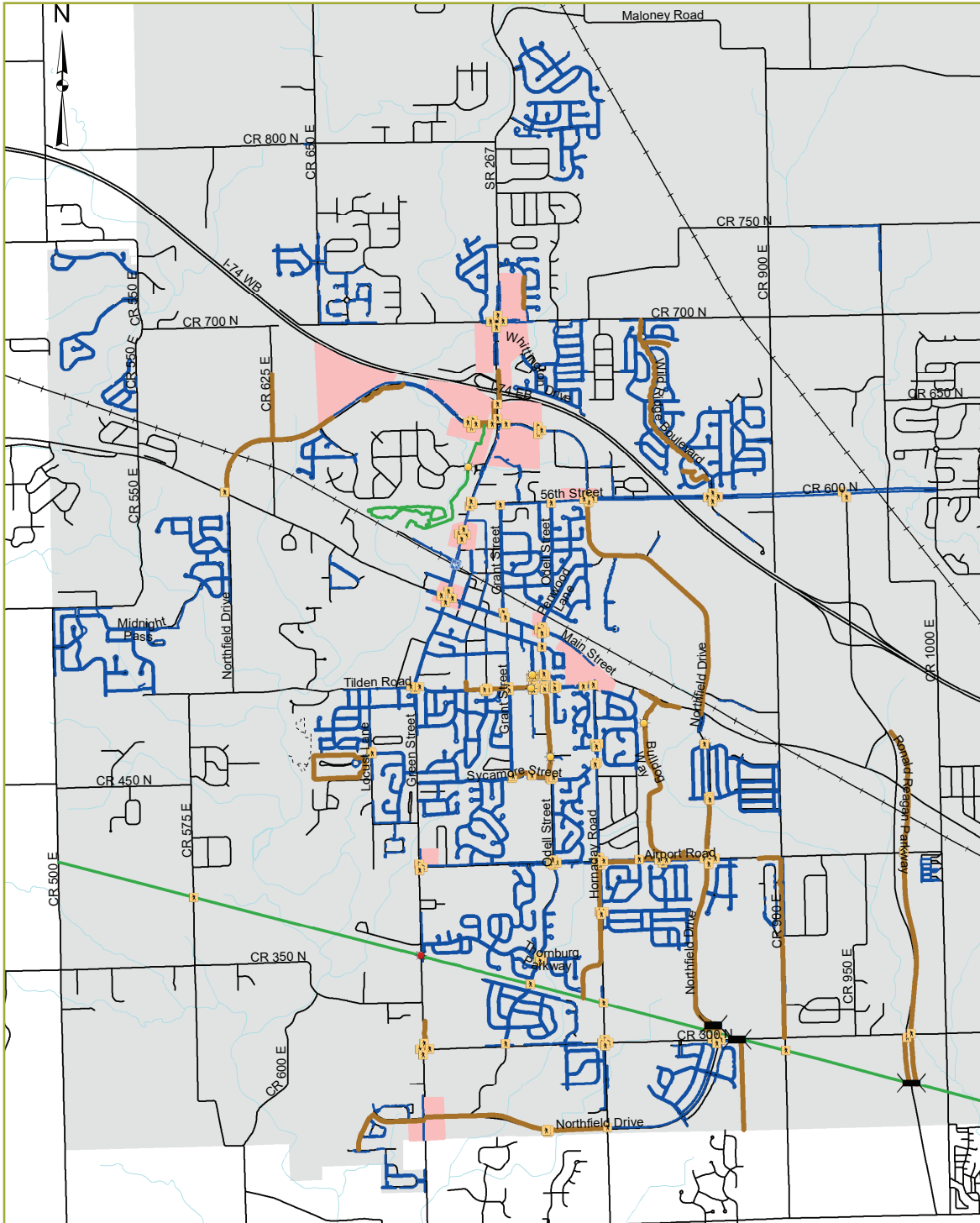
Existing Active Transportation Facilities













LEGEND

-  Ex. Flashing Warning Beacon
-  Ex. HAWK Signal
-  Ex. Crosswalk
-  Ex. Grade-Separated Pedestrian Crossing
-  Ex. Bike Lane
-  Ex. Greenway
-  Ex. Stone Path
-  Ex. Roadside Trail
-  Existing Sidewalks
-  Retail Node
-  Roads Without Sidewalk/Trail
-  Study Boundary

Existing Active Transportation Facilities



LEGEND

-  Ex. Flashing Warning Beacon
-  Ex. HAWK Signal
-  Ex. Crosswalk
-  Ex. Grade-Separated Pedestrian Crossing
-  Ex. Bike Lane
-  Ex. Greenway
-  Ex. Stone Path
-  Ex. Roadside Trail
-  Existing Sidewalks
-  Retail Node
-  Roads Without Sidewalk/Trail
-  Study Boundary

Active Transportation Plan

With the assistance of the subcommittee, steering committee and public input a list of active transportation projects was created. The final list of projects has been given an overall project rank, and has also been assigned to the responsible jurisdiction including Town of Brownsburg, Hendricks County, INDOT, City of Indianapolis, or some combination of the above.

ACTIVE PLAN MAP

Map 14 shows the location of proposed greenway trails, roadside trails, and sidewalk within the study area. The basis for the type and location of these active transportation components comes from a review of the existing active transportation network, previous planning efforts, future land use, and input from the steering committee and subcommittee. All new and extended roadways identified in the Thoroughfare Plan will include sidewalk and/or trail according to the cross-section detail. Proposed roads are shown on **Map 14** as proposed sidewalks/trails.

CONNECTIVITY OPPORTUNITIES

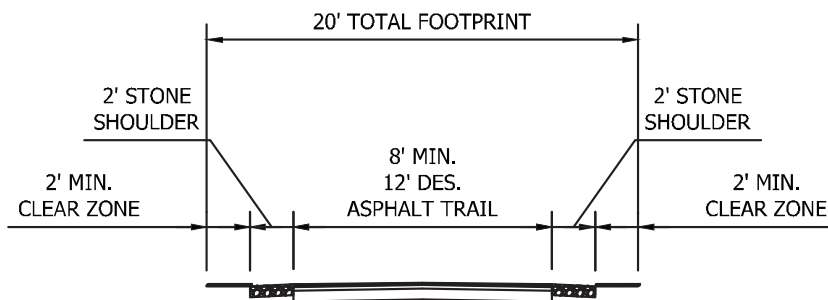
Connectivity is a vital part of the active transportation network. During the creation of the Active Transportation Plan map, specific attention was paid to missing links within the active transportation network. Once constructed, these missing links will connect existing portions of the active transportation network.

PROPOSED CROSS-SECTIONS

The Active Transportation Subcommittee helped to review and update cross-sections for a greenway trail, roadside trail, and sidewalk. Applicable construction standards and planning documents should be updated by the Town of Brownsburg and the Brownsburg Parks Department to ensure uniformity is applied across all aspects of the active transportation network.

Greenway Trail

The below cross-section was created for a greenway trail following input from the subcommittee and Brownsburg Parks.

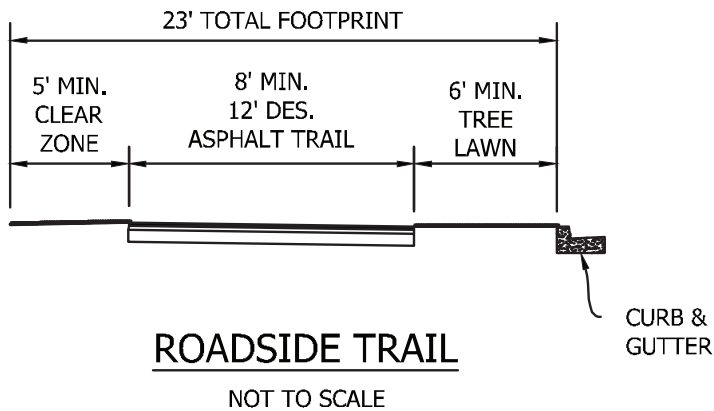


GREENWAY TRAIL

NOT TO SCALE

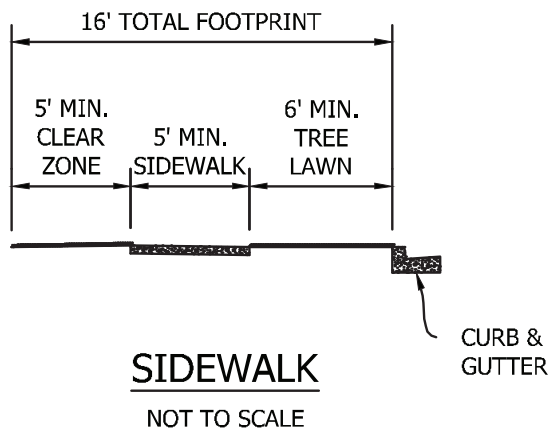
Roadside Trail

This cross-section shall be used for roadside trails, and matches the roadside trail requirements found on the roadway cross-sections.



Sidewalk

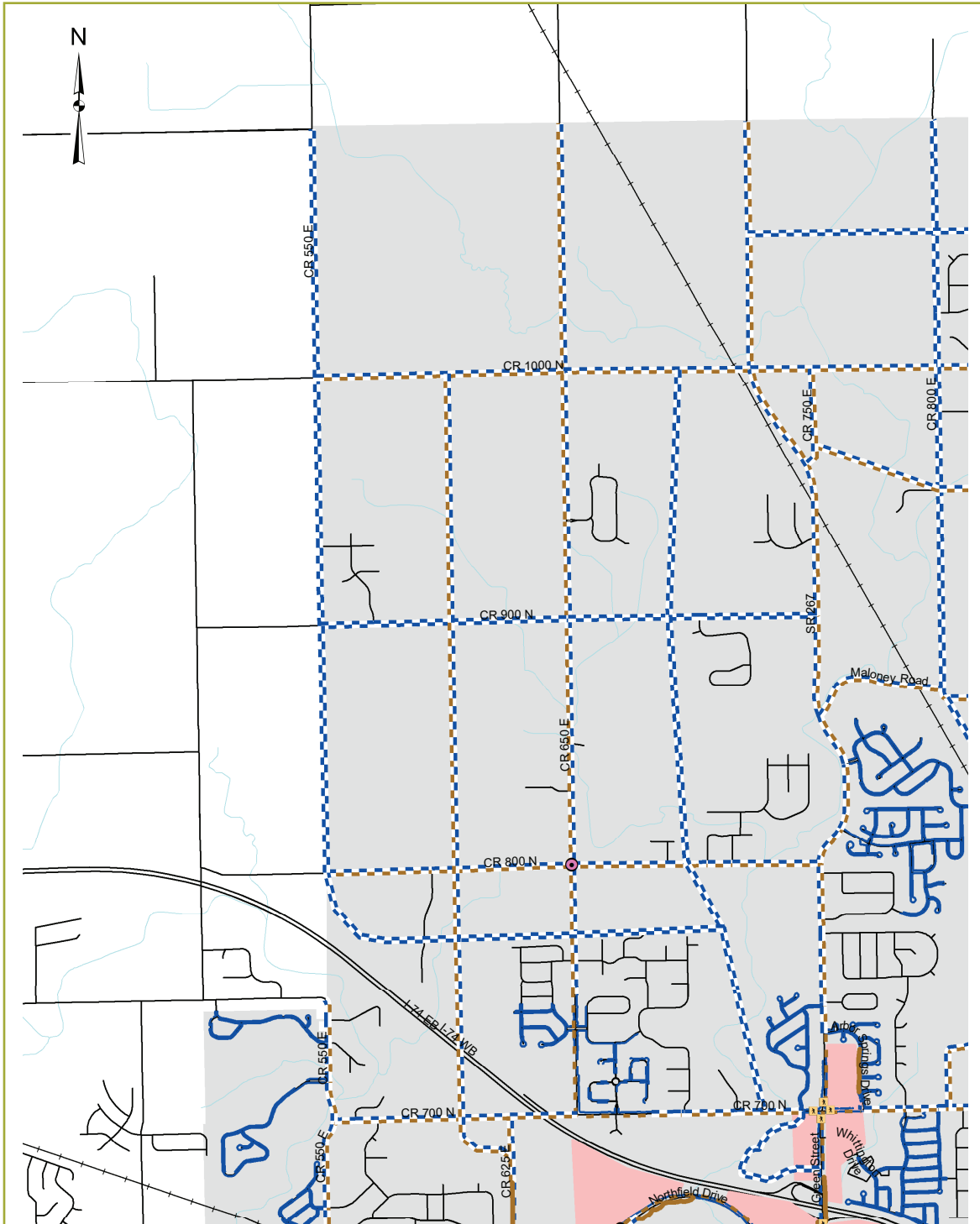
The detail below taken from the Town of Brownsburg’s construction standards, shall be used for a sidewalk cross-section.



IDENTIFYING PROJECTS

Active Transportation Projects were identified in the same process as projects listed in the Transportation Improvement Plan. Data, steering committee, subcommittee, and public input were all used to create a master list of potential active transportation projects.

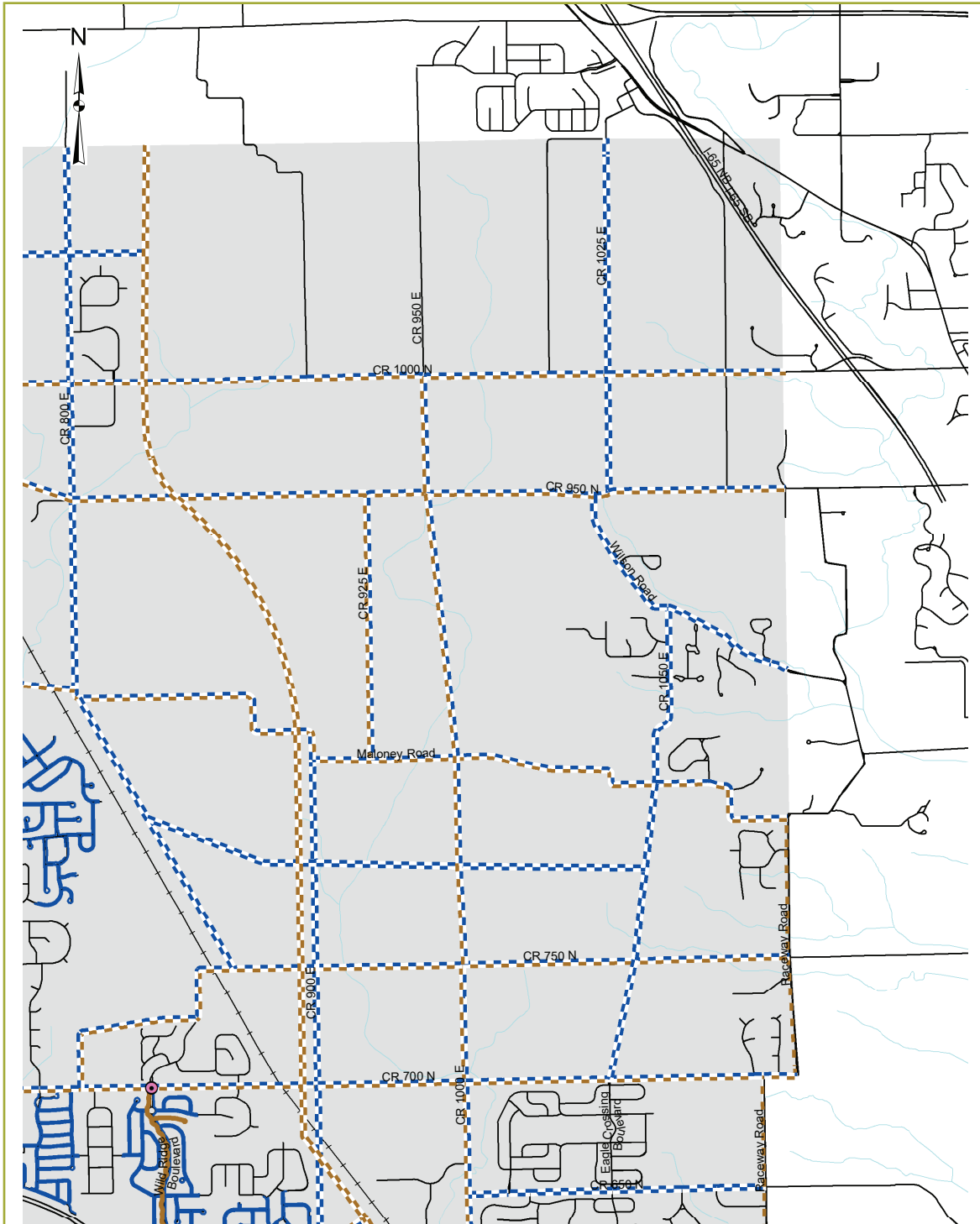
Active Transportation Plan Map (Zoomed)



LEGEND

- | | | | |
|---|--------------------|---------------------|-------------------------------|
| Ex. Flashing Warning Beacon | Ex. Bike Lane | Sidewalk/Trail | Trail One Side |
| Ex. HAWK Signal | Ex. Greenway | Sidewalk Both Sides | Trail One Side |
| Ex. Crosswalk | Ex. Stone Path | Sidewalk One Side | Existing Sidewalks |
| Ex. Grade-Separated Pedestrian Crossing | Ex. Roadside Trail | Sidewalk One Side | Retail Node |
| Proposed Crossing | Trail/Sidewalk | Trail Both Sides | Roads Without Sidewalk/Trails |

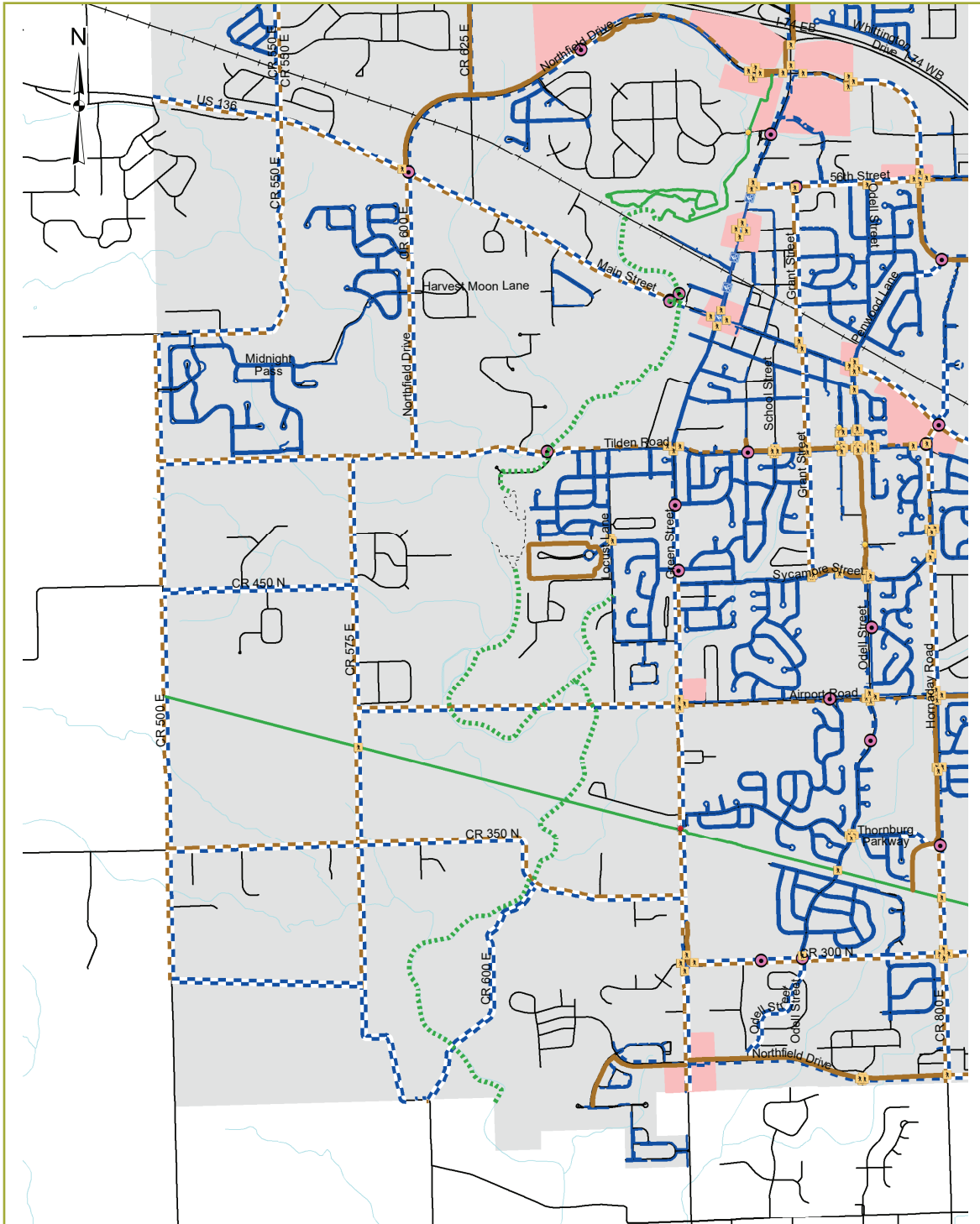
Active Transportation Plan Map (Zoomed)



LEGEND

| | | | | | | | |
|--|---|--|--------------------|--|---------------------|--|-------------------------------|
| | Ex. Flashing Warning Beacon | | Ex. Bike Lane | | Sidewalk/Trail | | Trail One Side |
| | Ex. HAWK Signal | | Ex. Greenway | | Sidewalk Both Sides | | Trail One Side |
| | Ex. Crosswalk | | Ex. Stone Path | | Sidewalk One Side | | Existing Sidewalks |
| | Ex. Grade-Separated Pedestrian Crossing | | Ex. Roadside Trail | | Sidewalk One Side | | Retail Node |
| | Proposed Crossing | | Trail/Sidewalk | | Trail Both Sides | | Roads Without Sidewalk/Trails |

Active Transportation Plan Map (Zoomed)



LEGEND

| | | | |
|---|--------------------|---------------------|-------------------------------|
| Ex. Flashing Warning Beacon | Ex. Bike Lane | Sidewalk/Trail | Trail One Side |
| Ex. HAWK Signal | Ex. Greenway | Sidewalk Both Sides | Trail One Side |
| Ex. Crosswalk | Ex. Stone Path | Sidewalk One Side | Existing Sidewalks |
| Ex. Grade-Separated Pedestrian Crossing | Ex. Roadside Trail | Sidewalk One Side | Retail Node |
| Proposed Crossing | Trail/Sidewalk | Trail Both Sides | Roads Without Sidewalk/Trails |

PRIORITIZING PROJECTS

Projects were scored and prioritized using a similar system created for the Transportation Improvement Plan. For the Active Transportation Component the “data” category (vehicle safety and congestion) was removed.

A “connectivity score” was added, that supports the overall plan’s vision, goals, and objectives by prioritizing the construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/bicycle network.

The following category weights were then assigned based on the steering committee and subcommittee input.

- 1 Steering Committee Input = 20%
- 2 Public Workshop input = 20%
- 3 Online Public Survey Input = 20%
- 4 Connectivity Score = 40%

A table showing all active projects and scoring has been included in the Appendix.

Planning level cost estimates have been provided for the prioritized active transportation projects. These planning level cost estimates were determined in the same process described in the prioritized transportation project lists.



ACTIVE TRANSPORTATION PROJECT PRIORITY LIST - TOWN OF BROWNSBURG

The following projects have been identified through the planning process as the top active transportation projects currently located entirely within the Town of Brownsburg’s jurisdiction. Similar to the Transportation Improvement Plan, these projects have been subdivided into short-, mid-, and long-term projects.

Table 11

| Overall Rank | Project Location | Facility Type | Planning Level Cost Estimate |
|----------------------------|--|----------------------------------|------------------------------|
| Short-Term Projects | | | |
| 3 | North Green Street from Franklin Street to Lucas Drive (Crosswalk with Flashers) | Pedestrian Crossing Improvements | \$110,000 |
| 5 | North Green Street from 56th Street to CR 700 N (Completion of Missing Segments) | Sidewalk | \$352,000 |
| Mid-Term Projects | | | |
| 2 | South Green Street from Main Street to Study Limits (All Missing Segments) | Sidewalk/Trail | \$1,200,000 |
| 6 | Hornaday Road (Complete Missing Segments) | Sidewalk/Trail | \$880,000 |
| 11 | Main Street - Town of Brownsburg (Complete Missing Segments) | Sidewalk/Trail | \$1,480,000 |
| 12 | North Green Street from CR 700 N to Town Limits (Complete Missing Segments) | Sidewalk/Trail | \$280,000 |
| 14 | CR 300 N from South Green Street to Raceway Road; Proposed Sidewalk/Trail | Greenway Trail | \$5,240,000 |
| 15 | Completion of White Lick Creek Trail Between Arbuckle Acres Park and B&O Trail | Greenway Trail | \$4,807,700 |
| 21 | Northfield Drive from Lowe's Entrance to Patrick Place; Proposed Trail (One-Side) | Roadside Trail | \$924,000 |
| 23 | Ronald Reagan Parkway from Connector Road to 56th Street; Proposed Trail (Two-Sided) | Roadside Trail | \$1,078,000 |
| 27 | 56th Street from North Green Street to East Northfield Drive (Complete Missing Segments) | Sidewalk/Trail | \$280,000 |
| 28 | Northfield Drive from Patrick Place to 56th Street | Sidewalk/Trail | \$200,000 |
| 39 | Airport Road from Green Street to Hornaday Road; Proposed Trail (One-Side) | Roadside Trail | \$770,000 |
| 40 | Ronald Reagan Parkway from CR 300 N to Connector Road; Proposed Trail (One-Side) | Roadside Trail | \$2,926,000 |
| 41 | Tilden Road from Odell Street to Hornaday Road; Proposed Trail (One-Side) | Roadside Trail | \$231,000 |
| 59 | Northfield Drive from Hornaday Road to CR 300 N; Proposed Sidewalk/Trail | Roadside Trail | \$693,000 |

| Overall Rank | Project Location | Facility Type | Planning Level Cost Estimate |
|---------------------------|---|----------------|------------------------------|
| 60 | Connector Road from Main Street to Ronald Reagan Parkway; Proposed Sidewalk/Trail | Sidewalk/Trail | \$80,000 |
| 62 | South Northfield Drive from Green Street to Hornaday Road | Sidewalk | \$400,000 |
| Long-Term Projects | | | |
| 31 | Connect Airport Road to the B&O Trail via CR 900 E | Roadside Trail | \$1,925,000 |
| 33 | Connect Brownsburg High School to Future White Lick Creek Trail via Odell Street and Northfield Drive | Roadside Trail | \$3,311,000 |
| 38 | Tilden Road from Green Street to Jefferson Street; Proposed Trail (One-Side) | Roadside Trail | \$231,000 |
| 42 | Grant Street from Sycamore Street to 56th Street; Proposed Sidewalk/Trail | Sidewalk/Trail | \$640,000 |
| 43 | Northfield Drive from Creekside Drive to Main Street; Proposed Sidewalk/Trail | Sidewalk/Trail | \$200,000 |
| 64 | Construct Sidewalk in Fairfield Heights Subdivision | Sidewalk | \$576,000 |

ACTIVE TRANSPORTATION PROJECT PRIORITY LIST – MULTIPLE JURISDICTIONS

The following projects have been identified through the planning process as the top active transportation projects currently located within the planning study boundary. The Town of Brownsburg (TOB) will need to coordinate these projects with one or more of the following jurisdictions: INDOT, Hendricks County (HC), or City of Indianapolis (COI).

Table 12

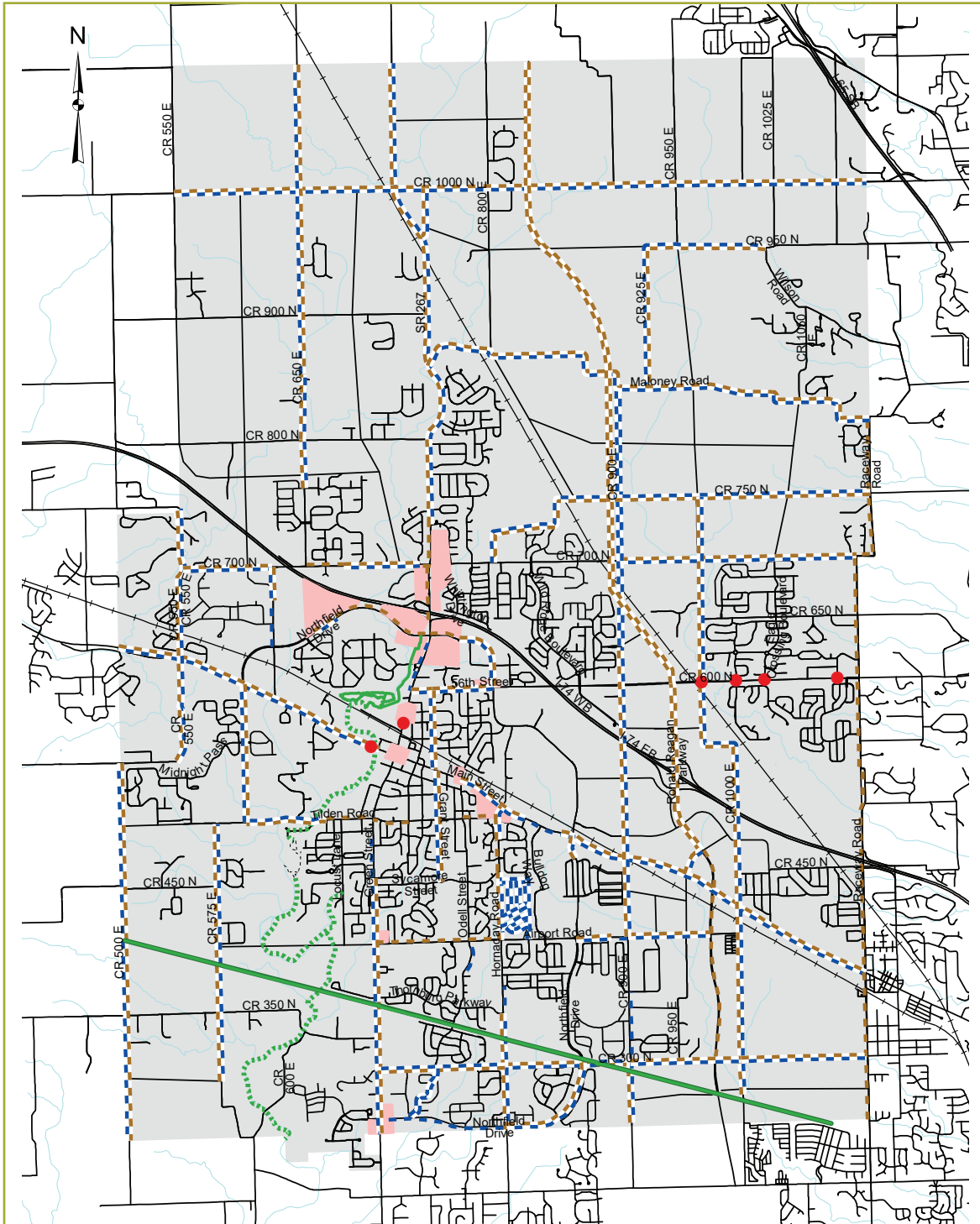
| Overall Rank | Project Location | Facility Type | Involved Jurisdictions | Planning Level Cost Estimate |
|----------------------------|--|----------------|------------------------|------------------------------|
| Short-Term Projects | | | | |
| 24 | Airport Road from East Northfield Drive to Ronald Reagan Parkway | Sidewalk/Trail | TOB/HC | \$440,000 |
| 26 | Pedestrian/Bike Improvements to County Roads | Study | HC | \$30,000 |
| Mid-Term Projects | | | | |
| 8 | CR 700 N East of Green Street (Complete Missing Segments) | Sidewalk/Trail | TOB/HC | \$800,000 |
| 9 | CR 900 E | Sidewalk/Trail | TOB/HC | \$1,956,000 |
| 10 | CR 700 N West of Green Street (Complete Missing Segments) | Sidewalk/Trail | TOB/HC | \$548,000 |
| 16 | Completion of White Lick Creek Trail South of the B&O Trail to the Town of Avon. | Greenway Trail | TOB/HC | \$7,427,700 |

| Overall Rank | Project Location | Facility Type | Involved Jurisdictions | Planning Level Cost Estimate |
|---------------------------|--|----------------------------------|------------------------|------------------------------|
| 25 | Tilden Road from CR 600 E to South Green Street (Complete Missing Segments) | Sidewalk/Trail | TOB/HC | \$400,000 |
| 29 | 56th Street from Raceway Road to Ronald Reagan Parkway | Pedestrian Crossing Improvements | TOB/HC | \$440,000 |
| 45 | CR 1000 E from B&O Trail to CR 750 N; Proposed Sidewalk/Trail; Proposed Sidewalk/Trail | Sidewalk/Trail | TOB/HC | \$2,040,000 |
| Long-Term Projects | | | | |
| 1 | US 136 - Multi Jurisdictional (Complete Missing Segments) | Sidewalk/Trail | TOB/INDOT | \$1,440,000 |
| 4 | SR 267 (Outside of Town Limits) | Sidewalk/Trail | TOB/HC/INDOT | \$1,520,000 |
| 13 | Raceway Road (All) with Connection of B&O Trail to Eagle Creek Park | Roadside Trail | TOB/HC/COI | \$4,235,000 |
| 17 | Pedestrian/Bike Improvements on CR 600 E from CR 500 N to Main Street | Sidewalk/Trail | TOB/HC | \$440,000 |
| 30 | CR 950 N from CR 925 E to Wilson Road | Sidewalk/Trail | HC | \$400,000 |
| 44 | Ronald Reagan Parkway Extension North of 56th; Proposed Trail (Two-Sided) | Roadside Trail | TOB/HC | \$5,289,900 |
| 46 | CR 1000 N from CR 550 E to CR 1075 E; Proposed Sidewalk/Trail | Sidewalk/Trail | HC | \$2,120,000 |
| 47 | Maloney Road from SR 267 to Raceway Road; Proposed Sidewalk/Trail | Sidewalk/Trail | HC | \$1,640,000 |
| 48 | CR 575 E from Tilden Road to Northfield Drive Extension; Proposed Sidewalk/Trail | Sidewalk/Trail | TOB/HC | \$920,000 |
| 49 | CR 500 E from CR 550 N to Northfield Drive Extension; Proposed Sidewalk/Trail | Sidewalk/Trail | TOB/HC | \$1,120,000 |
| 50 | CR 650 E from Barley Drive to North Study Limits; Proposed Sidewalk/Trail | Sidewalk/Trail | TOB/HC | \$600,000 |
| 51 | CR 550 E from CR 750 N to CR 550 N; Proposed Sidewalk/Trail | Sidewalk/Trail | HC | \$1,000,000 |

| Overall Rank | Project Location | Facility Type | Involved Jurisdictions | Planning Level Cost Estimate |
|--------------|--|----------------|------------------------|------------------------------|
| 52 | CR 925 E from Maloney Road to CR 950 N; Proposed Sidewalk/Trail | Sidewalk/Trail | HC | \$188,000 |
| 53 | CR 750 N/CR 850 E/CR 725 N/CR 800 E from CR 700 N to Raceway Road; Proposed Sidewalk/Trail | Sidewalk/Trail | HC | \$1,400,000 |
| 54 | CR 750 E from SR 267 to CR 1000 N; Proposed Sidewalk/Trail | Sidewalk/Trail | HC | \$160,000 |
| 55 | CR 625 E from Northfield Drive to CR 700 N; Proposed Sidewalk/Trail | Sidewalk/Trail | TOB/HC | \$240,000 |



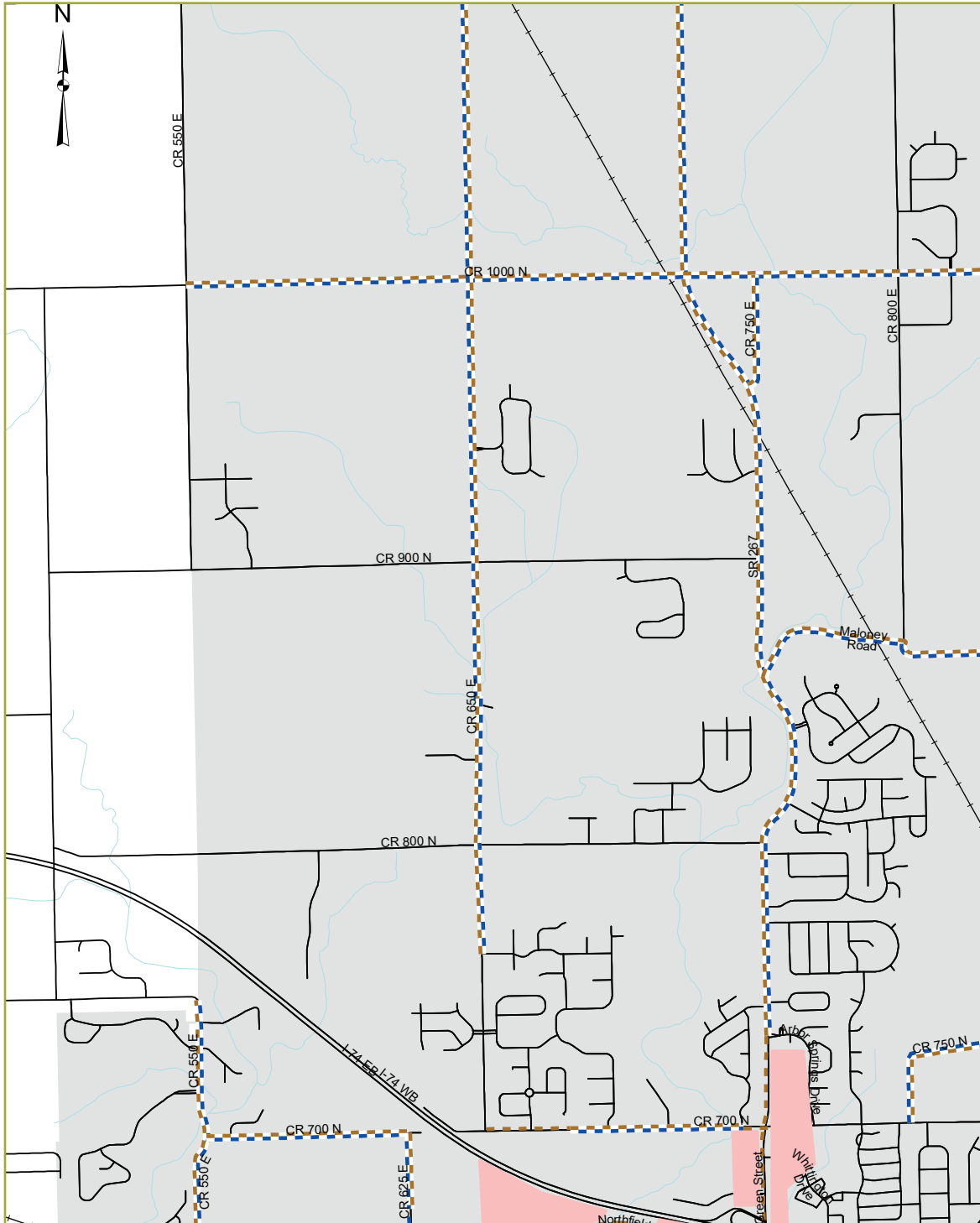
Active Transportation Project Location Map



LEGEND

- | | | |
|---------------------------------|---------------------|---|
| Ex. Greenway | Sidewalk Both Sides | Retail Node |
| Ex. Stone Path | Sidewalk One Side | Local Roads |
| Pedestrian Crossing Improvement | Trail Both Sides | County_Street_Centerlines_IGIO_IN_Apr2018 |
| Trail/Sidewalk | Trail One Side | Railroads |
| Sidewalk Both Sides | Greenway Trail | Study Boundary |

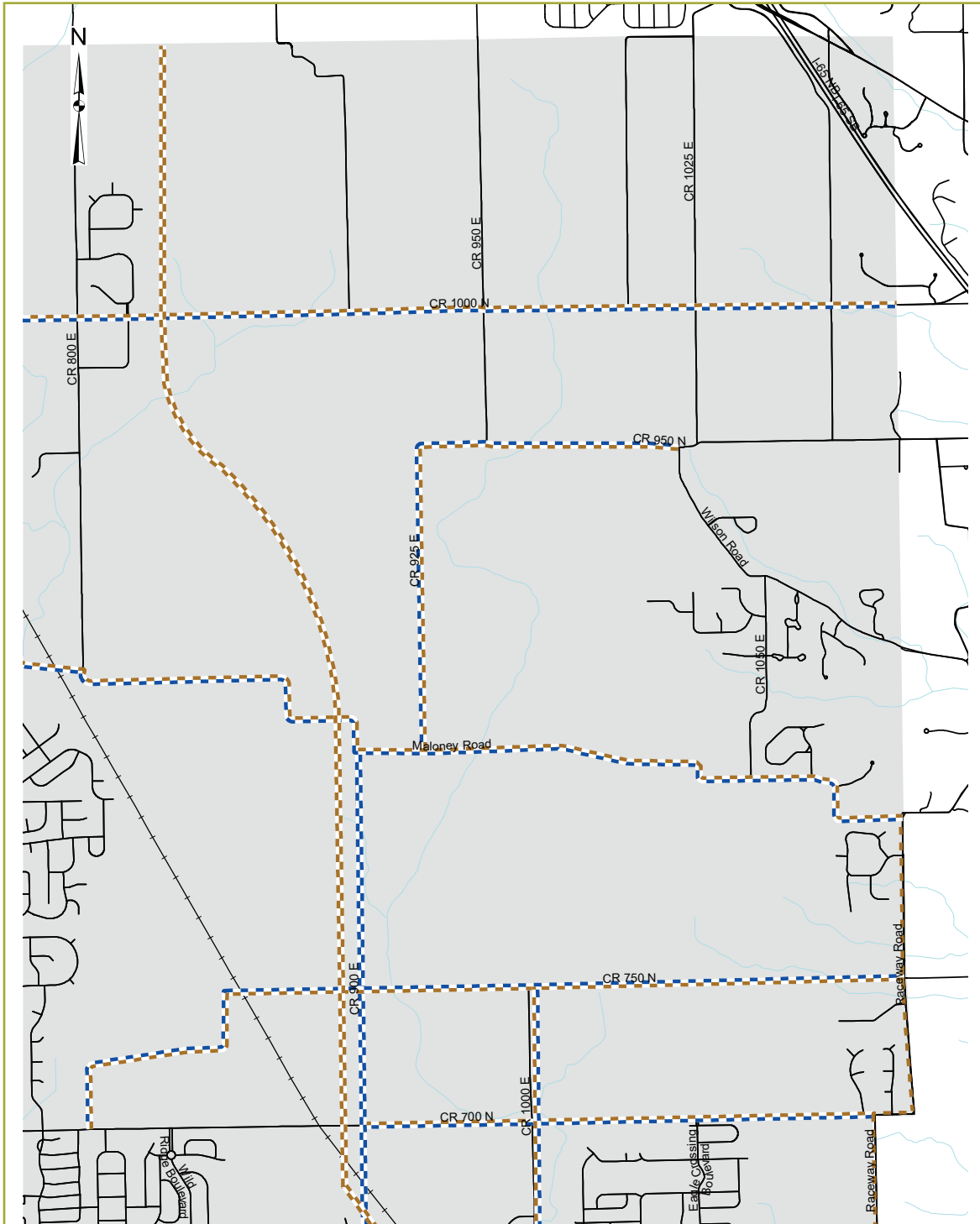
Active Transportation Project Location Map (Zoomed)



LEGEND

| | | |
|---------------------------------|---------------------|---|
| Ex. Greenway | Sidewalk Both Sides | Retail Node |
| Ex. Stone Path | Sidewalk One Side | Local Roads |
| Pedestrian Crossing Improvement | Trail Both Sides | County_Street_Centerlines_IGIO_IN_Apr2018 |
| Trail/Sidewalk | Trail One Side | Railroads |
| Sidewalk Both Sides | Greenway Trail | Study Boundary |

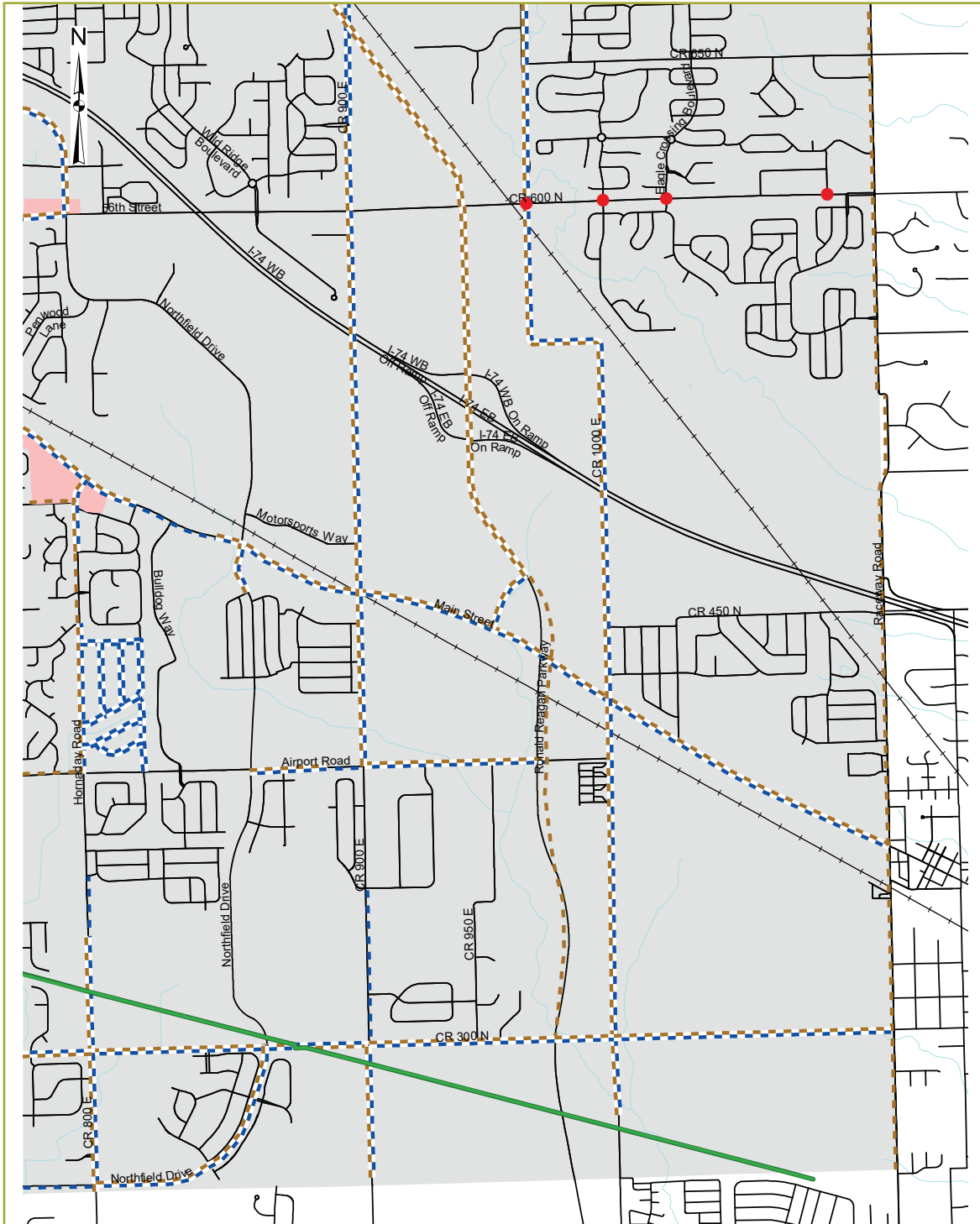
Active Transportation Project Location Map (Zoomed)



LEGEND

| | | |
|---------------------------------|---------------------|---|
| Ex. Greenway | Sidewalk Both Sides | Retail Node |
| Ex. Stone Path | Sidewalk One Side | Local Roads |
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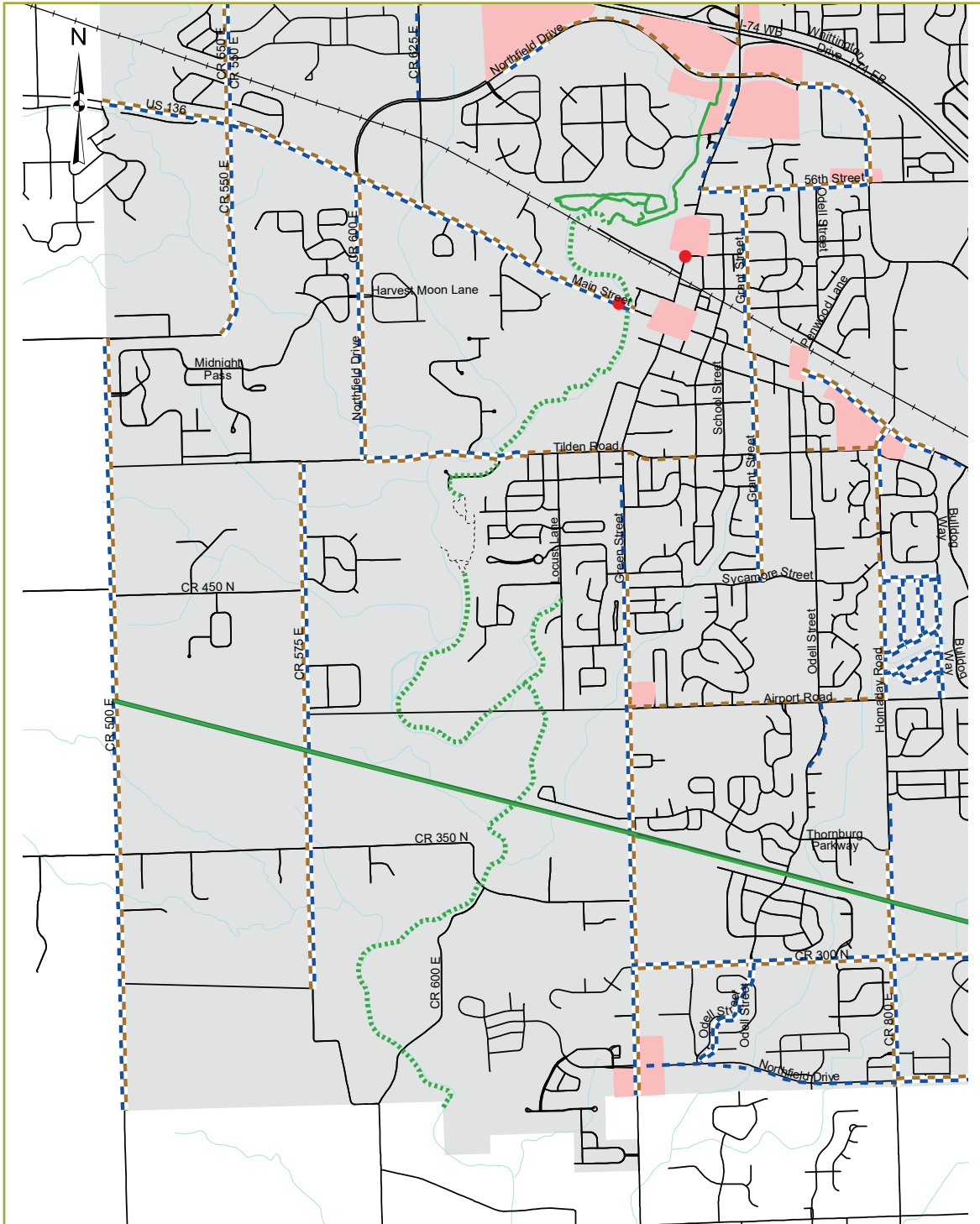
Active Transportation Project Location Map (Zoomed)



LEGEND

| | | |
|---------------------------------|---------------------|---|
| Ex. Greenway | Sidewalk Both Sides | Retail Node |
| Ex. Stone Path | Sidewalk One Side | Local Roads |
| Pedestrian Crossing Improvement | Trail Both Sides | County_Street_Centerlines_IGIO_IN_Apr2018 |
| Trail/Sidewalk | Trail One Side | Railroads |
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Active Transportation Project Location Map (Zoomed)



LEGEND

- | | | |
|---------------------------------|---------------------|---|
| Ex. Greenway | Sidewalk Both Sides | Retail Node |
| Ex. Stone Path | Sidewalk One Side | Local Roads |
| Pedestrian Crossing Improvement | Trail Both Sides | County_Street_Centerlines_IGIO_IN_Apr2018 |
| Trail/Sidewalk | Trail One Side | Railroads |
| Sidewalk Both Sides | Greenway Trail | Study Boundary |

Future Steps

A successful active transportation network will require ongoing review, maintenance, and education to ensure it is best utilized by the community. The following are recommendations for the Town of Brownsburg to implement improvements to the active transportation system.

MONITOR

As the active transportation network continues to grow and improve, the use of the network will also change. The Town should continue to monitor safety concerns to ensure that an efficient and safe active transportation network is in place. Items to monitor could include:

- Ensure the continued use of latest industry design standards and best practices.
- Review existing facilities for ongoing compliance with ADA standards.
- Review crash data for locations with pedestrian and bicycle related crashes.
- Continued maintenance and upkeep of trail related signage and pedestrian related pavement markings.
- Monitor and trim brush and vegetation overgrowth along pedestrian facilities.

MAINTENANCE OF TRAILS

When it comes to maintaining the active transportation network, it is recommended that the Town develop an asset management program specifically for active transportation. The Town may have a similar existing asset management program in place for maintaining roadway infrastructure. An asset management program works by assessing the existing physical network conditions, sets performance targets and funding levels, identifies preventative maintenance (such as crack sealing and seal coating), identifies pavement material needs, and provides a plan with funding needs for the future management of the active transportation infrastructure. This type of plan will bring together all internal Town stakeholders and provides a living document that will allow for the Town to properly maintain their active transportation infrastructure.

PROMOTE ACTIVE TRANSPORTATION

The active transportation network can play an important role towards increased use of the active transportation network. In turn, this can help to reduce traffic, help to mitigate congestion, and improve quality of life in the Town of Brownsburg. An important step towards higher usage is promotion of the active transportation network. Promotion can be done in a variety of ways including events, social media posts, and posters and pamphlets of trail guides and system maps.



Complete Streets Policy



Complete Streets Policy

Introduction

A complete street is a roadway that is designed and operated to enable safe, comfortable, and convenient access for all users, of all ages and abilities, regardless of their mode of transportation. This includes motorists, pedestrians, bicyclists, delivery and freight, transit, and emergency responders.

This Complete Streets Policy will provide high-level direction to town staff as they plan for and oversee the design, construction, operation, and maintenance of streets and right of way within Brownsburg.

VISION AND INTENT

The Town of Brownsburg shall work to create an integrated, complete, and connected roadway network that provides accommodations for all roadway users of all ages and abilities. This includes motorists, pedestrians, bicyclists, delivery and freight, transit, and emergency responders.

By creating this network of complete streets the Town of Brownsburg aims to improve the safety of the transportation network for all users, enable the community to lead healthier lifestyles, provide the opportunity to choose alternative means of transportation, and reduce/eliminate costs associated with retrofitting existing infrastructure.

COMMITMENT IN ALL PROJECTS AND PHASES

Every transportation project, including new construction and reconstruction, shall be viewed as an opportunity to implement this Complete Streets Policy. Complete streets should be considered during all phases of the project lifecycle including planning, design, construction, operation, and maintenance.

JURISDICTION

This Complete Streets Policy shall apply to all town-owned transportation facilities within town right of way as well as privately constructed streets and parking lots. Projects shall be designed, constructed, operated, and maintained in accordance with this Complete Streets Policy.

EXCEPTIONS

Any exception to this policy must be documented in writing, contain supporting data, and receive written approval from (a) the Plan Commission for all roadways constructed by developers, or (b) the Town Manager for all Town funded projects. The following exceptions may be considered for approval.

- Along any roadway where specified users are prohibited by law (such as an interstate).
- For ordinary maintenance activities including, but not limited to, mowing, sweeping, or pothole repair.
- For pavement maintenance activities that do not alter the existing geometric layout of the roadway including, but not limited to, patching, mill and overlay, or crack sealing.

- Where the application of complete streets would create a prohibitive undue cost burden.
- Available data, town plans, or other means indicate an absence of current or future need.
- A reasonable equivalent alternate along the same corridor already exists.
- Where there are extreme topographic, natural resource, or property acquisition constraints.
- For emergency repairs (i.e. a water main break).

DESIGN

The town shall follow the latest accepted design standards per industry best practices. The town shall continually work to ensure internal design policies and standards reflect current industry best practices.

LAND USE AND CONTEXT SENSITIVITY

In order to be effective, a complete street should be sensitive to the surrounding land use. This may include current/future zoning, current/planned buildings, historic properties, nearby schools, parks, trails, and sidewalks, and the surrounding street network.

In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

IMPLEMENTATION STEPS

In order to ensure that this Complete Streets Policy is implemented, the town may take the following steps:

- Integrate complete streets into all future town planning documents, manuals, regulations, and design standards. This may include when current documents are updated.
- Review existing town planning documents, manuals, regulations, and design standards to ensure they support this Complete Streets Policy.
- Encourage professional development and training of town staff regarding complete streets.
- Foster relationships with neighboring governmental entities to promote complete streets on roadways beyond Brownsburg’s jurisdictional control. Neighboring governmental entities include Hendricks County, the Town of Avon, the Town of Pittsboro, the City of Indianapolis, the Indianapolis Metropolitan Planning Organization, and the Indiana Department of Transportation.
- Provide educational opportunities to the community to ensure that all users of the transportation network understand and can safely use complete street elements.



Access Management Policy

Introduction

Need For Access Management

Access Management Example Project

Access Management References

Traffic Impact Studies

Access Management Principles

Limit Number of Intersections and Reduce Conflicts



Introduction

The Town of Brownsburg understands the importance of addressing vehicular congestion and safety throughout the roadway network at the planning and design stages. A proactive approach to effectively managing the transportation system as new development occurs will prolong the Town's investment in roadway infrastructure, delaying the point at which significant upgrades would be required to mitigate deteriorating capacity and traffic operations. Through proper planning, new facilities within the Town will also promote alternative modes of travel that further enhance the environment and spur additional developments, while maintaining traffic flow and safety on the road network as cost effectively as possible.

Need For Access Management

Access management is necessary to balance the land access needs of property owners with the expectations for traffic operations of those traveling the roadways. The Town is in favor of providing property owners with reasonable access required to accommodate traffic generated by the highest and best use of the land. However, the level of access to properties must be provided in a manner that allows for satisfactory mobility and safety on the Town's roadways to be sustained.



Common consequences of poorly implemented access management include:

- 1 Increased conflicts between vehicular, bicycle and pedestrian movements
- 2 Slower travel speeds due to congestion on higher volume arterials and collectors
- 3 Reduction in overall safety as a result of higher crash rates
- 4 Added cut-through traffic through adjacent neighborhoods or commercial areas to by-pass congestion on major roadways
- 5 Diminished long-term value in investment of roadway infrastructure
- 6 Non-transportation impacts such as increased strip commercial development, which creates a corridor that is not as appealing for businesses

Access Management Example Project

The Town of Brownsburg knows the significant costs associated with improving areas that consist of poor access management, having previously completed West Northfield Drive roadway improvements due to operational and safety concerns. Numerous access management principles were implemented in order to enhance traffic flow on West Northfield Drive while still providing reasonable access to the adjacent businesses. Below is a before and after aerial of the roadway with descriptions regarding access management for both scenarios.

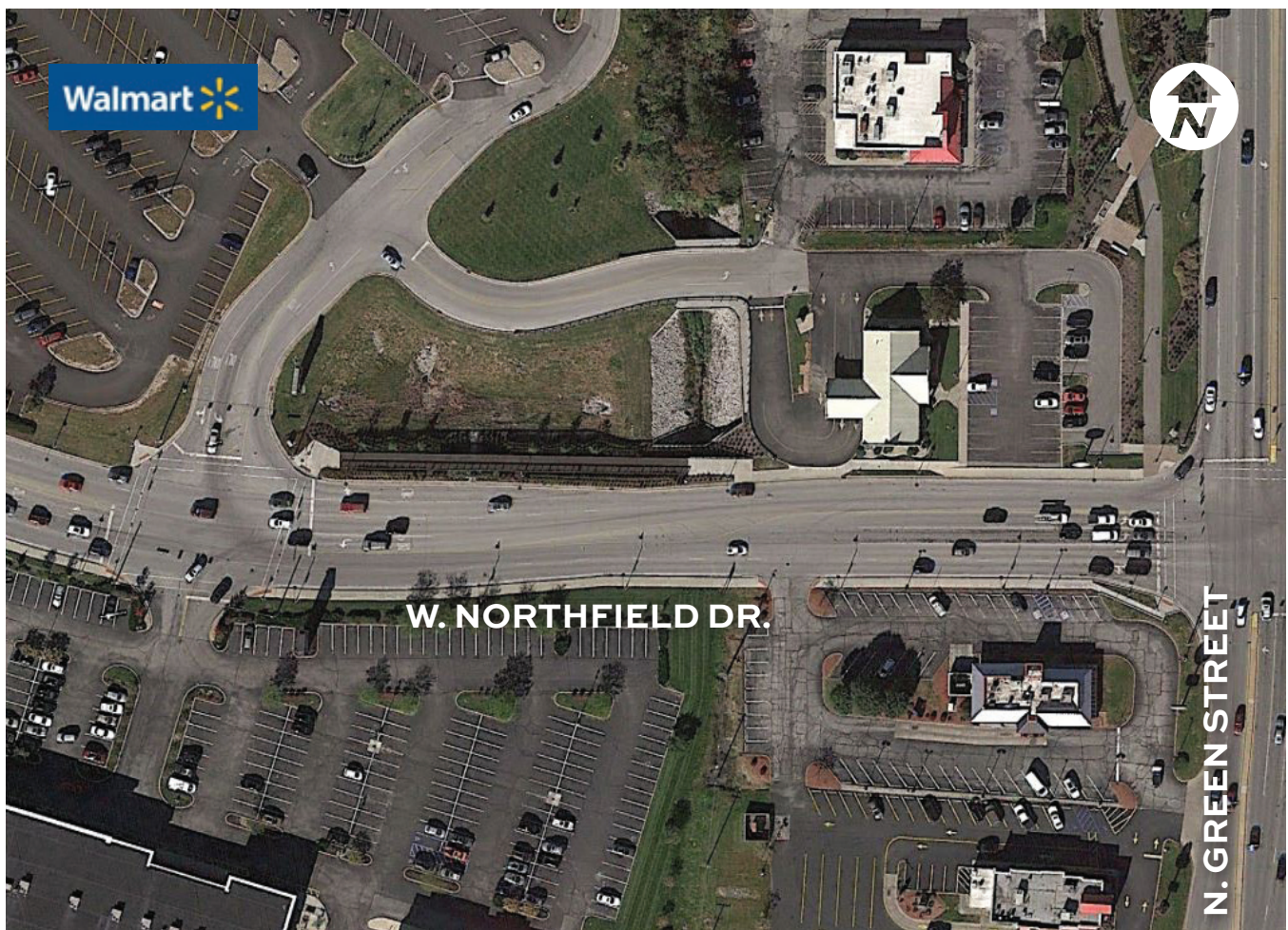
BEFORE ACCESS MANAGEMENT

- 1 Closely spaced drives
- 2 Drives within functional area of intersection resulted in higher crash frequency
- 3 Eastbound traffic on West Northfield Drive frequently blocked drives creating safety concerns
- 4 Offset driveways increased vehicle conflict points and weaving between drives
- 5 Unrestricted access throughout corridor



AFTER ACCESS MANAGEMENT

- 1 Eliminated 3 drives in northwest quadrant at West Northfield and N. Green St.
- 2 Provided alternate access to business on northwest corner via a new Walmart entrance
- 3 Relocated Walmart entrance west to align with Northfield Commons entrance
- 4 Increased the distance between Walmart's entrance and North Green Street allowed adequate spacing to accommodate signalization
- 5 Added dual eastbound left-turn lanes at N. Green St. to minimize queue lengths



Policy Goal: To guide Town efforts in proactively planning and designing roadway infrastructure in a manner that preserves the safety and efficiency of the transportation system, while simultaneously balancing reasonable access to adjacent properties.

A set of access management objectives have been developed to assist in accomplishing the policy goal. Satisfying these objectives while evaluating access of existing and future developments will ensure the Town maximizes the opportunity to successfully implement the Access Management Plan.

- Preserve or improve existing road capacity and flow of traffic
- Improve traffic safety by reducing the frequency and severity of crashes
- Support economic growth with improved access to adjacent businesses and homes
- Maintain or improve property values
- Enhance community by creating a transportation system that promotes all modes of travel
- Preserve the public investment in transportation infrastructure

Access Management References

Numerous references exist to assist local public agencies with access management policies and standards. In many instances, a single set of guidelines may not apply to every situation. This plan identifies access management techniques that may frequently apply to the Town of Brownsburg based on characteristics of the road system. These techniques should be evaluated for each location on a case-by-case application, including field observation, traffic analysis and sound transportation engineering judgment. In addition to techniques discussed in this plan, best access management practices from the following references may also be incorporated for each unique situation.

- 1 Applicant's Guide to Transportation Impact Study for Proposed Development(s) within the Town of Brownsburg, Hendricks County, Indiana
- 2 INDOT Access Management Guide
- 3 INDOT Driveway Permit Manual
- 4 INDOT Design Manual
- 5 AASHTO's A Policy on Geometric Design of Highways and Streets (the Green Book)
- 6 Indiana Manual on Uniform Traffic Control Devices
- 7 Traffic Engineering Handbook

Traffic Impact Studies

A Traffic Impact Study (TIS) is completed to evaluate transportation impacts of proposed developments and provide recommendations for appropriate measures to mitigate elements that may negatively affect traffic operations on the adjacent roadways. The Town of Brownsburg has adopted guidelines for conducting a TIS, which are outlined in the Applicant's Guide to Transportation Impact Study for Proposed Development(s) within the Town of Brownsburg, Hendricks County, Indiana.

The TIS may include, but is not limited to, the following items:

- 1 Trip generation and assignment for proposed developments
- 2 Traffic capacity analyses for existing, background and future traffic conditions
- 3 Traffic signal and roundabout analysis
- 4 Traffic safety analysis
- 5 Evaluation of proposed entrances with regards to location, spacing, sight distance, queuing, and capacity
- 6 Assessment of internal site circulation and potential impacts to off-site roadways
- 7 Recommendations for off-site roadway improvements to mitigate impacts of increased traffic volumes, while ensuring necessary access to the development is provided

Access Management Principles

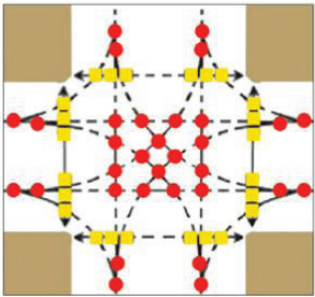
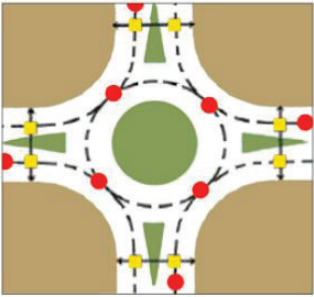
FUNCTIONAL CLASSIFICATION SYSTEM

Roadways serve the purpose of moving traffic and allowing for access to adjacent properties. Each classification of roadway plays a different role in the level of access and mobility throughout a corridor. The figure on the right shows how mobility and access change based on the functional classification of the roadway. Freeways and arterials are responsible for moving larger volumes of traffic and thus have more limitations on the amount of access provided to preserve traffic flow. Local streets allow for more access points along a corridor as their purpose is to provide access to nearby properties.

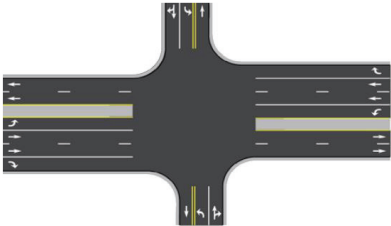
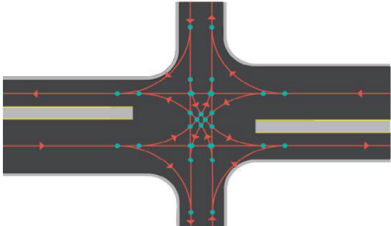
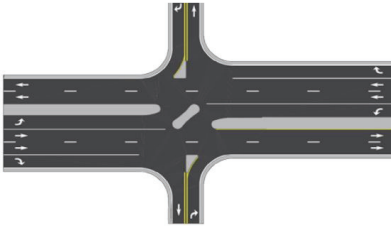
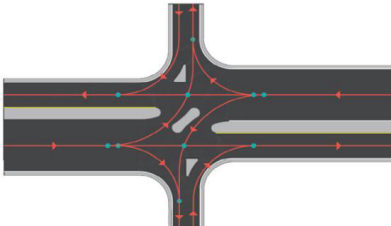
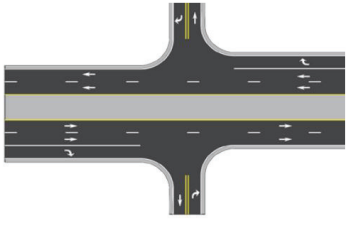
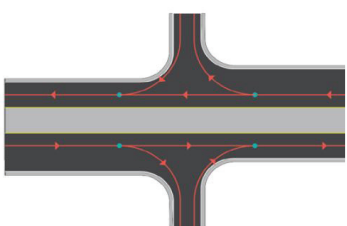


Limit Number of Intersections and Reduce Conflicts

Conflict points are locations within an intersection or driveway where potential crashes can occur between vehicles, pedestrians, or bicyclists. The more conflicts a driver is presented with, the more likely a collision is to occur. For this reason, it is important to space intersections appropriately, giving motorists time to perceive, react and navigate around any conflicts encountered in the roadway. Also, the intersection type should be evaluated since traditional intersections present far more conflict points than roundabouts. Additionally, vehicles are traveling at slower speeds in roundabouts and the types of crashes are generally less severe than typical intersections.

| | | |
|--|--|--|
|  <p>Intersection</p> <p>● 32 Vehicle conflicts ■ 24 Pedestrian conflicts</p> |  <p>Roundabout</p> <p>● 8 Vehicle conflicts ■ 8 Pedestrian conflicts</p> | <p>Roundabouts have been proven much safer than traditional intersections for both vehicles and pedestrians. Not only are there significantly fewer conflict points with roundabouts, the crashes that do occur are of the same-direction type, which are less likely to result in injury or loss of life.</p> |
|--|--|--|

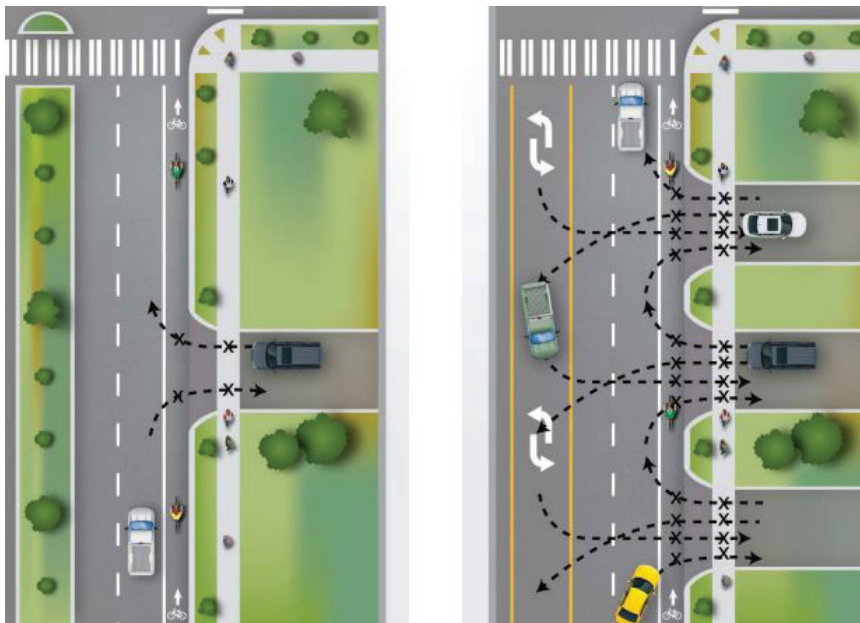
Full-access intersections allowing all turn movements to and from each approach present the most potential vehicular conflicts (32). Restricting left-turn and crossing movements from the minor street approaches reduces the amount of conflicts from 32 to 10. Further restricting the minor street approaches to right-in/right-out turn movements with a raised center median results in just 4 conflict points for vehicles as shown below. Access restrictions should be applied at intersections in accordance with recommendations from a completed traffic analysis.

| | | |
|--|--|---|
|  <p>32 Conflict Points</p>  |  <p>10 Conflict Points</p>  |  <p>4 Conflict Points</p>  |
|--|--|---|

The Town of Brownsburg's Traffic Impact Study process governs the evaluation of proposed driveways for satisfactory traffic operations and subsequent recommendations for the number of drives and level of access at each.

- Only the minimum number of access points required to provide reasonable access for the land use shall be allowed. Properties with less than 400' of frontage will be limited to a single driveway.
- The Town may permit additional driveways if it is determined that traffic operations, capacity or safety of the roadway will not be negatively impacted.
- When a development has frontage along two or more roadways, the primary entrance shall be located on the road with the lowest functional classification (or lowest volume if both roadways have the same functional classification).
- When possible, shared or joint driveways that are centered on the property line between two parcels is desired by the Town. A perpetual easement or agreement to how the drive will be maintained is necessary.
- All driveways shall meet minimum spacing, property clearance, corner clearance and sight distance criteria.

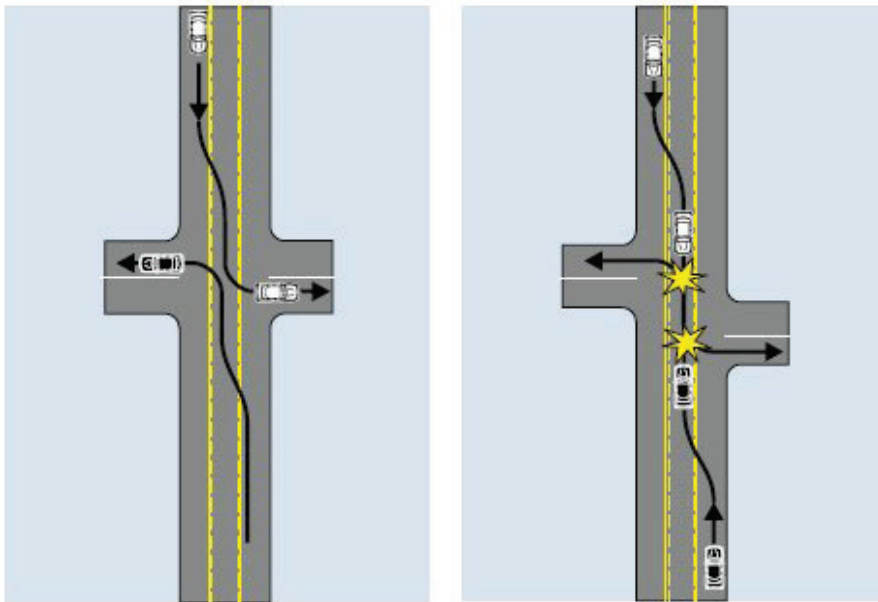
Uncontrolled access creates up to 8 potential conflict points between vehicles, pedestrians, and bicyclists at every driveway. Implementing a raised median and consolidating driveways significantly reduces the number of conflict points.



DRIVEWAY SPACING

Driveway spacing is a key factor in maintaining corridor progression and safety, without motorists experiencing frequent stop and go travel conditions or increased conflict points due to overlapping turn movements from multiple driveways. The minimum separation distance for adjacent driveways is relative to the speed of the roadway as outlined in the INDOT Driveway Permit Manual. Driveways on the same side of the roadway shall conform to these criteria or joint/shared access is preferred. If neither of these elements can be satisfied, the driveway will be located where the spacing from adjacent driveways can be maximized upon Town approval.

Opposing driveways should be aligned when possible if minimum spacing requirements per the INDOT Driveway Permit Manual can't be satisfied. Closely spaced driveways create unsafe overlapping turn movements as shown below.



PROPERTY CLEARANCE

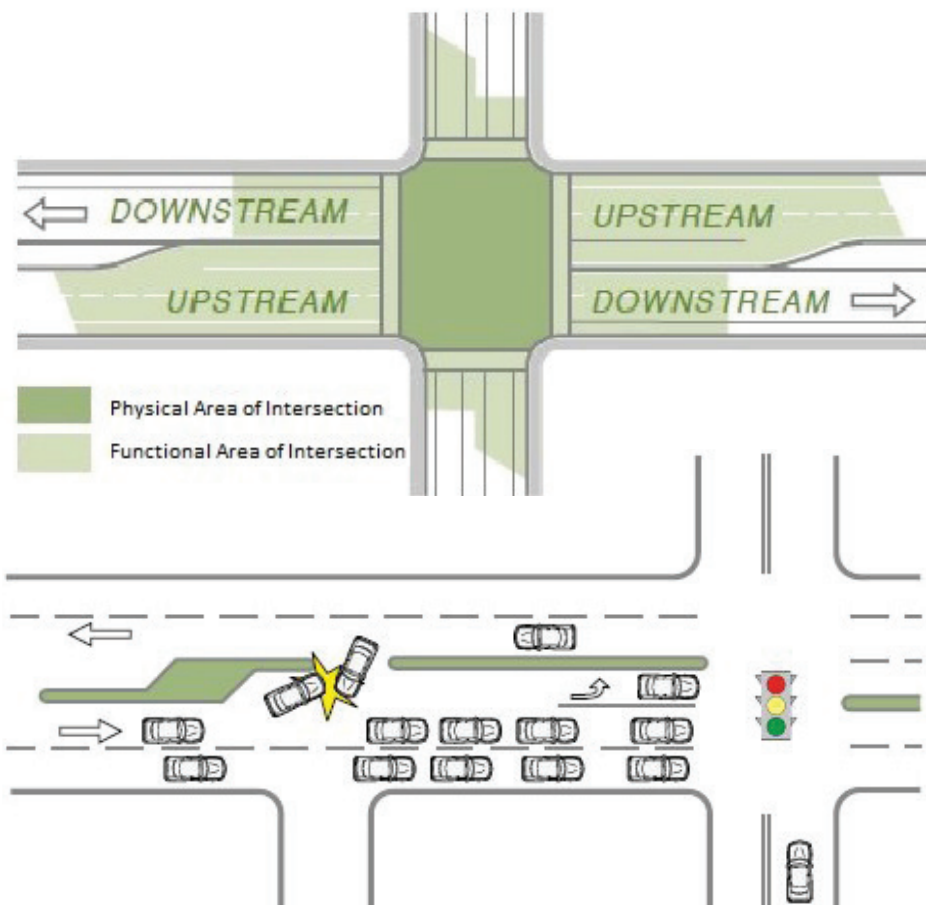
Property clearance guidelines indicate the minimum distance from the edge of a proposed driveway to the nearest property line. These criteria are applicable when minimum driveway spacing distances can't be achieved and joint/shared drives are not an alternative. Property clearance distances assist in maximizing driveway separation in these instances and are also based on the speed of the roadway. It should be noted that property clearance distances do not apply to lots consisting of one single-family home or duplex unit located along local roadways. Property clearance distances shall be in accordance with the INDOT Driveway Permit Manual unless approved otherwise by the Town of Brownsburg.

CORNER CLEARANCE

Corner clearance distances are measured from the nearest edge of an intersecting street to the edge of the proposed driveway. The purpose of corner clearance criterion is to separate conflicts associated driveways serving corner properties from those of the main intersection. As such, traffic operations and safety of vehicles traveling through the intersection can be preserved. For this reason, new driveways will not be permitted within the functional area of the intersection unless no other reasonable access is available or the Town determines the new drive will not create a safety or operational issue.

Per the INDOT Driveway Permit Manual, the corner clearance for signalized intersections should equal the average peak hour queue to prevent blockage turn movements to and from and upstream driveway. Corner clearance at unsignalized intersections should be adequate to ensure safe turning movements can occur to and from the proposed driveway, although the Town prefers the distance between the drive and intersection be maximized along the property frontage.

Oposing driveways should be aligned when possible if minimum spacing requirements per the INDOT Driveway Permit Manual can't be satisfied. Closely spaced driveways create unsafe overlapping turn movements as shown below.



DRIVEWAY THROAT LENGTH

The driveway throat length is the distance from the nearest edge of street to the point where driveway traffic comes into conflict with vehicles in the parking lot. Proper driveway throat length is important to minimizing congestion and the potential for crashes with the entrance area to a development. The throat length should be sufficient to ensure entering vehicles do not queue back onto the public roadway. Additionally, the throat length provides space for exiting traffic to queue separately from the parking area. Minimum driveway throat length that must be satisfied shall be determined by queuing projections from the traffic analysis or as follows, whichever is more restrictive.

Driveway Throat Length shall be designed to avoid entering vehicles from stacking onto the adjacent roadway or queues from exiting vehicles causing on-site circulation and safety issues.



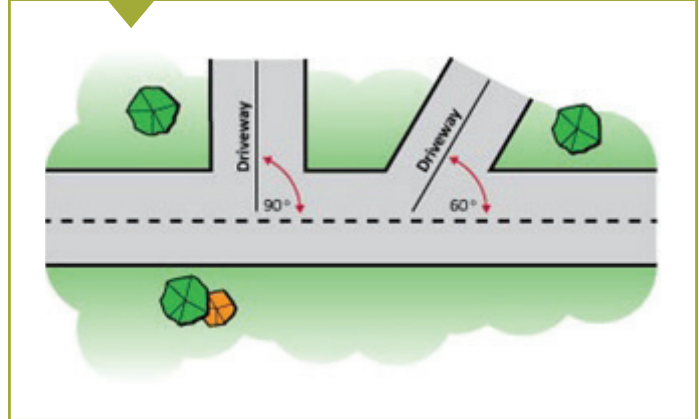
Table 13

| Land Use | Driveway Throat Length (FT) |
|--|--|
| Any major entrance to a development with 4 or more total lanes in the driveway. (Typically, malls and “Big Box Centers”) | 300' of greater, based on Traffic Impact Study |
| Regional Shopping Centers (over 150,000 sq. ft.) | 250' |
| Community Shopping Center (100-150,000 sq. ft.) (supermarket, drugstore, etc.) | 150' |
| Small Strip Shopping Center | 75' |
| Smaller Commercial Developments (convenience store with gas pumps) | 50' |

APPROACH ANGLE

Roadways and driveways should be positioned as close to 90 degrees with the mainline roadway as possible. A skewed intersection restricts drivers' line of sight and makes vehicle turning movements more difficult, sometimes requiring additional pavement or channelization for trucks. When an approach angle of 90 degrees is not achievable, 70 degrees is the preferred minimum to still allow adequate line of sight for drivers. In instances where additional right-of-way is necessary to meet these approach angle requirements, making the improvements impractical, an absolute minimum of 60 degrees may be accepted by the Town.

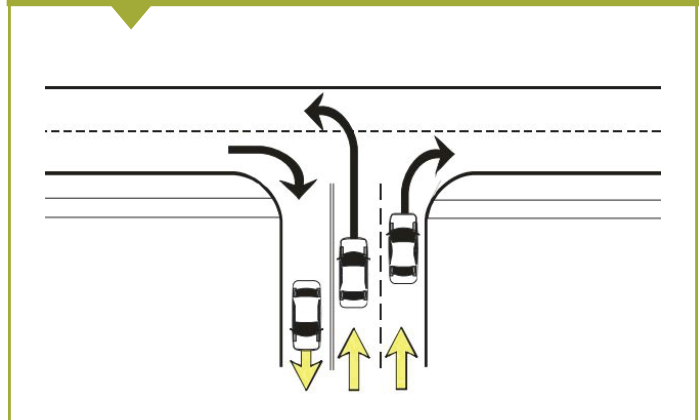
The approach angle is measured from the center of the mainline roadway to the center of the intersecting roadway or drive. Existing skewed driveways should be realigned if possible when redevelopment of sites occur.



DRIVEWAY EXITING LANES

At a minimum, two exiting lanes are required for all new full-access driveway. It is preferred that this be accomplished by providing a dedicated left-turn lane and through/right-turn lane unless volume or site characteristics dictate otherwise. The traffic analysis should also make recommendations as to whether a dedicated through lane for crossing movements is required as well. Entering and exiting turn movements should be checked at each drive to ensure the appropriate design vehicles will not encroach upon opposing lanes.

Exiting turn movements occurring from a single approach lane will sometimes result in added delay for right-turn vehicles depending on the volume of left-turn movements and cross street traffic.





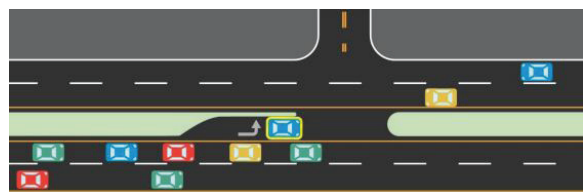
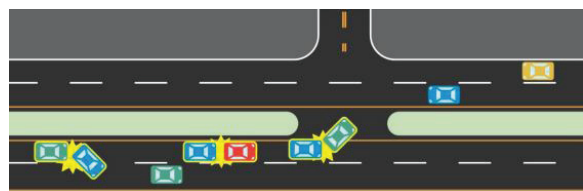
TURN LANE WARRANTS

Town of Brownsburg Construction Standards require a minimum 100' right-turn lane with 100' taper for all new driveways. The turn lane length may be increased as necessary based on the traffic analysis and/or INDOT standards. The Town's minimum criteria to accommodate left-turn movements safely from the major street is a passing blister for through movements to maneuver past. Warrants for providing a dedicated left-turn lane shall be in accordance with the INDOT Design Manual.

STOPPING SIGHT DISTANCE

Adequate Stopping Sight Distance (SSD) allows drivers to see and object in the roadway, react to it and safely bring their vehicle to a stop before colliding with it. As such, SSD is an important factor in the placement of driveways and median openings. SSD should be checked based on the speed and grade of the roadway for conformance with the INDOT Design Manual at every proposed driveway location.

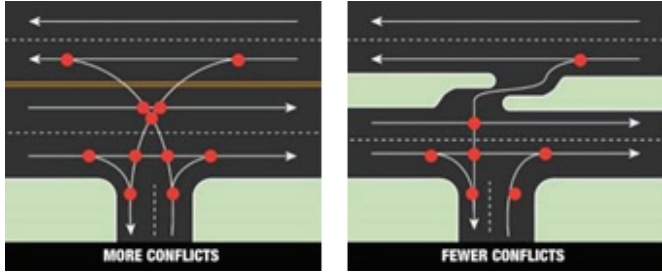
Removal of left-turn movements from the through lane results in less delay for higher through volumes, minimizes the potential for rear-end crashes and eliminates potential crashes due to motorists attempting to maneuver around turning vehicles. The North Green Street reconstruction project is an example of this; the roadway was widened to provide a center left-turn lane.



RAISED CENTER MEDIANS

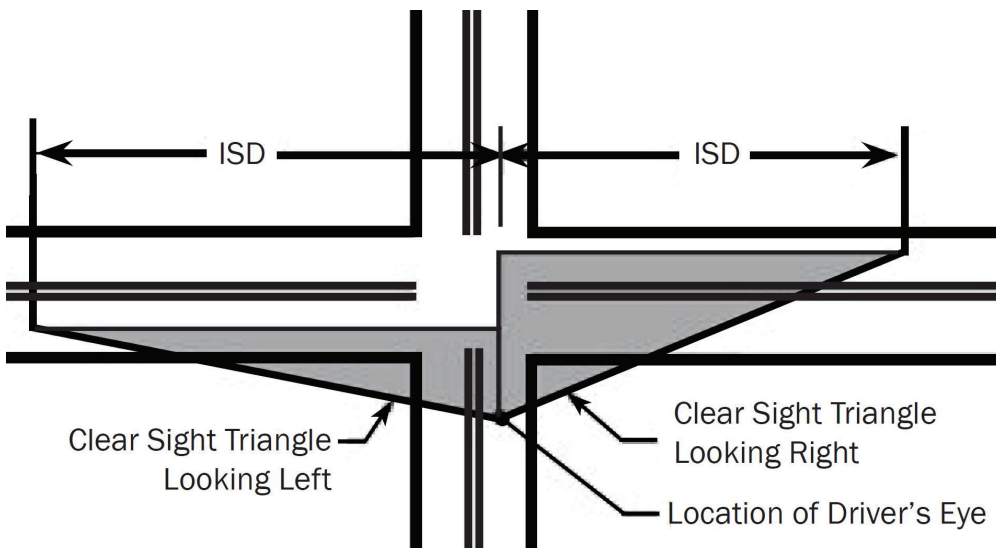
Raised medians are proven measures for reducing conflicts, improving safety and maintaining traffic flow. For drives where restricting entering or exiting left-turn or crossing movements are necessary, the Town's preferred method to do so is through installation of non-traversable raised center medians. The medians should be designed to an appropriate length to discourage left turns from still occurring around the median. Channelized islands within the entrance itself may be approved by the Town if raised medians are not practical for a specific location, however the design must be completed in a manner that minimizes the opportunity for left turns to be made around the island. Median openings may provide full or directional access depending on traffic characteristics at each intersection.

The directional median shown below is optimal for restricting exiting left-turn movements from the minor street, while still allowing entering left turns to balance access and safety.



INTERSECTION SIGHT DISTANCE

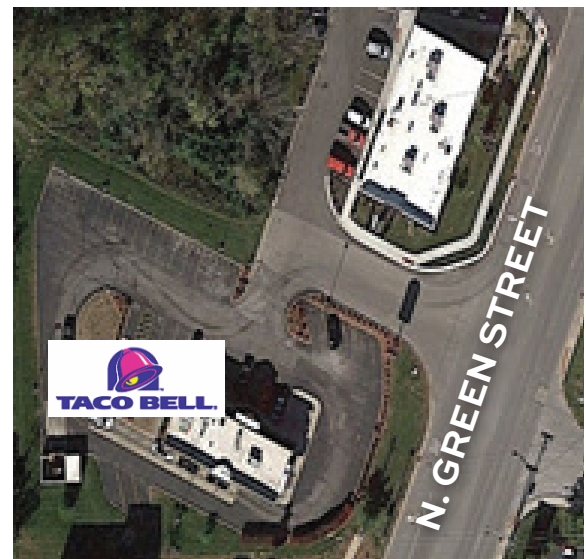
Intersection Sight Distance (ISD) refers to the distance required for a vehicle to safely make a left-turn, right-turn or crossing maneuver from an approach at an intersection. The diagram below depicts the sight triangles that must be clear of obstructions in order for drivers to have the appropriate sight distance to complete the turning or crossing movements. ISD requirements differ with the posted speed limit and roadway grades as indicated in the INDOT Design Manual. ISD checks should be provided for each new driveway or intersection.



ON-SITE CIRCULATION

On-site traffic circulation is reviewed as part of the Town’s Traffic Impact Study process. Poor on-site circulation can result in congestion within the development and deter the public from patronizing businesses as frequently. All parking should be positioned where vehicles will not impact driveways or main connector drives in the vicinity of the parking lot. Additionally, the adjacent roadways shall not be impacted by the on-site congestion, including excessive drive-thru queues.

Site plans should be designed to safely accommodate all parking and internal traffic circulation without creating conflicting movements between on-site vehicles and those entering from the adjacent roadway. For example, Arby’s has a shared drive with Burger King where vehicles leaving nearby parking could conflict with entering traffic from N. Green Street. However, the Taco Bell’s site entrance was designed such that vehicles enter the parking lot from a shared drive of sufficient length to avoid vehicular on-site conflicts.



SIGNALIZED INTERSECTIONS

Approval for installing a traffic signal will only be given if one or more of the signal warrants explained in the Indiana Manual of Uniform Traffic Control Devices (IMUTCD) is met.

The spacing of signalized intersections on arterials are a primary factor when measuring the performance of the corridor. Signals along arterials have been found to contribute to unnecessary and frequent stops, increased delays and fuel consumption and higher crash probabilities. The desired spacing of signalized intersections shall be ½ mile apart (2,640 ft.) with a minimum spacing of ¼ mile apart (1,320 ft.). These preferred signal spacings should be satisfied for all new roadway access points where a signal is warranted. If the requirements are not able to be met, approval of the proposed signal location may be granted by the Town if the traffic analysis does not indicate an operation or safety issue with the reduced spacing. Additionally, reduced signal spacing may also require coordination between signals to ensure corridor progression is maintained.



The traffic signal at N. Green Street and Enderly Avenue was installed to accommodate volumes for the redevelopment areas both east and west of N. Green Street in the downtown area. Although only approximately 900' from the N. Green Street/56th Street signal, the signal was timed to maintain progression on N. Green Street, while still providing Enderly Ave. with minimal green time needed to adequately serve site traffic from the adjacent developments.

UNSIGNALIZED INTERSECTIONS

Spacing of unsignalized intersections to separate potential conflicts and allow motorists adequate time to perceive and react to vehicles entering or exiting the roadway is critical to minimizing crashes. For this reason, unsignalized intersection spacing is based on stopping sight distance for a roadway's speed limit to account for the distance it takes mainline vehicles to slow or change lanes as other vehicles turn onto or from cross streets. Stopping sight distances are provided in the INDOT Driveway Permit Manual and INDOT Design Manual for reference when assessing unsignalized intersection spacing.



East Main Street (US 136) has a numerous unsignalized, closely spaced access points which can disrupt the flow of mainline traffic and increase the opportunity for collisions. This area would benefit from coordination with INDOT to consolidate driveways when redevelopments are proposed in the future.

ROUNDAABOUTS

Roundabouts are a form of access management where roadway users benefit from significantly reduced conflict points at the intersection. In addition to safety improvements, roundabouts generally move traffic through the intersection with fewer stops and subsequently less delay when compared to traffic signals.

Another benefit to roundabouts is the ability of drivers to make U-turns easily. This enables roundabouts to be used in a series along a higher volume corridor with access control features in place for the driveways located between roundabouts. Motorists using the driveways that have restricted movements can still proceed to the nearest roundabout, make a U-turn and continue in the desired direction.



The roundabout at S. Green Street and CR 300 N. improved traffic safety and operations for the westbound approach of CR 300 N., which was previously stop controlled with free-flow conditions on S. Green Street. Prior to the roundabout, left-turn movements from CR 300 N. experienced unsatisfactory delay during peak traffic periods.

ALTERNATIVE MODES OF TRAVEL

Creating a more walkable and bikeable community is important to the Town. For this reason, the Town of Brownsburg adheres to the Complete Streets approach when planning and designing safe and convenient travel and access for users of all modes of travel. Connectivity of sidewalk and paths between land uses, such as residential and commercial areas, results in increased pedestrian or bicycle trips between the areas. This in turn can decrease the number of vehicular trips within an area and enhance safety for pedestrians. Town of Brownsburg standards required sidewalk or trails to be constructed with new developments in accordance with the Town's Active Transportation Plan.

COORDINATION WITH OTHER AGENCIES

Coordination of transportation decisions and approvals between appropriate Town, County and State officials is critical to ensuring appropriate access management principles are adhered to. Land use planning and development review in areas where adjacent roadways are under different jurisdictions should be coordinated with the responsible agencies to provide better access management and corridor preservation. Additionally, agencies such as INDOT have specific driveway permitting processes in place that must be followed before approval is granted. Therefore, it is important that all parties understand this and work with one another so conflicts between the developer, local public agencies, and State don't arise.

Pedestrian facilities shall be ADA compliant, including sidewalk within driveway crossings. This is sometimes overlooked when replacing drives as additional right-of-way is needed in many instances.





Appendices



Appendices

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Meeting Notes

Brownsburg Thoroughfare Plan Steering Committee #1 September 11, 2019



Meeting Minutes:

1. Introductions

- a. The meeting was held on September 11, 2019 at the Town of Brownsburg Town Hall. The meeting began at approximately 5:00 PM with the following people in attendance:
 - i. Todd Barker Director of Development Services
 - ii. Dennis Dawes Police Commissioner/Town Councilman
 - iii. Cari Palma Park Board Member
 - iv. Jim Waggoner Street Department Superintendent
 - v. Jeff Eder Town Manager
 - vi. Joe James Senior Planner
 - vii. Brian Hartsell Assistant Town Manager
 - viii. Travis Tranbarger Director of Parks and Recreation
 - ix. Heather Wetzel Town of Brownsburg Administration
 - x. Cindy Hohman Resident
 - xi. Jill Palmer Shrewsberry & Associates
 - xii. Mark St. John Shrewsberry & Associates
 - xiii. Kevin Miller Etica Group
 - xiv. Pete Sackers Etica Group
- b. Todd Barker with the Town of Brownsburg opened the meeting by explaining the following:
 - i. The last thoroughfare plan was done in 2009.
 - ii. This thoroughfare plan is funded by the Indianapolis Metropolitan Planning Organization (MPO).
 - iii. This thoroughfare plan will incorporate the Parks Department's Active Transportation Plan.
- c. Todd Barker then introduced Shrewsberry & Associates of Indianapolis, and their planning partner Etica Group, as the consultants who will be assisting the Town in this planning process.

2. What is a Thoroughfare Plan?

- a. Jill Palmer with Shrewsberry & Associates began by asking if anyone in the Steering Committee has used the 2009 Thoroughfare Plan?
 - i. Todd Barker said that he uses it for grant applications, to help guide the comprehensive plan updates, and to review roadway and trail

- connection opportunities within new developments.
 - ii. Heather Wetzel stated that she has used it for the Plan Commission and Board of Zoning Appeals process.
 - iii. Jill Palmer stated that she uses it for traffic studies, to determine functional classifications, and when she worked on the Town of Avon and Hendricks County Thoroughfare Plans.
 - b. Jill Palmer continued by explaining that a thoroughfare plan is a long-term planning tool that is used to set priorities for all types of transportation. The thoroughfare plan is also a component of the Town’s Comprehensive Plan.
 - c. Jill explained that the thoroughfare plan will:
 - i. Use Lincoln and Brown Townships as the planning area. This will allow the Town to be prepared for future growth.
 - ii. Include Indiana Department of Transportation (INDOT) and Hendricks County roads. This will allow the Town to have the data and tools necessary to drive change in locations where the transportation network extends outside of the Town’s control.
 - d. Shrewsberry’s planning process will go over the following items:
 - i. Review of data including traffic volumes and crash data.
 - ii. Review of previous planning efforts.
 - iii. Steering committee input.
 - iv. Public input and surveys.
 - e. Jill explained that all of these items will be used to create parts of the thoroughfare plan including; required right of way widths, cross sections, a thoroughfare plan map, goals and objectives, and a “to-do” list of projects for the Town.
3. Goals and Objectives
- a. Jill Palmer explained what a vision statement and goals are.
 - i. A vision statement is an overarching policy statement that will direct the thoroughfare plan.
 - ii. Goals are specific directions in support of the vision statement.
 - b. Shrewsberry has reviewed the vision statements and goals of the 2009 Thoroughfare Plan, and the 2019 Comprehensive Plan, and found that they contained similar ideas and key words.
 - i. The vision and goals of this thoroughfare plan should complement the ones found in the 2019 Comprehensive Plan.
 - c. Shrewsberry led the steering committee in a vision statement and goals exercise.
 - i. Steering committee members were asked to add a green checkmark next to keywords they thought should be included in the vision statement and goals.
 - ii. Steering committee members were asked to add a red “X” next to

keywords they thought should not be included.

- iii. Members were also given a chance to write-in additional keywords they thought should be included in the vision statement and goals.
- iv. A copy of the exercise results has been attached to these meeting minutes.

4. Existing Transportation System

- a. The steering committee also worked on a second exercise at the same time as the vision statement and goals exercise.
- b. This exercise was a review of the existing transportation system. Steering committee members were asked to mark-up maps of the Town of Brownsburg's existing transportation network in regard to the following items:
 - i. Areas of safety concern.
 - ii. Positive improvements that have been made.
 - iii. Areas of high congestion.
 - iv. Areas that need additional pedestrian/bicycle improvements.
- c. A copy of the exercise results has been attached to these meeting minutes.

5. Complete Streets

- a. Pete Sackers with Etica Group explained that complete streets is a policy to enable safe, convenient, and accessible travel for all users and all modes of transportation.
- b. Complete streets is a policy that Shrewsbury and Etica believe the steering committee should include in the Thoroughfare Plan.
- c. Pete shared INDOT's Complete Streets Policy with the Steering Committee.
- d. Pete highlighted examples of complete streets including a Red Line Bus Stop in Indianapolis, a street in Boulder, Colorado, and the newly constructed section of North Green Street in Brownsburg, Indiana.
- e. A discussion was held amongst the steering committee members of the benefits and need for complete streets. A general consensus was had that a complete streets policy should be included in this thoroughfare plan.

6. Schedule

- a. Jill Palmer reviewed the schedule for the thoroughfare planning process.
 - i. There are three remaining steering committee meetings. The steering committee generally agreed that Wednesdays at 5 PM work well for a meeting time.
 - ii. There will be one public workshop. The date of which is to be determined.
 - iii. There will be one-on-one meetings with community stakeholders.

The steering committee identified the following stakeholders they would like to make contact with:

- Brownsburg Community School Corporation.
 - Public Safety.
 - The B&O Trail Association.
 - The Brownsburg Chamber of Commerce (local business contacts).
 - Hendricks Regional Health.
 - The freight and warehouse industry in Brownsburg.
- iv. The thoroughfare plan must be adopted by the Town of Brownsburg by December 2020 per funding requirements.

7. Jill Palmer asked steering committee members to review the 2009 Thoroughfare Plan Map (attached to these meeting minutes) to prepare for the next steering committee meeting.

8. The meeting concluded at approximately 6:30 PM.

VISION: An over-arching policy statement for the Plan

Vision Keywords: ✓ **Should be included** ✗ **Should not be included**

Safe ✓ — ✓ ✓ ✓

Efficient ✓ ✓ ✓ ✓ ✓

Circulation ✓ ✓ ✓ ✓

Connectivity ✓ ✓ ✓ ✓ ✓

Vehicles ✓ ✓ ✓ ✓

Transit ✓ ✓ ✓ ✓

Bicycles ✓ ✓ ✓ ✓ ✓

Pedestrians ✓ ✓ ✓ ✓ ✓

Community ✓ ✓ ✓ ✓ ✓

Sustainability _____ (something not listed above)

Accessibility _____ (something not listed above)

Financing/Funding _____ (something not listed above)

_____ (something not listed above)

GOALS: More specific directions in support of the vision
 OBJECTIVES: Actions that support each goal

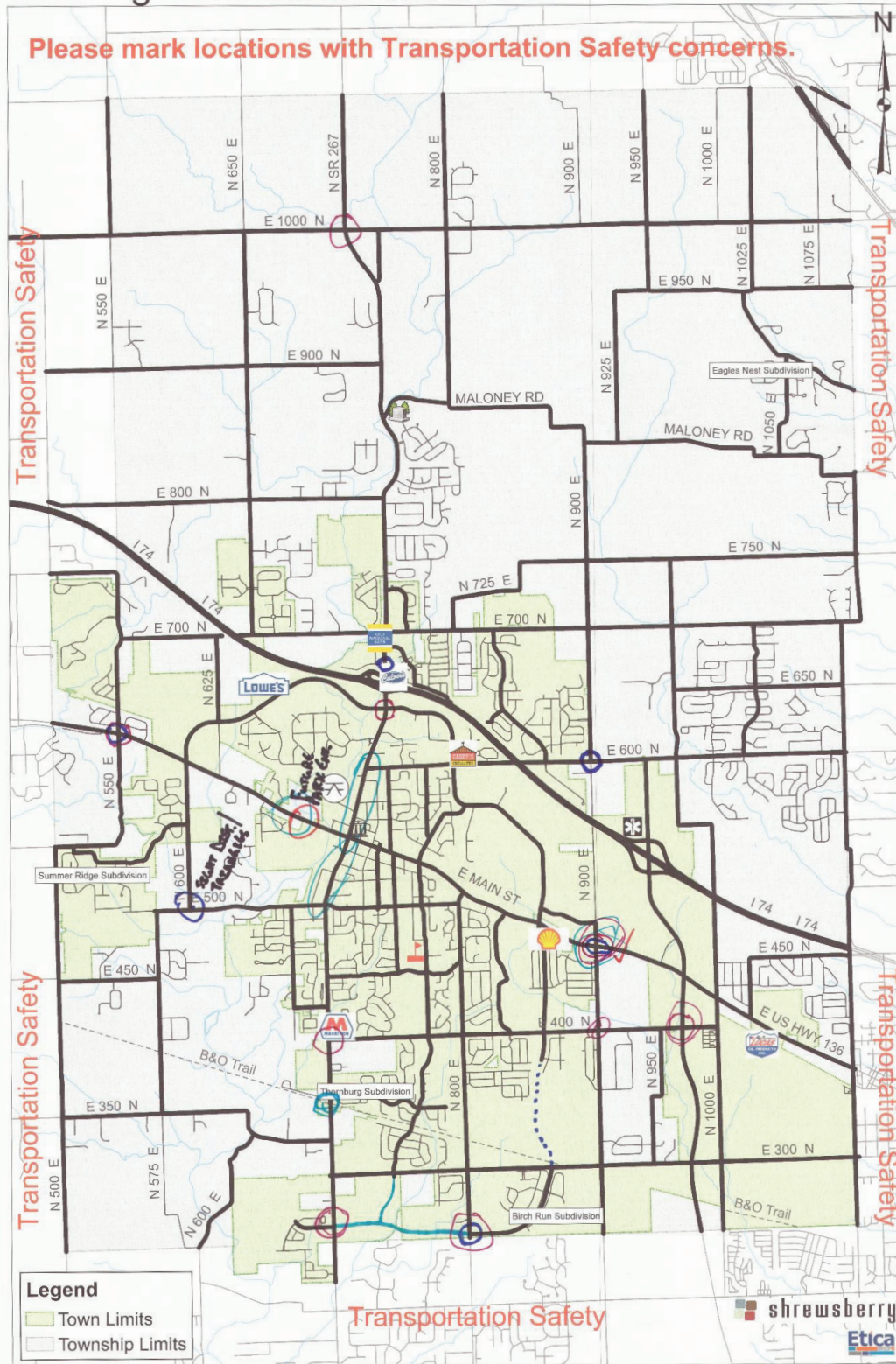
Goals/Objectives Keywords: ✓Should be included ✗Should not be included

- Support Comprehensive Plan ✓✓✓
- Regional transit to Indianapolis ✓✓✓
- Local transit within Brownsburg ✓✓✓
- Greenways and multi-use trails ✓✓✓
- Complete streets (accommodate all users) ✓✓✓
- Pedestrian/bicycle safety ✓✓✓
- Vehicle safety ✓✓✓
- Efficient movement of vehicles ✓✓✓
- Maintenance of existing transportation system ✓✓✓
- Access management (connect and consolidate driveways) ✓✓✓
- Coordinate with INDOT on US 136, I-74, SR 267 ✓✓✓
- Coordinate with Hendricks County on unincorporated roads ✓✓✓
- New grade-separated crossings of I-74 ✓✓
- New grade-separated crossings of CSX railroad ✓✓
- Truck routes / restricted truck routes ✓✓✓
- Ronald Reagan Pkwy extension to I-65 ✓✓✓
- Northfield Drive southwest connection to CR 575E/600E ✓✓✓
- Connectivity (routes other than RRP and NDr) ✓✓✓
- New I-74 Interchange - West of Green St (something not listed above)
- Road preservation (something not listed above)
- _____ (something not listed above)

Steering Committee Exercise

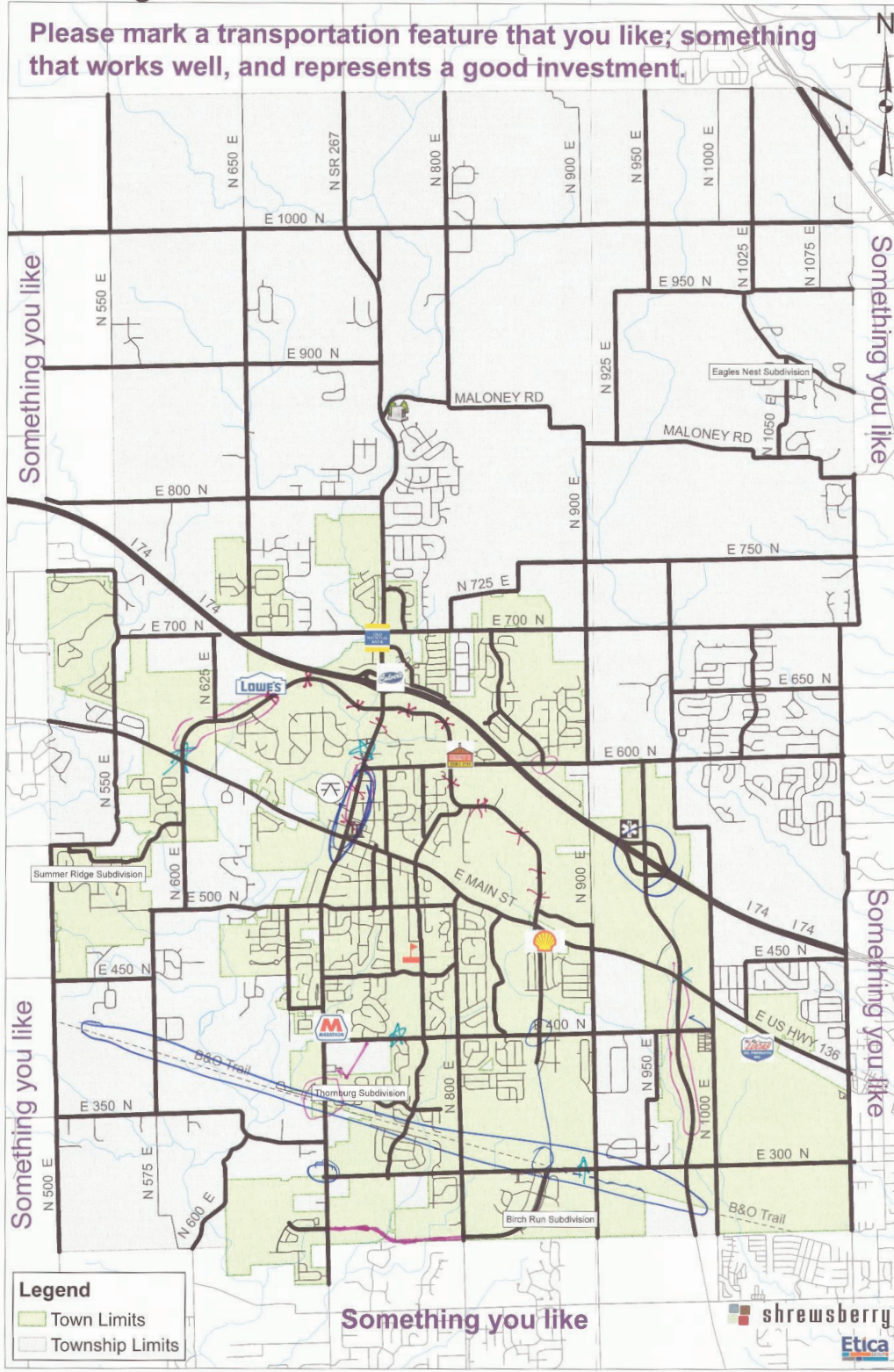
TOWN OF Brownsburg

Please mark locations with Transportation Safety concerns.



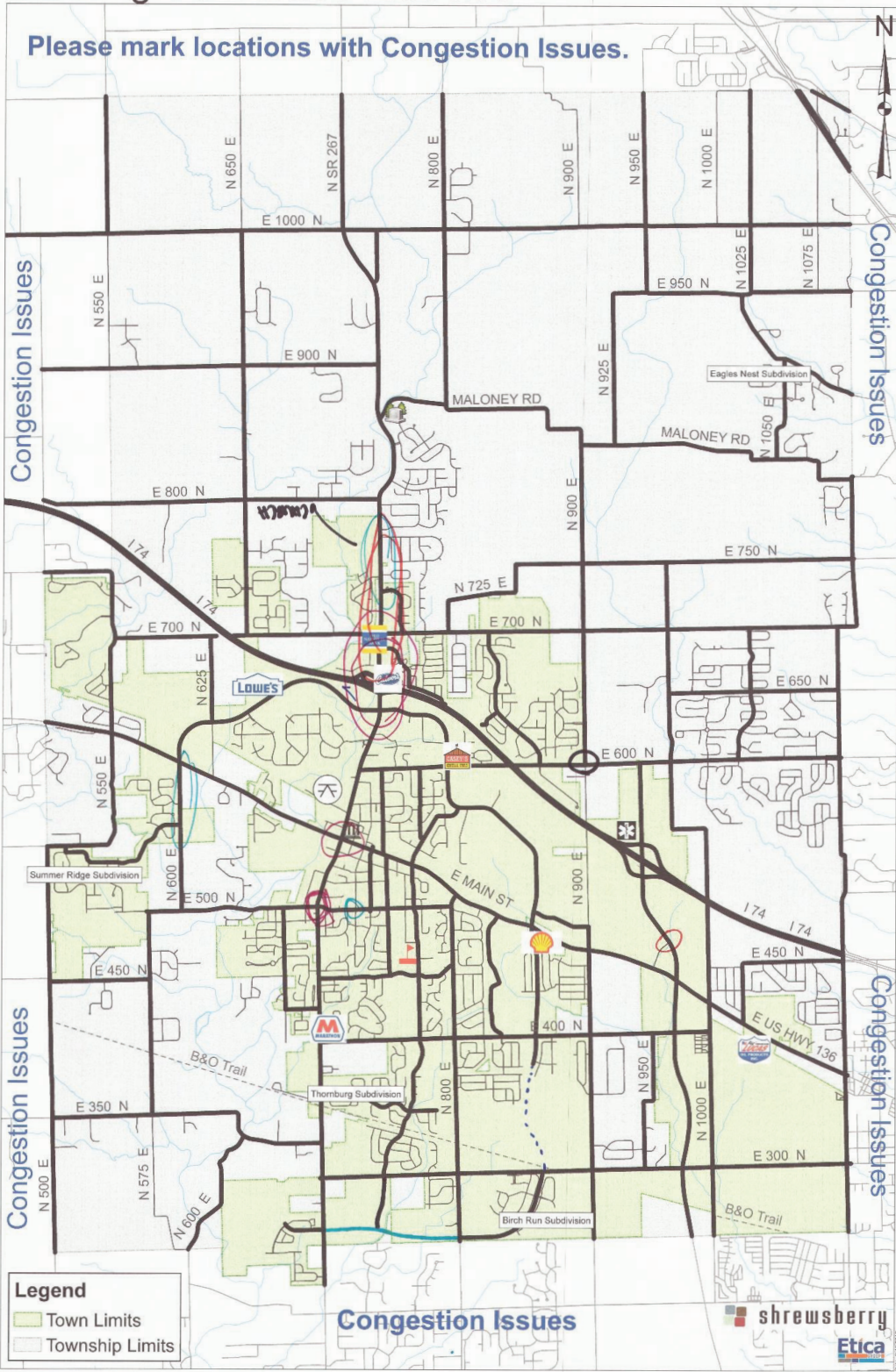
Steering Committee Exercise

Please mark a transportation feature that you like; something that works well, and represents a good investment.



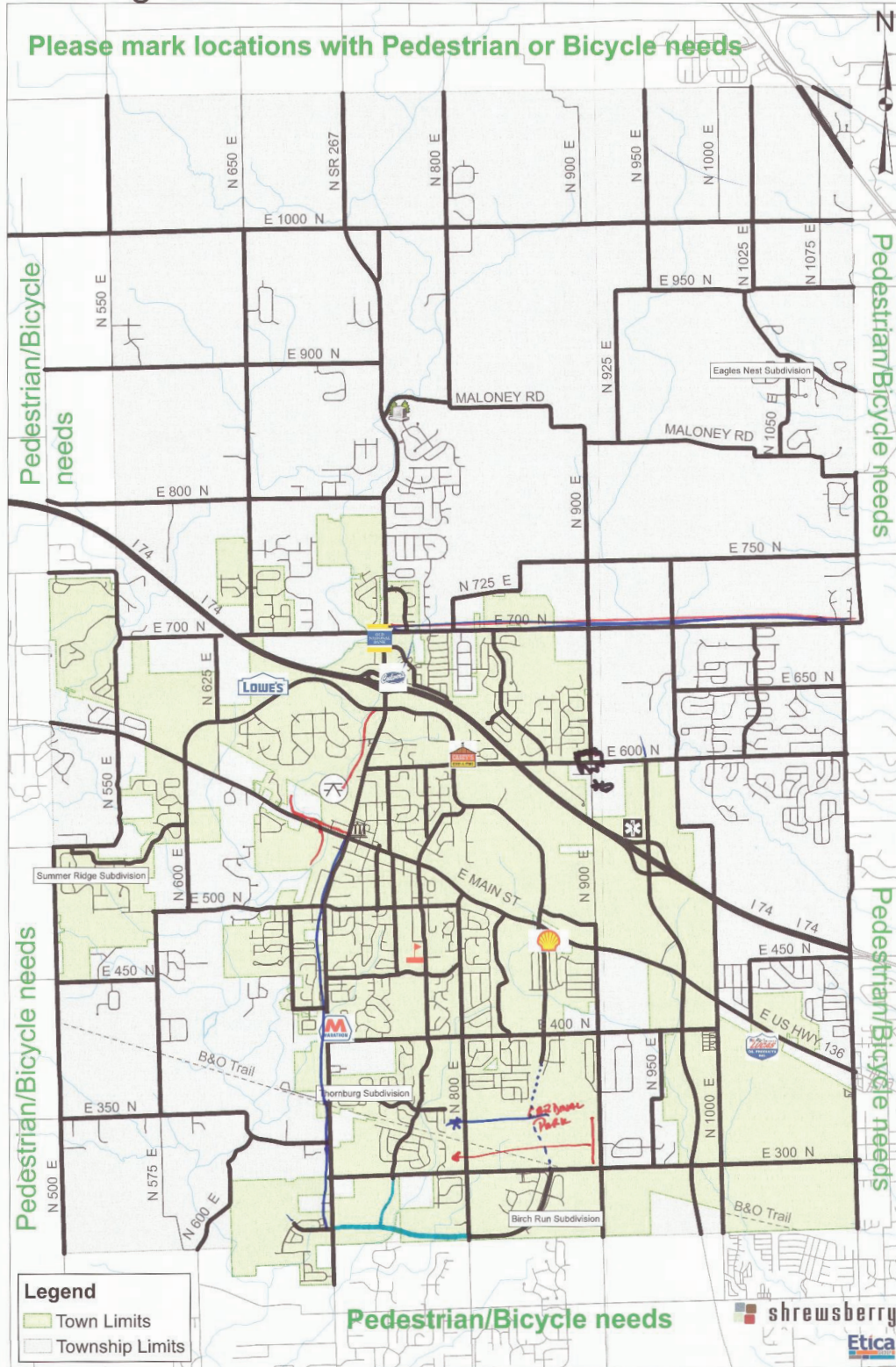
Steering Committee Exercise

Please mark locations with Congestion Issues.



Steering Committee Exercise

Please mark locations with Pedestrian or Bicycle needs





**Town of Brownsburg Thoroughfare Plan
Subcommittee Meeting – Cross-Sections
Meeting Minutes**

1. The meeting began at approximately 3:00 PM on 2/13/2020 with the following people in attendance:
 - a. Todd Barker
Town of Brownsburg, Director of Development Services
 - b. David Wilson
Town of Brownsburg, Senior Planner
 - c. Lauren Gillingham
Town of Brownsburg, Planner
 - d. Matt Griner
Town of Brownsburg, Assistant Street Superintendent
 - e. Steve Jones
Town of Brownsburg, Fire Territory
 - f. Bryan Fultz
Town of Brownsburg, Police Department
 - g. Pat Bullock
Town of Brownsburg, Police Department
 - h. Jill Palmer
Shrewsberry & Associates, LLC
 - i. Mark St. John
Shrewsberry & Associates, LLC
2. Jill Palmer with Shrewsberry handed out cross-sections from the 2009 Thoroughfare Plan and discussed how it is time to update these cross-sections to current industry best practices.
 - a. As examples, Jill informed the subcommittee that the new section of North Green Street, and the sections of South Green Street, and CR 700 N currently under design will all use different cross-sections than those listed in the Thoroughfare Plan.
3. Jill stated that she would like to remove the multiple versions (A1, A2, etc.) and replace them with a range of acceptable parameters for each classification.
 - a. This would require a staff member at the Town of Brownsburg to be responsible for approving submitted designs.
4. Mark St. John explained the Thoroughfare Plan Map from the 2009 Thoroughfare Plan.
 - a. Mark discussed how thoroughfare classifications are a similar concept to the FHWA classifications, and the inverse relationship of access versus mobility for each classification type.
 - b. Mark explained that each thoroughfare classification is assigned a cross-section that will represent how the roadway will look.
 - c. A general discussion was had involving the Thoroughfare Plan Map including the discussion of various planned extensions/connections, proposed thoroughfare classifications, and proposed roadways that have been constructed in the last 10 years.
5. Mark next explained the various elements found in a cross-section. This included:
 - a. Right-of-way – is the land the Town controls and maintains on which public infrastructure is built.
 - b. Clear Zones – are found between the sidewalk and the right of way line.
 - i. David Wilson stated that the Town wants to see water meters located in this clear zone. Town standards require a 5 feet clear zone, but it is often reduced to 1 foot on local roads following an appeal from the developer.
 - c. Sidewalk – a facility, typically 4-8 feet wide, used by non-motorized travel (primarily pedestrians).
 - d. Trail – a facility, typically 8-12 feet wide, used by non-motorized travel (primarily pedestrians and bicycles).
 - i. A discussion was had on what differentiates a sidewalk and a trail. The Town asked for Shrewsberry to provide a definition in the final Thoroughfare plan.
 - e. Tree lawn – space between the sidewalk/trail and back of curb that is typically used for landscaping purposes. This space can also contain green infrastructure such as rain gardens.
 - f. Curb and gutter – delineate the edge of the roadway and are used to store/channelize stormwater off of the roadway and into storm sewer systems.
 - g. Travel lane(s) – the space provided for vehicular travel on the roadway.

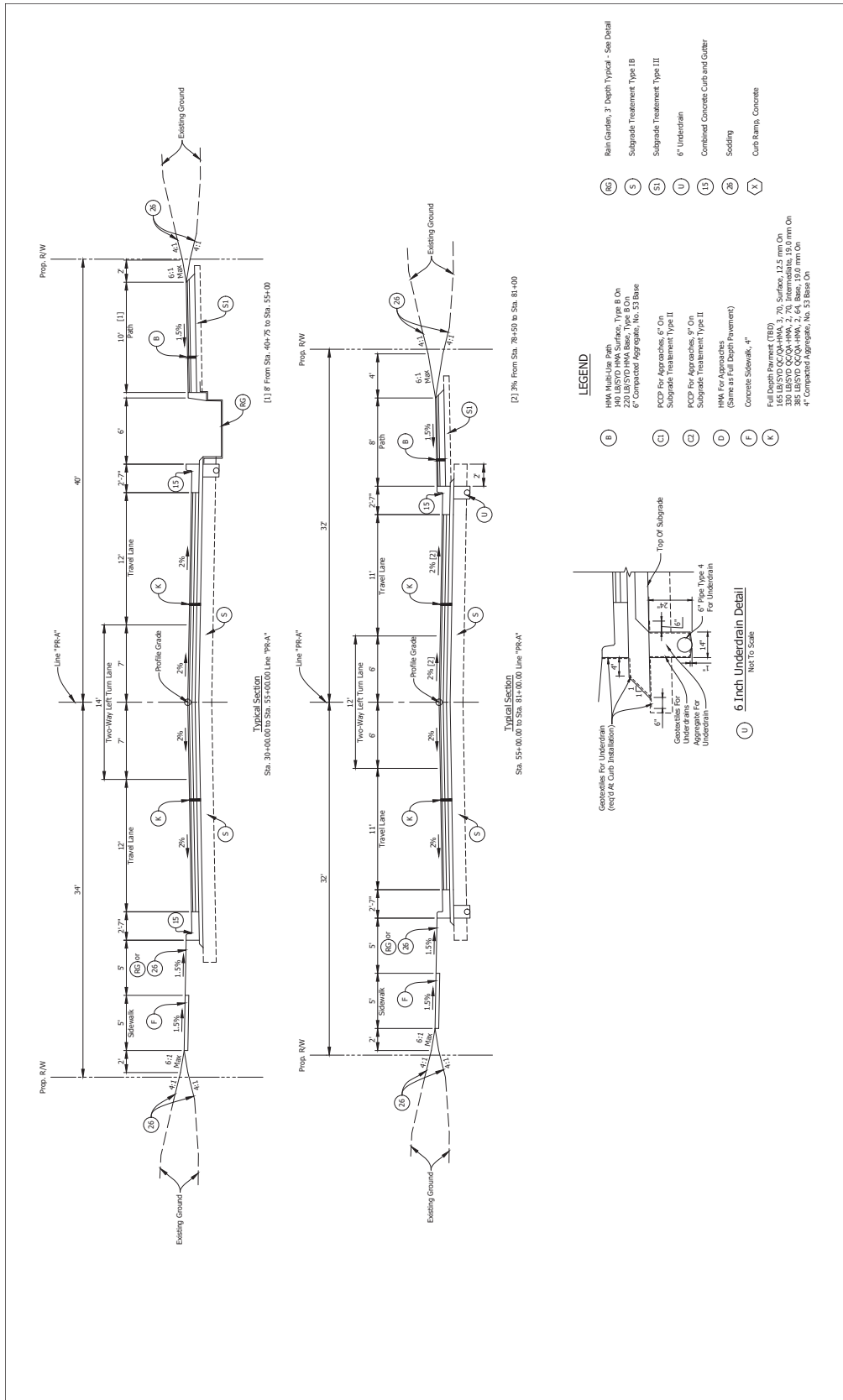


- h. Two-Way-Left-Turn-Lane (TWLTL) – a shared lane in the center of the roadway used for left-turning vehicles in both directions.
 - i. Center Curb – a raised concrete median within the center of the roadway that separates opposite directions of travel.
 - j. Landscaped Median – a raised median within the center of the roadway that separates opposite directions of travel and contains various types of plantings and ornamental items.
- 6. David Wilson with the Town of Brownsburg stated that the Development Services Department no longer references the cross-sections in the 2009 Thoroughfare Plan, preferring instead to use the cross-sections in the Unified Development Ordinance (UDO).
 - a. A discussion was had regarding this with the Town stating that they would like for the Thoroughfare Plan, UDO, and Construction Standards to all have matching requirements. Since these documents are updated at different times, they contain conflicting information.
 - i. Street details should reside in a single document, or
 - ii. The information can be divided among the documents without duplication. Each document can then reference the others without duplication.
 - b. The subcommittee agreed that the requirements in the UDO apply primarily to local roadways. It was decided that the Thoroughfare Plan will defer to the UDO in regard to local roadway but be the controlling standard in regard to roadways classified as a collector or arterial.
 - i. Jill stated that the Thoroughfare Plan can include right of way widths for local roadways.
 - c. The UDO and Construction Standards will need to be updated to reference the latest cross-sections in the Thoroughfare Plan.
 - d. In a subsequent meeting, Town Staff and Shrewsberry clarified what will go in the Thoroughfare Plan.
- 7. Todd Barker with the Town stated that he would like to see a requirement that all variations on the standard cul-de-sac design in planned developments be approved by the Department of Development Services, the Police Department, the Fire Territory, and by Brownsburg Community School Corporation.
- 8. Steve Jones expressed the following concerns:
 - a. Steve requested that tapers be provided to flare the roadway out before the round end of the cul-de-sac. This would allow the Fire Territory to pull in two trucks side-by-side.
 - b. The Fire Territory has trouble getting past vehicles on narrow arterials such as South Green Street. Steve stated that there is just nowhere for vehicles to move to get out of the way during periods of high traffic.
 - i. Shrewsberry stated that many of these locations (such as South Green Street and CR 700 N) are already under design to be reconstructed with a travel lane in each direction, and a TWLTL.
 - ii. Steve stated that would be beneficial. Existing (older) roads seem to be the problem, not any of the current proposed standards.
- 9. Pat Bullock asked if there was a minimum length for left-turn lanes. Pat was concerned that he often sees vehicles traveling in the wrong direction of travel to bypass cars in the through lane queuing for a green light. Pat specifically sees this at the intersection of US 136 and Green Street.
 - a. Jill Palmer with Shrewsberry explained that engineers can calculate appropriate storage lengths to accommodate queuing. Jill stated that Pat’s specific example was on an INDOT controlled road, but that Shrewsberry and the Town can work with INDOT to try and resolve this issue.
- 10. Jill Palmer used the white board to draw out the proposed cross-section of South Green Street that Shrewsberry is currently designing for the Town of Brownsburg.
 - a. This was used as an example of a recent cross-section used by the Town on a major thoroughfare.
 - b. Other examples include CR 700 N and the recently completed North Green Street.

- c. The proposed cross-sections for CR 700 N and South Green Street have been attached to these meeting minutes for reference.
11. Mark St. John and Jill Palmer led the subcommittee through the layout of a cross-section for a primary arterial. The subcommittee decided on the following cross-section:
 - a. Right of Way = 115 feet.
 - b. Clear Zone = 5 feet (both sides).
 - c. Sidewalk = 5 feet minimum (located on one side as determined by the Active Transportation Plan).
 - d. Trail = 8-12 feet (located on one side as determined by the Active Transportation Plan).
 - e. Tree Lawn = 6 feet minimum (both sides).
 - f. Curb and Gutter = 2 feet per Town construction standards.
 - g. Through Lane = 1-2 lanes in each direction at 10-12 feet wide.
 - h. TWLTL, Center Curb, or Raised Landscaped Median = 4 feet-16 feet.
 - i. No On-Street Parking.
12. The subcommittee decided that the cross-section of a secondary arterial shall match that of a primary arterial with the following modifications:
 - a. Right of Way = 90 feet.
 - b. Through Lane = 1 lane in each direction at 10-12 feet wide.
13. The subcommittee decided on the following cross-section for a collector:
 - a. Right of Way = 80 feet.
 - b. Clear Zone = 5 feet (both sides).
 - c. Sidewalk = 5 feet minimum (located on one side as determined by the Active Transportation Plan).
 - d. Trail = 8-12 feet (located on one side as determined by the Active Transportation Plan).
 - e. Tree Lawn = 6 feet minimum (both sides).
 - f. Curb and Gutter = 2 feet per Town construction standards.
 - g. Through Lane = 1 lane in each direction at 10-12 feet wide.
 - h. TWLTL or Center Curb = 0 feet-12 feet.
 - i. No On-Street Parking.
14. The subcommittee decided on the following cross-section for a neighborhood collector:
 - a. Right of Way = 80 feet.
 - b. Clear Zone = 5 feet (both sides).
 - c. Sidewalk = 5 feet minimum (both sides).
 - d. No Trail unless required by the Town's Active Transportation Plan.
 - e. Tree Lawn = 6 feet minimum (both sides).
 - f. Rolled Curb and Gutter = 2 feet per Town construction standards.
 - g. Through Lane = 1 lane in each direction at 10-11 feet wide.
 - h. No TWLTL or Center Curb.
 - i. On-Street Parking = 6 feet (plus 2 feet of gutter pan) = 8 feet total.
15. Where a range of values are provided, Todd Barker requested that Shrewsberry include in the Thoroughfare Plan guidance for when the maximum or minimum values should be used.
 - a. Following the subcommittee meeting, Shrewsberry has drafted guidance for the maximum vs. minimum values. A table outlining this guidance has been attached to these meeting minutes. Shrewsberry will include this guidance in the Thoroughfare Plan.
16. The subcommittee made the decision that the cross-sections for a local road should defer to those in the UDO. The Thoroughfare Plan should include basic details that the local road cross-section should adhere to, particularly regarding right of way. The subcommittee decided on the following right-of-way widths for a local road:

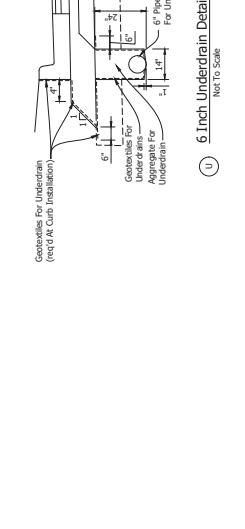


- a. No Parking, Right of Way = 50 feet.
 - b. With Parking on One Side, Right of Way = 56 feet.
 - c. With Parking on Both Sides, Right of Way = 62 feet.
17. Shrewsberry explained that the draft cross-sections will be presented at the next Steering Committee meeting.
- a. The draft cross-sections have been attached to these meeting minutes for review.
18. The meeting concluded at approximately 6:00 PM.
19. In a subsequent Thoroughfare Plan Steering Committee Meeting held on 2/25/2020, thoroughfare names were adjusted to match Federal Highway Administration (FHWA) naming conventions. This updated naming convention is shown on the attached cross-sections.
- a. Primary Arterial is now a Principal Arterial.
 - b. Secondary Arterial is now a Minor Arterial.
 - c. Collector is now a Major Collector.
 - d. Neighborhood Collector is now a Minor Collector.

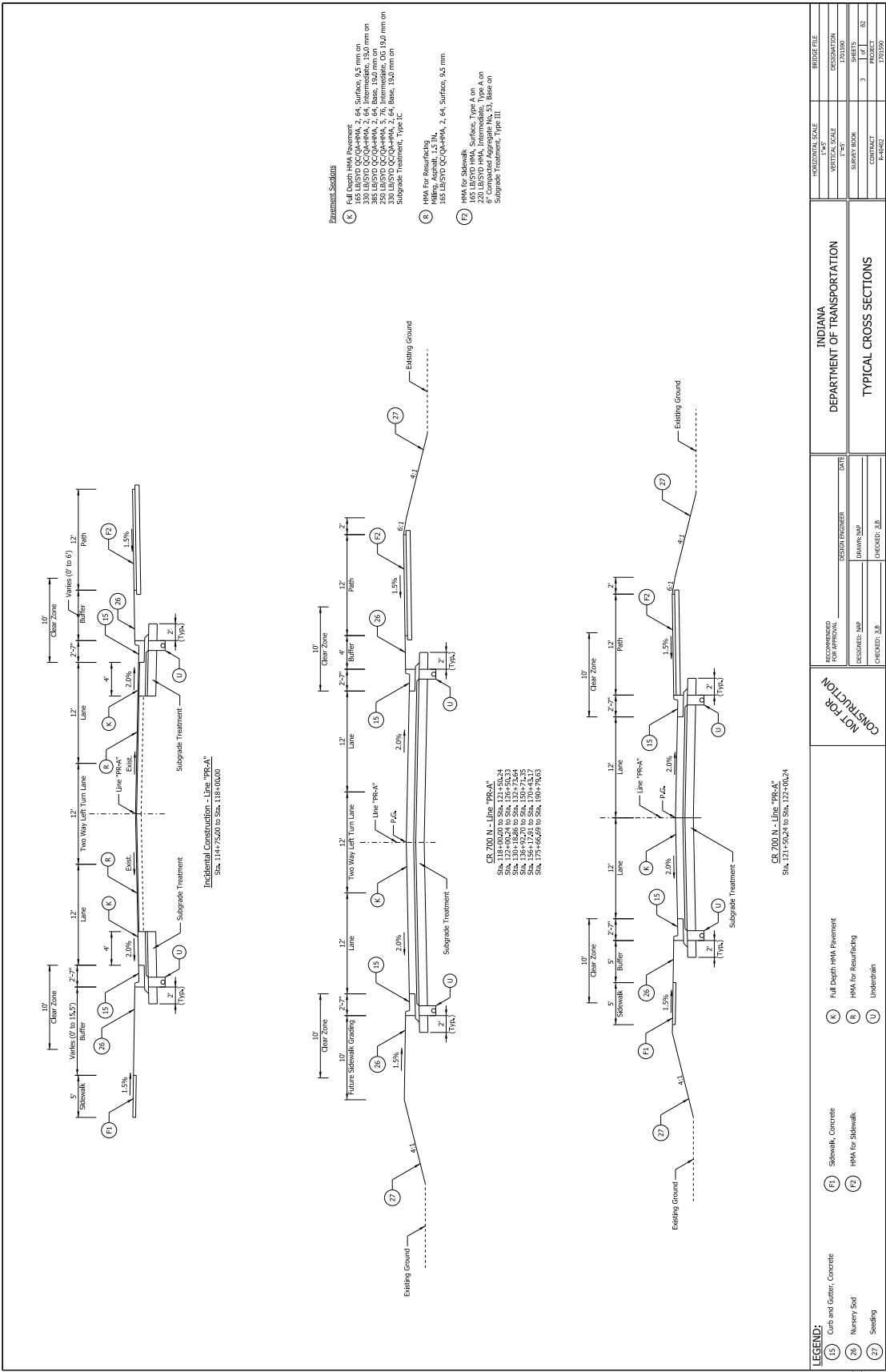


- LEGEND**
- (B) Rain Garden, 3' Depth Typical - See Detail
 - (S) Subgrade Treatment Type I
 - (51) Subgrade Treatment Type II
 - (U) 6" Underdrain
 - (1) Combined Concrete Curb and Gutter
 - (38) Sodding
 - (X) Curb Ramp, Concrete

- (B) HMA Multi-Lane Path
140 LB/STD HMA Surface, Type B On
200 LB/STD HMA Base, Type B On
6" Compacted Aggregate, No. 53 Base
- (C) PCCP For Approaches, 6" On
Subgrade Treatment Type II
- (D) PCCP For Approaches, 6" On
Subgrade Treatment Type II
- (E) HMA For Approaches
(Same as Full Depth Pavement)
- (F) Concrete Sidewalk, 4"
- (K) Full Depth Pavement (FDP)
165 LB/STD CC/PA-HMA, 3, 70, Surface, 1.5 mm On
300 LB/STD CC/PA-HMA, 2, 70, Intermediate, 19.0 mm On
300 LB/STD CC/PA-HMA, 2, 70, Interim, 19.0 mm On
4" Compacted Aggregate, No. 53 Base On



| | | |
|-------------------------------------|-----------------|---------|
| HORIZONTAL SCALE | BRIDGE FILE | |
| VERTICAL SCALE | DESCRIPTION NO. | |
| N/A | 180185 | |
| SURVEY BOOK | SHEETS | |
| CONTRACT | 3 | |
| PROJECT NO. | 180185 | |
| INDIANA | | |
| DEPARTMENT OF TRANSPORTATION | | |
| TYPICAL SECTIONS | | |
| LINE "PRA" | | |
| DESIGNED FOR APPROVAL | DESIGN ENGINEER | DATE |
| DESIGNED | SES | DESIGN |
| CHECKED | AGD | CHECKED |
| | | AGD |

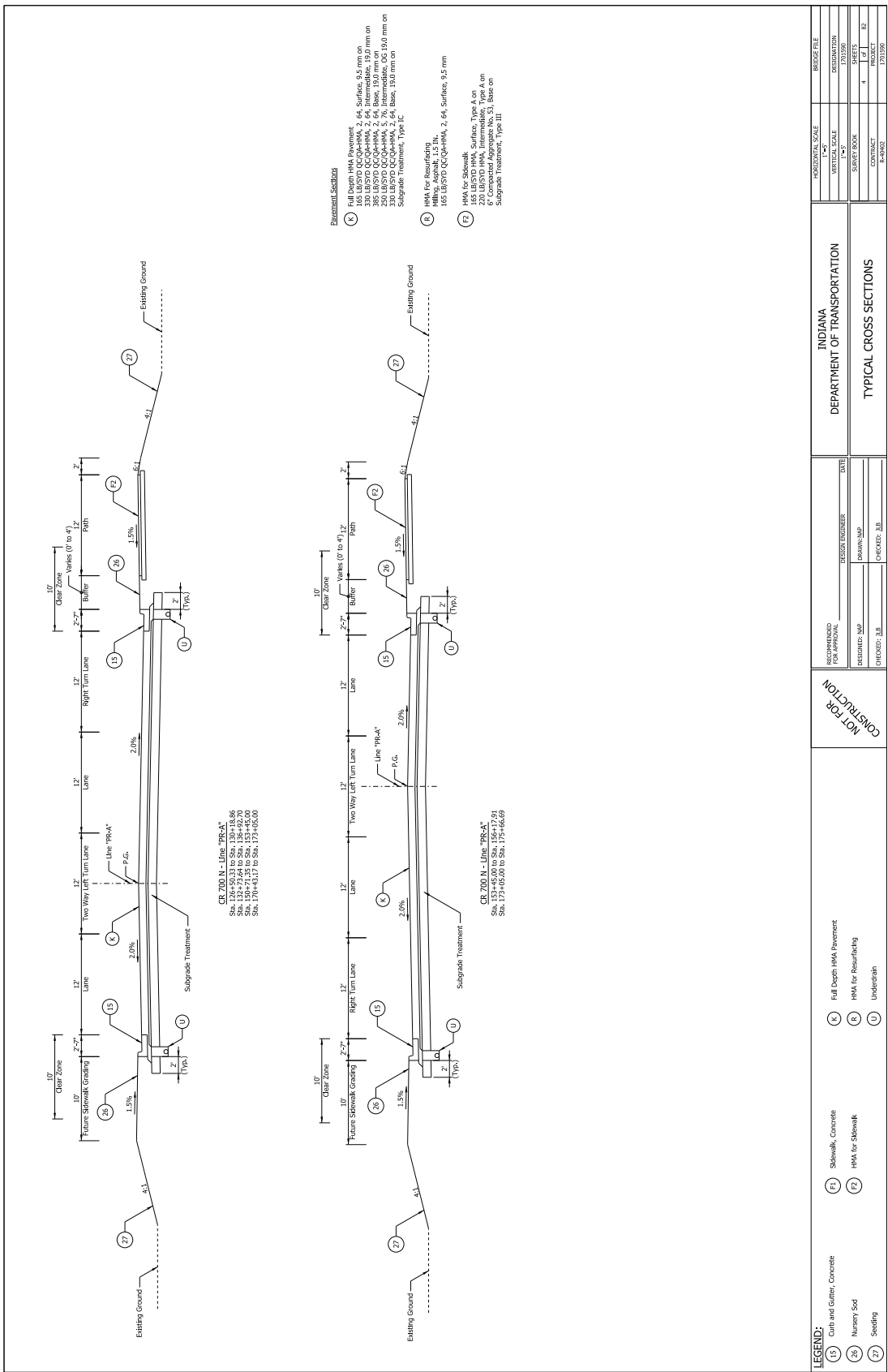


- Examination Sections**
- (K) Full Depth HMA Pavement.
 - 158 LB/SYD CC-QA-HMA, 2.64" Surface, 9.2" mm on
 - 158 LB/SYD CC-QA-HMA, 2.64" Base, 15.0" mm on
 - 388 LB/SYD CC-QA-HMA, 2.64" Base, 15.0" mm on
 - 230 LB/SYD CC-QA-HMA, 5.76" Intermediate, 0.6" 19.0" mm on
 - Subgrade Treatment, Type 3C.
 - (R) HMA For Resurficing
 - Killing Asphalt, 1.5" IN.
 - 158 LB/SYD CC-QA-HMA, 2.64" Surface, 9.5" mm
 - (F2) HMA for Sidewalk
 - 100 LB/SYD HMA, Surface, Type A on
 - 6" Compacted Aggregate No. 53, Base on
 - Subgrade Treatment, Type III

CR 700 N - Line 'PR-A'
 Sta. 118+00.00 to Sta. 121+50.24
 Sta. 130+18.26 to Sta. 132+25.64
 Sta. 156+72.00 to Sta. 159+43.15
 Sta. 173+66.69 to Sta. 189+76.63

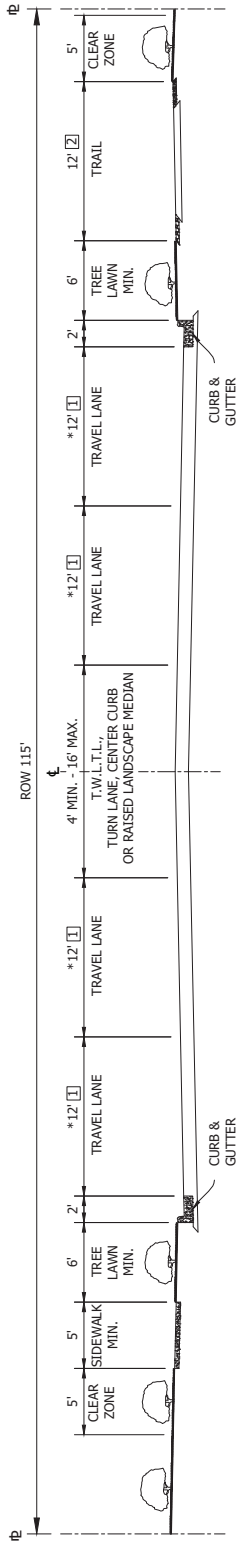
CR 700 N - Line 'PR-A'
 Sta. 121+50.24 to Sta. 122+40.24

| | | | | | | |
|--|---|-----------------------------|-----------------|--|--|---|
| LEGEND: 15 Curb and Gutter, Concrete F1 Sidewalk, Concrete F2 HMA for Sidewalk 27 Nursery Soil U Seeding | (K) Full Depth HMA Pavement (R) HMA for Resurficing (U) Underlain | NOT FOR CONSTRUCTION | | RECOMMENDED FOR APPROVAL DESIGN ENGINEER: [Blank] DRAWN BY: [Blank] CHECKED BY: [Blank] | INDIANA DEPARTMENT OF TRANSPORTATION TYPICAL CROSS SECTIONS | HORIZONTAL SCALE: 1"=32' VERTICAL SCALE: 1"=8' SHEET NO.: 3 CONTRACT: R4002 BRIDGE FILE: 170350 |
| | | DATE: [Blank] | PROJECT: 170350 | | | |



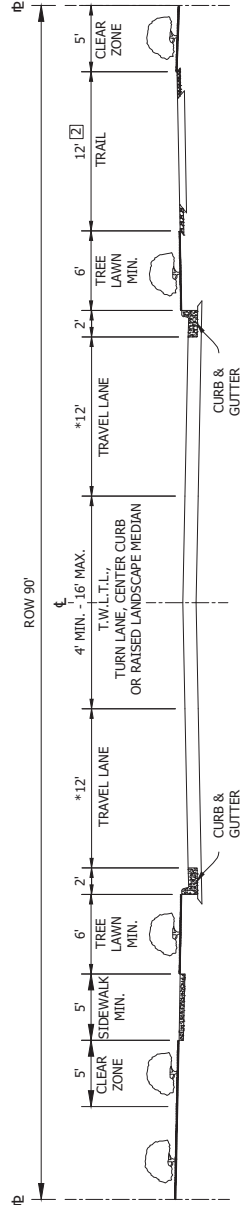
- Material Schedule**
- (K) Full Depth HMA Pavement
 185 LB/570 CC/QA-HMA, 2.64" Surface, 9.5 mm on
 185 LB/570 CC/QA-HMA, 2.64" Base, 19.0 mm on
 385 LB/570 CC/QA-HMA, 2.64" Base, 19.0 mm on
 330 LB/570 CC/QA-HMA, 2.64" Intermediate, 0G 10.0 mm on
 330 LB/570 CC/QA-HMA, 2.64" Base, 19.0 mm on
 Subgrade Treatment, Type-1C
 - (R) HMA for Resurfacing
 185 LB/570 CC/QA-HMA, 2.64" Surface, 9.5 mm
 220 LB/570 CC/QA-HMA, 2.64" Surface, 9.5 mm
 - (P) HMA for Sidewalk Resurfacing, Type A on
 220 LB/570 HMA, Intermediate, Type A on
 6" Compacted Aggregate No. 53, Base on
 Subgrade Treatment, Type III

| | | | | | | |
|---|--|---|--|--|---|---|
| LEGEND: (1) Curb and Gutter, Concrete (15) Nursery Sod (36) Sealing (27) Existing Ground | (6) Full Depth HMA Pavement (6) HMA for Resurfacing (U) Underdrain | RECOMMENDED FOR APPROVAL DESIGNER: NMP CHECKER: JLB | DESIGNER ENGINEER: _____ DRAWN: NMP CHECKER: JLB | DATE: _____ PROJECT: _____ CONTRACT: _____ | INDIANA DEPARTMENT OF TRANSPORTATION TYPICAL CROSS SECTIONS | HORIZONTAL SCALE VERTICAL SCALE SHEET BOOK SHEETS CONTRACT BRIDGE FILE |
| | | NOT FOR CONSTRUCTION | BRIDGE FILE ESTIMATION 17/11/2020 4 17/11/2020 | | | |



PRINCIPAL ARTERIAL
NOT TO SCALE

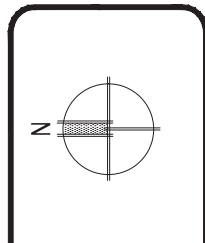
- THROUGH LANES VARIES FROM 1 TO 2, IN EACH DIRECTION
 - TRAIL WIDTH VARIES: MIN 8' TO DESIRED 12'
 - * THROUGH LANE VARIES FROM 10' TO 12'
- NOTES: THE SIDE OF STREET FOR SIDEWALK/TRAIL SHALL BE DETERMINED BY THE ACTIVE TRANSPORTATION PLAN.
THE TREE LAWN MAY BE USED AS A SPACE FOR GREEN INFRASTRUCTURE.



MINOR ARTERIAL
NOT TO SCALE

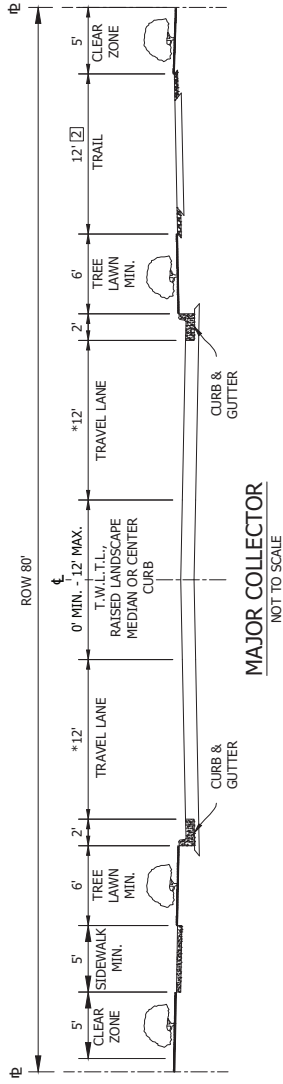
- TRAIL WIDTH VARIES: MIN 8' TO DESIRED 12'
 - * THROUGH LANE VARIES FROM 10' TO 12'
- NOTES: THE SIDE OF STREET FOR SIDEWALK/TRAIL SHALL BE DETERMINED BY THE ACTIVE TRANSPORTATION PLAN.
THE TREE LAWN MAY BE USED AS A SPACE FOR GREEN INFRASTRUCTURE.

SCALE
NOT TO SCALE



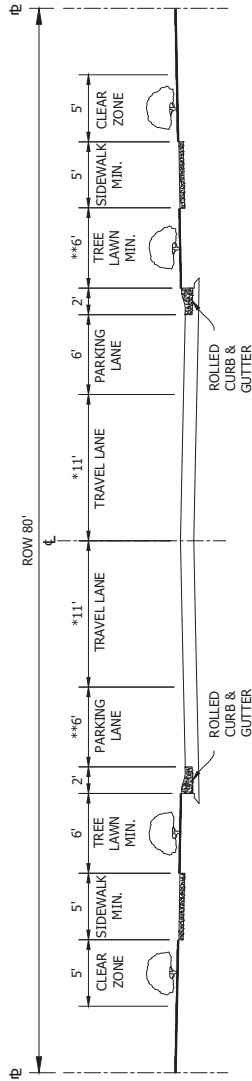
shrewsberry
7321 Shadeland Station Suite 160
Indianapolis, Indiana 46256
(317) 461-7700
WWW.SHREWSBERRY.US.ACOM

| | |
|--|----------------------------------|
| PROJECT: TOWN OF BROWNSBURG - THOROUGHFARE PLAN | |
| TITLE: DESIGN STANDARDS FOR URBAN STREETS - CROSS SECTIONS | |
| DATE: 02/25/2020 | DRAWN BY: HSB CHECKED BY: MSJ |



MAJOR COLLECTOR
NOT TO SCALE

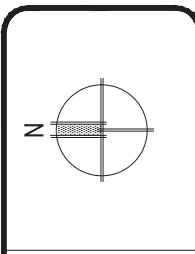
- ② TRAIL WIDTH VARIES: MIN 8' TO DESIRED 12'
 - * THROUGH LANE VARIES FROM 10' TO 12'
- NOTES: THE SIDE OF STREET FOR SIDEWALK/TRAIL SHALL BE DETERMINED BY THE ACTIVE TRANSPORTATION PLAN.
THE TREE LAWN MAY BE USED AS A SPACE FOR GREEN INFRASTRUCTURE



MINOR COLLECTOR
NOT TO SCALE

- * THROUGH LANE VARIES FROM 10' TO 11'
 - ** PARKING LANES (ONE SIDE, BOTH SIDES, OR NO PARKING) WILL BE DETERMINED BY TOWN STAFF AND/OR DEVELOPER, AND APPROVED BY THE PLAN COMMISSION. IF ONE OR BOTH SIDES OF PARKING IS RESTRICTED, THE 6' PARKING LANE(S) SHALL BE OMITTED FROM THE CROSS SECTION.
- NOTE: 8'-12" TRAIL SHALL BE INCLUDED IF REQUIRED BY THE ACTIVE TRANSPORTATION PLAN.
THE TREE LAWN MAY BE USED AS A SPACE FOR GREEN INFRASTRUCTURE.

SCALE
NOT TO SCALE



7321 Shadeland Station Suite 100
Indianapolis, Indiana 46256
(317) 841-4799
WWW.SHREWSBERRYUSA.COM

| | |
|--|----------------------------------|
| PROJECT: TOWN OF BROWNSBURG - THOROUGHFARE PLAN | |
| TITLE: DESIGN STANDARDS FOR URBAN STREETS - CROSS SECTIONS | |
| DATE: 02/25/2020 | DRAWN BY: HSB CHECKED BY: MSJ |

Cross-Section: Principal Arterial

| Element | Min. | Reason | Max. | Reason |
|-----------------|---------|---|---------|---|
| Right-of-Way | 115 ft. | N/A | 115 ft. | N/A |
| Clear Zones | 5 ft. | Per Town construction standards. | 5 ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | - | N/A |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered where a 12' trail would be cost prohibitive. Where a trail is less than 8', a sidewalk should be considered. | None | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance | None | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Curb and Gutter | 2 ft. | Per Town construction standards. | 2 ft. | Per Town construction standards. |
| Parking | - | No on-street parking allowed on Principal Arterials | - | No on-street parking allowed on Principal Arterials |
| Travel Lanes | 10 ft. | 12' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas), where there are high numbers of pedestrians, and where traffic data indicates low truck volumes. The need for one vs. two travel lanes shall be determined by an engineering study. | 12 ft. | 12' is desirable. This maximum should be used where traffic data shows high truck volumes, and where higher speeds, and free flowing traffic is wanted. The need for one vs. two travel lanes shall be determined by an engineering study. |
| Center Item | 4 ft. | A 4' raised center curb may be used where there are no turning movements (i.e. a bridge), or where turning movements are not desirable (i.e. for access management). | 16 ft. | The 16' max. should be used for a 12' left-turn lane bordered by a 4' raised center curb. Where a TWLTL is used, the width shall be 12' - 16'. Where a raised landscaped median is used, any width from 4'-12' shall be acceptable. |

Cross-Section: Minor Arterial

| Element | Min. | Reason | Max. | Reason |
|-----------------|--------|---|--------|---|
| Right-of-Way | 90 ft. | N/A | 90 ft. | N/A |
| Clear Zones | 5 ft. | Per Town construction standards. | 5 ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | - | N/A |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered where a 12' trail would be cost prohibitive. Where a trail is less than 8', a sidewalk should be considered. | None | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance | None | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Curb and Gutter | 2 ft. | Per Town construction standards. | 2 ft. | Per Town construction standards. |
| Parking | - | No on-street parking allowed on Minor Arterials | - | No on-street parking allowed on Minor Arterials |
| Travel Lanes | 10 ft. | 12' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas), where there are high numbers of pedestrians, and where traffic data indicates low truck volumes. | 12 ft. | 12' is desirable. This maximum should be used where traffic data shows high truck volumes, and where higher speeds, and free flowing traffic is wanted. |
| Center Item | 4 ft. | A 4' raised center curb may be used where there are no turning movements (i.e. a bridge), or where turning movements are not desirable (i.e. for access management). | 16 ft. | The 16' max. should be used for a 12' left-turn lane bordered by a 4' raised center curb. Where a TWLTL is used, the width shall be 12' - 16'. Where a raised landscaped median is used, any width from 4'-12' shall be acceptable. |

Cross-Section: Major Collector

| Element | Min. | Reason | Max. | Reason |
|-----------------|--------|---|--------|---|
| Right-of-Way | 80 ft. | N/A | 80 ft. | N/A |
| Clear Zones | 5 ft. | Per Town construction standards. | 5 ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | - | N/A |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered where a 12' trail would be cost prohibitive. Where a trail is less than 8', a sidewalk should be considered. | None | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance | None | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Curb and Gutter | 2 ft. | Per Town construction standards. | 2 ft. | Per Town construction standards. |
| Parking | - | No on-street parking allowed on Major Collectors. | - | No on-street parking allowed on Major Collectors. |
| Travel Lanes | 10 ft. | 12' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas), where there are high numbers of pedestrians, and where traffic data indicates low truck volumes. | 12 ft. | 12' is desirable. This maximum should be used where traffic data shows high truck volumes, and where higher speeds, and free flowing traffic is wanted. |
| Center Item | 0 ft. | A TWLTL, left-turn lane, raised center curb, or raised landscaped median are not required on a Major Collector. Where a raised center curb is used, the minimum shall be 4'. | 12 ft. | The 12' max should be used for left-turn lanes and TWLTL. Where a raised landscaped median is used, any width from 4'-12' shall be acceptable. |

Cross-Section: Minor Collector

| Element | Min. | Reason | Max. | Reason |
|-----------------|--------|---|--------|--|
| Right-of-Way | 80 ft. | N/A | 80 ft. | N/A |
| Clear Zones | 5 ft. | Per Town construction standards. | 5 ft. | Per Town construction standards. |
| Sidewalk | 5 ft. | Minimum per Town construction standards. | - | N/A |
| Trail | 8 ft. | 12' is the desired width. However, a smaller trail shall be considered where a 12' trail would be cost prohibitive. Where a trail is less than 8', a sidewalk should be considered. | None | 12' is the desired width. However, a wider trail may be used if deemed appropriate by the Town. |
| Tree Lawn | 6 ft. | Minimum per Town Unified Development Ordinance | None | The tree lawn may be as wide as the right-of-way and other cross-section elements allow. |
| Curb and Gutter | 2 ft. | Per Town construction standards. | 2 ft. | Per Town construction standards. |
| Parking | 6 ft. | Per Town construction standards. | 6 ft. | Per Town construction standards. |
| Travel Lanes | 10 ft. | 11' is desirable. This minimum should be used in areas where lower speeds are desired (i.e. urban, built-up, areas). | 11 ft. | 11' is desirable. This maximum should be used for roadways with higher speeds, and where free flowing traffic is wanted. |
| Center Item | - | N/A | - | N/A |

Brownsburg Thoroughfare Plan
Steering Committee #2
February 25, 2020



Meeting Minutes

1. The meeting was held on February 25, 2020 at the Town of Brownsburg Town Hall. The Meeting began at 6:00 PM with the following people in attendance:
 - a. Todd Barker Director of Development Services
 - b. Dennis Dawes Police Commissioner/Town Councilman
 - c. Richard Miller Advisory Plan Commission
 - d. Cari Palma Parks Board Member
 - e. Jeff Eder Town Manager
 - f. David Wilson Senior Planner
 - g. Travis Tranbarger Director of Parks and Recreation
 - h. Jill Palmer Shrewsberry & Associates
 - i. Mark St. John Shrewsberry & Associates
 - j. Kevin Miller Etica Group

2. Jill Palmer began the meeting with a discussion of the Goals and Objectives drafted by Shrewsberry. This draft had been circulated to the Steering Committee prior to the meeting.
 - a. During the discussion of Goal 1 a Steering Committee member asked Shrewsberry to elaborate on the “carrot vs. stick approach” for truck bans. Jill explained that rather than outright ban all trucks through downtown Brownsburg (stick), it makes more sense to encourage trucks to take alternate routes by improving/constructing these routes to be more favorable to trucks (carrot).
 - i. The Steering Committee informed Shrewsberry that while Ronald Reagan Parkway should be the route used by trucks, most prefer to use Green Street and Northfield drive.
 - b. Under Goal 2, Jill clarified that the bridge across I-74 in the vicinity of CR 900 E was not being proposed as an interchange. The bridge in the vicinity of CR 700 N however, is being proposed as a new interchange.
 - i. A discussion was had by the Steering Committee how this new interchange may help draw truck traffic off of Green Street.
 - ii. The Steering Committee felt that it will certainly help to remove traffic in general off of Green Street.

- c. The Steering Committee asked why does Brownsburg need to adopt a Complete Streets Policy (listed under Goal 3) if they already follow the MPO's in regards to federal funding. Jill told the committee that a complete street's policy will apply to 100% locally funded projects.
 - d. Travis Tranbarger asked how the priorities from the Active Transportation Plan (ATP) will be transferred to the new plan. Jill stated that a subcommittee meeting for the ATP will be held to help determine this.
 - i. Travis stated that the Parks Department wants to continue to show the missing trail connections as shown in the ATP.
 - ii. David Wilson added that the ATP is used to require developers to include various pedestrian/bicycle improvements in their developments. David asked that Shrewsbury carry over these requirements and clarify/cleanup as needed.
 - iii. The Steering Committee determined that an additional objective to connect missing trail links should be included under Goal 3.
 - iv. Travis added that it would also be helpful to clarify what is a greenway trail versus what is a roadside trail, and how these two types of trails are maintained (particularly for winter operations).
 - v. Travis asked that a priority map for trail operations be included in the ATP portion of the Thoroughfare Plan.
 - e. The Steering Committee asked what CIRT is. It was explained that CIRT stands for the Central Indiana Regional Transit Authority.
 - i. CIRT is a regional governmental organization who's focus is to bring more transportation options to Central Indiana.
 - ii. The Town confirmed that they do not pay dues, or financially support CIRT.
 - iii. Jill explained how communities such as Plainfield and Whitestown have worked with CIRT to create commuter connections between jobs in these communities and IndyGo bus routes.
 - f. The Steering Committee agreed that exploring road impact fees should be included as an objective of Goal 5.
 - g. The Steering Committee agreed that an objective should be added to Goal 1 to encourage alternative intersection control options.
3. Jill Palmer presented the results of the public workshop and online survey to the Steering Committee.
- a. Many of the top locations the public felt had safety concerns already have improvements in design development.
 - b. The intersection of Northfield Drive and Green Street, and the Green Street Corridor, were the top several results for the safety and congestion questions.
 - c. Many of the responses regarding pedestrian/bicycle concerns highlighted areas where pedestrian/bicycle infrastructure already exists.

- i. The Town stated that these locations may actually be in reference to pedestrian crossings and missing connections.
 - d. Cari Palma asked if Jefferson Street appeared on any of the survey results. Jill Palmer replied that it had, and went on to explain that all replies to the survey will be included in the report appendix.
 - i. Jill also explained that all survey replies will be assigned to a project, and that locations/projects with a lot of responses will receive a higher weight in the final scoring system.
 - e. Jill stated that the question regarding access management did not receive quality answers, and believes that people generally misunderstood the question.
 - i. Jill added that many respondents used this opportunity to voice miscellaneous concerns. As a result, the top location/project identified by this question was “Other.”
 - f. Jill reported that the public prioritized spending public monies on intersection improvements and active transportation.
- 4. Mark St. John explained to the Steering Committee that a classification map creates a hierarchy of roads.
 - a. This hierarchy is determined by the inverse relationship of a roadway’s mobility (the ability to move long distances with little interruption to travel), to a roadway’s access (the ability to easily be able to get on to/off of the road).
 - b. The Steering Committee was shown the Federal Highway Administration (FHWA) classification map which shows how roads are currently classified in Brownsburg. These roads are the roads that are eligible to receive federal funding.
 - c. Mark compared the FHWA classification map to classification maps created for the 2009 Thoroughfare Plan, and for the 2019 Comprehensive Plan.
 - i. These maps show how the Town desired the roadway network to look at the time that those plans were adopted.
 - ii. These maps show existing roads and proposed roads. The classifications on these maps are not required to follow the FHWA classifications.
 - d. A new classification map will be created as a part of the Thoroughfare Plan.
 - e. The Steering Committee elected to have the classification naming conventions used in the Thoroughfare Plan to match the FHWA classification naming conventions.
 - f. Mark explained that the classification will also correspond to a cross-section which will lay out how a roadway looks.

5. A subcommittee meeting for cross-sections was held on 2/13/2020. Jill Palmer presented the Steering Committee members with the draft cross-sections created in this meeting.
 - a. The proposed cross-sections remove the multiple options included in the 2009 plan, and place a range of options for each classification.
 - b. Jill stated that this range of options also removes the need to create cross-sections specific to focus areas identified in the Comprehensive Plan.
 - c. It was stressed by Jill that the right of way included in the cross-sections is very important, as the Town will require developers to dedicate that width to the Town for roadway improvements.

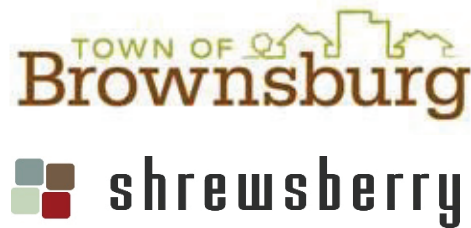
6. Mark St. John next presented the Steering Committee with a draft Complete Streets Policy. Mark solicited the Steering Committee members for their input on several items in the policy including:
 - a. Who will approve variations from this policy?
 - i. The Steering Committee decided that the Plan Commission shall grant exceptions to roadways constructed by developers, and that the Town Manager shall grant exceptions to Town funded projects.
 - b. What additional common variations should be included?
 - i. The Steering Committee was amenable with the common variations listed in the draft policy.
 - c. What additional performance measures should be included to judge the success of this policy?
 - i. The Steering Committee felt it was best to remove the performance measures section from the policy as to not create an undue burden to Town staff and resources.
 - d. Are there additional implementation steps that should be added to this policy?
 - i. The Steering Committee asked that the “shall take the following steps” be changed to “may take the following steps.”
 - ii. Todd Barker asked that Pittsboro be added as a neighboring community.

7. Kevin Miller with Etica group introduced the concept of access management, and common access management principles to the Steering Committee. Kevin also provided examples of where access management is already in use in Brownsburg.
 - a. Kevin explained that access management is defined by the FHWA as the proactive management of vehicular access points to land parcels adjacent to all roadways to promote safe and efficient use of the transportation network.
 - b. An access management policy will be included as a part of this Thoroughfare Plan. A draft policy will be presented to the Steering

Committee at an upcoming meeting.

8. The next Steering Committee meeting will be held in mid-April, sometime after the spring break vacation.
9. The meeting ended at approximately 8:30 PM.

Brownsburg Thoroughfare Plan
Draft Vision, Goals, and Objectives
February 17, 2020
Revised February 26, 2020



VISION

Provide a safe, efficient, accessible, and sustainable transportation system that balances the needs of all travel modes while promoting connectivity and economic development throughout the community.

Goal 1: Improve safety and reduce congestion for vehicular traffic.

- Pursue safety and congestion improvement projects identified in this plan. Apply for CMAQ and HSIP funds to help offset costs for these projects.
- Enact policies for access management as outlined as part of this plan.
- Identify preferred truck routes, including Ronald Reagan Parkway and streets connecting to local businesses. Coordinate with local companies to encourage truck drivers to use the preferred truck routes. Use a “carrot” approach to promote appropriate truck routes, and limit use of the “stick” of truck restrictions.
- Investigate opportunities to replace at-grade rail crossings with grade-separated crossings.
- *Encourage the evaluation of alternative intersection and interchange treatments that may offer better safety/capacity benefits than traditional intersections and interchanges.*

Goal 2: Improve connectivity in and around Brownsburg.

- Explore the feasibility of a new bridge crossing and/or interchange of I-74 west of Green Street.
- Explore the feasibility of a new bridge crossing of I-74 east of Green Street, in the vicinity of County Road 900 East.
- Plan and evaluate potential routes to complete Northfield Drive around the west side of Brownsburg.
- Continue to encourage connecting streets between adjacent residential neighborhoods.
- Encourage businesses to connect with adjacent properties, use frontage roads where access is controlled, and reduce drive cuts when redevelopment opportunities occur.
- As new developments are planned, require connections as shown in the Thoroughfare Plan and Neighborhood Connectivity Map. The map does not indicate an exact alignment, but a general concept to connect stub streets with future development.
- *Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/bicycle network.*
- *For new and redevelopment projects, and where right-of-way exists or private property allows, connect the pedestrian/bicycle network directly to the front door of destination buildings (not just to the parcel).*

Goal 3: Encourage active transportation modes through policy updates and infrastructure investment.

- Adopt a Complete Streets ordinance based on the recommendations in this plan.
- Implement trail and sidewalk projects as identified in this plan. To help offset costs, pursue TAP or STBG funds for eligible project types, *public/private partnerships, interagency agreements, and other creative funding solutions.*
- As the active transportation network expands, and more people use it, monitor user feedback for any emerging safety concerns. Include safety remediation projects (if needed) in the capital improvement plan in addition to new facilities.
- Continue to implement the ADA transition plan to ensure the active transportation network is accessible to users.
- *Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/bicycle network.*
- *Classify trails within the network to assist in prioritizing maintenance. Commuter routes will be designated as higher priority for snow removal and other service restoration compared to recreational trails. Neighborhood trails are the responsibility of the Homeowners Association and receive no maintenance from the Town, but they may be open for public use.*
- *Promote walking and bicycling activity and safety through educational and encouragement programs.*
- *Update the Town’s Construction Standards as needed to reflect emerging best practices in pedestrian and bicycle design and safety.*

Goal 4: Partner with neighboring and regional agencies to plan for and implement regional transportation projects.

- Support Hendricks County in the completion of Ronald Reagan Parkway from 56th Street to the Boone County Line.
- Coordinate with INDOT regarding U.S. 136 through town and potential new overpass/interchange of I-74.
- Coordinate with Hendricks County regarding proposed projects that cross jurisdictional boundaries.
- Work with CIRTA to explore the feasibility of regional express transit and local circulator transit.
- Share plans for capacity improvement projects (new roads, added travel lanes) with the MPO for inclusion in the Long-Range Plan and air quality model.
- Continue to pursue transportation-related goals and objectives from the Comprehensive Plan.
- Prepare or update land use plans in the vicinity of planned major transportation improvements.

Goal 5: Include elements of sustainability in transportation improvements

- Consider life cycle costs, including ongoing maintenance needs in addition to capital costs, as part of infrastructure planning. Budget to adequately maintain existing transportation infrastructure in addition to new projects.
- Evaluate green stormwater solutions as an alternative to traditional grey infrastructure.
- Utilize energy-efficient and power solutions, such as LED lighting and solar-powered infrastructure.
- *Explore the implementation of roadway and stormwater impact fees.*
- *Maintenance of trails...TBD*

- The existing plan does not provide a well-defined operations plan.
 - The existing plan does not identify who maintains what (Parks Department vs. Street Department).
 - A life cycle/maintenance cost would be a useful tool to include in the new plan.
 - The existing plan did not identify major hurdles (i.e. stream, railroad) or recommend alternatives to hurdles.
 - The maps contained in the existing plan are difficult to read/understand.
 - The new plan needs to ensure that facilities can actually be used as intended.
 - c. The subcommittee was asked how they find themselves using the existing plan. The following responses were provided:
 - i. Development Services mostly uses the plan to set the location of active transportation facilities with developers. It is also used as a guide for trail projects.
 - ii. The Parks Department uses the existing plan as a guide to plan, construct, and maintain greenways.
 - d. The subcommittee was asked what parts of the existing plan they think should be carried over to the Transportation Plan. The following was discussed:
 - i. The maintenance of roadside trails vs. greenways.
 - ii. Roadside trails should follow Parks Department Standards.
 - iii. Connection priorities per the hub and spoke system.
 - iv. Short-, mid-, and long-term project lists.
 - v. Projected costs and a project priority list.
3. Mark St. John briefly touched on the results of the public input regarding how to spend active transportation funding.
- a. The public scored sidewalks, pedestrian crossings, and maintenance highly.
 - b. Multiuse trails were scored midrange.
 - c. Greenways, bike lanes, amenities, and bike boulevards were scored lowest.
4. The subcommittee worked to clearly define a sidewalk, trail, path, greenway, ect.
- a. It was determined that a sidewalk should be:
 - i. 5.0' wide minimum per Town construction standards. While this width is the typical sidewalk width, a sidewalk can be wider based on context and location sensitivity.
 - For example, the sidewalks along Green Street in downtown Brownsburg are wider than 5.0'.

- The Town requested that Shrewsberry clearly define context and appropriate locations for sidewalks.
 - b. It was determined that the term path will not be used in the Transportation Plan.
 - c. The subcommittee agreed that a greenway is a multiuse facility that is separate from a motor vehicle corridor.
 - i. Greenways are placed in property owned by the Park's Department, or in easements. They are not placed in right-of-way.
 - ii. Greenways are to be maintained by the Park's Department.
 - d. The subcommittee agreed that a trail is a multiuse facility that is located within the same right-of-way as a roadway.
 - i. Several names were proposed to help define this from a greenway. At this time, Shrewsberry believes the most appropriate name is a roadside trail.
 - ii. Roadside trails are to be maintained by the Street Department.
 - e. Shrewsberry will include these definitions of a sidewalk, greenway, and roadside trail in the Transportation Plan. Shrewsberry will also define who is responsible to maintain each type of facility.
5. With sidewalk, greenway, and roadside trail clearly delineated, the existing Brownsburg Construction Standards for a sidewalk and trail cross-section were reviewed. The following was determined:
- a. The existing sidewalk cross-section is appropriate and does not need to be updated.
 - b. There will need to be one cross-section for a greenway, and a separate cross-section for a roadside trail.
 - c. The greenway cross-section will include:
 - i. A 12.0' desired width, with 8.0' allowable.
 - ii. 2.0' gravel shoulders.
 - iii. 2.0' of clear space outside of the shoulders.
 - iv. A total "footprint" width.
 - d. The trail cross-section should be updated to match the roadway cross-sections.
 - e. The Transportation Plan will recommend that the Construction Standards be updated accordingly. The Town will need to update construction standards outside of the Transportation Planning process.
6. Mark St. John shared with the subcommittee the goals and objectives from the 2014 Active Transportation Plan as well as the goals and objectives that have been drafted for the current plan update.
- a. Jill Palmer explained that she worked to incorporate all of the goals from the 2014 plan into the new draft goals and objectives.

- i. Jill felt that several of the goals were repetitive and condensed these goals down.
 - ii. Mark also stated that several of the goals and objectives from 2014 were also contained within the wider draft goals and objectives.
 - b. The subcommittee has been asked to review the draft goals and objectives, and to provide Shrewsberry with any comments or questions they may have.
 - i. The 2014 Active Transportation Plan Goals and Objectives, and the draft version of the updated Goals and Objectives, has been attached to these minutes.
7. Shrewsberry shared with the subcommittee a draft Active Transportation Map. This map shows existing and proposed sidewalk, trails, and greenways. As well as notable features such as existing crosswalks, bridges, schools, and parks.
- a. Jill Palmer stated that in the 2014 Active Transportation Plan all creeks and ditches were shown as having a proposed greenway.
 - i. The subcommittee determined that including all creeks and ditches did not make sense. Instead, the plan should focus on longer segments, and prioritize greenways along White Lick Creek and West White Lick Creek.
 - b. Roadside trail is shown per the previously determined roadway cross-sections and classifications. Jill explained that the roadside trail is placed on the side of the road where existing trail is located.
 - i. The final map should include a note to “confirm roadside trail location with Development Services.”
 - c. Travis Tranbarger stated that the Parks Department has a scoping study for a trail located south of the Taque Property that he can provide to Shrewsberry.
 - i. This trail should be included on the Active Transportation Map.
 - d. The subcommittee noted that the map was missing the new HAWK signal at the B&O Crossing of Hornaday Road, and the tunnel along the B&O Trail at CR 300 N.
 - e. The subcommittee has been also asked to review a draft Active Transportation Map, and to provide Shrewsberry with any comments they may have.
 - i. The Draft Active Transportation Map is attached to these minutes.
8. A discussion took place regarding Brownsburg’s current crosswalk ordinance. Per Town Code 71.70: “It is unlawful for pedestrians to cross any roadway in a business district or any designated highway except in a crosswalk if crosswalks have been marked on the roadways or highways.”
- a. The subcommittee determined it would be best to revise the ordinance.

- i. Language should be revised to be similar to the City of Indianapolis which allows for pedestrians to cross streets only at intersections or at other places that may be designated.
 - ii. Designated highway should be better defined.
9. Travis Tranbarger requested that trail amenities identified in the Park Design Standards from the Park Master Plan be included in the active transportation component.
10. Mark St. John stated that Shrewsbury is working to create a scoring system for all projects identified to be a part of the Transportation Plan update (including active transportation projects).
 - a. This scoring system will create a project prioritization list for the Town.
 - b. The subcommittee desires that projects that connect active transportation links (i.e. missing links), greenways, and active transportation projects that have previously been studied or had funding applied for be given scoring priority.
11. A discussion was had regarding when to upgrade a sidewalk from a trail. It was determined that it was location specific and should be determined on a case-by-case basis.
12. The meeting concluded at approximately 4:45 PM.

Attachments:

1. 2014 Active Transportation Plan Goals and Objectives.
2. Transportation Plan DRAFT Goals and Objectives.
3. DRAFT Active Transportation Map.

Introduction

Introduction

GOALS AND OBJECTIVES

The Brownsburg Active Transportation plan sets forth a roadmap for construction of a complete system of facilities to connect people to neighborhoods, schools, shopping centers and parks. This network will provide people with the opportunity to reach these destinations by foot or by bike without utilizing their motor vehicles. Such a complete system will provide many benefits to the Town including:

- Increased health through active travel
- Increased environmental sustainability through preservation of naturalized areas and reduction in carbon dioxide from fewer vehicular trips
- Increased amenities for recreation and exercise
- Increased economic growth through increased property values near amenities
- Increased assessed value of the Town
- Enhancing community pride and identity by becoming a bike and pedestrian focused community

The Active Transportation Plan contains goals and objectives for developing and implementing a pedestrian and bikeway system that will create safe, attractive and convenient options for bicycling and walking for all types of users. This will include trips for work, school, and recreation for all user types. The goals are the long-range visions that guide the plan and determine the desired direction of bicycle and pedestrian planning. The policies are more specific statements of how to accomplish the goals and identify means of measuring the fulfillment of the goals.

The goals and objectives reflect the current planning efforts of the Town of Brownsburg. The goals and objectives will help the Town to determine priorities for continuing to develop the bike and pedestrian system. The objectives illustrate the value of bicycling and walking and the positive impacts on the community, the environment and on the individual health and well-being.

GOAL 1: INCREASE RECREATIONAL AND TRANSPORTATION OPPORTUNITIES

Objective: Create a regional network of recreational and transportation routes to connect Brownsburg attractions with regional attractions in surrounding counties.

Objective: Provide access to bicycle and pedestrian facilities for a variety of users including walkers, runners, bicyclists, wheelchair users, strollers, and other non-motorized recreationalists and commuters.

Objective: Establish bicycle and pedestrian connections between parks to allow travel back and forth between the parks without the use of an automobile.

Objective: Provide off-road and on-road facilities to provide opportunities for different levels of recreation and commuting for various user levels.

Objective: Install bicycle parking at public buildings, retail areas, employment centers and recreational areas.

GOAL 2: IMPROVE CONNECTIVITY BETWEEN NEIGHBORHOODS AND DESTINATIONS.

Objective: Design and develop bicycle and pedestrian facilities to link major activity centers including schools, parks, shopping centers, and employment centers to encourage bicycling and walking as a viable mode of transportation.

Objective: Provide safe and convenient bicycle and pedestrian accommodations for every type of trip and user.

Objective: Provide bicycle and pedestrian amenities on routes linking schools with libraries, trails, parks, and recreational sites that encourage the mobility of school age children.

Brownsburg Today

Future Brownsburg

Implementation

Operations and Maintenance

Facilities Guide



Objective: Eliminate gaps in the existing system and improve sub-standard conditions of facilities within the network.

Objective: Provide safe and convenient bicycle and pedestrian connections where natural or man-made barriers restrict access.

GOAL 3: PROVIDE A SAFER WALKING AND BIKING ENVIRONMENT.

Objective: Plan, design and construct bicycle and pedestrian improvements to meet or exceed guidelines for bicycle and pedestrian safety.

Objective: Monitor bicycle and pedestrian related accidents to determine areas in need of improvements.

Objective: Work with law enforcement departments to develop education and enforcement programs to increase the awareness of all road users for rules and regulations concerning bicyclists and pedestrians utilizing the roadways.

Objective: Develop and distribute information materials to all roadway users informing users of their rights and responsibilities targeting bicyclists, pedestrians, and motorists.

Objective: Develop bicycle and pedestrian facilities to provide safe and convenient routes between neighborhoods, schools, employment centers, and recreational opportunities.

Objective: Design roadway crossings to maximize bicyclists and pedestrian safety.

GOAL 4: INCREASE THE VALUE OF NEARBY RESIDENTIAL, COMMERCIAL AND INDUSTRIAL PROPERTIES THROUGH BICYCLE AND PEDESTRIAN AMENITY DEVELOPMENT.

Objective: Maintain the network of bicycle and pe-

destrian facilities to create a safe, convenient and effective bicycle and pedestrian network.

Objective: Design and implement a network of bicycle and pedestrian facilities to create an amenity to attract new businesses and residents to the area.

Objective: Foster opportunities for economic growth through the creation of bicycle and pedestrian related businesses.

Objective: Promote the efficient use of existing resources by developing bike and pedestrian facilities within publicly held lands.

Objective: Pursue public and private funding sources to facilitate faster growth of the system. Funding sources might include multi-jurisdictional, private entities, and other potential partners such as health agencies, and school districts.

GOAL 5: ENCOURAGE BICYCLING AND WALKING THROUGH EDUCATION AND OUTREACH.

Objective: Encourage bicycling and walking as an alternative to the automobile and as a means to reduce pollution and congestion while increasing mobility choices and the quality of life in the community.

Objective: Provide programs utilizing the network of bicycle and pedestrian facilities such as fun runs, festival events, and group rides.

Objective: Promote the benefits of recreational use of the bike and pedestrian improvements.

Objective: Encourage strategies to increase activity levels of residents through promotion of bicycling and walking activities.

Objective: Design and install signage and mapping to encourage bicycling and walking activities.

Vision, Goals, and Objectives

VISION

Provide a safe, efficient, accessible, and sustainable transportation system that balances the needs of all travel modes while promoting connectivity and economic development throughout the community.

Goal 1: Improve safety and reduce congestion for vehicular traffic.

- Pursue safety and congestion improvement projects identified in this plan. Apply for CMAQ and HSIP funds to help offset costs for these projects.
- Enact policies for access management as outlined as part of this plan.
- Identify preferred truck routes, including Ronald Reagan Parkway and streets connecting to local businesses. Coordinate with local companies to encourage truck drivers to use the preferred truck routes. Use a “carrot” approach to promote appropriate truck routes, and limit use of the “stick” of truck restrictions.
- Investigate opportunities to replace at-grade rail crossings with grade-separated crossings.
- Encourage the evaluation of alternative intersection and interchange treatments that may offer better safety/capacity benefits than traditional intersections and interchanges.

Goal 2: Improve connectivity in and around Brownsburg.

- Explore the feasibility of a new bridge crossing and/or interchange of I-74 west of Green Street.
- Explore the feasibility of a new bridge crossing of I-74 east of Green Street, in the vicinity of County Road 900 East.
- Plan and evaluate potential routes to complete Northfield Drive around the west side of Brownsburg.
- Continue to encourage connecting streets between adjacent residential neighborhoods.
- Encourage businesses to connect with adjacent properties, use frontage roads where access is controlled, and reduce drive cuts when redevelopment opportunities occur.
- As new developments are planned, require connections as shown in the Thoroughfare Plan and Neighborhood Connectivity Map. The map does not indicate an exact alignment, but a general concept to connect stub streets with future development.
- Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/bicycle network.
- For new and redevelopment projects, and where right-of-way exists or private property allows, connect the pedestrian/bicycle network directly to the front door of destination buildings (not just to the parcel).

Goal 3: Encourage active transportation modes through policy updates and infrastructure investment.

- Adopt a Complete Streets ordinance based on the recommendations in this plan.
- Implement trail and sidewalk projects as identified in this plan. To help offset costs, pursue TAP or STBG funds for eligible project types, public/private partnerships, interagency agreements, and other creative funding solutions.
- As the active transportation network expands, and more people use it, monitor user feedback for any emerging safety concerns. Include safety remediation projects (if needed)

- in the capital improvement plan in addition to new facilities.
- Continue to implement the ADA transition plan to ensure the active transportation network is accessible to users.
- Prioritize construction of short sections or “missing links” of trail and sidewalk that would connect between existing areas of the pedestrian/bicycle network.
- Classify trails within the network to assist in prioritizing maintenance. Commuter routes will be designated as higher priority for snow removal and other service restoration compared to recreational trails. Neighborhood trails are the responsibility of the Homeowners Association and receive no maintenance from the Town, but they may be open for public use.
- Promote walking and bicycling activity and safety through educational and encouragement programs.
- Update the Town’s Construction Standards as needed to reflect emerging best practices in pedestrian and bicycle design and safety.

Goal 4: Partner with neighboring and regional agencies to plan for and implement regional transportation projects.

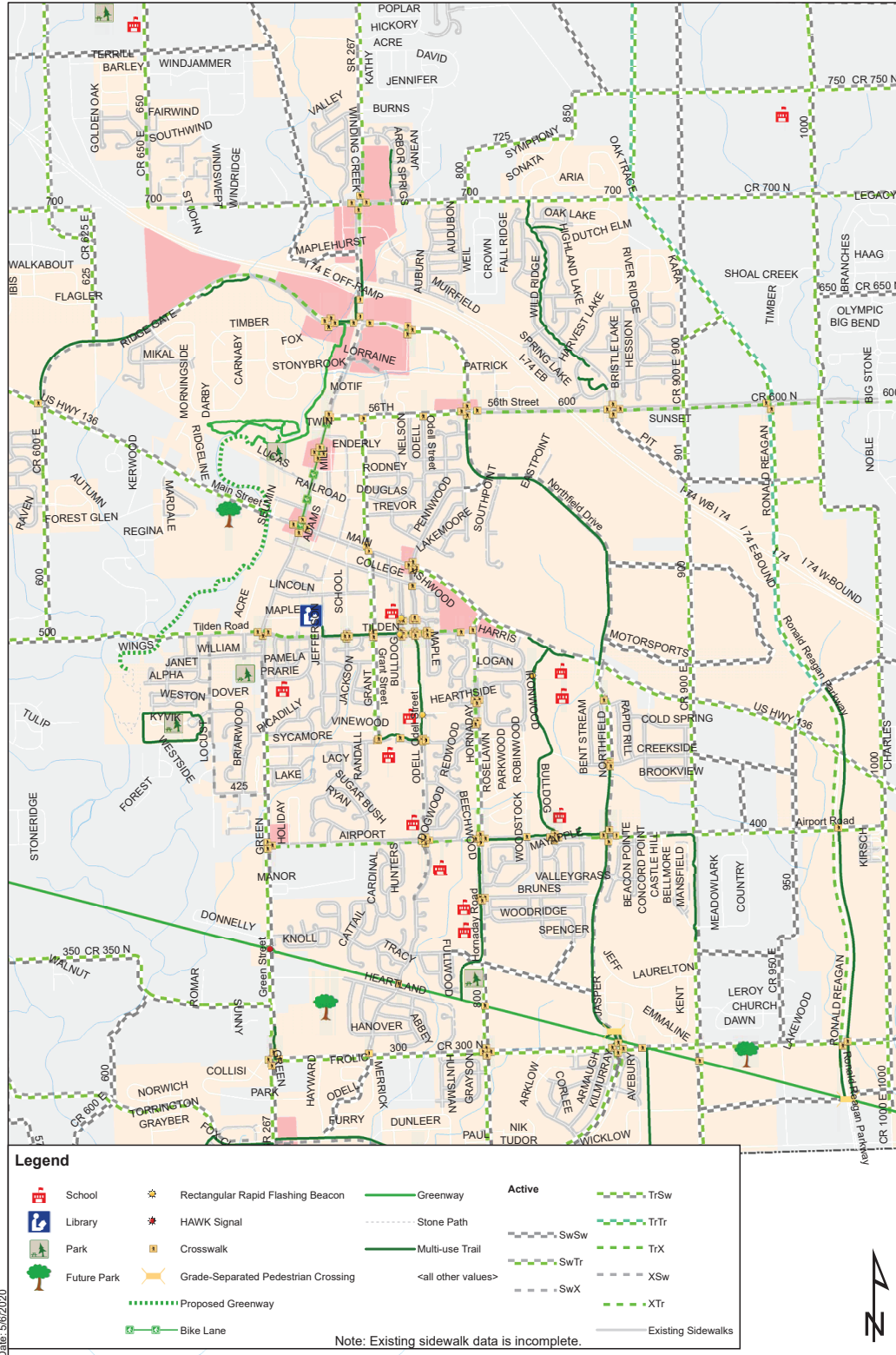
- Support Hendricks County in the completion of Ronald Reagan Parkway from 56th Street to the Boone County Line.
- Coordinate with INDOT regarding U.S. 136 through town and potential new overpass/interchange of I-74.
- Coordinate with Hendricks County regarding proposed projects that cross jurisdictional boundaries.
- Work with CIRT to explore the feasibility of regional express transit and local circulator transit.
- Share plans for capacity improvement projects (new roads, added travel lanes) with the MPO for inclusion in the Long-Range Plan and air quality model.
- Continue to pursue transportation-related goals and objectives from the Comprehensive Plan.
- Prepare or update land use plans in the vicinity of planned major transportation improvements.

Goal 5: Include elements of sustainability in transportation improvements

- Consider life cycle costs, including ongoing maintenance needs in addition to capital costs, as part of infrastructure planning. Budget to adequately maintain existing transportation infrastructure in addition to new projects.
- Evaluate green stormwater solutions as an alternative to traditional grey infrastructure.
- Utilize energy-efficient and power solutions, such as LED lighting and solar-powered infrastructure.
- Explore the implementation of roadway and stormwater impact fees.
- Maintenance of trails...TBD in active plan

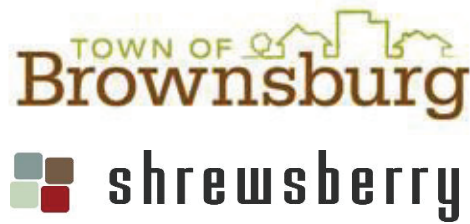
Active Transportation Map

Existing and Proposed Facilities



Date: 5/6/2020

Brownsburg Thoroughfare Plan
Steering Committee #3
August 18, 2020



Meeting Minutes

1. The meeting was held on August 18, 2020 via a virtual Zoom Call. The meeting began at 5:00 PM with the following people in attendance:
 - a. Jeff Eder Town Manager
 - b. Jim Waggoner Public Works Director
 - c. Travis Tranbarger Director of Parks and Recreation
 - d. Jonathan Blake Assistant Director of Parks and Recreation
 - e. David Wilson Senior Planner
 - f. Cari Palma Parks Board Member
 - g. Dennis Dawes Police Commissioner/Town Councilman
 - h. Jill Palmer Shrewsberry & Associates
 - i. Mark St. John Shrewsberry & Associates
 - j. Kevin Miller Etica Group

2. Mark St. John summarized what has been done since the Steering Committee last met in March 2020.
 - a. Shrewsberry has drafted portions of the report including sections on the planning process, background information, vision/objectives/goals, existing conditions, and data analysis.
 - b. Shrewsberry has completed most exhibits and maps that will be included in the final plan.
 - c. The Active Transportation Subcommittee met on July 21, 2020. Mark informed the steering committee of major outcomes of that subcommittee meeting. These included:
 - What portions of the 2014 Active Transportation Plan will be kept for this update.
 - Clear definitions of a sidewalk, greenway, and roadside trail.
 - Established what Town department was responsible for a sidewalk, greenway, or roadside trail.
 - Determined updated cross-sections for sidewalks, greenways, and roadside trails.
 - Reviewed Shrewsberry’s draft goals/objectives as they applied to the Active Plan. No changes have been proposed to date
 - Reviewed Shrewsberry’s draft Active Transportation Plan Map.

- d. Travis Tranbarger added that the Active Subcommittee also had discussed the following:
 - The desire for short-, mid-, and long-range project lists.
 - Design, construction, and maintenance of roadside trails and greenways should be uniform across all Town Departments.
3. Mark St. John presented the Steering Committee with the Draft Thoroughfare Plan Map. Mark reminded the committee of the purpose and need of this map.
 - a. This map was originally presented at Steering Committee #2. To date, Shrewsbury had received the following comments.
 - Remove the proposed section of Thornburg Parkway between Hornaday Road and Northfield Drive.
 - Relocate the Maplehurst Drive connection to CR 700 N to be east of the creek.
 - b. Mark asked the Steering Committee to provide additional feedback on the Draft Thoroughfare Plan Map. The following was discussed:
 - Cari Palma discussed the need for a pedestrian crossing (or bridge) across White Lick Creek and along Main Street as the Town will be constructing a new water park in the area.
 - Todd Barker brought up the need to include language in the report to discuss how a Thoroughfare Map does not create alignments or routes, but rather creates general planning level locations of new thoroughfares.
 - David Wilson shared Hendricks County's latest plans for the extension of Ronald Reagan Parkway north of 56th Street. The final plans show Ronald Reagan on a slightly different alignment than the draft map.
 - David stated that he would share the construction plans with Shrewsbury, who ensured they would update the draft map accordingly.
 - David Wilson inquired about the overlap of functional classifications in the southwest corner of the draft map. Jill Palmer explained that these roads would have different functions (and thus different classifications) until the southwest section of Northfield Drive was completed.
 - The Steering Committee felt it was best to classify these roads to the "max" classification. This will ensure proper right-of-way is dedicated as development occurs.
 - It was brought to Shrewsbury's attention that the linetype of Northfield Drive west of South Green Street may need to be updated.
 - Todd Barker inquired if the "X" linetype on CR 1000 E meant the road was to be removed.

- Jill Palmer stated that it did mean the road was to be removed. In the case of CR 1000 E it helps to eliminate a railroad crossing, and provide better access to the Ronald Reagan Parkway extension.
 - Todd Barker stated that the CR 900 E removal at Ronald Reagan Parkway should be updated to match the Town’s latest plans for the area.
 - David Wilson shared an exhibit with the Steering Committee showing proposed road configurations south of the Ronald Reagan Parkway and I-74 Interchange.
 - David will share these exhibits with Shrewsberry, who will use them to update the Thoroughfare Plan Map accordingly.
 - Todd Barker pointed out that the proposed north/south Minor Collector west of SR 267 and between CR 800 N and CR 700 N overlaps White Lick Creek.
 - Jill Palmer stated that she was aware of this when she created the map, but she felt it was appropriate to show a minor collector to help “break up” the large section of land bounded by CR 800 N, SR 267, CR 700 N, and CR 650 E.
 - A suggestion was made that it may be appropriate to show this as a greenway trail.
 - David Wilson raised concerns about receiving appropriate right-of-way along Lorraine Drive and North Grant Street near the Kroger.
 - Mark St. John stated it was best to leave these roadways on the map as it allows for the right-of-way to be dedicated should redevelopment occur (even if that redevelopment is unlikely).
4. Mark St. John shared the results of the public input process with the Steering Committee.
- a. Shrewsberry held an in-person public workshop in December 2019. This workshop allowed for citizens to interact with staff from Shrewsberry and the Town, and provide input on the thoroughfare planning process.
 - A summary of the public workshop results has been attached to these minutes.
 - b. An online public survey was also used to gather public input. The survey had over 500 participants.
 - A summary of the online public survey results has been attached to these minutes.
5. Mark St. John presented the Steering Committee with an Excel spreadsheet that contained a draft list of projects. Mark explained the following about the project list:

- a. The list includes all projects that have been identified in the planning process. The following sources were used, and are color coded in the Excel sheet as follows:
 - Yellow – Steering Committee Input
 - Blue – Public Workshop Input
 - Orange – Public Online Survey Input
 - Green – Data Identified Projects
 - b. This project priority list will be used by the Town to guide their decision making process when choosing what projects to construct and pursue funding on in the next 10+ years.
 - c. This list will help the Town achieve the vision of the Thoroughfare Plan and Active Plan Maps.
 - d. Responsible agency will be added (Town, County, INDOT, multi-jurisdictional) so that a priority list for each agency can be created.
 - e. Mark St. John described how scores were assigned to each source:
 - Yellow – Steering Committee Input – Received 1 point/response
 - Blue – Public Workshop Input – Received 1 point/response
 - Orange – Public Online Survey Input – Received 1 point/response
 - Green – Data Identified Projects – Was ranked by importance on a scale of 1-10 for safety projects, and a scale of 1-20 for congestion projects.
 - f. The Steering Committee asked if any effort had been made to normalize or standardize the scores. This will help even out the discrepancy in the number of responses.
 - Mark agreed with the statement, and showed the Steering Committee where in the spreadsheet the normalized scores were.
6. Shrewsbury next described how weighting each source can provide for a project prioritization list specifically tailored to the needs of the Town..
- a. A discussion was had regarding weighting each source. It was determined that the data identified projects (green) should receive a heavier weight.
 - b. The remaining sources should be weighted evenly.
 - c. At the meeting the following project weighting was determined:
 - Yellow – Steering Committee Input – 13.33%
 - Blue – Public Workshop Input – 13.33%
 - Orange – Public Online Survey Input – 13.33%
 - Green – Data Identified Projects – 60.00%
 - d. The Steering Committee requested that the Excel sheet be provided to them for their review.
7. Kevin Miller with Etica presented the Steering Committee with a draft set of goals and objectives for the Access Management Policy that will be a part of this Transportation Plan Update.

- a. Kevin provided some examples of different access management in use in Brownsburg including the Hendricks Regional Health facility on Ronald Reagan Parkway.
 - b. Kevin explained that the draft set of goals and objectives is based on INDOT's Access Management Policy.
 - Jill Palmer asked that the objective "Improve traffic safety by reducing the frequency of crashes" be amended to include severity.
 - c. The Steering Committee asked if it would be appropriate to create their own unique set of goals and objectives different from INDOT's.
 - A discussion was had, and it was agreed that customization may be appropriate, but that the overall goals and objectives do match industry best practices.
 - d. Todd Barker asked if access management policies should be different for different parts of the Town.
 - Kevin agreed that they should be and that different policies can be applied based on functional classification as well as "zones." For example, access management for downtown Brownsburg would look different than access management for Ronald Reagan Parkway.
 - e. Kevin stated that the draft list of goals and objectives would be sent out to the Steering Committee after the meeting to give them more time to review. These can be discussed at the next Steering Committee meeting.
8. Mark St. John stated that one Steering Committee meeting remained.
- a. Mark asked the Town what format they would like the plan to be created in. The Town stated that InDesign would work for them.
 - b. Based on the required completion date of December 2020 (as set by the Indianapolis MPO), the next Steering Committee meeting will need to be held within the next month.
 - Jill Palmer stated that she believes the MPO would allow for additional time due to COVID-19 scheduling delays provided the plan was substantially complete.
 - c. Todd Barker informed the Steering Committee that the plan will require recommendations from the Parks Board and Plan Commission, before going to the Town Council for approval.
 - d. Todd Barker requested that a draft plan be presented to the Steering Committee by the end of September/early October.
9. The meeting concluded at approximately 6:30 PM.

Attachments

1. Summarized results of December 2019 Public Workshop.
2. Summarized results of Online Public Survey.

Station 2: Congestion

On December 16, 2019 Shrewsberry & Associates held a public input open house in Brownsburg, Indiana to solicit public input for the Transportation Plan Update process. Shrewsberry had the public provide input at various stations. At Station 2, the public was asked to mark locations that they felt frustrated with traffic flow. Below is a table summarizing the responses.

| Location | # of Responses | Comments |
|--|----------------|--|
| CR 700 N from Green Street to CR 725 E | 1 | - |
| CR 700 N across I-74 | 1 | - |
| Green Street and I-74 WB Ramps | 1 | Extend left-turn lane at Crew Carwash. |
| West Northfield Drive and western-most Walmart Access Drive (shared with IHOP) | 1 | No turn lane. |
| East Northfield Drive from Green Street to Patrick Place | 1 | - |
| Green Street from Northfield Drive to Airport Road | 2 | - |
| Ronald Reagan Parkway and I-74 WB Off Ramp | 5 | Pavement markings need updated with new signal, storage length. |
| Main Street and Bulldog Way | 1 | - |
| Airport Road and Ronald Reagan Parkway | 1 | No turn lanes. Why was this not signaled or crossing removed with RR Pkwy. construction? |
| Airport Road and Hornaday Road | 2 | - |
| CR 300 N and CR 900 E | 2 | Needs a roundabout. |
| CR 300 N from CR 900 E to CR 1000 E | 1 | - |



| Location | # of Responses | Comments |
|---------------------------|----------------|---|
| CR 300 N and Odell Street | 1 | - |
| US 136 | 1 | Restripe where it is a wide 3-lane section. |



Station 3: Safety

On December 16, 2019 Shrewsberry & Associates held a public input open house in Brownsburg, Indiana to solicit public input for the Transportation Plan Update. Shrewsberry had the public provide input at various stations. At Station 3, the public was asked to mark locations that they felt are hazardous to drive. Below is a table summarizing the responses.

| Location | # of Responses | Comments |
|---|----------------|--|
| Green Street and Acre Lane | 1 | Needs a traffic signal. |
| West Northfield Drive and McNeess Way | 1 | - |
| Northfield Drive from White Lick Creek to Patrick Place | 1 | - |
| South Green Street from Main Street to Sycamore Street | 1 | - |
| Main Street and North Grant Street | 1 | Realign Grant Street so south/north legs align. |
| School Street and Tilden Road | 1 | - |
| Tilden Road and Odell Street | 2 | - |
| Ronald Reagan Parkway and I-74 WB Off Ramps | 4 | Pavement markings need updated with new signal, storage length. |
| Main Street and CR 900 E | 3 | - |
| Airport Road and Ronald Reagan Parkway | 1 | No turn lanes. Why was this not signalized or crossing removed with RR Pkwy. construction? |
| Airport Road and Hornaday Road | 1 | - |
| CR 300 N and Hornaday Road | 1 | - |



| Location | # of Responses | Comments |
|---------------------------------------|----------------|--|
| CR 900 E and CR 300 N | 3 | This should be a roundabout. |
| I-74 at CR 900 E and CR 625 E. | 1 | Bridges not needed. |
| 56 th Street and CR 900 E. | 1 | Signal not needed due to dead end at Reagan. (Unless there is new development). |

Station 4: Active Transportation

On December 16, 2019 Shrewsberry & Associates held a public input open house in Brownsburg, Indiana to solicit public input for the Transportation Plan Update. Shrewsberry had the public provide input at various stations. At Station 4, the public was asked to mark locations that need sidewalk, trail, crosswalk, or other pedestrian/bicycle-related improvements. Below is a table summarizing the responses.

| Location | # of Responses | Comments |
|---|----------------|------------------------------|
| CR 700 N from Green Street to CR 900 E | 1 | - |
| CR 900 E from CR 700 N to CR 600 N | 1 | - |
| Green Street from Whittington Drive to Northfield Drive | 1 | - |
| Green Street and I-74 EB Ramps | 1 | - |
| Twin Street from Green Street to White Lick Creek | 1 | White Lick Trail connection. |
| Main Street from East Northfield Drive to Green Street | 2 | - |
| Main Street from Green Street to Hornaday Road | 1 | - |
| Hornaday Road from Main Street to Airport Road | 1 | - |
| East Northfield Drive from Main Street to Tilden Road | 2 | - |
| Tilden Road from Northfield Drive to Green Street | 1 | - |
| South Green Street from Tilden Road to Sycamore Street | 1 | - |
| South Green Street from Sycamore Street to B&O Trail | 2 | - |



| Location | # of Responses | Comments |
|---|----------------|--|
| CR 900 E from Country Lane to CR 300 N | 1 | - |
| CR 300 N from CR 900 E to B&O Trail | 2 | - |
| CR 300 N from Ronald Reagan Parkway to CR 900 E | 1 | - |
| East Northfield Drive at White Lick Creek | 1 | White Lick Creek trail connection. |
| Miscellaneous | 1 | Leverage the economic benefit of trails. |



Station 5: Access Control

On December 16, 2019 Shrewsberry & Associates held a public input open house in Brownsburg, Indiana to solicit public input for the Transportation Plan Update. Shrewsberry had the public provide input at various stations. At Station 5, the public was asked to mark locations that would benefit from consolidated driveways, limited access points, and planned future access points to improve traffic flow on the through street. Below is a table summarizing the responses.

| Location | # of Responses | Comments |
|--|----------------|--|
| North Green Street and I-74 WB Off Ramps. | 1 | - |
| West Northfield Drive and western-most Walmart Access Drive (shared with IHOP) | 1 | - |
| Northfield Drive east of North Green Street | 2 | - |
| Main Street and Grant Street | 1 | Why does parking lot align with North Grant Street? Alight north/south legs of Grant Street. |
| Main Street and Bulldog Way | 2 | - |



Station 6: Transportation Spending

On December 16, 2019 Shrewsberry & Associates held a public input open house in Brownsburg, Indiana to solicit public input for the Transportation Plan Update. Shrewsberry had the public provide input at various stations. At Station 6, the public provided input by adding dollar stickers to various categories they felt should receive prioritized transportation spending. Participants were given three dollar stickers to place in one of four categories. Below is a table summarizing the responses.

| Category | # of Dollar Stickers | Percent of Total |
|---|----------------------|------------------|
| Intersection Improvements (Roundabouts, Traffic Signals, Turn Lanes, Signal Timings) | 8.5 | 28.3% |
| Maintenance Projects (Repaving, Fill Potholes, Replace Signs, New Pavement Markings) | 8 | 26.7% |
| Active Transportation Modes (Trails, Bike Lanes, Sidewalks, Transit, Carpool) | 4.5 | 15% |
| Widening and New Roads (Added Travel Lanes, New Road Segments) | 9 | 30% |



Station 7: Active Transportation Spending

On December 16, 2019 Shrewsberry & Associates held a public input open house in Brownsburg, Indiana to solicit public input for the Transportation Plan Update. Shrewsberry had the public provide input at various stations. At Station 7, the public provided input by adding dollar stickers to various categories they felt should receive prioritized active transportation spending. Participants were given six dollar stickers to place in one of eight categories. Below is a table summarizing the responses.

| Category | # of Dollar Stickers | Percent of Total |
|--|----------------------|------------------|
| Maintenance (e.g. trash, snow, brush removal, paving, sweeping) | 18 | 24% |
| Bikeway/Bike Boulevard (shared-use roadway with bicycle preference and traffic calming for vehicles) | 3 | 4% |
| Multi-Use Trails (paved trail for pedestrians and bicycles running parallel to a street) | 13 | 17.3% |
| Greenways (paved trail for pedestrians and bicycles that follows a creek, a utility corridor, or a railroad right of way) | 10 | 13.3% |
| Sidewalks | 12 | 16% |
| Bike Lanes (on-street marked lanes for bicycle use only) | 4 | 5.3% |
| Crossing Improvements (e.g. signs, pavement markings, flashing lights, curb bump-outs, refuge islands) | 6 | 8% |
| Amenities (e.g. benches, lighting, maps, wayfinding signs, bike racks) | 9 | 12% |



Station 8: Goals and Objectives

On December 16, 2019 Shrewsberry & Associates held a public input open house in Brownsburg, Indiana to solicit public input for the Transportation Plan Update. Shrewsberry had the public provide input at various stations. At Station 8, the public provided input by adding stickers to goals and objectives they believed should be further developed in the Transportation Plan. Participants were also permitted to add any additional suggestions they had. Below is a table summarizing the responses.

| Goal/Objective | | # of Stickers |
|----------------|---|---------------|
| Goal 1 | Improve safety and reduce congestion for vehicular traffic. | 0 |
| Objective | Pursue safety and congestion improvement projects identified in this plan. Apply for CMAQ and HSIP funds to help offset costs for these projects. | 1 |
| Objective | Enact policies for access management as outlined as part of this plan. | 1 |
| Objective | Identify preferred truck routes, including Ronald Reagan Parkway and streets connecting to local businesses. Coordinate with local companies to encourage truck drivers to use the preferred truck routes. Use a "carrot" approach to promote appropriate truck routes, and limit use of the "stick" of truck restrictions. | 1 |
| Objective | Investigate opportunities to replace at-grade rail crossings with grade-separated crossings. | 1 |
| Goal 2 | Improve connectivity in and around Brownsburg. | 0 |
| Objective | Explore the feasibility of a new bridge crossing and/or interchange of I-74 west of Green Street. | 3 |
| Objective | Explore the feasibility of a new bridge crossing of I-74 east of Green Street, in the vicinity of County Road 900 East. | 0 |
| Objective | Plan and evaluate potential routes to complete Northfield Drive around the west side of Brownsburg. | 1 |

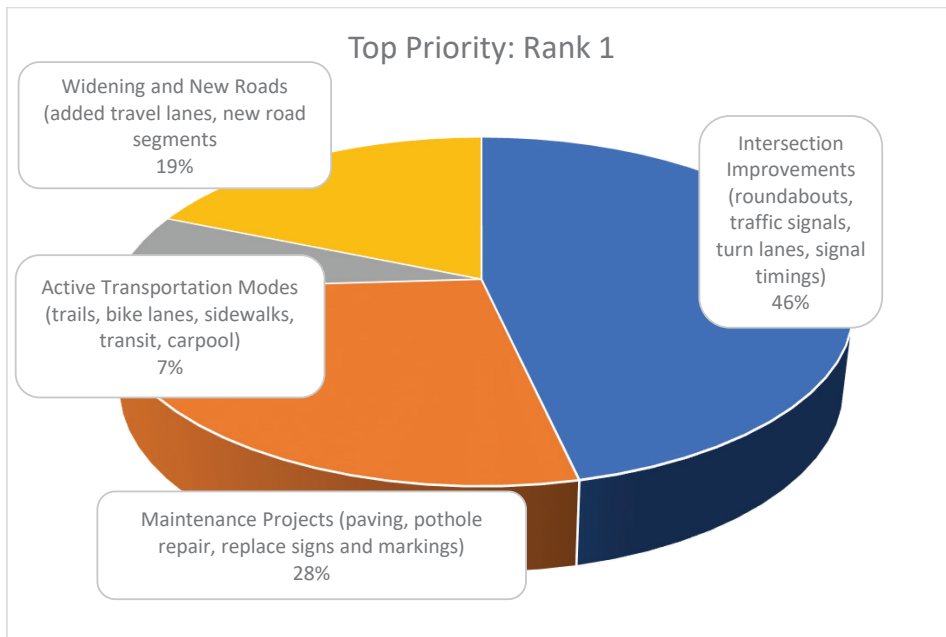
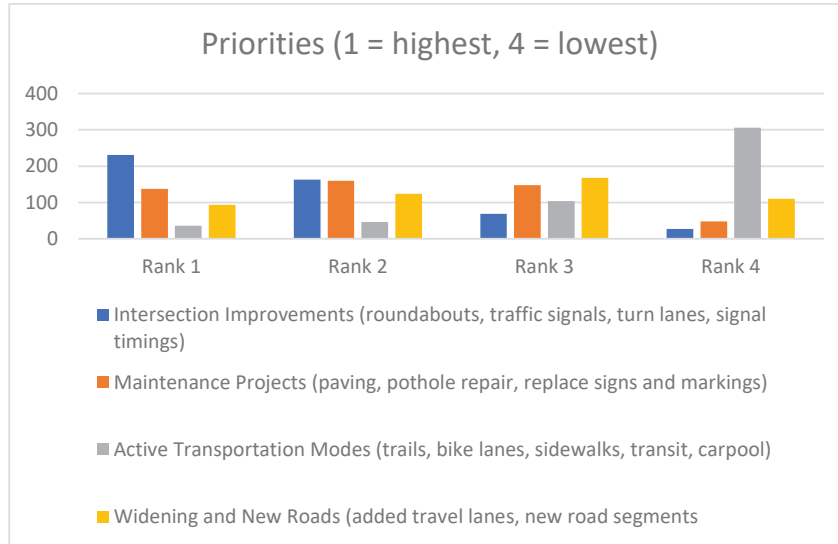


| Goal/Objective | | # of Stickers |
|----------------|--|---------------|
| Objective | Continue to encourage connecting streets between adjacent residential neighborhoods. | 1 |
| Objective | Encourage businesses to connect with adjacent properties, use frontage roads where access is controlled, and reduce drive cuts when redevelopment opportunities occur. | 2 |
| Objective | As new developments are planned, require connections as shown in the Thoroughfare Plan and Neighborhood Connectivity Map. The map does not indicate an exact alignment, but a general concept to connect stub streets with future development. | 0 |
| Goal 3 | Encourage active transportation modes through policy updates and infrastructure investment. | 0 |
| Objective | Adopt a Complete Streets ordinance based on the recommendations in this plan. | 1 |
| Objective | Pursue trail and sidewalk projects as identified in this plan. Apply for TAP or STBG funds to help offset costs for eligible project types. | 0 |
| Objective | As the active transportation network expands, and more people use it, monitor user feedback for any emerging safety concerns. Include safety remediation projects (if needed) in the capital improvement plan in addition to new facilities. | 1 |
| Objective | Continue to implement the ADA transition plan to ensure the active transportation network is accessible to users. | 0 |
| Goal 4 | Continue to implement the ADA transition plan to ensure the active transportation network is accessible to users. | 0 |
| Objective | Support Hendricks County in the completion of Ronald Reagan Parkway from 56th Street to the Boone County Line. | 2 |
| Objective | Coordinate with INDOT regarding U.S. 136 through town and potential new overpass/interchange of I-74. | 1 |
| Objective | Coordinate with Hendricks County regarding proposed projects that cross jurisdictional boundaries. | 0 |



| Goal/Objective | | # of Stickers |
|----------------|--|---------------|
| Objective | Work with CIRT A to explore the feasibility of regional express transit and local circulator transit. | 0 |
| Objective | Share plans for capacity improvement projects (new roads, added travel lanes) with the MPO for inclusion in the Long-Range Plan and air quality model. | 0 |
| Objective | Continue to pursue transportation-related goals and objectives from the Comprehensive Plan. | 0 |
| Objective | Prepare or update land use plans in the vicinity of planned major transportation improvements. | 0 |
| Goal 5 | Include elements of sustainability in transportation improvements | 0 |
| Objective | Consider life cycle costs, including ongoing maintenance needs in addition to capital costs, as part of infrastructure planning. Budget to adequately maintain existing transportation infrastructure in addition to new projects. | 0 |
| Objective | Evaluate green stormwater solutions as an alternative to traditional grey infrastructure. | 0 |
| Objective | Utilize energy-efficient and power solutions, such as LED lighting and solar-powered infrastructure. | 1 |
| Added Goals | Miscellaneous | - |
| Added | Promote transportation improvements that foster development with assessed value capped in the 2-3% range. | 2 |

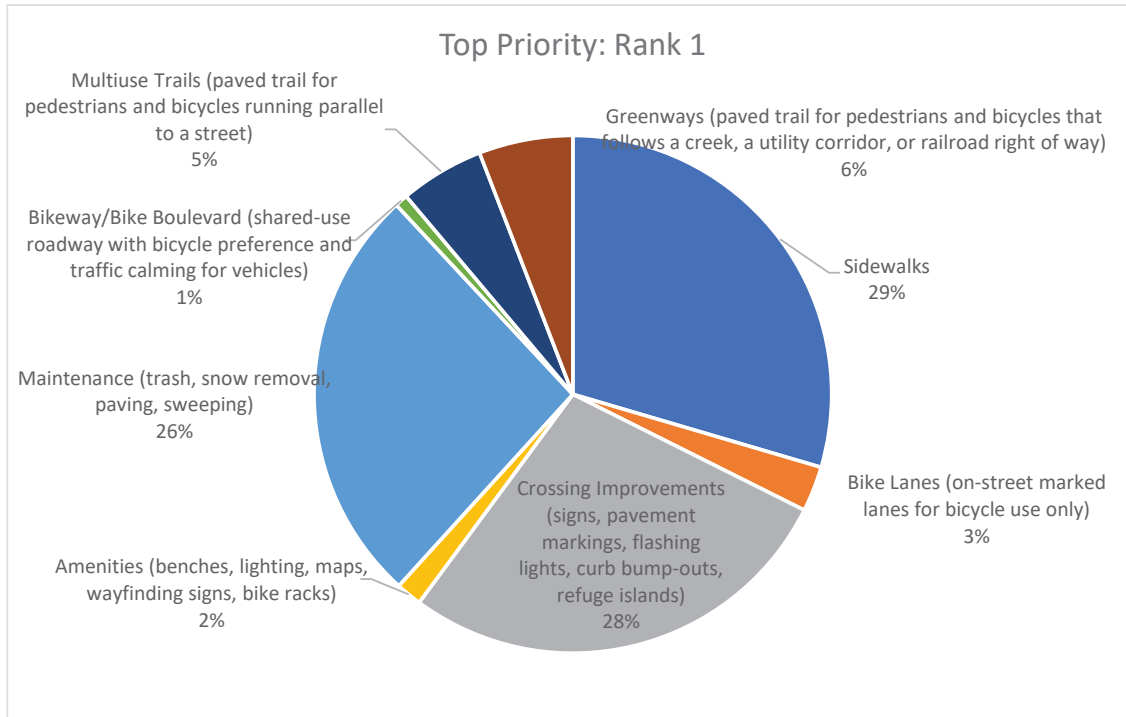
Online Survey Q1: How should the Town of Brownsburg spend its tax dollars on transportation improvements? Rank the options from 1 (top priority) to 4 (low priority).



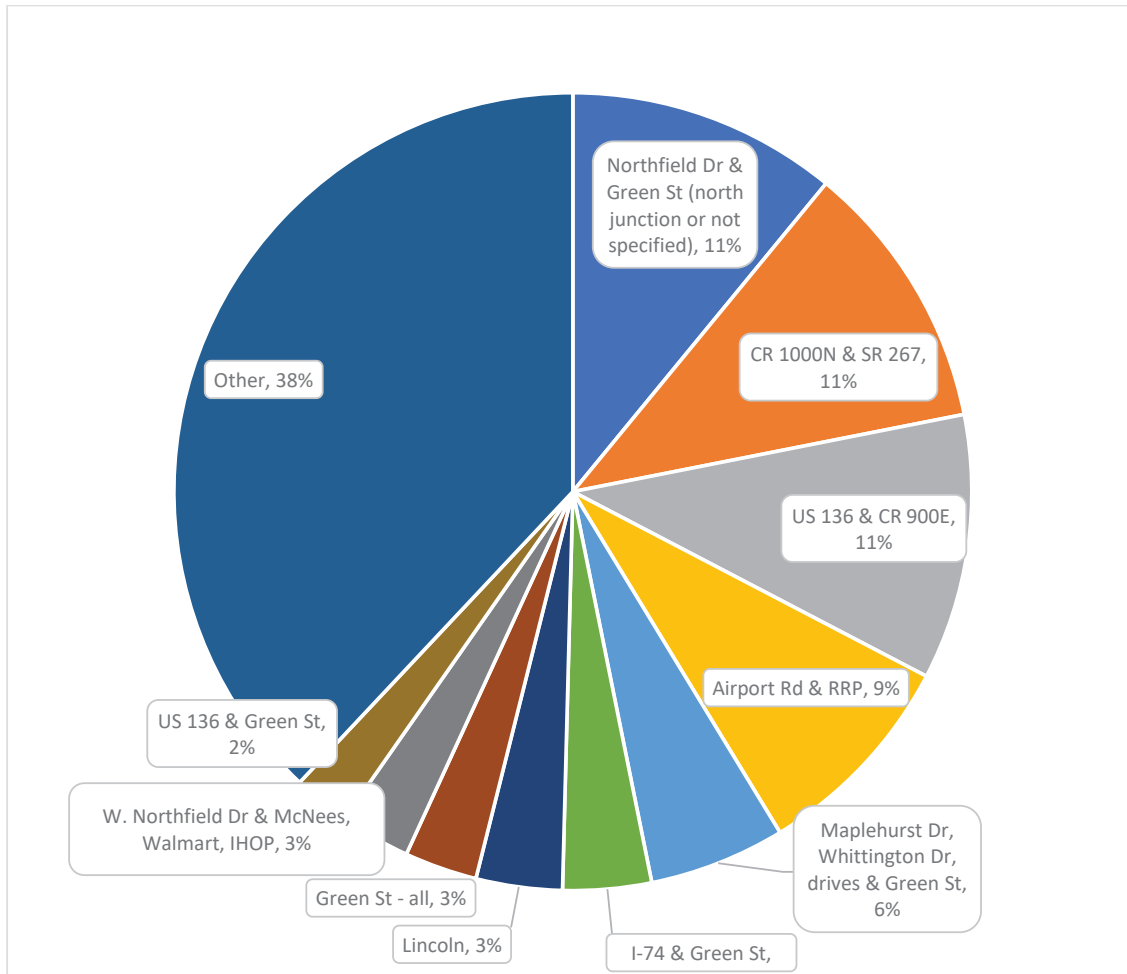
Online Survey Q2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).



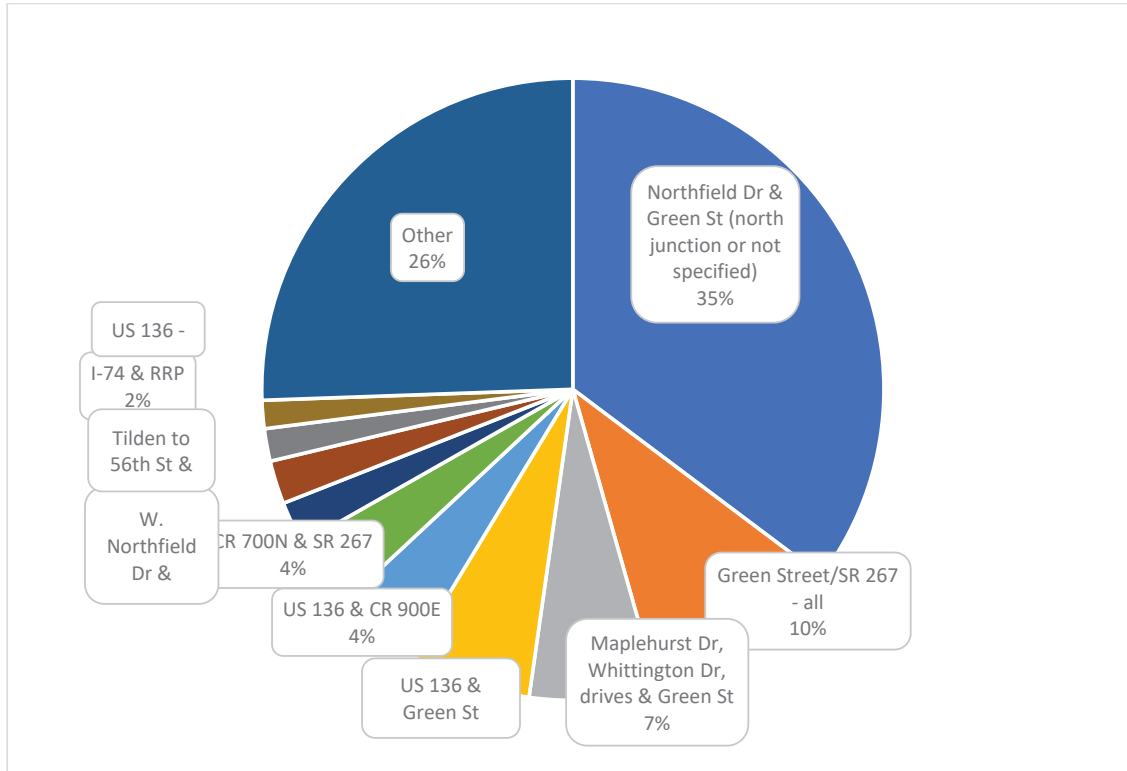
Online Survey Q2 (Continued)



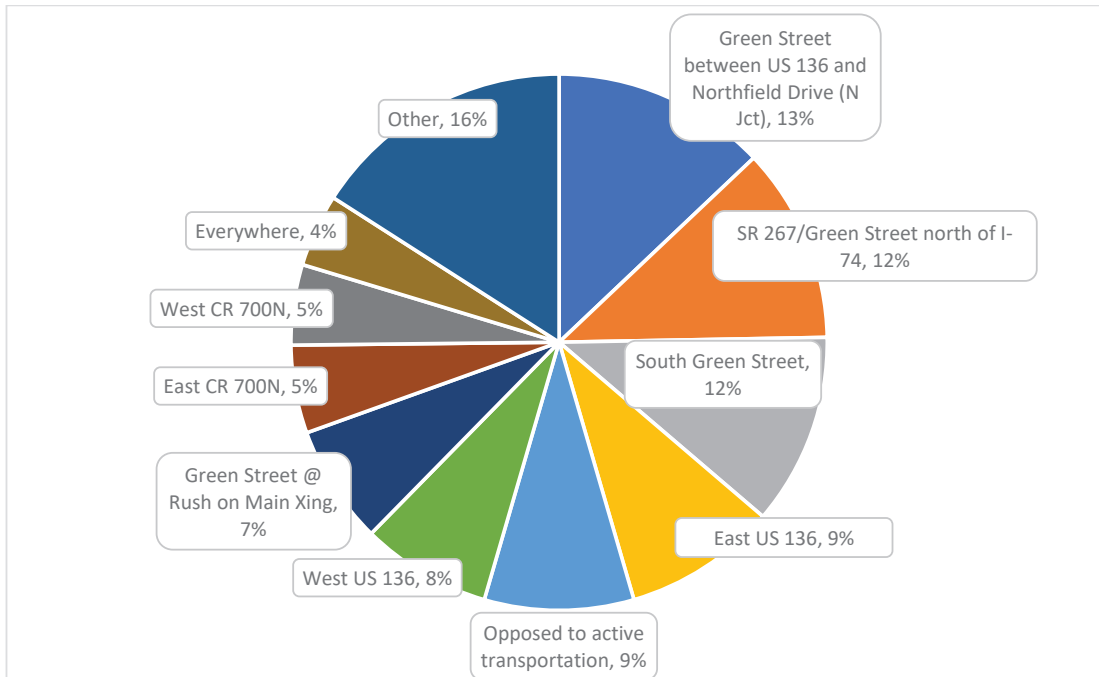
Online Survey Q3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?



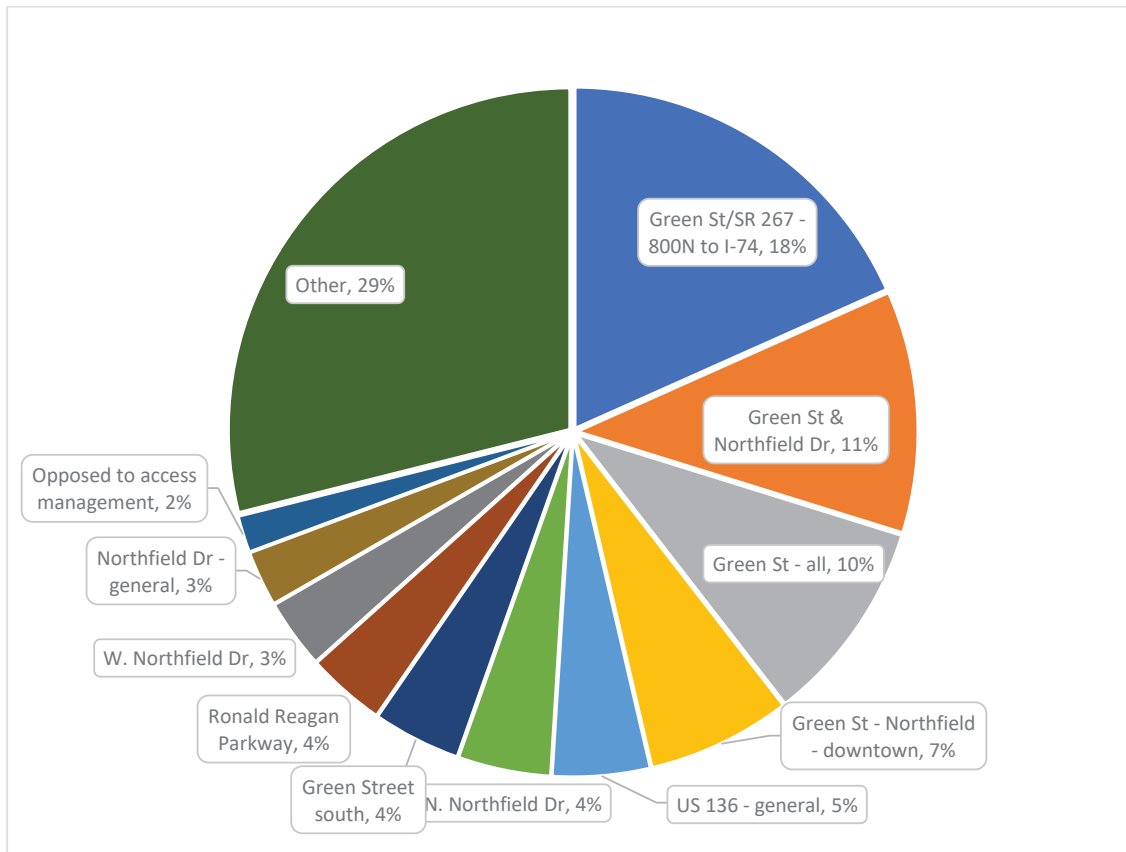
Online Survey Q4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?



Online Survey Q5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?



Online Survey Q6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.



Brownsburg Thoroughfare Plan
Steering Committee #4
September 16, 2020



Meeting Minutes

1. The meeting was held virtually via Zoom, and began at 4:00 PM with the following people in attendance:
 - a. Jeff Eder
Town Manager
 - b. Todd Barker
Development Services
 - c. Cari Palma
Parks Board
 - d. Jodi Dickey
Development Services
 - e. Jonathan Blake
Parks Department
 - f. Travis Tranbarger
Parks Department
 - g. Jim Waggoner
Public Works Director
 - h. Dennis Dawes
Town Council
 - i. Richard Miller
Plan Commission
 - j. Mark St. John
Shrewsberry & Associates
 - k. Jill Palmer
Shrewsberry & Associates
 - l. Kevin Miller
Etica Group

2. Mark St. John updated the Steering Committee with Shrewsberry's progress since the last Steering Committee meeting last month. Shrewsberry has:
 - a. Completed project scoring and project prioritization for transportation and active transportation related projects.
 - b. Drafted large report sections and began assembling the report in InDesign software.

3. Kevin Miller with Etica Group went over the draft version of the Access Management Policy to be incorporated into the Transportation Plan. Kevin highlighted the following items from the policy:
 - a. The finalized goals and objectives that were discussed at Steering Committee #3.
 - b. The list of referenced access management standards that this policy is based on.
 - c. Basic access management principles that were the driving force of this policy. Including:
 - i. Access management's relation to functional class.
 - ii. Limiting the number of intersections to reduce conflict.
 - iii. Giving the Town the flexibility on location and number of access points for a development, while setting clear guidelines.
 - d. Driveway spacing and design standards including:

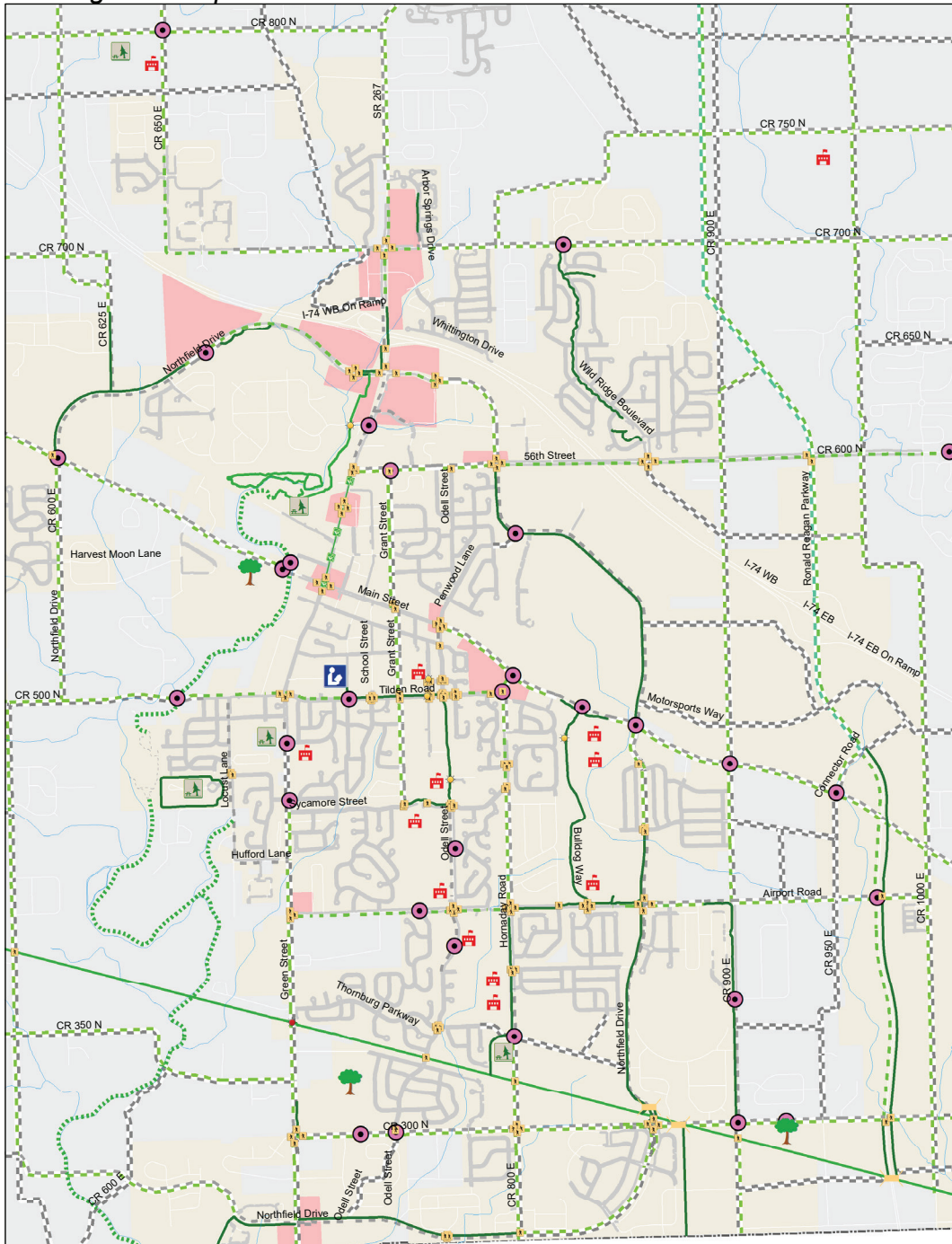
- i. Recommendation to utilize shared driveways.
 - ii. Spacing based on speed limits.
 - iii. Criteria for driveway approach angle.
 - iv. Requirements to align opposing driveways.
 - v. Criteria for what to do when driveway spacing cannot be met.
 - e. Corner clearance standards.
 - f. The requirement for at least two exiting lanes, with a third lane as warranted by a traffic impact study.
 - g. Turn lane warrants per Town of Brownsburg and INDOT Standards.
 - h. On-site circulation requirements.
 - i. Raised center median requirements for when left-turn movements are to be restricted.
 - j. Minimum spacing between intersections for intersections with unsignalized, signalized, and roundabout control.
 - k. Incorporating alternate modes of transportation into the access management policy.
4. Mark St. John told the Steering Committee that all of the discussion and comments from the last meeting had been incorporated into the updated Thoroughfare Plan Map. Mark presented the committee with the updated map, which has also been attached to these minutes.
5. Mark St. John shared with the Steering Committee the updated project scoring spreadsheet.
- a. Mark asked for clarification on projects that should be marked completed vs. not completed. Completed projects will be removed from the project prioritization lists. The following were discussed:
 - i. Main Street and CR 550 E does not have a planned project.
 - ii. CR 300 N and CR 900 E has applied for funding for a roundabout in the past. No project is currently planned for this location.
 - iii. South Green Street and Tilden Street was updated around 2015.
 - iv. 56th Street and Grant Street recently had a signal updated.
 - v. Ronald Reagan Parkway and 56th Street will be improved with the County's extension of Ronald Reagan Parkway.
 - vi. Improvements to Northfield Drive in the area of North Green Street are planned.
 - b. Cari Palma requested that the Tague Property access be added to the project prioritization list.
 - c. Todd Barker stated he would provide Shrewsbury with an exhibit that outlines the proper naming conventions for Northfield Drive.
6. Mark St. John told the Steering Committee that comments from the subcommittee had been incorporated into the updated Active Transportation Plan Map. Mark presented the committee with the updated map, which has also been attached to these minutes.

7. Mark St. John shared with the Steering Committee the updated project scoring spreadsheet for active transportation projects.
 - a. Mark explained that this list started as the same project priority spreadsheet as described above. Shrewsberry then eliminated all projects that were not specifically scored as active transportation.
 - b. Mark St. John stated that a “Connectivity Score” had also been applied to the Active Transportation Projects.
 - i. This score helps to prioritize connections of “missing links” which is a stated objective of the Transportation Plan.
 - ii. This score helps to provide a wider range of total scores and give more meaning to the project prioritization.
 - iii. Scores were assigned to this category as follows:
 - Links that connected missing Greenway Trail links were given a score of 3.
 - Links that connected missing Roadside Trail links were given a score of 2.
 - Links that connected missing Sidewalk links were given a score of 1.
 - A score of 0 was given to active transportation projects that did not provide missing link connections.
 - iv. A small discussion was had, and the Steering Committee did not oppose the addition of the Connectivity Score.
 - c. The Steering Committee felt that all projects related to the White Lick Creek Trail be combined into one project for scoring purposes.
 - i. Mark stated that this would raise the project prioritization of the White Lick Creek Trail and allow for some other projects to rise higher.
8. Mark St. John stated that this is the last meeting of the Steering Committee and thanked the steering committee members for their time and effort through the planning process. Mark outlined the following next steps:
 - a. 10/5/2020 – Shrewsberry will provide a draft report for the Steering to review and comment on.
 - b. 10/15/2020 – Shrewsberry will present the Transportation Plan to the Parks Board for their recommendation.
 - c. 10/26/2020 – Shrewsberry will present the Transportation Plan to the Plan Commission for their recommendation.
 - d. November/December 2020 – Shrewsberry will present the Transportation Plan to the Town Council for approval by resolution.
9. The meeting ended at approximately 5:15 PM.

Enc; Updated Thoroughfare Plan Map
Updated Active Transportation Plan Map

Active Transportation Map

Existing and Proposed Facilities



| Legend | | | |
|--------|---|--|---------------------|
| | School | | Proposed Crossing |
| | Library | | Proposed Greenway |
| | Park | | Bike Lane |
| | Future Park | | Multi-use Trail |
| | Ex. Flashing Warning Beacon | | Trail/Sidewalk |
| | Ex. HAWK Signal | | Sidewalk Both Sides |
| | Ex. Crosswalk | | Sidewalk One Side |
| | Ex. Grade-Separated Pedestrian Crossing | | Trail One Side |
| | Type | | Existing Sidewalks |

Date: 9/17/2020

Note: Existing sidewalk data is incomplete.

Public Survey

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 1 | 2 | 3 | 4 |
| 1 | 4 | 3 | 2 |
| 4 | 3 | 1 | 2 |
| 3 | 2 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 3 | 4 |
| 3 | 1 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 2 | 4 | 3 | 1 |
| 1 | 3 | 2 | 4 |
| 2 | 3 | 4 | 1 |
| [Left Blank] | [Left Blank] | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 3 | 4 | 2 | 1 |
| 3 | 2 | 1 | 4 |
| 1 | 4 | 3 | 2 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 3 | 1 | 4 | 2 |
| 1 | 4 | 2 | 3 |
| 1 | 3 | 2 | 4 |
| 2 | 1 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 3 | 4 |
| 3 | 2 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 3 | 4 | 2 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 3 | 1 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 3 | 1 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 3 | 2 | 4 | 1 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 2 | 3 | 4 | 1 |
| 1 | 4 | 3 | 2 |
| 3 | 2 | 4 | 1 |
| 1 | 4 | 3 | 2 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 1 | 4 | 2 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 3 | 2 | 4 | 1 |
| 2 | 3 | 4 | 1 |
| 2 | 3 | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 2 | 1 | 3 | 4 |
| 2 | 1 | 4 | 3 |
| 3 | 2 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 3 | 4 |
| 2 | 1 | 4 | 3 |
| 3 | 1 | 4 | 2 |
| 1 | 4 | 2 | 3 |
| 2 | 3 | 1 | 4 |
| 1 | 2 | 4 | 3 |
| 3 | 4 | 2 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 4 | 1 | 2 | 3 |
| 1 | 4 | 3 | 2 |
| 2 | 1 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 3 | 2 | 4 | 1 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 3 | 4 |
| 2 | 4 | 3 | 1 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 3 | 2 | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 4 | 2 | 1 | 3 |
| 3 | 4 | 1 | 2 |
| 4 | 1 | 3 | 2 |
| 1 | 3 | 4 | 2 |
| 4 | 1 | 3 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | 4 | 2 | 3 |
| 1 | 4 | 2 | 3 |
| 3 | 2 | 4 | 1 |
| 3 | 2 | 4 | 1 |
| 2 | 3 | 4 | 1 |
| 2 | 3 | 1 | 4 |
| 2 | 3 | 1 | 4 |
| 2 | 1 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 1 | 4 | 2 | 3 |
| 1 | 4 | 3 | 2 |
| 4 | 3 | 1 | 2 |
| 1 | 4 | 3 | 2 |
| 4 | 1 | 3 | 2 |
| 2 | 1 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 1 | 4 | 2 | 3 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 2 | 4 | 3 | 1 |
| 2 | 1 | 4 | 3 |
| 1 | 3 | 2 | 4 |
| 1 | 3 | 2 | 4 |
| 4 | 1 | 2 | 3 |
| 2 | 1 | 3 | 4 |
| 2 | 1 | 4 | 3 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 1 | 4 |
| 1 | 2 | 4 | 3 |
| 3 | 2 | 4 | 1 |
| 4 | 2 | 3 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
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| 2 | 3 | 4 | 1 |
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| 2 | 1 | 3 | 4 |
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| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 4 | 2 | 1 | 3 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 4 | 3 | 2 | 1 |
| 3 | 1 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 2 | 3 | 4 | 1 |
| 4 | 2 | 3 | 1 |
| 2 | 3 | 1 | 4 |
| 1 | 3 | 2 | 4 |
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| 1 | 3 | 4 | 2 |
| 4 | 2 | 3 | 1 |
| 3 | 2 | 4 | 1 |
| 3 | 2 | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 3 | 1 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 3 | 4 | 2 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 3 | 1 | 4 | 2 |
| 2 | 1 | 3 | 4 |
| 2 | 3 | 1 | 4 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 1 | 4 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 1 | 4 | 2 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 4 | 2 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 4 | 1 |
| 3 | 1 | 4 | 2 |
| 1 | 2 | 3 | 4 |
| 3 | 1 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 4 | 1 |
| 3 | 2 | 4 | 1 |
| 3 | 1 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 4 | 1 | 3 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 4 | 3 | 2 |
| 3 | 1 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| [Left Blank] | 2 | 4 | 1 |
| 1 | 4 | 2 | 3 |
| 2 | 3 | 4 | 1 |
| 3 | 4 | 1 | 2 |
| 3 | 4 | 1 | 2 |
| 2 | 3 | 1 | 4 |
| 1 | 2 | 3 | 4 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 4 | 3 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 2 | 3 | 1 | 4 |
| 2 | 1 | 3 | 4 |
| 3 | 1 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 4 | 3 | 2 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 4 | 2 | 3 |
| 1 | 3 | 2 | 4 |
| 2 | 1 | 3 | 4 |
| 2 | 3 | 1 | 4 |
| 1 | 2 | [Left Blank] | 4 |
| 1 | 4 | 2 | 3 |
| 3 | 1 | 4 | 2 |
| 2 | 4 | 3 | 1 |
| 3 | 4 | 1 | 2 |
| 1 | 3 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 2 | 4 |
| 4 | 2 | 3 | 1 |
| 2 | 4 | 1 | 3 |
| 2 | 3 | 4 | 1 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 4 | 1 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 3 | 1 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 3 | 4 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 3 | 4 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 2 | 1 | 3 | 4 |
| 2 | 1 | 3 | 4 |
| 2 | 1 | 4 | 3 |
| [Left Blank] | 1 | 3 | 2 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 3 | 4 |
| 2 | 3 | 1 | 4 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 2 | 4 | 3 | 1 |
| 3 | 1 | 4 | 2 |
| 1 | 2 | 3 | 4 |
| 4 | 3 | 1 | 2 |
| 3 | 1 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | 4 | 2 | 3 |
| 2 | 1 | 3 | 4 |
| 2 | 3 | 4 | 1 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 2 | 1 | 3 | 4 |
| 1 | 2 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 3 | 1 | 2 | 4 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 3 | 1 | 2 | 4 |
| 2 | 1 | 3 | 4 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 3 | 1 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 4 | 1 | 2 | 3 |
| 2 | 1 | 4 | 3 |
| 4 | 2 | 3 | 1 |
| 3 | 1 | 2 | 4 |
| 2 | 1 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 1 | 4 | 3 | 2 |
| 1 | 2 | 4 | 3 |
| 3 | 4 | 1 | 2 |
| 1 | 2 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 2 | 4 |
| 3 | 2 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 3 | 2 | 4 | 1 |
| 3 | 2 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] |
| 1 | 2 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 3 | 1 | 2 | 4 |
| 3 | 1 | 4 | 2 |
| 3 | 2 | 1 | 4 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 1 | 2 | 4 | 3 |
| 3 | 2 | [Left Blank] | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 3 | 1 | 4 | 2 |
| 3 | 2 | 4 | 1 |
| 1 | 4 | 3 | 2 |
| 3 | 1 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 4 | 3 | 1 | 2 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 3 | 4 |
| 3 | 1 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 3 | 4 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 3 | 2 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 3 | 1 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 3 | 1 | 2 | 4 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 4 | 2 | 1 | 3 |
| 2 | 3 | 4 | 1 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 3 | 1 | 2 | 4 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 1 | 4 |
| 1 | 4 | 3 | 2 |
| 1 | 2 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 3 | 2 | 1 | 4 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 2 | 1 | 3 | 4 |
| 1 | 3 | 2 | 4 |
| 2 | 1 | 4 | 3 |
| 4 | 1 | 3 | 2 |
| 2 | 4 | 3 | 1 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 3 | 2 | 4 | 1 |
| 1 | 4 | 3 | 2 |
| 1 | 3 | 2 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 4 | 3 | 1 | 2 |
| 2 | 4 | 1 | 3 |
| [Left Blank] | 4 | 3 | 1 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | [Left Blank] | 4 | [Left Blank] |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 4 | 2 | 3 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 2 | 1 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 4 | 1 |
| 3 | 1 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 4 | 1 | 3 | 2 |
| 1 | 2 | 3 | 4 |
| 1 | 4 | 2 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 2 | 4 |
| 2 | 3 | 4 | 1 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 3 | 4 |
| 4 | 3 | 2 | 1 |
| 1 | 4 | 3 | 2 |
| 3 | 4 | 1 | 2 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 2 | 4 |
| 1 | 3 | 4 | 2 |
| 2 | 3 | 4 | 1 |
| 1 | 2 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 2 | 3 | 1 | 4 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 4 | 1 |
| 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 1 | 2 | 3 | 4 |
| 3 | 2 | 1 | 4 |
| 4 | 2 | 1 | 3 |
| 3 | 1 | 2 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 2 | 4 |
| 1 | 3 | 2 | 4 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 3 | 4 |
| 2 | 1 | 4 | 3 |

Online Survey Answers

**Question 1: How should the Town of Brownsburg spend its tax dollars on transportation improvements?
Rank the options from 1 (top priority) to 4 (low priority).**

| Question 1: Rank | | | |
|---------------------------|----------------------|-----------------------|------------------------|
| Intersection Improvements | Maintenance Projects | Active Transportation | Widening and New Roads |
| 1 | 3 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 2 | 4 | 1 | 3 |
| 2 | 1 | 3 | 4 |
| 2 | 1 | 3 | 4 |
| 1 | 2 | [Left Blank] | 3 |
| 4 | 1 | 3 | 2 |
| 1 | 2 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 3 | 4 |
| 1 | 3 | 4 | 2 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 2 | 3 | 4 | 1 |
| 3 | 2 | 4 | 1 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 3 | 1 | 2 | 4 |
| 1 | 3 | 4 | 2 |
| 1 | 3 | 4 | 2 |
| 4 | 2 | 1 | 3 |
| 2 | 3 | 4 | 1 |
| 2 | 1 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 2 | 3 | 4 | 1 |
| [Left Blank] | 1 | [Left Blank] | 2 |
| 2 | 1 | 3 | 4 |
| 3 | 1 | 4 | 2 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 1 | 2 | 4 | 3 |
| 2 | 1 | 4 | 3 |
| 1 | 2 | 3 | 4 |
| 1 | 2 | 4 | 3 |
| 2 | 3 | 4 | 1 |

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|--------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 1 | 3 | 2 | 8 | 4 | 5 | 6 | 7 |
| 6 | 2 | 1 | 7 | 8 | 4 | 5 | 3 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 3 | 7 | 2 | 4 | 1 | 8 | 5 | 6 |
| 3 | [Left Blank] | 2 | 5 | 1 | 4 | 7 | 8 |
| 1 | 8 | 2 | 5 | 3 | 6 | 4 | 7 |
| 5 | 3 | 7 | 4 | 6 | 8 | 1 | 2 |
| 5 | 4 | 1 | 2 | 3 | 6 | 7 | 8 |
| 4 | 3 | 1 | 5 | 2 | 6 | 7 | 8 |
| 7 | 8 | 1 | 3 | 2 | 4 | 5 | 6 |
| 1 | 2 | 3 | 5 | 4 | 6 | 7 | 8 |
| 2 | 3 | 4 | 1 | 5 | 7 | 8 | 6 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 8 |
| 5 | 7 | 2 | 6 | 1 | 8 | 4 | 3 |
| 4 | 6 | 2 | 5 | 1 | 8 | 3 | 7 |
| 1 | 5 | 4 | 3 | 7 | 6 | 2 | 8 |
| 3 | 7 | 2 | 5 | 1 | 4 | 8 | 6 |
| 6 | 8 | 1 | 5 | 4 | 7 | 3 | 2 |
| 2 | 6 | 1 | 5 | 3 | 4 | 7 | 8 |
| 2 | 4 | 1 | 8 | 3 | 5 | 7 | 6 |
| 3 | 7 | 1 | 4 | 2 | 8 | 5 | 6 |
| 6 | 1 | 7 | 8 | 4 | 2 | 3 | 5 |
| 5 | 7 | 6 | 4 | 3 | 8 | 2 | 1 |
| 2 | 3 | 1 | 8 | 5 | 6 | 4 | 7 |
| 7 | 6 | 2 | 1 | 8 | 5 | 3 | 4 |
| 1 | 7 | 2 | 5 | 3 | 8 | 6 | 4 |
| 1 | 3 | 5 | 8 | 4 | 2 | 6 | 7 |
| 3 | 5 | 1 | 4 | 2 | 7 | 6 | 8 |
| 3 | 1 | 7 | 8 | 4 | 5 | 2 | 6 |
| 3 | 8 | 2 | 6 | 1 | 7 | 4 | 5 |
| 3 | 6 | 1 | 5 | 8 | 7 | 2 | 4 |
| 3 | 5 | 4 | 2 | 1 | 8 | 6 | 7 |
| 1 | [Left Blank] | 2 | 4 | 3 | [Left Blank] | [Left Blank] | [Left Blank] |
| 7 | 8 | 3 | 1 | 2 | 4 | 5 | 6 |
| 1 | 5 | 2 | 4 | 3 | 8 | 7 | 6 |
| 1 | 8 | 2 | 7 | 4 | 6 | 3 | 5 |
| 1 | 3 | 4 | 5 | 2 | 7 | 8 | 6 |
| 1 | 8 | 3 | 5 | 2 | 7 | 6 | 4 |
| 3 | 8 | 2 | 4 | 1 | 7 | 6 | 5 |
| 3 | 7 | 1 | 4 | 2 | 8 | 5 | 6 |
| 5 | 4 | 1 | 6 | 3 | 2 | 7 | 8 |
| 4 | 6 | 7 | 8 | 1 | 5 | 3 | 2 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|--------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 2 | 6 | 4 | 5 | 1 | 7 | 3 | 8 |
| 1 | 2 | 3 | 4 | 5 | 8 | 6 | 7 |
| 1 | 5 | 2 | 6 | 3 | 4 | 7 | 8 |
| 1 | 2 | 3 | 5 | 4 | 6 | 7 | 8 |
| 2 | 5 | 1 | 6 | 7 | 3 | 4 | 8 |
| 3 | 5 | 1 | 4 | 2 | 6 | 7 | 8 |
| 1 | 8 | 5 | 7 | 6 | 4 | 2 | 3 |
| 4 | 5 | 3 | 8 | 1 | 6 | 7 | 2 |
| 1 | 3 | 4 | 5 | 6 | 7 | 2 | 8 |
| 2 | 4 | 3 | 6 | 1 | 5 | 7 | 8 |
| 4 | 5 | 1 | 3 | 2 | 6 | 7 | 8 |
| 1 | 8 | 2 | 4 | 3 | 7 | 6 | 5 |
| 3 | 6 | 2 | 4 | 1 | 5 | 8 | 7 |
| 5 | 2 | 1 | 8 | 4 | 3 | 6 | 7 |
| 2 | 8 | 4 | 5 | 1 | 7 | 6 | 3 |
| 3 | 4 | 1 | 6 | 5 | 2 | 7 | 8 |
| 1 | 8 | 6 | 7 | 2 | 5 | 4 | 3 |
| 4 | 7 | 1 | 3 | 2 | 5 | 6 | 8 |
| 2 | 3 | 4 | 8 | 1 | 6 | 7 | 5 |
| 3 | 4 | 1 | 6 | 2 | 5 | 7 | 8 |
| 5 | 8 | 1 | 6 | 2 | 7 | 3 | 4 |
| 1 | 7 | 4 | 8 | 3 | 6 | 5 | 2 |
| 1 | 8 | 7 | 3 | 2 | 5 | 6 | 4 |
| 2 | 5 | 3 | 7 | 1 | 8 | 4 | 6 |
| 4 | 5 | 1 | 7 | 2 | 6 | 3 | 8 |
| 6 | 1 | 7 | 5 | 8 | 2 | 3 | 4 |
| 2 | 5 | 4 | 7 | 3 | 6 | 1 | 8 |
| 2 | 5 | 1 | 4 | 3 | 7 | 6 | 8 |
| 5 | 8 | 6 | 7 | 4 | 3 | 1 | 2 |
| 1 | 8 | 7 | 2 | 3 | 6 | 4 | 5 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 7 | 8 | 1 | 6 | 5 | 3 | 4 | 2 |
| 3 | 5 | 7 | 8 | 4 | 6 | 2 | 1 |
| 1 | 6 | 7 | 2 | 3 | 8 | 5 | 4 |
| 4 | 7 | 1 | 3 | 2 | 8 | 6 | 5 |
| 2 | 5 | 4 | 3 | 1 | 6 | 7 | 8 |
| 4 | 5 | 1 | 7 | 2 | 8 | 3 | 6 |
| 2 | 8 | 3 | 6 | 1 | 5 | 7 | 4 |
| 2 | 1 | 3 | 8 | 6 | 4 | 7 | 5 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] |
| 2 | [Left Blank] | 1 | 6 | 3 | [Left Blank] | 8 | 7 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|-----------|--------------|---------------------|-----------------|-----------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 7 | 6 | 2 | 3 | 1 | 5 | 4 | 8 |
| 5 | 8 | 1 | 3 | 2 | 7 | 4 | 6 |
| 1 | 4 | 3 | 7 | 2 | 5 | 6 | 8 |
| 1 | 4 | 5 | 2 | 7 | 6 | 3 | 8 |
| 2 | 1 | 8 | 6 | 7 | 5 | 3 | 4 |
| 5 | 6 | 4 | 2 | 7 | 8 | 3 | 1 |
| 1 | 4 | 2 | 3 | 5 | 6 | 7 | 8 |
| 1 | 6 | 2 | 5 | 4 | 7 | 3 | 8 |
| 7 | 8 | 2 | 5 | 1 | 6 | 4 | 3 |
| 3 | 4 | 5 | 8 | 2 | 7 | 1 | 6 |
| 8 | 7 | 1 | 3 | 5 | 6 | 4 | 2 |
| 2 | 8 | 4 | 5 | 7 | 6 | 1 | 3 |
| 3 | 4 | 1 | 2 | 5 | 6 | 7 | 8 |
| 4 | 6 | 2 | 3 | 1 | 5 | 8 | 7 |
| 2 | 6 | 4 | 3 | 1 | 7 | 8 | 5 |
| 1 | 5 | 4 | 2 | 3 | 6 | 7 | 8 |
| 4 | 5 | 6 | 7 | 8 | 3 | 2 | 1 |
| 3 | 4 | 5 | 6 | 1 | 7 | 8 | 2 |
| 7 | 8 | 1 | 3 | 2 | 5 | 6 | 4 |
| 1 | 5 | 6 | 7 | 3 | 8 | 4 | 2 |
| 4 | 1 | 7 | 6 | 8 | 2 | 3 | 5 |
| 1 | 2 | 4 | 3 | 7 | 6 | 5 | 8 |
| 1 | 3 | 6 | 7 | 5 | 2 | 4 | 8 |
| 1 | 4 | 2 | 5 | 3 | 6 | 7 | 8 |
| 2 | 4 | 3 | 6 | 1 | 5 | 8 | 7 |
| 1 | 4 | 3 | 5 | 2 | 6 | 7 | 8 |
| 1 | 6 | 2 | 7 | 3 | 5 | 4 | 8 |
| 2 | 8 | 1 | 7 | 3 | 6 | 5 | 4 |
| 2 | [Left Blank] | [Left Blank] | 5 | [Left Blank] | 3 | 4 | 1 |
| 2 | 4 | 3 | 1 | 5 | 6 | 7 | 8 |
| 1 | 5 | 3 | 4 | 2 | 6 | 8 | 7 |
| 5 | 6 | 4 | 7 | 1 | [Left Blank] | 3 | 2 |
| 2 | 7 | 4 | 3 | 1 | 8 | 5 | 6 |
| 2 | 8 | 1 | 4 | 3 | 5 | 6 | 7 |
| 3 | 8 | 2 | 4 | 1 | 7 | 5 | 6 |
| 4 | 8 | 6 | 5 | 3 | 7 | 1 | 2 |
| 2 | 3 | 4 | 6 | 1 | 5 | 7 | 8 |
| 1 | 7 | 6 | 8 | 4 | 3 | 2 | 5 |
| 4 | 8 | 1 | 6 | 5 | 7 | 2 | 3 |
| 4 | 6 | 7 | 8 | 1 | 3 | 5 | 2 |
| 2 | 8 | 1 | 5 | 3 | 7 | 4 | 6 |
| 3 | 8 | 2 | 4 | 1 | 7 | 5 | 6 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|--------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 1 | 3 | 2 | 7 | 4 | 6 | 5 | 8 |
| 3 | 8 | 7 | 4 | 2 | 5 | 6 | 1 |
| 4 | 7 | 1 | 6 | 2 | 8 | 3 | 5 |
| 1 | 8 | 2 | 4 | 3 | 7 | 5 | 6 |
| 4 | 8 | 1 | 7 | 2 | 5 | 6 | 3 |
| 5 | 8 | 1 | 4 | 2 | 7 | [Left Blank] | 6 |
| 4 | 7 | 6 | 5 | 3 | 8 | 2 | 1 |
| 2 | 3 | 1 | 4 | 5 | 6 | 7 | 8 |
| 2 | 5 | 3 | 8 | 1 | 6 | 4 | 7 |
| 1 | [Left Blank] | [Left Blank] | 2 | [Left Blank] | 4 | 3 | [Left Blank] |
| 2 | 6 | 1 | 8 | 3 | 7 | 5 | 4 |
| 2 | 8 | 1 | 7 | 3 | 5 | 6 | 4 |
| 1 | 5 | 2 | 8 | 3 | 6 | 4 | 7 |
| 3 | 8 | 2 | 4 | 1 | 7 | 6 | 5 |
| 2 | 8 | 1 | 5 | 3 | 4 | 7 | 6 |
| 1 | 5 | 2 | 4 | 3 | 6 | 7 | 8 |
| 5 | 8 | 2 | 3 | 1 | 6 | 4 | 7 |
| 1 | [Left Blank] | 4 | 7 | 5 | 6 | 3 | 2 |
| 5 | 8 | 3 | 6 | 4 | 7 | 1 | 2 |
| 1 | 7 | 2 | 3 | 4 | 8 | 6 | 5 |
| 2 | 8 | 3 | 6 | 1 | 7 | 5 | 4 |
| 2 | 6 | 1 | 7 | 3 | 5 | 4 | 8 |
| 1 | 7 | 2 | 6 | 3 | 8 | 5 | 4 |
| 4 | 6 | 3 | 8 | 7 | 5 | 1 | 2 |
| 2 | 7 | 1 | 8 | 5 | 6 | 4 | 3 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 1 | 5 | 6 | 7 | 8 | 4 | 2 | 3 |
| 2 | 8 | 4 | 5 | 1 | 3 | 6 | 7 |
| 1 | 7 | 2 | 6 | 3 | 8 | 5 | 4 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | 3 | 4 | 8 | 5 | 2 | 6 | 7 |
| 3 | 6 | 4 | 8 | 5 | 7 | 2 | 1 |
| 1 | 2 | 3 | 4 | 6 | 5 | 7 | 8 |
| 5 | [Left Blank] | 1 | 7 | [Left Blank] | 6 | 3 | 2 |
| 1 | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] |
| 5 | 4 | 6 | 7 | 1 | 2 | 3 | 8 |
| 4 | 8 | 2 | 3 | 1 | 7 | 6 | 5 |
| 1 | 4 | 2 | 5 | 3 | 6 | 7 | 8 |
| 3 | 6 | 1 | 2 | 4 | 5 | 7 | 8 |
| 1 | 5 | 2 | 4 | 3 | 6 | 7 | 8 |
| 6 | 7 | 2 | 4 | 1 | 8 | 3 | 5 |
| 1 | 5 | 2 | 4 | 3 | 6 | 7 | 8 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|--------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 2 | 8 | 3 | 6 | 1 | 7 | 4 | 5 |
| [Left Blank] | [Left Blank] | 2 | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 4 | 3 | 6 | 8 | 5 | 7 | 1 | 2 |
| 3 | 4 | 1 | 5 | 2 | 7 | 6 | 8 |
| 7 | 3 | 5 | 6 | 8 | 1 | 4 | 2 |
| 1 | 7 | 3 | 6 | 2 | 8 | 4 | 5 |
| 4 | 6 | 1 | 3 | 2 | 7 | 5 | 8 |
| 3 | 4 | 1 | 2 | 6 | 7 | 5 | 8 |
| 3 | 8 | 6 | 5 | 4 | 7 | 2 | 1 |
| 1 | 2 | 4 | 3 | 6 | 7 | 5 | 8 |
| 3 | 8 | 2 | 4 | 1 | 6 | 7 | 5 |
| 3 | 4 | 2 | 5 | 1 | 6 | 7 | 8 |
| 3 | 4 | 1 | 5 | 2 | 6 | 8 | 7 |
| 6 | 8 | 1 | 7 | 2 | 3 | 4 | 5 |
| 2 | 8 | 3 | 6 | 1 | 5 | 7 | 4 |
| 3 | 5 | 1 | 6 | 2 | 8 | 4 | 7 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] |
| 2 | 3 | 4 | 5 | 1 | 6 | 7 | 8 |
| 2 | 8 | 5 | 7 | 1 | 4 | 6 | 3 |
| 3 | 8 | 1 | 6 | 2 | 7 | 5 | 4 |
| 3 | 8 | 2 | 7 | 1 | 6 | 5 | 4 |
| 1 | 4 | 8 | 7 | 2 | 6 | 3 | 5 |
| 1 | 8 | 3 | 2 | 4 | 5 | 6 | 7 |
| 3 | 6 | 1 | 5 | 2 | 8 | 4 | 7 |
| 2 | 7 | 3 | 4 | 1 | 8 | 5 | 6 |
| 2 | 8 | 1 | 6 | 5 | 7 | 3 | 4 |
| 1 | 7 | 2 | 3 | 6 | 8 | 4 | 5 |
| 6 | 7 | 1 | 4 | 5 | 8 | 2 | 3 |
| 2 | 7 | 1 | 4 | 3 | 8 | 6 | 5 |
| 6 | 4 | 3 | 7 | 8 | 5 | 2 | 1 |
| 1 | 2 | 3 | 5 | 4 | 6 | 8 | 7 |
| 1 | 6 | 2 | 4 | 3 | 5 | 7 | 8 |
| 3 | 5 | 2 | 6 | 1 | 4 | 7 | 8 |
| 2 | 5 | 3 | 4 | 1 | 6 | 7 | 8 |
| 5 | 8 | 6 | 4 | 3 | 7 | 2 | 1 |
| 3 | 6 | 2 | 8 | 1 | 7 | 5 | 4 |
| 4 | 6 | 2 | 3 | 1 | 7 | 8 | 5 |
| 3 | 7 | 6 | 5 | [Left Blank] | 4 | 1 | 2 |
| 2 | 8 | 5 | 6 | 4 | 7 | 1 | 3 |
| 1 | 8 | 7 | 6 | 2 | 5 | 3 | 4 |
| 2 | 6 | 3 | 8 | 1 | 7 | 5 | 4 |
| 2 | 4 | 1 | 8 | 3 | 6 | 7 | 5 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|------------|-------------------|--------------|-------------|---------------------|-----------------|-----------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 1 | 8 | 2 | 6 | 3 | 7 | 4 | 5 |
| 4 | 7 | 3 | 5 | 1 | 8 | 6 | 2 |
| 7 | 6 | 4 | 8 | 5 | 1 | 2 | 3 |
| 3 | 5 | 7 | 6 | 8 | 4 | 2 | 1 |
| 2 | 1 | 3 | 8 | 7 | 4 | 5 | 6 |
| 3 | 4 | 2 | 6 | 1 | 5 | 7 | 8 |
| 1 | 8 | 2 | 7 | 3 | 5 | 4 | 6 |
| 6 | 4 | 2 | 8 | 1 | 5 | 3 | 7 |
| 2 | 8 | 1 | 7 | 3 | 6 | 4 | 5 |
| 1 | 7 | 3 | 8 | 2 | 6 | 4 | 5 |
| 3 | 8 | 1 | 4 | 2 | 7 | 5 | 6 |
| 5 | 8 | 4 | 3 | 6 | 7 | 2 | 1 |
| 6 | 7 | 3 | 4 | 2 | 8 | 5 | 1 |
| 2 | 7 | 3 | 5 | 1 | 4 | 6 | 8 |
| 5 | 7 | 2 | 8 | 1 | 6 | 4 | 3 |
| 1 | 6 | 3 | 8 | 2 | 7 | 4 | 5 |
| 1 | 8 | 3 | 5 | 2 | 7 | 6 | 4 |
| 2 | 8 | 1 | 4 | 3 | 6 | 7 | 5 |
| 2 | 4 | 1 | 8 | 3 | 5 | 7 | 6 |
| 2 | 8 | 6 | 7 | 3 | 5 | 4 | 1 |
| 3 | 8 | 1 | 7 | 4 | 5 | 2 | 6 |
| 4 | 6 | 2 | 7 | 5 | 8 | 1 | 3 |
| 2 | 1 | 3 | 8 | 6 | 4 | 5 | 7 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 8 | 6 | 2 | 5 | 1 | 7 | 4 | 3 |
| 2 | 5 | 3 | 6 | 1 | 4 | 7 | 8 |
| 1 | 7 | 6 | 4 | 5 | 8 | 3 | 2 |
| 5 | 8 | 2 | 7 | 6 | 1 | 3 | 4 |
| 2 | 8 | 3 | 4 | 1 | 7 | 6 | 5 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 2 | 5 | 1 | 3 | 4 | 6 | 7 | 8 |
| 1 | 7 | 4 | 8 | 5 | 6 | 3 | 2 |
| 1 | 8 | 3 | 5 | 6 | 4 | 7 | 2 |
| 8 | 5 | 1 | 2 | 3 | 4 | 6 | 7 |
| 2 | 8 | 3 | 6 | 1 | 7 | 5 | 4 |
| 4 | 6 | 7 | 5 | 8 | 3 | 2 | 1 |
| 6 | 3 | 2 | 4 | 1 | 5 | 7 | 8 |
| 3 | 2 | 4 | 5 | 1 | 7 | 6 | 8 |
| 1 | 8 | 3 | 5 | 2 | 7 | 6 | 4 |
| 2 | 5 | 3 | 8 | 1 | 4 | 6 | 7 |
| 4 | 5 | 2 | 7 | 1 | 8 | 3 | 6 |
| 1 | 8 | 4 | [Left Blank] | 2 | 6 | 7 | 3 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|-------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 7 | 8 | 4 | 5 | 2 | 6 | 1 | 3 |
| 3 | 5 | 2 | 4 | 1 | 6 | 7 | 8 |
| 1 | 8 | 2 | 4 | 5 | 7 | 3 | 6 |
| 2 | 6 | 4 | 3 | 1 | 5 | 7 | 8 |
| 3 | 8 | 1 | 4 | 2 | 7 | 6 | 5 |
| 3 | 8 | 1 | 5 | 2 | 7 | 4 | 6 |
| 5 | 6 | 1 | 7 | 4 | 3 | 2 | 8 |
| 2 | 6 | 1 | 4 | 3 | 5 | 7 | 8 |
| 1 | 7 | 2 | 6 | 3 | 8 | 4 | 5 |
| 1 | 5 | 3 | 8 | 4 | 6 | 2 | 7 |
| 1 | 7 | 3 | 8 | 2 | 6 | 5 | 4 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 1 | 2 | 5 | 8 | 3 | 6 | 4 | 7 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 3 | 5 | 1 | 4 | 2 | 8 | 6 | 7 |
| 6 | 5 | 1 | 8 | 7 | 4 | 2 | 3 |
| 3 | 7 | 4 | 5 | 8 | 6 | 2 | 1 |
| 1 | 7 | 2 | 4 | 3 | 6 | 5 | 8 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 3 | 8 | 1 | 4 | 2 | 7 | 5 | 6 |
| 3 | 8 | 1 | 7 | 2 | 5 | 4 | 6 |
| 6 | 5 | 1 | 2 | 3 | 4 | 8 | 7 |
| 2 | 7 | 1 | 4 | 3 | 8 | 6 | 5 |
| 2 | 5 | 6 | 8 | 1 | 7 | 4 | 3 |
| 1 | 8 | 2 | 4 | 3 | 7 | 5 | 6 |
| 2 | 8 | 3 | 4 | 1 | 7 | 6 | 5 |
| 3 | 4 | 2 | 5 | 1 | 8 | 7 | 6 |
| 5 | 2 | 3 | 4 | 1 | 6 | 7 | 8 |
| 3 | 1 | 2 | 4 | 6 | 5 | 7 | 8 |
| 2 | 8 | 1 | 6 | 3 | 7 | 4 | 5 |
| 2 | 7 | 3 | 4 | 1 | 8 | 6 | 5 |
| 2 | 6 | 1 | 3 | 4 | 5 | 7 | 8 |
| 3 | 4 | 1 | 8 | 2 | 5 | 6 | 7 |
| 4 | 8 | 1 | 6 | 2 | 7 | 3 | 5 |
| 6 | 2 | 7 | 4 | 8 | 3 | 5 | 1 |
| 6 | 7 | 5 | 2 | 1 | 8 | 3 | 4 |
| 2 | 6 | 1 | 8 | 3 | 7 | 5 | 4 |
| 2 | 3 | 1 | 4 | 5 | 6 | 8 | 7 |
| 5 | 4 | 6 | 8 | 7 | 3 | 2 | 1 |
| 2 | 5 | 6 | 7 | 1 | 8 | 3 | 4 |
| 3 | 8 | 1 | 2 | 4 | 7 | 6 | 5 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|-------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 1 | 8 | 2 | 4 | 3 | 7 | 5 | 6 |
| 3 | 6 | 2 | 5 | 1 | 7 | 4 | 8 |
| 3 | 7 | 2 | 5 | 1 | 6 | 4 | 8 |
| 3 | 7 | 1 | 6 | 5 | 8 | 4 | 2 |
| 2 | 5 | 1 | 8 | 3 | 6 | 7 | 4 |
| 3 | 8 | 2 | 4 | 1 | 7 | 6 | 5 |
| 2 | 5 | 1 | 3 | 7 | 8 | 6 | 4 |
| 1 | 3 | 2 | 6 | 5 | 8 | 4 | 7 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 4 | 5 | 1 | 8 | 2 | 7 | 3 | 6 |
| 2 | 1 | 7 | 3 | 4 | 5 | 6 | 8 |
| 3 | 8 | 1 | 7 | 2 | 4 | 5 | 6 |
| 1 | 7 | 5 | 6 | 2 | 8 | 3 | 4 |
| 1 | 8 | 3 | 4 | 2 | 7 | 5 | 6 |
| 1 | 3 | 2 | 6 | 7 | 4 | 8 | 5 |
| 1 | 7 | 2 | 5 | 3 | 8 | 4 | 6 |
| 1 | 2 | 3 | 5 | 4 | 6 | 7 | 8 |
| 2 | 8 | 3 | 5 | 1 | 7 | 4 | 6 |
| 1 | 2 | 8 | 7 | 6 | 3 | 5 | 4 |
| 3 | 5 | 2 | 4 | 1 | 6 | 8 | 7 |
| 1 | 3 | 2 | 4 | 6 | 5 | 7 | 8 |
| 3 | 5 | 1 | 6 | 8 | 7 | 2 | 4 |
| 1 | 8 | 2 | 4 | 6 | 7 | 5 | 3 |
| 3 | 4 | 6 | 7 | 8 | 5 | 2 | 1 |
| 2 | 6 | 4 | 5 | 3 | 8 | 7 | 1 |
| 1 | [Left Blank] | 2 | 4 | 3 | 6 | 7 | 8 |
| 1 | 2 | 3 | 4 | 5 | 8 | 6 | 7 |
| 1 | 4 | 3 | 7 | 2 | 8 | 6 | 5 |
| 1 | 8 | 2 | 6 | 3 | 7 | 5 | 4 |
| 3 | 8 | 2 | 4 | 1 | 7 | 5 | 6 |
| 1 | 5 | 4 | 3 | 2 | 6 | 7 | 8 |
| 2 | 6 | 4 | 3 | 1 | 7 | 5 | 8 |
| 3 | 7 | 2 | 4 | 1 | 8 | 5 | 6 |
| 7 | 4 | 6 | 8 | 3 | 5 | 1 | 2 |
| 8 | 6 | 3 | 4 | 5 | 7 | 2 | 1 |
| 1 | 2 | 3 | 4 | 5 | 6 | 8 | 7 |
| 1 | 6 | 4 | 7 | 5 | 8 | 2 | 3 |
| 3 | 8 | 1 | 7 | 2 | 6 | 4 | 5 |
| 1 | 7 | 2 | 6 | 4 | 8 | 3 | 5 |
| 1 | 5 | 2 | 7 | 3 | 8 | 4 | 6 |
| 4 | 7 | 2 | 8 | 1 | 5 | 6 | 3 |
| 3 | 2 | 5 | 8 | 7 | 6 | 1 | 4 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|--------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 2 | 5 | 3 | 4 | 1 | 6 | 7 | 8 |
| 1 | 6 | 4 | 5 | [Left Blank] | 3 | 2 | 8 |
| [Left Blank] | 8 | 1 | 4 | 5 | 6 | 7 | 2 |
| 3 | 1 | 2 | 7 | 4 | 8 | 5 | 6 |
| 3 | 5 | 1 | 4 | 2 | 6 | 7 | 8 |
| 3 | 8 | 6 | 4 | 1 | 5 | 7 | 2 |
| [Left Blank] | 2 | 3 | 4 | 1 | 6 | 7 | 8 |
| 2 | 6 | 8 | 7 | 1 | 4 | 3 | 5 |
| 3 | 6 | 2 | 5 | 1 | 4 | 7 | 8 |
| 3 | 8 | 1 | 5 | 2 | 4 | 6 | 7 |
| 2 | 4 | 6 | 5 | 8 | 7 | 1 | 3 |
| 2 | 5 | 1 | 4 | 3 | 6 | 7 | 8 |
| 1 | 2 | 3 | 7 | 4 | 8 | 6 | 5 |
| 4 | 8 | 6 | 3 | 5 | 7 | 2 | 1 |
| 3 | 4 | 1 | 5 | 2 | 6 | 7 | 8 |
| 3 | 4 | 1 | 5 | 2 | 6 | 7 | 8 |
| 3 | 6 | 1 | 5 | 2 | 7 | 4 | 8 |
| 7 | 6 | 2 | 1 | 3 | 8 | 5 | 4 |
| 1 | 3 | 2 | 4 | 5 | 6 | 7 | 8 |
| 1 | 7 | 2 | 3 | 4 | 8 | 5 | 6 |
| 1 | 6 | 3 | 4 | 2 | 5 | 8 | 7 |
| 3 | 7 | 2 | 4 | 1 | 8 | 6 | 5 |
| 1 | 4 | 5 | 6 | 7 | 8 | 2 | 3 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] |
| 2 | 7 | 5 | 3 | 1 | 6 | 8 | 4 |
| 2 | 4 | 1 | 7 | 3 | 5 | 6 | 8 |
| 3 | 8 | 1 | 4 | 2 | 7 | 6 | 5 |
| 2 | 4 | 1 | 5 | 3 | 6 | 7 | 8 |
| 1 | 2 | 3 | 7 | 5 | 4 | 6 | 8 |
| 3 | 6 | 1 | 5 | 4 | 8 | 7 | 2 |
| 3 | 6 | 2 | 8 | 1 | 7 | 5 | 4 |
| 4 | 3 | 6 | 5 | 7 | 8 | 1 | 2 |
| 2 | 6 | 3 | 1 | 5 | 8 | 7 | 4 |
| 2 | 6 | 1 | 5 | 4 | 7 | 8 | 3 |
| 6 | 8 | 1 | 3 | 2 | 7 | 5 | 4 |
| 2 | 8 | 5 | 6 | 1 | 7 | 4 | 3 |
| 2 | 4 | 3 | 5 | 1 | 8 | 7 | 6 |
| 2 | 1 | 3 | 4 | 7 | 5 | 6 | 8 |
| 4 | 8 | 1 | 5 | 3 | 7 | 6 | 2 |
| 2 | 3 | 1 | 4 | 5 | 7 | 6 | 8 |
| 7 | 6 | 4 | 8 | 3 | 1 | 2 | 5 |
| 1 | 3 | 5 | 4 | 2 | 6 | 7 | 8 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|--------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 3 | 7 | 1 | 5 | 2 | 6 | 8 | 4 |
| 3 | 2 | 1 | 5 | 6 | 4 | 7 | 8 |
| 6 | 8 | 1 | 5 | 3 | 7 | 2 | 4 |
| 3 | 6 | 5 | 4 | 7 | 8 | 1 | 2 |
| 2 | 8 | 5 | 6 | 1 | 7 | 3 | 4 |
| 1 | 3 | 2 | 4 | 5 | 6 | 7 | 8 |
| 8 | 7 | 1 | 2 | 3 | 6 | 4 | 5 |
| 2 | 3 | 4 | 7 | 8 | 5 | 1 | 6 |
| 1 | 8 | 2 | 4 | 3 | 7 | 6 | 5 |
| 2 | 6 | 3 | 4 | 1 | 7 | 5 | 8 |
| 6 | 7 | 1 | 4 | 5 | 8 | 2 | 3 |
| 3 | 7 | 1 | 8 | 2 | 5 | 4 | 6 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] | [Left Blank] | 2 |
| 3 | 5 | 1 | 2 | 4 | 6 | 7 | 8 |
| 1 | 2 | 4 | 8 | 5 | 3 | 7 | 6 |
| 3 | 7 | 1 | 8 | 2 | 5 | 4 | 6 |
| 7 | 5 | 2 | 3 | 1 | 6 | 4 | 8 |
| 1 | 4 | 2 | 3 | 5 | 7 | 6 | 8 |
| 2 | 3 | 1 | 4 | 5 | 6 | 7 | 8 |
| 1 | 6 | 5 | 2 | 7 | 8 | 4 | 3 |
| 3 | 7 | 2 | 4 | 1 | 5 | 6 | 8 |
| 2 | 8 | 1 | 5 | 3 | 7 | 4 | 6 |
| 5 | 3 | 7 | 6 | 8 | 2 | 4 | 1 |
| 1 | 2 | 3 | 4 | 5 | 6 | 8 | 7 |
| 3 | 6 | 2 | 8 | 1 | 7 | 5 | 4 |
| 5 | 3 | 2 | 4 | 1 | 6 | 7 | 8 |
| 1 | 6 | 4 | 5 | 7 | 8 | 3 | 2 |
| 1 | 6 | 4 | 7 | 5 | 8 | 2 | 3 |
| 6 | 2 | 1 | 4 | 5 | 7 | 3 | 8 |
| 2 | 8 | 1 | 7 | 3 | 6 | 4 | 5 |
| 1 | [Left Blank] | 3 | [Left Blank] | 2 | [Left Blank] | [Left Blank] | [Left Blank] |
| 1 | 6 | 2 | 8 | 5 | 7 | 4 | 3 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 2 | 8 | 1 | 7 | 4 | 3 | 6 | 5 |
| 3 | 7 | 2 | 8 | 1 | 6 | 4 | 5 |
| 4 | 1 | 2 | 8 | 3 | 7 | 5 | 6 |
| 3 | 4 | 1 | 5 | 2 | 6 | 8 | 7 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] |
| [Left Blank] | [Left Blank] | [Left Blank] | 2 | [Left Blank] | 8 | [Left Blank] | 1 |
| 1 | 3 | 6 | 8 | 5 | 7 | 4 | 2 |
| 1 | 8 | 2 | 6 | 3 | 7 | 4 | 5 |
| 2 | 3 | 4 | 1 | 5 | 6 | 7 | 8 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend its tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|-------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 3 | 4 | 1 | 7 | 2 | 5 | 6 | 8 |
| 1 | 6 | 2 | 5 | 7 | 8 | 3 | 4 |
| 1 | 8 | 2 | 5 | 3 | 6 | 7 | 4 |
| 3 | 4 | 2 | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 3 | 4 | 2 | 8 | 1 | 5 | 7 | 6 |
| 1 | 6 | 2 | 5 | 3 | 8 | 7 | 4 |
| 4 | 7 | 2 | 3 | 1 | 8 | 6 | 5 |
| 1 | 2 | 3 | 8 | 6 | 5 | 4 | 7 |
| 3 | 1 | 6 | 8 | 4 | 5 | 2 | 7 |
| 7 | [Left Blank] | 5 | 8 | 4 | [Left Blank] | [Left Blank] | 6 |
| 2 | 6 | 1 | 7 | 8 | 3 | 5 | 4 |
| 1 | 6 | 2 | 8 | 3 | 7 | 5 | 4 |
| 4 | 6 | 2 | 8 | 1 | 5 | 3 | 7 |
| 5 | 7 | 3 | 4 | 6 | 8 | 2 | 1 |
| 1 | 8 | 2 | 4 | 3 | 6 | 7 | 5 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 8 | 6 | 7 | 4 | 5 | 3 | 1 | 2 |
| 3 | 5 | 1 | 4 | 2 | 6 | 7 | 8 |
| 5 | 6 | 3 | 4 | 1 | 7 | 8 | 2 |
| 1 | 3 | 4 | 2 | 5 | 6 | 7 | 8 |
| 3 | 6 | 1 | 2 | 4 | 5 | 7 | 8 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 3 | 5 | 4 | 2 | 1 | 6 | 7 | 8 |
| 1 | 6 | 2 | 3 | 5 | 7 | 4 | 8 |
| 6 | 7 | 5 | 8 | 3 | 4 | 1 | 2 |
| 4 | 5 | 2 | 3 | 1 | 6 | 7 | 8 |
| 3 | 4 | 2 | 5 | 1 | 6 | 7 | 8 |
| 1 | 2 | 3 | 5 | 4 | 7 | 8 | 6 |
| 3 | 4 | 1 | 5 | 2 | 7 | 6 | 8 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 3 | 6 | 2 | 8 | 5 | 7 | 1 | 4 |
| 2 | 3 | 6 | 5 | 7 | 4 | 1 | 8 |
| 5 | 4 | 6 | 7 | 8 | 2 | 3 | 1 |
| 1 | 2 | 3 | 7 | 8 | 5 | 4 | 6 |
| 2 | 4 | 1 | 5 | 3 | 6 | 7 | 8 |
| 5 | 8 | 1 | 4 | 2 | 7 | 6 | 3 |
| 2 | 3 | 1 | 8 | 7 | 5 | 6 | 4 |
| 4 | 8 | 2 | 6 | 5 | 7 | 1 | 3 |
| 4 | 8 | 1 | 6 | 5 | 7 | 2 | 3 |
| 3 | 5 | 1 | 4 | 2 | 8 | 7 | 6 |
| 2 | 6 | 3 | 4 | 1 | 8 | 5 | 7 |
| 1 | 8 | 3 | 4 | 2 | 6 | 7 | 5 |

Online Survey Answers

Question 2: How should the Town of Brownsburg spend it's tax dollars on active transportation improvements? Rank the options from 1 (top priority) to 8 (low priority).

| Question 2: Rank | | | | | | | |
|------------------|--------------|-------------------|--------------|--------------|---------------------|-----------------|--------------|
| Sidewalks | Bike Lanes | Crossing Imprvmt. | Amenities | Maintenance | Bikeway/ Bike Blvd. | Multiuse Trails | Greenways |
| 1 | 7 | 2 | 4 | 5 | 8 | 3 | 6 |
| 3 | 7 | 2 | 5 | 1 | 8 | 4 | 6 |
| 2 | 5 | 4 | 3 | 1 | 6 | 7 | 8 |
| 1 | 5 | 2 | 3 | 4 | 6 | 7 | 8 |
| 7 | 3 | 2 | 6 | 8 | 5 | 4 | 1 |
| 6 | 2 | 1 | 8 | [Left Blank] | 3 | 5 | 4 |
| 2 | 8 | 6 | 5 | 1 | 7 | 3 | 4 |
| 3 | 4 | 1 | 8 | 2 | 6 | 7 | 5 |
| 2 | 6 | 1 | 4 | 3 | 8 | 5 | 7 |
| 2 | 7 | 3 | 4 | 1 | 8 | 6 | 5 |
| 5 | 7 | 2 | 4 | 3 | 6 | 1 | 8 |
| 3 | 5 | 2 | 4 | 1 | 6 | 7 | 8 |
| 1 | 5 | 3 | 4 | 2 | 6 | 7 | 8 |
| 2 | 8 | 3 | 1 | 4 | 5 | 7 | 6 |
| 5 | 8 | 2 | 4 | 1 | 6 | 7 | 3 |
| 1 | 8 | 2 | 4 | 3 | 5 | 6 | 7 |
| 1 | 2 | 4 | 8 | 3 | 7 | 6 | 5 |
| 8 | 6 | 4 | 7 | 3 | 5 | 2 | 1 |
| 3 | 7 | 1 | 2 | 4 | 8 | 5 | 6 |
| 3 | 8 | 2 | 6 | 1 | 7 | 5 | 4 |
| 2 | 7 | 4 | 3 | 1 | 8 | 5 | 6 |
| 3 | 5 | 2 | 4 | 1 | 7 | 6 | 8 |
| 4 | 6 | 7 | 5 | 1 | 8 | 3 | 2 |
| 2 | 7 | 3 | 8 | 1 | 6 | 5 | 4 |
| 3 | 8 | 2 | 4 | 1 | 5 | 6 | 7 |
| 2 | 7 | 1 | 8 | 3 | 5 | 6 | 4 |
| 1 | 3 | 4 | 6 | 2 | 5 | 7 | 8 |
| [Left Blank] | [Left Blank] | [Left Blank] | [Left Blank] | 1 | [Left Blank] | [Left Blank] | [Left Blank] |
| 1 | 6 | 4 | 2 | 3 | 5 | 7 | 8 |
| 1 | 8 | 2 | 4 | 3 | 5 | 6 | 7 |
| 4 | 8 | 2 | 5 | 1 | 7 | 6 | 3 |
| 2 | 4 | 1 | 3 | 5 | 6 | 7 | 8 |
| 2 | 8 | 1 | 7 | [Left Blank] | 6 | 3 | 5 |
| 1 | 7 | 2 | 4 | 3 | 8 | 6 | 5 |
| 4 | 2 | 1 | 3 | 5 | 6 | 7 | 8 |
| 3 | 7 | 2 | 4 | 1 | 8 | 5 | 6 |
| 2 | 7 | 1 | 5 | 3 | 8 | 4 | 6 |

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

| |
|---|
| Northfield/267 |
| Northfield Dr & Green St HWY 267 |
| 86th Street and Hwy 267, Northfield & Hwy 267 are both safety hazards. |
| Ronald Reagan and Airport Road intersection. 136 and 900 at railroad. |
| outside Legacy Apt. 267/ northfield |
| 136 at 900 the railroad tracks |
| 267 and CR1000N and 267 and 74 |
| At 700 and Raceway. With the new development being built there, traffic will become worse and only having 700 stop is hazardous. |
| CR 700 & Raceway |
| I74 and Ronald Reagan |
| Brown |
| [Left Blank] |
| All of them |
| Walmart and 267 corridor |
| SR 267 and CR 1000 |
| Left turn from Tilden onto Hornaday (to go north) |
| green st & northfield dr |
| Northfield drive/McNees way. Drivers exiting Walmart turning East create two turning lanes which are not designated. They also frequently fail to yield to drivers crossing or turning from the opposite direction. 900 E and 136, but I believe plans are in action to remedy this. 400 N/Ronald Reagan. This intersection failed from the beginning. No turn lanes, no traffic control. Very dangerous. Ronald Reagan/Connector Road. One short left turn lane from Connector to RR is insufficient. No Right hand turn lane on SB RR to Connector creates hazard on a 55mph roadway. Looks like a light is being installed on RR at 74EB on ramp. Thanks for remedying this long time hazard. School zones still not properly marked beginning and end in all locations. Flashing lights at beginning of school zones, particularly on Hornaday Road and also on 267 in front of Harris would be very helpful. Lots of speeding in school zone occurs in these areas. 267/1000 N. Highly documented and demonstrated as dangerous and fatal. |
| Green St / Northfield intersection |
| Intersection of Northfield and 267, Highland Springs and 267 and CoRd 1000 and 267. |
| *Intersection of 1000N and SR267. *Intersection of 900E and 56th Street. *Intersection of 400N and Ronald Reagan Parkway. |
| 267 North of I74 when you try to turn left out of the new Starbucks or out of Dunkin Donuts to head north. |
| Northfield and 267 |
| Intersection of N CR 900E & US 136; Railroad crossing on Odell St is rough pavement; Exiting Taco Bell north (Kroger exiting south) onto Green St |
| Lincoln |
| Northfield by chase bank at 267. |

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

| |
|---|
| 1000 N & 267 |
| Brown |
| 550 and 136 |
| 86 and 267 |
| 400 N and Reagan, 1000 N and 267, 267 and Northfield |
| 1. CR 900 & US 136 w/railroad crossing 2. Northfield Dr: exits from former Kmart lot and strip mall directly across (Firehouse Subs, etc) 3. Chase Bank entrance on Northfield Dr 4. Northfield Dr/SR 267 intersection. Not enough space to merge into left turn lane on northbound 267, forced to sit in northbound traffic that's blocking access to turn lane. Lights for east/west intersection, Northfield, at same light, change back to red too quickly. |
| 1000 North and 267 |
| 267 and the new Northfield |
| Green St. from Airport Rd north through the 1500 block of N Green St. |
| Intersection of 267 and Whittington Drive and the entrance to Starbucks, steak and shake, shell, et al |
| 267 and north field by the stores. 136 and 550. Northfield and Witham. 1000 and 267 |
| Cr 900 @ u s 136 (rr tracks) |
| Ronald Reagan and 900/Airport. |
| Lincoln |
| Northfield and 267 and Northfield and Dan Jones |
| Lincoln |
| Lincoln |
| 267 N at 1000 N 136 at 550 E |
| The egress from Applebee's and from the Shell station. |
| North Green Street |
| CR 1000 and SR 267 |
| New downtown area |
| Rt 136 and 550 East by Lincoln Park Ronald Reagan expressway at interstate 74 |
| North Green & Northfield |
| Brown Township |
| Green Street |
| Main and green |
| 267 from 1000 north clear down to Avon. |
| Due to congestion, most of the left turn on SR267 are hazardous. |
| State Road 1000, I-74 exit at 267, exit to north bound from Shell/Starbucks north of I-74 |
| Raceway road traffic continues to increase exponentially, as more people move into Brownsburg and Brown Township. The road should either be widened to a 4 lane, or work with Marion County to create access from 56th street onto 465N. Many drivers take Raceway Road north when headed to northern Indianapolis & Carmel, who would use 56th street if they could get on 465. |

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

The light coming out of Walmart is a traffic hazard. The lines need to be repainted so people don't create a second turning lane.

Intersection of Northfield and 267. It is difficult to see oncoming traffic when in the turn lane. Also on eastbound Northfield, the "turn lane" into the bank and Starbucks is ridiculously bad. One is turning from southbound 267 and if someone decides to turn into Starbucks, there is always a jumping on the brakes so as not to rear-end the car turning.

CR 900 and U.S. Highway 136.

Corner of 367 and Northfield. Educate people on the use of traffic circles. C.R. 400 and Ronald Reagan should have a proper turn lane or traffic light. All of 267 from 1 mile north of Northfield heading south to 36. The corner of 267 (Green Street) turning east onto 136.

Northfield and Pennwood intersection

900 and 136

Roundabout south of Brownsburg, on 267. Invariably 2 cars side by side heading south, both continue south, instead of left car heading east.

Main Street and 900 East

267 and Whittington by Applebees.

The corner of 136 and 550, the corner of 86th St and 267 and especially Green St in front of Rush Off Main because there is no crosswalk! Very dangerous to cross from parking garage!!!

267 on both sides of the highway. My grandparents have been in the accidents trying to go to gas or steak and shake.

1000 N and SR 267

267 north of interstate 74

600 and the road coming from hession field neighborhood.

Intersection of Hornaday and Northfield on southside

The intersection of CR 900 and 136. Also, the intersection of Airport Rd (CR 400) and Ronald Reagan

136 & Northfield. 267 & Northfield. 267 & 74

Any round about.

second starbucks, shell, steak-n-shake road, 400 & ronald reagan, 56th & 1000

Intersection of 136 and 267

The railroad crossings on 900 east and 700 north are very dangerous. They need either a lighted sign or railroad arms.

The whole town is overly congested most of the time.

All of the areas where the roads are not clearly marked. Pavement markings is a huge problem in all areas. The light at Walmart for example, lanes are not clearly marked so people create turn lanes that aren't there.

267 & Airport Rd. 900E & 136

Through downtown. Should not be single lane traffic.

56th and anything. Northfield and Green

267 (Green Street) all of it.

700.. to narrow for all that traffic plus needs railroad arms

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

County road 700 and raceway road.

I'm not aware of any areas that are traffic safety hazards.

Airport Road and 267, Ronald Reagan to Airport Road (lighting needed, hard to see where to turn), 136 turning to 900E over the railroad tracks and turning left from 900 to Main Street gets backed up.

Train tracks crossing 700 north.

1) train crossing at 900 East and main. 2) the two train crossings near 700 S and 900E.

CR1000 and SR267. Also CR900 and SR136. CR400 and Ronald Reagan Parkway

The left turn from Southbound Ronald Reagan onto 74 East. People get very impatient in the morning and I've witnessed several near misses. The exit ramp from 74 West onto the Ronald Reagan backs up onto 74 in the evenings. Turning left from Pennwood onto Northfield Dr during morning and evening can be a challenge. Again, people get impatient and turn when it is not really safe.

475 exit entering the exit at Reagan.

Brown. SR136 and CR550 E.

City of Brownsburg from new Starbucks through intersection.

900 and 600/56th street

All of 267

267 next to connection point church

[Left Blank]

The intersection of main street x green street Northfield drive and the village center

[Left Blank]

None

Anywhere On 267

Northfield Drive and SR 267.

Northfield and 267! Also just north of I-74 on 267

The connection and area of Northfield and green street/267. To be specific where burger king and McDonald's etc, in that area. It's way too congested and poses as a traffic hazard.

Train crossing at CR 700 N

74 & 267

1000 and 267

267 & Northfield. You have completely overgrown this area with no regard for the now horrible traffic. 267 narrows from 2 lanes to one and people are constantly racing to cut ahead and back into the line from the turn right only lane that merges past Taco Bell. Quit building more businesses here until you realistically deal with this traffic. This kind of thoughtless overgrowth ruins the quality of life in this once peaceful town.

Northfield Drive at 267 (by Kroger) and Northfield Drive at US136 on the East side of Brownsburg.

1) Northfield Dr & N. Green at Chase Bank. 2) Northfield Dr from old K-Mart west to west entrance of Wal*Mart.

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

| |
|--|
| Ihop/Walmart intersection |
| 900 and 300 |
| [Left Blank] |
| Ronald Reagan and 400 n |
| Ronald Reagan and Airport Road No turn lane from Ronald Reagan N to airport road. Also not well lit at night. Also 136 and county road 900 tracks area |
| 56th Street at N County Rd 900 |
| 267 by Shell/Dunkin/Big O |
| Tilden and Hornaday intersection. |
| 267 and Northfield. 267 and maplehurst |
| North field- Green Street intersection. |
| Pedestrians attempting to cross Northfield drive or 267 |
| No turn arrow going east or west on Tilden onto Green Street. |
| 267 and 1000N, 136 and 900E, Ronald Reagan pkwy northbound turning left to west bound 400N needs a turn lane on RR PKWY. |
| The rail tracks, 1000 E, and 136. People who want to turn left/south must dart in front of traffic. |
| The Railroad crossing at 136 and County Rd. 900. The crossing, as well as the adjacent roads really need to be reworked. |
| 267 & 1000 N |
| I live in Brown township. The section of 267 from c.r. 700 to Northfield to me is very congested and hazardous. |
| I74 area, 267 & Northfield, 267 by Connection Pointe |
| The train crossing at the 900 and Crawfordsville Rd. |
| County Road 400N & Ronald Regan Parkway, Green Street and Northfield Drive, McNees & West Northfield Drive, Exit from Old Roland Manners & Old K-Mart entrance, 900E & CSX Railroad |
| Northfield and Penwood Lane |
| 267 and airport road. |
| Brown |
| Brown township,because of all the businesses and traffic |
| CR900 and US136 |
| US136 & 550E, 1000N & Hwy 267, Whitham & Northfield Drive |
| 1) Any intersection with Northfield Drive 2) Uncontrolled number of driveway Ingress-egresses from a commercial/retail locations to a major roadway (See SR/267-Green St from 56th St north to CR700N or US136-Main St from Grant St east to Northfield Drive) |
| None |
| US Highway 136 and County Road 900 E at Railroad crossing |
| Ronald Reagan & 400N 900E and 400N 900E and 300N 900E and US 136 |
| Can't think of any. |
| Brown Township |
| Ronald Reagan & CR 400 N Northfield Dr & N Green St N Green St & entrance to Stout's shopping center |
| US136 & CR 1000 E |

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

[Left Blank]

The intersection of Northfield & 267 near I-74. Especially on the east side with people trying to turn into the bank or gas station.

Northfield and Dan Jones; Northfield and 267; Ronald Regan and 400

The left turn across the railroad tracks at 136 east of town.

Northfield and 267 intersection as well as streets just around there

267 & Northfield Drive. Westbound on Northfield at the light crossing over 267.

1000N and SR 267

Many areas where there is no sidewalk (for example 267 north of 700 N).

NORTHFIELD and North Green

[Left Blank]

Westbound 56th st at Raceway

Both

900 & 136

74 exit to north RR. Needs a dedicated right turn lane. Backs up on 74 in right lane making it a HUGE safety risk for people traveling west on 74 moving at 65-70 MPH coming up on stopped traffic

1. CR 400N and Ronald Reagan Parkway 2. US 136 and 900E

The intersection of Cty Rd. 900 East and US 136. The intersection is about 110 degrees with a diagonal railroad crossing, a busy intersection that needs a traffic light.

56th St and subdivision entrances.

900 and 56th St. And 267 just north of I-74. Impossible to safely pull out onto 267.

900 / 136 railroad crossing

1) 400/Ronald Reagan 2) whole area around Northfield/Green St

267 from 136 to Avon townline is always crazy busy and for those of us who live along it it's hard to get out of our drives sometimes.

267 is in need of repairs and so is raceway road in some areas

267 and applebees, subway intersection

Raceway Rd between 56th and Wilson .

Main Street and 900 East

Intersection of 750N and Raceway Road.

267 very poorly lit

N County rd 600 E traveling south to E County rd 500 N to S Maxine Manor It is not safe for pedestrians or bicyclists to travel from Arbor Springs, Summer Ridge, and Autumn Glen neighborhoods to Williams Park or the Library or any of the schools in Brownsburg.

During heavier traffic times the neighborhoods east of Green St. North and South of Main St. Are filled with cars trying to avoid Green St. Traffic congestion.

Brown Township (I think).

Rail tracks at cr900 Cr400 and Ronald Reagan

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

make turn queing lanes longer. ie: sr136 westbound turning left onto connector road. 56th street east bound turning left onto grant. Also, please restripe roads. we have ~ 600 students turning 16 and starting to drive each year. the wornout land striping makes is challenging for seasoned drivers much less new drivers

Green Street (267)-Northfield-I-74 intersection

Hornaday and Northfield

CR 900 with the railroad crossing.

Lincoln Township

X

900 & 136

Northfield and 267, and the parking lot entrances along Northfield east of 267

Intersection of 900 e and 750 n. Railroad crossing with no arms or lights. All county roads intersecting 267. 900 e and 56th St when corn planted blocking visibility.

900 E and 136

*267 and 1000 north. *the new roundabouts- people don't know how to use them.

900/136

I74 and 267 intersection

Exiting Wal-Mart at the traffic signal on Northfield Dr. There should be left turn arrows on that signal.

Brownsburg

Both Lincoln and Brown

Lincoln

1. Turning left onto 267 north from the ramp off of 74. Right now there is only one lane that can turn left which doesn't fully utilize both lanes of 267 and traffic backs up all the way up the ramp onto 74. That's very dangerous. One lane goes straight only into crew car wash and Culver's. That lane could be changed from a straight only to a turn/ straight option, and would free up traffic from the lane that is turn only and backs up the traffic up the 74 ramp. 2. Left turn from 267 onto brooks bend. That intersection is so dangerous. So many wrecks already there and near misses. There needs to be a pass around lane so vehicles can get past the left turning vehicles from 267. I know that is easier said than done because you may need to cut into someone's yard, but it needs to happen. Turning from 267 right onto Hickory Rd. There needs to be a turn off area so traffic does not need to stop on 267 to wait for traffic to turn onto hickory. Again easier said than done but people are flying down 267 so fast they aren't paying attention to stopping vehicles on the highway. We need better flow of traffic on 267 since it's become so increasingly busy over the years.

SR267 north of I74 and Northfield Dr where Shell, Starbucks, Applebees and Steak N Shake etc. enter and exit

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

1) CR 900 and US 136 (turning east or west off CR 900); 2) Hornaday Road (between CR 300 to CR 400 due to excessive speeding at all hours in school zone.) 3) New Thornburg Road going through Cardinal Park is nice for alternative route, however, crossing as a pedestrian at entrance to the park is nearly impossible and should be a 3 way stop due to kids that cross the street to go to school.

Green Street, from 56th St. through CR 700 North.

US136 west of downtown is a drag strip. It is hard to pull out of sidestreets with people doing 70mph.

Downtown at intersection of 136 and 267!

Intersection of Northfield & Green. Need left turn on arrow only

400N & Ronald Regan Pkw.

1000 E at 56th street is very hazardous

I74 & Green, the bridge just east of Green on 700 north

Intersection of E County Road 400 N and Ronald Reagan Pkwy

Both

brown

There needs to be walkways linking the neighborhoods on 700N to the shopping areas around boulder creek. 700 is getting busier and busier. Hooking up with those sidewalks will ultimately link up to the trails along northfield and 267 that have been built

poor Sidewalks and lights near the schools off of Airport Road. Airport Road and Ronald Regan is a mess, should have been a round about or light. 136 and 900 is a complete mess. I74 on and off ramps at I74 are a mess

Ronald Reagan Parkway and 400 North

Brown

267/1000 N, northfield/267, whatever madness is going on when connection pointe lets out, 267 going to 1 lane southbound by the taco bell, maplehurst drive with people trying to turn left across 4 lanes

By 74 , Northfield and 267 from 700n

CR 900 and 56th

I74E to Ronald Reagan N - left turn I74 Intersection on 267/Green Street - The landscaping blocks visibility when turning left onto I74E

Any of the intersecting streets with the railroad tracks, from east to west through Brownsburg.

Green & Northfield and Green & Main due to poor red light enforcement.

North Green and Northfield Dr.

Airport road and the Ronald regain

Us 136 and 900E at the RR crossing

Intersection of County Rd 900E and Highway 136.

Lincoln

Intersection of CR 900 E and CR 600 N. The stoplight at Wild Ridge/Pitt was misplaced! 267 and CR 1000 N is also an issue, but the recent sad accidents there have highlighted that better than a survey.

traffic light at 74 and crew car wash

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

| |
|--|
| Whittington and 267, Northfield and 267 |
| Northfield Road west of 267. The traffic goes too fast and getting in and out of the strip mall where the UPS Store is is hazardous. |
| 136 and 900 |
| 900 and Main St, 400 and Ronald Raegan Parkway |
| Raceway and 56th Street intersection |
| Green Street - entire length Rail crossings without signals / stop arms Northfield at Green |
| 136 and N 900 E / N 600 E and CR 500 N / 267 and 800 N / 136 and 550 E / 267 at both North and South Northfield are the intersections where due to either low visibility, turns in road, overall amount of traffic on them, etc has led to many accidents or close calls that I've witnessed. Also Tilden should be looked at widening between 600 E and Maxine Manor. Not much shoulder if needing to get over and guardrails lacking as you go westbound. In icy conditions someone could overshoot and go straight into White Lick. |
| Airport Road & Ronald Reagan intersection |
| B&O trail crossing at Green St. Many rail crossings without lights or crossing arms |
| Brown |
| [Left Blank] |
| Green Street, just north of Tilden to 136. |
| [Left Blank] |
| 56 and 900. Railroad crossing on 900 and 900/700. |
| The intersection of CR 400 N and Ronald Reagan |
| Intersection of Hornaday and East Main Any RR crossing without lights and signals Intersection of Airport Rd and South Green St CR 900 East and East 136 and RR crossings |
| 1000 N at 267 |
| Ronald Reagan and Co Rd 400 (Airport rd) |
| Turning onto the opposite side of 267 near i74 |
| Lincoln |
| Lincoln |
| [Left Blank] |
| Lincoln Township |
| 267 and 136 intersection |
| 267/1000 N 267/1000 cut off road to 267 267/ Starbucks Citgo Shell Dunkin Donuts 267/ at Northfield Dr to Taco Bell |
| State Road 267 and Green Street, turning out of Walmart shopping center onto Northfield Dr. at the furthest west location across from IHOP. |
| 1000 and 267 |
| 1000n and 267 intersection |
| 1. 900E and HW136 @ the railroad crossing 2. SR 267 and 1000N 3. Ronald Reagan and 400N |
| Brownsburg |
| Green St. & Maplehurst Dr. Green St. & Whittington Dr. 136 & 550E |

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

| |
|---|
| Lincoln |
| 1000 N and 267 267 near I-74 and Northfield Drive 900 E and 136 |
| 136 and 900 |
| railroad crossings |
| Lincoln |
| -The stop light on northfeld, leaving walmart - Entrance into arbuckle at the railroad tracks. Should require entry at the stop light when entering from northbound 267 |
| 136 and Warren lane. 136 and N CR 550 E. 267 and E CR 800 N. 267 and N CR 750 E. 267 and 1000N. |
| Lincoln |
| None |
| 267 near the highway and Starbucks. South side of highway. |
| <p>The corner of SR 267 (Green Street) and US 136. After the construction the lane markings on the north side of Green Street were shifted east causing the left turn lane onto US136 to be shifted east and making the lane for people to come straight across on Green Street to have to shift right and those turning right onto Green Street from US 136 extremely difficult to stay in your lane and not infringe on the left turn lane if you are in anything larger than a small sedan. Semis for whatever reason continue to come down 136 and turn right at Green Street and I have almost been hit or seen people almost hit because they can't make the turn. I understand this should actually be a deterrent to them taking this route, but because they continue to take this route it makes it very dangerous. If there is more than one car in the left turn lane from Green to US 136 and no way to back up there is no where to go to alleviate the situation. There is plenty of room to shift the lanes back west as they were prior to the construction to align with the lanes on the south side of US136 so that there is no need to "shift right" when crossing US136 in either direction. An additional hazard is on McKees coming out of Walmart onto Northfield Drive. Some drivers coming from Walmart turning left onto Northfield appear to believe they have the right of way regardless the drivers coming from the parking lot across the street and just turn left in front of those drivers without even stopping. This is an EASY FIX you could add a sign with the lights on the Walmart side yield to oncoming traffic (while this should not be necessary, I have seen more than one close call, and now it is the norm for drivers on the "Scotty's" side to sit and wait to make sure the drivers turning left out of Walmart are going to follow the rules of the road and yield to them.</p> |
| 267 & Northfield 1000N and 267 |
| 136 and 575 west of Northfield by the park |
| SR 267 and 1000 N 136 and Jefferson S Green Street and Lincoln S Green Street and College N Green Street @ Northridge addition/Taco Bell/Wendy's area |
| 267 north of 74, 267 & Airport Rd, 267 & CR 1000 (86th st), 136 & CR 900, Airport Rd & Ronald Reagan |
| N Raceway Rd and East CR 700 N |
| 900 @ 136 |

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

| |
|--|
| None |
| 267 n by taco bell and McDonald's |
| 267 and 1000N |
| 267 1000 intersection |
| Railroad crossing at 900 and 136 |
| 1) cr 400 and Reagan parkway 2) EExiti g highland green neighborhood on N. Green, especially left turns 3) Walgreens and CVS exits just west of green and main intersection. |
| 267 & CR 1000, I-74 West exit ramp to Ronald Reagan |
| Northfield, 56th st, Ronald Reagan. Unpainted lines |
| There are a few. Left turns from tilden to dan jones, from sycamore to green and from airport to green. There are no stop controlled intersections between tilden and airport. Consider roundabouts at these locations. Also McNeese at Northfield: left turns out of Walmart do not yield for traffic coming out of the strip mall. |
| Northfield and green at. |
| [Left Blank] |
| Railroad crossing at 136 and 900. |
| I-74 267 area |
| Odell |
| 400 & Ronald Reagan, plus 900 & 136 |
| Raceway and 700 N. 267 and 1,000 N. 267 and Maplehurst. |
| Lincoln Township |
| 267 & CR 1000, 267 N of 74 during rush hours |
| 56th & 901E/900E 136 & 900E North field & Pennwood Ln |
| 700 north |
| Northfield & Green, 1000N & 267, RR Xings on 700N and 900E. McNees way by Walmart/PNC. |
| Intersection of 267 and CR 1000 |
| 267 |
| Northfield and 267. It is a nightmare. Police officers should sit there and write tickets. . . we could just pay cash for all the sidewalks and the community center |
| Ronald Reagan and 400 |
| The entrance to Northridge. People pull out of Kroger and use the turn lane as a merge. I've almost been hit head on several times as I am waiting to turn into Northridge |
| CR 400 and Ronald Reagen. |
| Ronald Reagan and CR 400 |
| RR intersection at 900 and 136 |
| The railroad crossing at highway 136 and 900 east. And 400n at Ronald Reagan pkwy |
| Turning north on Hornaday from Sycamore, especially during school traffic. |
| The intersection of Airport Road and Ronald Reagan Parkway and the intersection of SR 267 and 1000 N (86th Street) which I understand will receive a stop light. |
| 400 N and Ronald Reagan |

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

Lincoln Township

The intersection of Northfield Drive @ SR 267.

900 E and 56th St, the on and off ramps for I-74 and Ronald Reagan south of the overpass

Ronald Reagan at airport road turning left to Ronald Reagan. People flying around the bend on northfield and others trying to turn in and out of Shopping centers (k Mart, Starbucks)

Railroad crossings

900 at 136 where the railroad tracks cross. Also CR 1000 off SR 267.

All over. There are numerous roads that need stripes repainted.

Ronald Reagan intersections West Northfield drive/136 intersection North Green street - no crosswalk where pedestrian prefer to cross North Green/Northfield drive intersection

Not sure. New to brownsburg

267/1000

Northfield and Hornaday

Lincoln Township

CR 1000 E and 56th Street intersection.

Hornaday road/Dan Jones road

US 136 & 550 West and Tilden and 600 West

267 and Airport Road

CR 1000 N & SR 267

Railroad crossing on 700N

Sycamore and green st in front of my house. Cars turning left from wb sycamore to sb green st at rush hour get stuck waiting for a clear spot to turn and end up pulling into oncoming traffic. We've had 2 serious accidents that closed the road in the last few months as well as a fender bender last week. A few years ago a car drove off the road, through the drainage ditch, and back up onto our driveway. Also the speed limit is too high for such a busy area with houses that close to the street. Semis fly down the road and I never see police pulling them over. Rays trash semis headed to Whitestown are the most prevalent offenders.

I think there are safety hazards in all 3

-900 and 136 is impossible to turn left -the railroad tracks/street on Odell just past 136 need some TLC badly - the turn signal turning left onto Northfield from Green street is too short, making people attempt to "beat the yellow"

The intersecting of 136 and 267 is very tight

New crosswalk over ramp to 74 from 267. Northfield Dr behind old Starbucks where turn lanes are poorly marked

700 north and raceway road needs to be a three way stop

Areas near Walmart and on Northfield Drive where there are no clear painted lines on the road re-paint!

Green St

All streets that intersect 267.

136 and 900

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

Green Street and Northfield

Town of Brownsburg

County road 400N and Ronald Reagan

Green Street south of Main Street. Sidewalks need to be improved and, in some places, are still needed. Would be nice to connect the B&O with Arbuckle Park with a path for bikers and runners. Also, Northfield heading east from Green St to 136 needs better striping and lighting. My 74yo grandfather has a very hard time following the pavement along this stretch.

Train tracks 136 and 900

267 & 1000

Lincoln

4 way intersection before the high school, bulldog way, Odell and Tilden intersection

Northfield and 267.

I am retired so I'm not out in the rat race. But I have seen many close calls at the Northfield/Green St intersection. Also the timing of the light at Northfield Dr and 136 (east end) could be better. I usually turn into the gas station to avoid having to make a left turn at the light. Will only get worse with more traffic now that Northfield Dr extends south.

Railroad on 136

Train crossing at CR 700 N. Needs crossing arms.

The railroad crossings with only a stop sign - hard to turn and look back

900 N and SR 136

267 and Northfield.

Brown

Northfield road with cars driving much too fast. It's also hard to make left turns onto the road Out of the shopping centers.

Left turn out of Kroger.

900 and 136 by railroad tracks

Ronald Regan and 400 56th and 900. Ronald Reagan at 74E on ramp

All the train crossings that only have stop signs.

Turning north onto 267/Green Street from westbound 136/Crawfordsville Rd

Green St north of Northfield up to Garner

No crosswalk by Rush, sidewalks on only 1 side of 267 by Kroger/fast food, crazy intersections from 74 to 700N

[Left Blank]

267 and CR 1000 CR 400 and Ronald Reagan

Lincoln

267

The eastbound I74 exit ramp to Ronald Reagan needs a traffic light (There is already a light on the westbound exit ramp).

400N and Ronald Reagan

Green St & Northfield Blvd Green St & Main St (136) Green St AND EVERY cross street

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

Northfield and 267

Brown

Northfield at 267 and Northfield at Hornaday, Airport road at Ronald Reagan

Green St/I 74/Northfield. That entire area.

Tilden at the 267 Crossing needs turn arrows. 900 E needs a no left turn sign across 136

Crawfordsville Rd and N 900 E

Railroad tracks at 136 and 900

900/136

turn from westbound Main onto northbound Green

All street parking on Odell

Brown

[Left Blank]

That intersection of 136 and 900

Lincoln

267 and 1000 N

SR 267 & 1000 (86TH STREET)

Northfield drive and North Green Street

Lincoln

The ramp on Ronald Reagan to merge in to 74 East.

Odell/Pennwood. You have the equivalent of Northfield Dr. running through a subdivision. People accelerate through the stop signs. It is handling a volume of traffic and overweight vehicles (heavy duty trucks) NEVER intended for a residential street. Inexcusably bad planning on the part of the Town of Brownsburg. Better when it stopped at the railroad tracks.

The whole damn town

The intersection at 136 and 267, turning north onto 267 from 136. I have almost been hit there several times, even though I am stopped at or before the white line. Major accident waiting to happen. I was almost hit head on by a semi truck. They should be prohibited from turning right at that intersection no matter what. They should have to go up to Northfield.

Intersection of 267 and Nortfield Dr. by Walmart!

Intersection on CR 900 N & US 136.

Green Street congestion

56th Street between Tall Grass subdivision and Silver Leaf subdivision - they are part of the same large subdivision (Eagle Crossing) - the largest in the county - and there are amenities that children and families need/want to access but it is becoming increasingly hazardous due to increased traffic from Ronald Reagan Parkway and continued construction, expansion and development in Brownsburg. We have requested that the county come and look at the area to get us on the list for a pedestrian crossing for the past 3 years but have been told "Your builder should have thought of that when they constructed!" Our subdivision was built over 17 years ago. We have hundreds of school age children that cannot safely cross 56th street to use the amenities that their families pay for!

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

The roads on the east side of town are not equipped to support the additional growth of the new developments. This area needs more attention from the Town of Brownburg and Hendricks County.

Cars turning left across two lanes of traffic into Chase, Elegance, etc. shopping area. When cars let people through, often another car is coming up in the second lane and I have seen several near misses.

Ronald Reagan Parkway and 400N.

900 and 136 intersection

Ronald Reagan and 400N (Airport Rd).

Town of Brownsburg

SR 267 & Northfield

900 and 136

Odell and Northfield rd.

1000N/SR 267; 800N/SR 267

Ronald Reagan and 400 Ronald Reagan and 74 267 and CR 1000

Northfield and Green St 267 and 1000N

Intersection of 267 and Northfield near Walmart.

Not sure.

267 and Northfield

Green St turn onto 74E is a hazard for low vehicles as the decorated raised median makes it hard to see oncoming traffic

400 north between 900 east and RRP.

The intersection of 267 and Brooks Bend Road/Burns Drive is a continuous accident. Many of the vehicles involved end up in my yard. Plus the intersection of Maplehurst Drive and Green Street.

Ronald Reagan pkwy intersection with CR 400 N

Pretty much most of Green Street, from I-74 to CR-300 on the South end of Green Street. Also the Intersection of Dan Jones and Northfield Drive, and US-136 and CR 900. And EVERY 4-WAY STOP within the town limits, because 80% of the residential idiots that live here don't know how to STOP!!!

Railroad on 136 and 900 1000N and 267

267 by Dunkin Donuts/Applebee's. Turning left is nearly impossible.

The RR crossing at 136 and 900 is dangerous. I know it it not specificay a town issue.

Green Street at Northfield Drive

Northfield and 267

Lincoln Township. Co Rd 900 and 136.

something needs to be done at the intersection of 267 and 1000. To many accidents are occurring their. Something also needs to be done at the intersection in town where people pull out from the new Starbucks.

None

56th street and 900 E, 1000 and 267, Maloney and Raceway Road (turning left pinto Maloney from Racewa with blind corner)

Lincoln

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

Brownsburg

The intersection of N County Rd 900 E and Hwy 136. The intersection of N County Rd 800 E and Northfield Dr.

North Green St and Northfield Drive

Northfield/Green St

The crossing @ the railroad tracks @ 136 and 900 is a disaster; the crossing at CR 400 and Ronald Reagan is even worse. CR 1000 N and 267 also is a known hazard. CR 800 N and 267 is also dangerous, particularly with drivers coming south at high speeds.

136 and 900 railroad crossing

Every 4 way stop around the schools

[Left Blank]

North corridor in front of krogers

Ronald Reagan and Airport 100N and 267

Northfield and 267

Not a quick and easy question to answer with out a map for reference.

Northfield/267 intersection -- Burger King/GetGo/Chase

56th and 900 N, railroad tracks on 900 N and 700 E with gates/lights, eastbound on ramp for I-74 from Ronald Reagan

1000N and SR267 intersection Ronald Reagan Pkwy and Airport Road intersection

Walmart

267 and 1000N 136 east of town where train track cross at 1025(?)

Multiple railroad crossings on Northfield and US136

Intersection of Dan Jones/Hornaday & Airport road! Anywhere on-the-street parking is allowed on both sides is street within a housing addition....ie, Thornburg Pkwy in Thornburg Housing Addition.

Green street and Northfield intersection. Green street and i74 intersections. I74 N off ramp to Ronald Reagan - people turning right speed up road apron

[Left Blank]

136 and CR 550 E

Railroad crossings with no warning lights. More traffic with new subdivisions being built.

136 and 900

Intersection of 136, 900 east, and the train tracks

intersection of 900 and 136.

Ronald Reagan Parkway and E CR 400 N

Stoneybrook Drive and 267

Turning south onto 267 from airport road. 136 and 550. Turning onto Northfield from the back road that takes you to West Chase. I can't think of the street name. It's where they are adding a new neighborhood. Lastly, truck traffic on green street closer to downtown area. It's scary to walk with huge semis flying down the road.

Green St and Northfield Dr

267 and Northfield

Online Survey Answers

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

| |
|--|
| 900/136 Ronald Regan/400 Northfield/Hornady Airport Rd/Green 136/550 |
| Neighborhoods near library with no sidewalks and speeding cars |
| 136 & N County Rd 600 E |
| Coming out of the Wendy's area turning left onto Green St. 400 from Ronald Reagan. |
| Airport Rd and 267 |
| Odell and Hornaday, 400 and Ronald Reagan |
| 267 and 1000n |
| 267 & 1000 N |
| Driving too fast on 267 N. I live in Highland Greens and turning left out of there is so difficult. I have new teen drivers and it scars me to death. |
| 800 N and 267 |
| 56th St and 1000 by the railroad tracks. The side roads in clermont heights need repaved badly |
| [Left Blank] |
| Northfield & North Green St |
| 267 and Northfield Dr |
| Drive at Applebee's Whittington dr & 267 .. train tracks at 900& 136 ... train tracks on 700 that cut across 900. |
| Intersection at 400 and Ronald regan |
| 267 & 1000 |
| 56th Street & CR1000E intersection |
| B&O bike trail at 267 |
| Near the entrance of Arbuckle Park |
| College and Jefferson. People do not stop for atstop sign on Jefferson. This is a two way stop, college does not have to stop. I can see near crashes there everyday AND people drive over the 30 mph speed limit on college, including school buses. |
| 136 & 900 ... leaving the Walmart parking lot |
| Lincoln |
| SR 136 and CR 900E intersection Ronald Reagan and CR 400N Intersection |
| 267 and 1000 north, and 136 west of town west of Northfield by the soccer fields, and Tilden where it Ts into Hornady |
| RR Pkwy and 400 N. |
| Need cross walk with flashers from Arbuckle to rush on main. Need protection rail in front of Mizell's barber shop area into rain garden. Green Street from Kroger north, to many drives pulling into green street traffic |
| 1000 N and 267 intersection |
| Airport road and Ronald Reegan |
| Ronald Reagan and 400 |
| Northfield Drive, McNeese to in front of the old Kmart; specifically, east-bound drivers turning left into the strip mall Starbucks/Chase/Brickers and west-bound drivers stopping to turn left into Burger King (cross two left turn lanes and two lanes of traffic). |
| 136 and Northfield, 136 and 550E, Green Street and Northfield |

Question 3: What location in the Town of Brownsburg, Lincoln Township, or Brown Township is a traffic safety hazard?

Question 3 Responses:

Northfield and Odell. Tilden and Hornaday. 1000 N and 267. Ronald Reagan and 400 N.

Pennwood, Sabke Chase, and O'Dell streets in Austin Meadows

[Left Blank]

56th street between Raceway and Ronald Reagan

Always lots of traffic and people running red lights at Main Street & Northfield Drive on the northside of town.

Intersection of 136 and CR 550

Any railroad track without crossing arms. 136 and 900, CR 700

Entrance/exit of buildings/restaurants on 267 north of 74

Downtown, 267/northfield

Intersection without stop lights on ronald regan and 400 N

136 - the intersection just east of north field and Panoonys by the tracks.

Tilden and CR 600 RR crossing on 136

Green st and Northfield, Green st and 1000N

Northfield & 267 (east and west) been promised a stop light for years.

Lincoln township

267 and 1000

900 and 136, 1000 and 267

Grant & Main Streets

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

| |
|---|
| Northfield/267 |
| Green St. & I-74 |
| Hwy 267 from 400N to 700N and all points in between have too much traffic congestion. |
| Main St. and Green St., Northfield and Green St. in front of Walmart |
| <i>[Left Blank]</i> |
| Around Walmart and the northfield 267 intersection |
| 267 and 745 |
| By 74 and also by the stoplights near the new buildings in downtown Brownsburg on Greene st |
| Ronald Regan and I74 E in the mornings |
| 267 and 74 as well as 56th. Really just about everything at rush hour. |
| CR 700 and Raceway |
| 56 & raceway rd |
| All of them |
| 136 and 267 |
| Northfield Dr. and Green St. Especially the single lane that crosses Green when driving South on Northfield. I waited through 6 cycles of the stop light before being able to cross this past weekend. |
| 56th & 267 |
| green st & northfield dr |
| 267 all the way through town. Needs widened throughout. Roundabout at 56th/267 would help that area. It could work if shifted south and west. Also would encourage roundabout at Grant/Main and make Grant continue two lanes south from 136 to College. This would provide another N/S thoroughfare to relieve congestion on 267. Another suggestion...complete roadway behind Kroger to connect 267 and NorthField as well as tie into Grant. |
| Green St / Northfield intersection |
| Northfield and 267, Main and 267. |
| All of Green Street is too congested between 56th Street and Tilden Drive. |
| 267 and Northfield by I74 |
| Odell and Tilden |
| Walmart exit light; Connector Road light at Ronald Reagan in the AM |
| 450 west |
| Yup |
| Green St & Northfield @ I74 Green St & Airport Rd |
| Every intersection of 267 is too congested. |
| Northfield and 267 |
| North field and 267 |
| 267 from 136 past 74 |
| Northfield Dr & SR 267. Also, Ronald Reagan Pkwy and I-74 exit ramp traffic lights at Hendricks Regional hospital. Traffic that leaves westbound I-74 during rush hour traffic is frustratingly backed up. |
| Northfield and 267 |
| Green st and Northfield |
| Green St from 56 st through 1500 No. Green st, more specifically 56 st to I 74 is the worst. All of Green St from the B&O trail north through the 1500 Block of No. Green St. |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

| |
|--|
| Starbucks North of 74 |
| Northfield and 267 by Walmart etc |
| I74 @ sr 267 |
| Northfield and Green. Northside in general. |
| Rt 136 and Hornady Rd |
| The traffic flow through the new downtown area from 136 to I-74 on 267 |
| Lincoln |
| Lincoln |
| Green Street from Garner Road to Airport. Specifically Green and Northfield. |
| 267 & Northfield. |
| Nothfield Drive and North and South Green Street |
| Traveling 74 Westbound taking Ronald Reagan off ramp during evening rush |
| Near Kroger |
| Rt 267 between Northfield and 800 on weekday commutes |
| I74 intersection. |
| Brown Township |
| Area around interstate |
| Northfield and Green |
| 267 from 1000 North through the town to Avon, especially at I74 |
| SR267 is congested through town. Especially the portion from 56th St to Main St. |
| Cemetery near 56th south through the rest of town, near connection point, greenfield and 267 intersection |
| Raceway Road is too congested, and will increase as more homes are built East of Brownsburg. |
| Main Street intersection by CVS and Walgreens. |
| 267 and Northfield |
| Northfield Dr. and S.R. 267. |
| Corner of 267 and Northfield area. Actually all of 267 between 1 mile north of Northfield to 36. |
| Northfield and 267 intersection on the North side of town by Walmart |
| 900 and 136 Green street between 700 and Northfield during before and work Northfield and Green. |
| New downtown section on Green St. To designate that section with bike lanes both sides was ridiculous. Where do bikes continue travelling? Use the lanes for vehicles! I travel that section numerous times daily and NEVER have I seen a bicycle. |
| Main Street and green St |
| From 74 to Tilden anywhere on green street. |
| 267 downtown, at Northridge, at 136 and it is just too narrow for all the traffic and especially for the traffic the new construction will add to the mess! |
| 267 and Crawfordsville Rd. And the 75 exit onto to Ronald Regan. |
| Green St and Northfield Dr (esp around 5 pm) |
| 267 and Northfield dr |
| Northfield and 267 |
| Hornaday and 200 south |
| CR 900 and 136 is the biggest area of congestion I've seen |
| 136 & Northfield. 267 & Northfield. 267 & 74 |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

| Question 4 Responses: |
|--|
| The interstate entrance and exit on 267 |
| walmart, kroger |
| Intersection of Hornaday and 136 |
| 267 and northview. Pretty much 267 north of 74 during rush hour. |
| Green street and 700 north. |
| County Road 700 |
| 267 & 136 |
| Through downtown. Why was this completely redone but finished with single Lane traffic. Backs up terribly. |
| Northfield and Green |
| Green and Northfield |
| 267 at 74 |
| 267 and I-74 |
| 256 and Northfield is probably the most consistent area for congestion. |
| 136 turning to 900E over the railroad tracks and turning left from 900 to Main Street gets backed up. |
| Northfield and 267. |
| Northfield and green street. |
| Two mentioned above in early morning - CR900 and CR400 |
| 74 Exit ramps onto the Ronald Reagan and 267 in the evenings, especially onto the Ronald Reagan. It backs up onto the interstate. |
| 56th Street & 900 |
| 136 and 550E 267 and northfield |
| Same as above #1. |
| 267 and northfield |
| 267 |
| 267 and 136 267 and northfield drive |
| 74 & 267 |
| N northfield drive and village center shopping |
| <i>[Left Blank]</i> |
| Northfield blvd and 267N |
| 267 from I74 to 300N |
| Northfield Drive and SR 267. |
| County rd 700 north and 267. Multiple traffic jams every night |
| Again Northfield and green street/267 intersection way to congested. |
| Green Street and Northfield |
| 74 & 267 |
| 267 and Northfield near Walmart |
| 267 and Northfield - disgraceful, thoughtless "planning" - no more new businesses until this congestion is fixed. And then build businesses somewhere else - quit growing this one little area until it's horrible to drive through. Do you not live here??? Why are you ruining it for everyone by trying to make Brownsburg into Carmel? |
| Too many to list. Traffic is horrible most of the time during the mornings and evenings. |
| Northfield Dr & N. Green N. Green & Garner Rd. |
| Northfield and 267 |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

| Question 4 Responses: |
|--|
| 900 and 300 in the evening |
| Northfield and Green (267) |
| Tilden and Green St |
| 136 west headed from clement into brownsburg around rush hour. The stoplight at Northfield and 136 often causes congestion. |
| Northfield and Green |
| Same as 1 and intersection of 267/Northfield |
| Main Street |
| 267 and Northfield, 267 and maplehurst |
| Northfield - Green Street |
| Northfield drive and 267, just south of I-74 |
| Grant and Main should also have a turn signal going north. |
| Northfield drive westbound at 267 should be 2 lanes westbound instead of a dedicated right turn lane. Connector Road should have 2 left turn lanes onto Ronald Reagan. 136 westbound should have a no left turn onto 900E from 4 to 7pm. |
| 267 north heading to 74 or north of that. Also, Northfield at 267. Not sure stop lights are coordinated. |
| Green St. & Northfield Dr. |
| 267 & Northfield Dr |
| 267 from c.r. 700 to Northfield |
| I74 area, 267 & Northfield, 267 by Connection Pointe |
| Usually not too congested. |
| Green Street and Northfield Drive, McNees & West Northfield Drive, US 136 & Green Street |
| Northfield and 267, worst light in town especially if you are heading west on Northfield |
| Northfield & 267/136 & E Northfield Dr/ |
| Brown |
| Both at times. But i imagine brown is because of more conjection. |
| 267 by I-74 |
| Northfield & Green Street on the Northside |
| Intersections of SR267-Green St at CR700N, I-74, Northfield Drive on northside of town. |
| 56th St new light that was just installed. It should be a round about, as more traffic gets congested because of this light. Northfield and 267 is always a hot mess, only gotten worse. |
| N.Green street |
| 400N and Ronald Reagan |
| 267, specifically the area about a half mile south and half mile north of the 74 intersection. |
| 267 north by the Connection Pointe Church and neighborhoods. |
| Northfield Dr & N Green St Northfield Dr & entrance to Walmart/Shopping strip |
| Northfield dr and Green St |
| All along 267, really. |
| Northfield and 74 |
| Northfield and 267 from any direction |
| Northfield and 267 |
| 267 & 136 |
| Green Street from 700N to Main |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

| |
|---|
| On 267 between Connection Pointe Church and Kroger. More businesses are being added as well which will make congestion even worse. |
| NORTHFIELD and North Green |
| Green St between 700 N and Northfield Dr |
| Westbound 56th st at Raceway |
| 267/northfield. Entrance to walmart. 267 at the interstate entrance and exit |
| [Left Blank] |
| Same per above 74/Ronald Reagan edit |
| [Left Blank] |
| 267 and Northfield. |
| 56th St and Raceway Rd |
| Northfield and 267. |
| 136 from 465 to 267 daily |
| Green Street/Northfield |
| 267 from 136 to Avon town line |
| northfield drive and green street intersection is very congested |
| 267 north of 74 |
| Green Street all of it |
| Green Street and Northfield during the evening rush hour |
| Many people running stop sign during rush hour traffic or speeding on 750 N between Raceway and St. Malachy church |
| N/a |
| Northfield drive, 74, and Green Street is often congested. |
| Green St. From Garner Rd. to Main St. Is still a choke point during any mild increase in traffic flow. There needs to be more access to the north and south ends of town without having to use Green St or cutting through the neighborhoods to the east of Green St. |
| CR700/SR267. And 267 between 700 and I-74 is a constant NIGHTMARE!!!!!! |
| Cr300 and cr 900 |
| school and hornady - consider a roundabout |
| Same |
| Northfield and North Green |
| Raceway and CR 600 |
| Tilden Drive to Northfield Drive |
| X |
| 267 & 136 |
| Northfield and 267 |
| [Left Blank] |
| 267 and I-74 area |
| 267 and Northfield Drive |
| 267/136 and 74/RR |
| all up and down 267 from 800 north down to northfield drive |
| Intersection of Main St. and Green St. |
| All of it |
| st road 267 and Northfield on the north side of town. This involves both townships. |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

| |
|---|
| Main street & 267. Northfield & 267. |
| 1. 74/267/Northfield. That intersection has to be redone. 2. Brooks bend & 267 |
| Intersection answered in first question as well as 1000N and SR267 which may be more dangerous than congested depending on the time of day |
| Most of Green Street at peak hours of day. |
| Green St., from 56th St. through CR 700 North. |
| Green and Northfield. An additional north south street crossing the freeway would help. |
| North 267 from 56th Street to 800 N |
| Northfield & Green |
| Green Street North & Northfield |
| 267 and northfield drive |
| North field, I74 & Green |
| Intersection of S Green St and W Main St |
| Northfield and Green |
| 267 and northfield |
| 267 and Northfield. Also, 267 and 74. |
| Airport Road at Ronald Regan 136 and 900 I74 on and off ramps 136 and 267 Northfield and 267 |
| Northfield Drive and 267 |
| Main and 267 |
| northfield/267, whatever madness is going on when connection pointe lets out, 267 going to 1 lane southbound by the taco bell, maplehurst drive with people trying to turn left across 4 lanes |
| 267 heading south towards 74 then towards Northfield |
| Green Street/267 and I-74; Northfield and 136; Northfield and Green Street/267 |
| I74 Intersection on 267/Green Street |
| Turning left into new Dunkin Donuts/Shell Gas/Big O Tire north to CR 700 North. Green Street at Tilden, the curve in the road makes traffic turning hazardous. |
| Southbound Green at I-74 Eastbound |
| US 136 and Hornaday |
| south green street |
| N Green and Northfield |
| Highway 267 from Tilden to 56th Street. |
| Airport Road (CR 400) and Ronald Reagan Parkway |
| Green St is terrible. 267 and 74 is a problem too. And what's with the axle breaking manhole covers on Green St? |
| traffic light at 74 and crew car wash |
| 267 from 700 to Northfield Dr |
| Intersection of 267 and Northfield Road |
| None |
| Green st and Northfield |
| Both ways 56 st |
| Northfield at Green |
| 267 along the main commercial/74 corridor and 136 between Odell and Hornaday. I think in both cases if some of the curb cuts can be eliminated so that cars aren't coming out of as many outlots into traffic would help some of the movement of cars in those areas. |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

| Question 4 Responses: |
|---|
| Airport Rd & Hornaday Rd |
| 136 and 900E at the rail crossing |
| Brown |
| [Left Blank] |
| Northfield & Green Street |
| [Left Blank] |
| Northfield and main by 74 |
| 267 from I74 to Northfield |
| Northfield and North Green Hornaday and East Main CR 900 East and East 136 and RR crossings Main and Green downtown |
| Green st/I-74 |
| Main St and Northfield Dr |
| 267 near the interstate |
| 56th street from raceway road to Brownsburg |
| Eagle Crossing and west 56th street |
| Northfield and Green street |
| Northfield and 267, Reagan and 136. Pretty much anything on 136 during prime traffic times |
| 267 and 136 |
| 267 N, Northfield Dr (both ways) and 267, 136 and 267, 267 from Northfield Dr to the end of fast food lane |
| I-74 Interchange |
| Green Street / 267 is ridiculous The addition of a another stoplight in the newly renovated area creates traffic to back up to Tilden many times during traffic hour |
| The one lane each way through the newly built area on north street |
| SR 267 from 700N to 600N |
| Intersection of East Northfield Drive and Hwy 136 |
| Green St. & Northfield Dr. by Bob Evans |
| Where isn't it too congested? 900 and 400. Ronald Reagan and 400 |
| 267 from 800 N to Northfield Dr |
| 136 and 900, as well as 74 exit ramp at rush hrs |
| Green St & I-74 |
| 267 from 900 all the way through town until Tilden. |
| 267 between tilden and 56th St |
| Intersection 267 and 136. And 267 going south to tilden. |
| Green and Northfield |
| Northfield and 267 |
| 267 near the highway |
| Green Street and Northfield Drive and the roads north, south, east and west feeding this intersection. Not sure what the answer would be here as it is already 2 lanes in every direction with left turn lanes. |
| 267 & Northfield 267 SB north of 74 136 & 267 |
| Green and northfield |
| Green Street from 700 N to Tilden |
| 267 & Northfield Dr, downtown Bbrg during rush hour times |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

| Question 4 Responses: |
|--|
| Raceway rd |
| Airport road at S. Green |
| Neither |
| 267 and northfield dr |
| 267 and Northfield southbound |
| The one right before the highschool football field on Odell |
| Northfield and 267 |
| 1) entrance to brownsburg high school during am/pm (stadium and Tilden?) 2) green st and Northfield Dr. |
| 267 from town limits to town limits |
| 267 north of 56th St |
| At Northfield and green St, just south of I-74. The timing from the westbound approach needs reconsidered. |
| Northfield and green st |
| <i>[Left Blank]</i> |
| 267 in between 56th and 700n |
| I-74 267 area |
| 267 and northfield |
| Northfield and 267 N |
| 700 N and 267. Northfield and 267. |
| <i>[Left Blank]</i> |
| 267 right around 74. It got really bad when the Crew carwash and Culver's were built there. |
| Northfield going West into 267. There is only one lane going straight and too many cars need that during evening hours. Also, that intersection from all directions, but no where to enlarge due to buildings on all 4 corners |
| 267 and 700 north |
| Green Street, especially around Northfield. |
| <i>[Left Blank]</i> |
| 267 & 74 |
| 267 & Northfield. Also 267 past the movie theater, wish it went down to 2 lane past the church. |
| 136 and 267, northfield and 267 |
| 267 -north of 74 and also between 56th St and Main St. |
| Intersection without a light near the new Starbucks. Maybe a service road is needed that has a light and exits near Dunkin Donuts and Applebees. |
| 267 and northfield |
| 267 from 700 N through Main Street |
| 267 at Northfield |
| Left turn at the RR tracks on 136 |
| SR 267 (Green Street) and Northfield Drive |
| 267 and N Northfield |
| 267 and Main Street |
| The intersection of Northfield Dr. @ SR 267. |
| Ronald Reagan and I-74 south of overpass. |

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

| |
|--|
| Near the highway on ramp it gets backed up and forces further issues on northfield and green streets |
| Northfield Blvd and 136 |
| Green Street at the new downtown development. |
| Northfield and 267 |
| exit ramps from I74 to green and Ronald Reagan North Green/I74/Northfield drive during evening for about 1 hour |
| 267 and north field |
| 267 down by the new apartments and cemetery |
| 136 and Green along with Green and Northfield |
| County road 900 East & 56th street; intersection of Northfield and Green St (light for Northfield is very short); we should also install rail road crossing lights and cross bars at 950E and 700N |
| 267 and Northfield drive. |
| Tilden and Green |
| Northfield & North Green |
| 267 and Northfield on the north side. |
| N. Green St from Northfield to Garner Rd 700N) |
| Main and Grant |
| 136 and 900e |
| 56th and the bridge going to adecco, ronald reagan off ramp at rush hour |
| ? |
| Between 700 and Northfield on 267 can be awful. |
| Any intersection near 267 and 74. |
| 267 from 700 north to 56 th street |
| Northfield and green street by Walmart and green street |
| Anything along Green St |
| Any intersection close to bburg schools. |
| 267 and Northfield |
| Green Street and street at Starbucks |
| Northfield and 267. |
| Main street and N. Grant street |
| Green Street and 74.....especially north of 74. It's difficult to go north when leaving the Shell station, Starbucks or Steak-n-Shake. |
| GRANT AND 136 |
| 267 between 700n & 74 |
| 267 and Northfield |
| Road between Brownsburg meadows and CVS |
| From Northfield and 267 almost to 700 and 267. |
| Northfield dr/Green St Green St / Main St |
| 136 and Main Street |
| Green Street and Northfield |
| toss up between Green and Northfield or Green and Main |
| North side between connection pointe and 56th in the afternoon |
| 267 and northfield |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

| Question 4 Responses: |
|---|
| Green Street between 700 N and Main Street |
| North field & green street |
| Near Connection Pointe. |
| 900 and 136 |
| Northfield at 267. 267 at Starbucks and Dunkin. Odell at 136 in mornings |
| Northfield and Green Street |
| All of green street is congested. Timed lights might help. |
| See number one. |
| 267 & Northfield |
| [Left Blank] |
| 267 headed south from Connection Pointe Church to Main Street |
| Main Street. Also Bulldog way and 136. Hard to turn left. |
| Hornaday rd and crawfordsville rd |
| Northfield/Green Street Intersection |
| 267 North of Town by 74 |
| Absolutely each and every cross on Green St, North AND South! Especially Green and Northfield Blvd. |
| 56th and 900 |
| S Odell St and Airport rd |
| Airport road at Ronald Reagan, sometimes at Northfield & 267 |
| Same as above- Green St/I 74/Northfield |
| 136 and 267 through town |
| Heading south on 267 from Brownsburg 8 theatre all the way through the downtown development |
| Northfield/Green St. |
| Northfield/267 |
| Green & Northfield |
| Tilden and Odell |
| Everywhere |
| The area on 267 from the movie theatre to 56th street |
| By Walmart |
| Tilden and 600. |
| 267& Northfield Dr |
| All of downtown is a nightmare to get through during rush hours. The traffic lights don't seem to be in sync with each other. |
| Northfield drive and North Green Streer |
| 300n and 900e |
| On Green street near Dunkin' Donuts/Starbucks, etc |
| Odell/Pennwood through Austin Meadows and all along 267 from 700 South to 136 |
| The whole damn town |
| 267 from CR 700 to Northfield becomes really congested and cars end up in the intersection, which blocks the traffic going the other way. It is a nightmare from 5-6pm. |
| 267 by I 74 |
| Green St from 56th to US 136 |
| 267 and Northfield also 267 and Tilden |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

56th Street between Tall Grass subdivision and Silver Leaf subdivision - they are part of the same large subdivision (Eagle Crossing) - the largest in the county - and there are amenities that children and families need/want to access but it is becoming increasingly hazardous due to increased traffic from Ronald Reagan Parkway and continued construction, expansion and development in Brownsburg. We have requested that the county come and look at the area to get us on the list for a pedestrian crossing for the past 3 years but have been told "Your builder should have thought of that when they constructed!" Our subdivision was built over 17 years ago. We have hundreds of school age children that cannot safely cross 56 street to use the amenities that their families pay for!

Very DANGEROUS intersections, especially during poor weather, with no street lights, no traffic lights and no turn lanes (insert Michelle Tanner "Duh!" GIF here): Ronald Reagan & E County Road 400 N N County Road 900 E & SR 136

Northfield and 267

300 N and 900E. Northfield and 267

Any left turn that is not at a light is nearly impossible to make the left handed turn onto 136 or 267 from any street or business.

400N (Airport Rd) and Ronald Reagan during morning and evening rush hour.

All along Greenstreet, but the worst is North Greenstreet and Northfield Drive

267 & Mainstreet

Green Street crossing 136

267 green st and 74 hwy light, northfield/ green st, 56th green st

N Green St/Northfield Dr W, Northfield Dr E/Main St

74 ramps onto Ronald Reagan Main Street and Green street area

Between Walmart and the old Kmart

267 and Northfield near Walmart.

267 & Northfield Drive.

267 and Northfield

Green St onto eastbound Northfield Drive

?

267 From Connection Point Church through Northfield Drive intersection

267 and Northfield intersection also north of there to 700. Need better way to get in and out of business along 267 north of 74

Hornaday and CR-400, Northfield Drive and Green Street, Ronald Regan and CR-400, Both ends of the Connector road between Ronald Regan and US-136, and at the beginning of school and when school is let out, all intersections in and around all fo the schools.

300 and 900 136 and 267 Northfield and 267

Northfield and 267

Green and northfield

Green Street at Northfield Drive

Northfield and 267

Co rd 900 and 136

getting on to 74 is horrible with people pulling out of the starbucks and other businesses on that road.

300 and 900

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

| |
|--|
| Airport and Odell |
| 267 & northfield & 136 & 900 |
| Northfield and green street |
| Odell and Hwy 136. The light for Odell takes forever. Airport road and Hornaday Road is congested, but I know there is a plan for a round About. |
| North Green Street and Northfield Drive |
| Green St south of Main |
| Everything along 267 is too congested from Tilden until you get to Connection Pointe. It shouldn't take 20 minutes to get across a town like Brownsburg; Odell and 136 is rubbish, too, especially in the morning, though a right-hand turn lane certainly could help ease that up; Connector Road and RR Pwky stinks too. The volume of traffic looking to turn left to go on 74 far exceeds the volume of traffic coming from RR Pwky straight, often backed up to 136 in the morning, needlessly. |
| 136 and 900 at the railroad crossing |
| Every road around the schools, and main commuter road |
| <i>[Left Blank]</i> |
| N267 and Northfield dr |
| Near schools |
| Northfield and 267 |
| Same answer as 1 |
| Northfield/267 intersection -- Burger King/GetGo/Chase |
| Green Street at I-74, Ronald Reagan at eastbound I-74 ramp entrance, westbound I-74 ramp to Ronald Reagan, westbound Northfield at Green St. |
| Ronald Reagan Parkway and I-74 |
| 267 |
| Through downtown from 700N to south of 136 |
| Us136 at railroad crossing |
| Corner of Dan Jones/Hornaday & Airport Rd |
| Green street and Northfield intersection. Green street and i74 intersections. I74 N off ramp to Ronald Reagan - people turning right speed up road apron |
| 267 and Northfield by Bob Evans. Should be 2 lanes go across from by BP on Northfield. All other directions have 2 straight lanes. |
| 267 and northfield |
| 267...700N to downtown especially at rush hours. |
| 136 and 900 |
| Ronald Reagan and connector road near i74 during rush hour |
| no where |
| Green Street and Northfield Drive (near Burger King, etc.) |
| Stoneybrook Drive and 267 |
| Green/Northfield intersection. |
| Green street from Tilden Rd (south) to Garner (north) |
| 136 and 900N |
| Exit ramp 74 to RR 267/Northfield |
| 136 west bound. Tilden and hornaday |
| 136 & N County Rd 600 E |

Online Survey Answers

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

| Question 4 Responses: |
|---|
| Green st |
| Main and the bypass by Burger King |
| 267 and Northfield |
| 267/Northfield |
| 267 & Northfield Drive. Left turn from Northfield to go N on 267 to get on 74. There are two lanes to turn left, but even those going further north on 267 use the right left turn lane causing congestion. |
| 267 from Applebee's to 74 and Northfield intersections. |
| Northfield and 267 |
| 56th St. and 1000 |
| [Left Blank] |
| Green from CR 700N to 56th Street |
| All directions at the intersection and turn lanes |
| 267 & northfield ... Walmart light & northfield |
| 267 & northfield |
| Green Street & Northfield Drive |
| 267 and Northfield Dr. Also 267 and 136 |
| Northfield Drive and 267 |
| Green Street and College Also Grant and Main |
| 136 & 900 Airport Rd & 267 |
| Odell. 267. 136. Tilden. |
| Airport Road and Hornaday; Green Street and Northfield Drive/Interstate 74 Area |
| 267 is super congested all the time during rush hour. And over by the high school the entire stretch of Tilden gets blocked up during the beginning and end of school time, and those cars don't leave space for residents in this neighborhood to get across Tilden from one side to the other, even as far down as Jefferson St is blocked. |
| SR 267 from 56th to 700 N |
| I-74 area and north field and green. |
| Green street and 267 |
| Ronald reegan |
| 267 and Northfield. |
| On 267 from 700 North south-bound to Lorraine Dr. |
| Green street and Northfield. |
| Every where. We failed to plan our infrastructure so now we pay the price. Northfield at 267 is ridiculous most days. |
| The area between Kmart/Firehouse Subs/ Five Guys/ Chase Bank/ Big Red Liquors in Brownsburg |
| 267 at interstate 74-Northfield Dr |
| 267 from the stoplight by Goodwill down to the area in front of Kroger |
| Light at the corner of Odell and Main Street is too long for Main Street and too short for Odell. |
| 267 and Northfield |
| Green St between 56th and Main- the lights are not coordinated and it's ridiculous |
| 267 north of 74 |
| 136 & CR 550E |

Question 4: Where in the Town of Brownsburg, Lincoln Township, or Brown Township is the road or intersection too congested?

Question 4 Responses:

Where 900 meets 300 especially during rush hour traffic. People cannot pull onto the road from their homes or into their homes in the evening

North field and 267

Tilden and CR 600

Green st and Northfield

Northfield & 267

Odell and US 136 during school hours Ronald Reagan and 400 136 & Northfield

267 and 74

56 and northfield, anywhere around the schools

N. Green & Northfield

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

| Question 5 Responses: |
|---|
| 267 South of 136 |
| E County Rd 700 N, & Green St |
| [Left Blank] |
| My side of town (near N. 900 E. and E. 300 N.) is fine on these areas. Unsure about other areas. |
| crossing downtown at Rush on Main. |
| The area of town near the library is lacking sidewalks in some places, which makes walking difficult. |
| We should probably start by putting shoulders on most of our roads. Bike lanes could be added easily at that time |
| Can't think of any |
| Unknown |
| None people are crazy to commute outside of a vehicle with this amount of traffic. |
| Green Street and Northfield Drive |
| [Left Blank] |
| None |
| Not major routes continue to build trails off b&O or in neighbourhoods keep away from commuter traffic |
| [Left Blank] |
| 267 |
| green st & tilden dr |
| Connect all the parks and school areas. |
| [Left Blank] |
| [Left Blank] |
| Unsure |
| 267 between 56th street and Northfield Drive North |
| On 267 from 136 to Tilden |
| 136 & Hornaday needs a crossing; East side of Odell from Sycamore to Tilden (across from the high school) needs a sidewalk |
| Tilden and 267 |
| [Left Blank] |
| Airport Rd S to B & O Trail |
| Taco Bell/Wendy's area. I know it would be less convenient, but I think a partial median would make that area less dangerous by still allowing NB and SB traffic to turn in, but not allowing Wendy's and Taco Bell traffic to cross from east to west. |
| 136 towards 550 to connect to the trail to kohls, lowes etc |
| Na |
| None |
| N/a |
| Around the schools |
| Green st around Northfield |
| Green St. From the B&O trail to the 1500 Block of no. Green St. Main St. East of Odell through Northfield should have sidewalks on both sides of the street. And more pedestrian friendly cross walks throughout. |

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

| |
|--|
| Sidewalks and bike paths would be ideal along Co. Rd. 600 East from 500 to 136 and along Co Rd 700 North from 267 to the water tower. I think they both would increase neighborhood values |
| Unsure |
| No where |
| Nothing I can think of. I do know every rail crossing needs lights and arms. |
| Sycamore and Hornady Rd |
| The crossing of the B&O at 300N near 900E is very difficult and dangerous for cyclists |
| Lincoln |
| Lincoln |
| 136 From Northfield to Lincoln Park. |
| A proper pedestrian bridge, walkway or subway from the south side of Northfield to the north side at the light to Wal-Mart. |
| South Green Street towards the BO Trails |
| 267 all the way down to Avon if possible. |
| Downtown |
| Rt 136 from Northfield to 267 |
| Hornaday & Main St. |
| Brown Township |
| None |
| n/a |
| No bike trails or lanes are needed, they make the traffic much worse and less safe. Ban bicycles from main thoroughfares to make safety a real thing. |
| Active transportation should not be the focus. Brownsburg doesn't have enough foot traffic for a downtown district and there isn't convenient parking to support that volume of foot traffic. |
| <i>[Left Blank]</i> |
| Many existing sidewalks need to be repaired before more are created. |
| I'm not sure. |
| NO bike Lanes!!!! Go look at the disaster Indy has created on Illinois Street. It's useless and has created a traffic hazard as it's a frogger like game to cross the Illinois from side streets. Also, the "trail" across 56th street at eagle Creek. Poorly poorly planned and only created more of a traffic jam on the causeway. |
| From my past experience many bike trails should not be installed along or near highways or roads. |
| On 267 from Tilden to C.R. 400 (Airport Rd) there isn't a sidewalk. |
| Unknown |
| ? |
| Continue trails throughout the town but NOT in heavily traveled roads. Far too dangerous with cell phone use. The B & O trail was the greatest improvement Brownsburg has made in 70 years. |
| Unsure. Donnelly drive could use a access point to the B&O from the loop. |
| From Northridge estates (on136) to ar buckle park |
| 267 in front of Rush Off Main! They even reference the Frogger game on a sign inside the restaurant!! It's crazy how dangerous it is to cross from the parking across the street!! |

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

Bike lanes would be helpful to get from the new city center to places like Starbucks or Kroger. I think better access to bike lanes could promote more people to make short trips on their bikes. But those short trips should be to places people already love to visit or have to go to.

South Green St. to provide access to B&O (sidewalk or multi-use path)

Co road 700

I would like to see more multi use trails around the town and county.

West side of town

I don't have an opinion on this

People run the 267 B&O trail traffic light daily. I have almost been hit a couple times each month there while using the trail

None that I know of

[Left Blank]

Bike lane from town center to B and O

[Left Blank]

Green street along the cemetery.

[Left Blank]

No recommendations

Tilden needs a wider sidewalk between green street and school campuses

Take care of the streets first.

Jefferson St and School St

Cr 700 from 267 west to the golf course

[Left Blank]

Main St from Northfield to Odell could definitely use a sidewalk.

[Left Blank]

Raceway road from 700 north to 600 north. A bike lane along this stretch of road would connect communities to the bike path that leads to Eagle Creek Park.

Everywhere on the north side of I-74.

CR900 north of CR400. Need a sidewalk all the way to CR300. I guess someone could go over to Northfield to se sidewalk from 400 to 300?

Crossing from Grant St. across 56th from Bayberry Place apartments.

Biking or walking trail near Hession Fields

[Left Blank]

Bike lanes outside city limits of Brownsburg.

New neighborhoods need connected to existing sidewalks and trails

None

267 and 136

[Left Blank]

Sidewalk/pedestrian access from Arbuckle to Walmart

Need a sidewalk along 267/green from main down to the b&o trail

Stop wasting my money trying to emulate cities that have nothing in common with Brownsburg

None

CR 700 N, West of SR 267.

County rd 700, west of 267, bike path

267/green street and main street

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

| Question 5 Responses: |
|--|
| [Left Blank] |
| [Left Blank] |
| Eagle Crossing feels disconnected between Tallgrass and Silverleaf. A safer way to cross would be nice. |
| No opinion here |
| Green Street by Rush Off Main. |
| Don't know |
| 600 to 500 to Tilden |
| 267 in downtown brownsburg |
| [Left Blank] |
| Sidewalk needed on South Green from HR Medical to BO trail and from trail south |
| I'm not aware of any |
| Northfield between Green and the Kroger shopping area |
| NO BIKE LANES... Adds to safety issues |
| [Left Blank] |
| [Left Blank] |
| The entire length of Green Street from 10th street to 900 in north Brownsburg |
| The length of 267, connecting to the B&O trail |
| [Left Blank] |
| Sidewalks and crossings at Hornaday and 136 intersection, this area is not pedestrian friendly despite being a major intersection nearest most schools. |
| [Left Blank] |
| 136 from Northfield until the sidewalks start to the west. |
| 600 North (56th Street) from Green Street to Raceway Road would benefit from bike lanes and sidewalk improvements. With trail access at Northfield and Raceway, ability to get there by foot or pedal safely would be a huge quality of life improvement. |
| We use the b&o trail with our kids it would be nice to extend sidewalks to feed that better and also perhaps lead to better parking areas. |
| [Left Blank] |
| The 900. |
| [Left Blank] |
| Not sure |
| 136 |
| None |
| I think lincoln for sidewalks ,276 is so dangerous . I think trails in both would be great if they could connect neighborhoods without going onto major highways so much.Crossings needed near any major highwayor heavy traffic areas. I just wish they would get better ways to make bike lanes so they can be a separate lanes beside the roads not mixed into the traffic lanes. |
| 267 north and south of town center |
| Not sure |
| Just about every location in the Town needs new or improved sidewalks, trails and road crossings. Bike lanes? Those would be nice to have, but previous and current transportation plans since 1992 have given no attention to bike lanes on roadways. The only way to provide adequate bike lanes today is to constrict current roadways and add to the traffic congestion. |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

| |
|--|
| None! As a state we have spent millions on bike trails and yet people refuse to use them. IF you're going to blow our TAXPAYERS money on more bike trails, then make it a law the bike riders, joggers etc must use them and stay off the roads, where they dont obey the traffic laws. |
| [Left Blank] |
| 900E |
| Not sure. |
| Brown Township from Burns Dr. My daughter is in a wheelchair and works at Brownsburg 8, if there was a sidewalk we could walk her to her job. |
| Green St & Franklin St |
| [Left Blank] |
| 600N needs more crosswalks with all the neighborhoods |
| Unknown |
| Downtown Brownsburg |
| In front of Walmart. Trail just ends. No easy way to cross. Link the path to parks |
| Sidewalks on 267 between Thornleigh and Airport Rd |
| None. Please, do NOT waste money on trails |
| Location mentioned in #1. North of 700 N on 267. |
| Hornaday Road to NORTHFIELD East |
| [Left Blank] |
| [Left Blank] |
| South of Tilden to the B&O trail along 267 needs a bike lane. Sidewalks as well |
| [Left Blank] |
| Along 136 west of green. Not safe for neighborhoods between green and north field to ride bicycles on side of high speed traffic without a shoulder or bike lane. |
| [Left Blank] |
| [Left Blank] |
| Ronald Reagan from 56th St to just past the connector road to 136 needs a bike path. |
| Northfield. |
| No opinion |
| [Left Blank] |
| After Williams st on 267 towards Avon on both sides of the road needs sidewalks |
| EVERYWHERE NEEDS A SIDEWALK |
| Garner road to 267 needs sidewalk |
| Not enough people use them. Don't bother. |
| Northfield Drive at the Kmart site needs a crosswalk |
| No sidewalk or bike lane connectivity from Raceway (Mallard Crossing/Forest Lake, etc) in to town. With the large amounts of traffic it is very dangerous to walk or ride a bike on 750N, 700N and Raceway Rd. |
| N/a |
| 1. There is no sidewalk on Northfield dr between Walmart and Green st. This is very dangerous for teens on bikes. I have 3 teens who bike there often from Arbor Springs along with their friends. With no sidewalk, they go through the parking lot to get to the new path/bridge that goes to the shelter near hwy 74. This is a very unsafe section. 2. Connecting Arbor Springs neighborhood to Tilden rd. 3. 136 (Main st) between Arbor Springs and Green St. in Brownsburg. |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

| |
|--|
| There needs to be a better traffic crossing at Green St. near the Rush restaurant for people who Park at the West parking lots to cross easier. |
| SR267 |
| Need crossing on Northfield drive along Wicklow way connecting birch run and Northfield community Both share one playground and pool |
| [Left Blank] |
| Mostly main thoroughfares and north Brownsburg |
| 56th from Green to Grant |
| [Left Blank] |
| na |
| C |
| [Left Blank] |
| Green street south of i-74 to 56th street |
| Along 267 and 136 around shopping areas |
| No comment |
| not anywhere that car and trucks travel. you are encouraging accidents. drivers are too distracted to pay attention to a walker/ biker/ hiker. |
| no opinion. 'bike' lanes are a joke |
| get rid of all the bike lanes.... |
| Green St., from Northfield Dr. to Main St. |
| All |
| There is no need for additional sidewalks, trails, bike lanes or crossings until we solve the problem of motor vehicle congestion in the town, especially on weekends and during rush hours. |
| [Left Blank] |
| 267 from where it ends by 700 up to or past connection pointe church. |
| Green St |
| Crossing at Hornaday Road and Thornburg Parkway Road (that goes through Cardinal park). Needs a 3-way stop and a pedestrian crossing for kids from other side that walk to school every day. |
| Need pedestrian crossing on Green Street between parking garage on west side and Rush Off Main restaurant. |
| I would be nice to be able to get from downtown to the B and O trail. |
| All neighborhoods areas should have sidewalks! |
| Need a light at Rush on Main |
| ? |
| [Left Blank] |
| 700N from Green to Windridge Landing, Oaks & Chase |
| Need crosswalk across N Green St north of Franklin St |
| Green |
| need bike lane along 267 from 700N to 800N. In front of Connection Pointe Church |
| Mentioned earlier. East on 700N. Old and new neighborhoods to the sidewalks along 267 |
| The schools need proper sidewalks and lighting |
| [Left Blank] |
| 300 |
| west side of 267 to go through under 74. |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

| |
|--|
| [Left Blank] |
| It would be nice to have a bike lane down 267 from Connection Pointe all the way to the B&O Trail. |
| The Northeast side, by Hession Fields, North of Ronald Reagan |
| Bike lanes are needed from CR 700 North, south to the intersection of Green Street and Northfield Drive. Bike lanes are also needed on Hornaday Road, south from Main Street to CR 300. Airport Road east from Green Street to the Parkway, same for CR 300. Sidewalks for the above need to be consistently put in on both sides of the road. |
| Main east and west bound |
| Us 136 east of Hornaday |
| airport road |
| East Main near Northfield from Reagan Elementary lgoing east |
| New section of Northfield Drive from 300N to 400N. |
| The eyesore of Arbuckle. Crosswalk needed to get to rush off main |
| Finish the B&O and connect it to Indy! Also need access to B&O at CR 300 N - build the trailhead! Trails also RR Pkwy are hard to access too. |
| [Left Blank] |
| Unsure |
| No Comment |
| 136 |
| N/A |
| None |
| 700 North / Garner Road |
| Either 136 or Tilden to connect West portions towards downtown or Williams Park. These roads are either narrow or very busy traffic wise and would be hard to get pedestrians or bikers safely from one side to another. Especially as Tague Park is developed and attracts more usage west of White Lick Creek. I would say working on connecting White Lick Creek Trail south towards Avon and Plainfield would open numerous opportunities for fitness, races, etc between communities. Finally north of 74 incorporating some more sidewalks or trails as that portion of Brownsburg seems underdeveloped for parks and fitness opportunities. |
| Workaday Rd between 300-200 |
| [Left Blank] |
| Brown |
| [Left Blank] |
| All along Green Street, between Tilden and Northfield. |
| [Left Blank] |
| Ronald Reagan to 56/900. Sidewalks on 56 around Hession and lake ridge |
| 136 east of Hornaday to CR 900 E, CR 400 N to Ronald Reagan |
| Trails & bike lanes are a waste of land and \$. Sidewalks are more than adequate currently. |
| Green st from 56th st to Northfield |
| Main St from McDonalds East to Reagan Elementary |
| Not sure |
| Non too many now |
| Eagle Crossing and west 56th street |
| School street has crumbling or missing sidewalks. |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

| Question 5 Responses: |
|--|
| Southeast |
| ? |
| State Rd 267 |
| Along Northfield in front of Walmart needs a sidewalk. Bike lanes are seldom used. |
| Not aware of any |
| It would be great to have a large path to go from north 267 to downtown brownsburg |
| No sidewalk should be an island. I should be able to walk/ride my bike from my neighborhood to the commercial area/school near me. i.e. sidewalk @ 74 and 267 goes to Walmart and Applebees but doesn't extend through 100% to any residential areas. Extend it all the way to Summer Ridge, through the Kroger complex/cemetery to the residential area surrounding the school campus, north to the Highland Green neighborhood, .etc |
| none |
| A pedestrian crossing at Green St. & Franklin St. would be really helpful for people parking across the street from Rush off Main. No stoplight needed, just a crosswalk with a "Yield to pedestrians in crosswalk" sign. |
| Don't know |
| [Left Blank] |
| None |
| none, we have plenty of parks. Outside of the parks, I see these as an inefficient use of resources |
| No more of these...fix the congestion by stopping the build of more home and apartments. We are no longer a little town. It's disheartening how much unnecessary growth has occurred without the capacity to handle it all. 56th street needs to be marked you can't see the lanes when it's dark and raining. |
| None |
| Locust to William's park |
| Fairfield hts |
| Northfield and 136 |
| 267 |
| We don't need more sidewalk/trails or bike lanes. I have yet to see anyone riding a bike on the "trail" width sidewalks where regular sidewalks were torn out and replaced. I still contend with people riding in the road. |
| N/A |
| [Left Blank] |
| N Green Street @ Whittington Drive needs crossing |
| [Left Blank] |
| Raceway Rd |
| Thursday from Holiday Pines subdivision to B&O trail then to 300 |
| No place |
| Everywhere |
| [Left Blank] |
| Not sure |
| 267 north to 700 |
| 1) main Street from odell to northfield 2) main from 56th to Northfield 3) Hornaday from main to tilden 4) east side of Hornaday main st to 300 |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

| Question 5 Responses: |
|--|
| [Left Blank] |
| Don't know |
| There should be a crosswalk at Green and Franklin. There are lots of pedestrians crossing dangerously. |
| Us 136 |
| [Left Blank] |
| [Left Blank] |
| None |
| [Left Blank] |
| Northfield & N 267 |
| 700 N and 800 N. Bike riders are on these roads all of the time. They are narrow and unlined. Neither have easeways, bike lanes, or continuous sidewalks. |
| Raceway |
| N/A |
| ?? |
| 700 north |
| Northfield Dr. on both sides from Green St to 56th. A distinct mixed use trail from CR 700 N down to CR 300 N connected to the B&O. Along 700 N needs a sidewalk. |
| [Left Blank] |
| ? |
| 136 to northfield |
| Crossing 267 from the parking garage to rush off main. Needs a pedestrian signal |
| Nothing comes to mind |
| A marked walkway across Hornaday near Ironwood Lake. Also, a walkway over 267 near Rush off main is needed. |
| [Left Blank] |
| ?? |
| Numerous points along 267 |
| Sidewalk on 300N between Odell and Hornaday |
| In my opinion the town has spent too much money removing existing sidewalks and putting in wider "trails" that people don't use, in fact I see people running and riding bikes in the street adjacent to these wider "trail" type sidewalks regularly. I do not think we need to spend more money on this. |
| E Northfield and Crawfordsville needs a crossing |
| 267 |
| No more useless bike lanes! |
| Bike lanes to connect Lake Ridge to town via 56th street |
| [Left Blank] |
| Don't know |
| Green Street at Franklin. |
| None that I know of. Need to focus on the upkeep of existing roads. |

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

Bike lanes are dangerous and approaching bikes can be difficult for drivers to see. Make sidewalks wider and along bikes there. Crossings in other areas of the nation and world have all traffic stop to allow pedestrians to cross as needed including diagonally. This may be better for people with impairments allowing them to cross safely instead of trying to figure out which road is clear to cross. Sidewalks are helpful in all areas of town and on both sides of the street.

We need sidewalks on R county road 700N to 267/green street so we can walk ride our bikes to get to shopping and not drive

267 stretching in front of Kroger and Taco Bell area

Hornaday

Sidewalk / bike lane on Airport road from Ronald Reagan parkway to Green St.

Not sure

Hornaday Road - I would like to walk/ride/run to the B&O Trail from Fox Chase but it's too dangerous with no shoulder. I have to drive less than a mile to park at the dog park just to get there safely

US 136 from 600 West to Green Street

None. Plenty already.

Crosswalk near Rush Off Main

Bike lane on 56th St.

Green st south of Harris academy

136 needs a sidewalk past the school down to northridge

?

Can't think of any

Need a HAWK crossing at intersection near Rush off main.

?

Along Highway 136 from Northfield drive to green street to be able to get down 136 East to west

Na

Sidewalks or bike lanes along 267 and 136

[Left Blank]

SR 136 and Hornaday

N/a

[Left Blank]

See response to first question.

Franklin and 267 a walk sign.

700 n

Bridge over 267 for the B & O Trail.

County road 600N to N. Grant Street

Unknown

Raceway between 56th St / Maloney

No more sidewalks or bike lanes as joggers and bicyclists still just use the street!

[Left Blank]

not sure

Fairfield heights

Cr 700 from water tower to 267 area. I'd love to be able to access those businesses by bike from windridge

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

| Question 5 Responses: |
|--|
| Not sure. I'm mostly concerned about automobile traffic. |
| Unsure |
| Don't know |
| Unsure |
| Not sure |
| Just make the railroad crossings safer. |
| I-74 and Green St |
| Schools could better answer this question. |
| 267 |
| [Left Blank] |
| CR 400...from Windridge to Parkside Park (Bethesda). |
| I would love sidewalks and trails every where. I can't think of anything specific right now. |
| walnut lane need street and sidewalk and storm drain |
| I am not sure |
| South of town. South side has not been built up at all. |
| ? |
| [Left Blank] |
| Brown |
| Hornaday |
| CR 700 west of 267. Kids walk/ride their bikes on that road when the weather is good. Very very dangerous. |
| An easy connection between the B@O and Main St |
| [Left Blank] |
| [Left Blank] |
| West 136 passed 267. |
| I don't know |
| [Left Blank] |
| The whole town |
| [Left Blank] |
| Not sure |
| 600 to Tilden. |
| N/A |
| No opinion |
| Green street between prairie parkway and Northfield drive |
| [Left Blank] |
| Any location for walking would be great! |
| Along 267 (west side of the road) from Northfield to (and past 56th Street) and along 136 on the side of the road where the BMV is located |
| The whole damn town |
| I think our sidewalk access is great! |
| Bike lanes needed by 267 and 136 |
| CR 400 from Northfield east to Ronald Regan Parkway |
| Main Street or 136 see a lot of kids using the area seems rundown. |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

56th Street between Tall Grass subdivision and Silver Leaf subdivision - they are part of the same large subdivision (Eagle Crossing) - the largest in the county - and there are amenities that children and families need/want to access but it is becoming increasingly hazardous due to increased traffic from Ronald Reagan Parkway and continued construction, expansion and development in Brownsburg. We have requested that the county come and look at the area to get us on the list for a pedestrian crossing for the past 3 years but have been told "Your builder should have thought of that when they constructed!" Our subdivision was built over 17 years ago. We have hundreds of school age children that cannot safely cross 56 street to use the amenities that their families pay for!

N County Road 900 E - this road connects to bike trail with NO safe way to access it and excessive speed limit Ronald Reagan Parkway - bike trail is on the EAST side of road, with all Brownsburg residents on the WEST side of the road (see previous comment about unsafe intersection and GIF)

[Left Blank]

?

267 all the way north of town to at least by connection point church

N/A

Town of Brownsburg needs more trail and bike lane connectivity. Right now there are some of them but they don't connect.

SR 267. North of Northfield to main st

Odell and Tilden after school. Left turns to Tilden back up traffic headed South. Needs a turn lane?

56th and green st, green street, northfeild north of 56th,

Hornaday Rd sidewalks need improvements, a bike lane would be good for that particular stretch from Main Street to the B&O Trail.

None that I can think of

Along Green Street from south of Taco Bell is to Northfield Also there are so many spots on existing sidewalks and bike paths that are unsafe based on widths or dangerous turns or no bike ramps up/down

I'm not sure

B & O trail to downtown Brownsburg.

Na

A sidewalk on 267 off of Highland Springs Dr would be great for pedestrian accessibility

The west side of RRP from 300 north to 400 north! You've got a sidewalk on the east side but no houses. I live on 400 north and have no safe place to walk my dog without getting in the car and driving.

[Left Blank]

Along 700 east of 267 could use sidewalks and someway to cross narrow bridge for pedestrians without going into road.

There are NO SIDEWALKS on South School Street between Tilden and US-136, and the side walks from Tilden to Maplebrook Drive are in serious need of repair. As far as trail and Bike Lanes, we already have TOO MANY!!!! Cars pay a gas tax to use the roads, bikes don't pay anything and therefore don't deserve any rights to use any roads. Besides, they usually use the sidewalks and or roads to there liking or when ever they see fit. If Bikes need to use the roads, sell them a license plate, and tax them for their rights!!!

136 corridor Hornaday road from B&O to the stores on 136

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

| Question 5 Responses: |
|--|
| Not sure. |
| Pedestrian crossing at green street near thai district and rush off main. |
| ? |
| [Left Blank] |
| 267 from 300 up to the b&o |
| [Left Blank] |
| 300 |
| Lots of bikes and runners on 950 N near Wilson road and over to 925 E....this will get more dangerous for runners and bikers once Ronald Regan come up this far north. |
| [Left Blank] |
| Northfield and green |
| N/A |
| Unknown |
| Green St/267 from Green St Village north to highland springs |
| None. We already have too many of these luxuries and they end up backing up traffic more than doing anyone any help that's driving. People can go to one of our several parks if they want to bike or leisure walk. Crossings are fine as they are. Any more of them is just going to keep backing up an already congested town. |
| No response |
| Everywhere there isn't. |
| [Left Blank] |
| Along 136 |
| Bike lines along 136 from 56th street West |
| None |
| Same answer as 1 |
| [Left Blank] |
| North/South connectors to B&O trail, bike lane access across I-74 along Green St. and 56th. |
| Connection of Eagle Creek Park to the B&O Trail |
| [Left Blank] |
| Idk |
| A comprehensive approach needs to be taken to all areas to encourage walk ability. |
| ??? |
| [Left Blank] |
| None |
| E CR 700 N |
| Safe crossings by the high school. |
| ? |
| NA |
| Hornaday south of Cardinal, the north side of 400 by West Middle school. also, people who park so they block sidewalks should be ticketed. What's the point of paying to upgrade sidewalks if they are blocked? |
| N/A |
| Not sure |
| If you're going to add a park off Main Street, then you need to add sidewalks down Main Street. |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

| |
|---|
| Not sure |
| RR and 400N |
| 136 needs a nice sidewalk/path all through town Hornaday 900 267 south of 136 136/Northfield (east) needs a pedestrian crosswalk. Very unsafe intersection to attempt to cross. |
| 267 bike lane/sidewalk south of 136 Neighborhood near library NEED sidewalks |
| up and down 267 |
| All along green at that doesn't have a sidewalk. Can bike from Thornburg into town via green St. |
| Odell from the high school to whitelick |
| [Left Blank] |
| Unsure |
| Connect sidewalk from Bulldog Drive to Brownsburg Shopping Center along 136 |
| I'm not a fan of bike lanes they are too dangerous for drivers and bikers. |
| Sidewalk- Clermont heights |
| Not really sure |
| [Left Blank] |
| CR 700N from Lake Ridge connected all the way to Green St/SR 267. Especially with new developments along CR 700N, that would connect a large amount of residents to shopping and dining options on Green. |
| Take the bike lanes off of 267 through the new downtown development area and give them to cars to relieve that headache. How could you lose sight that that area has always been a PIA |
| Not sure |
| 267 between 300 and the B&O trail could use a sidewalk |
| Connector networks to the main thoroughfares. |
| 267 from Tilden south to the B&O trail needs a sidewalk and bike lane |
| 267 and Arbuckle Park (near Rush) |
| Parts of Jefferson St |
| NA |
| 267 needs sidewalks anything along these main road. Kids walk here. 136. |
| All down Odell street from Northfield drive on south side to 56th Street should have a trail. |
| Anywhere near the schools by Tilden. The schools refuse to pick up kids in those neighborhoods in a bus route. Kids have to cross busy streets on their own as young as kindergarten. Any street that has the potential for a child to cross on their own needs adequately taken care of for the childrens safety |
| The county roads |
| Main Street east of Green to the Ronald Reagan |
| Not sure |
| [Left Blank] |
| I'm not sure |
| All sides of Northfield should have multi-use wide paths. |
| Main Street |
| We seem to have plenty that go unused |
| Brownsburg- a sidewalk/ walking path around Blastoff Play Area! Moms could walk while older siblings play! |
| [Left Blank] |

Online Survey Answers

Question 5: What location in the Town of Brownsburg, Lincoln Township, or Brown Township most needs a sidewalk, trail, bike lane, or crossing?

Question 5 Responses:

[Left Blank]

Sidewalks anywhere there are none. For safety's sake, I think sidewalks are important everywhere.

Don't need more bike lanes! Not enough people use bikes

Main Street needs something so that people could ride bike or walk down it

?

Unknown

Na

56th st between 267 and northfield

No comment

136

NONE, there are thousands more cars a day on the roads than bikes

Maybe a crosswalk in front of rush on main. I don't personally walk or bike but I see many people trying to cross there

267 to the new downtown

Around the schools

[Left Blank]

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

Question 6 Responses:

What Brownsburg needs to improve traffic are cameras at EVERY signal to automatically ticket drivers! That would help traffic flow immensely!!

[Left Blank]

Maplehurst drive? The street that comes out by Applebees. All access points between 74 and 700 N

Unsure

none

I really wish that Hornaday continued north past 136. It's such a major north and south that it's weird that it stops.

[Left Blank]

700 by raceway especially with the new development. Increased traffic on a backroad that doesn't even have painted lines.

Green Street & Northfield

74, 267, Ronald Reagan, 56th.

CR 700 and Raceway

[Left Blank]

More roads

267 or 136 or old Northfield drive / original portions of Northfield drive

[Left Blank]

Not sure what this means

main st & hornaday

Suggestions in previous.

[Left Blank]

[Left Blank]

Unsure

Unknown

Grant Street

No answer at this time

267 and Tilden

[Left Blank]

Green St between College & Tilden

A way to get from Burger King all the way to Taco Bell begins Arby's, White Castle, Speedway, etc.

Northfield, 267

267 north of 136

267 by northfield

All areas around the Northfield Dr/SR 267: Starbucks, light at Walmart, Burger King entrance/exit, Kroger entrance off 267...

none

Green st and Northfield

Green Street from Co. Rd 300 through to the 1500 Block north. Re route 267 to be Ronald Regan and restrict commercial through traffic with vigorous ordinance enforcement 24/7. Same for st. rte 136. Commercial through traffic restricted to I 74 from exit of Jeff Gordon Blvd to I 465.

A roundabout at 267 and Northfield might eliminate all traffic there and make it safer

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|---|
| Northfield and 267 |
| Half mile from all major intersections |
| Ronald Reagan at Connector turn needs a longer turn lane or adjusted to move things along. |
| Not sure |
| The turns out of and into the Speedway and the Kroger/McDonald's plazas are hazardous at best |
| Lincoln |
| Lincoln |
| Green street between Main and Airport. Northfield from Green to the The Northfield assisted living. |
| No opinion. |
| South Green Street |
| I suppose along 267 once again, just so congested |
| I don't know |
| Tilden and 600 267 and Northfield no turns should be allowed into burger king. |
| Entrance to shopping area with McDonald's, Wendy's, KFC, Kroger. |
| Brown Township |
| Get traffic lights in sync |
| n/a |
| 267 between 800 North and I74, Main Street between 267 and Clermont, and areas around the school cluster. |
| The traffic flow around the new apartment complex needs to be rethought. SR267 is the main road through town, but it's so congested now that traffic for the majority of the town needs to be reconsidered. At the very least, the light outside the Arbuckle should have a variable timer so that it can fluctuate in the more to accommodate the traffic needs of the complex without delaying traffic on SR267 throughout the rest of the day. If it's possible (I don't think it is, but wishful thinking) it would be awesome if there was a different way out for the Arbuckle. |
| <i>[Left Blank]</i> |
| Using a cloverleaf at Ronald Reagan and #136 instead of stoplight would greatly improve the traffic flow. |
| 56th street |
| STOP cramming in housing developments. The entirety of brownsburg has been severely impacted because the development of farm land was readily given up based on greedy developers promising all kinds of stuff and delivering on very little. Country bumbkins sweet talked by city slickers. No forethought at all on the part of the planning commission as to how all of this explosive growth should have been better regulated and planned. |
| Not sure. |
| All along 267. |
| Unknown |
| ? |
| Future access just west of Green St/Main St heading south. Heading south on Green St late afternoon/evening crazy. Bypass this! Installing Double lanes here is too far in the future with occupied houses now. |
| Unsure |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

Question 6 Responses:

| |
|--|
| Does it matter? The whole town showed up to oppose the rebuild of green street in the manner that it was proposed, and you all DID IT ANYWAY. you don't REALLY care about this survey, you are just doing it to make yourselves feel better about how you are going to screw us all. |
| [Left Blank] |
| N/a |
| Maplehurst Dr. is a good consolidation point but NEEDS a traffic light or move it bit north to meet up with Whittington to give better access for both |
| 267 north of interstate 74 |
| Not sure. |
| Not sure |
| Pennwood could do with another access point |
| 267 & Northfield and 267 & 74 |
| Area around where Marsh used to be North and south of 136 |
| [Left Blank] |
| Limit access on and off of 136. aybe update Jefferson street to creat a few blocks of a walkable downtown |
| [Left Blank] |
| No opinion. |
| Northfield just east of 267. |
| Northfield Dr & 267, do not allow left turns into Burger King or into Starbucks/ Elegance Business area near the intersection. |
| Not sure |
| Northfield |
| Elderly at Green St. |
| Main street from Ronald Reagan to 267 |
| County road 700, county road 650 and raceway road where the new addition is going in. |
| I don't know |
| 900E to 136, airport Road and Hornaday. The four way stops get backed up. |
| 267 |
| The portions of Odell street the go through subdivisions. |
| [Left Blank] |
| [Left Blank] |
| More direct route from 136 to 56th between Northfield & Reagan. |
| [Left Blank] |
| 247 & 1000 needs a light. |
| Unknown |
| 267 |
| Ju |
| [Left Blank] |
| Northfield drive and village center shops |
| [Left Blank] |
| None |
| 267 / 56th, 267/136, 267/ Tilden Rd. 267/ 400N. |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|--|
| SR 267 north of I-74. |
| Just north of I-74, Starbucks entrance |
| All through 267 up toward Avon. |
| Access to any business along Green Street North of 56th Street |
| [Left Blank] |
| 400 and Ronald Reagan would benefit from turn lanes so turning vehicles can safely slow down. |
| Your problem area is 267 and Northfield - and continuing on down 267 along the cemetery. |
| [Left Blank] |
| Northfield Dr from Estes Ford to west side of Wal*Mart. |
| N/a |
| Northfield and 800 |
| PNC/Walmart |
| ?.. |
| I'm not aware of any |
| No opinion |
| None come to mind |
| [Left Blank] |
| [Left Blank] |
| Green street and Dan Jones |
| All of the residential section of 267, especially south of 136 |
| [Left Blank] |
| [Left Blank] |
| intersection of 267 and Tilden. Left turns can take two changes of street light |
| North Green St. through the new development. |
| Don't know |
| Northfield and 267 |
| [Left Blank] |
| The crossing at 900 and Crawfordsville Rd would benefit from another lane. |
| US 136 (Main Street) from Green Street to RRP |
| Northfield by Burger King |
| Na |
| None |
| I think both townships would especially along 267. |
| intersection of Northfield and 267 |
| Not sure |
| Anywhere along; SR267-Green St between CR700N and CR300S; SR136-Main St between Seumin St and Bulldog Drive; Exit/Entrance to I-74 |
| None |
| [Left Blank] |
| n/a |
| 267, south of SR 136. |
| ? |
| N Northfield Dr shopping areas |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|--|
| [Left Blank] |
| The east side of the Northfield/267 intersection |
| All along Main Street |
| Northfield Drive |
| Ronald regan really needs to be limited access. Roundabouts, not stoplights on all streets!!! |
| . |
| No suggestions |
| Unsure. |
| NORTHFIELD and Green |
| Green St between Whittington Dr and I-74 |
| [Left Blank] |
| No opinion |
| [Left Blank] |
| Green street south of Main Street |
| [Left Blank] |
| [Left Blank] |
| 56th St from Raceway Rd west to CR 1000 |
| None. |
| No opinion |
| Northfield drive from Walmart to Estes Ford |
| Don't know |
| everywhere |
| [Left Blank] |
| 400, 500, 600, 700 everywhere new builder homes are |
| none |
| N/A |
| 267 |
| [Left Blank] |
| A new bridge over I74 at 700N going East/West or 650E going North/South would open up a new route from the North end to the South end of town and help alleviate congestion under I74 at Green St. |
| No idea. If it's anything like the downtown Brownsburg area. That took WAY too long. Brownsburg needs to do a better job of that. |
| Green street |
| [Left Blank] |
| Again, mostly North Green Street around the I-74 area |
| S. Green |
| [Left Blank] |
| consolidate the driveways by McDonald's and Wendy's |
| C |
| 267 & 136 |
| Northfield Drive east of 267! Where Elegance and big red strip mall is. And the Kmart/Kroger entrances there, too. |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

Question 6 Responses:

| |
|--|
| Everywhere along Ronald Reagan. |
| No comment |
| none. why make it so complicated for people to get out and support the local businesses. shoppers go where it is easiest to do their shopping. |
| no opinion |
| [Left Blank] |
| Green St., north of I-74. |
| By 65 |
| Entire Lincoln township. Over population over growth has outpaced our infrastructure. |
| [Left Blank] |
| 267 at connection point church. The fact we shut down an entire highway is crazy. I still love the church but if there was a better way that would be awesome. |
| Bringing County Road 650 E south across I74 would help decrease traffic at Green St and Northfield Dr |
| Northfield Drive (between CR300 and CR400) in order to allow better traffic flow since it is only 1 lane each direction anyway. |
| Why did no one think about things like this before the nightmare of North Green Street was created?? |
| [Left Blank] |
| [Left Blank] |
| Skip |
| ? |
| [Left Blank] |
| [Left Blank] |
| N Green St from Airport Rd to Garner Rd |
| Not the answer to the problem |
| idk |
| Downtown Brownsburg development. It seems to be planned well and is looking good, keep it up! |
| Raceway, Ronald Reagan, Northfield, |
| [Left Blank] |
| Main Street |
| probably that area by the Kroger and Taco Bell on 267 right as it shrinks down? |
| [Left Blank] |
| When Ronald Reagan gets developed, this would be a good solution to prevent traffic back up. |
| I'm not sure what this is asking! |
| [Left Blank] |
| I-74 and Green |
| Green St and Northfield |
| south green street |
| Northfield east and west of North Green street intersection |
| ? |
| Ronald Reagan North of 56 street |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|---|
| ? |
| [Left Blank] |
| Main Street South to Harris Academy |
| No Comment |
| Can't think of any |
| I don't know |
| Green street and Northfield Dr |
| Green Street north of cemetery |
| Mostly along 136 and 267 wherever there is commercial. Especially right around Northfield and 267 to help with rush hour traffic and congestion. Merging some of those down to only 1 or 2 entrances could help traffic flow. Those 1 or 2 entrances if need be could then have stop lights added to help gain access/exit, though I'm less for more stop lights. |
| Streets just to the East of the new town center development |
| [Left Blank] |
| [Left Blank] |
| [Left Blank] |
| Nothing comes to mind at the moment. |
| [Left Blank] |
| Too many business entrance on Northfield. Stoplight needed at new Starbucks/steak N shake. Hession needs a secondary entrance towards the railroad tracks so river Ridge isn't used as a high speed throughput from lake ridge |
| Unsure |
| All future commercial developments. Should have been done in the past. Use "frontage" street concept. |
| N |
| Main St and Co Rd 900 at the railroad crossing. Needs a bridge, not a double round about |
| Intersection of 267 and Northfield |
| Non |
| Eagle Crossing and west 56th street |
| [Left Blank] |
| Not sure |
| Horrible idea! |
| All the fast food joints and gas stations on 267 |
| Don't know |
| Anything on 267 |
| All good |
| SR 267 from 700N - 74 |
| none |
| Green St. & Maplehurst should be a right in/right out only from the new Starbucks onto Green. Northbound traffic in or out could access those businesses from the Whittington Dr. intersection, which should get a well-timed stoplight, and then Commerce Dr. should be connected to Whittington behind the Dunkin Donuts. |
| None those are the roads I take to avoid the traffic. |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|--|
| [Left Blank] |
| None |
| none |
| See above. Have you ever seen anyone riding a bike?!? We don't need bike options. We have more cars than bikes. |
| No opinion |
| Na |
| NA |
| None |
| Idk |
| The area of businesses between the Shell Station north of I-74 and Garner Road should somehow be connected so there is an access point to enter or exit via Garner Road to access the light. |
| Chase/Starbucks/Big Red at 267&Northfield Burger King/Arby's/White Castle |
| [Left Blank] |
| Downtown |
| [Left Blank] |
| N/a |
| ? |
| It's all good |
| 267n by taco bell and McDonald's |
| [Left Blank] |
| Not sure |
| [Left Blank] |
| Brownsburg high school |
| [Left Blank] |
| 267 |
| I really haven't found that to be a problem. People should back into their drives to make leaving much easier and driver's need to have patience for people backing into their drives. |
| Green street |
| [Left Blank] |
| 267 throughout the town |
| [Left Blank] |
| [Left Blank] |
| Don't know |
| [Left Blank] |
| [Left Blank] |
| N/A |
| Northfield & 267 area, all directions |
| 267 north |
| Not sure on this one. Roundabouts are great though! Stoplights are the devil! |
| [Left Blank] |
| 267 & 136 |
| Northfield and 267. 267 and fountain development needs a light. |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| |
|---|
| Question 6 Responses: |
| [Left Blank] |
| Nothing comes to mind. |
| North of I74 near the new Starbucks. |
| [Left Blank] |
| ? |
| Unknown |
| [Left Blank] |
| Consolidating the drives between the area of the Shell station, Big O tire, etc from Shell north to Garner Road would help alleviate the need to cross traffic to turn left if you could exit to the light at Garner Road through some type of consolidation of these drives. |
| The area on N Northfield near Starbucks always has people trying to cross stopped traffic. Need to limit the access into that area and force it down the road further away from the intersection |
| 267 and Main Street |
| [Left Blank] |
| Not sure |
| Every new housing development that pops up overnight puts pressure on traffic flow and safety. I understand the houses are happening regardless, but are we thoughtful from a planning and zoning perspective to marry up existing transportation options and future plans? The two lane brownsburg roads don't work anymore, or they won't work within the next iteration of this transportation plan. I think some of the developers should pay a fair share for road widening and resurfacing, easements, eminent domain and utility infrastructure. |
| [Left Blank] |
| [Left Blank] |
| None. |
| I normally do not shop/stop at locations that have a limited access drive, so do not have a suggestion. |
| Think about traffic and school prior to approving any expansions retail and homes |
| 4 way stop of 267 and Northfield of Walmart |
| Green |
| [Left Blank] |
| 267 and Northfield |
| 300/Hornaday Road/Green - you have this great B&O Trail and no easy access to get there |
| Green Street north of I 74 |
| 267 and/or Green Street |
| N. Green from I74 to Garner Rd (700N) |
| All of those little houses north of new downtown area need no access directly to 267 |
| [Left Blank] |
| Brown township |
| ? |
| ?? |
| Access road behind Steak n' Shake and Big O out to 700 for north turning traffic. |
| ? |
| [Left Blank] |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|---|
| Green St |
| 1000N from 267 east to marion city line |
| [Left Blank] |
| NORTHFIELD from Walmart to Ford Estes |
| N/a |
| [Left Blank] |
| No opinion here. |
| N/a |
| Not sure |
| [Left Blank] |
| Brownsburg High school |
| Unknown |
| Not sure |
| 136 by the railroad |
| Maplehurst Dr at Green Street and Whittington Dr at Green Street. Difficult to turn left onto Green Street. Suggest instituting Michigan left turns along Green Street. |
| not sure |
| [Left Blank] |
| ? |
| Pulling out of the businesses north of I74 on Green Street is often dangerous. The intersections at 267 and 900 and 267 and 1000 are very dangerous |
| Unsure |
| Don't know |
| Unsure |
| Unsure |
| ???? |
| Overpass connecting E County Road 700 N over I-74 |
| Resist the urge to add additional stop lights to Northfield Dr. Reagan has been destroyed with stop lights Now 5 of them between 56th & connector rd. Not how that road was designed. Total waste of money to build it when you load it with lights. Focus on keeping traffic moving, not stopping it. Green St is a great example too. |
| North of 74 |
| [Left Blank] |
| There needs to be an access road behind Dunkin Donuts/Asia Wok to avoid a left hand turn to go north. |
| Don't know |
| [Left Blank] |
| Limit left turns out of Burger King and Chase Bank on Northfield. |
| 136 from 267 to Dan Jones |
| ANYWHERE on Green St! |
| Northfield and 267 businesses |
| Brown |
| None |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|--|
| Northfield between Green St and 56th St. |
| Unsure |
| [Left Blank] |
| [Left Blank] |
| [Left Blank] |
| I don't know |
| [Left Blank] |
| 267 |
| [Left Blank] |
| Not sure |
| [Left Blank] |
| [Left Blank] |
| No opinion |
| None |
| Not sure |
| [Left Blank] |
| Not sure |
| None |
| [Left Blank] |
| [Left Blank] |
| CR 700 N from Green St (SR 267) to TOB border. |
| Odell street |
| I |
| Uncertain that any of these options would be beneficial. |
| [Left Blank] |
| ? |
| Odell street, college avenue, jefferson by the library |
| N/A |
| Town of Brownsburg on Mainstreet, Greenstreet, and along Northfield Drive. |
| 136 leading into Brownsburg |
| Odell and Tilden |
| [Left Blank] |
| For any business located in the Northfield Dr E/N Green St corridor, to draw new business and retain old, a critical look at the infrastructure in this area is necessary. |
| Green Street (267) Ronald Reagan |
| Some points along Northfield |
| Green Street downtown |
| Not sure |
| 267 between 74 and 700n |
| It would be great if Maplehurst Dr or Commerce Dr had a route north (eg connecting back up to W Garner road) |
| ? |
| [Left Blank] |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

Question 6 Responses:

On 267/green street from 74 going north to 700 and also in front of Kroger could use some minor adjustments.

Close all drive ways on Northfield Drive except where there is a traffic light. Especially between The traffic light in front of Walmart and a potential traffic light by the old K-Mart. Keep one entrance at that potential traffic light into that strip mall. Too many places for people to try and get out or into causing traffic hazards and congestion. And DEFINATELY close that entrance into Burger King and Arby's off of Northfield drive, and add a path through McAlister's parking lot, running parallel to Northfield Drive, to gain access to those businesses.

136 corridor

[Left Blank]

Traffic flow and access should be assessed on North green street at the Applebees and dunkin Donuts. Turning left there is nearly impossible.

New Ronald Reagan area

Northfield from 56th to 267

N/a

[Left Blank]

None

None I'm aware of

136 & 900

Null

N/A

East Main Street between Odell Street and Hornaday Road

Green St & Maplehurst needs to be right turn only, as does Access Dr and where Dunkin Donuts is....particularly if a Panera is going at the old car wash site

I don't know what the answer is here, but it would be extremely beneficial to have another option going east into the city from 136, particularly in the rush hour times. A train or issue at 136 basically clogs up the entire side of town, and your only option is to risk getting mowed down trying to cross four lanes at RR Parkway. Question #6 is rubbish, and assumes people want tax dollars spent on non-necessities like trails, bike lanes, and other luxuries. Spend them on something more useful. We have more than plenty of parks for these luxury activities.

136 and 900

267 between Garner Road and 74

[Left Blank]

267 in front of krogers

X

Northfield and 268

Same answer as 1

[Left Blank]

Future development along Ronald Reagan

Green Street

Odell

From 700 north to Northfield

[Left Blank]

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|---|
| ??? |
| [Left Blank] |
| [Left Blank] |
| 136 between northfield and Ronald Reagan |
| Starbucks, Shell station, Big O Tires, Dunkin Donuts, BSquared and little strip mall next to it...needs to be easy access to all and not multiple outlets to 267. |
| ? |
| 267 just north of i74. |
| don't know |
| N/A |
| Not sure |
| Not sure... |
| Unsure |
| 267 and Northfield |
| If it gets revatlized, 136 could benefit from this. Unsure of anything else (besides RR Pkwy) |
| Unknown |
| 267 |
| [Left Blank] |
| No opinion |
| [Left Blank] |
| Unsure |
| N/A |
| ?? |
| Austin meadows |
| Not really sure |
| [Left Blank] |
| Unsure |
| There's no room for that but maybe a right turn lane off northbound Northfield Dr and 56th St |
| Whittington & 267 |
| N/A |
| [Left Blank] |
| [Left Blank] |
| NA |
| College ave |
| The strip center by Dunkin Donuts and the other shops, parking is horrible and entering/exiting is dangerous. More routes from the north to south side. |
| Lincoln and north side of town by Walmart movies and such. Make sure the light keys enough people out. |
| Hornaday Road, Odell, Green Street |
| Anything that is helpful that doesn't come down to imminent domain where people have to move to make this happen |
| The businesses on the west side of SR 267 between I 74 and 700 N |
| Green north from Kroger |

Online Survey Answers

Question 6: What location in the Town of Brownsburg, Lincoln Township, or Brown Township would benefit from consolidated driveways, limited access points, and/or planned future access points to improve traffic flow on the through street.

| Question 6 Responses: |
|--|
| NA |
| [Left Blank] |
| I'm not sure |
| The area just off the I-74 exit on 267 could use a "get off 267 smoothly then route around a limited access point" concept. |
| Green Street, Northfield |
| [Left Blank] |
| AUSTIN MEADOWS!!! Everyone uses it as a cut through to 136 and we can't even enjoy a walk or let our kids walk to the bus stop! They drive like crazy and speed through our residential area. Brownsburg |
| [Left Blank] |
| 56th street |
| [Left Blank] |
| [Left Blank] |
| Not at the moment but the area by Northfield (south by Avon) Hornaday and 267 area where lots of things are being constructed is going to start being a mess |
| 267 north of 74 |
| 267/Northfield to CR 700N |
| Na |
| Unknown |
| No comment |
| [Left Blank] |
| not possible |
| [Left Blank] |
| N/a |
| Unsure |
| Green Street north of I-74 |

Master List - Active Projects

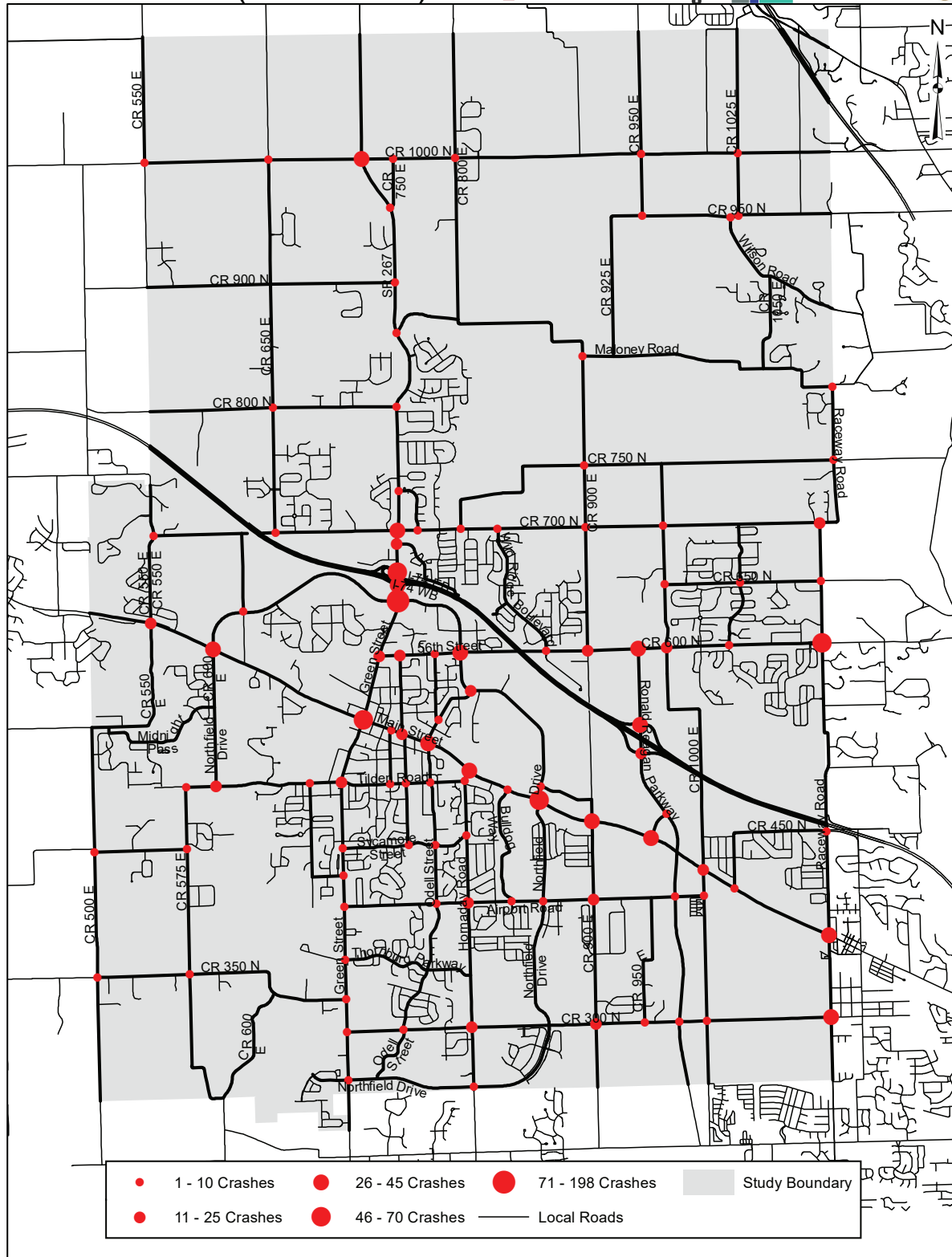
| Rank | Project | Facility Type | Jurisdiction | Steering Committee #1 | Active Subcommittee | Public Workshop | Public Survey | Standardized Weighted Average | Project Need |
|------|---|---------------|------------------------|-----------------------|---------------------|-----------------|---------------|-------------------------------|--------------|
| 1 | US 136 - Multi Jurisdictional (Complete Missing Segments) | Roadway | Combo 3 - TOB/INDOT | | 4.00 | 2.00 | 29.00 | 2.3891 | ACTIVE |
| 2 | South Green Street from Main Street to Study Limits (All Missing Segments) | Roadway | TOB | 1.00 | 3.00 | 3.00 | 22.00 | 1.9097 | ACTIVE |
| 3 | North Green Street from Franklin Street to Lucas Drive (Crosswalk with Flashers) | Active | TOB | | | | 20.00 | 1.0308 | ACTIVE |
| 4 | SR 267 (Outside of Town Limits) | | Combo 5 - TOB/HC/INDOT | | | | 20.00 | 1.0308 | ACTIVE |
| 5 | North Green Street from 56th Street to CR 700 N (Completion of Missing Segments) | Active | TOB | 0.00 | 5.00 | 1.00 | 14.00 | 0.8710 | ACTIVE |
| 6 | Hornaday Road (Complete Missing Segments) | Roadway | TOB | | | | 9.00 | 0.7512 | ACTIVE |
| 7 | Areas with No Sidewalk or Trail/Improved Connectivity (General) | Active | Combo 2 - TOB/HC | | | | 13.00 | 0.6313 | ACTIVE |
| 8 | CR 700 N East of Green Street (Complete Missing Segments) | Roadway | Combo 2 - TOB/HC | 1.00 | 3.00 | 3.00 | 8.00 | 0.5514 | ACTIVE |
| 9 | CR 900 E | Active | Combo 2 - TOB/HC | 1.00 | 5.00 | 2.00 | 5.00 | 0.5115 | ACTIVE |
| 10 | CR 700 N West of Green Street (Complete Missing Segments) | Roadway | Combo 2 - TOB/HC | 1.00 | 2.00 | 2.00 | 5.00 | 0.5115 | ACTIVE |
| 11 | Main Street - Town of Brownsburg (Complete Missing Segments) | Active | Combo 2 - TOB/HC | 1.00 | 2.00 | 1.00 | 7.00 | 0.5115 | ACTIVE |
| 12 | North Green Street from CR 700 N to Town Limits (Complete Missing Segments) | Active | TOB | 1.00 | 2.00 | 1.00 | 8.00 | 0.4715 | ACTIVE |
| 13 | Raceway Road (All) with Connection of B&O Trail to Eagle Creek Park | Roadway | TOB | | | | 5.00 | 0.3517 | ACTIVE |
| 14 | CR 300 N from South Green Street to Raceway Road; Proposed Sidewalk/Trail | Active | Combo 8 - TOB/HC/COI | 1.00 | 1.00 | 3.00 | 2.00 | 0.2318 | ACTIVE |
| 15 | Completion of White Lick Creek Trail Between Arbuckle Acres Park and B&O Trail | Active | TOB | | | | 2.00 | 0.0721 | ACTIVE |
| 16 | Completion of White Lick Creek Trail South of the B&O Trail to the Town of Avon. | Active | Combo 2 - TOB/HC | 1.00 | 2.00 | 2.00 | 2.00 | 0.0321 | ACTIVE |
| 17 | Pedestrian/Bike Improvements on CR 600 E from CR 500 N to Main Street | Active | Combo 2 - TOB/HC | | | | 1.00 | 0.0321 | ACTIVE |
| 18 | Connect Northridge Estate Subdivision with Arbuckle Acres | Active | TOB | | | | 1.00 | -0.0078 | ACTIVE |
| 19 | Connect B&O Trail with Indianapolis | Active | Combo 4 - TOB/COI | | | | 1.00 | -0.0078 | ACTIVE |
| 20 | Town of Brownsburg (All) | Area | TOB | | | | 7.00 | -0.0078 | ACTIVE |
| 21 | Northfield Drive from Lowe's Entrance to Patrick Place; Proposed Trail (One-Side) | Active | TOB | | | | 2.00 | -0.0078 | ACTIVE |
| 22 | White Lick Creek Trail from Northfield Drive and McNeess Way to Arbuckle Acres Park | Active | TOB | | | | 2.00 | -0.0478 | ACTIVE |
| 23 | Ronald Reagan Parkway from Connector Road to 56th Street; Proposed Trail (Two-Sided) | Active | TOB | | | | 2.00 | -0.0478 | ACTIVE |
| 24 | Airport Road from East Northfield Drive to Ronald Reagan Parkway | Active | Combo 2 - TOB/HC | | | | 2.00 | -0.0478 | ACTIVE |
| 25 | Tilden Road from CR 600 E to South Green Street (Complete Missing Segments) | Active | Combo 2 - TOB/HC | | | | 2.00 | -0.0877 | ACTIVE |
| 26 | Pedestrian/Bike Improvements to County Roads | Active | HC | | | | 2.00 | -0.0877 | ACTIVE |
| 27 | 56th Street from East North Green Street to Northfield Drive (Complete Missing Segments) | Active | TOB | | | | 3.00 | -0.1277 | ACTIVE |
| 28 | Northfield Drive from Patrick Place to 56th Street | Active | TOB | | | | 1.00 | -0.1277 | ACTIVE |
| 29 | 56th Street from Raceway Road to Ronald Reagan Parkway | Roadway | Combo 2 - TOB/HC | | | | 1.00 | -0.1277 | ACTIVE |
| 30 | CR 950 N from CR 925 E to Wilson Road | Active | HC | | | | 1.00 | -0.1277 | ACTIVE |
| 31 | Connect Airport Road to the B&O Trail via CR 900 E | Active | TOB | | | | 1.00 | -0.1676 | ACTIVE |
| 32 | Connect Parks and Schools | Active | TOB | | | | 1.00 | -0.1676 | ACTIVE |
| 33 | Connect Brownsburg High School to Future White Lick Creek Trail via Odell Street and Northfield Drive | Active | TOB | | | | 1.00 | -0.1676 | ACTIVE |
| 34 | CR 700 N from North Green Street to CR 900 E | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.1676 | ACTIVE |
| 35 | CR 700 N Bridge (East of Green Street) | Roadway | TOB | | | | 1.00 | -0.1676 | ACTIVE |
| 36 | Sidewalks along CR 700 N | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.1676 | ACTIVE |
| 37 | North Green Street and North Northfield Drive | Intersection | TOB | | | | 5.00 | -0.1676 | ACTIVE |
| 38 | Tilden Road from Green Street to Jefferson Street; Proposed Trail (One-Side) | Active | TOB | | | | 1.00 | -0.2076 | ACTIVE |
| 39 | Airport Road from Green Street to Hornaday Road; Proposed Trail (One-Side) | Active | TOB | | | | 1.00 | -0.2076 | ACTIVE |
| 40 | Ronald Reagan Parkway from CR 300 N to Connector Road; Proposed Trail (One-Side) | Active | TOB | | | | 1.00 | -0.2076 | ACTIVE |
| 41 | Tilden Road from Odell Street to Hornaday Road; Proposed Trail (One-Side) | Active | TOB | | | | 1.00 | -0.2076 | ACTIVE |
| 42 | Grant Street from Sycamore Street to 56th Street; Proposed Sidewalk/Trail | Active | TOB | | | | 1.00 | -0.2076 | ACTIVE |
| 43 | Northfield Drive from Creekside Drive to Main Street; Proposed Sidewalk/Trail | Active | TOB | | | | 1.00 | -0.2076 | ACTIVE |
| 44 | Ronald Reagan Parkway Extension North of 56th; Proposed Trail (Two-Sided) | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.2076 | ACTIVE |
| 45 | CR 1000 E from B&O Trail to CR 750 N; Proposed Sidewalk/Trail; Proposed Sidewalk/Trail | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.2076 | ACTIVE |
| 46 | CR 1000 N from CR 550 E to CR 1075 E; Proposed Sidewalk/Trail | Active | HC | | | | 1.00 | -0.2076 | ACTIVE |
| 47 | Maloney Road from SR 267 to Raceway Road; Proposed Sidewalk/Trail | Active | HC | | | | 1.00 | -0.2076 | ACTIVE |
| 48 | CR 575 E from Tilden Road to Northfield Drive Extension; Proposed Sidewalk/Trail | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.2076 | ACTIVE |
| 49 | CR 500 E from CR 550 N to Northfield Drive Extension; Proposed Sidewalk/Trail | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.2076 | ACTIVE |
| 50 | CR 650 E from Barley Drive to North Study Limits; Proposed Sidewalk/Trail | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.2076 | ACTIVE |
| 51 | CR 550 E from CR 750 N to CR 550 N; Proposed Sidewalk/Trail | Active | HC | | | | 1.00 | -0.2076 | ACTIVE |
| 52 | CR 925 E from Maloney Road to CR 950 N; Proposed Sidewalk/Trail | Active | HC | | | | 1.00 | -0.2076 | ACTIVE |
| 53 | CR 750 N/CR 850 E/CR 725 N/CR 800 E from CR 700 N to Raceway Road; Proposed Sidewalk/Trail | Active | HC | | | | 1.00 | -0.2076 | ACTIVE |
| 54 | CR 750 E from SR 267 to CR 1000 N; Proposed Sidewalk/Trail | Active | HC | | | | 1.00 | -0.2076 | ACTIVE |
| 55 | CR 625 E from Northfield Drive to CR 700 N; Proposed Sidewalk/Trail | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.2076 | ACTIVE |

| Rank | Project | Facility Type | Jurisdiction | Steering #1 Active | Active Subcommittee | Public Workshop Active | Public Survey Q3 - Active | Standardized Weighted Average | Project Need Active |
|------|--|---------------|------------------------|-----------------------|------------------------|---------------------------|------------------------------|-------------------------------------|------------------------|
| 56 | CR 350 N from CR 500 E to South Green Street; Proposed Sidewalk/Trail | Active | HC | | 1.00 | | | -0.2076 | ACTIVE |
| 57 | Airport Road from CR 900 E to CR 1000 E; Proposed Sidewalk/Trail | Active | Combo 2 - TOB/HC | | 1.00 | | | -0.2076 | ACTIVE |
| 58 | CR 800 N from SR 267 to CR 550 E; Proposed Sidewalk/Trail | Active | HC | | 1.00 | | | -0.2076 | ACTIVE |
| 59 | Northfield Drive from Hornaday Road to CR 300 N; Proposed Sidewalk/Trail | Active | TOB | | 1.00 | | | -0.2076 | ACTIVE |
| 60 | Connector Road from Main Street to Ronald Reagan Parkway; Proposed Sidewalk/Trail | Active | TOB | | 1.00 | | | -0.2076 | ACTIVE |
| 61 | Roadside Trail along Bulldog Boulevard | Active | TOB | | 1.00 | | | -0.2076 | ACTIVE |
| 62 | South Northfield Drive from Green Street to Hornaday Road | Active | TOB | 1.00 | | | | -0.2076 | ACTIVE |
| 63 | Construct Sidewalk in Fairfield Heights Subdivision | Active | TOB | | | | 2.00 | -0.2475 | ACTIVE |
| 64 | Green Street and Main Street | Intersection | Combo 3 - TOB/INDOT | | | | 4.00 | -0.2475 | ACTIVE |
| 65 | Pedestrian Crossings for 56th Street between CR 1000 E to Raceway Road | Active | HC | | | | 3.00 | -0.2875 | ACTIVE |
| 66 | Hornaday Road and Main Street | Intersection | TOB | | 1.00 | | | -0.2875 | ACTIVE |
| 67 | North Green Street from North Northfield Drive to Ar buckle Acres (Park) | Active | TOB | 1.00 | | | | -0.2875 | ACTIVE |
| 68 | Sidewalks Along Main Street from Northfield Drive to Odell Street | Active | Combo 3 - TOB/INDOT | | | | 3.00 | -0.3274 | ACTIVE |
| 69 | South Green Street at B&O Trail Crossing/Bridge/Tunnel | Intersection | TOB | | | | 3.00 | -0.3274 | ACTIVE |
| 70 | More/Better Connections to B&O Trail | Active | Other | | | | 3.00 | -0.3274 | ACTIVE |
| 71 | Sidewalk on South Green Street from CR 400 N to Tilden Road | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 72 | North Green Street from 56th Street to Stonybrook Drive | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 73 | Bike Lanes Across I-74 Along 56th Street | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 74 | Add Sidewalks on School Street from Tilden Drive to Main Street | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 75 | Add Sidewalk to the West Side of Ronald Reagan Parkway from CR 300 N to CR 400 N | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 76 | Locust Lane near Williams Park | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 77 | North Green Street from I-74 EB Ramps to North Northfield Drive | Active | TOB | | | 1.00 | | -0.3274 | ACTIVE |
| 78 | Sidewalk/Bike Lane on Airport Road from Ronald Reagan Parkway to South Green Street | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.3274 | ACTIVE |
| 79 | Bike Lanes Across I-74 Along North Green Street | Active | Combo 3 - TOB/INDOT | | | | 1.00 | -0.3274 | ACTIVE |
| 80 | Sidewalks on CR 300 N from Odell Street to Hornaday Road | Active | Combo 2 - TOB/HC | | | | 1.00 | -0.3274 | ACTIVE |
| 81 | Northfield Drive from CR 300 N to CR 400 N; Proposed Trail (One-Sided) | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 82 | Sidewalk in Clermont Heights Subdivision | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 83 | Sidewalks along Walnut Lane from Franklin Street to Dead End | Active | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 84 | North Green Street from 56th Street to I-74 | Roadway | TOB | | | | 1.00 | -0.3274 | ACTIVE |
| 85 | Add Roadway Shoulders/Bike Lanes (General) | Other | Other | | | | 1.00 | -0.3274 | ACTIVE |
| 86 | Bike Lane Along Raceway Road from 56th Street to CR 700 N | Active | Combo 7 - HC/COI | | | | 1.00 | -0.3274 | ACTIVE |
| 87 | Sidewalks on South Green Street from Thornleigh Drive to Airport Road | Active | Combo 5 - TOB/HC/INDOT | | | | 1.00 | -0.3274 | ACTIVE |
| 88 | South Green Street and Tilden Road | Intersection | TOB | | | | 2.00 | -0.3674 | ACTIVE |
| 89 | 56th Street and Grant Road | Intersection | TOB | | | | 2.00 | -0.3674 | ACTIVE |
| 90 | CR 1025 E from CR 950 N to North Study Limits; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 91 | Wilson Road from CR 950 N to Raceway Road; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 92 | CR 1050 E from Wilson Road to CR 700 N; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 93 | North Green Street from 56th Street to Maplehurst Drive; Proposed Sidewalk (One-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 94 | CR 950 E from CR 300 N to Airport Road; Proposed Sidewalk (Two-Sided) | Active | TOB | | | | | -0.3674 | ACTIVE |
| 95 | CR 550 E with Raceway Road (south of CR 300 N at Avon Boundary); Proposed Sidewalk (Two-Sided) | Active | Combo 1 - TOB/TOA | | | | | -0.3674 | ACTIVE |
| 96 | Airport Road from Castle Hill Drive to CR 900 E; Proposed Sidewalk (One-Sided) | Active | Combo 2 - TOB/HC | | | | | -0.3674 | ACTIVE |
| 97 | CR 900 N from SR 267 to CR 550 E; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 98 | CR 800 E from Maloney Road to North Study Limits; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 99 | CR 550 N from Roadrunner Drive to CR 500 E; Proposed Sidewalk (One-Sided) | Active | Combo 2 - TOB/HC | | | | | -0.3674 | ACTIVE |
| 100 | CR 600 E from CR 350 N South to Study Limits; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 101 | CR 1025 E from Main Street to CR 450 N; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 102 | CR 450 N from CR 1025 E to Raceway Road; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 103 | CR 650 N from CR 1000 E to Raceway Road; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 104 | CR 550 E from CR 1000 N to CR 900 N; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 105 | CR 575 E from CR 350 N South to Study Limits; Proposed Sidewalk (Two-Sided) | Active | HC | | | | | -0.3674 | ACTIVE |
| 106 | Northfield Drive from Main Street to Lowe's Entrance; Proposed Sidewalk (One-Sided) | Active | TOB | | | | | -0.3674 | ACTIVE |
| 107 | 56th Street from North Green Street to Northfield Court; Proposed Sidewalk (One-Sided) | Active | TOB | | | | | -0.3674 | ACTIVE |
| 108 | Northfield Drive from Main Street to 56th Street; Proposed Sidewalk (One-Sided) | Active | TOB | | | | | -0.3674 | ACTIVE |
| 109 | Pennwood Lane from Northfield Drive to Longview Bend; Proposed Sidewalk (Two-Sided) | Active | TOB | | | | | -0.3674 | ACTIVE |
| 110 | Northfield Drive from CR 300 N to Creekside Drive; Proposed Sidewalk (One-Sided) | Active | TOB | | | | | -0.3674 | ACTIVE |

| Rank | Project | Facility Type | Jurisdiction | Steering Committee #1 | Active Subcommittee | Public Workshop | Public Survey | Standardized Weighted Average | Project Need |
|------|---|---------------|------------------------|-----------------------|---------------------|-----------------|---------------|-------------------------------|--------------|
| 111 | Odell Street from Overland Way to Sycamore Street; Proposed Sidewalk (One-Sided) | Active | TOB | | 1.00 | | | -0.3674 | ACTIVE |
| 112 | Odell Street from CR 300 N to Northfield Drive; Proposed Sidewalk (Two-Sided) | Active | TOB | | 1.00 | | | -0.3674 | ACTIVE |
| 113 | Motorsports Parkway from Northfield Drive to CR 900 E; Proposed Sidewalk (Two-Sided) | Active | TOB | | 1.00 | | | -0.3674 | ACTIVE |
| 114 | Northfield Drive from New England Way to Hornaday Road; Proposed Sidewalk (One-Sided) | Active | TOB | | 1.00 | | | -0.3674 | ACTIVE |
| 115 | Abor Springs Drive from CR 700 N to Springview Court; Proposed Sidewalk (One-Sided) | Active | TOB | | 1.00 | | | -0.3674 | ACTIVE |
| 116 | Thornburg Parkway from Gratton Court to Hornaday Road; Proposed Sidewalk (Two-Sided) | Active | TOB | | 1.00 | | | -0.3674 | ACTIVE |
| 117 | Locust Lane/Hufford Road between Tilden Road and South Green Street; Proposed Sidewalk (One-Sided) | Active | TOB | | 1.00 | | | -0.3674 | ACTIVE |
| 118 | New minor collector south of Maloney Road and north of CR 750 N connecting to two new proposed minor collectors | Roadway | HC | | 1.00 | | | -0.3674 | ACTIVE |
| 119 | Bike Lane along Green Street from Connection Points Church to B&O Trail | Active | Combo 5 - TOB/HC/INDOT | | | | 2.00 | -0.4073 | ACTIVE |
| 120 | Northfield Drive (All) | Area | TOB | | | | 2.00 | -0.4073 | ACTIVE |
| 121 | Railroad Tracks without Crossing Arms/Lights | Intersection | Other | | | | 2.00 | -0.4073 | ACTIVE |
| 122 | Downtown | Area | TOB | | | | 2.00 | -0.4073 | ACTIVE |
| 123 | Every Road Around Schools | Area | TOB | | | | 2.00 | -0.4073 | ACTIVE |
| 124 | 56th Street (All) | Area | TOB | | | | 2.00 | -0.4073 | ACTIVE |
| 125 | High speed and no sidewalks on roadways near Brownsburg Library | Roadway | Combo 2 - TOB/HC | | | | 2.00 | -0.4073 | ACTIVE |
| 126 | Airport Road (All) | Area | TOB | | | | 2.00 | -0.4073 | ACTIVE |
| 127 | Repair Sidewalks on School Street from Tilden Drive from Maplebrook Drive | Active | Combo 2 - TOB/HC | | | | 2.00 | -0.4073 | ACTIVE |
| 128 | US 136 and Northfield Drive (East of Town) | Active | TOB | | | | 2.00 | -0.4073 | ACTIVE |
| 129 | Lucas Drive from Northfield Drive to Arbuttle Acres Park | Intersection | Combo 5 - TOB/HC/INDOT | | 1.00 | 1.00 | | -0.4872 | ACTIVE |
| 130 | Odell Street from Sycamore Street to Tilden Drive | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 131 | Northfield Drive from Brunes Boulevard to CR 300 N | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 132 | Pedestrian Crossing of Cardinal Park Entrance at Hornaday Road | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 133 | Biking or Walking Trail Near Hession Fields Subdivision | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 134 | North Green Street and I-74 EB Ramps | Active | Combo 3 - TOB/INDOT | | | 1.00 | | -0.4872 | ACTIVE |
| 135 | Odell Street (All) | Roadway | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 136 | Sidewalks and Lighting near schools along Airport Road | Area | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 137 | Jefferson (All) | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 138 | The South Side of Brownsburg | Area | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 139 | The Southeast Side of Brownsburg | Area | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 140 | The Northeast Side of Brownsburg | Area | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 141 | West Side of Brownsburg (General) | Area | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 142 | Tilden (All) | Area | HC | | | | 1.00 | -0.4872 | ACTIVE |
| 143 | Everything North of I-74 | Area | Combo 5 - TOB/HC/INDOT | | | | 1.00 | -0.4872 | ACTIVE |
| 144 | CR 800 N (All) | Active | HC | | | | 1.00 | -0.4872 | ACTIVE |
| 145 | Ronald Reagan Parkway and Airport Road | Intersection | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 146 | Odell Street and Tilden Road | Intersection | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 147 | North Green Street and 56th Street | Intersection | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 148 | North Northfield Drive and Kmart West Entrance (Village Center) | Intersection | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 149 | Main Street and Future Arbuttle Acres Park Entrance | Intersection | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 150 | Tilden Drive from Green Street to Hornaday Road (Roadside Trail) | Roadway | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 151 | Hornaday Road and Sycamore Road | Intersection | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 152 | Pedestrian Bridge/Tunnel at Northfield Drive and McNees Way | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 153 | Sidewalk/Walking Patch along Blastoff Play Area | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 154 | Easier Access to Trails on Ronald Reagan Parkway | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 155 | B&O Trailhead at CR 300 N | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 156 | Pedestrian Crossing Near High School | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 157 | Crossing at Hornaday Road and Ironwood Drive | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 158 | Jefferson Street and School Street | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 159 | Pedestrian Crossing of Northfield Drive at Wicklow Way | Active | TOB | | | | 1.00 | -0.4872 | ACTIVE |
| 160 | North Northfield Drive and White Lick Creek | Intersection | TOB | | | 1.00 | | -0.4872 | ACTIVE |
| 161 | North Green Street and Whittington Drive | Intersection | Combo 3 - TOB/INDOT | | | | 1.00 | -0.4872 | ACTIVE |
| 162 | North Green Street and CR 700 N | Intersection | Combo 5 - TOB/HC/INDOT | | | | 1.00 | -0.4872 | ACTIVE |
| 163 | Main Street and Odell Street | Intersection | Combo 3 - TOB/INDOT | | | | 1.00 | -0.4872 | ACTIVE |
| 164 | SR 267 and Highland Springs Drive | Intersection | Combo 5 - TOB/HC/INDOT | | | | 1.00 | -0.4872 | ACTIVE |
| 165 | Main Street and CR 900 E and Railroad | Intersection | Combo 5 - TOB/HC/INDOT | | 1.00 | | | -0.5272 | ACTIVE |

| Rank | Project | Facility Type | Jurisdiction | Steering Committee #1 | Active Subcommittee | Public Workshop | Public Survey | Standardized Weighted Average | Project Need |
|------|--|---------------|------------------------|-----------------------|---------------------|-----------------|---------------|-------------------------------|--------------|
| 166 | CR 300 N and CR 900 E | Intersection | Combo 2 - TOB/HC | Active | 1.00 | Active | Q3 - Active | -0.5272 | Active |
| 167 | SR 136 and Connector Road | Intersection | Combo 3 - TOB/INDOT | | 1.00 | | | -0.5272 | Active |
| 168 | US 136 and Northfield Drive (West of Town) | Intersection | Combo 5 - TOB/HC/INDOT | | 1.00 | | | -0.5272 | Active |
| 169 | Removal of CR 900 E between CR 700 N and Hession Farms Boulevard/Connection of CR 900 E to Ronald Reagan Parkway Extension | Roadway | Combo 2 - TOB/HC | | 1.00 | | | -0.5272 | Active |
| 170 | Connection of CR 900 E to CR 950 E (between Airport Road and CR 300 N) | Roadway | HC | | 1.00 | | | -0.5272 | Active |
| 171 | Connection of 56th Street with Ronald Reagan Parkway (via Pitt Road and Hession Way) | Roadway | Combo 2 - TOB/HC | | 1.00 | | | -0.5272 | Active |
| 172 | Minor collector extension of CR 500 E from CR 900 N to new minor collector at/near Windflower Court. | Roadway | HC | | 1.00 | | | -0.5272 | Active |
| 173 | Connection of Ronald Reagan Parkway (Extended) with SR 267 north of CR 1000 N | Roadway | HC | | 1.00 | | | -0.5272 | Active |
| 174 | Extension of CR 625 E from Northfield Drive to CR 1000 N (for New Interchange) | Roadway | Combo 5 - TOB/HC/INDOT | | 1.00 | | | -0.5272 | Active |
| 175 | New minor collector constructed from CR 700 N to CR 1000 N between CR 650 E and SR 267 | Roadway | HC | | 1.00 | | | -0.5272 | Active |
| 176 | Extension of CR 950 N to CR 750 E | Roadway | HC | | 1.00 | | | -0.5272 | Active |
| 177 | Connection of CR 900 E to CR 950 E (between Main Street and Airport Road) | Roadway | Combo 2 - TOB/HC | | 1.00 | | | -0.5272 | Active |
| 178 | Connection of Ronald Reagan Parkway with CR 1000 E at Hession Way/Removal of CR 1000 N north of Hession Way to 56th Street | Roadway | HC | | 1.00 | | | -0.5272 | Active |
| 179 | Connection of CR 1000 E to Ronald Reagan Parkway from CR 450 N Intersection) | Roadway | Combo 2 - TOB/HC | | 1.00 | | | -0.5272 | Active |
| 180 | CR 450 N from CR 500 E to CR 575 E | Roadway | Combo 2 - TOB/HC | | 1.00 | | | -0.5272 | Active |
| 181 | Pedestrian Crossing Improvements along 56th Street between Big Stone Drive and Eagle Crossing Boulevard | Active | HC | | 1.00 | | | -0.5272 | Active |
| 182 | Tilden Drive and Hornaday Lane | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 183 | Northfield Drive and Penwood Lane | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 184 | Main Street and Bullfrog Way | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 185 | Odell Street and CR 300 N | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 186 | Pedestrian Crossing Improvements along CR 300 N between CR 900 E and CR 950 E | Active | Combo 2 - TOB/HC | | 1.00 | | | -0.5272 | Active |
| 187 | Connection of Connector Road and CR 950 E between Main Street and Airport Road | Roadway | TOB | | 1.00 | | | -0.5272 | Active |
| 188 | Completion of Metrosports Way "Loop" | Roadway | TOB | | 1.00 | | | -0.5272 | Active |
| 189 | Connection of CR 575 E with CR 500 E (south of CR 300 N) | Roadway | TOB | | 1.00 | | | -0.5272 | Active |
| 190 | Pedestrian Crossing Improvements at CR 650 E and CR 800 N | Intersection | HC | | 1.00 | | | -0.5272 | Active |
| 191 | Extension of Maplehurst Drive to CR 300 N | Roadway | TOB | | 1.00 | | | -0.5272 | Active |
| 192 | Pedestrian Crossing Improvements at Northfield Drive and Lowe's Entrance | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 193 | Pedestrian Crossing Improvements at Northfield Drive and Stonybrook Drive | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 194 | Pedestrian Crossing Improvements at Main Street and White Lick Trail | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 195 | Pedestrian Crossing Improvements at Tilden Court and White Lick Creek Trail | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 196 | Pedestrian Crossing Improvements at Prairie Parkway and South Green Street | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 197 | Pedestrian Crossing Improvements at South Green Street and Hyde Park Row | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 198 | Pedestrian Crossing Improvements at Odell Street and Brownswood Drive | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 199 | Pedestrian Crossing Improvements at Airport Road and Hunter's Trail | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 200 | Pedestrian Crossing Improvements at Odell Street and Brownswood Middle School Entrance | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 201 | Pedestrian Crossing Improvements at CR 300 N and Hayward Avenue | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 202 | Pedestrian Crossing Improvements at 900 E and Country Lane | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 203 | Pedestrian Crossing Improvements at Ronald Reagan Parkway and Airport Road | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 204 | Pedestrian Crossing Improvements at CR 700 N and Wild Ridge Boulevard | Intersection | TOB | | 1.00 | | | -0.5272 | Active |
| 205 | Pedestrian Crossing Improvements at Hornaday Road and Thornburg Parkway | Intersection | TOB | | 1.00 | | | -0.5272 | Active |

Total Crashes (2016-2018)



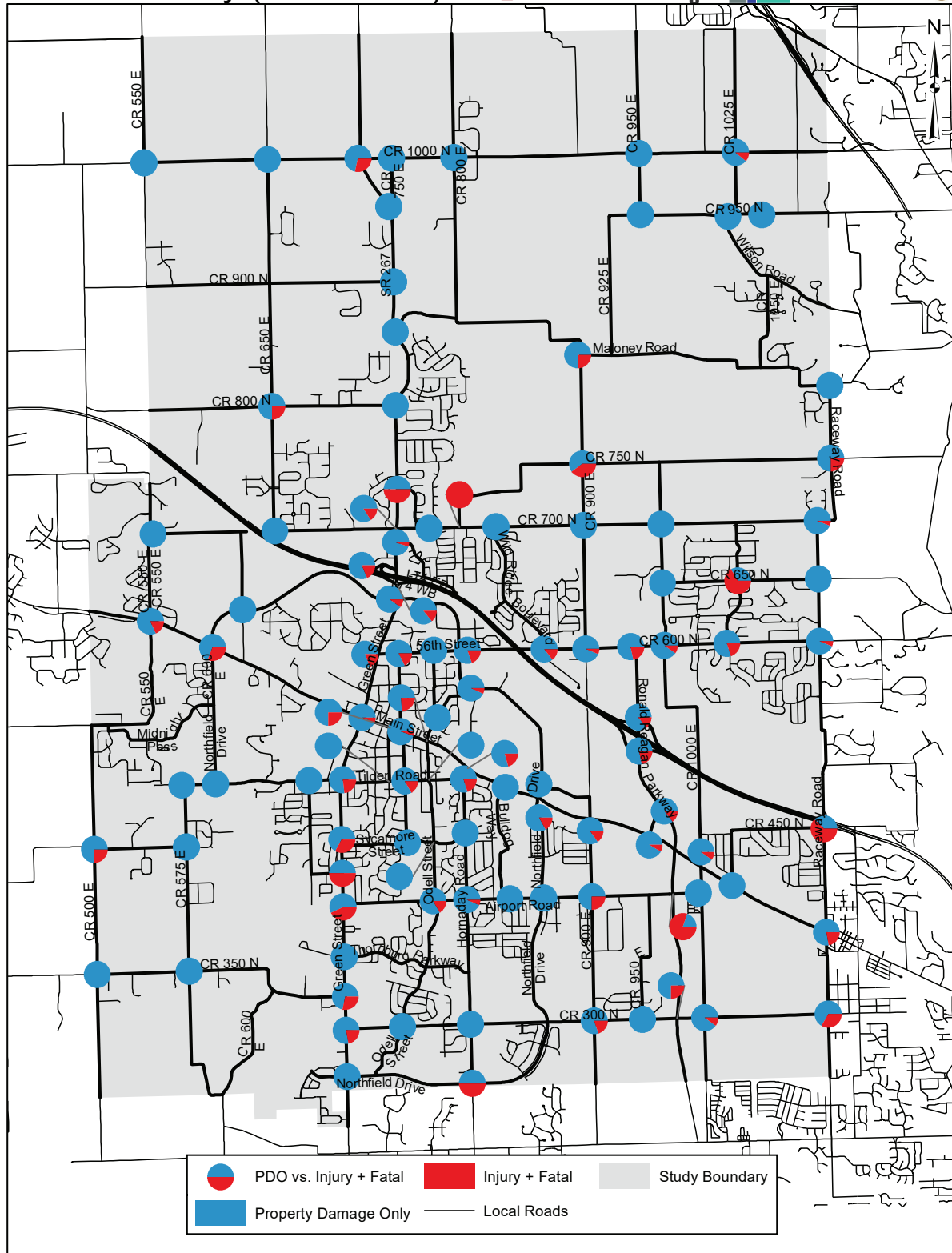
Crash Severity (2016-2018)



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